

LINDSAY BURNET, second son of Mr. John Burnet, well known as an architect in Glasgow, was born in that city on the 5th of November, 1855. In 1871 he was apprenticed to Messrs. Barclay, Curle & Co., engineers, of Glasgow. After remaining two years with that firm, he went through the pattern-shops and drawing-office of Messrs. Thomas Wingate & Co. at Whiteinch, and then, in order to enlarge his experience, spent some months at sea in 1876 as fourth engineer on the British India Steam Navigation Company's s.s. "Assyria." Mr. Burnet was next for a time in the employment of the late Mr. W. F. Batho in Westminster and subsequently attended for eighteen months the engineering classes of Professor Kennedy at University College. He then assisted in the erection of marine-engine works for Messrs. Ramage and Ferguson, at Leith.

In 1883 Mr. Burnet started in business on his own account in Glasgow. He designed and erected the Moore Park Boiler Works at Govan, where he showed much judgment and skill in laying down machinery and tools for the purpose, to which he constantly adhered, of turning out work of the best description. He was joined in 1887 by Mr. Sinclair Couper, the style of the firm continuing, however, as Lindsay Burnet & Co. Mr. Burnet was not only a specialist in the design and manufacture of steam-boilers; he devoted much attention to all matters connected with steam engineering and made a special study of the combustion of coal and other fuels, of the analysis of water, of the various fuels and of the waste products of combustion. He gave very close attention also to the best means of dealing with different qualities of water, to the most efficient methods of stoking and burning fuel, and to the question of smoke abatement. His services were in frequent request as an arbiter and expert, in which capacity he displayed the thoroughness and enthusiasm, the close and painstaking attention, which characterised all his work. His amiable disposition endeared him to all with whom he came into contact, while his relations with those whom he employed, whose best interests he had at heart, were always of the most cordial nature.

Mr. Burnet's health, however, was latterly not robust, and, in December, 1894, a chill settled on his lungs. He was recovering and making arrangements for a voyage to Madeira, when he was attacked by influenza, to which he succumbed on the 14th of March, 1895, at the age of thirty-nine. Mr. Burnet was a Member of the Institution of Mechanical Engineers, of the Institution of Naval Architects, of the Philosophical Society of Glasgow, and at

the time of his death was serving on the Council of the Institution of Engineers and Shipbuilders in Scotland. He was elected an Associate Member on the 31st of May, 1881, having previously, as a Student, received a Miller Prize for a Paper entitled "Description of a Cargo-Carrying Coasting Steam Ship, with detailed investigation as to its efficiency," which was considered of sufficient merit to be printed by the Institution.¹

FITZHERBERT RUXTON DESPARD was born in co. Meath, Ireland, on the 2nd of January, 1841. His father, a member of an old and respected family, long resident in Queen's Co., had been in the army and at that time was a Government Magistrate. Young Despard was educated at Portarlington School, on leaving which he became a pupil in the office of the late Mr. Nathaniel Beardmore, with whom his brother, Mr. Richard Carden Despard, was in partnership. About the year 1861 he emigrated to Vancouver Island, where he became engaged in gold mining and went to the Caraboo Mines, situated in a remote district, difficult of access, owing to the uncivilized condition of the intervening country. This speculation at first proved a great success, but afterwards failed. From Caraboo he wandered southwards along the West Coast of America, and visited the Sandwich Islands, eventually being employed by a contractor to superintend the carrying out of some harbour works on that coast. That contractor failing to meet his engagements, Mr. Despard again migrated, this time northwards. After many hardships and perils he found work in laying out the pioneer track of the first railway across the prairies to the Rocky Mountains. Whilst so occupied, he and his companions were surrounded by the Black Feet Indians and barely succeeded in saving their scalps, after a running fight of many hours, when, under the guidance of an old prairie hunter, they reached settled territory. On the completion of that work he proceeded to Canada, where he accepted the post of Secretary to a Fire Insurance Company, but a great fire having placed the Company in difficulties, it was wound up, and he returned to England in 1882.

In March, 1883, Mr. Despard was successful in obtaining the responsible post of manager to the Kimberley Waterworks

¹ Minutes of Proceedings Inst. C.E., vol. lxi. p. 363.