

faculty he retained unabated through life, and a remarkable illustration of it occurred during the International Electric Exhibition held at Paris in 1881, when he was nearly seventy years of age. Tresca previously knew little of electricity, but in the fortnight that the Exhibition remained open he made such use of his time that it was remarked, "He entered it a novice, to leave it a master." That the epigram was justified may be inferred from the fact that he speedily became a recognized authority on the subject, especially that part of it connected with the electric transmission of energy, as to which his views were respectfully deferred to by many leading electricians.<sup>1</sup>

Of Tresca's private character little need be said. He was a man of genius, and had the foibles and eccentricities attaching thereto. He appears to have found in Morin one on whom to lavish a more than brotherly affection, and, outside of his family, he was concerned little in minor friendships. His own great powers made him somewhat impatient of the duller perceptions of the multitude, and he was considered very strict in the examination of his pupils. It was generally expected that he would be appointed Director of the Conservatoire des Arts et Métiers on General Morin's death, but considerations of policy induced the Government to confer that distinguished office on Mr. Hervé Mangon. This was undoubtedly a great disappointment to Tresca, and to some extent embittered the remaining years of his life. Apart from this, he was respected if not loved, and a vast crowd accompanied his body to the Montmartre Cemetery, braving the heat of a tropical summer's day to listen bareheaded to the funeral orations pronounced over his remains by no less than five leading representatives of different scientific bodies to which he had belonged.

Professor Tresca was elected an Honorary Member of this Institution on the 4th of February, 1879, on the proposal of the chairman of the meeting, Mr. W. H. Barlow, F.R.S., his nomination, in accordance with established usage in such cases, being seconded by all the members of council then present.

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FREDERICK BARRY, a younger son of Mr. Robert Barry, Chief Commissioner of Military Accounts in Ireland, was born in Dublin on the 15th of April, 1821, and was educated at Clifton, Bristol, and at Trinity College, Dublin.

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<sup>1</sup> Minutes of Proceedings Inst. C.E., vol. lxxx. p. 455.

In 1841 he was articled to Mr. Tierney Clark, M. Inst. C.E., who had an established reputation as an engineer for the construction of suspension-bridges. In 1842 Mr. Barry accompanied him to Hungary, where he was employed in completing the works of the famous Buda-Pest suspension-bridge across the Danube. This memorial of English engineering is fully described in a work to be found in the Library of this Institution.<sup>1</sup>

Mr. Barry was entrusted by Mr. Clark in superintending various branches of that great work, and was also engaged in charge of the Danube and Theiss Canal. On the completion of his pupilage he returned home, and was for a year Resident Engineer on the Blackburn and Bolton Railway. In 1847 he was employed by the Board of Works in Ireland to report on, and to make plans and estimates for the drainage of the river Suck, an affluent of the Shannon, but by reason of the non-assent of the adjoining landowners to the expenditure the works were not carried out. Mr. Barry was subsequently employed by the Board in making plans and carrying out and constructing important drainage-works in twenty-two districts in the county of Mayo. He resigned his functions under the Board in 1855 in order to start in independent practice as a civil engineer, and he was so engaged for the remainder of his career. His practice was largely in connection with railways. He acted, in conjunction with Mr. (now Sir John) Fowler, Past-President, in the construction of the Great Northern and Western (Ireland) Railway, a total length of about 105 miles, now forming part of the Midland Great Western system, and as sole Engineer of the Castlebar and Ballina parts of the same system. He also acted as engineer to some drainage works near Berlin. Mr. Barry's last undertaking was the Sligo, Leitrim and Northern Counties Railway, the bill for which he promoted and carried through Parliament. This line, 40 miles long, connects Enniskillen with Sligo, crossing Lough Erne by an important bridge. Mr. Barry in 1877 allied himself with Col. A. L. Tottenham, M.P., one of the principal landowners concerned, and carried out a large portion of the works, including the bridge over Lough Erne, as engineer and contractor. His engagement with Col. Tottenham closed in 1880. His health shortly afterwards failed, and for upwards of two years before his death he

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<sup>2</sup> "An Account, with illustrations, of the Suspension Bridge across the river Danube," &c. By W. Tierney Clark, F.R.S.

was unable to engage in any professional work. He died on the 3rd of June, 1885.

Mr. Barry was elected an Associate on the 6th of April, 1852, and transferred to the class of Members on the 28th of April, 1857.

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PETER DUCKWORTH BENNETT, the fourth child of William Bennett, was born at the village of Hawarden, near Chester, on the 5th of May, 1825. He was educated at the Hawarden Grammar-school. In 1839 he was articled to the Oak-Farm Iron Company, near Dudley, for seven years, and at the termination of his articles in 1846 became Manager of the Constructive Department of that Company.

In 1847 he entered the service of Messrs. Cochrane and Co., Woodside near Dudley, and in 1850 attained the position of chief of the drawing, estimating, and constructing offices. He left Woodside in 1852, and was appointed Chief Engineer at the works of Messrs. Fox, Henderson and Co., where he remained until 1853, when he commenced business on his own account at Spon Lane, as a mechanical engineer, being, until 1878, principally engaged with works for railways and gas companies. In 1878 his business was amalgamated with the Horsley Company Limited, Tipton, for which company Mr. Bennett acted as Managing Director and Engineer. He was Chairman of the Sandwell Park Colliery for some years, and was one of the chief promoters of the trial-sinking in 1869, which he carried out perseveringly until ultimately success was realized by the proving of coal at a depth of 400 yards.

Mr. Bennett was a Member of the Institution of Mechanical Engineers, and of the Iron and Steel Institute. He was a Director of the Birmingham Joint Stock Bank, a Justice of the Peace for the county of Stafford, a Member of the Council of the Birmingham and Midland Institute, and formerly for many years Chairman of the West Bromwich Commissioners. He took a lively interest in the building of the new Art Gallery in Birmingham, and lent a collection of ivory carvings and damascene work, which is on view at the present time. His death occurred from a deplorable accident on the 28th of November, 1885, during the visit of the Prince of Wales to Birmingham. He was elected a Member of this Institution on the 13th of January, 1885.

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