

Mr. Turnbull's personal friend, on hearing of this exclaimed, "Well! there has not been such an act of audacity performed in these parts since the time Admiral Watson opened fire upon the Dutch fleet in the Hooghly when we were at peace with Holland." But elastic energy in the face of danger was not Mr. Turnbull's only attribute. Domestic virtues, generosity to his friends, forgiveness of injury, and sympathy with suffering, endeared him to those within that more intimate sphere which it is not the province of this notice to invade. Perhaps his chief characteristic was a singular simplicity of manner and a distaste for ostentation. This probably induced him to decline the honour of knighthood, which was pressed upon him by Lord Elgin at the close of his Indian career. For those who knew him not, it will suffice to say that in the roll of eminent engineers, who have relied upon the arts of peace in furthering in distant climes the honour and influence of their country, there occurs no name more worthy of record than that of him who forms the subject of this notice.

ALEXANDER CUNNINGHAM BOOTHBY, eldest son of Colonel Boothby, of St. Andrew's, N.B., was born on the 26th of February, 1857. He received his education at St. Andrews, and thereafter entered the office of the late Mr. John Sang, an engineer who had at that time extensive business connections in Fife. While with him Mr. Boothby was engaged in many important local works, including the water-supplies of Cupar, and other towns in Fife. He was also employed in the preparation of the Parliamentary plans and estimates of the Burntisland Direct Mineral Railway, and various other schemes which had been entrusted to Mr. Sang. After leaving Mr. Sang's office in 1876, he commenced business in Kirkcaldy with Mr. L. S. Little. This partnership continued for five years, and thereafter Mr. Boothby carried on business on his own account in Fife, until his more extended practice necessitated his having an office in London, when he assumed as partner Mr. Claud R. Watson, who had served articles in his office. Amongst the more important works carried out by Mr. Boothby may be mentioned the Elie, St. Monan's, and Earlsferry water-works, the Kinghorn sewage-works, and several other minor town and estate water-, sewage-, and drainage-schemes. He originated and was employed to prepare the parliamentary plans and estimates in connection with the Seafield dock and railway scheme, which was carried through Parliament in the face

of great opposition in 1883. He was also employed as engineer for the Kirkcaldy Tramways Company, whose Bill passed through Parliament in the same Session. Before his removal to London, Mr. Boothby had for some time been entrusted by Messrs. Barlow and Son with the superintendence of the testing of the wrought and cast iron used in the construction of the New Tay Viaduct, but this important and responsible position he felt obliged to relinquish, as he found it required more personal superintendence than he could afford to give to it. He designed and carried out (along with Mr. W. T. E. Fosbery) the works in connection with the Bury St. Edmunds sewage-disposal, and at the time of his death was engaged, in connection with Messrs. Barlow and Son, in several large and important engineering enterprises now in progress. He took a keen interest in the practical applications of electricity, and was interested in several inventions.

He was elected an Associate Member of the Institution on the 5th of December, 1882, and died at Leamington on the 17th of December, 1888.

GILBERT HENRY GARRETT¹ was born at Tamworth on the 4th of March, 1855, and was educated at the Clergy Orphan School, Canterbury. From youth his taste lay in the direction of engineering, and accordingly he was educated with a view of embracing that profession, becoming a pupil under Mr. W. Adams, of the Great Eastern Railway. Afterwards, when that gentleman was made Locomotive Superintendent of the London and South-Western Railway, Mr. Garrett was appointed his assistant. In this capacity he materially rendered great help in re-arranging the works connected with that company. A vacancy occurring at Messrs. Sterne and Co.'s Works, Glasgow, he was made manager, and remained there for about three years. After the death of Mr. Douglass, of Messrs. Stephenson's Works, Newcastle, he was appointed to direct the affairs of that well-known establishment in September 1885. This office he filled with conspicuous ability up to the time of his premature death, which occurred on the 10th of March, 1889.

Mr. Garrett was elected an Associate Member of the Institution on the 1st of March, 1881.

¹ These particulars are derived from a notice in the *Newcastle Daily Chronicle* for March 12, 1889.