

Being of a genial disposition, and possessing the inestimable quality of friendship, he has left many true friends to remember him, while his works will stand for generations as monuments of his ability and great labour.

To Mr. Bennett is generally accorded the reputation of being one of the ablest engineers in Australia. A former colleague writes:—

“Our late chief, Mr. W. C. Bennett, . . . was a man of singular ability, prodigious energy, and untiring industry. Having been associated with him for the last nine-and-twenty years I can testify to his worth . . . The immense department which has grown up under Mr. Bennett's control, and the work it has done, will probably not be chronicled till it, like he, has broken down under the strain, increasing as it does from year to year. Both have done their work nobly and well; both deserve the honour not always accorded where most merited.”

Mr. Bennett was elected an Associate of the Institution on the 19th of May, 1857, and was transferred to the class of Members on the 16th of February, 1864.

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ARTHUR ROBERT WILLIAM FULTON, a son of Mr. J. Fulton, M.H.R. for Taieri, New Zealand, was born, at Otago, in that colony on the 3rd of October, 1853. After spending some time at a private school, he became a student of the Dunedin High School, and in October, 1873, entered the government service, on a term of four years, as a cadet in the New Zealand Public Works Department under Mr. John Carruthers. As a mechanical draftsman, showing great ability, he quickly attracted the attention of his superior officers. When the Government undertook the construction of railways on the west coast of the South Island, Mr. Fulton was employed under Mr. C. Y. O'Connor, the engineer in charge of the works successively, on 20 miles of the Napier and Waipukuruan Railway, on a similar length of the Westport and Ngakawau Railway, and the Buller Harbour Works. On the expiry of his cadetship, he passed the examination as an authorized surveyor, and then was engaged as an assistant engineer, chiefly on the Picton and Blenheim Railway. In 1878 he became assistant to Mr. H. P. Higginson, under whom he was engaged as Resident Engineer during the construction of the Waimea Plains Railway, the Kawarau Suspension Bridge, the Balclutha Bridge, and various other works and surveys for works. In July, 1881, Mr. Fulton entered the service of the New South Wales Government, and was engaged on the survey for the Goulburn and Cooma Railway, but less than a year later he returned to New

Zealand to take up the position of Resident Engineer on the Southern Section, 36 miles in length, of the Wellington and Manawatu Railway, New Zealand, to which he had been appointed on the recommendation of Mr. Higginson, the Chief Engineer. On the completion of this railway (84 miles in all), Mr. Fulton had entire charge of the line, having been also appointed traffic manager. He proved himself specially able in the work, being a clever organizer as well as possessing much above the average standard of ability in engineering acquirements. His late chief and old friend, Mr. Higginson, writes, "I had the very highest opinion of his abilities and judgment, and consider that we have lost the brightest example of an engineer, who had received his education and training entirely in the Colony. Having been intimately connected with Mr. Fulton for the last sixteen years, I consider that I am perhaps the best able to speak as to his character and abilities, and I can assure you that his death is a loss to this Colony, where he would inevitably have made his mark before long."

Mr. Fulton was elected an Associate Member on the 4th of February, 1879, and was transferred to the class of Members on the 20th of November, 1888. He died on the 26th of July, 1889.

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RICHARD THOMAS HALL was born on the 31st of May, 1823. In 1839 he was articled for five years to his uncle, Mr. Richard Thomas, engineer of the Hayle Railway, and sub-engineer of the western portion of the proposed London, Salisbury, Exeter and Falmouth railway of 1836. On the expiration of his pupilage in 1844, Mr. Hall was employed by Mr. Joseph Locke, Past President Inst. C.E., on surveys in Devonshire and Cornwall, and four years later he was appointed engineer of the Redruth and Chasewater mineral railway, a position he retained, with the additional office of general superintendent, for twenty years. In 1868, the Cape Copper-Mining Company engaged Mr. Hall to survey and construct a railway between their mines at O'okiep and Port Nolloth, with a jetty at the latter place, the railway being about 90 miles in length. He remained in charge of the work till March, 1875, when he accepted the appointment of railway engineer to the South African Republic, and in this capacity superintended the extremely difficult work of surveying the proposed railway from Pretoria to Delagoa Bay. When, two years later, the Transvaal became British territory Mr. Hall's office was abolished, and he proceeded to Cape Town in June, 1878, to take up the position of