

wealth Government in the matter of the survey for the Trans-continental Railway from Kalgoorlie to Port Augusta, and in 1912 he took up the duties of Engineer-in-Chief for Commonwealth Railways, having been closely associated with the proposal since 1903, when, representing the State of New South Wales, he was Chairman of a conference of Engineers-in-Chief on the matter. Mr. Deane remained in this capacity till he retired into private life in 1914.

That his engineering ability was of a high order can be judged by the various commissions and inquiries not connected directly with railway work on which he sat, among which may be mentioned the Royal Commission on Sydney Water-Supply.

He was elected an Associate Member of the Institution of Civil Engineers in 1874, and transferred to the Class of Members in 1886. He also held the distinction from 1896 to 1899 of being the first elected Member of Council of the Institution for Australia. In 1899 he contributed to its Proceedings a Paper¹ on "Economical Railway Construction in New South Wales."

Mr. Deane's interests, outside his profession, were wide. He was a keen botanist, and did a considerable amount of valuable work in connection with the botany of New South Wales, more particularly in the study of Australian timbers, and especially the eucalyptus, on which he was a noted authority. He was a great advocate for the application of scientific methods of conserving and utilizing the forest resources of the States.

Under the subject of palæontology he made a study of the characteristics of the Tertiary Flora of Australia, and boldly challenged the correctness of certain theories put forward by Professor Ettingshausen, the eminent Austrian palæo-botanist.

Mr. Deane was twice elected President of the Royal Society of New South Wales, and for two years was President of the Linnean Society of New South Wales; he was also one of the early Presidents of the Institution of Surveyors, New South Wales, a society which includes fully qualified land and geodetic surveyors only. He was also a Fellow of the Royal Meteorological Society and of the Linnean Society of London, as well as of the Royal Horticultural Society.

Mr. Deane died suddenly on the 12th March, 1924, at his home in Malvern, Victoria, having all but completed his 77th year. He was twice married, and left a widow, three sons, and three daughters.

KENNETH PHIPSON HAWKSLEY, son of Charles Hawksley, Past-President Inst. C.E., and grandson of Thomas Hawksley, F.R.S., Past-President Inst. C.E., was born in London on the 15th September, 1869, and died on the 2nd May, 1924, in London. He was educated at Wellington College (1884-88), Trinity College, Cambridge, and University College, London.

His engineering training was obtained under his father, whom he assisted in Parliamentary surveys at Newcastle, Pontypool, Newark,

¹ Minutes of Proceedings Inst. C.E., vol. cxlii, p. 78.

and Bognor ; under Mr. E. M. Eaton, Assoc. M. Inst. C.E., on waterworks at Sheffield ; and as an apprentice in the workshops of the Glenfield Company, Kilmarnock. In 1893 he became an assistant to his father, and in 1900 a partner in the firm of T. and C. Hawksley.

Mr. Hawksley was responsible for the design of numerous water-supply works, including those for Bognor, Bristol, Durham County Water Board, Maidenhead, Newcastle-upon-Tyne, and Norwich ; and he was consulted at various times with regard to the following undertakings : Great Yarmouth Water Company, Herts and Essex Waterworks Company, Leatherhead and District Water Company, Lowestoft Water and Gas Company, Maidenhead Waterworks Company, Norwich Corporation Water, Rickmansworth and Uxbridge Valley Water Company, Sheffield Corporation Water, and West Gloucestershire Water Company. Practically his last work was to outline the design of the Durham County Water Board's great new impounding-reservoir.

During the war he rendered valuable assistance to the Ministry of Munitions as consulting engineer for water-supply, designing and carrying out with conspicuous success works for supplying the great explosive factories at Gretna, Queen's Ferry, Avonmouth, and Henbury.

In addition to his wide knowledge of waterworks engineering, Mr. Hawksley had a clear grasp of details, combined with aptitude for lucid and concise explanation, and his services were therefore in constant demand before Parliamentary Committees. He was also possessed of much administrative capacity, the exercise of which was not confined to waterworks undertakings, but was applied also to the affairs of numerous other undertakings, such as the South Metropolitan Gas Company, Electric Lamp Factors, and the National Omnibus and Transport Company, to which he rendered valuable services as a Director.

He married in 1894 Julia Loetitia Anderson Green, daughter of Dr. Edward Septimus Green, of Settle, and left a widow, one son, and one daughter.

Mr. Hawksley was a member of the Institution of Mechanical Engineers, the American Society of Civil Engineers, and other scientific societies.

He was elected an Associate Member of The Institution in 1897, and transferred to the class of Members in 1903, and was a Member of Council from 1921 until his death.