

On the death of his brother, Sir Vere Levinge, eighth baronet, in 1885, he succeeded to the family property of Knock Drin Castle, co. Westmeath, and in the following year he was appointed High Sheriff of Westmeath. He subsequently served as Deputy Lieutenant of the county. Mr. Levinge had suffered for some time from an affection of the heart, from which he died, after a distressing illness, at Knock Drin Castle on the 11th of March, 1896. By his kind and genial disposition he gained many friends, while as a landlord he was just and considerate. He was elected a Member on the 5th of March, 1878.

DAVID LOGAN,¹ who was born on the 5th of June, 1832, came of an engineering family, his father having been for many years Engineer to the Clyde Navigation Trust. After serving an apprenticeship of five years to Mr. Thomas Kyle, an engineer and surveyor in large practice in Glasgow, the subject of this notice was engaged for two years on railway works under Mr. Charles Jopp, of Edinburgh, and then became an assistant to Messrs. Walker, Burges and Cooper, of Westminster.

On the recommendation of Mr. (now Sir George) Bruce, Mr. Logan was placed in 1858 on the staff of the Great Southern of India Railway. He was employed as resident on the Negapatam-Trichinopoly section until 1863, when he succeeded Mr. Mark W. Carr² as Chief Engineer of the line. Three years later he resigned that post in order to superintend the reclamation work at Back Bay, Bombay. In 1869 he was re-appointed Chief Engineer of the Great Southern of India Railway, which was at that time a 5-foot 6-inch gauge line, extending from Negapatam to Erode. Its subsequent development into the system now known as the South Indian Railway, about 1,100 miles in length, was carried out under Mr. Logan's direction.

Mr. Logan held this post until his death, from paralysis, which took place at Ammayanayakanur, a station on the South Indian Railway, on the 17th of April, 1896. His name will long be remembered as one of the earliest and most successful pioneers of railway enterprise in India. He was known as a reliable and economical engineer, but at the same time as one who never

¹ The substance of this notice has been taken from *Indian Engineering* 2 May, 1896.

² Minutes of Proceedings Inst. C.E., vol. xciii. p. 487.

allowed his instinct of economy to prejudice the safety and durability of the works under his control. To his great ability in reducing capital expenditure on construction is largely due the satisfactory financial condition of the South Indian Railway. In private life his genial disposition secured him many friends. Mr. Logan was elected a Member on the 3rd of December, 1867. In 1885 the distinction of Fellowship was conferred upon him by the University of Madras.

JAMES ADAIR McCONNOCHIE, who died at Brighton in his sixty-first year, on the 17th of December, 1895, after a long and painful illness, was born at Row on the Gareloch, Firth of Clyde, on the 21st of August, 1835, and afterwards resided at Glasgow, where he was educated at a private school. His father was for many years Superintendent of Works and Assistant Engineer on the Clyde Navigation. The subject of this notice was in 1849 apprenticed to Mr. Thomas Kyle, an engineer and surveyor in large practice in Glasgow, with whom he remained until 1854, when he was engaged as an assistant by Messrs. Walker, Burges and Cooper, of Westminster. In that capacity he assisted during the next eight years in the preparation of drawings of many important works, among them being in 1855 the contract drawings for the first portions of the Tyne Piers, the Dover Admiralty Pier, Plymouth Fort and Breakwater, and the Bishop Rock, Gunfleet, and other lighthouses erected for the Trinity House, to which Corporation Mr. Walker¹ was Chief Engineer. He also prepared drawings for extensive additions to the Commercial Docks (afterwards amalgamated with the Grand Surrey Docks and Canal Company, under the name of the Surrey Commercial Docks) and for other important works; and so well did he perform his duties, that at the time of the death of the junior partner, Mr. James Cooper,² in March, 1862, he was the Chief Assistant in the office. Mr. Walker died in the following October, and on the retirement of Mr. Burges the business of the firm was taken over by Messrs. McClean³ and Stileman,⁴ with whom Mr. McConnochie remained until March, 1865, when he was appointed Resident Engineer to the Surrey Commercial Dock Company.

¹ Minutes of Proceedings Inst. C.E., vol. xxii. p. 630.

² *Ibid.*, vol. xxii. p. 624.

³ *Ibid.*, vol. xxxviii. p. 287.

⁴ *Ibid.*, vol. xcvi. p. 401.