

OBITUARY.

WILLIAM HENRY MAW, LL.D., Past-President, was born at Scarborough on the 6th December, 1838. He was educated privately, and in March, 1855, began his apprenticeship in the Stratford works of what was then the Eastern Counties Railway, where he served under the late Mr. J. V. Gooch, M. Inst. C.E., and afterwards under the late Mr. Robert Sinclair, M. Inst. C.E. In 1859 he became head draughtsman in the locomotive and engineering department of the works, where he remained until 1865. During 1860 he was attached to Mr. Sinclair's private staff, and designed rolling stock for the Great Luxemburg Railway and locomotives for the East Indian Railway, for which lines Mr. Sinclair was consulting engineer. The locomotives were probably the first outside-cylinder engines to be used on an Indian railway.

While engaged at Stratford, Dr. Maw had made the acquaintance of the late Mr. Zerah Colburn, M. Inst. C.E., for whose book, describing the locomotives in the 1862 exhibition, he wrote a chapter on valve-gears; and on leaving Stratford he joined Mr. Colburn in the establishment of "Engineering." When Mr. Colburn severed his connection with that journal in 1870, Dr. Maw became joint Editor with the late Mr. James Dredge, M. Inst. C.E., until the latter's death in 1906. From that date until his death, Dr. Maw held the position of Senior Joint Editor, his colleagues being first the late Mr. B. A. Roworth, and subsequently Mr. (now Sir) Alexander Richardson.

In addition to his editorial work, Dr. Maw carried on a consulting practice from 1870 until within a few years of his death. He dealt mainly with questions relating to steam plant, but he also advised on the laying-out of workshops; and several of the leading daily and weekly newspapers availed themselves of his experience in the planning of their printing works.

"Engineering" was the main interest of Dr. Maw's life. From the outset he established a high standard as regards both the contents and the production of the journal. The vast mass of information on engineering matters and on applied science which passed through his hands during more than half a century's editorship of one of the leading technical journals of the world, assimilated as it was by a man of untiring industry, gifted with a remarkable memory, was always at the disposal of fellow engineers and of his colleagues on administrative and advisory bodies; and his practical acquaintance with every technical detail of publication work rendered his advice particularly valuable to the societies of which he was a

member, in connection with that important branch of their activities. To these qualities were added a kindly and happy nature, rendering him always approachable to those who sought his counsel or help.

Dr. Maw was deeply interested in the work of scientific and technical societies. He was a member of many; he gave them devoted and conscientious service, sparing himself no effort in his zeal for their welfare and advancement; and they conferred upon him their highest honours.

His first presidency (1863-65) was that of the Civil and Mechanical Engineers Society—of which he had been one of the founders in 1859. He joined the Institution of Mechanical Engineers in 1873, and became President of that society in 1901. In 1922 he was elected President of the Institution of Civil Engineers, having become a Member in 1896 and a Member of Council in 1911. Although he came to the Presidential Chair of The Institution at the advanced age of 83, Dr. Maw discharged the duties of his office with an energy which many younger men might envy, and with that zest with which he undertook every task that presented itself to him. His wide experience and keen interest in publication matters were of especial assistance to his colleagues on the Council of The Institution in the difficult conditions created by the war.

His Presidential Address¹ described the progress made in 20 years in research of such diverse subjects as bridge engineering, special alloys, X-ray work, and steam power. It was virtually a sequel to the "James Forrest" Lecture² on "Some Unsolved Problems in Engineering," which he delivered at the Institution in 1903.

His main interest outside engineering work was in astronomy, and, although an amateur in that science, he carried out work of real value, devoting himself principally for many years to double-star observations. He had observatories at his town residence, in Kensington, and at Outwood, in Surrey. The results of his work were contributed to the Royal Astronomical Society—of which he was President from 1905 to 1907. He was one of the founders of the British Astronomical Association, of which he was President 1890-1900, and was also a Fellow of the Royal Geographical and Royal Microscopical Societies.

Apart from the Presidential Addresses and Lectures already referred to, Dr. Maw's literary work was principally contributed to the columns of "Engineering." He was the author of "Recent Practice in Marine Engineering" and joint author with Mr. Zerah Colburn of "The Waterworks of London" and with Mr. J. Dredge of "Modern Road and Railway Bridges."

Dr. Maw took a very active part in the work of numerous committees charged with scientific research. He served on the Joint Board of the National Physical Laboratory continuously from 1901 to 1915, and was a member of the Executive Committee from 1905

¹ Minutes of Proceedings Inst. C.E., vol. ccxv, p. 1.

² *Ibid.*, vol. cliv, p. 238.

to 1909. He was also a member of the Committee responsible for the formation of the British Engineering Standards Association in 1901, and was connected with that body until his death. During the war he served on various committees appointed by the Government and the Ministry of Munitions. He was a member of the following Committees of the Institution of Mechanical Engineers:—Marine-Engine Trials, Gas-Engine, Steam-Jacket, and Friction of Gears; and was Chairman of the Committee on Steam-Engines. He served on the Council of the Royal Society of Arts from 1911 to 1914, and at the time of his death held the post of Honorary Treasurer of that Society. He presided over the Mechanical Section of the International Engineering Congress at Glasgow in 1901.

In 1909 the University of Glasgow conferred upon him the honorary degree of LL.D.

Dr. Maw died at his London residence in Addison Road, Kensington, on the 19th March, 1924, and was buried at Kensington Cemetery, Hanwell, on the 22nd March.

He married, in 1867, Emily, daughter of Thomas Chappell, and left a widow, three sons, and five daughters.

HENRY DEANE, M.A., son of Henry Deane, F.L.S., was born at Clapham on the 26th March, 1847. At the age of 15 he entered Queen's College, Galway, where he graduated in Arts with honours in mathematics and natural science, having obtained a mathematical scholarship tenable for three years, after which he took a two years' course in engineering and completed his studies at King's College, London. The degree of M.A. was subsequently conferred upon him.

In 1867 he entered the office of Sir (then Mr.) John Fowler as a pupil of Mr. T. Marr Johnson, and was engaged on the construction of portions of the Metropolitan Railway.

In 1869 he obtained an appointment with Messrs. Waring Brothers, Concessionaires and Contractors for the East Hungarian Railway, on railway construction. During his first year in this capacity he was engaged on the construction of the Grosewardein-Klausenburg line until its practical completion, and then proceeded to the Mediash-Hermannstadt section, where he remained until a breach occurred between his employers and the Railway Company.

He then obtained an appointment, which he held for $3\frac{1}{2}$ years, with the Danube Steam Navigation Company at their Works at Altöfen, near Buda-Pesth, as Principal Assistant to the Engineer-in-Chief and General Manager.

He returned to England in 1875, and was engaged on a variety of work, including Parliamentary and other surveys, bridge designs, etc., mainly under Sir (then Mr.) Benjamin Baker.

In 1877 he proceeded to Manila in connection with the erection of sugar works and plant, on the design of which he had previously been engaged.

Subsequently he returned to England, but owing to general