

deterioration. The instances in which Mr. Perkins' attention to details, combined with his inventive powers, have rendered service to the mechanical world, by some simple contrivance, are very numerous. Few of these were the subject of patents, but the right and left hand-screw joint, which was patented by him, will be admitted to have been of essential service, especially in connection with hydraulic work. As a mode of uniting the ends of two pipes, and forming a tight joint, capable of bearing as much pressure as the pipe itself, it is at once simple and excellent. It may be added that during the whole course of the working with very high-pressure steam, from its commencement to the present time (a period of fifty years), no dangerous accident has happened nor has any life been lost.

Naturally of a retiring disposition, and with much occupation on his hands, he successfully resisted the frequent appeals of his many friends that he would take a more prominent place among his professional brethren, and give them the benefit of his great experience and undoubted abilities. Those, however, who had the privilege of his intimacy and friendship can bear testimony to the enjoyment they experienced in their intercourse with him, no less from his unaffected kindness than from the store and accuracy of the knowledge which he was so well able to communicate. He died on the 22nd of April, 1881, at the advanced age of eighty-one.

Mr. Perkins was elected an Associate of the Institution on the 5th of May, 1840.

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MR. EDWARD ANTOINE SACRÉ was born in London on the 8th of October, 1838. In early life he pursued his studies in London and Belgium with a view to becoming an engineer. In 1853 he was articulated to Mr. Archibald Sturrock, at that time Locomotive Superintendent of the Great Northern Railway, and went through the various practical departments of that railway. He soon showed so much quickness and ability, that Mr. Sturrock was induced to employ him frequently in making experiments on the consumption of coal, coke, water, &c., in locomotive engines; also in regard to the general loading of trains, more particularly in the goods and mineral service. On the termination of his pupilage he was appointed assistant to Mr. Budge, the District Locomotive Superintendent of the Great Northern Railway, at King's Cross, where he gained such experience that, on the opening of the East Kent, now the London, Chatham, and Dover Railway, he was appointed

to take charge of the locomotive department of that line. After a short time he relinquished the position to go to Australia, where he was actively engaged in responsible positions in connection with railway working, amongst others being Locomotive and Traffic Superintendent of the St. Kilda and Brighton Railway. He was also for some time engineer to a large firm of contractors, and under his control a portion of the Picton and Ballarat, and of other lines was constructed. Acting upon the advice of his family, after spending seven years in Australia, Mr. Sacré returned to England and joined Mr. H. W. Hunt as partner in the engineering firm of Hunt and Sacré, with which he was connected up to the time of his death, and when he was Deputy Chairman of the Felixstowe Railway and Dock Company.

The late Mr. Sacré had a varied and extensive experience in the design and construction of rolling stock and machinery of all descriptions, and frequently visited the United States and Canada, and most European countries. He was also the patentee of an Improved Noiseless Street Tramway Engine, which, owing to the occurrence of his illness, he was unable successfully to develop. He died in London on the 26th of October, 1881, at the age of forty-three, after a long and lingering illness, regretted by a large circle of friends.

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