

locked on the inside. The police were called, and the door burst open, when Mr. Spon was found lying in bed with his right arm over his chest, apparently in a peaceful sleep; and Dr. Rhys, who was sent for, pronounced him dead. From the medical evidence at the inquest, it was evident that the cause of death was syncope, resulting from a sudden severe chill.

Mr. Spon was in many respects a remarkable man; he was deeply read, a good linguist, and a brilliant conversationalist. As an expert in explosives he occupied a high position. As an author he is best known by his popular and valuable book "Workshop Receipts." He also wrote the "Modern System of Well Sinking," partly edited "The Dictionary of Engineering," was editor of several colonial engineering papers, and contributed largely to the scientific journals. He was a great lover of natural history, and delighted in music and literature. For over twenty years he had been connected with the volunteers, and held the post of Lieutenant of the 1st City of London Artillery Volunteers. His father belonged to an old French family, and his uncles, Messrs. E. and F. N. Spon, are the well-known publishers. For many years the deceased had been a Freemason.

Mr. Spon was elected an Associate Member on the 2nd of May, 1882.

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RICHARD MORELAND, the eldest son of John Moreland, a builder of chimney-shafts of 18, Old Street, St. Luke's, London, was born in Wilderness Row, Clerkenwell, on the 16th of February, 1805. After receiving an ordinary school education, he was apprenticed at the age of fourteen to Mr. Thomas Cooper, of 149, Old Street, London, for a term of seven years. In June, 1828, he started in business on his own account as a millwright in a neighbouring workshop in Teanby's Buildings, Old Street.

Mr. Moreland was of a very practical turn of mind; he was ingenious in designing work and accurate and rapid in the execution of it, and was looked upon by his fellow-workmen as a leading man. He took the opportunity of attending such evening classes as were then in existence for general improvement on those things which pertained to his business.

The millwrights of that period were a most intelligent and useful body of men. The greater part of their knowledge was

derived from experience. They were equally handy at the anvil, the vice, the pattern makers' and carpenters' bench, and were masters in erecting work. When engaged away from the works they were then thrown completely on their own resources as regarded the carrying out of the work—the art of working from detail drawings not being then invented.

In March, 1831, he entered into partnership with Mr. Thomas Cooper, and the firm soon became celebrated for their mill gearing, which had lately superseded the old wooden lantern-wheels and pinions. They executed tread-wheel machinery for the various prisons, with grinding-apparatus, mustard- and drug-mills, &c., and had all the principal London and country breweries and distilleries on their books.

In 1832 Barclay's brewery was burnt down, from an explosion of malt dust in an elevator, and Messrs. Cooper and Moreland were called in to reinstate it. Mr. Moreland made the designs, working night and day, and executed the work in six months from the date of the fire.

In 1834 Mr. Cooper died, and Mr. Moreland purchased the business of his executors for £10,000, bringing into it his father, uncle, and brother-in-law, the two former as sleeping partners, and the latter as office-manager and book-keeper. The appliances of the workshop were crude and primitive up to about 1850. There were only half a dozen lathes of a very old type, and the turning was done exclusively with hand tools. For long work a bar of iron with a groove in it was fixed parallel to the axis of the lathe, and one edge of the tool, which was in the form of a T, rested in the groove while the other cut the metal. The boring was effected principally with boring bars, the feed being given with a leading screw.

The modern workshop-tools—introduced by Whitworth and other makers about the year 1840—were sparingly purchased, and it was not till 1856 that the necessity of adopting them was recognized. The traditions of the workshop were antagonistic to them. None of the wheels or couplings were bored to fit on the shafts or spindles. Key-ways were all cut with a chisel, and the shafts made with key-beds, so that under the circumstances the workmen were independent of machine tools.

In 1857 his son, Richard Moreland, became a member of the firm, the name of which was changed on the death of his brother-in-law to Richard Moreland & Son. Mr. Moreland retired from business altogether in 1886.

He took an active interest in charitable work. About 1852 the

affairs of the Finsbury Dispensary, which had been established in the neighbourhood since 1780, were in a critical condition, and it was feared that it would have to be closed. This institution provided medical relief and attendance to the working classes in Clerkenwell and St. Luke's and the neighbourhood. Mr. Moreland at this juncture took the matter in hand, and, through his exertions and liberality, sufficient money was collected to put it in working condition. He held the office of honorary secretary for forty years, and a testimonial, in the shape of his portrait painted by Mr. John Pettie, R.A., was presented to him by the subscribers in the year 1886. He was a member of the Hospital Sunday Fund since its commencement.

He was appointed by Her Majesty's Commissioners for the Great Exhibition of 1851 one of the Local Commissioners for engineering and machinery. He was elected an Associate on March 8th, 1836. He died on the 18th March, 1891, of cystitis, after an illness of three months, in his eighty-seventh year.

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Captain GEORGE CHARLES PARKER was born at Havant, Hampshire, on the 19th of February, 1836. His father was a captain in the Royal Marines, and his three brothers served in the Royal Navy. After receiving his education at the New Cross Royal Naval School, he was appointed on the 3rd of April, 1853, as a midshipman in the Indian Navy, in which he served until its abolition on the 30th of April, 1863, when he was retired as a lieutenant, and transferred to the Indian Marine, in which, in 1883, he was granted the title of captain.

While in the Indian Navy, Captain Parker saw much service in the two China wars of 1856-7, and 1860. He was in the Naval Brigade during the Indian Mutiny of 1857-58, and was mentioned in despatches. He took part in the expedition against the Wagheers in 1859, in which, at the assault and capture of Beyt, he was wounded, and his sword-hilt smashed by a bullet. The gallantry and coolness with which he commanded the "Zenobia's" field-piece party, and worked his gun under a heavy and destructive fire, were specially mentioned in despatches, which also spoke favourably of his services in the Naval Brigade at the siege and occupation of Dwarka, in the same expedition. He