

by hard work, and within one day of attaining his sixty-fifth year. His remains were interred in the Smithdown-lane cemetery, in the presence of a numerous assemblage of sorrowing friends, who by this last sad act testified their respect for the memory of the deceased, and the high esteem in which he had been held both in public and in private life.

MR. JOHN GODWIN was born at Swansea. His early studies led him to adopt engineering as a profession; and having, by his talent, and his industrious habits, attracted the attention of Sir James M'Adam who introduced the system of road-making distinguished by his name, Mr. Godwin was taken, at the early age of fourteen years, under his care and patronage. Mr. Godwin remained with Sir James M'Adam between five and six years, and during that time was intrusted with the superintendence of several engineering works in various parts of the south of England. This engagement terminated on Mr. Godwin's being appointed Surveyor to the Camberwell Trusts, London, when he received a valuable present from Sir James as a mark of appreciation and esteem. After a few years he became the Surveyor and Engineer to the Liverpool and Preston turnpike roads, and remained in charge of those roads for a period of eight years, residing at the time at Ormskirk. His energy was not however confined to the duties of this appointment, but he was also engaged in the execution of various works in North Lancashire. In the year 1836 he removed from Ormskirk to Belfast, on being appointed Engineer to the Ulster railway. The works were originally limited to the line between Belfast and Lisburn, and were designed by the late Mr. Thomas Woodhouse, M. Inst. C.E. Before the works had progressed very far, the originators of the scheme resigned, and the new Directors determined to appoint another Engineer. A deputation from the Board of Directors accordingly proceeded to Manchester, the then centre of railway enterprise and management, in order to select an efficient Engineer, and their choice fell upon Mr. Godwin, not merely on account of the high reputation he enjoyed, but also from his unpretending and unobtrusive address. Mr. Godwin continued to act as Engineer-in-chief of the Ulster railway until 1862, during which period he was occupied in extending the line from Lisburn to Portadown, and afterwards to Monaghan and Armagh. He was associated with several other railways in Ireland,—as the Engineer-in-chief of the Belfast and County Down, the Newry and Enniskillen, and the Newry and Warrenpoint railways, the engineering and Parliamentary difficulties of which were very considerable.

He was the first Professor of Engineering in Queen's College, Belfast; but he resigned that, as he did other appointments, some

years before his death. Although during his earlier life he was actively engaged in the duties of the profession, he still found time to cultivate his taste for the fine arts. He was a ready and accomplished draughtsman, and a very good painter in oil and water colours, for both of which he had considerable talent, and which proved a great source of occupation and enjoyment to him in his leisure hours.

He was possessed of great kindness of heart, and though at all times ready and anxious to help the industrious, and to assist those in distressed circumstances, his dislike to anything bordering on ostentation or display rendered his many acts of benevolence unknown to any save the recipients of his assistance and bounty.

Mr. Godwin died at Tamnagharrie, in the County of Down, on the 15th of January, 1869, having lived but three years in the residence which he purchased on his retirement. It may with truth be said that his life was exemplified by all those qualities which adorn a scientific, practical, and honest man.

He was elected a Member of the Institution of Civil Engineers on the 24th of June, 1845, but owing to his constant residence in Ireland, he was not able to be a frequent visitor at the meetings, in the proceedings of which he, however, took a lively interest.

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MR. ALEXANDER GORDON was the second son of Mr. David Gordon, the inventor and patentee of the system of compressing gas and using it in a portable form, and the grandson of Sir Alexander Gordon, of Culvennan, Greenlaw, Castle Douglas. He was born at New York (where his father at that time resided) on the 5th of May, 1802. At the age of five years he returned with his father to Scotland, and was subsequently educated at the Edinburgh University. In early life he was much employed by Telford, and was on intimate terms with the Messrs. Bramah, Donkin, Field, Simpson, and other members of the Institution. For many years he was agent for Mr. R. Napier, the marine engineer at Glasgow, and he was also manager of the portable gasworks in London, until they were abolished. Mr. Gordon devoted himself principally to the construction and management of lighthouses, especially in the colonies. In 1833 he introduced a polyzonal arrangement, both dioptric and catadioptric, constructed by M. Maritz, of the Hague; and, in the same year, the catadioptric apparatus of Fresnel, which he adopted for lighthouse purposes, and which he exhibited at a meeting of the British Association at Edinburgh in the following year. This he followed up in 1834 by patenting a holophotal apparatus; and in 1842 he designed and erected the original great sea-light in an iron tower at Morant Point, Jamaica, the first of many of a similar character. In the lighthouses erected by Mr. Gordon, he preferred using multiple reflectors, so that if