

Devon Railway, and its various branches. These appointments he continued to hold until the amalgamation of those lines with the Great Western Railway in the year 1876, when he was appointed Resident Engineer of the Western Division of that Company's system. That post included the charge of the Great Western Docks at Plymouth, where between 1878 and 1881 he carried out the construction of the West Wharf, the deepening of the entrance channel and the extension of the graving dock. He also at that time reconstructed the St. Pinnock and Moorswater Viaducts on the Cornwall Railway, a description of which he presented to the Institution.¹ Towards the latter end of 1891 Mr. Margary retired on a well-earned pension. His retirement was taken advantage of by upwards of 500 of his colleagues and assistants, to present him with a testimonial of their appreciation of his ability, and the respect and kindly feeling which they felt for him. This address was enclosed in a silver casket and was presented in the presence of a great number of his brother officials.

Mr. Margary did not long enjoy his well-earned repose, for he died in London of heart disease on the 29th of April, 1896. His death causes another breach in the ranks of those engineers who were brought up amongst the early surroundings of the great railway developments of fifty years ago. He was a man whose life was spent in assisting in no small measure in those developments, and his strong force of character and strict sense of duty, as well as his upright and conscientious conduct on all occasions, will long be remembered by those who were associated with him. He was elected an Associate on the 2nd of March, 1847, and was transferred to the class of Member on the 31st of January, 1860.

THOMAS MEIK, who was born on the 20th of January, 1812, at Duddingston, near Edinburgh, came of an old Perthshire family, at one time the owners of considerable property in the neighbourhood of Coupar Angus. He was educated at the High School and at the University of Edinburgh, from which he went for two years to a firm of millwrights named Moodie, and was then apprenticed for a similar period to Mr. John Steedman, engineer and contractor, at that time engaged in building the Hutcheson Bridge, Glasgow. On the conclusion of his apprenticeship he obtained,

¹ Minutes of Proceedings Inst. C.E., vol. lxi. p. 312.

through the influence of Colonel (subsequently General Sir) Charles Pasley, K.C.B., R.E.,¹ an appointment on the ordnance survey of Ireland, which, however, he did not retain long, as in 1833 he accepted the post of assistant to Mr. W. C. Mylne,² engineer to the New River Company. He remained on the New River works until 1845, during the first few years in Mr. Mylne's office and subsequently employed on out-door work, being appointed chief Assistant-Engineer to the Company under Mr. Mylne. During that period Mr. Meik was engaged in a variety of general work in addition to that of the New River Company, including the water-supply of Hastings and Stamford, bridges at Cambridge and elsewhere, and the survey of a railway from London to Brighton. After his appointment as Assistant-Engineer to the Company, he lived on the New River at Bush Hill near Enfield, and had special charge of the sinking of two wells, one of which was at Cheshunt.

In 1845 Mr. Meik was appointed Engineer to the River Wear Commission in succession to Mr. John Murray,³ who had become Engineer to the Sunderland Dock Company formed under the chairmanship of George Hudson, the "Railway King," to construct a large dock on the south side of the Wear. The dock undertaking was purchased by the Commission in 1859 and from that time Mr. Meik had charge of the whole work of the port. During his residence at Sunderland the works carried out by the Commissioners were very extensive, including large dredging operations in the river, the construction of the Hendon Dock, with a separate entrance to the sea, and the enlargement of the Southern outlet from the dock by the construction of the New South-west Breakwater and other works. Mr. Meik's duties also included the design and construction of a graving dock, grain warehouses, quays, fixed and swing bridges, coal staiths and the other usual adjuncts of a large harbour and dock undertaking. A great deal of the work of the Commission was executed by its own staff without the assistance of a contractor, and as the New Hendon Dock works were constructed in this way the duties of the engineer were very onerous.

These important works were finished in 1867, and in 1868 Mr. Meik resigned his appointment as Engineer to the River Wear Commission, and was succeeded by Mr. H. H. Wake, a former pupil, Mr. Meik being retained as Consulting Engineer. He then

¹ Minutes of Proceedings Inst. C.E., vol. xxi. p. 545.

² *Ibid*, vol. xxx. p. 448.

³ *Ibid*, vol. lxxi. p. 400.

took into partnership another old pupil and assistant, Mr. W. D. Nisbet, and commenced business both in Sunderland and Edinburgh, Mr. Meik going to reside in Edinburgh, while Mr. Nisbet remained in Sunderland. The firm carried out extensive works in the North of England and in Scotland, including new wet docks at Burntisland and Ayr, harbour works at Blyth and Warkworth, the water-supply of Bedlington, foreshore protection works at Bridlington, a graving dock and quays on the Wear, and the Hylton, Southwick and Monkwearmouth Railway, afterwards taken over by the North Eastern Company.

In 1875 Mr. Nisbet left the firm to accept the post of Harbour Engineer to the Government of Queensland, and Mr. Meik then took into partnership his son, Patrick Walter, and a few years later another son, Charles Scott. The firm, reconstituted as Thomas Meik and Sons, executed further important works, including the dock and harbour at Bo'ness, the harbour of Eyemouth and the Eyemouth Branch Railway, and acted as consulting engineers for the new dock at Sillloth. In 1876, Mr. Meik severed his connection with the River Wear Commission and in 1888 he retired from business.

In addition to the works referred to, Mr. Meik was consulted at various times by nearly every harbour authority in the north. He acted as Engineer to the Peterhead Harbour Trustees for their Act of 1876, and he designed the Port Henry Works at that place. He was twice asked to submit designs for docks at Stockton-on-Tees, and at Seaham and Arbroath. He gave evidence before the Royal Commission on Harbours of Refuge in 1859, before the Fishery Harbour Commission of 1884, and before many Parliamentary Committees on Harbour and Dock Bills.

Mr. Meik was a man of genial temperament and made many friends amongst his professional brethren, but in his later years he lived in quiet retirement. He had an excellent constitution and had hardly known what illness was till within a few months of his death. He passed away peacefully at his residence, 13 Newbattle Terrace, Edinburgh, at the mature age of eighty-four, on the 22nd of April, 1896, the fiftieth anniversary of his wedding-day. Mr. Meik was elected a Member on the 1st of May, 1866.
