

Mr. HENRY BURDON HUTCHINGS was born on the 8th of September, 1854, and was educated at Winchester College and at the Royal Indian Engineering College, at Cooper's Hill. He joined the Madras Public Works Department as Assistant Engineer, 2nd grade, on the 1st of October, 1875, and arrived in India on the 14th of the following month. His first appointment was to the Tinnevely district, where he was employed on irrigation works till December 1876. He was then transferred to the Nellore district, in special charge of the construction of a section of the Buckingham canal, one of the famine relief works, where between 7,000 and 8,000 coolies were under his management over a length of 5 miles. In June 1877 he was transferred to the Madura district, and was thanked by the government of Madras for his exertions during the famine, as appears by the *Gazette* of the 18th of that month. He was appointed to hold temporary charge of the Madura division in November 1878, obtaining his promotion to Assistant-Engineer, 1st grade (temporary rank), in April 1879. In the following September he was given charge of the Dindigal division in addition to his own; but his health failing, he obtained furlough on medical certificate for one year on the 7th of December, and died at Young, New South Wales, on the 11th of July, 1880. The official notice of his death specially recognises the fact that his health was sacrificed to his work in the famine. Mr. Hutchings was elected an Associate Member of the Institution on the 3rd of February, 1880.

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Mr. PETER LINDSAY HENDERSON was born at Glasgow in 1831, and was educated at the High School of his native city. From 1848 to 1850 he was in the employment of Mr. Robert Napier, M. Inst. C.E., of Glasgow. He afterwards went to sea, and was in India for about a year, and rose to the position of Master in the merchant service. Subsequently to the year 1851, he had much to do with the development of steam navigation, first in designing vessels, and then as owner of steamships from the Clyde. In 1857 he became the owner and manager of a line of steamers between Copenhagen and Germany, and was connected with dredging operations in several harbours in Denmark. A few years later he became a partner in a Government contract to run the mails to Iceland, and he went to survey and work the sulphur mines in that island. He built several steamers and commenced a trade between