JOHN MONTGOMERY JOHNSTON, born at New Basford, near Nottingham, on the 8th of March, 1857, was the third son of the late Mr. Andrew Johnston, for some years Engineer for Existing Lines to the Midland Railway Company. He was educated at the Derby Grammar School, on leaving which he was apprenticed for five years to the late Mr. John Sydney Crossley, Engineer-in-Chief to the Midland Railway Company. Shortly after the expiration of his pupilage he was appointed an assistant engineer in the service of the Manchester, Sheffield and Lincolnshire Railway Company and was employed on the construction of the Alexandra Dock at Grimsby, on the widening of the old dock and the making of a dock to connect it with the Royal Dock, and on the building of a warehouse for the storage of grain.

In April, 1882, Mr. Johnston was appointed an Assistant to Mr. William Roberts, Engineer to the Buenos Ayres Great Southern Railway Company. For three years he had charge of the drawing-office during the construction of the extensions from Azul to Bahia Blanca, Ayacucho to Tandil, Maipu to Mar del Plata, and Tandil to Tres Arroyos—a total length of about 479 miles—the building of the new terminal station and goods-shed at Buenos Ayres and of the new locomotive-, carriage- and wagon-shops at Sola; and the doubling of the line for about 15 miles. He was then appointed District Engineer and placed in charge of the Bahia Blanca to Las Flores section, being responsible for the maintenance of 300 miles of line and for all new works, including the surveys of the short branches from Huijo to the Sierras Baya and Chica. That post he held until August, 1888, when he was engaged by Messrs. Nicolls and Donne, the contractors for the Central Argentine Railway, to take charge of the construction of the extension from San Fernando to Capilla del Señor, of new workshops at Victoria, and of the building of all new stations on the Northern Railway of Buenos Ayres. His health, however, had been failing for some time, and in the summer of 1893 he returned to England, in the hope that rest and change of climate might effect some improvement. But the disease from which he was suffering was consumption and there was no hope of recovery. He died at Anerley on the 1st of September, 1893, at the early age of thirty-six.

Mr. Johnston was an able engineer and devoted to his work,

while his high sense of honour and unassuming manner gained the confidence of his superior officers and the friendship of his colleagues.

He was elected an Associate Member of the Institution on the 6th of December, 1887.

WALTER RICHARDS MARTIN, son of the late Mr. John Martin, of Whatton House, Leicestershire, was born on the 15th of May, 1860, and was educated at Trinity College, Cambridge. In January, 1884, he was articled to Messrs. Tancred, Arrol & Co., and on the expiration of his pupilage was employed by that firm as an assistant engineer on the erection of the Forth Bridge. He rendered valuable service in the setting-out both of the foundations and of the steel work, but unfortunately his health broke down from exposure during severe weather. After a winter abroad, however, he returned to the Forth Bridge and assisted in the calculations relative to strains, deflections and other matters to be allowed for in the erection of the cantilevers, in which work his mathematical knowledge was of great use. But his health again failed and, to the regret of all with whom he was associated, he was compelled to leave Queensferry in the autumn of 1888, before the completion of the bridge.

Mr. Martin did very little work after leaving the Forth Bridge. His health gradually became worse and he died in London on the 17th of November, 1893.

He was elected an Associate Member of the Institution on the 6th of December, 1887.

HUGH NETTLEFOLD, second son of the late Mr. Edward John Nettlefold, was born on the 19th of August, 1858. After being educated at a private school he went through the engineering course at King’s College, London, and then entered the works of Messrs. Easton and Anderson at Erith as an articled pupil. After two years’ practical training in those works he entered the manufacture of patent screws at Birmingham which was owned by his family. Shortly after, it was turned into a company under the