

Mr. Rennie retired from the service of the Government of India in 1890, and his friends thought that, with his robust constitution, he had before him many years of life. His heart, however, was affected, and he died at Dollar on the 5th of April, 1891, after a short and painful illness.

Mr. Rennie was of a sanguine and energetic temperament, and had great capacity for organizing and carrying out works and for managing men. His shrewd common sense and genial disposition endeared him to many people and made him a large circle of friends.

He was elected a Member of the Institution on the 3rd of May, 1881.

---

EDWARD SLAUGHTER was born in London, on the 1st of December, 1814, and was educated partly at the school of Dr. Nicholas at Ealing, and partly in Paris. He served a pupillage of five years to Mr. John Seaward of the Canal Ironworks, Limehouse. After some two years of travel (1836 and 1837), he joined Mr. I. K. Brunel in 1837 as Assistant Engineer, and took part in the construction of the London end of the Great Western Railway, especially in laying the permanent way over a large portion of the line, building stations, and general work. Mr. Slaughter's ability was highly esteemed by Mr. Brunel, who subsequently gave him a post at the Bristol end of the line. Upon the opening of the line to Hay Lane, near Swindon, in December, 1839, he accepted the offer of Messrs. Henry Stothert and Co. of Bristol, who had recently started engineering works, to join their firm as managing partner, specially with a view to the manufacture of locomotive engines. The partnership was formed early in 1840 under the style of Stothert, Slaughter, and Co., which was changed in 1856, when Mr. Henry Gruning was admitted, to that of Slaughter, Gruning, and Co. The concern developed into a large business under the personal management of Mr. Slaughter, and was carried on with great success for many years. In the year 1866 the business was converted into the Avonside Engine Company, Limited. Mr. Slaughter retained the engineering and general management, taking the title of Managing Director, which post he held until 1873, when failing health induced him to abandon active work. During this period he was much abroad,

where he devoted special attention to the peculiar conditions of foreign railways, and supplied nearly one thousand locomotives, besides some marine and stationary engines and iron steamships. Mr. Slaughter was greatly interested in the improvement of the steamboat service between Bristol and Newport. He designed and built two screw-steamers fitted with engines of the locomotive type, working direct on to the screw-shaft. These boats, the "Avon" and "Severn," were very successful and did good service in competition with the old paddle-boats. The passage which formerly occupied about three hours (and sometimes eight by reason of missing the tides in the rivers) was reduced to two hours. These steamers became the property of an independent company, and continue at work at the present time. As many of the locomotives were furnished to foreign railways, in which for the most part steep gradients and sharp curves were employed, he took a prominent part in the introduction of the various articulated or bogie systems. A visit to the United States confirmed and developed the views and practice he had always advocated on this head. Continually increasing deafness, a weak voice, and feeble health, caused him to withdraw with much regret from active participation in engineering work, but he continued to take a warm interest in the published Proceedings of the Institution, of which he was elected a Member on the 6th of December, 1853. He died on the 13th of May, 1891.

Mr. Slaughter was a man of considerable character and parts, and formed an important factor in Bristol life. His reputation as a mechanical engineer, especially in connection with locomotive construction, was of the highest class. He was an excellent judge of work, and was ruled by the strictest sense of honour in all engagements he undertook.

---

BENJAMIN WALKER was born at Armley, near Leeds, on the 20th of April, 1821. At the age of fourteen he was bound apprentice to Messrs. Newton and Taylor, engineers, of Leeds, for seven years, and at twenty became foreman of a large shop. He received the larger portion of his book-learning at a night-school in Armley, walking direct from the workshop in Water Lane to the school. He worked very hard at the night-school, and when his apprenticeship expired was a good mathematician, and had