

Mr. Brentnall also erected a sewage-pumping station for a suburban district unprovided by the two gravitation outfalls to the north and south farms. This included a small covered-reservoir; a substantial brick-building, containing a pair of gas-engines; and a rising-main delivering the sewage into the southern outfall system. He carried out an extension of the Southern Farm and laid many miles of new sewers. One of his chief works was the design and construction of the Grosvenor Bridge,¹ which carries a public road by three plate-girder spans over the South Eastern Railway near the goods station. He laid out the Borough Cemetery and the Corporation Recreation Grounds; carried out numerous street and town improvements; had charge of the maintenance of between 40 and 50 miles of roads; and recently designed and built the handsome Council Chamber and Mayor's Parlour in the Town Hall, and also rebuilt the Municipal Offices.

Mr. Brentnall died on the 20th of June, 1894, after several weeks' illness. An operation, performed at Guy's Hospital, disclosed the fact that he was suffering from a cancerous tumour, to touch which would have caused immediate death. The wound healed, but nothing could be done to save his life and he died six days after the operation. His early training in the practical details of the building trade admirably fitted him to direct and supervise works of construction. He was never content unless he obtained the best work of its kind in every department, and he has left a mark upon the town of Tunbridge Wells which will be an enduring memorial of many years' faithful service. He was elected an Associate on the 1st of February, 1876; was subsequently placed among the Associate Members; and was transferred to the class of Member on the 29th of May, 1883.

JOHN FLEMING CHURCHILL, formerly Director of Public Works in the Island of Ceylon, was the son of Mr. Thomas Churchill, of Fron, near Carnarvon, at which place the subject of this notice was born on the 3rd of October, 1829. After being educated at a private school at Carnarvon, he was placed as a pupil with the late Mr. Haslam, civil engineer. On the termination of his pupilage, he secured employment in the office of the Metropolitan Commission of Sewers under the late Mr. Frank Forster.²

¹ *The Builder*, March 31, 1883.

² *Minutes of Proceedings Inst. C.E.*, vol. xii. p. 157.

In 1851, on the nomination of the late Colonel Dawson, R.E., Mr. Churchill was appointed to the Ceylon Civil Service as a member of the Survey Department. Three years later, however, he was induced to embark in coffee-planting operations in that island. While in the Civil Service he had attracted the attention of the late Sir Henry Ward, then Governor of Ceylon, who, recognizing the valuable qualities possessed by Mr. Churchill, requested him to return to the public service on a largely-increased salary. In March, 1856, therefore, he was gazetted Assistant Civil Engineer and Commissioner of Roads. In 1859 he was appointed to act temporarily as the head of the department, which he continued to do until July, 1861, when he returned to England on leave of absence. During this leave Mr. Churchill was engaged on full pay for nine months on duties connected with the Ceylon railway. Returning to that island in 1863, he resumed duty as Assistant Civil Engineer and Commissioner of Roads at Galle. In 1866 he was promoted to the charge of the Southern Province and a few months later he assumed the acting charge of the Central Province. Mr. Churchill returned to his fixed appointment in the south in 1868, and in the following year once more visited England on leave. In September, 1874, he was again placed in charge of the Central Province, and in July, 1877, he was appointed Acting Director of Public Works. That appointment was confirmed in October, 1882, and he remained in charge of the Public Works of the island until his retirement on pension in 1885.

During his service in Ceylon Mr. Churchill was associated with many important works of irrigation and general engineering, and his aid and advice were always sought in the consideration of questions of public interest, as in the case of the several railways constructed in the island. After his retirement he resided mainly in London and was a constant attendant at the meetings of the Institution, in the proceedings of which he took great interest. About twelve months ago symptoms developed which eventually indicated tumour in the abdomen. Acting on medical advice, Mr. Churchill left London and resided for a time at Crookham, Winchfield, Hants, at which place he expired on the 6th of August, 1894, the immediate cause of death being exhaustion due to diarrrhœa.

Mr. Churchill was an able and energetic engineer. In private life he was esteemed as a man possessed of amiable and endearing qualities. He is regretted both by those who served under him and by the many strong personal friends he attached to him.

Mr. Churchill was elected an Associate on the 2nd of February, 1858; was subsequently placed among the Associate Members; and was transferred to the class of Member on the 13th of January, 1880.

PATRICK JOHN FLYNN was born at Tralee, co. Kerry, on the 12th of May, 1838. After being educated at Queen's College, Cork, he passed a competitive examination at Addiscombe in May, 1859, and was sent to the Civil Engineering College, Roorkee, as a probationer of the first class. From there he was appointed in June, 1860, an Assistant Engineer in the Public Works Department of the Government of India. During the ten years of his service in that Department he was engaged in the Punjab on the construction of bridges, embankments and culverts on the Grand Trunk Road from Umballa to Rawal Pindi, and on works in connection with the salt mines at Pind Dadun Khan. For the last five years of that period he acted as an Executive Engineer, General Robert Maclagan, R.E., under whom he served, stating that "he performed his duties with great energy, zeal and diligence."

In 1873 Mr. Flynn proceeded to the United States and for the remainder of his life practised in California as a hydraulic engineer, in which branch of the profession he attained considerable eminence. In 1874 and 1875 he carried out work in connection with the water-supply of San Francisco, and in 1876 and 1877 he was in charge of the design and construction of the works at Fresno for the irrigation of Central California. From 1878 to 1884 he was engaged on the construction of the San Francisco and North Pacific and of the San Luis Obispo and Santa Maria Valley Railroads; the section of the former line on which he was Resident Engineer including three tunnels and other heavy works. In 1887 he carried out work for the municipality of Los Angeles, and in the following year he designed and partly constructed waterworks for the National Soldiers' Home at Santa Monica, California. In 1889 he prepared plans for the sewerage of Los Angeles, and in the following year he designed and executed important works for the Tulare Irrigation District, of which he was appointed Engineer.

Mr. Flynn then settled at Los Angeles, to which town he acted as Consulting Engineer from 1891. At the time of his death, which occurred suddenly on the 1st of June, 1893, he had achieved