

entered his father's office at an early age, and in November 1845 was appointed River Surveyor in connection with his father, the Engineer-in-Chief to the New River Company, who had himself succeeded, in 1811, Robert Mylne, the grandfather of the subject of the present notice. Mr. Mylne, for three years previous to his appointment, was an assistant in the New River Company's works, and he continued the duties of River Surveyor until the spring of 1875, when, from ill-health, he resigned this office and retired to Bath. Mr. Mylne's professional occupations were almost wholly confined to the service of the New River Company, whose extensive concerns necessarily absorbed almost his entire attention. At various times, however, he was engaged in other undertakings, and his last independent professional work was the successful construction, in 1869, of a deep shaft into the chalk at Coldbath Fields House of Correction, Clerkenwell, for a supply of water to that establishment.

Mr. W. C. Mylne was elected an Associate of the Institution of Civil Engineers on the 13th of April, 1847, and he died at Bath on the 14th of March, 1876, aged fifty-five.

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MR. FRANCIS NAPIER, the second son of Mr. David Napier of Glenshellish, Argyleshire, and of Millwall, London, whose connection with the early history of steam navigation is well known, was born at Glasgow in the year 1820. He was educated at the Grammar School and University of that city, and studied marine engineering in the workshops of Messrs. Tod and Macgregor, on the Clyde. He was the inventor of the four-piston-rod engine still often met with on that river and elsewhere, and of which the first was fitted in 1842 on board the London, Ramsgate, and Dover steamer, "Isle of Thanet." In 1852 Mr. Napier went to Sydney, New South Wales, and was for some time manager of the Australasian Steam Navigation Company. Afterwards he was in business there on his own account for some years. Being more inclined for scientific pursuits than for practical engineering, he joined the expedition under Captain Cadell, equipped in 1867 by the South Australian Government for the purpose of exploring and surveying their northern territory. On this expedition he discovered a channel, now known as Cadell Strait, between Elcho Island and the mainland, the peninsula there bearing his own name. "An Account of the Natural History and Physical Geography" of this voyage, which he was preparing when he died, was recently communicated by one of his cousins to the Philosophical Society of Glasgow; also a note, "On the apparent

Absence of Air and Water from the Moon," both of which are printed in the Proceedings of that society. Mr. Napier returned to Glasgow in 1871, and there joined his brothers in their engineering business. He died, after a short illness, at his sister's house on the Gareloch, on the 23rd of December, 1875.

Mr. Napier was elected an Associate of the Institution of Civil Engineers on the 9th of January, 1866.

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MR. PHILIP ALGERNON HERBERT NOYES, seventh and youngest son of Mr. Thomas Herbert Noyes, of East Mascalls, Lindfield, Sussex, was born at St. Germain-en-Laye, France, on the 21st of August, 1843. His education, begun at a school in Brighton, was continued at King's College, London, which he entered in 1860, with the intention of studying for the Indian Civil Service. Eventually however he decided to become a civil engineer, and in June 1863 he was articled to a mechanical engineer at Birmingham; in January 1865 he became a pupil of Mr. Hemans, M. Inst. C.E., with whom he remained till January 1868, being employed during part of that time in the construction of railways in the north-west of Ireland. He afterwards continued to work for a short time in the same office, and then joined a mechanical engineering firm which carried on business at Northfleet under the style of Alibon and Noyes. Subsequently, in August 1871, he was appointed by the Ceylon Government an assistant engineer on the railways in that island. He worked at first under Mr. John Rhames Home, on whose removal to another post, in March 1875, Mr. Noyes was requested to take up the duties of engineer in charge. In the summer of 1875 he was employed at Colombo, where his work led him for the most part through the cholera-stricken districts of that town, and the constant exposure to sun and wet in such a trying season and climate caused his health to fail, and the first symptoms of the fatal disease (progressive locomotor-ataxy) to which he afterwards succumbed, became apparent. He was recommended by his medical adviser to return to England at once, but was unwilling to give up his duties until convinced that all hope of being able to resume them was at an end. He therefore postponed his departure till October, when he embarked in the steamship "Sirius," which reached Gravesend on the 7th of November. He grew steadily worse during the voyage, died in London on the 15th of November, 1875, and was buried at Great Gaddesden, in the county of Herts.