

firm became Messrs. Walker and Duncan. He was, however, suffering from a painful internal complaint, from which he never recovered. In the autumn of that year he was confined to the house, and on the 18th of March, 1892, he died, at the early age of thirty-seven. Mr. Duncan was elected an Associate Member of the Institution on the 4th of December, 1883.

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FRANCIS GILLHAM was born on the 13th of May, 1853. After going through the engineering course at the Hartley Institution, Southampton, he was articled in January, 1873, for two years, to Mr. William Dennis, of Westminster. On the expiration of his pupilage he abandoned engineering for six or seven years and followed other pursuits; but in January, 1882, he went to Venezuela as an Assistant Engineer on the La Guaira and Caracas Railway. He acted in that capacity until September 1883, from which time until the following February he was in sole charge, for the contractors, of the same railway. He was also in charge from November, 1883, to the following May, of the construction of a short railway for the Venezuelan Government, and from December 1884 to May 1885 was Resident Engineer on the San Domingo Harbour Works. In June of the same year he entered the service of Messrs. James Livesey and Son, with whom he remained for nearly three years. Mr. Gillham's work for Messrs. James Livesey and Son was of a varied nature. In August 1885 he reported on the then existing works of the Costa Rica Railway, and what was necessary to be done to complete the line. At the beginning of the following year he returned to England, and in July 1886 went to Asia Minor to report on a line from Haidar to Ismid. In October of the same year he proceeded to Trinidad, to report on the proposed railway and pier for that island. Thence he went to Venezuela, where he reported on the La Guaira and Caracas Railway, and on the Venezuela Central Railway, which latter line was then in course of construction. He next examined and reported on the Puerto and Cabello and Valencia Railway, also in course of construction. Whilst in that part of the country he went to Tucacas, to report on the line existing there, and on its proposed extension to Barquisimeto. In January 1887 he returned to Costa Rica, where he had to report on the damage done to the bridges on the Costa Rica Railway by recent floods, and on the works of the line generally. After a short visit to England, he went back to Costa Rica in June 1887, to take up the appointment

of Resident Engineer of the railway. In the following November he resigned that post and returned to England, from which time his connection with the firm of Messrs. James Livesey and Son ceased.

At the beginning of 1888 Mr. Gillham was engaged by Messrs. J. E. Meiggs and Son, the contractors, to report on the Porto Rico Railway, but, as the climate of South America was beginning to affect his health, he was obliged to return home in the following April. In May of the same year he became the representative in England of Messrs. Delfin Sanchez and Co., contractors for the Interoceanic Railway of Mexico, of which the Mexican Government had appointed him a Director. Mr. Gillham was destined to occupy that post for the remainder of his life. He was responsible, amongst other things, for the purchase of the whole of the materials required by the Contractors for the carrying out of the contracts in Mexico, for the arrangement of all matters with the company and the Chief Engineers in London, Messrs. James Livesey and Co., for the engagement of the whole of the staff sent out from England, and for the proper conduct of the London office, which was the headquarters of the firm. It was understood, also, that at any time he might be called to Mexico to take charge of the contract, which at the beginning of 1889 included 500 miles of railway, with probable extensions within a short time of some 300 or 400 miles more. As a matter of fact, Messrs. Delfin Sanchez and Co. offered him originally the post of Chief Contractor's Engineer in Mexico, which he declined, as his health had suffered from his residence in Costa Rica.

An acute attack of remittent or malarial fever was the cause of Mr. Gillham's untimely death, which took place at Ryde's Hill, Guildford, on the 18th of March, 1892. He was a man of high character, and possessed considerable ability as an engineer—ability, the value of which was enhanced by the zeal he always displayed in looking after the interests of his employers. Mr. Gillham was elected an Associate Member of the Institution on the 5th of March, 1889.

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JAMES JOHN TALMAN was born on the 11th of July, 1848. At the age of eighteen he was apprenticed to Mr. J. W. Wilson for three years, during the latter part of which time he was occupied on works for the Star Cross Pier and Oyster Company, and for the Herne, Hampton and Reculver Oyster Fishery Com-