County Council. Starting as Deputy County Surveyor, he became in 1927 County Surveyor, a position he held until his retirement in 1955. An expert in road engineering, sewerage, coast protection, and mechanical engineering, Mr Lunn was soon a well known and popular figure among highway engineers in general, and county surveyors in particular. His task was to cope with the vast post-war traffic problems of a corridor county carrying London traffic to and from popular seaside resorts, including Brighton, Eastbourne, and Hastings. The fact that all the principal resorts were county boroughs, contributing nothing to the rates of a largely agricultural county made the financial and administrative problems of road construction acute, while wealden clay added to the engineering problems, but within a decade the concrete-surfaced East Sussex roads were outstanding, and have not since been surpassed in this country. Mr Lunn, who had served under Maybury in the Royal Engineers, made sure of results, turning a blind eye to hampering regulations, and he lost only one fight—against the Channel gales which battered sea defences protecting the A.259 between Newhaven and Seaford (a stretch of road now diverted inland).

On his retirement, he worked hard to improve the status and remuneration of his serving colleagues. He was a founder member of the Association of Local Government Engineers and Surveyors, with which he was actively associated up to the time of his sudden death. Another of his interests was the Rees Jeffries Memorial Fund.

Mr Lunn was a member of the Institution of Municipal Engineers and of the County Surveyors' Society. He was awarded the *C.B.E.* in 1955.

He was elected an Associate Member in 1915 and became a Member in 1949. He is survived by his widow.

FREDERICK AUGUSTUS CORTEZ-LEIGH, who was born on 22 March, 1873, died on 11 April, 1964.

Educated at Prior Park College, Bath, his scientific training was at Owens College, Manchester. Early practical training in the office and works of the Brush Electrical Engineering Company, Loughborough (steam engines, dynamos, switch gear, and other machinery) led to his appointment in 1893 as Assistant Engineer in the Contract Department of this firm. Two years in which he supervised the erection of machinery in power houses at Huddersfield, Worcester, Clerkenwell, and elsewhere were followed by a further two years as Assistant Engineer at the Worcester Corporation Electricity Works. In 1897 he became Chief Assistant Engineer to Mr S. V. Clirehugh (M) and in the same year was made a partner in the firm of Lacey, Clirehugh & Sillar, electrical engineers, and put in charge of their Manchester office. In that capacity he remained for the next twelve years, advising many town and city corporations on power-plant installation and tramways (including Belfast, Blackburn, Bournemouth, Rochdale, and Salford). The firm also advised the London & North-Western Railway on some of their power stations, electrical equipment, and hydraulic machinery. In his last year as partner of the firm, now known as Lacey, Sillar & Leigh, Mr Cortez-Leigh was made Chief of the Engineering Department of the Fire Offices' Committee, a body then responsible for the policy of all the leading fire insurance offices on technical and engineering matters.

In 1910 he was appointed Chief Electrical Engineer to the London & North-Western Railway Company, a position he held until his retirement in 1935.

During World War I, as Lt Colonel, Royal Engineers (T.A.) he commanded a Signals Depot at Haynes Park, Bedford.

For a time he went into private practice after retiring from the LNWR.

Expert in administration, organization, and supervision of contracts, Mr Cortez-Leigh was a member of the Institution of Mechanical Engineers, the Institution of Electrical Engineers and of the Institute of Transport. He was also a Fellow of the Royal Geographical Society.

He was elected direct to membership of the Institution in 1910.

He is survived by two daughters.

JOHN CHARLES HAWKINS, who was born on 25 February, 1879, died on 13 May, 1964.

Educated at the Higher Grade School and the School of Science and Art, Torquay, he received four years' practical training under Mr H. Green (A.M.) and Mr W. Ingham (M), and passed the Associate Membership examination.

After early experience as assistant engineer to Alnwick Urban District Council, he went to South Africa for four years (1903–1907) as Chief Assistant and Resident Engineer on the Port Elizabeth new water scheme. A big future lay ahead of him in that country, but it was not until 1912 that he returned to South Africa. The intervening years he spent in England—a brief period with the Trussed Concrete Steel Company, Westminster, two years with Cardiff Corporation Waterworks preparing plans for Llywn-on Reservoir, and two years as Waterworks Engineer, Paignton.

In 1912 he was appointed Civil Engineer (2nd grade) to the South African Irrigation Department, under Mr F. E. Kanthack (M), and for the next four years worked on three irrigation schemes and a hydro-electric scheme for the Gamtoos River Valley.

In 1916 he was appointed Resident Engineer on the Vaal River barrage construction under the Chief Engineer, Mr W. Ingham (M) (pumping and water purification works)—the barrage being 1372 ft long, with 36 steel gates, each 30 ft wide, supported by 37 concrete piers. The completion of this massive project and the construction of Steenbras Reservoir works for supplying water to Capetown covered the period 1916–1927.

From 1927 onwards Mr Hawkins went into private practice as consultant to several municipalities in South Africa on water, sewerage, and irrigation schemes, also advising the Northern Rhodesian Government and several mining and estate companies. He acted as joint consultant on the Port Elizabeth water augmentation scheme, the final cost of which was £1 500 000. In 1950 he became a partner in the firm of Hawkins, Hawkins & Osborn, Johannesburg, and retired in 1956.

With his extensive knowledge of irrigation, he was often called upon to serve as arbitrator, or on water courts. He presented five papers to the South African Institution of Civil Engineers, and one on 'Irrigation in South Africa' was read before the British Association at one of its meetings there.

Mr Hawkins was a member of the South African Institution of Civil Engineers (of which he was at one time President), a member of the Association of Consulting Engineers, and of the Institution of Water Engineers. He