

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

Maintenance Engineer of the North Eastern line of railway, to which he had been appointed by Government. He was detached on temporary duty for a few months in 1879 and 1880 on survey work, being placed in charge of a staff surveying proposed lines in the Eastern Province from Queenstown to Aliwal North, Burgersdorp, and Dordrecht, and that work being completed, Mr. Hall resumed his post on the North Eastern Railway in 1884; he was transferred to the Eastern system also as Maintenance Engineer, and continued to hold that position till he retired from the Government service, on pension, in 1886. Later on Mr. Hall became Manager of the Thomas Gold Mining Company. In 1889 he was appointed to take charge, as Chief Engineer, of the railways of the Orange Free State, and was on his way to headquarters when he died, at Johannesburg, on the 21st of August, after an illness of only four days.

Mr. Hall was elected an Associate of the Institution on the 3rd of December, 1872, and was transferred to the class of Member on the 9th of January, 1883. He was in all respects a valuable public servant, and his death is generally regretted at the Cape, where his kindness of heart and courteous demeanour towards all with whom he came in contact had caused him to be universally respected.

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HAMILTON LEE-SMITH was born on Christmas Day, 1829, at Edinburgh, where his father, the Rev. George Smith, was a leading minister of the Established Church of Scotland.

About the year 1846 Mr. Lee-Smith was articled to Mr. George Turnbull, who was then engineer of the London end of the Great Northern Railway, at that time under construction. The subject of this notice was engaged on the works of the Copenhagen Tunnel, and is said to have been equal to any amount of long-continued hard work, and was very careful and exact in what he had to do.

On the completion of his pupilage he became an Assistant Engineer on the same line, and held the post for two years. In 1851 Mr. Turnbull was appointed Chief Engineer of the East Indian Railway, and proceeded to organize his staff. He offered Lee-Smith a position as Assistant, and on the 20th of April, 1852, the latter sailed for India in company with his chief. On his arrival he was sent to the Raneegunge branch to assist Mr. Edward Purser, a former fellow-assistant on Mr. Turnbull's Great Northern Railway staff. Two years later Mr. Purser was posted as Chief to the North-