

works, estimate the value of the stock and machinery. He was also largely engaged as an inspecting engineer for permanent-way materials for Indian and other railways, and 200,000 tons of rails were passed under his supervision; and he likewise superintended the construction in this country of the pipes and machinery for the Madras waterworks. He had been consulted and reported upon copper and iron mines in Spain—upon estates, mines, and forests in Sweden, Russia, and Finland—and upon coalfields in Hungary and ironworks in Germany. During the last eleven or twelve years of his life Mr. May held the appointment of Engineer to the Galizzi Sulphur-Mines in Sicily, and was also just before his death made Engineer of the Giona Sulphur-Mines in the same island. These offices necessitated his travelling to the Mediterranean once and sometimes twice a year, and it was on his return from Sicily that he was seized with aneurism of the heart, and expired at Marseilles on the 20th of July, 1882.

Mr. May was elected an Associate on the 5th of March, 1861, and was transferred to the class of Members on the 16th of February, 1864. He was a regular attendant at the meetings, and also on several occasions took the chair at the supplemental gatherings of students, with whom he was very popular. Generous, true-hearted, earnest and thorough, he had a perfect abhorrence of anything approaching to deceit or underhand dealing; and from his unselfish nature and genial disposition he was a general favourite.

THOMAS WILLIAM RUMBLE was born in London on the 26th of December, 1832. He received part of his education at the Reading Grammar-School under the celebrated Dr. Valpy. At an early age he was transferred to the office of his father, an architect in good practice, to be taught the rudiments of his future profession. Tiring of the dull routine of the drawing-office, he left home to try his fortune across the Atlantic, where, after many adventures, he was appointed in November 1850 Assistant-Engineer on the Central Railroad of New Jersey, under Mr. J. Laurie, he being then not quite eighteen years of age. He remained in America till June 1852, during which time he was actively engaged in laying out the Erie and Forest Lawn Cemeteries, superintending the building of the Berks County Baths, the Buffalo Public Washhouses, &c., and occasionally giving lectures on architectural and engineering subjects. After a short

interval in England, he, in October 1853, went to India as assistant-engineer on the Bombay, Baroda and Central India Railway then in course of construction. An attack of fever obliged him to return home, where he arrived in February 1854. He next obtained the post of engineering-superintendent of the Arthington Extension Waterworks, under Mr. Hawksley, Past-President Inst. C.E., with whom he remained till the completion of the work. Shortly afterwards Mr. Rumble opened an office in Westminster, and practised as a Civil and Mechanical Engineer. In 1869 he paid a second visit to the United States, and spent six months visiting many engineering shops, and acquiring a thorough knowledge of recent mechanical improvements.

On New Year's Day, 1872, Mr. Rumble was again in the United States, with the view of obtaining information for the National Safe-Deposit Company then about to be formed in London. He visited the various Safe-Deposit Companies in New York, Philadelphia, Boston, Halifax, &c., and the ruins of Chicago, then scarcely cold after the great fire, and examined the vaults and safes remaining intact. Upon his return he was engaged in designing the safes, strong-rooms, buildings and other arrangements of the National Safe-Deposit Company, which were afterwards erected under his superintendence in Queen Victoria Street.

In 1876 Mr. Rumble obtained the position of Chief Engineer of the Southwark and Vauxhall Water Company, which he retained until his death, and during the interval the dividends rose from $2\frac{1}{2}$ to $7\frac{1}{2}$ per cent. Towards the end of 1881 the excessive overwork and heavy responsibilities of this position began to tell on his health, which steadily, though very gradually failed, and symptoms of anæmia developed themselves. In December 1882, leave of absence having been granted by the Directors of the Company, various places were visited in search of health, until last spring he returned to Bonchurch, Isle of Wight, where he rapidly grew worse, and died on the 21st of April, 1883. His critical condition was almost to the last concealed by his courageous efforts to appear better than he was, and thus to relieve the anxiety of his family. He possessed a most retentive memory, and had the faculty of readily assimilating those portions of the books he read which were likely to be useful in professional work. His travels over the greater part of Europe and of America naturally enlarged his ideas, and he drew full benefit from the varied experience thus acquired. He was elected a Member of the Institution on the 29th of May, 1877, and he was likewise a Fellow of the Royal Society of Edinburgh, and belonged to various other societies.