

Phillips, as engineers and patent agents, with offices in Southampton Buildings, Chancery Lane. That partnership was dissolved in May, 1884, since which time Mr. Leigh carried on the practice alone, until his death, at Holmlea, East Molesey, on the 22nd July, 1901.

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

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ALFRED JAMES LINNELL, eldest son of Mr. James Thomas Linnell, of Redstone Wood, Red Hill, the well-known artist, was born on the 5th October, 1866, and was educated at Marlborough and in the Applied Sciences Department of King's College, London. After serving articles with Professor Henry Robinson, he was employed by Messrs. J. G. Meiggs, Son and Company, from July, 1889, to January, 1891, on the surveys for the Port of Santa Fé, for the Railway in connection therewith, and for the line from Ramirez to Diamante in the province of Entre Rios. In March, 1891, he was engaged by Messrs. Eckersley, Godfrey and Liddlelow to assist in the survey for the Piraeus-Larissa Railway, and from 1896 to 1898 he was employed for Sir John Jackson on the Keyham Dockyard extension. In the autumn of 1899 he was appointed by Messrs. Coode, Son and Matthews as Assistant Engineer, under Mr. J. H. Bostock, to take charge of the Graving Dock and other works in connection therewith at Colombo Harbour, Ceylon. Unfortunately he fell a victim to an attack of typhoid fever, his death taking place on the 21st January, 1902. Mr. Linnell was an enthusiastic and most promising engineer, and secured the respect and affection of all who worked with him.

He was elected an Associate Member of the Institution on the 1st December, 1891.

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THOMAS THOMAS MARKS, born on the 18th February, 1845, obtained his early training under his father, who carried out various contracts on the South Wales division of the Great Western Railway. From 1865 to 1870 he was employed in the service of the Swansea Corporation, and in the latter year he was appointed Surveyor to the Lowestoft Improvement Commissioners. In addition to the usual duties of that post, he carried out, under

the direction of Mr. Peter Bruff, an outfall sewer into the sea at Ness Point. In 1876 Mr. Marks was appointed Clerk and Surveyor to the Llandudno Board of Commissioners, and under his superintendence the Llyn Dulyn water-supply, the new gasworks, and many town improvements were carried out. He resigned that post in 1891 and went into private practice. Mr. Marks was a member of the Llandudno District Council, of which he served the office of Chairman in 1898-99. He died on the 19th September, 1901.

Mr. Marks was elected an Associate of the Institution on the 3rd December, 1872, and was subsequently placed in the class of Associate Members.

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JOHN PATERSON died at his residence, Parade House, Fort William, on the 23rd October, 1901, at the age of 56. Born at Inverness on the 25th September, 1845, he was educated at Dollar Academy, where he obtained a medal for mathematics. He obtained his early professional training as a pupil of the late Mr. Joseph Mitchell, of Inverness. In 1865 he was appointed, after examination, an Assistant Engineer in the Public Works Department of the Government of India. He officiated as Executive Engineer from October, 1872, and practically from that date held independent charge till 1876, when he was promoted to the rank of Executive Engineer. Among the works on which he was engaged in India may be mentioned the South Pergunnah Roads, the roads in Southalia, and the Rhaugulpore Central Jail, which he constructed in conjunction with Major G. H. Hills, R.E. In carrying out these and other works, he appears to have shown engineering skill, energy and tact in organising labour, and efficient supervision.

On the reduction of the Bengal Public Works Department, Mr. Paterson retired with a pension and bonus in 1879. After leaving India he was employed for some time on professional work in Barbados, and subsequently in the North of England on Lord Bolton's estates. In 1883-84 he was engaged on the Parliamentary survey of the Inverness and Aviemore Railway, and thereafter acted as Resident Engineer of the Keith and Buckie Railway, and the branch line to Strathpeffer Spa; and in 1885 he was employed in staking out the southern section of the Inverness and Aviemore Railway, surveying and taking levels, and preparing the working