

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

Inland Sea and traversing the most thickly populated part of the country. This appointment he retained for 7 years, exchanging it for that of Consulting Engineer to the company in 1896, when he engaged in private practice in partnership with Mr. Murakami. Besides his connection with the railways already mentioned, Mr. Minami was President of the Hankaku Railway, connecting the Inland Sea with the Sea of Japan, and also acted as Consulting Engineer to various other lines. He made two tours in Europe and America for the purpose of studying western methods of railway organization and management, and the enterprises with which he was connected bear witness to his intelligent appreciation both of broad policy and technical details, and to his ability in successfully applying them to the conditions obtaining in Japan. He had carefully considered the question of the future organization of the Japanese railway system, and had already taken some steps to carry his ideas into effect when he was attacked by the illness which led to his untimely death, regretted by many friends.

Mr. Minami was a member of various technical and other societies in Japan. The degree of Doctor of Engineering was conferred on him by Tokyo University in 1891, and in 1896 he was decorated with the Order of the Rising Sun.

He was elected an Associate Member of the Institution on the 5th December, 1882.

ARCHIBALD CAMPBELL RETTIE, third son of Mr. Middleton Rettie, K.C., of Edinburgh, was born on the 14th April, 1873, and educated at George Watson's College, Edinburgh, and Finsbury Technical College. He was then apprenticed to Messrs. Thomson, Son and Company, Dundee, and afterwards served a pupilage to Messrs. D. and C. Stevenson, of Edinburgh. Subsequently he was employed on the doubling of sections of the Highland Railway, and in 1899 acted as Resident Engineer for the contractors on an extension of the Cork, Blackrock and Passage Railway, having charge at the same time of a deep-water coaling-jetty for the Admiralty at Haulbowline Dockyard. While thus engaged, Mr. Rettie accepted an appointment on the works for the Nile Reservoir at Assuan, and on their completion he became second Resident Engineer in charge of the dam, in which capacity he was acting at the time of his death. He died at Assuan, after a few days' illness, on the 11th December, 1904, at the age of 31.

Mr. Rettie was elected an Associate Member of the Institution on the 4th February, 1902.