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Colonel Edward Stockley Sinnott, CMG, VD, TD, DL, JP who was born on 20 August, 1868, died within twelve days of his 101st birthday, on 8 August, 1969.

Educated at Clifton College, he studied civil engineering from 1885–1886 at the University College of Bristol (now Bristol University) before being articled for three years to J. W. Girdlestone (F), Chief Engineer of Bristol Docks.

Sinnott specialized in docks and railways, served in the Boer War and World War I, and for 28 years was County Surveyor for Gloucestershire.

From 1889–93 he worked for the dock and railway engineering firm of Thomas Meik & Sons, first in Westminster under P. W. Meik (F), then in Edinburgh, where he was engaged on working surveys and drawing for railway construction.

In 1893 he entered the prize-winning design for a building to house the Bristol Industrial and Fine Art Exhibition, as a result of which he was put in sole charge of its construction. A year later he won another prize for his design for St Augustine's Avenue, Bristol.

After some 12 months spent on parliamentary work for Mr Meik on Port Talbot Railway and Docks, Sinnott joined this railway in 1895 as Assistant Resident Engineer on the Maesteg section, which included a 1000 yd tunnel. As Resident Engineer for the same railway he was engaged on considerable bridge and dock construction in Glamorgan, chiefly in the Port Talbot area—at that time a rapidly developing industrial centre.

During these years he was active in the Volunteers, reaching the rank of captain in 1893. In 1899 he volunteered for service in the South African war and early in 1900 took out a detachment of the 2nd Gloucestershire Royal Engineers. On his return in 1901 he worked for several years as a freelance civil engineer in Cardiff: prepared parliamentary plans and estimates for an electric light railway for Glamorgan County Council and was employed on light railway and road construction. He also undertook parliamentary work for Bristol and Southern Counties Railway, and for Sir John Wolfe Barry and Partners on the Neath, Ponterdawe and Brynamman Railway, and reported on river diversion and the drainage of Oxwich Moors. He submitted a report and a design for a new sea wall to the Porthcawl Urban District Council.

In 1907 Sinnott was appointed County Surveyor for Gloucestershire: war service apart, he continued in this post until his retirement in 1935.

On the outbreak of World War I in 1914 he was mobilized with the Territorials and served in France with the 5th Army Corps from 1915–19, reaching

the rank of full Colonel in 1918. He received the Volunteer and Territorial Decorations and was mentioned in dispatches. In 1915 he was created CMG.

Returning to his work as county surveyor of Gloucester in 1919, he was appointed Deputy Lieutenant for the county, and in 1936 became a JP.

For four years before his retirement Colonel Sinnott was President of the Gloucestershire Branch of NALGO. In later life he took an active interest in Gloucester Cathedral and was for many years Treasurer of the Friends of the Cathedral—a post he relinquished only three years before his death.

For 76 years he was on the Roll of the Institution—surely a record. Elected to corporate membership in 1893, he was transferred to the senior grade in 1905.

On his hundredth birthday he was visited by representatives of the Institution, among them Sir Alfred Pugsley, head of civil engineering at Bristol University.

He was twice married and is survived by five daughters.



Alfred Dale Lewis, MA, DSc

who was born on 24 September, 1881, died in November 1968.

Educated in South Africa, he came to England as a young man to study engineering at King's College, Cambridge, and in 1904 took an MA degree. Later he was to receive an honorary DSc at Cape Town University.

From the first his interest was in irrigation—South Africa's foremost problem—and on this subject he was to become a world authority.

After a year's practical training under W. H. Hunter and H. Congreave

(FF), he started his career in 1904 with the Manchester Ship Canal, engaged on construction of new coal hoists and deepening a waterway: he also inspected irrigation works in Egypt. A year later he went to India to become Engineer in the Government of India Irrigation Department (Punjab), where after working on the reconstruction of head works on the Lower Jhelum Canal, he was put in charge of the Lower Swat River Canal. But after only two years he left India for South Africa, joining the Cape Colony's Irrigation Department in 1907 as Circle Engineer. He was at times also in charge of all irrigation work in each Circle of the Cape Province and the Free State—always directly under F. E. Kanthack (F).

Apart from the development of its gold, diamond and coal mines, the South African economy was at a crucial juncture at this time. Six years before, an expert on irrigation,* reporting to the High Commissioner for South Africa, Lord Milner, commented that for the past 50 years South Africa's development had remained stationary. Fifty years ago it was a pastoral country importing cereals and dairy produce and even hay from foreign countries. Fifty years ago it needed a farm of 5000 acres to keep a family in decent

* See 'Irrigation in South Africa' by W. Willcocks, 1901.