

that their services would no longer be required. In 1868 he was appointed district engineer on the Oudh and Rohilkhund railway on the staff of Mr. Hederstedt, M. Inst. C.E., in which employment he remained until a sharp attack of fever compelled his return to England in 1870. It was not considered prudent that he should go back again, and he was reluctantly compelled to resign his position, receiving high testimonials from his employers. In 1871 he joined his father in general professional business in England and on the continent. After a short illness he died at Exmouth, on the 19th of January, 1881, from disease of the heart. He had married, in 1866, Mademoiselle Louise Gabrielle du Vallon, who with his father and seven children survive to lament the loss of one in all the relations of life exemplary and much beloved. Punctual and methodical, he invariably threw himself with singular zeal and conscientiousness into all the duties he had to discharge. He was never happier than in the bosom of his family, and always kept in view the promotion of the true well-being of his children. One who has had large experience of men, testifies that it has rarely been his lot to come across any one who gained more fully the confidence and affection of others, or inspired a deeper conviction of his sincerity and uprightness of purpose.

Mr. Brunton was elected an Associate of the Institution on the 23rd of May, 1865, and was transferred to the class of Members on the 5th of April, 1870.

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Mr. OSWALD YOUNGHUSBAND was the eldest son of Thomas Younghusband, Captain H.E.I.C.S., of Northumberland, and was born at Calcutta on the 8th of February, 1833. He served a pupillage of four years under Mr. William Wilson, M. Inst. C.E., and from 1852 to 1856 was employed by him on the Manchester, Sheffield and Lincolnshire, and the Oxford, Worcester and Wolverhampton railways; on the London, Tilbury and Southend railway; and on surveys of the Worcester and Hereford, and the Mid-Kent railways. He was also employed on some of the preliminaries of the Metropolitan railway. From this time his practice chiefly lay abroad. From 1856 to 1859 he was engaged on the working surveys and the construction of the Santander and Alar-del-Rey railway in Spain, and was resident engineer, under Mr. Alfred S. Jee, M. Inst. C.E., on the construction. From 1860 to 1863 he was chief engineer on the Coimbra to Oporto section of the Great

Northern of Portugal railway, of which he executed the preliminary and working surveys, and then built the line. For the next two years he was chief engineer in charge of the surveys of the Islay and Arequipa railway in Peru, and was instrumental in obtaining the concession and contracts for the same; also for the Pisca and Yca, and the Iquique and La Noria railways in the same country. Between 1865 and 1868 he was chief engineer of the Iquique and La Noria railway, and commenced its construction. He was chief engineer and general manager of the Lima railways, of which he reconstructed the permanent way and works, renewed the stations and rolling stock, workshops, machinery and stores, and managed the whole traffic and accounts. In 1869-70 he inspected the construction of the West Wisconsin Railroad, U.S.A., and reported on its condition and prospects for the trustees of the bondholders. About the same date he made a close inspection of the country between the Pacific and Atlantic Oceans in Costa Rica, and prepared estimates of the proposed railway between the capital and the Atlantic; but, in consequence of his report, the wishes of the government of Costa Rica were not acceded to by the promoters of the scheme, and the business was declined. In 1871 he visited and reported on the railways of Monte Video, proceeding to Buenos Ayres on the surveys of the proposed Transandine railway, and the immediate construction of the first 100 miles, and reported on the Lujan and San Pedro railway. Next year he was occupied in private practice in London. In 1873 he examined and prepared estimates and a report on the proposed Guatemala railway from the capital to the Pacific Ocean, associated with Mr. William Lloyd, M. Inst. C.E.; and from 1874 to 1876 he was occupied in the investigation and inspection of the Keokuk and Kansas City Railroad, U.S.A., partly constructed, on behalf of the board of directors. He was also professionally connected with various railways, tramways, and other engineering works in England, Italy, Hungary, Spain, and Portugal. Mr. Younghusband was a man of very reticent disposition, of quiet, patient temper, upright, self-denying, and influenced by strictly honourable motives, carried out in every path of duty. He was elected a Member of the Institution of Civil Engineers on the 6th of December, 1864, and he died at Weymouth, after a few days' illness, on the 2nd of February, 1881.

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