

OBITUARY.

CHARLES HAWKSLEY, President of The Institution in 1901-02, died in London on the 27th November, 1917. Born in Nottingham on the 17th June, 1839, he was educated at University College, London, after which he became a pupil under his father, the late Mr. Thomas Hawksley, F.R.S., also a Past-President of The Institution. In 1866 he was taken into partnership with his father, who died in 1893, and in 1900 he took his son Mr. Kenneth Phipson Hawksley into partnership. Mr. Charles Hawksley's professional work was principally in connection with waterworks and gasworks, and during his career he was associated with the construction and development of many important public undertakings. He was elected a Member of The Institution of Civil Engineers on the 21st May, 1867, and became President in 1901. His warm attachment to the interests of his profession was shown in many ways, and he was a generous benefactor of every good cause which came under his notice. By his will Mr. Hawksley left The Institution the sum of £3,000, with a direction that the income should be applied in such ways as may be determined by the Council "towards the provision of scholarships or prizes for proficiency in the design of engineering structures combining artistic merit with excellence of constructional design, the scholarships or prizes to be awarded by the Council on the joint recommendation of the Presidents for the time being of The Institution and of the Royal Institute of British Architects." It is hoped that a first award under this bequest may be made in 1922.

Sir ALEXANDER MEADOWS RENDEL, K.C.I.E., was born on the 3rd April, 1829, and died in London on the 23rd January, 1918. Having been educated at King's College, Canterbury, and Trinity College, Cambridge, he began his engineering career under his father, the late Mr. James Meadows Rendel, Past-President Inst. C.E., and on the death of the latter, in 1856, succeeded him in the business. In the same year he was appointed engineer to the London Dock Company, and among the works carried out in the Port of London for which he was responsible were the Hermitage Wharf, the Shadwell Basin, and the extension of the Victoria Dock, now the Royal Albert Dock. He was responsible also for the Edinburgh and Albert

Docks at Leith, and was for many years consulting engineer to the Leith Harbour and Dock Commissioners. Other docks designed by him were built at Workington, Llanelly and Kirkcaldy, and he also completed docks at Milford. His principal work, however, lay in India. In 1857, he was appointed consulting engineer to the East Indian Railway, and, in 1872, became consulting engineer to the Secretary of State for India. From that time onward he was responsible for the building up of the great State railway system, for the construction of many thousands of miles of railways, and for the bridging of most of the great rivers in that country, notably the Upper Sone Bridge on the East Indian Railway, the Alexandra Bridge over the Chenab, the Lansdowne Bridge over the Indus at Sukkar, the Hardinge Bridge over the Ganges, and the Empress Bridge over the Sutlej. In other railway work of somewhat less importance, Sir Alexander Rendel was consulting engineer for the Uganda Railway, for the Egyptian Light Delta Railways, and for the Mexican Railway Company. In 1912, on the death of his partner, Mr. F. E. Robertson, Sir Alexander Rendel took as partners Mr. Frederick Palmer, C.I.E., and Mr. (now Sir) Seymour B. Tritton, K.B.E., the latter of whom had been associated with him in business for many years.

Sir Alexander Rendel was elected a Member of The Institution of Civil Engineers in 1862, and served as a Member of the Council from 1880 to 1883.

Sir FREDERICK ROBERT UPCOTT, K.C.V.O., C.S.I., who was born in 1847, died on the 15th October, 1918, in London. Educated at Sherborne School and King's College, London—of which he was later made an Honorary Fellow—he went to India as a “Stanley” engineer almost half a century ago. He was at first engaged on the survey and construction of the Indus Valley line, and later won official commendation for railway service in the Afghan War, as also for his part in the building of the Victoria Bridge over the Jhelum and in the construction of the Sind-Sagar railway. In 1896, having been for 3 years consulting railway engineer in Madras, he became Director-General of Railways, and afterwards Secretary for Railways in the Public Works Department of India. He came home in 1901, on his appointment as Government Director of Indian Railways, but returned in 1905 to serve for 3 years as chairman of the Railway Board. It is recorded to his credit that in addition to his professional activities, he was largely instrumental in providing schools for the children of railwaymen. After his retirement he became chairman of the East Indian and the Assam Bengal Railway Companies, and was a member of the Royal Commission on Railways appointed in 1913.

Sir Frederick Upcott was elected an Associate of The Institution on the 3rd December, 1872, and was transferred to the class of Members on the 11th November, 1879. He was a Member of the Council in 1901–1902 and from 1908–1911.