

His death on the 30th October, 1904, at the age of 38, brought an active and useful career to a premature close.

Mr. Harrison was elected an Associate Member of the Institution on the 3rd December, 1901.

JOSEPH JOPLING was born in London on the 18th June, 1818, and after serving a pupilage to his father, he became an assistant to Sir John Hawkshaw, Past-President, on the works of the Lancashire and Yorkshire Railway, and subsequently on railway work in Italy. From 1860 to 1862, he was employed by Messrs. Brassey and Company, Contractors for the Maremma Railway, in laying out the first section of the road, and on the completion of this work, he assisted in the construction of the Lemberg and Czernowitz Railway in Austria, returning to England in 1868. With the exception of short visits abroad, he remained in this country until 1873, being occupied during part of the time in the study of military railways at Aldershot. In the latter year, Mr. Jopling went out to Canada to take up the appointment of Assistant City Engineer of Toronto, which position he occupied until 1886, when he retired from the active pursuit of his profession; but until his death he retained the keenest interest in everything appertaining to engineering science. He died at Toronto on the 18th July, 1904, aged 86.

Mr. Jopling was elected an Associate of the Institution on the 7th December, 1852, and was subsequently placed in the class of Associate Members.

JOSEPH LYNCH died in Brazil on the 24th May, 1904, aged 59. The youngest son of Mr. Edward James Lynch of Manchester, he was born in that city on the 28th January, 1845, and educated at a private school, after which he went out to Brazil to serve a pupilage to Messrs. John Maylor and Company, Shipbuilders, of Rio de Janeiro. On completing his articles, he secured employment with the Rio de Janeiro Gas Company and subsequently as a surveyor to the Brazilian General Mining Company. In 1871 Mr. Lynch was appointed an Assistant Engineer on the Macahé and Campos Railway, under his brother, Mr. Edward Lynch, the Contractor for the whole of the works, and after acting in a similar capacity on various lines forming part of the Leopoldina system, he became Chief Engineer and Superintendent of that railway in 1878, holding the position until 1882, when he was

appointed Consulting Engineer to the Company. For the last 4 or 5 years before his death, he had the general management of the manganese mines at Miguel Burnier, and in this occupation contracted the malady to which he succumbed. Mr. Lynch was much esteemed by his professional colleagues in Brazil.

He was elected an Associate Member of the Institution on the 10th January, 1882.

RICHARD ROBERT MENNEER, born on the 28th January, 1856, studied at Coopers Hill, and having completed the engineering course there, received an appointment in the Indian Public Works Department in 1878. Proceeding to India, he was employed chiefly on irrigation-works, holding successively since 1888 the executive engineership of the Ghar and Fuleli canals, of irrigation in Sind, and of the Western Nara canals. In 1901 he was placed in charge of the Nasik and Poona irrigation divisions, and shortly before his death was appointed acting Chairman of the Bombay Port Trust, but died in Bombay on the 24th April, 1904, before he could take up the appointment.

Mr. Menneer was elected an Associate Member of the Institution on the 2nd May, 1883.

KIYOSHI MINAMI died on the 20th January, 1904, at Osaka, Japan, in his forty-ninth year. Born in the Aizu province on the 1st May, 1856, he entered the Imperial College of Engineers on its establishment at Tokyo in 1872, graduating in 1879 as Master of Civil Engineering. His practical training was gained during the same period in the Imperial Survey Department, under Mr. McVean, and as an apprentice in the Government workshops at Ekabane. During 1879 he was employed on the construction of the Kyoto-Otsu Railway, under Messrs. T. R. Shervinton and T. M. Rymer-Jones, and in the following year he was sent by the Government to complete his scientific studies at Glasgow University. After acting as Assistant Resident Engineer on extensions of the Caledonian Railway and assisting in surveys for the water-supply of Huelva, Spain, Mr. Minami returned to Japan in 1883 and received an appointment in the Government Railway service, acting as Resident Engineer on several of the lines which were being built in various parts of the country. In 1889 he accepted the appointment of Chief Engineer to the Sanyo line, comprising 340 miles of railway between Kobe and Shimonoseki on the