

He was a powerful swimmer, and had for long indulged safely in this unusual habit; but on the 27th of September, 1888, after inspecting some works at Pagham, he left his hotel at about 7 o'clock in the evening, and thereafter was never heard of, nor his body found. The coastguard discovered his clothes the next morning on the sands at Pagham, and it is surmised that he was seized with cramp while swimming. His career was thus cut short at the comparatively early age of forty-seven.

Mr. Hamand was of humble origin, but possessed remarkable natural powers, by the exercise of which he raised himself to a station far above that in which he was born. He was an excellent engineer, and always based his works, however small, on scientific principles. Under the pseudonym of "Hercules," he wrote a work on "British Railways and Canals and Government Control," which has been largely quoted. In addition to speaking five languages besides his own, he was a most accomplished musician, being especially skilful on the organ. His ingenuity was much exercised in invention, although he never took the trouble to push his patents. He invented a vacuum brake, a new form of sluice-door, a floating breakwater, a secondary battery, a fishplate, an improved locomotive, a double cigar-hulled steamer, a new kind of organ-valve, &c. He was an enthusiastic photographer, and was engaged in working out correct figures for the systematic exposure of the plate. He also was a good botanist.

Mr. Hamand was elected an Associate of the Institution on the 24th of May, 1870, and was transferred to Member on the 6th of May, 1873.

---

THOMAS HINDMARSH was born in Northumberland in 1827, and served his time as a mechanical engineer in a shop in Somersetshire, starting active employment in the running department of the Great Northern Railway in 1853. He left in 1855 to go to India, where he had obtained a post in the running department of the Eastern Bengal line. Here he gradually rose to be Locomotive Superintendent, a position he held for twenty-nine years, until the Eastern Bengal system was absorbed by the Indian State Railways, when he resigned. He returned to India in 1888 as representative of the Automatic Vacuum Brake Company, and did much by his energy and intelligent exposition of the merits of that brake, to secure its adoption by the Government for the Indian State lines.

Mr. Hindmarsh died off Aden on his passage home from India on the 8th of February 1889. He was elected a Member of the Institution on the 13th of January 1885.

---

JOHN McCONNOCHIE was born on the 9th of October 1823, at Port Patrick, N.B., where his father was engaged on the Harbour Works under Sir John Rennie, Past-President Inst. C.E. He was educated at the local school, and at the Andersonian University, Glasgow, with a view to becoming a Civil Engineer, and his training commenced by his being placed for a short time to work in a mason's yard; then he was apprenticed for mechanical engineering to the firm of Robert Napier and Sons, of Glasgow, and acted as engineer on board the steamer that plied between Ardrossan and Belfast. He was next placed under the late Mr. Thomas Kyle, Engineering Surveyor, Glasgow, from which he was transferred in 1846 to the office of Messrs. Walker, Burges and Cooper, London. By them he was sent as Assistant Resident Engineer to the Government Harbour Works at St. Catherine's Bay, Jersey, where he remained till 1855, except for one season, when he was sent to assist the late Mr. Douglass during the erection of the Bishop Rock Lighthouse on the Scilly Islands.

In 1855 he went to Cardiff as Resident Engineer for Messrs. Walker, Burges and Cooper, on the extension works of the East Bute Dock, and on the death of the late Mr. Walker in 1862, he was appointed Chief Engineer of the Bute Docks, in which position he remained until his death from heart disease, on the 28th of March 1889.

Mr. McConnochie designed and carried out the Roath Basin, Roath Dock, and many contingent works at the Bute Docks, and in conjunction with Lord Bute's managing trustee, Mr. John Boyle, had the satisfaction of seeing and providing for the extraordinary growth of the trade of the Port of Cardiff, and he was frequently consulted on dock matters. Mr. McConnochie's genial disposition made him a general favourite; he was Mayor of Cardiff in 1880, and subsequently an Alderman of the Borough, and Justice of the Peace; and it may be truly said that he conscientiously devoted the best part of his life to the interests of the Port and Town of Cardiff.

Mr. McConnochie was elected a Member of the Institution on the 5th of April, 1864.

---