

and South Western Railway, under the late Mr. William Johnstone, with whom he remained 4 years. After a short period of employment at Carlisle, on the Settle and Carlisle branch of the Midland Railway, he proceeded to Edinburgh early in 1872 and joined the staff of Messrs. Blyth and Cunningham, civil engineers, of that city, being employed by them on the surveys and in the preparation of Parliamentary plans and working drawings for the new lines and works of the Caledonian and the Callander and Oban railway companies. At the end of 1875, having resolved to pursue his career in the colonies, Mr. Dick went to Australia, where he obtained an appointment as Engineer of Harbours and Rivers under the Queensland Government. During the 4 years he occupied this position, Mr. Dick was entrusted with the design and execution of many important harbour and river works, and the able and successful manner in which he carried out these undertakings earned for him the confidence of the Government, and led to his appointment in 1880 to the office of Executive Engineer to the Colony in London, a position of considerable trust and responsibility, which he retained until his retirement, owing to failing health, in April 1905. He died at his sister's residence in Ayr on the 23rd August, 1905, in his fifty-ninth year.

Mr. Dick was elected an Associate of this Institution on the 6th February, 1877, was subsequently placed in the class of Associate Members, and was transferred to the class of Members on the 15th November, 1881.

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CHARLES TOWNSHEND HARGRAVE, late Inspector-General of Roads and Bridges, South Australia, died at Adelaide on the 16th May, 1905, in his eightieth year. Born at Queenstown, Ireland, on the 24th December, 1825, he was educated at Liège, Belgium, and at Cork, and after serving his pupilage under the late Mr. A. Deane, Engineer to the Cork Harbour Board, he passed the examinations for County Surveyors, Ireland, and engaged for a short period in county work and private practice. In 1853 he went to South Australia and obtained an appointment under the Survey Department, and subsequently became Engineer to the Jetty Commission. In 1855 he was appointed Chief Surveyor and Engineer for Railways, in which capacity he superintended the surveys for many of the principal railways, and reported upon canal and river improvement schemes. In 1861 he became superintending engineer of main roads under the Central Road Board, continuing to act in that

capacity until the abolition of the Board, when he was appointed *Inspector of Main Roads*. In 1889 he was promoted to the position of *Inspector-General of Roads and Bridges* for the colony, and retained that position until his retirement in June, 1904. Many of the most important main roads and a large number of bridges in South Australia were constructed under his supervision. His services were also frequently requisitioned by Government to advise on other important public works.

Mr. Hargrave was well known in Adelaide, and for many years occupied a seat on the Board of Governors of the Public Library, Art Gallery and Museum, to which institution as chairman of the Fine Arts committee, and in 1887 as chairman of the Board, he rendered valuable service. He also served as a Governor of St. Peter's College, Adelaide, where his eight sons were educated. He was a Member of the Society of Engineers, London. Mr. Hargrave married in 1854, Jessie, daughter of the late Mr. John Morton, of Shooter's Hill, Kent.

He was elected an Associate of this Institution on the 14th April, 1863, and was transferred to the class of Members on the 4th February, 1879.

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PEYTON JONES, eldest son of the late Captain John Peyton Jones, of Westbury, Tasmania, was born at Ivanhoe in that colony on the 14th February, 1840, and received his education at Hutcheson School, Hobart. A career in the army being abandoned in favour of the engineering profession, he entered the Victorian Railway Department in 1857, and served under the Chief Engineer until 1860. In 1863 he obtained a certificate as Licensed Contract Surveyor, and practised as such for several years, after which he joined the South Australian Railways as an assistant engineer, being responsible for several permanent surveys. In 1869 he rejoined the Victorian Railway Department, and after assisting the District Engineer on the construction of the first section of the North Eastern line, he was given responsible charge under the Engineer-in-chief of a number of lines in Victoria, ranking as District Engineer. From his early connection with the service, Mr. Jones was entitled to be considered a pioneer of railway construction in Victoria, the lines carried out under his supervision aggregating 400 miles in length and including sections of the Melbourne and Adelaide trunk line, the South Gippsland railway, and numerous suburban and other lines. An attack of paralysis, from which he never fully