

M. Inst. C.E. In his work Mr. Meyer was distinguished by scrupulous accuracy, carefulness in detail, and readiness of resource; and his opinions on engineering questions, especially those relating to hydraulic engineering, were frequently sought and much valued by his friends. He was in addition not only well read in works relating to his special calling, but also in general literature, and that relating to many of the leading scientific questions of the day, amongst which may be mentioned geology and investigation by the microscope, in the use of which he was most proficient. Of his personal character it may well be said that his gentleness, his unsparing and willing activity in helping others, whether in a professional or private capacity, his strict integrity, and his perfect sense of honour, were especial marks of distinction.

His premature death, on the 21st of November, 1887, was the result of an attack of typhoid fever, contracted in supervising the drainage of a charitable Institution near his home at Clapham, in which he was much interested, and of which he was an invaluable friend and supporter; and his loss is a subject for deep and affectionate regret, not only to his relatives, but also to his many friends and professional coadjutors.

Mr. Meyer was elected an Associate Member of the Institution on the 4th of April, 1871, and was constant in his attendance and keen in his interest in its proceedings to the end of his life.

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ALBERT LEWIS NEWDIGATE, the son of Mr. Francis and Lady Barbara Newdigate, was born on the 29th of March, 1840. He was educated at Eton and Christchurch, Oxford, where he graduated B.A. in 1861. It was at first intended that he should take Holy Orders; but manifesting a strong bent towards engineering, he was articled to Mr. C. P. B. Shelley, M. Inst. C.E. During his pupilage, he was partly employed in the office and partly on the Shrewsbury and North Wales Railway, then under construction. From the autumn of 1868 (shortly after proceeding to M.A.) to the end of 1871, Mr. Newdigate was employed under Mr. H. Lee Smith, M. Inst. C.E., in connection with the bridge and other designs for the Lahore and Peshawur (now the Punjab Northern) Railway, and here, as elsewhere, he succeeded in securing his chief's respect and esteem both personally and professionally.

In 1873 he became the representative of Messrs. Henry Lee and Son, of Westminster, the Contractors for the Granville Dock at Dover, and he remained there, under the same contractors, in connection with the deepening works of the harbour, until March,

1879. During the ensuing five years, Mr. Newdigate was occasionally engaged professionally by the same firm, who held his business qualifications in the highest estimation, and who, throughout their lengthened intercourse, entertained for him feelings of the most affectionate regard. In May, 1884, Mr. Newdigate was appointed their resident agent to carry out the foreshore revetment wall and concrete groyne at Hastings, the engineer being Sir John Coode, M. Inst. C.E. He continued there until November, 1886, when he was appointed Engineer to the Dover Harbour Board, a post he held until his death on the 7th of March, 1888.

Mr. Newdigate was elected an Associate Member on the 2nd of December, 1873.

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JOHN SEWELL was born at Henderson Knowle, Teviot Head, Cavers, N.B., in 1804, being the eldest of a large family who lost their parents early in life. He served an apprenticeship to a smith and millwright in his native place, and after plying his trade at various places in Scotland, made his way to London. Here he obtained employment at the Woolwich Arsenal, and at Messrs. Rennie and Co.'s Engineering Works at Southwark, until 1837. Having received the excellent common school education of Scotland, and being endowed with all the native shrewdness and push of his countrymen, he rapidly bettered his position. At the beginning of 1838 he was fortunate enough to get a post in the Locomotive Department of the Great Western Railway, under Mr. (now Sir Daniel) Gooch. He remained at the works, which were then at Paddington, until 1841, when, as he was testing the well-known "Etna" locomotive, he had the misfortune to have part of his left-hand torn off by the connecting-rod. As soon as he had recovered from this accident, he was appointed to an office in the Company's Stores Department, holding the post, first at Swindon and then at Paddington, up to 1855, when he resigned. Soon after this he commenced business as a commission agent in coal, iron, and timber, in which commodities he had large contracts with the leading railway companies. He carried on this undertaking with considerable success until 1872, when heavy losses, consequent to the sudden and unprecedented rise in the value of iron, induced him to contract his engagements, and finally to withdraw altogether from the business. Although now within two years of the allotted span of life, Mr. Sewell was as full of energy as most men ten or fifteen years his junior, and his activity found vent in