

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

India, and was employed with Mr. Alexander Izat on the Dhond-Manmád State Railway, and gave such proof of ability and thorough grasp of his work, that in 1880 he was appointed Locomotive Superintendent of the Bhávnagar-Gondal State Railway in Káthiawar. While holding this appointment, with very limited appliances, he built the whole of the workshops, put up the machinery, and fitted up the entire rolling-stock for the line. Mr. Rhind managed the locomotive department on this line, under Mr. W. C. Rennie, and afterwards under the late Mr. Henry Dangerfield, who highly appreciated his abilities and work. In 1883 Mr. Alexander Izat, on taking charge of the construction of the Bengal and North Western Railway, at once applied to Government for and obtained the services of Mr. Rhind as Locomotive Superintendent. Here again the latter did excellent work, and besides equipping the line with rolling-stock, built a number of steamers and flats for the Ganges Ferry, at Digha Ghát, near Bankipore, and also for the crossing of the Gogra River, near Ajoodhia.

In August, 1887, he came home on three months' privilege leave, and seemed to be in perfect health. During this leave he inspected work being done in Glasgow in the preparation of a flotilla to transport loaded wagons across the Ganges between Sonopore and Digha Ghát. These steamers he put together at Sonopore on his return to India, the various parts having been shipped from Glasgow to Calcutta. They have greatly facilitated the goods traffic at this ferry.

In September, 1888, there was an unprecedented fall of rain in the district served by the Uska branch of the Bengal and North Western Railway. Certain protective and irrigation embankments were swept away, the country for miles was submerged and a small bridge on the railway carried away.

In the absence of Mr. Izat, the Agent and Chief Engineer, at a Railway Conference in Simla, Mr. Rhind, accompanied by the traffic superintendent, at once proceeded from Gorakhpur by special train to arrange for repairing the line and carrying on the traffic. After a hard day's work Mr. Rhind was walking back from the breach in the railway to his carriage, when he suddenly dropped down dead. This was on the 11th of September, and the cause of death was heart disease, the existence of which was altogether unknown and unsuspected.

Mr. Rhind was a very hard-working, energetic officer, and showed conspicuous ability in the discharge of his duties as a Locomotive Superintendent. He was eminently trustworthy,

very careful never to promise more than he could perform ; accurate in all his estimates and returns, full of resource in the presence of difficulties, and economical in the conduct of his work. He was cautious in forming his opinions, deliberate in judgment, habitually calm in his demeanour, and measured in speech. He ruled his subordinates firmly but very kindly, and by his quiet, unassuming manner endeared himself to all those around him. His loss, both as an officer and friend, was very deeply felt. He was buried at Gorakhpur, a special train being run up the line for the purpose of bringing all those who wished to attend the funeral. One of the leading Indian papers in noticing his sudden and untimely death said :—" In a professional sense, we are told, he was a man whom it will be almost impossible to replace, whilst as an individual he was widely known as he was everywhere respected."

In April, 1886, he was promoted to be Captain in the Volunteer Forces of India, in the Presidency of Bengal, and held that rank until death put an end to a promising and eminently useful career.

Mr. Rhind was elected an Associate Member of the Institution on the 1st of May, 1883.

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THOMAS SUMMERS was born at Southampton on the 27th of November, 1855.

At the age of seventeen he entered on his apprenticeship with the firm of Messrs. Day, Summers and Co., Northam Iron Works, Southampton, of which his father was a principal. After serving his time he entered into the service of Messrs. John Elder and Co., Glasgow, and was a draughtsman in their engineering branch, where he earned the confidence of the head of that department. From Glasgow he joined the firm of Messrs. Bertram and Co., engineers, Edinburgh, and occupied a leading position in their drawing office.

In January, 1881, he entered into partnership with his brother William, and they purchased the business of Messrs. William Savory and Son, engineers and millwrights, Gloucester, which has since been carried on under the style of T. and W. Summers, and has gained a reputation for high-class workmanship and careful design. The late Mr. Summers paid special attention to the machinery for manufacturing linoleum, and has invented several improvements in this branch of engineering. He was elected an Associate Member of the Institution on the 31st of May, 1885. He died on the 26th of December, 1889.

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