

He remained actively engaged in this work till, on account of illness, he was compelled to take leave in March 1891, in the hope that rest and change might restore his failing health. This hope unfortunately was not realized, for he died at sea off Colombo, on the voyage home, on the 19th of March, 1891. Mr. Montrésor was a man of a kind and gentle disposition, and was most popular in Tirhut, where he passed the greater part of his service. He was in the Public Works Department for eleven years and six months, but notwithstanding the success with which he executed the important works entrusted to him, received only one permanent step of promotion. Though he held temporary rank as Executive Engineer in March 1887, and for years carried out the duties of an executive engineer, he was at the time of his death an Assistant Engineer, 1st grade. He was elected an Associate Member of the Institution on the 4th of December, 1888.

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RICHARD HUGO OSWALD ROEHRICHT, was born at Breslau, Silesia, on the 8th of January, 1834, and was educated in that town. In 1848, at the early age of fourteen, he was articled to his father, an architect in Bunzlau, Prussia, with whom he remained for six years, with the exception of a few months spent in studying at the Gewerbeschule, in Liegnitz. In 1854, although only twenty years of age, he went to Australia to seek a wider field of action for the employment of his energy than Germany could offer. After spending some months as a volunteer in the office of Mr. Leonard Terry, an architect of Melbourne, he acted for two years as draughtsman to Mr. Charles Knight, of Kilmore, Victoria, an architect and surveyor. In 1861, he went to Brisbane, to take up an appointment as a draughtsman in the Roads Branch of the Department of Public Works of Queensland. Two years afterwards he joined the Railway Department as chief draughtsman at Rockhampton, under Mr. H. T. Plews. This position he occupied until 1869, when the office was abolished, and he was appointed road surveyor.

On the recommencement of the railway works in 1872, Mr. Roehricht re-entered the railway department as chief draughtsman and assistant engineer, under Mr. Henry C. Stanley, which position he held until the date of his death. He was a loyal and indefatigable officer, and had the reputation of being one of the hardest workers in the Government service; indeed, his untimely death may be indirectly attributed to his untiring

efforts to master every detail connected with his office. During his service, some eight hundred miles of railways were constructed. In 1884, Mr. Roehricht lost his wife, from which shock he never seemed entirely to recover. Three years later, finding that he was unable to concentrate his mind upon his work, he was reluctantly compelled to obtain leave of absence for nine months. He visited Germany, his native land, and returned apparently restored to health and strength. In the summer of 1889, however, he frequently complained of severe pains in the head. Indeed, his old trouble seemed to have returned, and he was again forced to take leave of absence, this time for six months. After travelling in New South Wales for four months without feeling any improvement in his health, he returned to Brisbane, where he tried a course of hydropathic treatment. Nothing, however, was able to benefit him permanently, and he died on the 30th of January, 1890.

Mr. Roehricht presented to the Institution, of which he was elected an Associate Member on the 6th of December, 1887, a Paper entitled "The Duplication of the Railway Line between Brisbane and Ipswich, Queensland."

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GEORGE DYSON was born in London on the 11th of November, 1817. After being trained as a Civil Engineer he was appointed, when quite a young man, manager of the Park Gate Ironworks, near Rotherham. About the year 1848 he undertook the management of the Weardale Iron Company's blast furnaces and mines at Tow Law under the late Mr. Charles Attwood, the founder of the Company. Owing to Mr. Attwood's delicate health it was uncertain whether the Company would be able to overcome the many difficulties then standing in its way, but with the advent of Mr. Dyson things soon began to assume a better complexion. One of the first difficulties in smelting Weardale iron was to avoid making "glazed pig-iron," known in the market at that date as silicon pig-iron. This quality was then of very little value commercially, as it would not make malleable iron and was practically of no use for foundry purposes. Mr. Dyson, however, offered some thousands of tons of silicon iron at a cheap rate to Messrs. Ransome and May of Ipswich, who in 1850 had secured a large contract for chairs for the Great Northern Railway. This firm, finding that the strength of silicon pig-iron was greatly