

chanical talents. On the subjects with which he was more particularly acquainted, Mr. Greenwood contributed Papers which have been published in the Proceedings of the Institution of Mechanical Engineers, of which society he was a Member.¹ As a citizen of Leeds he was held in deserved respect. He at one time was a member of the Town Council, and also acted as Chairman of the Leeds Board of overseers. The news of his death, which occurred on the 9th of February, 1873, at Gipsy Hill, near the Crystal Palace, caused general regret; and his funeral, at the Woodhouse Cemetery, whither his remains had been conveyed from London, partook of the nature of a public ceremony, sixteen hundred of the workpeople employed by the firm following him to the grave. Mr. Greenwood was elected an Associate of the Institution of Civil Engineers on the 4th of February, 1860.

MR. THOMAS CRUMP HAMBLING was born at East Dereham, Norfolk, on the 25th of September, 1835. After serving an apprenticeship to Messrs. Ransome and Sims, at Ipswich, he was for three years in the establishment of Messrs. Maudslay, Sons, and Field, which he left to become assistant manager at Messrs. Porter and Co.'s works, Tividale. He was then engaged by the Spanish Government to carry out public works, principally the erection of lighthouses on the coast. These he superintended under difficult and sometimes dangerous circumstances, and on their completion—after a short engagement under Mr. Robert C. May, M. Inst. C.E.,—he set up on his own account in London as a Consulting Engineer. He had laid the foundation of a successful practice, when his career was cut short by accidentally taking an overdose of laudanum, from the effects of which he died on the 14th of March, 1873, in his thirty-eighth year.

Mr. Hambling was elected as Associate of the Institution on the 6th of April, 1869, and frequently attended the meetings.

MR. HAMILTON EDWARD HARWOOD, son of Mr. William Harwood, of London, was articled, about 1840, to Mr. Francis Thompson, the well-known architect. He assisted Mr. Thompson, who placed great confidence in his business qualifications, on the stations of the North Midland, South Eastern, and Chester and Holyhead railways, also on the masonry of the Britannia Bridge,

¹ *Vide* Minutes of Proceedings Inst. M.E., 1862, p. 328; 1865, p. 103; and 1868, p. 105.

Tweed Viaduct, and High Level Bridge at Newcastle, and other large structures. On leaving that office in 1850, he entered the service of the late Mr. Charles Heard Wild, under whom he was successively engaged on the masonry of various engineering works, upon the Great Exhibition building in Hyde Park, and on the Crystal Palace works at Sydenham. In the year 1855 he was appointed Surveyor to the Board of Admiralty for the Naval Yard at Keyham, and in the following year his appointment was extended to all the principal naval establishments at home. In October 1863 he was specially selected by the Board to visit Malta, with a view to the settlement of the contractors' claims for works on the great harbour at that station. He likewise carried on private practice as an architect and surveyor, in the course of which he designed and erected several town and country residences of magnitude, and was also professionally engaged by many of the leading Engineers in connection with railway-station works, for which his extensive knowledge of constructive detail and arrangement peculiarly fitted him.

Mr. Harwood was highly esteemed by his professional brethren for his thorough integrity, as well as for the extreme care and zeal with which he performed his duties, and his moral worth and sterling qualities had endeared him to all his private friends. He was elected an Associate of the Institution of Civil Engineers on the 16th of March, 1866, and he died after a short illness at his residence, Carlyle Square, Chelsea, on the 31st of December, 1872, in the forty-ninth year of his age.

MR. GEORGE WILLIAM HORN was born in London in the year 1801. After for some years discharging, as deputy, the duties of Clerk of the Declaration in the then Court of King's Bench, the late Lord Ellenborough appointed him to that office, which he held until its abolition early in the present reign.

In 1839 Mr. Horn joined the London and South-Western Railway Company, as head of the Audit department. During the next fifteen years, in addition to the routine duties of the office, he was much engaged in preparing elaborate statements, to be used in appeals against the rating assessments on various parts of the line; and, after resigning this post in 1853, he continued to advise the company in these cases. From that date he was occupied for many years in promoting narrow-gauge railways to the West of England in connection with the South-Western system, and was secretary of several lines subsequently amalgamated with it: among others, the Portsmouth direct and the Devon and Cornwall.