

From 1858 to 1864 Senior Constructing Contractor on the Dom Pedro  
Segunda R.R. in Brazil. In 1865 Chief of Survey in Pennsyl-  
vania for new route of Atlantic & Great Western R.R. In 1866  
appointed to examine and report upon R. Roads in Missouri, viz  
the St. Louis & South Western, North Missouri and Iron Mountain  
R. Roads. In 1866 appointed United States Civil Engineer in charge  
of the Ohio river Improvement, 967 miles; Continued till 1870. In  
1868 became Associate Chief Engr. of the Illinois & St. Louis Bridge  
Co's bridge at St. Louis. In 1869 made Reconnaissance of route  
of Northern Pacific R. Road between the Missouri river and the  
Pacific Ocean. In 1870 appointed Chief Engr. of the Northern  
Pacific R. Road, and still hold that position. In 1874 Appointed  
by the President of the U. S. a member of a mixed Commission  
of military and Civil Engr. to examine and report upon  
the best plan for improving the mouth of the Mississippi ~~river~~

From 1853 to 1864 Senior Constructing Contractor on the Dam Pedro Segunda R.R. in Brazil. In 1865 Chief of Surveys in Pennsylvania for new route of Atlantic & Great Western R.R. In 1866 appointed to examine and report upon R.R. Roads in Missouri; viz: the St. Louis & South Western, North Missouri; and Iron Mountain R. Roads. In 1866 appointed United States Civil Eng. in charge of the Ohio River Improvement, 967 miles; continued till 1870. In 1868 became Associate Chief Eng. of the Illinois & St. Louis Bridge Co's bridge at St. Louis. In 1869 made reconnaissance of route of Northern Pacific R.R. between the Missouri River and the Pacific Ocean. In 1870 appointed Chief Eng. of the Northern Pacific R.R. Road, and still holds that position. In 1874 appointed by the President of the U. S. a member of a mixed Commission of military and civil engineers to examine and report upon the best plan for improving the mouth of the Mississippi river.

FORM A.

The Institution of Civil Engineers,

ESTABLISHED JANUARY 2, 1818—INCORPORATED BY ROYAL CHARTER JUNE 3, 1828.

25, GREAT GEORGE STREET, WESTMINSTER, S.W.

Christian and Surnames and Address in full.

*William Wilson Roberts, Civil Engineer,*  
 of *23 Fifth Avenue City of New York*, being upwards of 25 years of age, and being desirous of admission into THE INSTITUTION OF CIVIL ENGINEERS, I recommend him, from PERSONAL KNOWLEDGE, as a person in every respect worthy of that distinction, because

The Qualifications of the Candidate must be distinctly specified according to the spirit of Arts. 2, 3, 4, Sect. II., of the Bye-Laws (SEE THE NEXT PAGE).

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*began engineering in 1825 on the Union Canal; assistant on the Lehigh Canal 1827 to 1829; on Union R. Road in 1830; Senior assistant on Allegheny Portage R. Road 1831 to 1834; Chief Engr. of Harrisburg & Lancaster, and Cumberland Valley Rail Road, 1835 to 1838; Chief Engr. of Monongahela Steamboat Navigation 1838 to 1840; Chief Engr. in the Service of the State of Pennsylvania 1839 to 1843; of the Sandy & Beaver Canal 1845 to 1848; of the Bellefonte & Indiana R. Road, 1849 to 1851; of the Allegheny Valley R. Road 1851 to 1854; of the Pittsburgh & Steubenville R. Road 1852-1853; Consulting Engineer of the Atlantic & Pacific R.R. in 1855-56; Chief Engr. of the Westport & Mercator R.R. in 1856-57.*

On the above grounds, I beg leave to propose him to the Council as a proper person to be admitted into the Institution.

Signature of the Proposer

M. Inst. C. E.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 187\_\_.

We, the undersigned, concur in the above recommendation, being convinced that \_\_\_\_\_ is in every respect a proper person to be admitted into the Institution.

FROM PERSONAL KNOWLEDGE.

FROM PERSONAL KNOWLEDGE.

Signatures of at least FIVE Seconders, all of whom must belong to the Institution, and THREE of whom at least must be MEMBERS.

*Joseph Miller Wilson*  
*Thomas Curtis Clarke*  
*Sam. B. Eads*

To be filled up by the Council.

The Council, having considered the above recommendation, present \_\_\_\_\_ to be balloted for as \_\_\_\_\_ of THE INSTITUTION OF CIVIL ENGINEERS.

Read for the first time \_\_\_\_\_

Passed by the Council \_\_\_\_\_

Signed, \_\_\_\_\_

Chairman.

Read at Meeting \_\_\_\_\_

Balloted for \_\_\_\_\_

FORM A.

The Institution of Civil Engineers,

ESTABLISHED JANUARY 2, 1818—INCORPORATED BY ROYAL CHARTER JUNE 3, 1828.

25, GREAT GEORGE STREET, WESTMINSTER, S.W.

Christian and Surnames and Address in full.

William Milnor Roberts, Civil Engineer of 23 Fifth Avenue City of New York, being upwards of 25 years of age, and being desirous of admission into THE INSTITUTION OF CIVIL ENGINEERS, I recommend him, from PERSONAL KNOWLEDGE, as a person in every respect worthy of that distinction, because he

The Qualifications of the Candidate must be distinctly specified according to the spirit of Arts. 2, 3, 4, Sect. II., of the Bye-Laws (SEE THE NEXT PAGE).

began engineering in 1825 on the Union Canal; was assistant on the Schuylkill Canal 1827 to 1829, on Union Rail Road in 1830 & 31, Senior Assistant on Allegheny Portage Rail Road 1831 to 1834, Chief Engineer of Harrisburg, Lancaster and Cumberland Valley Rail Roads 1835 to 1838; Chief Eng. of Monongahela Steamboat Navigation 1838 to 1840; Chief Eng. in the Service of the State of Pennsylvania 1839 to 1843; of the Sandy & Beaver Canal 1845 to 1848; of the Bellefontaine and Indiana R.R. 1849 to 1851 of the Allegheny Valley R.R. 1851 to 1854; of the Pittsburgh & Steubenville R.R. 1852-53, Consulting Eng. of the Atlantic & Pacific R.R. in 1853-54 Chief Eng. of the Keokuk & Muscatine R.R. in 1856-57.

On the above grounds, I beg leave to propose him to the Council as a proper person to be admitted into the Institution.

Signature of the Proposer

M. Inst. C. E.

Dated this day of 187.

We, the undersigned, concur in the above recommendation, being convinced that is in every respect a proper person to be admitted into the Institution.

FROM PERSONAL KNOWLEDGE.

FROM PERSONAL KNOWLEDGE.

Signatures of at least FIVE Seconders, all of whom must belong to the Institution, and THREE of whom at least must be MEMBERS.

Joseph Miller Wilson
Thomas Curtis Blake
Jas. B. Eads

To be filled up by the Council.

The Council, having considered the above recommendation, present to be balloted for as of THE INSTITUTION OF CIVIL ENGINEERS.

Read for the first time

Passed by the Council

Signed,

Chairman.

Read at Meeting

Balloted for

43 CEDAR STREET,

New York, Nov. 13<sup>th</sup> 1869.

To the Civil and Military Engineers of America:

For the purpose of obtaining information respecting the Biography of *W. Milner Roberts* for publication, the undersigned would feel obliged by a prompt reply to the following queries:

1. Full name, residence, date and place of birth, and names of parents. *W. Milner Roberts, Philad. Feb. 12<sup>th</sup>, 1810. Parents, Thomas P. Roberts and Mary Louisa Roberts formerly Miss Mary L. Baker, daughter of Hilary Baker Esq. Mayor of Philad.*
2. Where educated, and for what occupation. *in Philadelphia, chiefly at the Seminary of Benjamin Sucker, a friend, and at the Mathematical Academy of Joseph Roberts in Friends Meeting House 4<sup>th</sup> St. Philadelphia.*
3. Date of commencement of professional employment, under what Engineer as Chief, upon what work, and in what capacity. *Spring of 1825, under Carron White Esq. Chief Engineer on the Union Canal of Pennsylvania - between Reading and Middletown - to connect the Schuylkill and Susquehanna, - as Assistant Rodman.*
4. Schedule of the public works upon which *W. Milner Roberts* has been employed to the present time, with position occupied upon each, and date of change from one work to another. *Union Canal 1825 - Delaware and Raritan Canal survey 1825, Rodman. Union Canal 1826 - surveys for the State of Penna. from the Susquehanna river to Pittsburgh, summer and fall of 1826, as Rodman. Lehigh Canal Spring of 1827 as Assistant Engineer - Principal Assistant Engineer on same in 1828 & 1829 - fall of 1829, change to Pine Grove Schuylkill Co. Penna. to locate and construct a railroad four miles long, Carron White Chief Engineer.*
5. Describe the most important of original engineering works which have been constructed under charge, which you deem interesting to the profession or the public. *The most important engineering work of the times, (1831-1834) - was the Allegheny Portage Railroad in Pennsylvania, crossing the Allegheny Mountains by means of two inclined planes and intermediate levels; but all these have disappeared and such a work at the present day would not be deemed very considerable.*
6. What public service other than engineering been engaged in.
7. Also, any other information of interest, either in relation to yourself or friends in the profession, and if they are deceased, time and place of their death; also, reference to publications in which such information may be found.
8. A complete list of all Engineers of your acquaintance, with their residence; also, any duplicate Engineering Reports you may have.

Address P. O. Box 408.

Very respectfully,

CHARLES B. STUART,

Civil Engineer,

NEW YORK.