

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