

tion Branch. In 1872 he received the thanks of the Government for his work at the Sanouta Falls on the Ganges Canal, and five years later he volunteered for service in connection with the Madras Famine works.

Mr. Brown retired from the Indian Public Works Department in 1879, and in the following year he was appointed Local Fund Engineer at Coconada, and in 1884 District Engineer of the Godaveri Circle. These posts he held until his death, which took place on the 17th April, 1901.

Mr. Brown was elected an Associate Member of the Institution on the 6th April, 1880, and was transferred to the class of Members on the 26th March, 1895.

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GEORGE COOPER, born in Preston on the 22nd May, 1836, was the third son of the late Mr. Edward Miles Cooper, a Manchester merchant and cotton spinner. After being educated at Rossall School he served a pupilage of four years, first with Messrs. Daniel Adamson and Company of Newton Moor Ironworks, and subsequently with Messrs. Benjamin Hick and Son of the Soho Ironworks, Bolton-le-Moors. For nine months in 1857-58 he took charge of a cotton mill in Portwood, Stockport, after which he returned to Messrs. Hick and Son, with whom he remained for over three years. In March, 1861, he entered the service of Mr. Edmund Sharpe of the Phoenix Foundry, Lancaster, as draughtsman, and, on the manager retiring a few months later, remained in charge of the technical work of the establishment until June, 1862, when, in view of the general depression of trade throughout Lancashire, due to the war in the United States, he resigned his post and emigrated to Buenos Aires. There he obtained employment as second engineer on board one of the river steamers plying between Buenos Aires and Monte Video. From March to June, 1863, he was engaged as draughtsman with the late Mr. John Coghlan, and for the remainder of that year he acted as Clerk to H.B.M. Consul at Buenos Aires.

In January, 1864, Mr. Cooper was appointed an Assistant Engineer, under Mr. Alfred Rumball, on the construction of the Buenos Aires Great Southern Railway, from Buenos Aires to Chascomus. On the completion of that work in December, 1865, he entered the service of the Company as Locomotive Superintendent, and took charge, in addition to the Locomotive Department, of the general stores and the stations at North and South Barracas.

In 1867, during the absence of the General Manager, Mr. Edward Banfield, Mr. Cooper took charge of the railway for nine months as Acting General Manager. At the end of September, 1868, he retired from the service of the Great Southern Company to take charge, as Constructing Engineer and General Manager, of the Central Argentine Railway for the contractors, Messrs. Brassey, Wythes and Wheelwright, with whom he remained until the line had been completed to Cordoba, opened throughout to public traffic, worked for two years by the contractors, and handed over to the Company.

In May, 1872, Mr. Cooper re-entered the service of the Buenos Aires Great Southern Railway as General Manager and Engineer-in-Chief. Ten years later the development of the Railway was such that the duties of the General Manager demanded his undivided attention, and consequently the charge of the Engineering Department was placed in other hands. Mr. Cooper retired in 1886, when he returned to England. From the beginning of 1887 to 1892 he acted as Engineer in London to the firm of Messrs. Lucas, Gonzalez and Company, contractors, among other works, for the construction of the prolongation and branches of the Central Northern Railway of the Argentine Government.

He visited the River Plate in 1890 as one of a Commission, with the Chairman and Secretary of the Central Argentine Railway Company, and again in 1894 was sent out by that Company to take charge of the railway during the visit of the General Manager to England. He also superintended the manufacture and sending out of the materials for the Central Produce Markets at Buenos Aires. He was a Director of the North-West Argentine, the Argentine Great Western, the North-Eastern of Uruguay, and the Central Argentine Railway Companies, and of the United River Plate Telephone Company and the Santa Fé Land Company.

Mr. Cooper died at his residence, Pencliffe, Alleyn Road, West Dulwich, on the 3rd April, 1902. He was held in high esteem for his ability and for his kindly disposition, and many a man in need received advice and assistance from him.

Mr. Cooper was elected an Associate of the Institution on the 2nd May, 1871, and was transferred to the class of Members on the 30th October, 1877.