

Glamorganshire and Breconshire with which he was not connected. He prepared the preliminary surveys of the Penarth Docks, and was also engaged upon the surveys of the Brecon and Merthyr Railway and its branches—in the preliminary surveys of the Rhymney Railway, and frequently by the Glamorganshire and Aberdare Canal Companies. He had likewise the management of the surveys of several collieries in the Merthyr, Rhondda, and Aberdare Coal Districts, including the extensive collieries of Mr. Crawshay, connected with the Cyfarthfa Iron works. In 1864 he developed the Bargoed Colliery, of which he was part proprietor. In 1851 he made the surveys for the supply of Weston-super-Mare with water, and in 1858 was engaged by the Merthyr Tydvil Local Board of Health to carry out the scheme of Mr. Hawksley (V.P. Inst. C.E.) for the supply of Merthyr with water. He did this to the entire satisfaction of the Board, and of the Chief Engineer; and, had he lived, he had intended to present an account of the works to the Institution.

He was elected a Member of the Institution of Civil Engineers in 1863, but attended few, if any, of its Meetings. Had his life been spared, he would have made a useful member, for one especial trait in his character was that of kindness, and a willingness to impart to others a share of the knowledge he possessed. In private life he was much esteemed for his unostentatiousness and amiability, and he died on the 10th of February, 1865, under very distressing circumstances, at the early age of only forty years, leaving a widow and two children to lament his loss.

MR. GEORGE MEREDITH was born in Dublin on the 8th of December, 1817; he was the second son of Mr. Benjamin Meredith, Civil Engineer, who successfully executed several important works in Ireland, and was engaged under Mr. George Stephenson in the construction of the Liverpool and Manchester Railway, his experience in the formation of public highways over marshy land in Ireland having enabled him to afford some useful suggestions in regard to the mode of passing over Chat Moss.

Mr. George Meredith, having received a good education, was for a time under his father's tuition, learning the theory of the profession, and at the age of sixteen was admitted into the office of the late Mr. J. U. Rastrick (M. Inst. C.E.), where he remained until the commencement of the construction of the London and Brighton Railway Company's lines in Sussex, when, in 1836, he was appointed Assistant Engineer under the late Mr. Statham (M. Inst. C.E.), and had charge of the construction of that portion of the line between Brighton and Shoreham, and of that from Brighton to Hayward's Heath, including the Clayton and the Patcham Tunnels.

Subsequently he was appointed Resident District Engineer on the Brighton, Lewes, and Hastings Railway, on which line he superintended and carried out several large works, including the curved viaduct from the Brighton Station, in the direction of Lewes; the tunnels at Rose Hill, Falmer, and Lewes, and a draw-bridge for carrying the railway over the River Ouse near Lewes. He afterwards took charge, for the same company, as Resident Engineer, of the Keymer Branch, from Hayward's Heath to Lewes. In 1847 he accepted the position of District Engineer, during the construction of the Nottingham and Grantham Railway, where, among other works, he executed the Gonerley Tunnel. He also designed and superintended the execution of the Grantham water-works, reservoir, &c. In 1852, Mr. George Meredith went to Holland, as the representative of an English contractor, during the construction of the Antwerp and Rotterdam Railway, and on the completion of those works he was named Engineer to the Ottoman Railway Company, from Smyrna to Aidin. He next made a survey of a proposed line of railway from Constantinople to Adrianople, and he returned to England with the intention of taking measures to have this line carried out, when he was suddenly seized with an illness which terminated fatally on the 21st of October, 1864, in the forty-seventh year of his age.

Mr. Meredith was elected a Member of the Institution of Civil Engineers on the 6th of March, 1849, and was occasionally present at the meetings. He was of an unassuming and retiring disposition—of a frank and genial temperament—was much esteemed by his friends and acquaintance—and gave general satisfaction to all those by whom he was employed.

MR. JACOB PERKINS was born in 1766, in New England, United States of America. His direct ancestor is traced to have been born at Newent, in the county of Gloucester, in 1590, and he emigrated with his family to New England in 1631. Of the position of the family, as of the early education of Jacob Perkins, nothing positive is known; but it appears, that at an early age he exhibited considerable talent for mechanical invention, fostered doubtless by the examples around him, of men striving to supply every-day wants. Before he was twenty-one years of age, he had invented, and constructed, machinery for producing several articles of utility and luxury. Under the old Confederation, the State of Massachusetts established a Mint for striking copper coins, and Mr. Perkins was early employed by the Government to assist in doing this, and the old Massachusetts cents, stamped with the Indian and the Eagle, now only to be seen in collections of curiosities, were produced by him. At the age of twenty-four he