

GEORGE WILLES OMMANNEY was born at Bedford on the 22nd of January, 1848, being the third son of Henry Mortlock Ommanney, of Chester. He was educated at Bray Collegiate School, and Rectory Grove School, Clapham, and, after being engaged in 1864 in the repairing-shops of the Vale of Neath Railway, he, in October 1865, became a pupil at the locomotive and marine-engine works of Messrs. Robert Stephenson and Co., of Newcastle-upon-Tyne, where he served three years, passing through the shops and drawing-offices. On the completion of his apprenticeship in 1868, he obtained an appointment as Assistant-Engineer to Mr. Charles Hodgson, and rendered valuable aid in introducing the system of Wire-Rope Transport, which is now in successful operation in many parts of the world. He was entrusted with the superintendence of the construction of lines on this system in England, Ireland, Italy, and Trinidad, till July 1872. He then took charge of the machinery of several large sugar estates till June 1874, when he was appointed by H.E. the Governor Acting-Assistant to the Superintending-Engineer of Public Works, and in February 1876 Locomotive-Superintendent of the Trinidad Government Railway, and Engineer of Maintenance of the same line, which posts he held until his death on the 1st of June, 1887. During the many years he was in Trinidad he rendered valuable service in the development of the railway system of the country, and introduced improvements in his own departments. He was most self-denying in his work, under the strain of which, in an uncongenial climate, his health gave way. He went to Barbados in the early part of 1887 to recruit, but this visit did him little good, and in the month of April 1887 he was invalided home, but only survived the journey a few weeks.

Mr. Ommanney had numerous friends, and his early death is much felt by many both at home and in Trinidad. His education at Newcastle gave him that determination never to be beaten by any difficulty, which in an engineer commands success, and this quality, coupled with a generous heart and cheery, pleasant manners, endeared him to all with whom he came in contact.

He was elected an Associate Member of the Institution on the 5th of February, 1875.

HENRY RUSSELL SHAW, born at the Willows in the parish of King's Norton, Worcestershire, was a son of James Shaw, of the firm of C. & J. Shaw of Birmingham. He was educated at the Free

Grammar School, Birmingham, in Germany, and lastly at the École Centrale in Paris. He was articled to the late Mr. J. R. McClean, Past-President Inst. C.E., and was employed on the South Staffordshire and the Birmingham, Wolverhampton and Dudley Railways. In 1855 he went to the Crimea as one of the engineers of the Army Works Corps, under the late Mr. W. T. Doyne, M. Inst. C.E. Subsequently he took great interest in the railway schemes of the River Plate; he then became a merchant, bought an estate in Entre Rios, and remained for several years in the Argentine Republic. In 1866 he returned to England, carried on a business in Birmingham, and became director of the Central Argentine Railway, the East Argentine Railway, the City of Buenos Ayres Tramways, the Buenos Ayres and Rosario Railway, the La Guaira and Caracas Railway, the Puerto Cabello and Valencia Railway and the Heberlein Brake Co. Mr. Shaw took great interest in the question of narrow gauge railways for sparsely populated countries and for military purposes.

He was a great traveller, and had visited, outside the continent of Europe, Turkey, Egypt, Asia Minor, and Persia. In June, 1886, he returned ill from a journey round the world through India, China, Japan and the United States, and after much suffering died at Sydenham on the 2nd of July, 1887, and was buried at Lingfield, Surrey.

Mr. Russell Shaw was elected an Associate of the Institution on the 1st of May, 1866.

HENRY BAYLEY, senior Managing Director of the Peninsular and Oriental Steam Navigation Company, was born at Ipswich in November 1826. He came of an old shipbuilding family settled on the banks of the Orwell, his grandfather, Jabez Bayley, having been well known as the builder of the noted "Orwell," and other renowned Indian trading-ships for the Honourable East India Company, as also of some wooden line-of-battle ships for the Royal Navy.

In 1843 Henry Bayley commenced his early training for a business career in a mercantile house at Liverpool. Two years later he entered the service of the Peninsular and Oriental Company, then in its infancy, and rose in 1857 to the position of Assistant Manager, and in 1867 to that of Managing Director. The engineering work connected with the Company's operations at all times engaged a large portion of Mr. Bayley's attention. During a tour of inspection in 1863, to the Company's establish-