

ARTHUR GRAEME OGILVIE, second son of Mr. Alexander Ogilvie,¹ of Sizewell House, Leiston, Suffolk, was born on the 31st January, 1851. He was educated at Rugby School and at Trinity College, Cambridge, where he graduated in the Natural Science Tripos in 1873. He then served a pupilage of three years to Sir George Elliot, Bart.,² during which time he was occupied at the Powell Duffryn, Horncastle, Usworth and Buldick Collieries. Mr. Ogilvie obtained the Government certificate for competency to manage mines, and was for a time Assistant Engineer at the Pensher Colliery.

In 1878 Mr. Ogilvie took an office at No. 4 Great George Street, Westminster, and from that date practised as a Mining Engineer. He was for some years, and at the time of his death, Chairman of the Powell Duffryn Steam Coal Company and a Director of the New Russia Company. In 1892 he contested the Sudbury division of Suffolk in the Liberal interest, but failed to secure the seat. Mr. Ogilvie died at his residence, 8 Grove End Road, St. John's Wood, on the 29th July, 1897. He was elected an Associate on the 6th March, 1877, and was subsequently placed in the class of Associate Members.

ALFRED LOUIS SACRÉ was born in London on the 16th April, 1841. At the age of sixteen he was articled to the late Mr. Archibald Sturrock, of the Great Northern Railway Company's Locomotive Works at Peterborough, where he subsequently became foreman of the Carriage and Wagon Department. He was then for three years chief locomotive manager of the Peterborough district of the Company's system. About the year 1865 Mr. Sacré was appointed to the charge of the Yorkshire Engine Company, of which he became later Managing Director. The works, situated at Meadow Hall, near Sheffield, were designed and erected under his direction.

In 1871 Mr. Sacré joined the Avonside Engine Company, of Bristol, as manager, which post he held for six years. In 1877 he commenced to practise as a consulting engineer in London. About the year 1882 he became manager of the Vacuum Brake Company, of which he was appointed later Managing Director.

¹ Minutes of Proceedings Inst. C.E., vol. lxxxvi. p. 373.

² *Ibid*, vol. cxvi. p. 355.

He continued to conduct the business of that Company until his death, which took place at his residence, 3 South Villas, Camden Square, N.W., on the 25th July, 1897. Mr. Sacré was elected an Associate on the 2nd February, 1869, and was subsequently placed in the class of Associate Members.

FRANK WALTER SCOTT, Junior, was born in London on the 3rd November, 1864. After being educated at Worthing and at King's College, Strand, he was articled in 1881 to Messrs. Langen and Hundhausen, engineers, of Grevenbroich in the Rhine Province. In 1884 he entered the firm of Messrs. George Scott and Sons, engineers, of Christian Street, E., of which his father is the head. He was subsequently placed in charge of the drawing office, and in June, 1888, became a partner in the firm. He was an indefatigable worker, and took the keenest interest in all matters connected with the profession. He designed and constructed a gas-compressing plant at the Royal Institution and made several improvements in hydraulic machinery. Ill health, caused by overwork, compelled him to give up business, and he died at Totland, in the Isle of Wight, on the 22nd July, 1897. Mr. Scott was elected an Associate Member on the 14th January, 1890.

JAMES BREND BATTEN, the well-known solicitor and parliamentary agent, of Great George Street, Westminster, died on the 26th August, 1897, at Homburg, at the age of sixty-seven. Born at Plymouth in 1830, and educated at Millhill School, he was articled to his uncle, Mr. Winterbotham, a solicitor of Cheltenham, and almost immediately on being admitted a solicitor, became associated as manager with the firm of Messrs. Swift and Wagstaff, of Liverpool and Westminster. He was soon after appointed solicitor to the town of Liverpool, and had the satisfaction of winning in the House of Lords the great rating case of the "Mersey Board v. Jones," which brought the whole area of the Liverpool Docks into rating for the relief of the poor. From 1853 Mr. Batten was prominently employed in railway work. He was also a director of the Plymouth and Dartmoor Railway and of the Sambre and Meuse Railway in Belgium. At the general election of 1892 he unsuccessfully contested Shrewsbury