

ARTHUR OUGHTERSON was born at Brussels on the 9th March, 1865, where his father Mr. George Blake Oughterson was at the time engaged as Engineer on one of the Belgian Railways. The subject of this notice was educated first at the Lycée Imperial, Rouen, and afterwards at a private school at Ealing. From 1881 to 1883, he studied at University College, London, and subsequently served a pupilage of 3 years to the late Mr. Peter Brotherhood. In 1886 he obtained an appointment as Assistant Engineer to Messrs. Odero, of Genoa, where he had sole charge of the machinery department, chiefly producing auxiliary machinery for torpedo-boats.

He returned to England in 1890 to take up the position of Engineer to Messrs. Rosing Brothers and Company, and Manager of their coffee-mills, resigning in 1893, when he was employed first by Messrs. W. T. Glover and Company, and later by the Perflex Tube Company, with whom he remained until 1899. After subsequently completing short engagements with the Thames Valley Motor Company, and the Orleans Motor-Car Company, he entered the service of Messrs. Sherard Cowper-Coles and Company in 1901, as Manager of their Chelsea Works, in which capacity he carried out all their electro-metallurgical experiments on a practical scale. In 1903, he was appointed to design and superintend the erection of a similar plant in Belgium, and was engaged on a further series of experiments there at the time of his death, which took place suddenly at Brussels on the 19th April 1905, in his forty-first year.

Mr. Oughterson was elected an Associate Member of the Institution on the 2nd December, 1890.

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GERARD PHILIP TORRENS, the youngest son of Mr. Henry Whitelock Torrens of the Bengal Civil Service, was born on the 10th April, 1852, and received his early education in France. From 1869 to 1872, he served a pupilage to Mr. C. F. de K. Steuart, at the same time pursuing his studies in King's College, London, and eventually passing third in the examination for admission to Coopers Hill, with a view to enter the Indian Civil Service. To his great disappointment, after qualifying so well in other respects, he was declared to be physically unfit for service in India.

From 1872 to 1875, Mr. Torrens was employed on railway construction work in Sweden, and on the East Argentine and

Bolivar Railways in South America, returning to England in 1876. Three years later he proceeded to Spain as Engineer and Manager of the Carthagena and Herrerias Steam Tramways, an undertaking of which he eventually became Managing Director in London.

After having resided in Spain for some 7 years, Mr. Torrens retired from the active pursuit of his profession, but continued to take the deepest interest in Spanish affairs, and particularly in the development of public works in that country. He was for many years an active director of the Barcelona Tramways, urging its electrification at a period when such installations were still looked upon with doubt. He also served on the Boards of the Great Southern of Spain and the Zafra and Huelva Railway Companies, and as Chairman of the former company for many years, he conducted the affairs of that undertaking with ability and success through the many difficulties which it encountered.

Mr. Torrens acted for several years as Chairman of the Conde d'Eu Railway before that enterprise was taken over by the Brazilian Government, and at the time of his death he was also a Director of the Shelton Bar and Iron Company and of the United Railways of Havana. He died on the 26th May, 1905, aged 53.

Mr. Torrens was elected an Associate of the Institution on the 5th February, 1878, and was subsequently placed in the class of Associate Members.

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JOHN TUNSTALL, born in 1838, commenced his professional career as a pupil of Mr. Joseph Witty, Surveyor, of City Road, London. In 1856 he joined the engineering staff of the Great Northern Railway under the late Mr. Walter Marr Brydone, then Engineer-in-Chief, and remained in the Company's service under Mr. Brydone and his successors, Mr. Richard Johnson and Mr. Alexander Ross, until his death, at 141 Lordship Road, Stoke Newington, on the 6th March, 1905, a period of nearly 50 years. During the greater part of this time, as chief of one of the offices, he superintended the preparation of the parliamentary and other plans; and in addition to surveying and parliamentary work, he from time to time prepared designs for bridges, and was entrusted by Mr. Johnson with the design and execution of the goods warehouses at Farringdon Road and at Bread Street. In private life, Mr. Tunstall was known as an accomplished musician and organist.