

In conjunction with Mr. Tone, he received the appointment of Engineer to the Severn Valley, and the Border Counties Railways, which latter was, at the period of his decease, on the point of being commenced. This event took place at his residence in Newcastle, on the 9th of May, 1855, in the forty-seventh year of his age. A cold caught in London, where he had gone for the purpose of giving evidence on the Liverpool Water-Works Bill, brought on a distressing and painful illness, which he bore with great fortitude, but under which, on his return, he finally succumbed.

Mr. Nicholson was remarkable not only for the professional skill, but for the great practical ability and sound judgment, which he brought to bear on all questions submitted to him. He insured the success of the enterprises with which he was connected, by an unwearied assiduity in the performance of his duties, and by a personal supervision of the most minute details. His reputation steadily advanced with his years, and his industry kept pace with his reputation: not only was he largely connected with the manufacturing interests of the district where he resided, but also with those of the coal trade. He had great experience in parliamentary business, and his thorough acquaintance with the forms and standing orders of the House, rendered him a great authority in all matters connected with that branch of his business. In private as in professional life, his opinion was alike held in estimation, and he was the valued adviser of a numerous circle of friends: he was ever distinguished for the universal kindness of his demeanour, and the unvarying nature of his personal friendships. His loss was severely felt, not only by those who had the advantage of his intimate acquaintance, but also by the commercial world, who had so long profited by his energy and experience.

He was elected an Associate of the Institution of Civil Engineers in 1838, and in the following year, he was transferred to the class of Members. He took great interest in the Society, and whenever he visited London, was constant in his attendance at the Meetings, where he was ever welcomed by his brother Members, with a cordiality indicative of their estimation of his worth.

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Mr. JOHN BROGDEN, Jun., eldest son of Mr. John Brogden, the well-known Contractor, was born at Manchester, in the year 1823. He received the first rudiments of his education at the academy in Blackburn; and, afterwards, evincing taste for scientific pursuits, was sent to Manchester, where he studied chemistry, under Dr. Lyon Playfair and Messrs. Day and Stone. The knowledge, which he thus gained, he was enabled practically to employ, during a

subsequent residence of three years, at the chemical works in Clayton, near Manchester.

The Father, being extensively engaged in the execution of railway contracts, found it necessary, in 1840, to associate his son in his undertakings, and he was consequently employed upon the contract works of the Manchester and Birmingham line, of which the late Mr. Buck, (M. Inst. C.E.,) was Engineer. After the completion of a considerable portion of this railway, he assisted in the construction of the Manchester and Leeds extension into Manchester. He was subsequently employed, in conjunction with his Father, in executing contracts for works on the Northampton and Peterborough,—the East Lancashire,—the Ashton Branch of the London and North-Western,—and the Manchester and Altrincham Railways, and for the drainage works at Lynn, in Norfolk. He also executed, on his own account, a contract on the Gravesend and Rochester Railway, and another on the North Kent line.

When railway construction had somewhat diminished, being fond of geology, he turned his attention to minerals and mining. The first enterprise of this kind, was undertaken, in conjunction with his partners, in raising hematite ore from the mines in Furness, in connection with which, they established an iron and steel manufactory near Ulverstone; and he also became a partner in the Glamorganshire Iron and Coal Works, in South Wales. In 1851, he purchased, in conjunction with his brother Mr. Alexander Brogden, the North Shore Cotton Mills in Liverpool, which they carried on until the mills were destroyed by fire, in the summer of 1853.

The late Mr. George Stephenson had entertained a great desire to establish a railway communication between the Furness district, and the Lancaster and Carlisle Railway, and at the same time, to reclaim a part of the sands of Morecambe Bay. He had frequently discussed the subject with Mr. Brogden, sen., and although deferred, the project was not lost sight of. In 1851, an Act was obtained for this purpose, the principal promoters being the Duke of Buccleuch, the Earl of Burlington, Mr. Brogden, sen., and Mr. J. R. McClean, (M. Inst. C.E.,) who became the Engineer of the line. Mr. John Brogden, jun., being largely interested in the undertaking, became Vice-Chairman of the Ulverstone and Lancaster Railway Company, and took, during the last three years, a very active part in carrying out the works. The popular doubts of the practicability of crossing the sands over any part of Morecambe Bay, in defiance of the course of the tides and the constant shifting of the fresh-water channels, tended only to heighten his interest, and to increase his determination to accomplish the task, of which he lived to see the greater portion successfully completed. A Paper on the construction of these Sea Embank-

ments,<sup>1</sup> was contributed to the Institution by Mr. James Brunlees, (M. Inst. C. E.), who had succeeded Mr. McClean as Engineer of the line, and was read before the Institution, on the 23rd of January 1855. Mr. Brogden joined the Society as an Associate, in May 1852; he always evinced the greatest interest in its proceedings, and whenever he was in London, attended the Meetings with regularity and took part in the proceedings. He was also a Fellow of the Geological Society and a Member of the British Association.

He died at his residence, Lightburn House, Ulverstone, on the 6th of November 1855, at the early age of thirty-two. During the course of the day, he had been inspecting an iron mine, and it is conjectured, that the stooping posture which he was compelled to assume, had produced some injury to the brain. In the evening when about to leave his house to preside at a Missionary Meeting in Dalton, he suddenly fell down in an apoplectic fit, and died in about an hour afterwards. His death excited universal sorrow in the neighbourhood, and his memory will be long and fondly cherished by his numerous and attached friends.

He was an active and practical man of business, and had an extensive and varied knowledge of men and things. He was frank, kind, and courteous, not only to his friends, but to all with whom his extensive business transactions brought him into contact: and the workmen in his employ, will long regret the loss of so forbearing and considerate a master. He was ever ready to co-operate in promoting objects for the benefit of the town in which he lived, and showed the great interest which he felt in the general progress and welfare of the people, by contributing an active support to every measure, calculated for the amelioration of their condition, and the advancement of education.

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MR. ALEXANDER COMRIE was born on the 26th of August, 1786, in the village of Comrie, Perthshire, N. B., where he remained until the year 1803, at which time, the late Mr. Netlam Giles, who was then engaged on some surveys in Scotland, employed him as a field assistant, and he was subsequently induced to come to London, by the late Mr. Francis Giles, (M. Inst. C.E.,) with whom he remained for the long period of twenty-one years, during the greater part of which, he acted as his principal assistant, and was employed by him on the extensive surveys throughout the United Kingdom, which were made, at that period, for public works.

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<sup>1</sup> *Vide Minutes of Proceedings Inst. C. E., vol. xiv., p. 239.*