

OBITUARY.

ALFRED HERBERT DORLENCOURT MARKWICK was born at Brighton on the 26th July, 1904, and died at Datchet, Bucks, on the 5th March, 1946. He was educated at the Brighton, Hove and Sussex Grammar School and at Manchester University, where he obtained the degree of B.Sc. with first class honours. He received his practical engineering training with Messrs. C. S. Allott and Sons, of Manchester, and in 1927 was appointed as an assistant engineer to the Yorkshire Electric Power Company, Leeds, on the construction of the Ferrybridge power-station. From 1929 to 1933 he was engaged, for Messrs. Kennedy & Donkin, on surveys for transmission-lines for the North West England Electricity Scheme and on the construction of 132-kilovolt and 33-kilovolt overhead lines, sub-stations, and plant. In 1933 he was appointed as a Junior Scientific Officer at the Road Research Laboratory of the Department of Scientific and Industrial Research, where he carried out original research work on road and airfield construction, projectile penetration, incendiary bombs, and other weapons, and investigated problems concerned with road aggregates and bituminous road materials. In 1937 he became head of the Soil Mechanics and Aggregates Section of the Laboratory and he held this position until his death, when he was a Principal Scientific Officer. From 1939 to 1943 he was also in charge of the Penetration Section. From 1936 onwards he represented the Laboratory on several Committees of the British Standards Institution.

Mr. Markwick was elected an Associate Member of The Institution on the 11th March, 1930, and was transferred to the class of Member on the 4th April, 1944. In 1926 he was awarded a Miller Prize for a Student's Paper on "Protective Paints".¹ For Papers presented to The Institution and to the Road Engineering Division²⁻⁷ (of which he was a member of the Divisional Board) he was awarded the Coopers Hill War Memorial Prize and four Telford Premiums. He participated in numerous discussions at

¹ Instn Civ. Engrs. Selected Engng P. No. 59 (1928).

² "Soil Problems in Road Construction" (Road Paper No. 1). J. Instn Civ. Engrs, vol. 13. (1939-40—Notices Section.) (June 1939.)

³ "Stresses between Tire and Road" (with H. J. H. Starks). *Ibid.*, vol. 16 (1940-41), p. 309. (June 1941.)

⁴ "Soil Mechanics in Road and Aerodrome Construction". *Ibid.*, vol. 18 (1941-42) p. 62. (March 1942.)

⁵ "Use of Low-Grade Aggregates and Soils in the Construction of Bases for Roads and Aerodromes" (with H. S. Keep). (Road Paper No. 9.) *Ibid.*, vol. 19, (1942-43—Notices Section). (Dec. 1942.)

⁶ "The Aggregate Crushing Test" (with F. A. Shergold). *Ibid.*, vol. 24 (1944-45), p. 125. (April 1945.)

⁷ "The Basic Principles of Soil Compaction and their Application." (Instn Civ. Engrs, Road Paper No. 16.) (1945.)

Meetings and was a prolific contributor to the technical press. He was an acknowledged expert on Soil Mechanics problems and in 1945 delivered one of the series of four Lectures on the "Principles and Application of Soil Mechanics" arranged by the Council. His services to The Institution also included membership of the Codes of Practice Committee for site exploration.

In 1938 he married Amy Taylor Nicol, M.A., Ph.D. (Cantab.), daughter of the late Robert Nicol, of Keith, Banffshire.

THE RIGHT HON. WILLIAM, BARON PLENDER OF SUNDRIDGE, G.B.E., was born on the 20th August, 1861, and died at Tunbridge Wells on the 19th January, 1946. He was senior partner in the firm of Messrs. Deloitte, Plender, Griffiths & Company, chartered accountants, of London, with branches in the United States, Canada, South America, Mexico, and South Africa, and was a prominent authority on questions of accountancy. His services were called on in connexion with the acquisition, in 1903, of the property of the London water companies by the Metropolitan Water Board, and with the establishment, in 1908, of the Port of London Authority. In 1911 he was a member of the Committee on Irish finance, and he officially investigated the conditions of medical work and remuneration under the National Insurance Act. In 1913 he was a member of the Royal Commission on Railways, and from 1914 to 1942 a Commissioner under the Welsh Church Act. His services during the first world war and after included controllership of the German, Austrian, and Turkish banks, the organization of the telephone service, the Metropolitan Munitions Committee, the Enemy Debts Committee, and the Surplus Government Property Disposal Board. In 1918 he was appointed Honorary Financial Adviser to the Board of Trade. In 1921 he was a member of the Tribunal on the Ministry of Munitions and of the Railways Amalgamation Tribunal, and was Chairman of the Advisory Committee on the Trade Facilities Act. From 1921 to 1925 he acted as the first independent Chairman of the National Board for the Coal Industry, and in 1937 was a member of the Coal Mining Royalties Tribunal. In 1928 he served on the Committee of Inquiry on Export Credits, in 1929 on the Iron and Steel Committee of the Economic Advisory Council, and in 1935 as Chairman of the German Debts Committee. His public services were recognized by a knighthood in 1911, the G.B.E. in 1918, a baronetcy in 1923, and a barony in 1931. He was an honorary LL.D. of Birmingham University, High Sheriff of Kent for 1928-29, Lieutenant of the City of London, High Sheriff of the County of London, 1927-28, and Deputy Lieutenant; a Knight of Grace of the Order of St. John of Jerusalem; and Chairman of the City of London War Savings Association from 1916 to 1941.

Lord Plender was elected an Honorary Member of The Institution on the 10th December, 1935, in recognition of his long and conspicuous services in connexion with the financial aspects of Government and Public Works