

Mr. Arnold Buchholz was a naturalized Englishman, and many years of residence in this country had given him the tastes of one. In character he was upright, warm-hearted, and generous. one who could forgive an injury frankly, and, what is rarer, forget it. Proud and quick-tempered, jealous for his rights where he thought them encroached upon, knowing no compromise for the sake of expediency or prospective gain, he was not the man to smooth the difficulties that appeared in the hard uphill path of early manhood; and these idiosyncracies of character, of which he was well aware, caused him to be much misrepresented and misunderstood. Circumstances prevented the father and son from acting together for their mutual benefit at the time when the former's patents had to be relinquished, and Arnold Buchholz saw others reap the fruits of his father's patents and their united labours. Bright hopes alternating with keen disappointments and the loss of his father in 1888, left their mark upon a temperament alternately too sanguine and too despondent. Several bad falls in the hunting-field, of which he was passionately fond, and where he rode straight and daringly, undoubtedly contributed to, if they were not the actual cause of, his untimely death by his own hand at Clifton on the 13th of May, 1890.

He was elected a member of the Institution on the 7th of May, 1889.

JOHN CARRICK¹ was born at Denny, Stirlingshire, on the 6th of May, 1819. After completing his education, he served an apprenticeship with the late Mr. John Bryce, architect, was then assistant to the late Mr. Herbertson, and also spent a short time in England and in foreign travel acquiring further experience in the profession. Returning to Glasgow, he began business in partnership with a Mr. Brown, but the partnership lasted only a few years. Soon afterwards Mr. Carrick entered the service of the Glasgow Corporation, succeeding the late Mr. Hume in the office then known as superintendent of streets. This was in the beginning of the year 1844; thereafter until his death Mr. Carrick served the corporation as city architect. Mr. James Lumsden was then Lord Provost; and the amalgamation of the burghs of Calton, Gorbals, and Anderston, which was carried through under his auspices, had just been accomplished. It is a somewhat singular coincidence that the first appearance of Mr. Carrick before a Parliamentary Committee was as a witness for the city in connection with the

¹ This memoir is abridged from the *Glasgow Herald*, May 3, 1890.

amalgamation bill, and that the last work on which he was engaged was in preparing evidence in favour of the annexation scheme of the present year.

Very early in his career, Mr. Carrick came to be known as a man of sound judgment, with wide and far-reaching views on all subjects of civic economy; and when the City Improvement Scheme was projected he was one of its most cordial supporters. The credit of the inception of this scheme was due to the late ex-Lord Provost Blackie, the late Sir James Watson, the late Mr. Campbell of Tullichewan, Sir Archibald Orr Ewing, and other well-known philanthropists; but Mr. Carrick lent valuable assistance in maturing and seeing it carried through Parliament. The duty of selecting the areas to be dealt with, and of determining the method in which they were to be operated upon, were largely his care. Into this work he entered with his whole heart, bestowing upon it an unlimited amount of time and attention. In the course of a few years, as the result of the action of the trustees, and through the effect of the railway operations then in progress, he had the satisfaction of seeing that large portion of the central district, which had been looked upon as a danger and disgrace to Glasgow, in character and appearance completely transformed. Not yet, however, has full effect been given to Mr. Carrick's views for the improvement of this part of the city; and one of the last pieces of work on which he was employed was the preparation of the elevation for the houses on the west side of the new Place to be formed at the Cross in connection with the construction of the Central Railway. Other improvements executed or projected about this time were the formation of the new squares at Bridgeton Cross and Gorbals Cross; the opening up of a fine approach to the cathedral from the south by way of John Knox Street; the covering in of the Molendinar Burn, and the formation of a street along its course; and the construction of the Alexandra Parade. Mention ought also to be made in this connection of the laying out of the lands of Oatlands and Overnewton for the erection of workmen's houses, which was also the work of Mr. Carrick. While utilizing the ground to full advantage, he took care to see that the streets were wide and airy, providing in addition a large square in the centre of the property—an arrangement which it is to be regretted has not been more largely adopted by urban proprietors. Mr. Carrick was also the architect of the workmen's dwellings in the Saltmarket, and of the model lodging-houses erected by the Improvement Trustees. The design of the lodging-houses was quite original in character.

They have been found to answer fully the purpose for which they were constructed, namely—to provide a comfortable home for the loose floating population found in all large cities; and they have been highly commended by many distinguished visitors engaged in similar philanthropic works. The success of the experiment in Saltmarket was not less signal and complete. To Mr. Carrick, too, fell the duty of preparing the designs for the fever and small-pox hospitals at Belvidere. These are constructed on the pavilion principle, and in the matter of arrangement are admitted to be among the most perfect institutions of the kind in the kingdom. The Western Police Office in Cranstonhill, the Marine Police Office in M'Alpine Street, the Eastern Police Office in Tobago Street, and the Northern Police Office at present in course of erection in Maitland Street, testify to his architectural taste and skill. A few years ago, when the attention of the magistrates of the city was directed to the necessity of improving the accesses of the public halls of Glasgow, Mr. Carrick entirely remodelled the City Hall. The Bazaar was also reconstructed at the same time, and what previously had been a very inconvenient corner at Bell Street and Candleriggs was transformed into a spacious thoroughfare.

The question of the disposal of sewage necessarily received a large share of Mr. Carrick's attention, and with the immense network of sewers all over the city he had the most familiar acquaintance. Indeed, the entire existing sewerage system, some portions of it involving operations of great magnitude, may be said to have been laid out according to his plans and under his personal supervision. The great intercepting sewer in course of construction by the Central Railway Company, and which may yet form part of a scheme for the purification of the Clyde, is from a design submitted for his approval. The tramway routes were also laid out under his direction.

Sir Joseph Paxton prepared the design of the Kelvingrove Park, acquired in 1852, and the Queen's Park, but the working out of the details was largely due to Mr. Carrick. He also drew the feuing plan of the ground adjacent to the Queen's Park and the Alexandra Park. Among Mr. Carrick's later works was the preparation of the block plan of the new City Chambers in George Square. Mr. Carrick submitted more than one scheme to successive town councils for a museum and picture-galleries worthy of the city. The most recent was that now under consideration of the Parks and Galleries Committee and the Committee of the Exhibition Executive. It contemplates the erection of suitable buildings on the site of the International Exhibition in Kelvingrove Park.

Mr. Carrick was held in the highest respect by his professional brethren; and among municipal authorities throughout the United Kingdom he had an established reputation. From all parts of the country deputations on frequent occasions inspected the works which he had been instrumental in creating; and he was often applied to for counsel and advice. He was elected a Member of the Institution on the 10th of April, 1877, and was also a member of the Glasgow Institute of Architects, and a Fellow of the Royal Institute of British Architects. He died on the 2nd of May, 1890.

THOMAS RIDLEY HETHERINGTON was born in Glasgow on the 5th of April, 1835, but the family removed to Manchester in the following year. The father, John Hetherington, was for some time associated with the late Sir William Fairbairn in marine work on the Thames, and was the inventor of the two-flue, commonly called the Lancashire, boiler, for which he and Sir William had a joint patent. In 1836 Mr. Hetherington, senior, founded the business of John Hetherington and Sons, in which the subject of this notice was a partner for thirty-four years, having previously served his time in its shops and drawing-office. This firm, in process of time, took rank among the most extensive producers of machine-tools in the kingdom. They had large dealings with Her Majesty's dockyards and arsenal, for which they designed and constructed special tools. They were also concerned with most of the large railways in this country and in India, particularly for heavy tools, and machinery for the transmission of power; also in power-driven cranes. Along with the tool and engineering business was associated another establishment, employing one thousand men, where cotton-spinning machinery was made, and where plans for large factories, to be engaged in this industry, were designed, and subsequently carried out. In both of these departments Mr. T. R. Hetherington designed and perfected many special tools and appliances.

Although his modest and retiring disposition indisposed him to take part in the public life of Manchester, he was yet one of the best-known and most respected of its citizens, and his death, on the 10th of December, 1889, when still in the prime of life, caused general regret.

Mr. Hetherington was elected a Member on the 2nd of March, 1886.
