

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.

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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,<sup>1</sup> at that time Engineer to the East London Water Company.

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<sup>1</sup> Minutes of Proceedings Inst. C.E., vol. lxxvi. p. 355.

In 1869 Mr. Sparkes went to Ceylon to undertake the management of the mills of Messrs. George Wall and Company, of Colombo, for which firm he designed and supervised the erection of a large office. From 1870 to 1872 he acted as engineer to the Ceylon Company, Limited, in which capacity he constructed 7 miles of difficult mountain cart-road, designed and erected a timber arch-bridge of two spans and carried out other works of some importance. He then practised for a time on his own account and in 1873-74 was engaged on the Colombo Harbour works. After another brief period of private practice he was appointed in 1875 District Engineer in charge of the Moratuwa branch and Kalutara extension survey on the Ceylon Government Railways.

On the completion of this work Mr. Sparkes returned to England and in 1879 started in practice at Guildford as a civil engineer and architect. There he continued to practise for the remainder of his life, his principal work being the design and construction of an iron bridge over the river Wey presented to the town by the Earl of Onslow and providing an additional approach to the railway station. As engineer to Lord Onslow, Mr. Sparkes laid out several building estates and carried out the road-making and drainage work in connection with them. Of late years his practice became more architectural.

Mr. Sparkes died at Guildford on the 6th of October, 1893, from liver complaint. He was elected an Associate of the Institution on the 5th of December, 1876, and was transferred to the class of Associate Member in 1879.

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JAMES STEWART, junior, son of Mr. James Stewart of Auckland, New Zealand, was born in that town on the 11th of August, 1863. After being educated at Auckland College and Grammar School, he was articled in 1881 for four years to his father, a member of the firm of Messrs. Stewart and Hunter, with whom he remained as an assistant for three years after the expiration of his pupillage. During that time he was principally engaged on the survey and construction of the Rotorua Railway, on which he acted as Resident Engineer.

At the beginning of 1889 Mr. Stewart went to South America, where he had obtained employment on survey work for the Central Uruguay Railway extensions. From the following May until the