

him to remain with them, which, after some consideration, he decided to do, although at some pecuniary sacrifice. In 1885, he was consulted in reference to the improvements for the Port of Havre, but his engagements prevented him from entertaining the flattering proposal then made to him. He was also consulted some years ago on the harbour of Pobena, in Spain. At the time of his death, he was Engineer to the Trustees of the Ouse Navigation, who are carrying out improvements between York and Goole. The last work completed by him was the Naburn New Lock, 6 miles below York, opened by Prince Albert Victor on the 27th of July, 1888. He was also Engineer to the Pier and Harbour Commissioners of Whitby.

There are men who make a favourable impression at first, but are found, on more intimate acquaintance, to fall short of the estimate which has been formed concerning them. It was not so with Mr. Fowler. A natural reserve made it somewhat difficult to know him intimately; but those who were privileged to get within the fence of this reserve, discovered the sterling excellences of his character, the deep true worth of the man. To know him was to respect him; to know him well was to love him much. He was an upright, honest and unselfish man, leal-hearted and true, in whose death all who knew him have to mourn the loss of a faithful friend; those associated with him in work of any kind, that of a trusted colleague and ever ready helper; while those more closely related to him by ties of blood, sorrow most of all for the removal of a kind and loving husband and father.

Mr. Fowler was elected a Member of the Institution on the 4th of February, 1873.

WILLIAM FRANCIS was the eldest son of William Francis of Whitehall, Kenwin, Cornwall, and was born on the 25th of September, 1831. He was educated at Plymouth Grammar School, and was afterwards articled to Mr. Nicholas Whitley, Engineer and Surveyor of Truro.

In 1850-6, Mr. Francis was engaged on the Cornwall Railway, first under Mr. Glenny in the preparation of the working plans, &c., subsequently acting as Assistant Engineer when the works were commenced, and latterly as Resident in charge of about 10 miles of that line, between Grampound Road and Liskeard. In 1856-7, he was employed as general Assistant in the Engineers' Office of the Great Eastern Railway, and subsequently became Resident Engineer on the Ipswich and Woodbridge Railway, under Mr.

Peter Bruff, the Chief Engineer. In 1860, Mr. Francis removed to Hampshire, and under Messrs. Collister and Galbraith, superintended (1860-5) as Resident Engineer, the construction of the Andover and Redbridge Railway, now the property of the London and South Western Railway Company. He was subsequently engaged in the preparation of the Parliamentary surveys of the Northampton and Banbury Railways, and after the Act was obtained, took charge of a section of the works until the same were suspended during the financial crisis in 1866. Mr. Francis afterwards entered into business on his own account, and was extensively employed in arbitration work, the preparation of parliamentary plans, &c. During the latter portion of his life, Mr. Francis turned his attention to contracting, and superintended the construction of the Ascot and Aldershot branch of the London and South Western Railway, for Mr. James Taylor. He also superintended for Messrs. Curry, Reeve and Co., the execution of the railway from Corfe to Swanage, now forming part of the London and South Western, and the Gravesend Extension of the London, Chatham and Dover Railway, for Mr. (now Sir George) Barclay Bruce. Mr. Francis was likewise interested in the contract for the first section of the North Cornwall Railway, from Halwill to Launceston. He was thoroughly conversant with the details of railway construction, which he had mastered both theoretically and practically; and from his genial disposition and good business habits, he was respected and esteemed by all who knew him.

For the last twelve or fifteen months Mr. Francis had been in failing health, and he died at Ealing on the 8th of November, at the age of fifty-seven years. He was elected an Associate of the Institution on the 5th of February 1867, and was transferred to Member on the 18th of February 1873.

FRANK ALEXANDER BROWN GENESTE, of Huguenot descent, was a son of the late Rev. Maximilian Geneste, Incumbent of Holy Trinity Church, West Cowes, Isle of Wight, and was born on the 28th of July, 1842.

Frank Geneste was educated at Winchester College, and was placed as a pupil with Mr. Habershon, architect, with whom he served a two years' pupilage, commencing in 1860. He was subsequently with Mr. H. C. Wilson, Civil Engineer, as pupil, on the works of the Newport-Pagnell Railway. After this, he was em-