

regretted not only by his professional friends and acquaintances, but by all classes of workmen employed under him.

Mr. Beardmore was a promoter and director of the Glasgow and Coatbridge (North British) railway, a line which has been of much service to the district through which it passes; and also of the Glasgow, Hamilton, Coatbridge, and Bothwell railway, which was only opened for mineral traffic a few days after his death. He was elected an Associate of the Institution on the 6th of March, 1860, and was also a member of the Iron and Steel Institute, in the proceedings of which he took much interest.

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MR. WILLIAM JAMES CADETT, son of Dr. James Cadett, was a native of the West Indies, having been born at Port of Spain, Trinidad, on the 15th of July, 1847. At an early age he was sent to England to receive his education. He returned to the West Indies to arrange some private affairs consequent upon the death of his father, and afterwards again set out for England, to qualify himself for the profession of a Civil Engineer. Having arranged, in the first place, to get a sound training in the mechanical branch of the profession, he was articled to Mr. Edward Hayes, Watling Works, Stony Stratford, with whom he remained rather more than two years, and left with the reputation of being a fair workman. Mr. Cadett then matriculated in the department of Applied Sciences at King's College, London, where he remained nine terms, until July 1871, during which time he gained two workshop prizes, one in the Arts of Construction, the other in Geometrical Drawing; and, on completing his studies, was elected an Associate of the College. Mr. Cadett was next for one year an assistant on the staff of Captain L. Flower, River Lee Conservancy, and subsequently became permanently attached to the office, where he gained considerable experience in sanitary matters in connection with the water supply of London, and with the several processes for sewage utilisation. In conjunction with Mr. Edward Dudley, Mr. Cadett gained several prizes for the best designs for various proposed undertakings; almost his last work was in one of these competitions, viz., for the best method of draining the town of Sevenoaks, in which he and Mr. Dudley succeeded in gaining the second prize. Early in the year 1876 he commenced practice in London, which promised, had he lived, to become both remunerative and of considerable extent. Mr. Cadett died,

after ten days' illness, from blood poisoning, on the 22nd of October, 1876, having only been elected an Associate of the Institution in the month of February in the same year.

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MR. ARDASEER CURSETJEE was born at Bombay on the 6th of October, 1808. He was a scion of the Lougee family, heads of the Parsee caste in India, and who for more than a century honourably served the East India Company as officials in the Bombay Dockyard. Continuing the traditions of his family young Ardaseer at the age of fourteen entered the Government, service as an assistant to his uncle, Mr. Nourojee Jamsetjee, who at the time was master builder in the dockyard. Having served in the department for six years, and qualified himself as a naval architect, he was in 1828 placed in charge of the shipbuilding yard at Mazagon, where he designed and superintended the construction of several fine vessels. While holding this office Mr. Ardaseer Cursetjee became imbued with an ardent desire to thoroughly master the theory and practice of steam engineering. With the high intelligence and acumen characteristic of his countrymen, he at once appreciated the immense benefits that would accrue to India from the general application of this means of developing its resources, and he resolved to further its introduction by every means in his power. As the best means of attaining this object he in the first place obtained permission from the Government to place himself with Capt. McGillvary, the Chief Engineer of the Bombay Mint, under whom he remained some time, though still retaining his appointment at Mazagon. He soon furnished a proof of his progress by producing a small steam engine and boiler of about 1 HP., made entirely by his own hands, and said to have been the first constructed in Bombay. This engine was set to work pumping water on Mr. Ardaseer Cursetjee's premises, where it continued many years, but it was principally intended as a means of conveying instruction, and its author sedulously invited the natives to study its action, which he took every pains to make clear. In October 1833 Mr. Ardaseer was made "Assistant Builder" at Mazagon, the office being expressly established for him, on the recommendation of the Superintendent of Marine, Capt. Crawford, who had been much pleased with the manner in which he performed his duties and his endeavours to popularise amongst his countrymen the scientific progress of the west. Pursuing his favourite idea he