

Between 1877 and 1890, Mr. Elwes engaged in consulting practice in London in partnership with the late Mr. G. Wells Owen, and during this period the firm carried out, amongst other works, the Bury and Tothington district railway, the Hounslow line, the Golden Valley railway extension to Hay, the Bridgewater railway and an extension of the Winnipeg waterworks.

In 1893 Mr. Elwes went to Spain on behalf of Messrs. Matheson and Company, in connection with the Zafra-Huelva railway and to take charge of mines, marble quarries and other works; and on his return in the following year he took an office in the city and became interested in mining matters, especially in copper mines, either as consulting engineer or as a director. He died on the 14th August, 1906.

Mr. Elwes was elected an Associate of The Institution on the 6th May, 1873, and was transferred to the class of Members on the 9th April, 1878.

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WILLIAM SILVER HALL, son of the late Mr. William Hall, of Atherstone, was born on the 17th June, 1844, and received his later education at Repton School and Brighton College. After serving an apprenticeship of 3 years to Messrs. Sharp, Stewart and Company, of Manchester, he fulfilled several engagements with mechanical engineering firms, and thus equipped with experience, he engaged in 1874 in mechanical engineering and consulting practice at Nuneaton, being joined later by Mr. Charles D. West. A few years earlier he had gained a Whitworth exhibition and a Whitworth scholarship tenable for 3 years. In 1880, in consequence of Mr. West's ill-health, the business was disposed of, and soon after Mr. Hall joined Mr. J. H. Clarke in carrying on the business of the Canal Street Ironworks, Derby.

In August, 1889, Mr. Hall left this country for Japan, where he spent the remainder of his life. He occupied for a time the chair of engineering in Tokyo University, and he also acted for some years for Messrs. Takata and Company, who were one of the largest firms in Japan engaged in important Government contracts and the importation and erection of engineering machinery and appliances. Mr. Hall early in his career interested himself in the subject of patents and patent law in general, of which he had acquired expert knowledge, and whilst acting as correspondent to *The Engineer* in Japan, he was the means of assisting many persons to get their patents through the Japanese courts. Finding scope

for development in this direction, he left Messrs. Takata and Company, and started in independent practice as a patent agent in Tokyo. His accurate knowledge and engineering experience brought him a considerable measure of success, and in course of time he acquired a practical monopoly of this business in Japan. He died on the 26th July, 1906, aged 62. He was the Author of a "Manual of the Japanese Laws and Rules relating to Patents, etc.," published in 1901, and contributed numerous articles on engineering subjects to the technical press. He was a Member of the Institution of Mechanical Engineers. In Japan, he was a prominent and active Freemason and served several terms of office as Worshipful Master of the Tokyo Lodge.

Mr. Hall was elected an Associate Member of The Institution on the 3rd February, 1885, and was transferred to the class of Members on the 29th March, 1897.

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FRANCIS JOSEPH LYNCH obtained his early engineering training under the late Mr. P. Prichard Baly on the construction of railways and canals in Belgium and in Russian Transcaucasia. For a short period subsequently, he acted as Resident Engineer on the construction of the Poti-Tiflis railway, but was obliged to leave for home in 1865 in consequence of ill-health. He then decided to follow his profession in Canada, and arriving in that country in 1869, he obtained employment as Engineer in charge of surveys for the Intercolonial Railway, subsequently acting as Resident Engineer on the construction of a section of that line. On the completion of this work, Mr. Lynch joined the staff of the Canadian Pacific Railway, then under construction, his wide experience of railway work rendering him a welcome recruit to the ranks of the energetic and capable body of engineers who were responsible for the successful completion of that great enterprise. During the latter part of the work, and for some years afterwards, Mr. Lynch held charge of the chief office at Ottawa under the Deputy Minister of Railways and Canals. For 5 years prior to his death he acted as Resident Engineer on the Grenville and Ottawa Canal. He died at Ottawa on the 5th January, 1906, from pneumonia, following upon a severe cold contracted whilst engaged upon his work on the canal.

Mr. Lynch was elected a Member of The Institution on the 6th December, 1881.

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