

wards Khedive, and between that year and 1875 he was closely engaged in the trial and adaptation of engines and machinery for the improvement of agriculture and other industries in Egypt. In 1875 the Egyptian Government appointed Mr. Wilson Chief Engineer for this branch of public works, and he at once took over entire technical control of the sugar and other estates of the Daira Sanieh administration, with which he continued to be directly associated from that time until his retirement in 1901. During this period, he introduced various improvements in the irrigation system and the methods of treatment of the sugar, the cultivation and output of which underwent considerable expansion. At various times he also undertook other engineering work of a varied character, including the design and erection of large iron roofs at Abdeen and Ghizeh palaces, and the construction of a large iron dahabeeyah, the first iron boat of its class ever built entirely in Egypt. In 1895 he received from the Khedive the title of Pasha, the Imperial Orders of the Medjidieh and of the Osmanieh having been previously conferred upon him for services rendered in the improvement of the technical service of the Daira Sanieh. During his long residence in Egypt he had acquired a very thorough knowledge of Arabic, which he spoke fluently. He died at Hampstead on the 24th February, 1906, in his seventy-fifth year.

Mr. Wilson was elected an Associate Member of The Institution on the 4th March, 1879.

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CLAUDE BAGGALLAY, K.C., who died somewhat suddenly on the 13th July, 1906, was the fourth son of Sir Richard Baggallay, who was twice Solicitor-General, Attorney-General in 1874, and a Lord Justice of Appeal from 1875 to 1885. He was born on the 26th October, 1853, and was educated at Blackheath Proprietary School. After serving his articles with a London firm of solicitors, he proceeded to Trinity Hall, Cambridge, where he gained the first place in the second class of the Law Tripos in 1877, took his degree of LL.B. in 1878, and became LL.M. in 1881. Called to the Bar on the 3rd July, 1878, by Lincoln's Inn, he went the Midland Circuit; but for many years he was occupied mainly at the Parliamentary Bar, where, both as a junior and a leader, he enjoyed a considerable practice. Mr. Baggallay was concerned in many important Parliamentary contests, amongst others, that of the Thames Conservancy Bill of 1894, for the conduct of which, as chief

junior engaged, Mr. Baggallay was largely responsible. He also held general retainers for most of the London Water Companies, and was concerned as counsel in all their parliamentary business, of which he had exceptional knowledge. He was retained by several of the companies when the Metropolis Water Bill was introduced and passed in 1902, and he subsequently appeared in several of the heavy arbitrations which were the outcome of the passing of that Act. Mr. Baggallay was one of the ablest and most reliable draughtsmen of his day at the Parliamentary Bar. In 1881 he married a daughter of Sir Richard Henry Wyatt, of Garthynghared, Merionethshire.

Mr. Baggallay was elected an Associate of The Institution on the 1st December, 1896.

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**PHILIP HEDGER**, second son of the late Mr. Francis Hedger of the Hon. East India Company's maritime service, was born at Garston Hall, Coulsdon, Surrey, on the 8th August, 1820, and received his education at the Bath Grammar School, and at Southampton and Sherborne. It was decided that he should follow his father's profession, and accordingly he was sent to sea as a midshipman in the East Indiaman "Robert Small." After serving in several other ships, he was appointed, on the recommendation of the late Mr. I. K. Brunel, chief officer of the "Great Britain," retaining this appointment until the ship stranded in Dundrum Bay in September, 1846. He then left the sea and turned his attention to railway work until 1854, when he was appointed Superintendent and Dock Master at the Southampton Docks. He continued to hold this appointment, adding to his duties the office of Secretary in 1873, until the docks were transferred to the London and South Western Railway Company in July 1893. He then left Southampton and removed to Surbiton, where he led a quiet retired life until his death on the 29th July, 1906, in his eighty-sixth year.

Mr. Hedger was elected a Fellow of the Imperial Institute on its foundation, and was also a liveryman of the Worshipful Company of Shipwrights. For many years he served the office of Director of the Incorporated Chamber of Commerce, Southampton; and he was a Freemason of over 50 years' standing.

Mr. Hedger was elected an Associate of The Institution on the 6th February, 1855.

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