

the shadow of the approaching ruin. As might be imagined from the vicissitudes of his career, few men showed stranger or subtler contrasts in their nature. "He owed his rise to the unflinching resolution with which he pursued a fixed idea; yet he hesitated over each step he took." He possessed undoubted abilities and some extraordinary gifts, but he certainly owed much to fortune; and so great was his confidence in her favours that he drew recklessly on his prestige, instead of husbanding it against evil days. "Had he been born in a station beneath the influence of those ambitions that tempt men to become criminal, he would have lived distinguished and died esteemed."¹

MR. WILLIAM JOHN FORREST, the third son of Mr. John Forrest, of Annan, Dumfriesshire, was born on the 18th of July, 1828. He received his early education at Annan Academy, and attained considerable proficiency in classics and mathematics. He subsequently spent some time in perfecting himself in mathematics under private tuition, and early in the year 1846 was articled for five years to Messrs. McCallum and Dundas, Civil Engineers, of Edinburgh. Whilst with them he was employed on the surveys of the Ayrshire and Galloway railway, and on the construction of the Edinburgh branch of the Caledonian railway.

In January 1852 he was appointed one of the assistant engineers of the Great Western railway of Canada, then in course of construction under Mr. R. G. Benedict, of U.S., as Chief Engineer. In 1853 he became chief assistant to the late Mr. James C. Street, M. Inst. C.E., who superintended the construction of the Hamilton and Toronto railway as Engineer for the English contractor, Mr. George Wythes, Assoc. Inst. C.E.; the company's chief engineer being Mr. George Lowe Reid, M. Inst. C.E. On the completion, in 1856, of this line (for which Mr. Forrest had prepared all the working drawings), he was employed for upwards of two years as chief assistant on the surveys and plans of the projected Niagara and Detroit Rivers railway, of which Mr. Street was the chief engineer. Towards the end of 1859 he returned to England, and subsequently, in 1863, joined the firm of Messrs. Street and Marmont, MM. Inst. C.E., and remained with them as chief assistant until the death of Mr. Street, in April 1867. He then continued in practice on his own account till the summer of 1869, when he returned to Canada

¹ "The Times," Jan. 10, 1873.

and became principal assistant to Mr. Sandford Fleming, M. Inst. C.E., the Engineer-in-chief of the Intercolonial railway. His duties in this office were mainly to superintend the preparation, under Mr. Fleming, of the designs and working plans of the numerous and varied structures in timber, stone, and iron required for that important line of railway. He acquitted himself in that post with great professional skill and judgment, and earned the well-merited esteem and respect both of the Engineer-in-chief and of the Dominion Railway Commissioners. He continued to hold this responsible situation until his death; but he was obliged to relinquish active work in May 1873, having been seized by an attack of pleurisy of a severe character, from the effects of which he never fully recovered. He spent the summer at Kamouraska, on the lower St. Lawrence, in the hope of recovering his health; but whilst making a tour of inspection of some of the works of the Intercolonial railway, he was suddenly prostrated by illness and carried back to Kamouraska. There he rallied a little, but only for a brief space, for he breathed his last at that place on the 9th of September, 1873, and was buried at Ottawa.

Mr. Forrest was a clever engineer, but he was not fortunate enough to enjoy many opportunities of displaying his skill as an Engineer-in-Chief. He was a man of a high sense of honour, and was ever most jealous of the interests and fair fame of his profession, to which he was ardently attached. He was elected a Member of the Institution of Civil Engineers on the 2nd of March, 1869, and was also a Member of the Institution of Mechanical Engineers.

MR. JOHN ROBINSON McCLEAN, M.P., F.R.S., &c., was born at Belfast, in the year 1813. After receiving a good general education, he studied at the University of Glasgow, with the intention of qualifying himself for the profession of Civil Engineering. About the year 1838 he entered the office of Messrs. Walker and Burges, by whom his talents were soon duly appreciated. He was actively employed on some of the large works under their direction, particularly upon the improvement of the Birmingham Canal, where he exhibited great engineering talent and skill, as well as fertility of resource. But he more especially displayed qualities which gained many friends, who at a future period gave that effectual support which carried him forward in his successful career. He subsequently acted for the firm as Resident Engineer on several important works, where, by attention and skill, he so distinguished himself, that Mr. Walker, desiring to retain his services, made him seemingly most advantageous offers; but,