

High Sheriff and Deputy-Lieutenant. During his year of office as Sheriff he had to devise the requisite organization for two general elections. In politics Mr. Grice was a strong Conservative, and was Chairman of the Conservative Association for the Newport boroughs. In 1885 his shrievalty was commemorated by a banquet, at which he was presented with a massive service of plate, to which was added a gold necklet for Mrs. Grice. The heavy public work of the two years 1885-6 told sensibly on Mr. Grice's health, and it became necessary that he should take a protracted rest; for this purpose he acquired a lease of Beechwood, Reigate. Here he sought rest and relaxation in improving the house and ground, and was so occupied, when, in the spring of 1889, he contracted inflammation of the lungs, from which he died on the 9th of March of the same year.

Mr. Grice was elected a Member of the Institution on the 1st of March, 1881.

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EDWARD ALEXANDER JEFFREYS was born in Shrewsbury, on the 20th August, 1824; he was the son of Mr. William Jeffreys, solicitor, a member of a well-known firm in that town. At the early age of fourteen he was sent as apprentice to the late firm of Bury, Curtis and Kennedy, of Liverpool, where all descriptions of railway and marine engines and plant were manufactured. He there proved himself an energetic pupil, being principally employed in making the plans of locomotive and marine engines, and afterwards in superintending the working of them. In 1845 he obtained the appointment of Locomotive-Superintendent on the Shrewsbury and Chester Railway, being employed for the first fourteen months in superintending the construction of the rolling-stock. This appointment he held for eight years, until the railway was absorbed by the Great Western. In 1853 the late Mr. Thomas Brassey secured his services to go out to Canada as Locomotive-Superintendent of the Grand Trunk Railway, and to take charge of the construction of the rolling-stock before going out, but upon the opening of the Shrewsbury and Hereford Railway, Mr. Brassey appointed him to manage and work that line for him, as Resident Engineer and Locomotive-Superintendent during his lease; this he did until its termination in 1862. In 1863 Mr. Jeffreys became General Manager of the South Eastern of Portugal Railway, but after a few months resigned this appoint-

ment on being offered the position of Consulting Engineer and representative to the Low Moor Iron Works, which position he filled until July, 1879, when he became the partner of Sir James Kitson, Bart. (then Mr. Kitson), in the Monkbridge Iron Works, Leeds. On the conversion of the business into a limited liability company Mr. Jeffreys became a Director, and held that position until he died.

He had a very extensive acquaintance with railways and railway matters, and was regarded as an authority concerning that branch of engineering. He became a Member of the Institution on the 1st of December, 1863.

Mr. Jeffreys died, after a short illness, at his residence, Hawkhills, Chapel-Allerton, Leeds, on the 3rd of April, 1889, at the age of sixty-four.

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VICTORINO AURELIO LASTARRIA was born at Santiago, the capital of the Republic of Chili, on the 22nd of November, 1843. After remaining for two years at the University of Santiago, he came to Europe towards the end of 1862, and entered the University of Ghent, Belgium, where he remained until he received its diploma of Civil Engineer in 1867, after which he returned to Chili, and was appointed an assistant engineer on the Southern Railway, and soon afterwards on some public works in the Port of Valparaiso. At this time, Mr. Henry Meiggs, the wealthy American railway contractor, was engaged in the construction of numerous railroads in Peru; he sent for Lastarria to assist in the surveys of an important line from Lima to the summit of the Andes at Oroya, and subsequently appointed him engineer for the construction of the section from Lima to San Pedro.

Hard work, and the severity of the climate, obliged him to return to Chili in 1870, on sick leave; but his health being soon restored, he occupied himself in laying out the lines of tramway for the city of Santiago, and then returned in the following year to his work on the Oroya railway, upon which he was engaged, until the end of 1872. During the three following years, the important reservoirs and irrigation works on the River Rimac were placed under his charge, and the skill with which he executed this difficult work established his reputation as an excellent engineer. He remained for two years longer in Peru, in the employment of the Peruvian Government, and then, in 1877, returned to his own country.

The Chilian Government at once secured his services, and he was employed as engineer of the section from Maule to Curicó, on the southern trunk line of Chili, which involved the construction