

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.

---

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

3rd of April, 1877, at the early age of thirty-three, leaving a wife and six children, and a large circle of warm friends to deplore his untimely removal. Mr. Battersby was elected an Associate of the Institution on the 7th of December, 1869.

---

Mr. JOSEPH FISHER was born in London in the year 1832. After receiving an education under private tutors, he was articled to the late firm of Messrs. Fox, Henderson and Co., during which time he was employed in the construction of various engineering works, including bridges on the Great Northern railway, and the building for the Great Exhibition of 1851. Subsequently he was engaged in the construction of the Crystal Palace at Sydenham, of rolling stock, &c., in Belgium, for the Western of Switzerland railway, and the superintendence of the contract for the Wiesbaden railway. He likewise visited America to investigate and report upon the condition of various lines of railway there, on behalf of the English shareholders. For Sir Charles Fox he inspected the materials for the Cape Town railway together with other works. In the year 1860 he joined his younger brother, and with him carried out contracts for the late Mr. Vignoles, Past-President Inst. C.E., and other engineers. In March 1874 the business connection between the two brothers ceased, and subsequently Mr. Joseph Fisher's health gradually declined up to the time of his death, which took place on the 29th of April, 1877. He was elected an Associate of the Institution in December 1859.

---

Mr. ELIAS WILLIAM JONES, son of the Rev. S. Jones, of Penarth, near Cardiff, was born at Neath, Glamorganshire, on the 27th of August, 1833. He served a pupilage of three years between 1849 and 1852 to the late Mr. Egbert Moxham, Assoc. Inst. C.E., who was then in practice in the same town as a civil engineer and architect. From 1852 to 1857 he was engaged in Liverpool as general assistant to Mr. Culshaw, an architect and surveyor; and from 1857 to 1859 he was assistant to Mr. David Rees, a mining engineer and surveyor, at Neath, where from 1859 up to his decease he practised on his own account as an engineer and surveyor. During this period he prepared the plans and sections of the Swansea and Neath railway, and of the Dulais Valley railway—which was afterwards extended, and became the Neath and Brecon line—as well as of many other lines, branches, and