

Mr. Napier was elected a Member on the 31st of March, 1840. He died at West Shandon on the 23rd of June, 1876, aged eighty-five years and five days, surviving by eight months his wife, to whom he had been married about fifty-seven years.

Mr. WILLIAM OLIVER GOODING, the eldest son of Mr. William Gooding, of Queenborough, Kent, was born in the year 1837. At the age of sixteen he went with his uncle, Mr. James Hodges, to Canada, and during the three following years completed his education at the M'Gill College, Montreal. In 1856 he commenced the study of practical engineering in the drawing office and workshops of the carriage-building and locomotive departments of the Grand Trunk Railway of Canada. After this he was Assistant on the works at Gananoque, under Mr. R. Crawford, Assoc. Inst. C.E., and also upon surveys in Lower Canada under Mr. Rubridge. Subsequently he was posted to the Victoria Bridge, Montreal, then being carried out by Mr. Hodges for Messrs. Peto, Brassey, and Betts. Whilst there Mr. Gooding had sole charge of the construction of some of the cofferdams and piers, work of a difficult and responsible character, owing to the rapidity of the stream and to the short seasons during which the operations could be carried on.

In 1859 Mr. Gooding made an extensive tour of inspection of the great engineering works then in course of erection in the United States. On returning to England he assisted as a draughtsman in preparing for publication the well-known work of Mr. Hodges on the Victoria Bridge.¹ In August, 1860, he obtained an appointment under Mr. Mathew Curry upon the Algiers and Blidah railway, for which Messrs. Peto and Betts were the contractors. He had the entire charge of the construction of a section of 15 miles, which was completed and opened in two years. He was also engaged upon the preliminary surveys and arrangements for carrying out the Boulevard de l'Impératrice for the town of Algiers. In July, 1863, he became an assistant on the Dunaberg and Witepsk railway, then being carried out by Mr. Hartland for Messrs. Peto and Betts. There he had charge of 16 miles of line, including some important bridges and earthworks.

¹ *Vide* "Construction of the Great Victoria Bridge." By J. Hodges. Folio Plates. London, 1860.

In the spring of 1868 he, in conjunction with Mr. Prebble, Assoc. Inst. C.E., undertook the surveys of the Witepsk Kiew line of railway. In January, 1869, he took charge of the works of the Mediasch section, of 13 miles, of the East Hungarian railway, which embraced in its course several river diversions and stations, as also the yard for the construction of the contractor's plant. In the summer of 1870 he resigned this appointment, in order to assist Mr. Hodges in carrying out the extensive harbour and reclamation works at Callao, Peru. This was the last contract of the late Mr. Brassey, Assoc. Inst. C.E., and in importance and magnitude may be classed with any of the works undertaken by that gentleman. The works, which took nearly five years to complete, inclosed 52 acres, and provided accommodation for twenty-five to thirty large vessels, besides reclaiming an area of $13\frac{1}{2}$ acres of building ground, the whole of which was drained, paved, laid out in streets, and lighted with gas.

On the completion of the harbour in March, 1875, Mr. Gooding returned to England, and was elected an Associate while engaged upon the preparation for the society of a detailed description of the important works he had helped to carry out with such success and credit. Towards the close of the year, however, his health seemed suddenly to break up, and after a few weeks' illness, he died on the 17th of December, 1875, when only thirty-eight years of age, regretted by a circle of friends such as is acquired by few men of his age.

SIR WILLIAM JACKSON, Bart., was born at Warrington, in Lancashire, on the 28th of April, 1805. He was the seventh son of Mr. Peter Jackson, who practised there successfully as a surgeon, and of Sarah, daughter of Mr. Henry Mather. Sir William's mother had, at the time of her marriage, considerable wealth, but her fortune being dissipated by mismanagement and dishonesty, she found herself at her husband's death, in 1810, with a large family of children and but small means. Soon afterwards a removal was made to Liverpool, which seemed to offer better prospects for placing out a family than the comparatively small town of Warrington. William was at first sent to a merchant's counting-house, and as the custom then was, took weights at the ship's side from six in the morning till late at night; but he thus obtained an insight into the detail of commercial life which he