

by which he himself was actuated ; and although for the last eleven or twelve years of his life his sufferings were of the most acute and painful character, they had not the effect of ruffling his temper, nor of disturbing the cheerfulness so natural to him, and which was never more marked than when surrounded by his family and friends.

His name must now be enrolled on the list of those useful men whose labours have so largely contributed to the honour and prosperity of their country. Eminent in a professional and estimable in a personal point of view, he will be remembered with respect by those who knew him in his ordinary relations to society, whilst, as an affectionate husband, a fond father, and a true friend, his memory will long be cherished in that family circle where the true character only is fully and properly estimated.

Mr. Maudslay became a Member of the Institution so early as the year 1833, and until the state of his health prevented his attendance at the Meetings, he took great interest in the proceedings. His decease occurred on the 25th of September, 1861, only a few days after entering on his sixty-first year.

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Mr. JOHN McVEAGH commenced his professional career as a Civil Engineer under Sir John Macneill (M. Inst., C.E.), on a line of railway, between Drogheda and Belfast. He then superintended the construction of various Roads, Bridges, and Lime Works in the neighbourhood of Belfast, and was afterwards employed under Mr. Thompson, C.E., of Glasgow in the construction of a bridge over the river Kelvin near Glasgow, in taking soundings and preparing a chart from Port Glasgow to Gourock Bay below Greenock Bank ; and in making surveys and taking levels for a proposed canal from Loch Lomond to form a junction with the Forth and Clyde Canal at Bowling Bay. He was then engaged under the late Mr. Errington (M. Inst., C.E.), in the construction of the Greenock and Glasgow Railway, in the preparation of the drawings, for a Landing Stage for deep-water vessels at Greenock, and in the construction of the Docks at that port. He also designed, under the direction of Mr. Errington, plans for a breakwater to be placed on Greenock Bank. Subsequently, he was engaged under Messrs. Locke and Errington in preparing the plans and sections, and carrying the bills through Parliament, of the Lancaster and Carlisle Railway, the Caledonian Railway, &c., from which period, until the time of his death, which took place at Southfield, Liberton, near Edinburgh, on the 17th of August, 1861, he was unremittingly employed professionally in France, Holland, and Spain, as well as in various parts of the United Kingdom. He was also employed for some time in preparing

drawings for the extension of the dock accommodation at Sutton Pool, near Plymouth—a work which, from want of sufficient funds, was not fully executed. Upon the portion which was carried out, the resident Engineer was the present Sir Charles Hartley (M. Inst. C.E.), the Engineer of the works now being executed, under the joint commission appointed after the Crimean war, at the Sulina mouth of the Danube.

Mr. McVeagh was constantly occupied during a long and active professional life; and it is a source of regret that all attempts to obtain materials for a proper memoir should have proved abortive. He only joined the Institution as a Member in the year 1858, during the Presidency of the late Mr. Locke, M.P., by whom he was much esteemed.

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MR. JOHN PLEWS was born at Thornton Steward, Yorkshire, on the 1st of May, 1795. He was the son of a farmer, with whom he remained until 1812, when having attained his seventeenth year, and determining to make use of the mathematical education he had received, he came up to London, and was engaged under the important firm of Messrs. Jolliffe and Banks, contractors, who at that time were building Waterloo Bridge, and where he remained until its completion in June 1817. He soon gained the confidence of his employers, and he continued with the firm until 1835, in which year Messrs. Jolliffe and Banks both died. Under their direction, Mr. John Plews had the principal management of the large works in which they were for so many years engaged, and amongst which were the building of Southwark Bridge;—the sea-wall in front of the Custom House, London;—the Hermitage entrance to the London Docks;—the sea-wall in front of the Victualling Office, Deptford;—the sea-wharf walls, basins, timber slips, &c., at her Majesty's Dockyard, Woolwich;—the new London Bridge;—the bridge over the Serpentine, in Hyde Park;—the bridge over the Thames, at Staines, Middlesex;—the sea-walls, graving-docks, basins, mastponds, &c., at her Majesty's Dockyard, Sheerness;—the straight cut, five miles in length, through the sand in Sutton Wash, for the river Nene, for the North Level Drainage Commissioners;—and many other extensive and important works.

Sir Edward Banks died in 1835, leaving Mr. Plews one of his executors, in conjunction with Mr. R. L. Jones, the chairman of the London Bridge Committee, and Mr. Bevan, banker, Lombard Street, to wind up, not only his private affairs, but likewise all the unsettled accounts of the partnership of Jolliffe and Banks, which Mr. Plews accomplished with the utmost satisfaction to all the parties interested.