

having regained his health, he went in 1883 to Ireland to make plans and surveys, &c., for light railways, and in November, 1885, was elected Engineer-in-Chief of the Suck Drainage Board, in which employment he continued to the end of his life. The Suck Drainage dragged on for years without useful result for money expended, until Mr. Coddington put new life and sound engineering into the project.

Mr. Coddington died on the 11th of March, 1891. He was elected a Member of the Institution on the 1st of May, 1877. Many of his brother officers in India regret the genial host, the accomplished musician, and the kindly companion, who has passed away.

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ROBERT JOSEPH HUTTON was born in Dublin on the 22nd of April, 1842. He was educated at Portora Endowed School near Enniskillen, then perhaps the chief school in Ireland. In the summer of 1858 he entered Trinity College, Dublin, where he obtained a mathematical scholarship in 1861. He graduated at Michaelmas, 1862, receiving the First Gold Medal for Mathematics, in which he was bracketed equal with the late Lord Chancellor Naish, and the First Silver Medal in Experimental and Natural Science. For the next four years he served a pupilage under Messrs. B. and E. Blyth, of Edinburgh. During the summer of 1868 he was employed as Assistant Engineer by Mr. James Barton, on the Carlingford Bar Works. From May, 1869, to March, 1872, he was on the Dundalk and Greenore Railway as Resident Engineer during its construction, also for Mr. Barton. From March, 1872, to 1873, he was employed by the Irish North-Western Railway Company as Engineer of the northern half of the line from Enniskillen to Londonderry and Bundoran, a length of about 100 miles.

From 1873 to 1874 he had charge as Resident Engineer of the doubling of the Whitehaven line, Furness Railway, and of the Arnside branch for Mr. F. C. Stileman. From 1874 to 1878 he was engaged as Assistant Engineer on the loop-line of the Cape Government Railways under Mr. W. G. Brounger, and was also at the same time Resident Engineer of the Orange River Bridges for Mr. James Fforde. After his return from the Cape he was induced to put his money into a large brick works near Cork, of which he took the superintendence. Owing to the depressed condition of affairs in Ireland at the time, he lost all, and had to begin again

as a Resident Engineer under Mr. Barton on the Cloghen Valley Railway. On the completion of that line he went to the Argentine Republic, where he was engaged on various railways as contractor's engineer.

He died on the 11th of September, 1890, suddenly, of hæmorrhage of the brain, at a hotel in Tigre, about 3 miles from Buenos Ayres.

Those who knew him best bear testimony to the sincerity and simplicity of his character: truthful and candid in disposition, and with a high sense of duty, he was intolerant of anything approaching what he considered hypocrisy, and some of the difficulties of his career are perhaps to be ascribed to his inability to bend his mind to take the views of others. He was elected an Associate of the Institution on the 1st of April, 1873, and was transferred to the class of Member on the 11th of May, 1880.

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ALEXANDER MACNAB was born at Belleville, Ontario, on the 18th of March, 1837—a memorable year in Canada, owing to the outbreak of the Canadian rebellion, in which his father, Captain James Macnab, was killed in the performance of his duty to the loyalist cause.

Mr. Macnab began his professional career in 1853, and was engaged for two years in the construction of the Hamilton and Toronto Railway under Mr. Marcus Smith. He then joined the engineering staff of the Great Western Railway of Canada, at that time in course of construction, and now forming part of the Grand Trunk, and was connected with this line for five years under Mr. George Lowe Reid. In 1861 he received from the Imperial Government the appointment of Surveyor of Public Works in the Island of Granada, West Indies, but was compelled to resign after a few months on account of ill health.

In 1865 he assumed the office of Chief Engineer to the Government of the Province of Nova Scotia, having charge of the construction and maintenance of the railways built by that Government. In 1872 he received the additional appointment of Chief Engineer of the Maintenance of Way Department of the Intercolonial Railway, about 750 miles in length, connecting the maritime provinces with Canada; and this position he held until, in 1878, he came to England for the benefit of his health. On his return to Canada he undertook the management, engineering