

Stroudley got a gold medal for one of these engines, the "Brighton" at the Paris Exhibition of 1878; and it was in connection with another engine exhibited at Paris, in 1889, the "Edward Blount," for which again he got a gold medal, that he met with his death. This locomotive, named after the Chairman of the Western Railway of France, with which the Brighton Company has very intimate relations, embodied all Mr. Stroudley's most recent practice, and had attracted much notice at the Exhibition, both from its design and its splendid workmanship. In December 1889, Mr. Stroudley was summoned to Paris to conduct some trials with it on the Paris, Lyons and Mediterranean Railway, in competition with several other locomotives that had been in the Exhibition. While thus engaged he got a chill, which being neglected, rapidly induced inflammation of the lungs. He died in Paris on the 20th of December, 1889. The body was brought to Brighton, and four days later was interred in the extra-mural cemetery of that town, a funeral procession extending for more than $\frac{1}{2}$ mile testifying to the opinion of William Stroudley entertained by the engineering world and by his fellow-townsmen.

ROBERT VAWSER, third son of the late Mr. Charles Vawser of Waldersea, March, Cambridgeshire, was born on the 13th of September, 1841, educated at Peterborough, and afterwards articled to the late Mr. M. O. Tarbotton, of Nottingham, with whom he subsequently remained for a short period, being entrusted by Mr. Tarbotton with the carrying out of various important works.

In 1863 Mr. Vawser entered the office of the late Mr. C. E. Cawley (sometime M.P. for Salford), of London and Manchester, under whom he designed and superintended various engineering works. In 1866, he left Mr. Cawley, having obtained the appointment of principal assistant to the Borough Engineer of Belfast, under whom he carried out public works of considerable magnitude, including the sewerage and paving, in one year alone, of one hundred and thirty streets.

In 1867 Mr. Vawser was appointed Borough Surveyor of Warrington, where he designed and carried out many important works, including main-sewerage works, several miles of impervious pavements, an infectious disease hospital, art gallery, &c. In his letter of resignation, dated October 22, 1877, he stated that nearly ten years had elapsed since his pleasing association with the council commenced, and that he should always remember with

satisfaction that the Borough Surveyorship of Warrington was his first public appointment.

Mr. Vawser commenced business on his own account in Manchester, immediately after relinquishing his appointment at Warrington, and soon acquired a large and lucrative practice, more especially in sewerage and sewage works, and at the time of his death was engaged upon important works at Swinton, Milnrow, Reddish, Tyldesley, Royton, &c. He did not, however, devote himself exclusively to sanitary engineering, and amongst other works was engaged upon the extensive system of tramways, known as the Manchester, Bury, Rochdale and Oldham Tramways, the Barrow-in-Furness Tramways, &c.

Mr. Vawser took an active interest in the Association of Municipal and Sanitary Engineers and Surveyors, his connection with the Association dating from its formation, when he began his services as Honorary Secretary for the Lancashire and Cheshire District. In 1875 he became a Member of Council, in 1880 a Vice President, and in 1885 President. During his presidency the examinations of candidates for municipal engineerships were instituted. Mr. Vawser always evinced the keenest interest in the affairs of the Association, largely contributing to its proceedings, and his early death is deplored by the members generally.

Mr. Vawser was elected an Associate of this Institution on the 4th of April, 1871, and was transferred to the class of Members on the 26th of January, 1875.

His numerous engagements in this country did not, however, leave him many opportunities of attending the meetings of the Institution. He died, somewhat suddenly, on the 15th of September, 1889, after a long and painful illness.

WILLIAM MANN CROSLAND was born at Holbeck, Leeds, in 1824. Early manifesting a talent for engineering, he was in the year 1838 apprenticed to Messrs. Fenton and Murray, of Leeds, in whose factory he went through the usual routine of shops and drawing-office. In 1843 he was transferred to Messrs. Wren and Bennet, of Manchester, with whom he stayed until 1845, thus fulfilling the customary seven years. On completing his apprenticeship, Mr. Crosland entered the works of Messrs. Maudslay, Sons, and Field, of Lambeth, and with that eminent firm he passed the remainder of his professional life. His duties were to contrive,