

decided on an engineering career, he entered the office of Mr. Joseph Locke, Past-President, and in 1836 was that gentleman's senior pupil. In 1840 Mr. Neumann went to France as Resident Engineer to the Paris and Rouen Railway, for which Mr. Locke was the Consulting Engineer. For nine years he was engaged on the lines between Paris and Rouen, Rouen and Havre, and Paris and Cherbourg, and was subsequently for six years Engineer-in-Chief on the Rouen-Dieppe Railway. From 1853 Mr. Neumann was engaged in making the line of railway from the French frontier to Modane—a length of about 60 miles through Savoy, which was then under King Victor Emanuel. In June, 1847, he was made a Knight of the Legion of Honour by King Louis Philippe, in recognition of his services on the French railways. During the Revolution of 1848 he served in the National Guard, taking his turn as sentry at the Tuileries.

On his retirement in 1858 Mr. Neumann bought the property of Tracey, in the parish of Awliscombe, Devon, where he resided until his death, which took place on the 28th July, 1898. He was made a County Magistrate in 1867; and he was the first County Councillor elected as representative for his division. He was for many years a Member of the Board of Guardians and at all times took great interest in county and parish matters. He always made his own plans for building the farms and cottages and other improvements on his property, and within two days of his death was personally superintending the erection of some new cottages. He was chiefly instrumental in restoring the parish church of Awliscombe, in placing a clock in the tower and in enlarging the churchyard. Mr. Neumann had a remarkably good constitution and was active until the last. At the age of eighty he would go for a long day's partridge shooting, and even surmounted the difficulty of riding a bicycle. He was most accurate and painstaking in all he undertook, keeping his affairs in excellent order.

Mr. Neumann was elected a Member on the 4th May, 1858, his connection with the Institution thus lasting upwards of forty years.

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DAVID ROWAN was born on the 4th December, 1822, at Ochil-tree, Ayrshire, where his father was a master slater, and with him young Rowan served about three years as an apprentice slater. In 1840 he went to Glasgow and served an apprenticeship with the late Mr. John McAndrew at the St. Rollox Foundry. He remained at those works until 1847, when he was appointed

assistant to Mr. Condy, of steam-hammer fame, who was engineering manager of Messrs. Dixon's ironworks at Govan and Calder, where he remained for about two years. For the next three years he was draughtsman with Messrs. Neilson & Co., locomotive builders, whose works were then situated in Hydepark Street. From 1852 to 1854 he was manager of the engine works of Messrs. Smith and Rogers, of Govan, now the London and Glasgow Engineering and Shipbuilding Company. In 1854 Mr. Rowan, at the age of thirty-two, was appointed manager of the engineering works of Messrs. Caird & Co. at Greenock, where he remained for about six years, during which time he was responsible for some of the largest and most powerful steamers of the Royal Mail Company, and the Hamburg and Bremen Steamship Companies. He returned to Glasgow in 1860 as a partner in the firm of Messrs. James Aitkin & Co., Cranstonhill, in which capacity he was engaged on pumping engines for St. Petersburg and on marine and general engineering work.

In 1866 Mr. Rowan commenced business on his own account in Elliot Street, Glasgow, as a manufacturer of marine engines. The firm, which is now known as Messrs. David Rowan and Son, has long carried on an extensive business, and has furnished engines for many Clyde-built vessels and for high-class steam yachts.

Mr. Rowan was an original member of the Institution of Engineers and Shipbuilders in Scotland, on the Council of which he served for many years, being in 1870 elected President for the two following sessions. In 1874 he was appointed convener of the committee nominated by that Institution to report on safety-valves, in which work he took a very active part. Mr. Rowan devoted much energy to the welfare of the citizens of Glasgow, and took part in the management of a number of the educational and benevolent institutions of the city. He was President of the Mechanics Institution for many years, and for thirteen years he was a member of the Clyde Trust. During that time the Queen's Dock was constructed, and its progress and development were watched by him, from beginning to end, with great care.

Mr. Rowan died at his residence, 22 Woodside Place, Glasgow, on the 30th July, 1898, after a prolonged illness. He was elected a Member on the 7th May, 1872.

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THOMAS SOPWITH was born at Newcastle-upon-Tyne on the 2nd July, 1838, and was educated at Bruce Castle School and