

OBITUARY.

GEORGE ROBERT JEBB, former Vice-President, who died at his residence, Bucklebury Common, near Reading, on the 16th February, 1927, after a brief illness, was the son of John Jebb, and was born at Baschurch, Shropshire, on the 30th November, 1838.

He served his pupilage, from 1854 to 1858, under Mr. Alexander Mackintosh, M. Inst. C.E., who was then in charge of the Chester lines of the Great Western Railway. In 1859 he was appointed Resident Engineer on the constructional works of the Bryn-y-Owen Railway, and Wrexham and Minera Railway, and from 1862 to 1869 he was engaged in a similar capacity on the Wrexham and Minera Railway extension, the Mold and Treiddyn, and other railways. In 1863 he went to Galicia and planned the course of 20 miles of the Lemberg-Czernowitz railway.

He was appointed Chief Engineer of the Shropshire Union Railways and Canals Company in 1869, which position he retained until 1919; and from 1875 to 1912 he was also Chief Engineer of the Birmingham Canal Company. On his retirement from that position he was appointed a member of the Committee of Management.

He was responsible for the design and construction of deep-water quays, docks, and warehouses at Ellesmere Port on the river Mersey; and for the construction, renewal and maintenance of reservoirs, weirs, pumping-plants, warehouses, branch railways, etc., in various parts of North Wales, the Potteries, and South Staffordshire, in connection with these canals. Among these works may be mentioned the substitution of modern pumping-plants on the Birmingham Canal for some of the original pumps supplied by Messrs. Boulton and Watt in the latter part of the eighteenth century or early part of the nineteenth.

He was appointed a member of the Upper Mersey Navigation Commission upon its formation in 1876, and was subsequently its Chairman for 18 years.

He was elected a member of The Institution in 1872, a Member of Council in 1902, and Vice-President in 1912. He resigned membership of the Council in 1915, preferring not to be nominated for the Office of President.

He contributed to The Institution a Paper¹ on "A Plea for Better Country Roads," which was read in 1906.

He was admitted to fellowship of the Royal Society of Arts in 1890, to which society he contributed in 1888 a paper, "Notes on the Maintenance of Canals, with special reference to Mining

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

Districts¹." He took a keen interest in Natural Science, particularly botany, and was an original member of the Chester Society of Nature Science. In 1912 he was President of the Smeatonian Society of Engineers.

Colonel WILLIAM PATRICK ANDERSON, C.M.G., V.D., eldest son of Thomas Anderson, of Edmonton, Alberta, Canada, was born on the 4th September, 1851 at Levis, Quebec. He was educated at Bishop's College, Lennoxville, and subsequently studied for one year at Manitoba College, Winnipeg. He began his pupillage under Mr. Robert Ross in 1872, being engaged upon exploratory surveys and preliminary railway locations north of Lake Superior, and later on instrument work on geodetic and township surveys in Manitoba.

He entered the Canadian Civil Service in 1874, as a draughtsman in the Department of Marine and Fisheries. After completing a year's work on the design of lighthouses, he was promoted to assistant engineer, being employed on the location, design and superintendence of the construction of lighthouses, etc. In 1880 he was made Chief Engineer of the Department. He had charge of the design and construction of all lighthouses, lightships, fog-alarms, buoys, and beacons throughout Canada; of the tidal and current surveys, and hydrographic surveys of the Dominion coasts; of the removal of all wrecks; and generally of the technical work of the Department. He designed and built more than 500 lighthouses and fifty fog-alarm stations. Among the more important of his works may be mentioned the construction of a lighthouse in 1885 on a pier built in a caisson in 13 feet of water on Colchester reef, Lake Erie; a complete hydrographic survey, finished in 1893, of the Bay of Quinte, an arm of Lake Ontario 70 miles long; the construction and installation in 1898 of the first-order siren station, worked by air compressed by water-power, at Belleisle, Labrador; the construction in 1900 of a lighthouse on a pier in 42 feet of water, with a 7-knot current, at the upper end of Traverse of St. Roch, River St. Lawrence; the construction, during 1902 and 1903, of a fireproof lighthouse and gas fog-alarm on a pier in 42 feet of water, with a 9-knot tideway, at the lower end of Traverse of St. Roch; and the construction in 1903 of two steel lightships, with steam propulsion and fog-sirens, at the Polson Iron Works, Toronto. He served continuously as Chief Engineer of the Department until his retirement in 1919.

He represented the Dominion of Canada at the International Congress of Navigation in 1912, and at the National Waterways Congress at Washington in 1913. He was a member of the Lighthouse Board of Canada, was recently Chairman of the Geographic Board of Canada, and was also a member of the Canadian Engineering Standards Association.

The enthusiasm for military matters which was so noteworthy a

¹ Journal of the Society of Arts, vol. xxxvi (1888), p. 773.