

located in the southern part of the Colony he carried out an extensive mountain road between Colombo and Cooma, crossing what is known as Brown Mountain, to connect the south eastern portion of the Colony with the Cooma railway terminus.

Prior to entering the Works Department Mr. Postle had paid great attention to refrigeration, and in 1868 took out a patent for an expansion cylinder used in conjunction with a compression cylinder to form a dry-air refrigerating machine. He subsequently took out other patents in connection with this matter, and also carried out a number of experiments which demonstrated that the effect of moisture in the atmosphere had a greater influence upon the length of time which frozen meat would keep than mere differences in temperature.

Mr. Postle was elected an Associate Member of the Institution on the 3rd December, 1889.

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DAVID McTAGGART SYMMERS, M.A. (*Aberdeen*), died in Aberdeen on the 20th August, 1903. Born on the 14th January, 1870, he was educated at Gordon's College and at Aberdeen University, where he graduated in arts in 1893. After serving a pupilage to Mr. Patrick M. Barnett, he was appointed an Engineering Assistant on the staff of the Great North of Scotland Railway, on which he was engaged until 1899, when he entered the service of the Aberdeen Harbour Commission, under Mr. R. Gordon Nicol, the Engineer-in-Chief. Under Mr. Nicol he was employed in various works of improvement at the Port of Aberdeen, including the construction of timber wharves, masonry quay walls with cylinder foundations, the reconstruction works of Regent Bridge, and Point Law Improvement Works. He was a most reliable and trustworthy engineer, conscientious and scrupulously accurate in all his work. He took great interest in the local engineering and scientific societies, and contributed in 1902 a Paper on "The Stresses in Masonry Arches" to the Aberdeen Association of Civil Engineers, of which he was a member.

Mr. Symmers was elected an Associate Member of the Institution on the 2nd April, 1901.

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HENRY ANDREW VIVIAN, born at Camborne, Cornwall, on the 31st January, 1824, obtained his early engineering training in a mine in Devonshire, where he remained for about two years. He then became Land and Mineral Agent and Manager of an

estate at Eagle Hall, Pateley Bridge, Yorkshire, which post he held until 1858, when he obtained an appointment under Mr. Vignoles, Past-President, as an Assistant Engineer on the Bahia and San Francisco Railway. In June, 1860, he went to Chili in the service of the Copiapo Smelting Company, and after eighteen months was appointed Engineer for the Copiapo Railway extension from Pabellon to Chanarcillo. In October, 1864, he became Manager and Engineer of the Coquimbo Railway, which post he held until 1896, when the line was purchased by the Chilian Government. During his management there occurred a tremendous flood, which swept away a large number of the bridges and viaducts of the railway. The stone piers were entirely demolished, nothing being left but the rails, kept together by the fish-plates. When he reconstructed this portion of the line he used the old rails for some of the piers, and those piers are still standing, although several floods have occurred since, the stone piers erected at the same time being swept away. He returned in 1898 to England, where he remained until his death, which took place at Falmouth on the 25th January, 1904.

Mr. Vivian was elected an Associate of the Institution on the 1st December, 1868, and was subsequently placed in the class of Associate Members.

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ROBERT MARTIN BARKLIE, *Colonel R.E. retired*, who died at his residence, Inver, Larne, Ireland, on the 30th August, 1903, was the only son of the late Mr. Thomas Barklie, of Inver. Born on the 30th January, 1846, he was educated at Trinity College, Dublin, the Royal Military Academy, Woolwich, and the School of Military Engineering, Chatham. Gazetted to the corps of Royal Engineers in July, 1867, he was employed from 1872 to 1874 on the construction of sea defences in British Guiana, from 1875 to 1877 on the reconstruction of brigade depot buildings at Ayr and Paisley, in 1878 on the water-supply to Curragh Camp, and from 1879 to 1884 on the Ordnance Survey. In 1884-85 Captain Barklie, as he then was, took part in the Sudan Expedition, for which he received the medal with clasp and bronze star. He was in charge of the construction of Marlborough Barracks, Dublin, from 1889 to 1894, and of Mustapha Pacha Barracks, Alexandria, from 1895 to 1898.

In 1898 he became Colonel on the staff, and Commanding Royal Engineers of the Southern District, and in 1901 was placed in command of the Salisbury Plain District, where he rendered valuable service in connection with the large barracks in course