

and untiring zeal, and he acquired valuable knowledge and extensive experience of mechanical engineering and metallurgical practice. The industrial partnership above referred to greatly assisted to introduce the system of co-operation into the Middlesbrough district, and the iron industry of Cleveland owes much to his example and influence. Mr. Head was elected a Member of this Institution on the 2nd March, 1875.

WILLIAM HENDERSON, son of the late Mr. James Henderson, of Glasgow, engineer and architect, was born on the 24th January, 1854. After serving a pupilage with his father he was articled to Messrs. Smith and Wharrie, engineers and surveyors, of Glasgow. He was then engaged for five years, from 1874 until 1879, as an assistant to Mr. James Wilson, who at that time was engineer to the Water Trust of Greenock.

In November, 1879, Mr. Henderson started in practice on his own account in Glasgow, and during the seven years following he designed and carried out waterworks for Dalbeattie, Annan, Stranraer, Maybole and Kilmarnock, and drainage works for Dalbeattie. He also assisted Mr. James M. Gale and Mr. James Wilson in connection with extensions of the Loch Katrine works for the water-supply of Glasgow, waterworks for Dumfries, Aberdeen, Ayr and Girvan, and other works.

Mr. Henderson's connection with the Colony of Victoria commenced in the year 1886, when he was engaged in making reports and estimates for irrigation projects under the instructions of the Royal Commission on Water-Supply. He was then appointed executive engineer to the Victorian Water-Supply Department, in which capacity he designed and superintended the construction of national irrigation works in the district of Goulburn. He was also engaged in preparing a report and estimates for a supply of water for domestic and stock purposes over about 17,000 square miles in the Mallee District. He retired from the service of the Victorian Water-Supply Department in 1895, and started to practise on his own account as a hydraulic engineer.

Mr. Henderson was an indefatigable worker, and to the unsparing energy he displayed in the performance of his duties may be attributed perhaps the early close of his career. About the end of 1897 he was stricken with paralysis, from which he made a partial recovery, but in the following autumn a relapse

took place, and he died at his brother's residence, Bracken Lodge, Wannaene, near Dromana, on the 11th December, 1898, at the age of 44. Mr. Henderson was elected an Associate on the 5th May, 1885, and was transferred to the class of Members on the 16th November, 1896.

JAMES BERNARD HUNTER was the fifth son of the late Mr. James Hunter, of the firm of Messrs. Hunter and English, engineers, Bow, and was born at No. 1 Tredegar Place, Bow Road, on the 21st October, 1855. After being educated at King's College School, London, he was apprenticed to his father in 1872, and after passing through the usual course of instruction at the Bow Works, he proceeded to the Great Eastern Railway workshops at Stratford as a pupil of Mr. William Adams, then locomotive superintendent to that Company. He followed Mr. Adams when the latter became locomotive superintendent at the London and South Western Railway Works, Nine Elms. After some three years' valuable experience under Mr. Adams, he returned to Bow in 1880 as Works Manager to Messrs. Hunter and English, and in 1883 he, on the death of his father, became a partner in the firm.

For the past twenty years Mr. Bernard Hunter was prominently associated with all the work carried out by the firm, of which he ultimately became senior partner. He worthily maintained the reputation that firm has long enjoyed, by his abilities as an engineer, his skill as an organiser, and the high qualities of character which endeared him to a large circle of friends. His death took place at his residence, 13 Elsworthy Road, N.W., on the 21st April, 1899.

As a Student of the Institution, Mr. Hunter was awarded a Miller Prize in 1881 for a Paper on "Wood-working Machinery as applied to the Manufacture of Railway Carriages and Wagons."¹ He was elected an Associate on the 6th December, 1881, and was transferred to the class of Members on the 15th January, 1889.

JOHN JACKSON, youngest son of the late Sir William Jackson, Bart., was born on the 9th September, 1843. After serving a pupilage of five years to the late Mr. John T. Woodhouse, of Derby,

¹ Minutes of Proceedings Inst. C.E., vol. lxvi. p. 313.