

During the last five years of his life his health began to fail, and he was in consequence obliged to restrict the scope of his labours. He nevertheless retained until the last the appointment of Consulting Engineer to the Mersey Marine Board, Tasmania, and occasionally undertook other consulting work. By his death, which took place at Derby, Tasmania, on the 3rd January, 1906, in his seventy-first year, the profession in Australasia has suffered an irreparable loss. During the 35 years of his life in those colonies, his name and reputation became familiar to all, and he was universally respected for his high character and undoubted professional ability, whilst his attractive personality endeared him to a large circle of friends. Apart from engineering, he was a man of wide culture and information, and took a keen interest in the general progress of science. His love of nature, and knowledge of natural lore, are well displayed in the vivid and interesting account of his life and adventures among the Mosquito Indians which he published in book form in 1899, under the title of "Tangweera."

Mr. Bell was elected a Member of the Institution on the 2nd April, 1867. In 1904 he was elected to represent Australasia on the Council of the Institution, retaining his seat until his death.

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JOHN BROWN, formerly Engineer-in-chief of the Cape Government Railways, died at his residence, The Thatch, Rondebosch, Cape Colony, on the 11th July, 1905, aged 61. Born at Marlborough, Wiltshire, on the 27th April, 1844, he was privately educated and served a pupilage to the late Sir John Coode, by whom he was employed on the construction of the Portland breakwater. After serving temporarily as an assistant engineer on the Bristol and Exeter Railway, he was appointed by Sir John Coode to take charge of the improvement works then being carried out at the mouth of the River Bann, Ireland, a post which he retained until the suspension of the works in September, 1872. In the following year, on the recommendation of his former chief, he received an appointment to the staff of the Cape Government Railways, and proceeded to South Africa. After acting as an assistant engineer for two years, he was promoted early in 1876 to the rank of District Engineer, and became Engineer-in-chief in 1884, on the retirement of Mr. H. J. Pauling. Under his able direction, the railway system of Cape Colony attained a high level of efficiency, and its capabilities were fully tested during the anxious time of the South African war. For services rendered during the war Mr. Brown received the distinction

of C.M.G., and in June, 1904, on reaching the age-limit of 60 years, he was placed on pension and thereafter lived in retirement at Rondebosch until his death.

Mr. Brown was elected an Associate of the Institution on the 2nd December, 1873, was subsequently placed in the class of Associate Members, and was transferred to the class of Members on the 7th February, 1882. From April, 1902 to April, 1904, he represented South Africa on the Council of the Institution.

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SIR EDWARD HAMER CARBUTT, Bart., died at his residence at Cranleigh, near Guildford, on the 8th October, 1905, in his sixty-eighth year. The younger son of the late Mr. Francis Carbutt, of Chapel Allerton, near Leeds, the subject of this notice was born on the 22nd July, 1838, and obtained his engineering training in the locomotive department of the Midland Railway, and at Messrs. Palmer's shipbuilding works, Jarrow-on-Tyne. At the age of 23 he entered into partnership with Mr. Robinson Thwaites in the Vulcan Ironworks at Bradford, the firm undertaking the construction of steam-hammers and general machinery for iron and steel works. Whilst exhibiting at the Paris Exhibition of 1867, he was greatly impressed with the Roots blower, with the result that, after investigation, he arranged to take up its manufacture upon an extensive scale, and, entering upon this business with characteristic zest and thoroughness, he was largely instrumental in securing its widespread adoption in this country.

In 1878 Sir Edward Carbutt retired from active participation in business affairs in order to devote himself to public work. His labours were directed more especially to the advancement of engineering science and industry, and by wise and earnest advocacy in Parliament, as well as by his work in connection with various institutions and on committees concerned with administrative and technical questions, he rendered services of the highest value not only to the profession but to the nation at large. He was returned to Parliament for the Monmouth district in the Liberal interest in 1880, retaining his seat until 1886. Probably his most important work in Parliament was his appeal in favour of enlarging the ordnance-producing facilities of this country, the reorganization of the Government workshops and the encouragement and utilization of private enterprise. His action led to the appointment of Lord Morley's committee, which reported in favour of the measures advocated by Sir Edward. These were carried out, with the result that