

the river at the Houses of Parliament. His plan for Blackfriars Bridge, for which he was invited by the Corporation of London to send in a design, in competition with seven others, was accepted and recommended for adoption by the Committee of the Bridge House Lands, but by a vote in the Common Council Mr. Cubitt's was afterwards adopted. The Lendal Bridge at York, and the bridge at Thornton were also designed and executed by Mr. Page. He was engineer for Wisbeach, and one of his most able and important reports was written in 1860, with reference to that town. In it he proposed to widen and improve the river Nene, from Peterborough to the sea, and by advocating it successfully in Parliament he is credited with having saved the port of Wisbeach from partial destruction. As Engineering Surveying Officer he held courts, and reported upon proposed improvements for Cheltenham, Taunton, Liverpool, Falmouth, Folkestone, and Penzance, and in conjunction with Sir John Rennie, he reported to the Corporation of London on widening London Bridge; and again on the treatment of the Thames as a navigable river. In 1859 he prepared a most careful and exhaustive report upon the eligibility of Milford Haven for ocean steamships, and as a naval arsenal. Mr. Page interested himself largely in all naval matters, especially gunnery; and amongst other contrivances he invented a system for firing guns under water. In 1853, in connection with Dr. Arnott, he made a report, ordered by the Secretary of State, on the prevalence of disease at Croydon, and on the plan of sewerage. In 1867 he inspected various canals in the South of France, and reported on them. In 1870 he read a Paper before the Society of Arts on the submarine tunnel between England and France, in which he proposed a submerged tube.

Besides the bridges which Mr. Page constructed, and which have been alluded to, he made numerous designs, amongst which may be mentioned one for a bridge of one arch to span the Thames at the Tower, and others for bridges for crossing the Golden Horn at Constantinople, the Rhine at Cologne, and the Danube at Pesth.

Mr. Page was elected an Associate of the Institution on the 2nd of April, 1833, and was transferred to the class of Member on the 18th of April, 1837. He died suddenly at Paris on the 8th of January, 1877, in his seventy-fourth year.

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MR. EDWIN BARTON was born at Wath, in Yorkshire, about the year 1831. His father, who conducted a school for the sons of

gentlemen, carefully educated him for the profession of an engineer. When he was seventeen he became a pupil on the works of the Sheffield and Lincolnshire railway, of which Mr. John Fowler, Past-President Inst. C.E., was Engineer-in-Chief. At the end of 1850, the works being nearly completed, young Barton was transferred to Mr. Fowler's London office, and till about the middle of 1852 was employed on Parliamentary surveys and evidence. He next went to Australia, and for a short time his professional career was suspended. He then returned to England. In 1856 he again went out, this time on the staff of Mr. John Whitton, M. Inst. C.E., under whom he was engaged upon railway works for the Government of New South Wales. He was principally occupied in exploring and surveying the mountain ranges for a line of railway from Sydney to Bathurst. On the termination of this engagement under Mr. Whitton, about the year 1866, Mr. Barton retired from the profession. He was elected an Associate of the Institution on the 7th of February, 1860, and he died on the 23rd of February, 1877.

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MR. CHARLES BERWICK CURTIS, the youngest son of Sir William Curtis, Baronet, Lord Mayor of London in 1795, and for thirty-five years M.P. for the City, was born at Cullands Grove, Southgate, Middlesex, on the 18th of March, 1795. Having been educated at Harrow, where he was contemporary with many men of note, including Lord Palmerston and Sir Robert Peel, he afterwards travelled, in the years 1815 and 1816, through Russia to Constantinople and parts of Asia Minor, returning to England through Greece and Italy.

In 1820 he, at the recommendation of his father, entered into partnership with his cousin Thomas Curtis and William G. Harvey, the latter having for some time previously been associated with the manufacture of gunpowder. The business at first was small, and was carried on solely at the works, near Hounslow; but it gradually developed, and, by the acquisition of more establishments, the name became associated with every description of gunpowder, for mining, sporting, and Government purposes, until the firm's transactions became equal to, if not larger than any other in the United Kingdom. At the time of Mr. Curtis's death the firm owned six factories, situated in Middlesex, Kent, South Wales, and Argyleshire, employing, in various ways, nearly a thousand hands.

From the earliest history of the firm of Curtis's and Harvey,