

adapt, and direct in the construction of marine and other engines. In this capacity he had to do with most of the large machinery turned out by the Lambeth firm during his connection therewith. Among the most notable work of the kind was the machinery for H.M.S.S. "Valiant," "Agincourt," "Lord Warden," "Viper," "Sirius," and "Druid," the engines of the White Star Liner "Atlantic," and other vessels; also similar work for the West India Mail Packet Company, the Union Company Cape Packet, the Russian Steam Navigation Company, and the Brazilian and Chinese Governments. He was also concerned in making the great chain-cable proving machinery for Lloyd's, and the pumping machinery for the drainage of the tunnel proposed in 1868 to be made under the Indus at Attock, but which was abandoned in favour of a bridge. Mr. Crosland was entrusted with the construction of a replica of Brunel's block-making machinery for the Portuguese Government, and introduced some simple improvements that added greatly to the power of the machinery by obviating friction. Although by no means proficient in mathematical or theoretical science, Mr. Crosland was a practical engineer. His knowledge of machinery was extensive, and he was frequently consulted by sanguine inventors. Of these, it might be said, that if their hopes were often dashed by his honest and outspoken criticisms, their pockets were saved in like manner.

For some years before his death Mr. Crosland retired from active professional work, though he continued to take a keen interest in all matters relating to machinery. He was also attached from the first to the Volunteer movement, in which service he held the rank of Captain. He died on the 14th of October, 1889.

Mr. Crosland was elected an Associate on the 2nd of December, 1851, and on the divisions of that grade into the professional and non-professional classes, became an Associate Member.

JOHN REES GEORGE, the son of a London solicitor, was born at Lewisham, Kent, and, on leaving school, entered the office of a tea-merchant. He did not take kindly to commercial pursuits, and, having a taste for mechanical drawing, he was transferred to the office of Messrs. Kennard Brothers, contractors, of Great George Street, Westminster, in which firm one of his brothers was at that time occupying a good position. Here he made such rapid progress that, before he was twenty years of age, he was

sent to Spain to assist in the construction of the iron bridges on the Pamplona and Saragossa Railway over the rivers Ebro and Aragon. Thence he proceeded to Portugal where he remained for some years for Messrs. Kennard, and had charge of the construction of the Tagus Bridge on the Lisbon and Badajoz Railway; of various bridges on the Lisbon and Oporto Railway; and acted as assistant engineer of sewage and general construction of the Portuguese Railway. In this work he displayed, for one so young, extraordinary ability, and his employers, recognising his sterling worth and capacities, on his return to England, made him general manager of several important engineering works, among them the bridge on the Horsham and Guildford railway. Mr. George left London in 1865 as agent for the firm, with Mr. N. Marchant, as engineer, and commenced in Wellington, New Zealand, the extension works in connection with the Queen's Wharf. The next work undertaken by Mr. George was the superintendence of an iron bridge across the river at Wanganui. Then he laid down the patent slip at Evans Bay for the Patent Slip Company. In 1869 Mr. George began practice on his own account, and became engineer of the Wellington Gas Company, and, on the completion of the works, continued to act as general manager. He was also appointed engineer to the Wellington Slip Company, both of which posts he continued to hold until his death on the 26th of July, 1889.

Mr. George took considerable interest in local matters appertaining to the welfare of the citizens. In 1874 he was elected to a seat in the City Council for Te Aro Ward, and occupied that position until September, 1878. He was a member of the Chamber of Commerce for many years, and, in 1882, was elected Chairman of that body. In 1888 he attended the Australasian Commercial Conference in Melbourne as delegate of the Wellington Chamber of Commerce, and lately he was elected member of the Harbour Board, as the representative of the Chamber. Possessing considerable business ability, Mr. George was for many years a prominent member of the commercial community of Wellington. For the past seven years he has officiated as managing director of the Wellington Trust and Loan Company. Soon after his arrival, he was appointed Consul for Portugal for Wellington. He was an energetic member of the Masonic fraternity, was one of the founders of the Waterloo Lodge, S.C., and had risen to the dignity of a P.M. of that Lodge. He was also in the Commission of the Peace. Mr. George was a citizen of rare and sterling qualities, possessing a high sense of honour. As a public man he was

universally respected, and as a private citizen he was greatly lamented by a large circle of friends.

Mr. George was elected an Associate Member of the Institution on the 3rd of February, 1880.

WILLIAM JAMES, son of Mr. Edward James, J.P., of Greenbank House, Plymouth, was born on the 15th of November, 1854. He was educated at the private school of Dr. P. Holmes, of Manna-mead, in the vicinity. He then served a pupilage of three years from 1872 to Mr. S. W. Jenkin, during which time he was engaged in connection with the parliamentary- and working-plans and sections of several branch lines for the Cornwall Minerals Railway, the Fal Valley Railway, and the Truro and Penzance Railway; then for one year (1875-76), was a student at the School of Practical Engineering at the Crystal Palace under Mr. W. J. Wilson. In 1876 he went to India, but, failing to obtain employment as an engineer, he became a pupil of Mr. H. Whympers, of the Murree Brewery, and was occupied for fifteen months on the water-supply for the Murree Brewery Company in the Punjab. On the conclusion of this work, Mr. James proceeded to Calcutta, where he was at once engaged by Messrs. Mitchell and Co., engineers and contractors, in which firm he, in 1881, became a partner. He was first employed in building bungalows, machine-shops, engine-sheds, &c., for the Northern Bengal State Railway at Saidpore, and afterwards, during the year 1879, was in charge of the construction of 10 miles of the Darjeeling Steam Tramway.

He was also concerned in the making of a road through the Teesta Valley, and on the Bengal Central Railway, the Calcutta drainage works, the Dacca and Mymensing Railway, and the Patna and Bankipore Tramway.

During the last two years of his life he was the resident partner in the firm of Messrs. Walsh, Lovett, Mitchell and Co., contractors for the Tansa water-works, for bringing a large supply of good water to the City of Bombay. During this time he had in the working season from six thousand to ten thousand men under his charge, but the anxiety arising from his responsibilities acting on a frame already much weakened by jungle fever, was too much for him, and he died somewhat suddenly from heat apoplexy at Wasind on the 16th of February, 1889, in his thirty-fifth year.

In his intercourse with his friends, Mr. James had the faculty of