

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.