

AUGUSTUS HAMILTON JACOB, M.A., M.A.I., born on the 14th June, 1840, in Dublin, died at Bournemouth on the 25th June, 1910. Graduating with honours in Trinity College, he obtained his early practical experience on railway and municipal work at home, and was appointed to the Public Works Department of Travancore in 1870. He served 10 years as Assistant Engineer and over 15 years as Chief Engineer, in which latter capacity he carried out a number of important public works, and designed and initiated the Kadayar irrigation scheme, the construction of which was well advanced when he retired in 1896. Mr. Jacob was elected a Member of The Institution on the 1st March, 1881.

JOHN KYLE, born in Scotland in 1861, died on 9th January, 1911, at Colombo, Ceylon, where he occupied the position of Resident Engineer of the Colombo Harbour Works. Mr. Kyle obtained his practical training as pupil and later as assistant, with Messrs. Bell and Miller, of Glasgow. He was appointed in 1884 assistant engineer, Colombo Harbour Works, his father¹ at that time occupying the position of Resident Engineer. Subsequently Mr. Kyle became Chief Assistant Engineer of the Harbour Extension Works under Mr. J. H. Bostock, Resident Engineer, and on Mr. Bostock's decease, Mr. Kyle succeeded him. He was much esteemed in Colombo for his quiet demeanour and high character.

Mr. Kyle was elected an Associate Member of The Institution on the 1st March, 1887, and was transferred to the class of Members on the 6th November, 1894.

JAMES MELDRUM, born at Colinsburgh, Fifeshire, on the 19th September, 1855, died at Colombe Lodge, Ealing, on the 15th December, 1910. Educated at St. Andrews and Glasgow Universities, he was trained under Messrs. Bell and Miller, of Glasgow, and subsequently was responsible for the construction of important railway works abroad, including the Condé d'Eu line in Brazil, the Manila Railway, the first in the Philippines, and the Buenos Aires Great Southern Railway. For 12 years he was

¹ Minutes of Proceedings Inst. C.E., vol. clxiv, p. 408.

manager of the Foreign department of Messrs. S. Pearson and Sons, contractors, supervising large railway, harbour and dock contracts in China, Mexico and South America, and latterly he had an extensive practice as a Consulting Engineer and served on the directorate of several companies.

Mr. Meldrum was elected an Associate Member of The Institution on the 4th May, 1886, and was transferred to the class of Members on the 7th December, 1897.

JASON RIGBY was born in Dublin on the 24th July, 1846. He entered Trinity College in 1864, and in due course graduated in Arts and obtained the licence in Engineering. In 1868-9 he was a pupil of Mr. James Price, M. Inst. C.E., and was afterwards employed by him in the general work of the Midland Great Western Railway of Ireland. In 1871-2 he was assistant to Mr. Tait, County Surveyor of Antrim, and had sole charge of a district.

In 1872 he sailed for Brazil, and was employed as first assistant on the Parana and Matto Grosso railway surveys under the late Captain C. Palm and afterwards under the late Mr. William Lloyd. Whilst engaged on this work he penetrated with his companions into parts of Brazil previously unexplored, and, with possibly one exception, is known to have been the last survivor of this expedition. In 1875 he married Miss Anne Alice Andrews of Hampstead.

In 1876 he returned to Brazil on behalf of Sir Charles Fox and Sons to survey the construction of the Imperial Brazilian Natal and Nova Cruz line in Rio Grande do Norte, and from September, 1878, he had charge of the construction of that railway until his appointment in 1883 as Resident Engineer for Messrs. Sir Douglas Fox and Partners. As soon as the line was completed the Board invited him to become General Manager and Chief Engineer, a position he held until 1885.

The late Mr. Frank Parish, who was Chairman of the Great Western of Brazil Railway Company, then offered him the Managership of that line, an appointment which he held until 1891, residing in Pernambuco, where yellow fever was very prevalent in those days. He left the Great Western of Brazil Railway to take charge of the Minas and Rio Railway, and shortly afterwards he undertook the management of the Entre Rios Railways, living at Parana. In 1894, again at the invitation of Mr. Frank Parish, he became General Manager of the Buenos Ayres and Rosario Railway, since