

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

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of the Locomotive and Rolling Stock Department of the Eastern (Strasbourg) Railway, duties which he performed with undoubted skill and rare conscientiousness.

He joined the Institution of Civil Engineers, as a Member, in the month of December, 1855, but his residence abroad precluded his paying frequent visits during the Sessions. He was also a Member of the *Société des Ingénieurs Civils de Paris*, amongst whose members he, at his decease on the 13th February, 1861, at the age of sixty-one years, left many friends who sincerely regard his memory as that of a modest and honest man who had done good service in his particular sphere.

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MR. JOHN EDWARD ERRINGTON, the eldest son of Mr. John Errington, a cadet of an old Northumberland family, was born at Hull, on the 29th December, 1806. He early evinced signs of great intelligence, and was remarked at school for his high spirit, for the prominent position he took in all his classes, and as being a general favourite with his masters.

Having shown in his youth great predilection for engineering and for the constructive arts, he was placed at an early age under an engineer officer, then conducting extensive public works in Ireland. After remaining some time on these works, he became the assistant of the late Mr. Padley in the various surveys which that gentleman conducted in the early stages of railways in this country. This employment brought him into connection with the late Mr. Rastrick (M. Inst. C.E.), by whom he was engaged to assist in various surveys, and his first active employment in railway projection was at the time of the preparation of the plans for the Birmingham end of the Grand Junction Railway, and it was at this period that Mr. Errington first met Mr. Joseph Locke, with whom he eventually became associated for the rest of his life. When the Grand Junction Railway came under the sole direction of Mr. Locke, he gave Mr. Errington an appointment as Resident Engineer, and intrusted to him the superintendence of the construction of a portion of the line, where he had an opportunity of making himself thoroughly acquainted with the practical methods adopted by Mr. Locke in carrying out the various contracts. After the completion of that railway, Mr. Errington took charge of the line from Glasgow, by Paisley, to Greenock, and the works were carried out under his superintendence: the harbour works at the latter port were also laid out by him, and the construction was carried on under his immediate supervision.

To an active and thoughtful mind like his it was not surprising that, during his residence in Scotland, various projects should have