

but also to the high regard in which he was held alike by the railway world and by the various public Departments with whom his position brought him in contact."

Mr. Grierson was buried on the 12th of October, 1887, in Barnes Cemetery, a spot he had almost selected for himself because of the great retirement of its position. The great throng of mourners that assembled on the occasion amply testified how wide was the recognition of his worth in all the relations of life. He died much beloved, and without an enemy, a proof that the saying is unsound, which affirms, that a man who makes no enemies is not a man to inspire respect or love.

Mr. Grierson was elected an Associate of the Institution on the 5th of December, 1855.

JOSEPH HANCOX was born at Tipton, Staffordshire, on the 25th of March, 1827. After a local education, he studied surveying with his brother, John Hancox, engineer of the Birmingham Canal Company, and passed a short time at the Horseley Iron works. Thence, in 1845, he went to the Trent Valley Railway as assistant to Mr. John Jones, agent for the contractors, Messrs. Brassey, Mackenzie and Stephenson. He was employed in similar positions in 1847 on the works of the North Staffordshire Railway, also under Mr. Jones, the agent for Mr. Brassey, and, in 1850, on the Birkenhead, Lancashire and Cheshire Junction Railway under Mr. George Goodfellow, agent for Mr. Brassey. From thence in 1853 he went to Piedmont, where he, in conjunction with the late Mr. Thomas Woodhouse, carried out the contract taken by Mr. Brassey for the construction of the Turin and Novara Railway, and in 1856 he took charge of the works of the Netherton Tunnel, under the late Mr. George Meakin, contractor. Mr. Hancox was then engaged for a considerable period in going over and estimating for Mr. Brassey several lines of railway, notably the Lukmanier, crossing the Alps, the Moldavian Railway, and the Colombo and Kandy, Ceylon; also the Swansea Docks, Spithead Forts, Portsmouth Harbour defences and other works. In 1859 he went to Rio de Janeiro to carry out the contract made by the Rio de Janeiro City Improvements Company with Messrs. Brassey and Ogilvie for the drainage of that city, which contract was completed.

At the expiration of that time, he was engaged estimating various works, amongst others the Berlin and Stralsund Railway.

Subsequently he went over the projected works for the Naples water-supply for Messrs. John Aird and Sons, also lines of railway in Poland and Saxony.

In 1877 he returned to Rio de Janeiro, and, in association with the late Mr. Alexander Ogilvie, entered into a contract with the Brazilian Government for the rain-water drainage of the city, carried out partially to a successful issue, but never completed, in consequence of financial difficulties on the part of the Brazilian Government, which prevented the completion of a work that would doubtless have tended greatly to diminish the bug-bear of foreigners in that city in the shape of yellow fever. During this time, he executed the works for the water-supply of Santos, in the Province of São Paulo, Brazil.

He was a man of considerable experience, indefatigable, pains-taking, clear-headed, with great patience and good temper under provocation; a most genial manner, and his kindly, simple and unaffected ways attracted and endeared him to all to whom he was personally known, while his unselfish goodness gained him friends and won respect and friendship from those who came under his influence. He died after a short illness at Tunbridge Wells, on the 24th of May, 1889.

Mr. Hancox was elected an Associate of the Institution on the 8th of January, 1861.

SIR HENRY ARTHUR HUNT,¹ C.B., was born at Westminster, in September 1810. He was educated for a surveyor, serving his articles with Messrs. Thurston and Sons, a firm of some note. He subsequently entered the office of Mr. Wallen, who took him into partnership when under eighteen years of age. This partnership lasted only a few months. In 1828, Mr. Hunt commenced business on his own account, taking the late Mr. Charles Stephenson into partnership in 1844, and the late Mr. Harry Jones some twenty years later.

Mr. Hunt in his early life made, single-handed, for Sir Charles Barry, the detailed estimate for the Houses of Parliament. When the great railway companies were constructing their lines, he was largely employed by the North Staffordshire, the London, Brighton and South Coast, the Eastern Counties (now Great Eastern), the

¹ This memoir has been reproduced, with a few verbal alterations, from the *Transactions of the Surveyors' Institution*, vol. xxi. p. 487.