WALTER HENRY BUDGETT, *C.B.E.*, *M.C.*, who was born on 28 May, 1881, died on 4 May, 1964.

Educated at School House, Radstock, he received four years' practical training under Mr T. Martin, Surveyor and Water Engineer to Radstock Urban District Council, and passed his Associate Membership examination in 1910.

He gained early experience in the Finchley area, as Resident Engineer engaged on sewage disposal, light railways, and street improvements (1908–10).

In 1910 he became Deputy Engineer and Surveyor at Wood Green, and under Mr C. H. Croxford, Engineer and Surveyor, laid out 26-acre playing fields and constructed public baths, a central fire station, the town hall extension, and a new school.

World War I interrupted his career, and from 1914–19 he served with the Royal Engineers (Field Company) with three years on active service in Gallipoli and France. He held the rank of Major when demobilized in 1919, and was awarded the *M.C.*

After the war he briefly resumed work in Wood Green, but in 1920 became Engineer and Surveyor for Wanstead, responsible for all engineering work in that district. In 1921 he was appointed Engineering Inspector to the Ministry of Transport (the beginning of a lasting association), where he reported on road improvement schemes in 38 county boroughs and conducted public inquiries on engineering matters. For ten years he was Acting Road Engineer and Engineering Inspector for Leeds. There followed 15 years as Divisional Road Engineer to the Ministry of Transport (Scotland), when he supervised work on the new Glencoe Road, the widening and reconstruction of the Ballachulish–Inverness Road, and altogether was directly responsible from 1931–46 for the widening, reconstruction, or diversion of 1300 miles of roads and many bridges in the Highlands of Scotland, at a cost of £4¼ million.

He retired in 1946 from his post at the Ministry and went into private practice as a consultant, also serving briefly as Commissioner for the Secretary of State for Scotland and the Ministry of Transport in local inquiries under the Planning Acts, Trunk Roads Acts, etc.

Mr Budgett was awarded the *C.B.E.* in 1946.

An expert in municipal and road engineering, he was a member of the Institution of Municipal Engineers, and presented various papers to the Institution of Engineers and Shipbuilders in Scotland, the Glasgow Association of Students, the Highway Engineers Association of Scotland, and the Institute of Transport.

Elected an Associate Member in 1910, he became a Member in 1936.

He is survived by his widow and three sons.

CECIL BENTHAM, *C.B.E.*, who was born on 19 April, 1878, died on 23 February, 1964.

Educated at Kilnhurst National Schools, he began his working life at 13, rising at 4 a.m. to start work at the colliery of J. & J. Charlesworth, where his father, John Bentham, was chief mechanical engineer. A scholarship enabled him to take evening courses at Sheffield Technical School. A five-year apprenticeship to his father at the colliery was followed by three years with Messrs Heenan & Froude Ltd, where he became chief draughtsman, leaving in 1901 to join Henry Simon Ltd, a Manchester engineering firm dealing with grain

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storage and handling appliances. This proved a decisive step in his career, for after an interval of four years when he set up his own business, he rejoined Henry Simon Ltd, and in 1916 was made a director of the firm, becoming Managing Director in 1926 and Chairman from 1934 to 1948. His main interests were the development of the engineering works at Cheadle Heath and the extension of the use of pneumatic handling, particularly for the unloading of ships.

During World War II Mr Bentham served the Government, first as Consultant to the Admiralty, for whom he prepared a report on the equipment of shipyards and marine engine works. For a time he was on the staff, to see that his recommendations were carried through. In 1943 and 1944 he was Deputy Controller-General of Machine Tools, resuming his position as Consultant to the Admiralty from 1945–1946. For these services he was awarded the *C.B.E.* in 1947.

In 1949 he was appointed by the National Coal Board as adviser on its central engineering maintenance works, and over the next 18 months visited their head offices in London at intervals to report on all regional facilities. In 1950 he became independent consultant to the Manchester Ship Canal (with which he had already had long-standing connexions as Managing Director of Henry Simon Ltd) to decide whether to rebuild the grain silos destroyed during the war.

In his later years he practised as a consulting engineer with his son, Max Bentham, concerned with maintenance work, handling equipment, and litigation.

A member of the Institution of Mechanical Engineers, he became Chairman of their North-Western branch in 1925, and was a member of the Council from 1925 to 1936. He was deeply interested in transport problems and was a foundation member of the Institute of Transport, later becoming Chairman of the Manchester and Liverpool section and serving on the Council from 1927 to 1930. In 1942 he became President of the British Engineers' Association. Mr Bentham always maintained that he owed much of his success to the Manchester Association of Engineers, in whose discussions he took part as a young man. He received the Association's Butterworth Medal in 1921 for his contributions to their discussions, was made President from 1923–24 and later an honorary life member. He was also a Fellow of the Royal Society of Arts, a Director of the Manchester Chamber of Commerce (from 1938–44), and an honorary member of the Institution of Works Managers. He played an active part in the Engineering Employers' Federation and for ten years was a member of the Management Board.

Author of numerous papers and addresses, he presented a paper to the Institution in 1935 on 'Equipment for handling phosphate rock at Nauru and Ocean Island'. P. 237 (1933–34). 210, Discussion 227.

He was elected a Member in 1927 and became Chairman of the Manchester and District Association in 1936–37.

His death followed five months after the death of his wife. He is survived by his son, Max Bentham, M.Sc., M.I.Mech.E. (M), and three daughters.

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