

Manufacture of Flint Glass,"<sup>1</sup> and he was for many years a constant attendant at the Meetings, frequently joining in the discussions—the last occasion being in the year 1853, in the course of a debate on the drainage of the district south of the Thames; when he said, as an old inhabitant of that part of the metropolis, he was well acquainted with the state of its sewerage, and, as one of the representatives in Parliament of the Borough of Southwark, he was deeply interested in the proposed steps for ameliorating the condition of the valuable properties situated there.

His influential position in the Borough of Southwark, where he so long resided, brought him into prominence as a politician. When Mr. Miall contested that borough with Sir W. Molesworth in 1845, Mr. Pellatt was one of his most zealous supporters, urging the claims of the anti-endowment candidate upon the electors. At the general election in 1852, Mr. Pellatt was himself returned by that constituency, in conjunction with Sir William Molesworth, and he remained a useful member of the legislature for five years, interesting himself in various commercial questions, and voting in favour of all measures of reform. During the last twenty years of his life, Mr. Pellatt resided at Staines, in Middlesex. He took a leading part in the movements of the congregational body, contributed liberally, both of his time and money, to chapel extension, and was always ready to lend a helping hand to every good cause, whether in behalf of religion, education, or philanthropy. Mr. Pellatt died of paralysis on the 17th of April, 1863, after an illness of little more than a week's duration, in the seventy-second year of his age.

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MR. CHARLES WILLIAM SCOTT, youngest son of the late Mr. John Scott, of Sunderland, was born on the 12th of January, 1831. He was educated at Sunderland, Edinburgh, and Brussels, and at an early age was articled to Mr. Thomas Meik, the Engineer to the Commissioners of the River Wear, and was subsequently engaged for several years under Mr. John Murray (M. Inst. C.E.), whilst the docks at Sunderland were being constructed, thus obtaining considerable knowledge and experience in sea-works, which eventually proved to be so useful to him. He was then for three years employed on the survey, and during the formation of the Grand Trunk Railway, of Canada. On his return from that country, he accepted an appointment under Mr. Alexander Gordon (M. Inst. C.E.), and for three years had charge of the erection of two important lighthouses in the Bahamas, at

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<sup>1</sup> *Vide Minutes of Proceedings Inst. C.E.*, vol. i. (1840), p. 37.

Lobos Cay and at Great Isaacs, and surveyed and reported on several other sites in the same locality. He was always particularly careful of the supplies for, and the health of, the working parties, precautions most essential in such a hot climate, and even though the site of the operations might be from 100 miles to 200 miles distant from whence supplies could be obtained, he managed to keep the men satisfied and well in hand—no easy matter considering that they had generally been bred and brought up as wreckers, pirates, or even worse. On the completion of these works, he returned to England, and after a residence at home of only a few months, he was selected by Mr. W. Parkes (M. Inst. C.E.) to complete the erection of three lighthouses in the Red Sea. It was while in this service that he contracted dysentery, which speedily terminated his career, though he lived to come home to die; his decease occurring on the 11th of January, 1863, before completing his 32nd year. With regard to his conduct of this particular work, Mr. Parkes has stated, that he considered himself under great obligations to Mr. Scott for the manner in which he devoted himself so nobly, and with so much success, to the performance of the duties intrusted to him.

Mr. Scott was devoted to his profession, and had abilities of a high order. He had the faculty of obtaining and retaining the respect and regard of those under whom he served, and amongst his relatives and friends he was universally esteemed for his quiet and unobtrusive manners, from which, aided by his industry and great perseverance, they had looked forward to his taking a high position in the profession he was so ardently attached to.

Mr. Scott only joined the Institution of Civil Engineers as an Associate in January 1861, just previous to his departure for the Red Sea, so that he was not able to take part in the proceedings, as, had he been spared, he might have been expected to do.

**REAR-ADMIRAL JOHN WASHINGTON, C.B., F.R.S., &c.,** was born on the 1st of January, 1801, and entered the Royal Navy in 1812, on board the 'Juno,' fitting for the American Station, where, as well as afterwards on board the 'Sibyl,' he saw some active service, and profited by the scientific instruction of the then Master of the vessel, afterwards Sir W. Bain, under whom he attained great proficiency in making astronomical and magnetical observations.

After a cruise of two years' duration, on his return to England he continued his studies, for two years, at the Royal Naval College, Portsmouth, where, in 1816, he gained a prize gold medal, and laid the foundation of the skill and accomplishment which he

[1863-64. N.S.]

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