

universally respected, and as a private citizen he was greatly lamented by a large circle of friends.

Mr. George was elected an Associate Member of the Institution on the 3rd of February, 1880.

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WILLIAM JAMES, son of Mr. Edward James, J.P., of Greenbank House, Plymouth, was born on the 15th of November, 1854. He was educated at the private school of Dr. P. Holmes, of Manna-mead, in the vicinity. He then served a pupillage of three years from 1872 to Mr. S. W. Jenkin, during which time he was engaged in connection with the parliamentary- and working-plans and sections of several branch lines for the Cornwall Minerals Railway, the Fal Valley Railway, and the Truro and Penzance Railway; then for one year (1875-76), was a student at the School of Practical Engineering at the Crystal Palace under Mr. W. J. Wilson. In 1876 he went to India, but, failing to obtain employment as an engineer, he became a pupil of Mr. H. Whympers, of the Murree Brewery, and was occupied for fifteen months on the water-supply for the Murree Brewery Company in the Punjab. On the conclusion of this work, Mr. James proceeded to Calcutta, where he was at once engaged by Messrs. Mitchell and Co., engineers and contractors, in which firm he, in 1881, became a partner. He was first employed in building bungalows, machine-shops, engine-sheds, &c., for the Northern Bengal State Railway at Saidpore, and afterwards, during the year 1879, was in charge of the construction of 10 miles of the Darjeeling Steam Tramway.

He was also concerned in the making of a road through the Teesta Valley, and on the Bengal Central Railway, the Calcutta drainage works, the Dacca and Mymensing Railway, and the Patna and Bankipore Tramway.

During the last two years of his life he was the resident partner in the firm of Messrs. Walsh, Lovett, Mitchell and Co., contractors for the Tansa water-works, for bringing a large supply of good water to the City of Bombay. During this time he had in the working season from six thousand to ten thousand men under his charge, but the anxiety arising from his responsibilities acting on a frame already much weakened by jungle fever, was too much for him, and he died somewhat suddenly from heat apoplexy at Wasind on the 16th of February, 1889, in his thirty-fifth year.

In his intercourse with his friends, Mr. James had the faculty of

attaching them to him very closely, while by his straightforward and truthful manner he secured not only the esteem but also the affection of those with whom he came frequently in contact.

Mr. James was elected as Associate Member of the Institution on the 7th of March, 1882.

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THOMAS SYDNEY POLLARD was born on the 1st of September, 1859. He was educated with a view to following the profession, and on the 1st of January, 1877, was articled to Mr. Sturges Meek, Chief Engineer to the Lancashire and Yorkshire Railway Company. On the completion of a three-years' term he was placed under Mr. William Hunt as Assistant Resident Engineer on the same Company's Shawforth Branch Extension. From December, 1881, to May, 1884, he occupied a similar position on the widening to four lines of rails, of the line between Mirfield and Huddersfield, after which he became Assistant Resident Engineer on the Hindley and Pendleton Branch.

In June, 1889, Mr. Pollard left England to fill a lucrative appointment, in connection with a railway under construction, near Manilla, in the Phillipine Islands. Only a few days after his arrival, and before he had been able to enter upon his duties, he was attacked by cholera, which proved fatal on the 9th of August, 1889.

Mr. Pollard was elected an Associate Member on the 12th of January, 1886.

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JAMES RHIND was born at Glasgow on the 31st of May, 1848, and served his apprenticeship as a Mechanical Engineer with Messrs. J. and G. Thomson, engineers and shipbuilders of that city, from 1861 to 1866. He was afterwards employed in the locomotive department of the Caledonian Railway, and at the Lancefield Dock, Glasgow.

In 1873 he went to India, and served on the Holkar State Railway, and afterwards on the Rajputana State Railway in the locomotive department, receiving certificates of good service from his superior officers. He returned to England in April, 1876, and for some time improved his knowledge of locomotive work in the workshops of Messrs. Dubs and Co., Glasgow.

Being repeatedly urged by his friends to do so, he returned to