

Great Indian Peninsula Railway, and a few other gentlemen in Bombay, united soon after the death of Mr. Berkley to prove their high appreciation of his talent, as well as their great esteem and affection for their late friend and companion, by a substantial testimonial.

In a few days a sum of nearly £3,000 was raised, and it was determined to erect a monument over the grave of their late friend, at a considerable cost, and to expend the remainder of the fund, amounting to about £2,000, in the establishment of a fellowship, to be called the "Berkley" fellowship, at the Bombay University. They well knew that the high value he attributed to education and the proper development of the powers of the mind, and the great interest he always evinced in this excellent university, would, were he living, render this, in his eyes, one of the most valuable testimonials of their regard which could be offered to him.

Mr. Berkley was elected a member of the Institution of Civil Engineers in the year 1855, and his Paper on "Indian Railways," in 1860, obtained for him a Telford Medal and a Council Premium of Books.

He was one of the men who, if his mission had not been to become one of the engineering pioneers in the East, would have risen to a very eminent position in the profession, for which he possessed the highest qualifications.

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MR. JAMES COOPER was born at Highgate, in the year 1817. Soon after leaving school he entered the factory of Messrs. Cooper, of Old Street, where he only remained a short time, but where he acquired useful practical knowledge, which was of service to him in his future career.

After studying for some time under Mr. Hale, land surveyor at Colchester, he entered the office of Messrs. Walker and Burges, as a pupil, in the year 1835, and he rendered himself so useful that he subsequently continued with them as an Assistant, and finally was admitted into partnership with the firm in 1851.

Under the direction of, and in connection with, Messrs. Walker and Burges, he enjoyed rare opportunities of observing, and of being actively engaged in, many of the great engineering works of the period, such as the Caledonian Canal, the Middle Level Drainage, the Admiralty Works at Dover, Jersey, Alderney, Plymouth, &c., the Birmingham Canal, and the Lighthouses for the Corporation of the Trinity House, with many other important undertakings.

Whilst he was in charge of the works at the Edystone Lighthouse, in 1839, when it was decided to carry out Smeaton's inten-

tion of filling up the cavern in the rock, he nearly lost his life from one of those sudden risings of the waves to which the sea there is subject. The mason standing beside him was swept away, and was drowned, but Mr. Cooper continued his labours until the hazardous work was completed.

His decease was very unexpected, as there were not any symptoms which induced any anticipation of such an event. On Sunday, after church, he took a walk of only a few miles, and returned apparently without fatigue. After dinner his sisters quitted the dining-room, leaving Mr. Cooper and his father in conversation. On the servant going to the room to summon them to tea, both father and son appeared to be asleep; the former awoke, but the latter had in his slumber peacefully passed away. His death occurred on the 2nd of March, 1862.

The opportunities he enjoyed professionally were unusually good, and had his life been spared he might have taken a high position.

Mr. James Cooper was elected an Associate of the Institution of Civil Engineers in 1836, was transferred to the class of Graduates in 1838, and to that of Member in 1847. He was a very constant attendant at the Meetings, and frequently took part in the discussions.

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MR. HENRY HINDE EDWARDS was born at Plymouth in November, 1800. His father, who was a practical Engineer and steam-engine builder, perceiving that there would be a good opening on the Continent, sent his son, in 1814, to complete his education in France, and he some time afterwards followed and settled in Paris, where he eventually became the partner of Monsieur Casimir Perier at Chaillot, and took his son into the works, of which, in 1829, Henry Hinde Edwards became the managing partner, as successor of his father, in the firm of Perier, Edwards, Chaper, and Co. The establishment, following closely after that of Messrs. Manby, Wilson, and Co. at Charenton, founded in 1820, became important in the history of mechanical engineering in France, and from thence there were produced large numbers of the double cylinder, high and low pressure engines, on Wolf's system, which are now so generally used on the Continent. Mr. Edwards also gave valuable aid in numerous establishments for mining, pumping water, grinding corn, &c., and displayed considerable mechanical ingenuity and skill. Among other works, he built, under the direction of Monsieur Polonceau, the cast-iron bridge across the Seine, called the Pont du Carrousel.

During the period of the political crisis, when all industrial undertakings were brought to a standstill, Mr. Edwards returned to England, whence he was eventually summoned to take charge

[1862-63. N.S.]

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