

MR. WILLIAM RAWLINSON was the son of Robert Rawlinson, a farmer, of Guile House, Melling, Lancashire. Having early shown a turn for mechanics, he was apprenticed to Messrs. Joseph Betteley and Co. (now Wainwright and Co.), engineers and ironfounders in Liverpool. After passing through the usual apprenticeship, and being subsequently employed by them, he went to Pernambuco, in the year 1858, to manage the establishment of Messrs. C. Starr and Co., at that time the principal engineering workshop in the place. He remained with them till 1863, when he became Assistant Engineer on the Recife Bridge, a work which was completed and opened in 1865.

Mr. Rawlinson then went to the adjoining province of Parahiba, and assisted in erecting two iron bridges for the Government. In 1867 he obtained the position of manager to a small local railway which had been constructed by Mr. W. Martineau, M. Inst. C.E., and this position he retained till 1872. After a visit to England, he returned to Pernambuco, in December 1873, to take charge of the works of the Boa Vista Bridge for Messrs. Watson and Smith, the contractors, and it was while in charge of this work that he died, on the 21st of October, 1874.

Mr. Rawlinson was elected an Associate of the Institution of Civil Engineers on the 11th of January, 1870.

MR. FREDERICK WILLIAM TAYLOR¹ was born in London in 1807, and in early life was employed as foreman in Messrs. Maudslay's well-known factory. About this time the Ottoman Government sent a request to the English Government to be supplied with an engineer capable of directing the construction of the new buildings and shops of the Marine Arsenal, and Mr. Taylor was chosen for the post. He arrived in Constantinople in the year 1833, and speedily carried out the work with success. Having finally established himself in Turkey, he married, and became the head of a family, the members of which occupy an honourable position in Pera. Mr. Taylor was next employed in constructing several factories and other buildings, notably the cannon foundry for the arsenal at Tophaneh, by which his reputation was fully established in the eyes of the Turkish Government. He was subsequently engaged in building the forges and rolling-mills at Hasskeui; the Imperial Mint, which he also provided with the necessary machinery; additional workshops at Tophaneh, and many

¹ Compiled principally from the "Levant Herald."

other important works. During the Crimean war Mr. Taylor was employed by Admiral Grey in the construction of a dock at Yali Kiosk for repairing the English men-of-war, which he completed in less than a year. One of his last works was the construction of the rolling-mills for the plates of ironclads at Hasskeui. These have been worked most successfully for several years past. As a reward for his services, Mr. Taylor was appointed Engineer-in-Chief to the Evcaff, in order to superintend the repairs of the mosques and the waterworks, which are under the control of that ministry. He also built the Government steam-printing factory, and rebuilt the Imperial Fez Factory, after its destruction by fire. Mr. Taylor filled several important missions. In 1869 he was appointed by the Council of Ministers a member of the Military Commission which was sent to Belgium and England to study the latest improvements in arms and war material. On his return from England he was also appointed to superintend the reconstruction of the army flour-mills at Oun Capan; but the fatigues of the journey and the severity of the English winter, to which he was no longer accustomed, had produced a visible effect on him, and he had barely finished this important work when he was attacked with the illness of which he died.

Mr. Taylor was universally esteemed for his probity and uprightness, as well as for his amiable character. He was elected an Associate of the Institution of Civil Engineers on the 9th of March, 1841, and died on the 20th of June, 1875.
