

## OBITUARY.

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JAMES RICHARDSON FORMAN died at his residence, Craig Park, Ratho, Midlothian, on the 8th July, 1900, in his 78th year. He was a native of Nova Scotia, to which colony the family emigrated from Coldstream, in Berwickshire, in 1780. In 1841 he came to Glasgow, and, after serving an apprenticeship to Mr. Niel Robson, he was appointed in 1845 Resident Engineer on the Wilsontown, Morningside and Coltness Railway, then in course of construction, in connection with which serious difficulties had arisen between the Company and the contractor. After successfully completing and equipping that railway, Mr. Forman remained as Manager until 1851, when he was appointed Manager of the Glasgow General Terminus Railway, which post he held for two years. He then accepted a commission as Government Engineer for the province of Nova Scotia, where he served for six years.

Returning to Glasgow in 1860, Mr. Forman entered into partnership with Mr. Robert Robson and Mr. McCall, under the style of Robson, Forman & McCall, and took an active interest in railway development in Scotland. Among the undertakings with which he was connected were the Greenock and Ayrshire and Wemyss Bay Railways, the Blane Valley line, the Busby and East Kilbride, Stobcross, Kelvin Valley, Milngavie and Aberfoyle Railways, and Gryffe Waterworks, Greenock. Latterly Mr. Forman did not take active interest in business, although he remained Chairman of the Aberfoyle Slate Quarries Company, and, until recently, of the Edinburgh American Land Mortgage Company, which post he had held for over twenty years. He was also a Director of the Arizona Copper Company. Since 1880 he resided at Ratho, and took a lively interest in all connected with that village, having been Chairman of the local School Board and Parish Council.

Mr. Forman was elected a Member of the Institution on the 1st May, 1866.

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EDWARD GARLICK, born in 1822, served his engineering apprenticeship to Mr. Philip Park, of Preston. His first important engagement was that of Resident Engineer on the Fleetwood, Preston and West Riding Junction Railway, which post he held for

three years, being responsible during that time for the construction of the tunnel under the town of Preston. He then acted for two years as an assistant to Mr. Park, and in 1851 joined the firm of Park, Son and Garlick, and carried on business in Preston.

Among the works executed by Mr. Garlick may be mentioned the Sea Wall, Carriage Drive and Promenade at Blackpool, and the construction of many miles of embankment on the Lancashire coast. As Engineer to the Ribble Navigation Company he constructed the old quays and river training-walls, and reclaimed from the sea several hundred acres of land. He was appointed Engineer to the Ribble Navigation after the Corporation purchased the undertaking, and he subsequently designed the present dock, tidal basin and river diversion, and the dredging plant, but owing to ill-health he was compelled to relinquish the work and to retire from business for a time.

Mr. Garlick was for many years Engineer and Steward to the Corporation of Preston, in which capacity he carried out many town improvements, including the cattle markets and the large covered market, as well as various works for the water-supply of Preston. In 1868, a very dry season, the storage in the reservoirs was all but exhausted. To meet this emergency, Mr. Garlick erected two engines which pumped water out of the Hodder, the only available supply, the water being conveyed down an aqueduct 7 miles long, with little fall and one incline, the entire work being completed in a few days.

Mr. Garlick constructed many waterworks reservoirs, and at the time of his death, which took place at Preston on the 13th January, 1900, was Engineer to the Fylde Waterworks. For many years he was frequently engaged as a witness in arbitration cases and before Parliamentary Committees.

He was elected a Member of the Institution on the 8th January, 1861.

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HARRY PASLEY HIGGINSON, born in 1838 at Thormanby, Yorkshire, was educated at the Collegiate School, Leicester. On leaving school he served an apprenticeship to Sir William Fairbairn, from 1855 to 1859, during which time he became acquainted with all kinds of iron-work and the details of the drawing office. From October, 1859, to November, 1861, he was engaged in Russia on the construction of the Riga-Dünaburg Railway, after which he was appointed in March, 1862, to the Government Staff of the