

If the Honorary Members and the Graduates are omitted in the calculation, the Annual increase of Members and Associates will stand thus:—

	Members.	Associates.	Members Elected.	Deceases and Resignations.	Effective Increase.
1839	7	28	35 —	5 =	30
1840	10	37	47 —	6 =	41
1841	5	44	49 —	12 =	37
1842	8	38	46 —	7 =	39

We have to regret the decease of the Right Honourable Lord Congleton, Mr. Samuel Seaward, Mr. Benjamin Hick, Mr. Charles Collinge, Mr. W. D. Anderson, Mr. John Smeaton, and Captain Foster, Bombay Engineers.

Sir Henry Parnell was born in the year 1776. After the usual routine of university education he entered early upon a parliamentary career as member for Queen's County, and became distinguished for his steady industry and application to business; his speeches abounded with facts and calculations, and in many political as well as financial questions he took a prominent part. In 1828 he was appointed chairman of the Finance Committee; subsequently he became Secretary-at-War and a member of the Privy Council; in 1835 he succeeded Lord Lowther in the office of Treasurer of the Navy, with which were consolidated the duties of Paymaster-General of the Forces and Treasurer of the Ordnance, which combined office he held until his elevation to the peerage in 1841 as Lord Congleton of Congleton, in Cheshire.

These public duties did not prevent him from filling numerous private offices, among which must be principally noticed that of chairman of the Commissioners of the Holyhead Road. This post naturally created an intimacy between him and our first President (Mr. Telford), which was only interrupted by the death of the latter. The active mind of Lord Congleton being thus directed to engineering pursuits, he cultivated the society of other Civil Engineers, and became an honorary member of this Institution in 1833; his Treatise on the construction of Roads, and his Plan (adopted by the Post Office) for improving the construction of Mail Coaches, show that his acquirements in the practical details of professional subjects were not superficial. He published also several works on Finance, Banking, and the Currency, besides pamphlets on Catholic Emancipation and other political subjects.

The decease of his Lordship took place in the sixty-sixth year of his age, respected as a public character for his attainments, his general consistency, and his great industry, and regretted by a large circle of private friends.

Mr. Samuel Seaward, F.R.S., &c., was born at Lambeth in the

Mr. Seaward.

year 1800, and at the age of fourteen years he entered the service of the East India Company as a midshipman; after his second voyage to Bombay and China he relinquished a naval career, and was placed by his brother as an apprentice with the late Mr. Henry Maudslay, in whose establishment he had the best opportunities of acquiring a practical knowledge of mechanics and engineering; of these opportunities he carefully availed himself, and always cherished a grateful recollection of his instructor. After passing about five years with Mr. Maudslay, he entered the service of Messrs. Taylor and Martineau, whence he proceeded to Cornwall, and assisted, under the direction of Mr. Arthur Woolf, in the erection of several large pumping engines; he then undertook the superintendence of part of the works of Mr. Harvey, at the Hayle Foundry, where he had the advantage of the instructions of Mr. Richard Trevithick.

In the year 1825 he returned from Cornwall and joined his brother, Mr. John Seaward, in the Canal Iron-works, Limehouse, as manufacturers of marine and other steam engines, as well as of general machinery.

The attention devoted by Mr. Seaward to the construction of marine engines particularly, and the successful adaptation of the "direct action" engines* (which were, it is believed, first introduced by Mr. Gutzmer, of Leith, on board the "Tourist" steamer), are well known in the profession.

His ingenuity and mechanical talents are manifested in all the works undertaken by the firm to which he belonged, and by several scientific pamphlets which he published.

He joined the Institution in the year 1828, and became subsequently an active and useful Member of Council, and our Transactions are indebted to him for a memoir "On the application of Auxiliary Steam Power to sailing vessels on long Voyages."

Suatched from among us at the early age of forty-two years, the profession has lost an intelligent and zealous member, and his private friends a worthy and estimable man.

Mr. Hick. Mr. Benjamin Hick was born at Leeds in the year 1790, and was brought up as a practical engineer in the establishment of Messrs. Fenton and Murray, by whom at an early age he was intrusted with the superintendence and erection of several large engines, &c., and he was eventually offered a partnership in their works; this he declined, and in 1810 engaged with Mr. Rothwell in the Union Foundry at Bolton, of which he was the managing partner; and in 1833 he established the Soho Foundry, now carried on by his sons in that town.

* The engines of the "Gorgon," the first of a numerous class of Government steamers fitted with that kind of engine, were built at the Canal Iron Works.