the storage of frozen or chilled meat, capable of holding about 100,000 frozen sheep; an installation of electric light and power for a part of the West India Dock; the construction of large covered areas for the storage of teak and other hard woods, and the erection of gantries and travellers for the manipulation of such timber; and the construction and equipment of quay accommodation for premises leased to the Admiralty.

Mr. Anningson both in professional and private life earned the affection of his friends, the goodwill of all with whom he came in contact, the confidence of his superiors and the respect of those under him. He was of a most cheerful and happy temperament, and his loss is felt by a large circle. He met his death under sad circumstances, the cause of which will probably never be known. He was yachting on the East coast with two friends, and it is surmised that they were run down; his friends and the yacht are still missing, but his body was washed ashore a few miles from Harwich, on the 29th August, 1899.

Mr. Anningson was elected an Associate Member of the Institution on the 1st December, 1885.

WILLIAM KINNINMOND BURTON, eldest son of John Hill Burton, D.C.L. (Oxon.), was born at Edinburgh in May, 1856. He was educated at the Edinburgh Collegiate School, and in 1873 was apprenticed for five years to Messrs. Brown Brothers, hydraulic and mechanical engineers, of the Rosebank Ironworks in that city. During 1878 and 1879 he was chief draughtsman to that firm, and in the latter year he entered into partnership with his uncle, the late Mr. Cosmo Innes, in London. Two years later he became Resident Engineer to the Sanitary Protection Association, of which Mr. Innes was Secretary.

In 1887 Mr. Burton was appointed Professor of Sanitary Engineering and Lecturer on Rivers, Docks and Harbours at the College of Engineering in the Imperial University of Tokio, Japan; and in the following year he became also Consulting Engineer on Water and Sewerage Works to the Japanese Home Department, in which capacity he designed works for many towns in Japan and Formosa. Professor Burton died in Tokio on the 5th August, 1899. He was an original and independent worker, of great energy and industry. In conjunction with Professor John Milne, F.R.S., he wrote the well-known account of the great earthquake in Japan in 1891. He was an

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ardent photographer, and after the age of thirty made himself proficient in the Japanese language.

He was elected an Associate Member of the Institution on the 5th May, 1891. In 1893 he contributed to the Proceedings a Paper on "Regulating the Rate of Filtration through Sand."[1] He also published works on "Water Supply of Towns," "Modern Photography," and "Optics for Photographers."

EDWARD CASE, whose unexpected death, at the comparatively early age of 57, occurred suddenly on the 23rd September, 1899, was in many respects a remarkable man, one who has left a name for originality of ideas, integrity of purpose, and great energy and application.

Born on the 6th September, 1842, he was educated at the Maidstone Grammar School and at the Queenwood College, Hants. After serving a pupilage in the office of Mr. Whichord, County Surveyor of Kent, he was appointed in 1866 an engineer in the Public Works Department of Ceylon. Whilst in Ceylon he had charge of large and important districts, constructed 10 miles of mountain railway, designed and erected several bridges and public buildings, and carried out important drainage, irrigation and water-supply works. In 1883 Mr. Case retired from the public service, returned to his native town, Maidstone, and there practised as an engineer. In the following year he was appointed local engineer to the Maidstone Waterworks Company, and was engaged for that Company in 1885 and 1886 on a Parliamentary Bill for a large extension of the Works.

In May, 1890, Mr. Case was appointed to the office of Expenditor of the Romney Marsh Level, and on him then devolved the charge of the important sea defences at Dymchurch. The Dymchurch shore was in an extremely bad condition when he took it in hand, and the sea-wall, on the integrity of which depends the safety of the Romney and adjacent marshes to the extent of some 60,000 acres, was in jeopardy. This sea-wall, early in the century, was a very primitive affair, consisting mainly of rough blocks of stone thrown down in line, with the addition, in 1822, of paving in steep gradients, all of which was speedily undermined; and from that period all kinds of devices were tried, but nothing proved satisfactory, owing to the wasting away of the beach and

[1] Minutes of Proceedings Inst. C.E., vol. cxii. p. 321.

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