

From 1872 to 1878 Mr. Croes was in the service of the Department of Public Parks of New York as Chief Engineer of the Topographical Bureau, in which capacity he supervised the survey and laying out of the street system of a district of 13,000 acres annexed to New York City, now known as the Borough of the Bronx. In conjunction with Mr. F. L. Olmsted, Mr. Croes also submitted plans for rapid transit in this district and subsequently acted as Chief Engineer for the construction of one of the lines suggested, the Suburban Rapid Transit Company, which constructed its elevated road in 1883-1891. Mr. Croes later engaged in consulting practice, and the undertakings with which he was connected during the course of a long and active career were very numerous and important. They include investigations and reports on water-supply for Newark and Syracuse, two reports on the water-supply of New York City, the design and construction of waterworks at Indianapolis, services rendered on rapid-transit commissions, and many other undertakings. He made many valuable contributions to engineering literature in the form of papers and discussions before engineering societies and contributions to engineering journals. He also compiled and edited "The Statistical Tables of American Waterworks," which became a well-known work of reference in America.

Mr. Croes was elected a member of the American Society of Civil Engineers in 1867, became a director in 1876, treasurer in 1877-87, a vice-president in 1888, and was elected president of that society in 1901. He was also a member of other American societies connected with waterworks and public health. In 1895 he was appointed by the Governor of New York a member of a commission to devise plans for the preservation of the Palisades on the Hudson River.

Mr. Croes was engaged in active work up to within a few days of his death, being last employed as engineer of the Carnegie Lake and Bridges at Princeton University, New Jersey.

He was elected a Member of The Institution on the 7th March, 1882.

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THOMAS DYKE, son of the late Rev. Thomas Hart Dyke, Rector of Long Newton, was born at East Hall, near Sevenoaks, on the 1st April, 1834. He was educated at Rugby School and Christ Church College, Oxford, where he graduated in 1856, and obtained his practical training under the late Mr. G. W. Hemans. On the expiration of his pupilage, he was employed by Mr. Hemans until 1868 as Resident Engineer on works of railway construction in

various parts of the country, and subsequently he acted for 2 years as Engineer to the Port and Harbour Commissioners of Hartlepool, in which capacity he designed extensive improvement works. In 1870 he became Agent for Sir Greville Smyth's estates in Gloucestershire, Somersetshire, and Bristol, and retained this office for 30 years, resigning in 1900.

During his long residence in the neighbourhood of Bristol, Mr. Dyke took an active part in local affairs. He served on the Commission of the Peace, was for 17 years a member of the Somerset County Council, and acted as chairman of the Long Ashton Parish Council from its formation until 1900. He was also interested in the agricultural and political associations of the district, and served several local offices in connection with educational and missionary work of the Church of England. He died at his residence at Clifton, Bristol, on the 6th August, 1906, aged 72.

Mr. Dyke was elected an Associate of The Institution on the 12th January, 1869, and was transferred to the class of Members on the 7th December, 1869.

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ARTHUR JAMES HAMILTON-SMYTHE, eldest son of the late Mr. Hamilton Smythe, Q.C., of Dollanstown, co. Meath, was born in Dublin on the 12th February, 1846, and studied for the engineering profession at Trinity College, where he graduated in Arts in 1869. He received his practical training under the late Mr. James Price, then Chief Engineer of the Midland Great Western Railway of Ireland. Between 1870 and 1873 he was employed first by Messrs. Waring Brothers on surveys in Transylvania and the construction of a section of the Eastern Hungarian Railway, and subsequently by Messrs. Sharp Brothers on railway surveys and construction work in Upper Austria. In December, 1876, after fulfilling several short engagements, he entered the service of the Midland Great Western Railway of Ireland as District Engineer in charge of the Sligo division, and afterwards of the Western district. After 14 years' service as District Engineer he was appointed in August, 1890, Engineer-in-Chief of the railway and canal systems, a position which he held until September, 1894, when he retired from the service of the company. During this period, he built and placed in operation 75 miles of new line and carried out many other works.