

merged into the Central Argentine Railway. He held this position until 1899, when he came home to accept a seat on the Board of that Company. In the same year he became a Director of the Buenos Ayres Great Southern Railway Company, and on the death of Mr. Frank Parish in 1906, he was elected Chairman of that Company.

At the time of his death Mr. Rigby was a Director of a number of railway companies in South America. He died suddenly at his residence, Holmleigh, Putney Hill, on the 9th September, 1910, aged 64.

Mr. Rigby was elected an Associate of The Institution on the 1st February, 1876, was subsequently placed in the class of Associate Members, and was transferred to the class of Members on the 13th March, 1883.

JAMES STELFOX, born on the 23rd June, 1842, died at Belfast on the 11th September, 1910. Trained under his father, the late Mr. James Stelfox, in the Belfast gasworks, he later succeeded him as Chief Engineer, a position which he filled until within a few years of his death. During his tenure of office the gas undertaking developed considerably, and amongst other improvements carburetted water-gas and prepayment gas-meters were introduced. He was elected a Member of The Institution on the 1st December, 1896.

GEORGE CARELESS TREWBY, formerly Engineer-in-Chief and Consulting Engineer to the Gas Light and Coke Company, died suddenly from heart failure at his residence, Fenton House, Hampstead, on the 19th July, 1910, aged 71. Entering the Gas Light and Coke Company's works as a pupil in 1853, he subsequently went out to Constantinople as engineer in charge of gasworks for the Ottoman Government, returning to England 2 years later to take charge of the Brentford gasworks. Early in 1865 he rejoined the staff of the Gas Light and Coke Company, and acted as Resident Engineer at the Horseferry Road station until 1870. He was then transferred to the Beckton works, for the construction and organization of which he was largely responsible. He was in charge there during the memorable strike of stokers in 1872. For 7 years he supervised the carbonization processes at the

several manufacturing stations, and for the last 20 years of his service he was the Company's Engineer-in-Chief. He was responsible for all extensions and reconstructions carried out during his tenure of office, and introduced a number of labour-saving appliances and other improvements at the various works under his charge. The coal-pier at Beckton and its mechanical equipment were designed by him, and are described in the Proceedings.¹ Mr. Trewby gave important evidence before several Parliamentary and Departmental Committees on matters connected with the gas industry. He retired from the service of the Company in 1904.

Mr. Trewby was a member of the earlier gas societies, and was a founder and the first President of the Institution of Gas Engineers. He did good work in connection with various charitable bodies, with the direction of which he was associated.

He was elected an Associate of The Institution on the 6th March, 1866, and was transferred to the class of Members on the 27th April, 1875.

HENRY HAY WAKE, Engineer to the River Wear Commissioners, died in Sunderland, his birthplace, on the 17th February, 1911, aged 66. A pupil of the late Mr. Thomas Meik, then Engineer to the Commissioners, he succeeded that gentleman as engineer-in-charge in 1868. During his tenure of that office, he carried out extensive improvements of the port of Sunderland, including the removal of rock obstructions at the entrance, the reconstruction of docks, erection of warehouses and other structures, and the design and construction of two large piers or breakwaters, one of which is not yet completed. In conjunction with the late Mr. P. W. Meik, he also designed the new piers at Seaham Harbour.

Mr. Wake was elected an Associate of The Institution on the 24th May, 1870, and was transferred to the class of Members on the 10th March, 1874.

¹ Minutes of Proceedings Inst. C.E., vol. lxix, p. 318.