

the appointment of Chief Mechanical Engineer of the Swedish and Norwegian Railway at that time in course of construction. For that Company he designed a special class of locomotive and wagon suitable for the difficult and exceptional nature of the traffic. For some years Mr. Mann resided at Lulea, at the head of the Gulf of Bothnia, and it will be readily understood that the conduct of so northerly a line during the rigour of an arctic winter entailed considerable anxiety and constant watchfulness.

From the Arctic Circle to the neighbourhood of the Equator was the next change, Mr. Mann being appointed in June, 1892, Locomotive Superintendent and Resident Engineer to the Recife and São Francisco Pernambuco Railway Company. Though of slight build and by no means robust, he appeared to enjoy in Brazil equally good health to that in the north of Sweden. Unfortunately, in February, 1894, he suddenly took a chill when walking through a tunnel; yellow fever supervened and he died on the 16th of that month after an illness of only six days.

Mr. Mann was an engineer of considerable ability and sound practical knowledge. His trustworthiness and high sense of duty, combined with modesty and straightforwardness, gained for him the regard and respect of those whom he served and of all who acted under him. A man of action rather than of speech, he required to be well known before his ability obtained due recognition, but his pleasant manner and generous disposition were at all times apparent. He was elected an Associate Member of the Institution on the 5th of April, 1887.

JOHN PALMER SMYTHIES, son of the late John Kinnersley Smythies of the Tye, Bentley, Essex, was born on the 27th of March, 1843, and was educated at Rugby and at Cambridge. On leaving the University he was articled to Messrs. McClean¹ and Stileman,² under whom he was subsequently engaged as an assistant engineer on the construction of the Furness Railway and other works.

In 1871 Mr. Smythies proceeded to Argentina, where he was engaged during the next few years on the Las Flores Extension of the Buenos Ayres Great Southern Railway and on the Cordova and Tucuman Railway. He then practised on his own account in

¹ Minutes of Proceedings Inst. C.E., vol. xxxviii. p. 287.

² *Ibid.*, vol. xcviii. p. 401.

Buenos Ayres, but soon took up his residence at Rosario, where he saw that there was much to be done in the way of public works, not only in that city but also in the province of Santa Fé of which it is the chief town. He proposed the canalisation of the Parana, which would have enabled ocean-going steamers to reach the port of Rosario; a scheme for the drainage of that city; and the irrigation of the province by means of canals.

Finding that great difficulties were thrown in the way of his various projects, Mr. Smythies abandoned engineering and purchased the station of Las Turbias in the province of Santa Fé, where he devoted himself to the breeding of fine stock and to the development of that property which was of considerable extent.

Mr. Smythies was brutally murdered on the 2nd of January, 1894, by a native servant whom he had dismissed. It appears that the man demanded ten dollars more than were due to him, which his master refused to pay. The matter was decided by the nearest judge in favour of Mr. Smythies, to whom the servant exclaimed as they left the court: "You are going to pay for this, friend." Mr. Smythies immediately drove off alone, except for a native boy, brother to the murderer, while the latter went to a store, bought a knife, and with a companion started in pursuit. They overtook the carriage at the entrance-gate to the station of Las Turbias and the dismissed servant immediately attacking Mr. Smythies, who never carried fire-arms, stabbed him in the back and two other places and then cut his throat. He was buried in the English cemetery at Las Rosas.

Mr. Smythies was elected an Associate of the Institution on the 19th of May, 1868, and was placed in the class of Associate Member on its creation ten years later.

CHARLES HENRY SPARKES, born on the 17th of May, 1846, was articled in 1863 for two years to Mr. E. Edwards, practising as a civil engineer in London. During that time he not only availed himself of every opportunity of gaining experience in his master's office but also attended evening classes at King's College and at South Kensington Museum. From 1865 to 1867 he was in the locomotive shops at the Falcon Works, Loughborough, and was then for nearly two years assistant to the late Mr. Charles Greaves,¹ at that time Engineer to the East London Water Company.

¹ Minutes of Proceedings Inst. C.E., vol. lxxvi. p. 355.