

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

recovered, was the immediate cause of his resignation in 1893 from the service in which his ability and kindly disposition had made him deservedly popular and widely esteemed, and after living in retirement for some years at his home in South Yarra, he died on the 9th October, 1904, in his sixty-fifth year.

Mr. Jones was elected a Member of this Institution on the 7th December, 1886.

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MAURICE KING, born on the 16th July, 1847, obtained his scientific training at the Calcutta Civil Engineering College, and entering the Public Works Department of India in 1868 as an assistant engineer, he was appointed to the irrigation branch of the service. He was first employed on the Etawah division of the Ganges canal until 1872, when, on account of special qualifications, he was selected for the office of personal assistant to Major Jeffreys, and was then engaged on the design and estimate for the works of the Lower Ganges canal. From 1876 to 1892 he held charge successively of various divisions of the Ganges canal and of the Agra canal, as Executive Engineer, and in the latter year he was transferred to Burma on irrigation service and was promoted to the rank of Superintending Engineer. On his return from Burma in 1896, he was employed for two years on special duty, to investigate and report upon the proposed Sarda canal, and having completed this task, he retired after thirty years' service in March, 1898, with the rank of Superintending Engineer, first class. He died in London on the 10th April, 1905, aged 58.

Mr. King was elected a Member of the Institution on the 2nd April, 1889.

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JOHN KYLE, born in Glasgow on the 22nd November, 1837, was educated at St. James's School and Anderson's College, and served a pupilage with Messrs. Bell and Miller of that city. After completing his articles in 1857, he remained in their service as principal assistant until 1864, during which time he was engaged on the design and construction of several slip and graving docks on the Clyde, and other works. From 1864 to 1868, he was engaged as Engineer to the Lundy Granite Company on the design and construction of new works on Lundy Island for the working and shipment of granite. During the succeeding five years, he acted as Resident Engineer on the Albert Bridge works at Glasgow;