

practical judgment, which was allied to a logical and lucid power of expression, early marked him out for public service, and he successively represented his district as Member of the Poplar District Board of Works, and as Member of the first London County Council in 1889. Whilst on the Bridges Committee of the latter he was instrumental in securing the adoption of a larger and more efficient scheme for the Blackwall Tunnel than was at first intended, to the great benefit of the districts so connected.

Mr. Hunter was appointed a Justice of the Peace for Middlesex in 1886 and for the County of London in 1889. He was Vice-Chairman of the Commercial Gas Company, Chairman of the Regent's Canal Company, and a Director of the St. John Del Rey Mining Company, rendering valuable services to each.

He interested himself in many local movements of an educational character, and was associated with the late Sir Edmond Hay Currie in the foundation of the Bow and Bromley Institute, and later was one of three Local Governors of the People's Palace, now the East London College.

He was a Member of the Institution of Mechanical Engineers, the Royal Institution, and the Royal Society of Arts, the latter awarding him a silver medal for a Paper on London Water Supply. He was also a Fellow of the Geological Society. In his youth he was a competent cricketer and sculler; on one occasion, whilst boating, he rescued a youth from drowning at very considerable risk to his own life, an act which won him marked recognition and was typical of the courage with which he faced all the exigencies and difficulties of life.

Of exceptionally kind and courteous disposition, ever accessible and helpful, Mr. Hunter was very popular and much respected throughout his various spheres of usefulness. He never made an enemy, and will be widely missed and mourned.

Mr. Hunter was elected an Associate of The Institution on the 2nd May, 1865, and was transferred to the class of Members on the 14th May, 1878. In 1906 he became a Member of the Council, and was elected a Vice-President in April, 1914. He was also a member of the Committee of Management of the Benevolent Fund, which benefits under his will.

THOMAS RICHARD BAYLISS, born at Birmingham in 1838, died there on the 24th July, 1914, aged 76. He gained his practical training at various mechanical workshops in Birmingham, and in

1859 he was employed by Mr. John Abraham, for whom he designed machinery for the manufacture of ammunition and later erected the Adderley Park Rolling Mills and Metal Works. On the transfer of this business to the Birmingham Small Arms Company, Mr. Bayliss became managing director of that establishment, retaining the position until 1889, when he founded the King's Norton Metal Company. He designed and erected improved machinery for metal-working, ammunition-making, etc., and laid out important extensions of the works at Abbey Wood, Kent. He was the inventor of the solid drawn cartridge case and laid down plant of his own design for its production at Spandau, Erfurt and Danzig in 1872. He took an active part in municipal, county and social work.

Mr. Bayliss was elected a Member of The Institution on the 2nd December, 1884.

HENRY JOSEPH BUTTER, born at Plumstead in 1835, died in London on the 9th November, 1914. He was apprenticed at Woolwich Dockyard in 1850, and was transferred to the Royal Carriage Department, Woolwich Arsenal, in 1856, as Chief Draughtsman. In 1868 he was promoted Constructor, and in 1873 he became Manager of the Department, retaining this position until 1890, when he was obliged to retire owing to injuries sustained in an accident which occurred during his work. Under his management the department underwent considerable development, iron and steel supplanted wood in construction, and machinery for working heavy guns was introduced. Mr. Butter invented many improvements in gun-mountings,¹ especially the hydraulic recoil cylinder, and organized the corps for the maintenance and inspection of ordnance machinery.

Mr. Butter was elected a Member of The Institution on the 5th April, 1881.

JOHN CARRUTHERS was born in Inverness on the 20th June, 1836. He was a son of the late Mr. Robert Carruthers, LL.D., and was educated at Christ's Hospital and the Inverness Academy. He began his professional career under Mr. Roswell G. Benedict, then Chief Engineer of the Great Western Railway of Canada, and subsequently was employed on the survey and construction of railways in Michigan, Illinois, and Minnesota, the Riga-Dunaburg

¹ Minutes of Proceedings Inst. C.E., vol. lxxvii, p. 122.