

where he carried out surveys and the construction of a very difficult portion of those lines, returning home in 1877 on the completion of his term of agreement. He was engaged in 1879 in preparing plans and estimates for the arterial drainage of an extensive district in the counties of Galway and Roscommon, and in the following year (1880-1) he was employed by the Commissioners of Public Works (Ireland) as an Inspecting Engineer of Baronial Relief Works, and gave much satisfaction for the manner in which he performed that duty.

During a professional career of upwards of thirty years, Mr. Napier made many friends, and was held in great esteem for his high engineering acquirements, tact, judgment, and soundness of views and opinions, as well as for his unswerving probity and rectitude of character.

He was author of a Paper on permanent way (written for the Institution of Civil Engineers of Ireland), and also of a pamphlet advocating the connection of the various railway stations at Cork by a central terminus. He was elected a Member of the Institution of Civil Engineers on the 7th of February, 1871, and was also a Member of the Irish Institution, a Fellow of the Geological Society, and a Member of the Athenæum Club. He died on the 2nd of September, 1882.

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MR. CUTHBERT KNIGHTLEY ORLEBAR, the eldest son of the Rev. Cuthbert Orlebar, was born in 1844. He was educated at Brighton College, and on the death of his father, in 1861, entered on a pupillage of three years to Mr. G. W. Hemans, M. Inst. C.E. He was employed both in London and in Ireland in the office and the fieldwork, and in works in progress. For three years (1864-7) he was employed on the Enniskillen and Bundoran Railway, for two years as an Assistant, and for the last year as the Resident, Engineer. Here he devoted himself zealously to his work; the wild lake-scenery, and the rough surroundings of his life, possessed a charm for him equalling that of a sea-life to many men. He availed himself of every opportunity of gaining a knowledge of his professional work, and of designs to be brought before Parliament. Having won Mr. Hemans' approval and confidence, he was next appointed as Resident Engineer of a moiety of the Athenry and Ennis Railway from 1867 to 1869. He made contract surveys for the Wexford and New Ross Railway, as well as Parliamentary and contract surveys for railways, water,

and sewage works, both for Mr. Hemans and for Sir Charles Fox, Mr. Hassard, Messrs. Wilkinson, and others. For three and a half years, from 1870 to 1873, he was Resident Engineer of the Whitchurch and Tattenhall Railway, under Mr. W. Clarke, M. Inst. C.E. He afterwards engaged in independent practice, and designed and executed amongst many other matters, new waterworks for the town of Conway, railways in South Wales, and Parliamentary surveys.

Previously to his appointment to the Ennis and Athenry Railway in 1867, he had passed a most successful examination for India; Colonel Chesney pressed upon him an important appointment, but he was warned that India would be prejudicial to his health. An appointment in Honduras was similarly offered, and ultimately declined on the same account. His marriage in 1873 brought with it a large accession of fortune, but he always retained his keen interest in his profession, nor did he in any way remit his really hard work in preparation of designs, estimates, and drawings, and of Parliamentary work.

Of late years his health, never strong, gave way, but with characteristic reserve he kept the illness a complete secret, even from his nearest friends. He was elected a Member of the Institution on the 10th of April, 1877, and died at Torquay on the 23rd of January, 1882, aged thirty-seven, after what seemed only a sudden attack. Mr. Orlebar's natural reticence was equalled by his fine sense of honour, his kindness of heart, and his aiming at perfection in all he undertook to accomplish. The charm of his character drew round him many friends, who have keenly felt his loss.

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MR. THOMAS ORMISTON, C.I.E., was born in Edinburgh on the 28th of July, 1826; a few years subsequently his parents removed to Glasgow, where he received the rudiments of his education. He left school early, and, evincing an inclination and talent for engineering, he entered the service of his father and his uncle, who were then engaged in extensive building operations at the west end of Glasgow. Here he acquired a practical knowledge of carpentry, masonry, and surveying.

In the year 1846 he entered the service of the trustees of the River Clyde Navigation in the engineer's department, and shortly after became chief assistant to the then Engineer, Mr. David Bremner, M. Inst. C.E., and during the long illness, and for some time after the death, of Mr. Bremner in 1852, he had the entire