

Corporation. Mr. Meade was elected an Associate Member on the 4th February, 1879, and was transferred to the class of Members on the 30th March, 1891.

JOHN GIBSON NEWBIGGING, born at Bacup on the 24th April, 1863, died at Heaton Moor, near Manchester, on the 28th October, 1916. He was trained under his father, the late Mr. Thomas Newbigging, M. Inst. C.E., and subsequently became assistant engineer in the Salford Corporation Gas Department. Between 1888 and 1900 he successively held charge of the gas undertakings at Pará, Brazil, and Macclesfield, and in the latter year he was appointed Chief Gas Engineer to the Manchester Corporation. Here he carried out much important work, including the construction of one of the largest gasholders in Europe. He was the first to adopt on a large scale coal carbonization in vertical retorts, and was frequently consulted by gas authorities at home and abroad. He was elected an Associate Member on the 22nd May, 1894, and was transferred to the class of Members on the 22nd December, 1903.

HERBERT PILKINGTON, born 23rd October, 1864, at Pilkington, near Radcliffe, Manchester, died at Sheepbridge, Chesterfield, 24th November, 1916, after having held the position of Works Manager of the Sheepbridge Coal and Iron Company, Limited, for nearly 20 years. He was prominently connected with the iron industry, and was a past-president of the British Foundrymen's Association and a member of the Iron and Steel Institute. He was elected an Associate Member of The Institution 3rd December, 1895, and transferred to the class of Members 28th November, 1899.

MONTAGU ALEXIS POLLARD (formerly POLLARD-URQUHART), born in County Westmeath in 1859, met his death by a fall from his bicycle near Castle Pollard on the 5th August, 1916. He gained practical experience under Mr. R. E. Middleton, M. Inst. C.E., and between 1880 and 1888 he was variously occupied on railway construction and waterworks in England and mining work in Spain. In the latter year he became a partner in the firm of Thomas Meik and Sons, Consulting Engineers, Westminster, and was actively associated with many important works, including railways, harbour and dock extensions, and hydro-electric power-works at Kinlochleven, until his retirement in 1909. He succeeded to the family's Irish estates in 1915. Mr. Pollard was elected an Associate Member on the 3rd February, 1885, and was transferred to the class of Members on the 20th February, 1894.

WILLIAM RIDLEY, born 6th November, 1841, at Bedlington, Northumberland, died 25th December, 1916. In 1861 he was engaged on the Mauritius Government Railway, and on the completion of this work was Executive Engineer on the Madras Irrigation and Canal Works. After various railway experience in England and South America he was appointed Chief Engineer to

the Rio Tinto Railway. Thereafter he occupied the positions of Chief Railway Engineer for the Colony of Natal, Chief Engineer for the contractors of the Brazil Great Southern Railway, Chief Engineer for Messrs. Punchard, McTaggart and Lowther's contracts in Brazil and South America, and Consulting Engineer to the Natal Government. Mr. Ridley was elected an Associate Member 4th December, 1866, and transferred to the class of Members 17th November, 1874.

DAVID SIMSON, born 9th November, 1861, in Roxburghshire, died 16th December, 1916, at Hitchin, Herts. On completing his apprenticeship with Messrs. Carfrae and Belfrage, Edinburgh, he joined the staff of Messrs. John Waddell and Sons in 1882, and was for 2½ years contractor's engineer on the Eastern section of the Edinburgh Suburban Railway and the Killin Railway. From 1886 to 1888 he was employed by Mr. John Strain, M. Inst. C.E., making Parliamentary surveys, and as resident engineer on the Kilbirnie Branch of the Lanarkshire and Ayrshire Railway. He then left Britain to take up the appointment as chief assistant resident engineer on the Buenos Ayres and Valparaiso Transandine Railway, becoming subsequently resident engineer in charge of the Western Railway of Havana. In 1896 he was appointed Chief Engineer of the Buenos Ayres Western Railway, becoming in 1897, Acting Manager, and in 1898, General Manager. In 1907 he retired and returned to England, where he took an active part as a Director of various South American railway and other companies, being Chairman of the Buenos Aires Great Southern Railway. He was elected an Associate Member 1st March, 1887, and transferred to the class of Members 30th March, 1897.

JAMES STIRLING, born at Galston, Ayrshire, 2nd October, 1835, died 12th January, 1917, at Ashford, Kent. In 1855 he entered the service of the Glasgow and South-Western Railway Company, with whom he remained, with the exception of 1 year which he spent in Manchester, until 1878, occupying various positions. From draughtsman he became works manager, and in 1866 succeeded his brother as locomotive superintendent. In 1878 he became locomotive engineer of the South-Eastern Railway, and retired in 1898. He introduced many improvements in locomotives and other rolling stock. He was honorary secretary of the Scotch Locomotive Railway Engineers' Association and the Association of Locomotive Engineers of Great Britain and Ireland. He was elected a Member of The Institution 7th December, 1886.

CHARLES ALFRED TRERY, born on the 1st February, 1854, died on the 28th January, 1916. In his earlier years he was engaged in Sweden and Portugal on railway survey and construction, water-supply and other work. In 1887 he went out to South America, where he spent the remainder of his active career occupied on railways in Brazil and Argentina. He was last engaged on the