

those of any railway in the kingdom, with the exception of lines situated altogether in the metropolis, or connecting such a chain of manufacturing towns as is served by the Lancashire and Yorkshire Company. His talent for construction was not so marked; and although thoroughly practical in all details, yet the carrying out of the works did not possess the same interest for him as the laying out of a line. In fact he seemed to care comparatively little about the completion of a railway, provided he felt sure it was in good hands and would be creditable when finished. Mr. Turner had a large staff of assistants, by all of whom he was much liked. He had the tact to humour, and the experience and judgment to guide them—qualities to which he owed the power to execute the large and important works with which his name will ever be honourably associated. He was a man of excellent taste in art, as his fine collection of paintings sufficiently proves; many of these examples having been frequently most generously lent for exhibition at the Presidents' conversazioni, when they were given at the house of the Institution.

Soon after his retirement in 1870 Mr. Turner's health began to fail, and for some years he suffered from the disease which proved fatal on the 21st of August, 1877; but even by those who knew him best, the sudden termination of his life was not anticipated.

He was elected a Member of the Institution on the 6th of February, 1866.

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Mr. HENRY WINTERINGHAM was born at Willoughby, Lincolnshire. He was educated at Louth, and commenced his professional career under Mr. Hawksley, Past-President Inst. C.E., by whom he was employed on various gas and water works. From 1846 to 1850 he was the Resident Engineer on the Ambergate, Nottingham, and Boston railway under the late Mr. Rastrick, M. Inst. C.E. On the termination of that engagement he practised for three years on his own account as a Civil Engineer. In October 1853 he entered the service of the Great Indian Peninsula Railway Company, and in the following month joined the staff then engaged under Mr. R. W. Graham, M. Inst. C.E., in making the preliminary survey of the north-eastern portion of the line. In this capacity Mr. Winteringham passed through the subordinate grade of second to that of first-class engineer, which latter appointment he held until August 1858, when he left the company's service to survey some coffee plantations on the Malabar

coast for Messrs. Leckie and Co., of Bombay. After this he was again in practice on his own account, for some years in India, and then in London. In 1869 he went to South America as Peruvian Government Engineer. He returned home in November 1875, and lived at Iver, Bucks, until his death, which occurred on the 8th of August, 1877.

Mr. Winteringham was elected a Member of the Institution on the 1st of March, 1864.

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Mr. JAMES BATTERSBY, third son of Mr. Richard Battersby of Liverpool, was born at Barnstaple on the 26th of November, 1843. At the age of fourteen he entered a merchant's office, but wishing to qualify himself for the Indian Civil Service he studied for twelve months, and on examination passed second class in mathematics and English, and third class in languages. In the summer of 1861 he went to India, where through the kindness of a friend he at once got employment, under Mr. Stokes, in the Locomotive Department of the East Indian railway, as storekeeper, which office he held till the end of 1862, when he entered the Engineering Department under Mr. Galwey at Jumalpoore. Upon Mr. Galwey leaving he was transferred to Luckee Serai, under Mr. Milne, where for eighteen months he had a good opportunity of studying mechanical engineering. By his ability and perseverance he rose rapidly in position, till in August 1865 he was promoted to the post of Assistant Engineer at Chunar, under Mr. Peddie. While in this capacity he exhibited a bright example of devotion to duty on the occasion of what might have been a terrible disaster. During the rains of 1865 a bridge in the Benares district cracked longitudinally, one half being carried away. Having at the risk of his life examined the foundations of the remaining portion and satisfied himself that it was safe for one line of rails, he selected the heaviest goods engine available and conducted it twice over the bridge, after which the drivers and firemen who had previously refused to cross returned to their posts, and the traffic was partially resumed, the passengers walking over the bridge and rejoining the train on the other side. Mr. Battersby left India in 1870, rather than be separated from his family, for whom residence in a hot climate was not advisable; and proceeding to Canada became partner and manager in the Ingersoll Foundry. He there worked into practical shape several useful inventions, of which the "cheese" boiler is one. He died suddenly at Ingersoll on the