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PROCEEDINGS  
OF THE  
AMERICAN SOCIETY  
OF  
CIVIL ENGINEERS.  
(INSTITUTED 1852.)

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JANUARY TO DECEMBER, 1894.

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1894.

In 1870 he was made Assistant Engineer in the City Works Department of Brooklyn, and was assigned a position on the construction of the reservoir at Hempstead, where he remained till the work was completed in 1878.

At that time New York City was defendant in a suit brought by the Tilly Foster Iron Mining Company, of Putnam County, N. Y., to recover damages to its property, claimed to have been caused by the neglect and carelessness of the employees of the city during the construction of the aqueduct adjoining the mine. Mr. Smith was commissioned by the city as an expert to gather evidence and estimate the amount of damages, if any. After spending nearly a year and a half at the mine, and investigating the charges with his habitual carefulness and exhaustiveness, the mining company was non-suited, entirely on Mr. Smith's testimony, confirmed in every particular after personal inspection by General John Newton.

On June 11th, 1878, Mr. Smith was appointed Assistant Engineer in the Department of Public Works of New York City, and in November, 1883, Water Purveyor. He became Deputy Commissioner of Public Works in November, 1888, and in January, 1889, Mayor Hewitt made him Commissioner of Public Works, to fill out the unexpired term of General Newton, ending May 1st, 1889. In the fall of 1889 he was placed in charge of the Bureau of Arrears and Assessments in the Tax Department, and in 1891 was promoted to the office of Assistant Deputy Comptroller, which post he held at the time of his death.

A loyal and public-spirited citizen, Mr. Smith discharged the duties of these many conspicuous and responsible trusts with marked ability, conscientious fidelity, and strictest honesty.

Genial and social in temperament, bright and witty in thought, quick in speech, he was a delightful companion. Naturally obliging and unreserved, he was a true friend. Hopeful, buoyant and aspiring, his future was radiant with large promise of still higher and more worthy achievements.

In 1872 Mr. Smith married Miss Sophia Kirkpatrick, of the old and prominent New Jersey family of that name. She and an interesting family of 10 children survive him.

Mr. Smith became a Member of the American Society of Civil Engineers, May 4th, 1887.

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**WILLIAM SCHERZER, M. Am. Soc. C. E.\***

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DIED JULY 20TH, 1893.

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William Scherzer was born in Peru, La Salle County, Ill., on January 27th, 1858. He received his primary education in the public schools of Peru, and later entered the private school of Professor

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\* Memoir prepared by C. L. Strobel, M. Am. Soc. C. E., and Mr. August Ziesing.

Eggers. In 1875, at the age of seventeen, he went to Zurich, Switzerland, and entered the Polytechnic School in that city, to take the regular course in civil engineering. He graduated from that school in 1880. Returning to America, he filled the position of engineer to the Matthiessen & Hegeler Zinc Company, at La Salle, Ill., for the ensuing three years, designing furnaces and the buildings and machinery used in connection with smelting works and coal mines.

In 1883 he entered the employ of the Pittsburgh, Fort Wayne and Chicago Railway Company, and thenceforth devoted himself to bridge engineering as a specialty.

In 1885 he accepted the position of principal assistant to the chief engineer of the Keystone Bridge Company, with office in Chicago, and continued in the employ of that company for eight years, until the 1st of January, 1893. He then entered into business for himself at Chicago as a consulting and contracting engineer.

He died on Thursday morning, July 20th, 1893, at the early age of thirty-five years. His last engineering work, and a very important and interesting one, was the design for a rolling bascule lift bridge to span the Chicago River between Jackson and Van Buren Streets, for the Metropolitan West Side Elevated Railroad Company, and the design for a similar bridge for the city of Chicago at Van Buren Street. These bridges are now under contract to be built. These designs are a departure from the plans and methods heretofore adopted for lift bridges, and, it is believed, are an improvement on these.

He was unfortunately deprived of the satisfaction of seeing the construction and successful completion of these structures, for unremitting application to his work, and, perhaps, some lingering effects of an attack of typhoid fever one year previous, brought upon him his fatal illness. He died of an attack of brain fever, after a short illness.

William Scherzer was from childhood of a most ambitious nature, and no obstacle ever seemed too great to overcome when he had once started out to accomplish a certain purpose. He was at the same time cautious, and carefully weighed the chances of failure or success in an undertaking before going into it. At the Polytechnic School in Zurich he was consequently in the front rank in his class, both in play and work, and was always considered a formidable competitor by all intimately acquainted with him.

William Scherzer was unmarried. He was of a kind and gentle disposition, quiet and modest in demeanor, and will live in the fond remembrance of all who knew him. His mind was of a high order, and he was just beginning to reap a liberal return for his knowledge, ability and experience when death put an end to his career.

He became a Member of the American Society of Civil Engineers September 5th, 1885.