

1888 to 1892 he was employed as Resident Engineer in charge of the construction of roads and bridges on the eastern end of the island, and from 1892 to 1899 he was on the permanent staff of the Public Works Department of Jamaica as Engineer of the Eastern District. From March, 1899, until his death, which took place, from typhoid, at Banco, Cuba, on the 17th February, 1903, he acted as Chief Engineer to the Boston Fruit Company, having charge of the Bowden and Golden Grove Railroad and other engineering works in Jamaica and in Cuba. Mr. Sanftleben was an intelligent and hardworking engineer, and his sterling worth and genial disposition caused him to be much liked.

He was elected an Associate Member of the Institution on the 5th December, 1899.

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SAMUEL SAYER died at Redland, near Bristol, on the 13th February, 1903. After serving his time, from 1853 to 1859, at the Great Western Locomotive Works at Swindon, and for a year at the works of Messrs. Maudslay, Sons and Field, he was engaged from 1860 to 1875 as District Locomotive Superintendent on the London, Chatham and Dover Railway, under the late Mr. William Martley and subsequently under Mr. William Kirtley. In the latter year he was appointed a Locomotive Superintendent on the Indian State Railways. After five years' work in India he returned to England, where he lived in retirement.

Mr. Sayer was elected an Associate of the Institution on the 4th May, 1875, and was subsequently placed in the class of Associate Members.

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WALTER STARBUCK, born on the 29th September, 1863, was educated at Claremount School, Wallasey, and served his time in the Shipyard and Engine Works of Messrs. Roach and Sons, of New York and Philadelphia, and of Messrs. John Jones and Sons, of Liverpool. He was afterwards associated for some years with the Hydraulic Engineering Company of Chester, the London Hydraulic Power Company and the Otis Elevator Company. In 1898 he went to Argentina as Locomotive Superintendent of the Santa Fé and Cordoba Great Southern Railway, and in 1901 he accepted a similar post under the Nitrate Railway Company at Iquique, Chili.

He was still in the employment of that Company when he met his untimely death by drowning in the bay of Arica, on the 14th March, 1903.

Mr. Starbuck was elected an Associate Member of the Institution on the 2nd December, 1902.

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GEORGE BOLLAND NEWTON, born at Dulwich in 1838, was educated at Charterhouse, and in 1851 entered the service of the North London Railway Company, with which the whole of his business career was connected. He was appointed Assistant Secretary to the Company in 1867, Secretary in 1875, and General Manager in 1877, and on resigning that post in August, 1901, he was given a seat on the Board of Directors. In addition to those duties, Mr. Newton was Chairman of the North and South Western Junction Railway, a Delegate and Auditor of the Railway Clearing House, a member of the Board of the Railway Benevolent Institution, Auditor of the Grand Trunk Railway Company of Canada and of the National Provident Institution, a Justice of the Peace for the County of London, and Lieutenant-Colonel of the Engineer and Railway Volunteer Staff Corps. He died at his residence, 11 Mount Street, Mayfair, on the 5th November, 1902, aged 64.

Mr. Newton was elected an Associate of the Institution on the 5th March, 1878.

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RICHARD SPEIGHT died at Perth, Western Australia, on the 19th September, 1901. He was born in England on the 2nd December, 1838, and when his father, who was in the service of the Midland Railway Company, died in 1851, that Company placed the son in one of its offices. There he showed remarkable aptitude for railway work, and his capacity was recognised by his transfer from one position to another, until in 1860, after nine years' experience, he was taken into the office of the General Manager, Mr. (subsequently Sir James) Allport. Under the eye of his chief, he rendered such good service to the Company that when Mr. Allport retired in 1877 and Mr. Noble, the Assistant General Manager succeeded him, Mr. Speight was chosen without hesitation to fill the post vacated by Mr. Noble.

During the years that succeeded, his capacity as a railway administrator impressed itself so strongly on the British railway