

ployed at the mines and works of the Anglo-Rhenish Lead Company, and as a draughtsman in the works of Messrs. Easton and Anderson, of Erith. He was next for some years with Messrs. P. R. Jackson, of Salford, on whose behalf he made a journey to India. In 1893 he took over the business of Messrs. Bodmer and Jones, Consulting and Inspecting Engineers, of London and Duisburg-am-Rhein, and subsequently married Miss Dellman, daughter of the Director of the Municipal Gas and Waterworks at Duisburg.

Mr. Bodmer was the author of a standard work on Turbines and Water Motors which has passed through several editions, and shortly before his death, which took place at Duisburg, from blood poisoning, on the 23rd August, 1902, he had completed a short work dealing with the Inspection of Railway Materials. Mr. Bodmer, who was of a somewhat reserved and retiring disposition, was held in warm esteem by those who knew him intimately; he was a man of most amiable character and of great intellectual capacity.

He was elected an Associate Member of the Institution on the 27th May, 1879.

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ROBERT WILLIAM CAMPION, who died at Peterborough on the 28th November, 1902, at the age of 40, was born at Chapel-en-le-Frith, Derbyshire, on the 4th February, 1862, and was the eldest son of the late Mr. Frederic Campion, Engineer of the Southern Division of the Midland Railway. On leaving the Grammar School, Loughborough, where he was educated, the subject of this notice served articles to Mr. Richard Johnson, Chief Engineer of the Great Northern Railway Company, from 1879 to 1882. During his pupilage he made part of the original surveys for the line constructed by the Great Northern and Great Eastern Joint Committee from Spalding to Lincoln, and upon the contract being let, had charge, under the late Mr. S. Abbott, of the portion of the work between Lincoln and Metheringham. On the completion of those works, Mr. Campion obtained an appointment on the staff of Mr. William Shelford, on the Hull and Barnsley Railway, then under construction, and made a survey for the authorised extension of that line from Barnsley to Huddersfield. Leaving Mr. Shelford in February, 1884, he went to Ireland, and there made part of the working survey of the Belfast and Ballymena Railway.

In March, 1885, Mr. Campion was appointed to the staff of the Great Indian Peninsula Railway Company, and on his arrival in India, was sent to Bhusawal as Resident Engineer in charge of the maintenance of the way and works of a portion of the main line,

In September, 1886, he was transferred to a similar but more important post at Lonauli, on which length is situated the well-known Bhore Ghauts Incline. In April, 1890, he was selected to fill the post of Personal Assistant to the Chief Engineer, and he remained working at the administrative headquarters in Bombay till March, 1901, when he was promoted to the position of District Engineer. He then took charge of the section of the railway lying between Bhusawal and Jubbulpur, and in addition to the usual maintenance duties, he carried out the rebuilding and remodelling of the important Junction Station at Itarsi. While performing his onerous duties with zeal and energy, he was struck down, and under medical advice came to England in September, 1902, his malady, however, proving fatal in a few weeks.

Mr. Campion, though of a reserved and reticent disposition, was ever ready to discuss questions connected with the construction and working of railways, and practically his whole leisure was given to their consideration. He was kindly and generous in feeling, with a keen sense of justice and fair dealing.

He was elected an Associate Member of the Institution on the 10th April, 1888.

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GEORGE JAMES ATCHISON DANFORD, born on the 9th September, 1855, began his engineering career as a pupil in the works of Messrs. Simpson and Company, of Pimlico. In 1876 he went to the Transvaal, where he was employed on survey work for the Government of that country until 1882, when he was appointed Assistant Engineer on the construction of the Kimberley Waterworks. While at Kimberley, he devoted much time to helping young men, and especially young engineers, and was largely instrumental in forming the "Pirates" Club. In 1891 he left Kimberley, and embarked in land and other ventures in Swaziland, and in 1895 entered the service of the Mozambique Company. One of his first works for that Company was to lay out the now rising town of Macequece in South East Africa. Subsequently he made numerous surveys in the territory, including that for a projected railway from Beira to Lacerdonia on the Zambesi river, and a survey of the coast line south of Beira. He also made a complete triangulation survey of the rich Manica or Macequece gold belt mining area, large and small scale topographical maps of which have been published recently by the Mozambique Company. On the completion of that work, Mr. Danford settled on his farm "The Pirates' Retreat" in the Revue Valley near Macequece, and devoted himself to surveying and advising in connection with the many