

Northern Sub-Division, with which the Bezwada district was incorporated. For several years he was engaged chiefly on irrigation work in the Godavari and Kistna deltas, but for nearly 8 years before he left India on furlough at the end of 1903, he was stationed at Madras, where he occupied the post of General Superintendent of the Public Works Department stores and workshops. The last important work in which Mr. Moss participated was the Cauvery Dam project, in the execution of which he expected to take part on his return to India. He, however, died in England on the 9th September, 1905, within a fortnight of the date fixed for his departure. Whilst at Madras, Mr. Moss brought out, in conjunction with Colonel A. W. Smart, R.E., their invention of lift shutters or movable weirs, which were introduced on the large anicuts and other regulators of the Cauvery Delta system and subsequently adopted in other parts of India.

Mr. Moss was elected an Associate Member of the Institution on the 4th March, 1890.

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THOMAS PERHAM, born on the 19th June, 1840, was educated at the Bristol Grammar School, and, after serving a pupillage to Messrs. John Penn and Sons, of Greenwich, he left this country for New Zealand in 1864. On arrival in the colony, Mr. Perham joined the Provincial Survey Department of Canterbury, and after serving several years as draughtsman and mining surveyor, he was appointed in 1870 Assistant Marine Surveyor under the New Zealand Government, in which capacity he made a hydrographic survey through the Fijian group, and designed harbour improvements for Levuka, Fiji, and Coromandel, Auckland. In 1872 he joined the Public Works Department, and was engaged until 1885 in the design of bridges, wharves and other structures, and on surveys and improvement-works in connection with harbours and rivers in various parts of the colony. Subsequently for several years he engaged in private practice, but rejoined the department in 1893 as designing draughtsman. In 1897 he was transferred to the Mines Department as Engineer for Water Conservation, in which capacity he designed the Eweburn dam, near Naseby, Otago, the largest dam constructed in New Zealand for supplying water to the mines, its holding capacity being approximately 500 million gallons. When the goldfields are worked out in course of time, the water will be made available for irrigation in a region where the average rainfall is exceptionally low. Mr. Perham retired from

the Government service shortly before his death, which occurred at Wellington on the 16th September, 1905.

He was elected an Associate Member of the Institution on the 6th December, 1892.

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LOUIS CHARLES DO ROZARIO was born on the 28th October, 1863, and after passing through the engineering course at King's College, London, and gaining the Associateship of the College, he served a pupilage to the late Sir John Hawkshaw, Past-President, from 1884 to 1887, during which period he was employed on the design and construction of the Severn Tunnel railway. After a visit to Hong-Kong, where his family resided, he proceeded in 1888 to the Philippines and served for several years as a District Engineer on the construction of the Manila-Dagupan Railway. In 1891 he returned to Hong-Kong, where he practised on his own account as a civil engineer, but on receiving an accession of fortune, he retired from the active pursuit of his profession, only advising occasionally in engineering matters in an honorary capacity. He died at Hong-Kong on the 12th December, 1905.

Mr. Rozario was elected an Associate Member of the Institution on the 2nd April, 1889.

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FREDERICK SLADE, born on the 28th November, 1823, was the second son of the late Mr. Henry Slade of Aston Upthorpe, near Wallingford. Destined for agricultural pursuits, the subject of this notice was attracted to the engineering profession during the early days of railway construction. In 1846 he entered the service of Messrs. Tredwell Brothers, contractors, and continued in their employment, chiefly as Resident Engineer, until the completion of their last contract in 1872. During this period he was employed on the construction of the Berkshire and Hants, Oxford and Rugby, Bradford and Bathampton, High Wycombe and Thame, and other railways; harbour- and dock-works at Porthcawl; and improvement-works at Bristol harbour. In 1872 he was appointed by Mr. F. C. Stileman to superintend the construction of the Ramsden Dock and other works at Barrow-in-Furness, on the completion of which in 1879 he retired from professional life.

Mr. Slade devoted the remainder of his days chiefly to scientific