

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.

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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.

By means of this last a narrow-gauge communication was effected between London, Plymouth, and Devonport. Mr. Horn was also secretary of the Rhymney Railway Company from its incorporation to the opening of the line, four years later, when the offices were removed to Cardiff; and was actively interested in several metropolitan schemes for connecting some of the great trunk lines in the outskirts of London. He was elected an Associate of the Institution of Civil Engineers on the 5th of December, 1865. Earlier in life he was for a time a Member of the Royal Archæological Institute of Great Britain and Ireland. In 1868, shortly after the murder of his only son near Rosario, in the Argentine Republic, Mr. Horn relinquished all his appointments except two auditorships. Energy and interest in life returned in time, and he spent his remaining years chiefly in travelling. After a short illness, he died at Interlaken on the 9th of July, 1873, in his seventy-second year.

Throughout life Mr. Horn took a keen interest in social and political questions, regarding them from the point of view of the Philosophical Radicals. His character was singularly well-balanced and harmonious. He was unsparing of trouble, and put his whole strength into all he undertook. Upright and honourable, affectionate, generous and genial, with no littleness nor pretence in his nature, he was warmly loved by his friends and always a favourite with the young. Preserving to the last an energetic freshness of heart, and a memory wont to revert to the brighter side of things, he said, two days before death, "I have had a long life, and have enjoyed it to the end."

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Mr. JOHN LAWSON was born at Skerton, near Lancaster, on the 25th of May, 1824, and was educated at the national school in that town. At the age of fourteen he entered, as a pupil, the office of the late Mr. William Lamb, of Hay Carr, near Lancaster, who was then agent for the extensive estates of the Duke of Hamilton in the County Palatine. Mr. Lamb, though nominally a land agent, had been brought up under the late Mr. Miller, of Preston, who called himself a surveyor, as was customary in those days, but who was really engaged in all the engineering works of the district, such as the laying out and making of roads and canals, the reclamation of land, main drainage operations, &c. Mr. Lawson spent nearly seven years at Hay Carr, during which time he was engaged in surveying and preparing plans of several townships for tithe-commutation purposes; in laying out roads, water-courses and extensive drainage works; in the valuation of land