

In the course of his career as a contractor, Mr. Leather's position and reputation naturally led to his being made many offers for the carrying out of large works abroad, but these proposals never got beyond the initiatory stage. His advice was frequently sought on engineering and other kindred questions, and his well-known prudence and tried experience enabled him to be of service in this way on many occasions. The confidence reposed by Mr. Leather in his staff, and the freedom with which they were thus enabled to grapple with the many sudden emergencies inseparable from sea-works, were also important factors of his success in these undertakings.

Personally Mr. Leather was extremely courteous and fair-minded, and he was also one of the most modest and unostentatious of men, shrinking from any kind of publicity in connection even with such large undertakings as fell to his lot to carry through; combined with this was a strong love for thoroughness and for work of the best character, which is clearly stamped upon the enterprises by which his name will be long remembered.

Mr. Leather was one of the oldest Members of the Institution, having been elected on the 23rd of February, 1836, and having all but completed a membership of half a century.

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FRANCIS MATHEW<sup>1</sup> was the son of Mr. Francis James Mathew of Rock View House, Co. Tipperary, and nephew of the celebrated Father Mathew. He commenced his career in 1847 as a pupil under Mr. Joseph Burke, senior District Engineer, on the establishment of Sir John Macneill, M. Inst. C.E. After four years with Mr. Burke, during which time he was engaged in the construction of the Dundalk and Enniskillen and the Waterford and Kilkenny Railways, Mr. Mathew became an assistant engineer on the establishment of Mr. William Dargan, the well-known railway-contractor. He remained in this service for six years, during which time he held the position of Engineer on the Limerick and Foynes, and the Limerick and Ennis Railways, and was subsequently for two years and a half Manager-in-Chief of the Cork Tunnel-works of the Great Southern and Western Railway. These works he brought to a successful completion in 1857. In January 1858 he left England for India, under a

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<sup>1</sup> This memoir is mainly compiled from a notice in the *Times of India* for October 23, 1885.

covenant with the Bombay, Baroda, and Central India Railway Company, by whom he was engaged as an assistant engineer. In June 1860 he was promoted to the rank of Resident Engineer, and in the following month Acting Deputy-Chief-Engineer, in which appointment he was confirmed on the 1st of January, 1861. In May 1864 he was appointed Chief Resident Engineer of the entire Bombay, Baroda, and Central India Railway, and on the 14th of March, 1876, he became Agent of the line, still retaining his position of Chief Engineer. Mr. Mathew had previously officiated as Agent on two occasions, for six and eighteen months respectively. In 1866 he was a Justice of the Peace for the town of Bombay, and was a representative of the Justices on the Municipal Corporation. In 1874 he was appointed one of the Trustees of the Port of Bombay by the Government, and on the reconstruction of that Board was re-elected by the Chamber of Commerce. He was also elected Chairman of the Committee, and Deputy Chairman of the Chamber of Commerce, and in 1874 a Fellow of the University of Bombay. He was a member of the Committee of the Bombay Branch of the Royal Asiatic Society, Chairman of the Board of Directors of the Colaba Company, and President of the Sassoon and Parell Mechanics' Institutes. In 1879 he was chosen to succeed Colonel J. Pitt-Kennedy as Consulting Engineer to the Bombay, Baroda, and Central India Railway Company in England, but he did not take up the appointment till 1882. He continued to act in that capacity until his death on the 30th of September, 1885.

Mr. Mathew was elected a Member of the Institution on the 7th of December, 1869.

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WILLIAM RHODES was born on the 8th of April, 1820, at Fort Augustus, Invernesshire. His education was conducted at Bandvie and Inverness until he was fourteen, when he went to Edinburgh, and was at the High School there from 1836 to 1838. He was in the office of Mr. Joseph Mitchell, M. Inst. C.E., Inverness; from thence he went for five years to the establishment of Messrs. Fenton, Murray, and Jackson, Engineers, Leeds, and was engaged constructing and fitting up locomotives, stationary and marine engines, also superintending the erection of dredging-engines on the River Shannon, under Mr. Thomas Rhodes, M. Inst. C.E.; then, from 1843, for three years he was similarly engaged in the establishment of Messrs. Buddicom and