

through Messrs. Rothschild, for raising the capital, enabled the works to be started.

As may be gathered from the foregoing, Mr. Adamson was a shrewd, hard-headed north-countryman. He was of the stuff of which successful colonists are made, and one of those men who seem specially created to refute those pessimists whose talk is of the decadence of England.

Mr. Adamson was elected a Member of the Institution on the 29th of May, 1877. He died on the 13th of January, 1890.

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CHARLES ROBERT ATKINSON, youngest son of Joseph Atkinson, and grandson of Baron George, of His Majesty's Court of Exchequer in Ireland, and some time Recorder of the City of Dublin, was born in Dublin on the 4th of April, 1826. He was educated in England and in Germany, and was articled to Mr. G. W. Hemans, V. P. Inst. C.E., by whom he was subsequently appointed one of the Resident Engineers during the construction of the Midland Great Western Railway between Dublin and Galway. He had charge of the large iron bridge built over the River Shannon, at Athlone, which was then one of the most important bridges constructed in Ireland. Upon the completion of this work, he was employed by Mr. William Le Fanu, engineer to the Kilkenny Junction, Waterford and Tramore Railways, &c. During the greater portion of this engagement Mr Atkinson acted as Resident Engineer on the construction of the Waterford and Tramore line, the works of which he carried out most satisfactorily. During the years 1854 and 1855 he had charge of some important contracts for the late Mr. William Dargan. On their completion he went to India as a Civil Engineer of the first class, in the service of the Honourable East India Company, but, owing to the Mutiny breaking out, he was obliged to return home in 1857. On reaching Ireland he was appointed Resident Engineer of the Sligo extension of the Midland Great Western Railway, having 20 miles of that line under his charge, including the construction of Sligo Station. After the opening of the line to Sligo, he was appointed Resident Engineer on the River Fergus Reclamation-works, where several thousands of acres have been won from the sea. During 1864 and 1865 he was employed preparing surveys, &c., for a railway between Kilrush and Kilkee. In 1866 he was appointed Chief Engineer on the Ulster Railway, and retained that office until the amalgamation of the line with the Great

Northern of Ireland in the year 1876. Thereupon he was appointed Engineer of the Northern Division of the amalgamation, which comprised the old Ulster system and some additional branch lines. Under Mr. Atkinson's management, improvements were effected in the permanent way, and several important works were carried out, principally the rebuilding of the bridges over the Rivers Carn and Blackwater; also various undertakings in connection with the remodelling and re-signalling of several of the large stations. Owing to ill-health, he was obliged to resign his appointment in August 1889. He enjoyed his retirement only for a few months.

Mr. Atkinson was one of the promoters, and also a director of the Electric Railway between Portrush and the Giant's Causeway, being the first electric railway in the United Kingdom. He took great interest in the construction and carrying out of the line. He was a skilful engineer, with large experience. He was also an accomplished musician, taking part in the orchestra of various concerts in Belfast, especially in connection with the Philharmonic Society. He was a good friend to those subordinate to him in his official capacity, his kind, genial, and generous disposition winning for him many friends from all ranks. He was long connected with Freemasonry, and attained to very high Degrees in the order, contributing also liberally to the various Masonic charities, and he was held in high estimation by the craft.

Mr. Atkinson was elected a Member of the Institution of Civil Engineers on the 6th of February, 1866. He died on the 13th of December, 1889.

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FRANCIS ROUBILIAC CONDER, the eldest son of Josiah Conder, well known during his lifetime as a philanthropist and an author, was born a freeman of the City of London, in St. Paul's Churchyard, on 26th November, 1815, and was educated at Mill Hill School. He was articled as an engineer to Sir Charles Fox, in the early days of railway-making in England, and has left some account of his first experiences, and of his personal impressions of men like Robert Stephenson and Brunel, in a volume entitled "Personal Recollections of an Engineer." One of his earliest professional engagements in 1836 was on the Birmingham and Gloucester Railway under Robert Stephenson. Like other members of his profession, he was induced, by the rapid profits of such work, to become a contractor, and was employed by Fox, Henderson and Co., on responsible duties at Birmingham,