

and contractors' businesses in the kingdom. When Sir S. Morton Peto became Member of Parliament for Norwich, the business connection ceased.

Mr. Grissell was elected an Associate of the Institution on the 7th of March, 1843, and served on the Council in that capacity in the year 1845. Having constructed, under Mr. Wyatt, the Society's former lecture-room, &c., in the autumn of 1846, he was a considerable donor to the funds of the Institution in respect to his charges for the work.

He executed the improvements in the Severn navigation, under Sir William Cubitt, Past-President Inst. C.E. Also a great portion of the Great Western railway, including the viaduct at Hanwell, under Mr. Brunel, Vice-President Inst. C.E. Much of the South-Eastern railway, under Mr. Joseph Cubitt, Vice-President Inst. C.E.; and was largely concerned for the late Mr. Robert Stephenson, M.P., Past-President Inst. C.E. He was the builder of the following public buildings in London:—The Reform, Conservative, and Oxford and Cambridge Club Houses; the English Opera and French Theatres, Hungerford Market, the Nelson Column, and last, but not least, the new Houses of Parliament, under Sir Charles Barry. He was a Fellow of the Society of Antiquaries, a Member of the Royal Society of Literature, and a Fellow of the Horticultural Society.

In 1850 he retired from business, and purchased Norbury Park, near Dorking. He was in the Commission of the Peace for the county of Surrey, and served the office of High Sheriff in 1854 and 1855. He died on the 26th of May, 1874.

---

MR. JAMES ARCHIBALD HAMILTON HOLMES, eldest son of Lieut.-Colonel J. G. Hamilton Holmes, late 12th Royal Lancers, was born on the 13th of January, 1836, at the Royal Military College, Sandhurst, where his father was a student in the senior department. His education, begun at home, was completed at a proprietary school at Blackheath. Mr. Holmes passed for the Royal Military Academy, Woolwich, but ill-health prevented him continuing at the Academy, and he matriculated at Trinity College, Dublin, and articulated himself to Mr. Hemans, Vice-President Inst. C.E., by whom he was employed on railways in the north of Ireland. He next was appointed an Assistant Engineer on the Recife and São Francisco railway, from Pernambuco to the interior of Brazil, where he served three years, returning to Eng-

land in 1862. In the same year he went to India, as Assistant Engineer, for the Madras Irrigation and Canal Company, where he remained until the temporary suspension of the works in 1866. On the resumption of the works, Mr. Holmes was again sent to India by the Madras Irrigation and Canal Company, and continued in the service of this company about three years, being mostly employed in surveying and levelling, part of the time in Mysore, in independent charge. On the reduction of their working establishment, he for a short time was employed on the Carnatic railway, from which he was appointed to the Department of Public Works of Ceylon, and died of fever at Battecaloa, Ceylon, on the 17th of January, 1872. Mr. Holmes was elected an Associate of the Institution of Civil Engineers on the 7th of February, 1871.

---

MR. JAMES INNES HOPKINS, the fourth son of Mr. John Castell Hopkins, of Kingston-on-Thames, was born in Edinburgh in October 1837. After completing his education he entered the business of Messrs. Snowdon and Hopkins, afterwards Hopkins and Co., of Middlesborough. Although, in the twenty years of his active business life, he was more concerned in the commercial part of engineering than the purely mechanical processes, he still was conversant with most of the details of iron-making and its various branches. In April 1865, Messrs. Hopkins and Co. and Messrs. Gilkes, Wilson, and Co. united under the joint name of Hopkins, Gilkes, and Co., Limited. Mr. James Hopkins was an active and energetic member of the new directorate, subsequently representing the company in London, where he was well known and deservedly esteemed as the resident director. His genial disposition, unfailing *bonhomie*, and ability in matters of business, gave him a place of much esteem in the trade. In the latter part of 1873 his health began to fail, and early in 1874 he went to Pau for change and rest; but, on his homeward journey, he died at Paris on the 22nd of May, 1874. Mr. Hopkins was elected an Associate of the Institution of Civil Engineers on the 1st of February, 1870; he was also a Member of the Institution of Mechanical Engineers, of the Cleveland Institution of Engineers, of the Iron and Steel Institute, and of other kindred associations. He was Captain in the 1st North Riding of Yorkshire Volunteer Artillery, and had served in the Town Council of Middlesborough.

---