

the Smeatonian Society of Engineers, of which body he acted as President in 1864. He was the recipient of many interesting letters of recognition for services rendered, among others from the authorities of the City of Hamburg after the great fire, and again in 1892 on the occasion of the fiftieth anniversary of that fire; and at the news of his death the cities of Hamburg and Frankfurt-am-Main sent last messages of grateful acknowledgement of the services he had rendered them. How long he outlived his contemporaries is evidenced by the fact that he enjoyed the personal friendship of Cobden, John Stuart Mill, Professor Fawcett, Sir Rowland Hill, Professor Wheatstone, Sir Charles Lyell, Justus von Liebig, Sir George Gilbert Scott, Joseph Prestwich, Edwin Chadwick, Sir John Hawkshaw, Sir Joseph Whitworth, William Chadwell Mylne, John Frederic Bateman, Thomas Hawksley and Sir Robert Rawlinson.

Mr. Lindley was one of the oldest Members of the Institution, having been elected on the 1st February, 1842.

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THOMAS DAVID LITTLE was born at Reading on the 19th December, 1842, and was educated at Caversham House Academy. After serving articles to the late Mr. J. B. Clacy, County Surveyor for Berkshire, he was engaged for about eighteen months in the Engineering Department of the Great Western Railway.

In 1861, as the result of competitive examination, Mr. Little was appointed an Assistant Engineer in the Bombay Public Works Department. After being stationed successively at Poona, Ahmedabad, Surat and Panch Mahals, he was posted to Kaira in 1869 and placed in charge, as Executive Engineer, of that large district, in which, during the following eighteen years, he designed and carried out many important works, including upwards of 150 miles of metalled roads, numerous tanks and other irrigation works, and a large number of masonry and iron bridges, besides being instrumental in securing the construction of branch railways. In 1887 he was transferred to Khandesh, and in 1889 was promoted to the rank of Superintending Engineer, 1st class. From December, 1889, to May, 1890, and again from 1894 till his retirement in December, 1896, he served as an Additional Member of the Council of the Government of Bombay for making Laws and Regulations. Mr. Little was promoted to be Chief Engineer of the Bombay Presidency in

1891, and in 1894 became Secretary to the Government of Bombay in the Public Works Department. In the following year he was appointed a Companion of the Order of the Indian Empire.

Throughout his long career in Bombay Mr. Little's services were notably able and devoted, his judgment was always sound, and was sought by his colleagues and by the Government in many matters beyond the scope of the profession. His conspicuous services in the organization and administration of the great famine-relief works which became necessary during the last year of his service in Bombay were the subject of appreciative official notice, and he crowned a distinguished career by volunteering—in 1897 and again later—his services, without salary, for the campaign against plague and famine in which the Presidency was engaged.

On his retirement from Government service Mr. Little returned to England, where he died suddenly on the 16th May, 1900, at Chester.

Mr. Little was elected a Member of the Institution on the 5th May, 1885.

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ANDREW MORTON, born on the 2nd June, 1847, began his engineering career as a pupil of Mr. George Leedham Fuller. After obtaining some practical experience at the Avonside Engine Works, Bristol, and in the works of Messrs. Westwood, Baillie and Company at Poplar, he passed in 1869 the competitive examination for the Indian Public Works Department, and in November of that year was appointed by the Secretary of State for India an Assistant Engineer, 3rd grade. For some years he served as an Assistant Engineer on irrigation and military works in the Punjab and in the North Western Provinces. In September, 1878, he was transferred to the Central System of State Railways and posted to the Holkar and Neemuch line, on which he remained until March, 1879, when he was drafted to the Western Rajputana State Railway. After acting for a time as Locomotive Superintendent of that line, he was appointed District Locomotive Superintendent in May, 1881.

In April, 1882, Mr. Morton was transferred to the Nizam's Guaranteed State Railway as District Locomotive Superintendent. During the latter part of 1883 and the beginning of 1884 he acted as Manager and Traffic Superintendent of the line, and was personally thanked by the Viceroy of India for the excellent arrangements made to meet the heavy traffic at the time of the