

and was posted to Tanjore. Two years later he returned on sick leave, and subsequently retired from the service. After two short engagements in London in 1883, he was appointed in January, 1884, District Engineer in charge of lines open for traffic on the London Tilbury and Southend Railway, under Mr. A. L. Stride. He held that post until June, 1891, when, after serious illness, he was compelled to resign and to go to South Africa. On the recovery of his health he entered the service of the Public Works Department of Cape Colony in August, 1892.

In 1894 Mr. Hanson returned to England, and for some years practised privately in Devonshire and Cornwall, being engaged principally on light railway work. In August, 1889, he accepted the post of Engineer to Messrs. R. Neill and Sons, of Manchester, on the contract for the widening of the Lancashire and Yorkshire Railway at Bolton, but illness compelled him to relinquish work in October, 1900. He died at Bolton on the 3rd December, 1902.

Mr. Hanson was elected an Associate Member of the Institution on the 1st May, 1883, and was transferred to the class of Members on the 6th March, 1894.

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CHARLES LA FLETCHER HILLMAN, born at Albany, New York, on the 19th December, 1835, obtained his early professional experience on the Great Western Railway of Canada. In 1855 he was employed in making preliminary plans and estimates for the Canada Southern Railway and on surveys for a proposed harbour at Two Creeks on Lake Erie; and from 1855 to 1857 he was engaged on the construction of the Detroit and Milwaukee Railway. In the latter year Mr. Hillman went to Chile, where he was employed until 1864, under the late Mr. W. W. Evans, on the construction of the Santiago and San Fernando and the Santiago and Valparaiso Railways. He was next engaged, from 1865 to 1868, on the Tongoy Railway of Chile, and from 1870 to 1876 as Chief Engineer on the Chile Southern Railway, from Santiago to Curico, and on the branch to Palmilla. In 1871 he constructed a portion of the Valparaiso tramway lines, and in 1884, in conjunction with Mr. Stephen Mayers, the railway from Angol to Traiguén, and, in part, that from Renaico to Victoria. Mr. Hillman was a Director of the Santiago Gas Company, and established a factory for the manufacture of matches in Chile. He was frequently consulted on technical matters by the Chilian Government. In 1901 he published, under the pseudonym of "Quien

Sabe" a book entitled "Old Timers, British and American, in Chile." Mr. Hillman was a Member of the American Society of Civil Engineers. He died at Santiago on the 14th June, 1902.

Mr. Hillman was elected a Member of the Institution on the 4th April, 1882.

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CHARLES LE LIEVRE, youngest son of the late Mr. James Le Lievre, was born in Guernsey on the 22nd September, 1848, and commenced his professional training as a pupil of the late Sir Charles Fox, with whom he remained from 1865 to 1869. During that period he was employed on a great deal of important work in London and in the country, among which may be noted the Victoria and Battersea Railways, with the Victoria Bridge over the Thames and the network of viaducts between Victoria and Clapham Junction and Wandsworth Road stations; also surveys for pneumatic railways at Brighton and Manchester. From 1870 to 1874 Mr. Le Lievre was engaged in Canada, first as an Assistant, and afterwards as District Engineer on the Toronto and Nipissing, and the Toronto, Grey and Bruce Railways, under Mr. Edmund Wragge. In February, 1875, he was appointed an Assistant Engineer on the Cape Government Railways, and four years later he was promoted to be a District Engineer, which post he held until August, 1884. During that time he was employed on the construction of the Graaff Reinet Railway, the survey of the Grahamstown and Port Alfred Railway, and the survey and construction of the Craddock-Colesberg Railway and of the Hanover Junction Railway, all of which works were carried out departmentally.

In June, 1888, Mr. Le Lievre accepted an appointment under the Ceylon Government as District Engineer, 1st class. There he was employed, first on the construction of the Haputale Mountain Railway, 5 feet 6 inches gauge, 26 miles in length, with very heavy work, numerous tunnels and several high viaducts. He was also engaged on the construction of the Kurunegala Railway, and subsequently on projects for various lines in the island. He acted for the Chief Resident Engineer, Mr. F. J. Waring, during that officer's absence in England. Mr. Le Lievre left Ceylon in December, 1895, and in the following March he entered the service of the East Indian Railway Company as a Resident Engineer. He did excellent work on the construction of the Moghalserai-Gya line, for which he was specially commended to