

Born in 1819, he served a pupilage to Sir Charles Fox, and was afterwards engaged on the Stockton and Darlington and other railways in England and the south of France, for a period of 10 years. In 1848, he went out to Australia and obtained an appointment as Secretary to the Central Board of Main Roads at Adelaide, retaining this post until 1854, when he received the appointment of Inspector-General of Roads and Bridges in Victoria. During his tenure of office, he designed numerous bridges, and laid out and superintended the construction of roads in many parts of the colony; but in the course of time, the rapid increase of work necessitating the re-arrangement of the department, Mr. Harris relinquished his position as chief, and in 1866 became Engineer to the Mount Gambier and Narracoote Road Boards, South Australia, and served nearly 25 years in that capacity. Active and energetic throughout his long and useful career, he retained full possession of his faculties up to within a few weeks of his death.

He was elected an Associate of the Institution on the 7th March, 1848, and was transferred to the class of Members on the 26th January, 1858.

GEORGE HUMFRESS, born on the 4th May, 1854, received his professional training at the Thomason Engineering College, Roorkee, and was in due course appointed to the Public Works Department of India. In October, 1873, he was posted to the railway branch of the service in the Punjab, where he was employed for a short time on the Alexandra Bridge, under Mr. H. Johnson. Early in the following year he was selected as one of the engineers of the Durbhunga Famine Railway, the construction of which was energetically pushed forward as a measure of relief and for use in the fight against the Behar famine of 1874. For his share in this work, Mr. Humfress received special commendation. After its completion, he served on the Tirhoot and Patna-Gya State Railways, under Mr. (now Sir) F. L. O'Callaghan, until obliged to take leave on medical certificate in 1884. Returning to India in 1885, he joined the staff of the North-Western Railway, and held executive charge of 350 miles of open line, including the Lansdowne Bridge at Sukkur, until 1892, when he became personal assistant to Mr. G. H. List, the Chief Engineer. In 1893, he was transferred to the frontier section of the North-Western system, subsequently acting as Engineer-in-chief of the division. In the discharge of his arduous and exacting duties, Mr. Humfress was exposed in all weathers to the trying climate of

Baluchistan, and on one occasion, whilst on inspection duty, he met with a severe accident, from the after effects of which, despite the beneficial effect of a voyage to England in 1896, he never completely recovered. He continued to serve on the North-Western system, rising to the rank of Superintending Engineer first class, and Deputy Chief Engineer of the southern section, until his last illness, which ended in his death on the 28th December, 1904. Mr. Humfress was an energetic and capable officer, and his devotion to duty earned for him on several occasions the thanks of the Government of India.

He was elected a Member of the Institution on the 21st May, 1895.

HENRY JOSEPH JOHNSTON, second son of the Venerable Henry Johnston, Archdeacon of Elphin and Armagh, was born on the 17th February, 1858, and received his education at the Royal School, Armagh, Trinity College, Dublin, and the Royal Indian Engineering College, Coopers Hill. Entering the Indian Public Works service in 1880, he was first employed on the Jhind irrigation distributaries in the Punjab, next on the construction of the Sidhnai canal, and from 1889 to 1892 on the weir and headworks of the Chenab canal, for the rapid completion of which he received the thanks of the Government of India. Subsequently, he held charge successively of a division of the Bari Doab canal at Amritsar, the headworks division of the Chenab canal, where at the time heavy training-works were in progress, and the construction of the Jhelum canal weir and headworks, completed in 1902. For his services in connection with these important works he received the well-merited distinction of Companion of the Order of the Indian Empire. In 1903 he was appointed Superintending Engineer in charge of the Sirhind canal, Umballa, and had just completed his work there when he was attacked by a serious illness. He was ordered home on sick leave, but medical assistance proved unavailing, and he died in London on the 13th March, 1905, aged 47. Unfailing tact in his relations with colleagues and loyalty to his superior officers were distinguishing traits in Mr. Johnston's character. The works upon which he was engaged are among the most important of their kind in India, and the extensive experience which he had acquired in the irrigation service renders his comparatively early death a distinct loss to the profession in India. Mr. Johnston married in 1893 Maude, elder