

resolved to try and obtain the post, and so return to his old friends and congenial work in the cloth metropolis, but when on the point of sending in his application he was appointed Surveyor General to the Gold Coast. In May of the year mentioned he proceeded to the West Coast of Africa to commence his duties. On leaving Wakefield Mr. Pagan was the subject of a complimentary dinner, and presentation on the part of the Corporation officials, when a most generous appreciation was manifested of his labours in that borough. Of his work at the Gold Coast little need be said. He held the office of Surveyor General for nearly ten years, during which time he designed and carried out various public works of an important character which greatly benefited and improved the sanitary condition of the Colony. He fulfilled his duties with a conscientious and assiduous thoroughness that was, perhaps, unjust to himself, having regard to the treacherous climate. To this he ultimately became a victim, dying of fever at Accra, on the 13th of December, 1888, respected by all his brother officers. As a mark of esteem, they erected to his memory a monument in the graveyard at Accra.

Mr. Pagan was elected an Associate of the Institution on the 2nd of February, 1875, and on the reconstruction of that class in 1878 became an Associate Member.

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PETER ROBERTS was born at Penzance, on the 3rd of April, 1846. At the age of sixteen he was articled for five years to Messrs. Harvey and Co., of the Hayle Foundry, and on the expiration of his pupilage he was sent by that firm to Norway, to superintend the erection of engines and machinery for the Bratsberg Mining Company. On returning to England, in December, 1867, Mr. Roberts was for a year similarly employed at the East London, and the Southwark and Vauxhall Waterworks, when he became an assistant in the drawing-office of Messrs. R. and W. Hawthorne, Engineers, Newcastle-on-Tyne, under Mr. F. C. Marshall, the managing partner. Here he remained until September, 1871, when he accepted a position in the Engineering Department of the Trinity House, under Sir James Douglass, the Engineer-in-chief. Mr. Roberts occupied this post for about four years, when he undertook a series of temporary engagements, successively with Mr. R. T. Longridge, the Engineer of the Manchester Steam-User's Association; Messrs. Mather and Platt, Engineers, Manchester; and Mr. Henry Rofe, Engineer of the Nottingham Waterworks.

In December, 1878, ill health compelled him to resign the latter post, and for the next four or five years he did little in his profession. In 1883, being restored to fairly good health, he was appointed Resident Engineer of the Helston Railway; but soon afterwards the works were suspended, and he then became assistant to Messrs. T. and C. Hawksley, inspecting machinery for the Barbadoes, and the Oxford City, Waterworks. After that Mr. Roberts had some desultory employment, in inspecting machinery and the like, but his health again failing, he died on the 25th of February, 1888.

Mr. Roberts was elected an Associate Member of the Institution on the 5th of February, 1884.

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JOHN BURN ANSTIS DU SAUTOY, was a son of the Rev. Frederick du Sautoy, vicar of Mark, Somersetshire. He finished his education at Somerset College, Bath, where he gained several prizes for mathematics, &c., and in February, 1867, was articled for three years to Mr. Francis Fox, at that time Chief Engineer to the Bristol and Exeter Railway Company. On the expiration of his pupillage, Mr. du Sautoy remained in the employ of the company for two years, during which time he was engaged on the construction of the Cheddar Valley Railway; and had the superintendence of a railway opening-bridge of large dimensions over the River Parrett, at Bridgewater, and of the manufacture of the ironwork for the same at the Patent Shaft and Axletree Works, at Wednesbury. For more than a year Mr. du Sautoy had the inspection (as Resident Engineer for the Bristol and Exeter Railway) of the Devon and Somerset line, then being constructed by an independent company. On leaving the Bristol and Exeter Company, he was engaged as engineering agent to Mr. Blinkhorn, contractor for the Bristol Harbour Railway, and on finishing that work, he went in a similar capacity to the Birmingham and Harborne Railway, for Mr. George Bush, the contractor, and afterwards to Messrs. Thomas Nelson and Co., contractors, of York and Carlisle. By the latter firm he was engaged as engineer and manager for five years, and in that capacity had the sole charge of contracts on the North Eastern Railway, including extensive alterations at Hull, and the doubling of the main line between Brough and Saddlethorpe, on the Hull and Selby Railway; for the last two years of its construction he was in sole charge of the Leeds and Wetherby branch, where the works were of an extremely heavy nature. When this line was passed by Captain Tyler, the Govern-