

HERBERT EDGELL HUNT, born on the 25th of November, 1847, was the son of Mr. George Lewis Hunt, of Westminster. After passing through the Applied Sciences Department of King's College, London, he was from 1866 to 1870 with Mr. James B. Walton, under whom he made surveys for the Ashby and Nuneaton Railway, the Romiley, Stockport and Manchester Railway, and several smaller lines for the London and North Western and Midland Companies. He then served for two years under Mr. William Clarke on the Whitchurch and Tattenhall Railway in Shropshire and on the Bristol and North Somerset Railway.

In May, 1872, Mr. Hunt was appointed a District Engineer, under Mr. William Lloyd, on the exploration surveys of a line across the empire of Brazil from the Atlantic Ocean to the borders of Bolivia, called the *Paraná and Matto Grosso Railway*. He carried out about 170 miles of railway surveys and 400 miles of river surveys through dense primeval forests, a work of great hardship and privation, besides the risk to health involved in sleeping for two years under canvas in a tropical climate. He also rendered great service in the final arrangement of the plans for the Brazilian Government. The *Paraná and Matto Grosso* line not being carried out, Mr. Hunt devoted himself to the further development of the railway system in Brazil. He was entrusted by Dr. Magalhaes, the concessionaire of the Minas and Rio Railway, with the surveys and final location of that line. Shortly afterwards, in 1880, this railway fell into the hands of Messrs. Waring Brothers, through Mr. Hunt. In conjunction with that firm he formed the present Minas and Rio Railway Company, raised the capital for the construction of the works, carried them out and finally opened the line for public traffic on the 14th of June, 1884. While conducting those works, Mr. Hunt—for himself and Messrs. Waring—undertook for the Government of Brazil the opening up of a portion of the Province of *Espirito Santo*, by surveying a very rough country from the Port of Victoria to *Natividade*, both in that Province, for the purpose of railway construction.

After the completion of the Minas and Rio Railway, Mr. Hunt returned to England and took no further active part in the profession. He died on the 7th of March, 1896, at Monte Carlo, within a few days of the death of his friend, Mr. Douglas Austhwaite Stanley,¹ in tending whom he was himself attacked by

¹ Minutes of Proceedings Inst. C.E., vol. cxxv. p. 414.

fatal illness. The two inseparable friends lie in rock-hewn tombs side by side in the cemetery of Monte Carlo. Mr. Hunt was elected an Associate on the 2nd of March, 1875, and was subsequently placed in the class of Associate Member.

NORMAN WILLIAM ROY, son of the late Mr. William Roy, of New Orleans, U.S.A., was born in Dundee on the 1st of October, 1862. From 1878 to 1883 he served articles to Messrs. Thomas Meik¹ and Son, and during that time he attended classes at the Watt Institution, Edinburgh, where he obtained several certificates and prizes. He next acted as an Assistant on the River Witham Outfall Works² and in 1885 returned to Edinburgh and attended the University classes there for some time. In 1886-87 he was employed on the works of the Thirlmere Aqueduct,³ for the contractors, and on Warkworth Harbour, Northumberland, for Messrs. Meik and Son.

On the 1st of September, 1887, Mr. Roy sailed for India, having been engaged by Messrs. Glover & Co. for the contractors' staff for the Saugor branch of the Indian Midland Railway. As agent in charge of at first 17 and afterwards 24 miles of that line, he displayed, during the twenty months occupied by the construction, untiring energy, ready resource in all difficulties and great tact in the management of the numerous petty contractors by whom the work, with the exception of plate-laying and the erection of girders, was carried out. It may be mentioned that during the first season of working there were over 30,000 men, women and children employed on the 46 miles of the Saugor branch. Mr. Roy, fresh from home and with only native assistants, had to deal with at least half of this great labour force. So judicious was his management that no disturbance of any kind occurred, and so well were the sanitary arrangements carried out by him and his fellow agents that there was hardly any sickness, other than fever, all along the line.

On the completion of the Saugor contract in July, 1889, Mr. Roy joined the staff of Mr. G. Murray Campbell, for whom he set out the Rawang extension (20 miles) of the Selangor Government Railways, and acted as Chief Agent until the opening of that section of the line. There, as in India, his capacity for organizing

¹ Minutes of Proceedings Inst. C.E., vol. cxxv. p. 410.

² *Ibid*, vol. xcv. p. 78.

³ *Ante*, p. 2.