

During the time he lived and worked in Ireland, although an Englishman and a stranger, he was trusted and respected by all who knew him, but particularly by the working men, and whatever might be their complaint, on an appeal, his decision always settled any dispute. He returned to London in the year 1853, and was engaged upon a large number of arbitration cases.

In 1858 he entered into partnership with Mr. William Dennis (M. Inst. C.E.), who had been his chief assistant for some time, when they became jointly engaged in many undertakings, among which may be mentioned the Faversham Water-works, the Tunbridge Wells Water-works, the Parsonstown and Portumna Bridge railway, the Cwmorthin Wharf and tramways, &c. This partnership was terminated in 1869, after which his professional career was pursued alone. One of the last matters that engaged his attention was the better supply of water to the town of Bridgwater, for which he obtained an Act in 1871, but he did not live to see the works carried out.

He was elected an Associate of the Institution on the 1st of February, 1842, and in the same year contributed a Paper on the tunnels situated between Bristol and Bath, on the Great Western railway,¹ for which he received a premium of books. On the 6th of March, 1855, he was transferred to the class of Members, and for many years he attended the Meetings, and took part in the discussions. He suffered from delicate health almost throughout life; but, notwithstanding this, he was a most indefatigable worker. He died on the 22nd of July, 1873, after a lingering illness, at Clapham, Surrey, in the sixtieth year of his age; and his remains were interred in Kensal Green Cemetery.

MR. DANIEL BADDELEY PRITCHARD was born in July 1827, at Edgbaston, near Birmingham. His father, Mr. Daniel Pritchard, was a contractor for public works, and one of the first railways in England—that from Wigan to Parkside—was made by him. The elder Pritchard was also engaged on the Harecastle Tunnel, under Telford; and subsequently undertook No. 3 general contract on the London and Birmingham railway, and various other contracts in different parts of the kingdom. On these different works the younger Pritchard underwent a regular system of training as an engineer. To acquire further experience, he was afterwards placed for about twelve months with Messrs. James Horne and Co., who were then carrying out the Crown Street Tunnel

¹ *Vide Minutes of Proceedings Inst. C. E., vol. ii., Session 1842, p. 138.*

and Lime Street Extension, Liverpool. Subsequently he was successively engaged for about two years by Messrs. John Taylor and Co., upon the Swansea contract of the South Wales railway, as engineering representative, in setting out, measurement of the work, &c.; for one year and a half under the late Mr. James Potter, M. Inst. C.E., on the Sheffield and Lincolnshire railway; and for about six months on the Garston Branch railway, near Liverpool. Having thus practically learnt the profession, and not finding sufficient scope at home, he determined to try the colonies. He selected Australia as the field for future practice, and landed at Melbourne in 1852. Almost immediately on arrival he was appointed to superintend the construction of the first railway in Victoria, viz., that from Melbourne to Hobson's Bay, which, though but a short line, was one of great importance, as connecting the metropolis of Australia with its port. After being for about two years in the service of this railway company, he set up on his own account as a Civil Engineer at Ballarat, then at the height of the gold fever. Here, among other things, he surveyed and estimated for projected extension lines of railway from Ballarat to the western districts of Victoria, in continuation of the present Government railway from Melbourne to Ballarat. He also made the gas-works dock, several timber bridges, &c.; but his attention was more exclusively directed to mining. He became the manager, in the year 1862, of the Black Hill Quartz Crushing Company's works, and erected the new battery of sixty stamps, with other powerful machinery, opened out the extensive mine, and successfully worked this, the largest, mining plant then in Victoria, for seven years. On leaving, he was presented with a handsome testimonial, in the form of a silver tea-service. During these years he also acted as Consulting Engineer to several other mining companies in Ballarat. Finally, he established himself in Melbourne, as a Civil and Consulting Engineer, and obtained an excellent practice, being frequently consulted in reference to mines in other colonies, as Adelaide, Tasmania, &c. He had just accepted an engagement with three mining companies in New South Wales, to set out and furnish plans for the erection of their works, and to give an opinion on the capabilities of the mines, when his sudden death occurred in Sydney, through an accidental fall, on the 8th of September, 1872, at the comparatively early age of 45. He lies buried in the new cemetery at Haslem's Creek, near Sydney, six hundred miles away from his own home.

In his immediate circle the news of Mr. Pritchard's death was received with great regret. He had not long previously assisted

to establish "The Australian Mechanic and Journal of Science and Art," the editor of which periodical, in an obituary notice, bears the following high testimony to his character as a man who "was peculiarly straightforward and upright in all his transactions; he was earnest and practical in thought, skilful in action, of high integrity, and honest in feeling. His reports on scientific questions were masterpieces of conciseness."

Mr. Pritchard was elected a Member of the Institution of Civil Engineers on the 7th of February, 1865, but his constant residence in Australia prevented his taking any part in its proceedings.

MR. ALEXANDER SAMUELSON, fourth surviving son of the late Mr. S. H. Samuelson, was born in Hamburg on the 20th of July, 1826. His father returned to England in the following year, and he received his school education at Hull and at Liverpool. At an early age he was placed in the works of Messrs. Jones and Potts, of Newton, who were at that time chiefly engaged in the construction of locomotive engines, and at the age of fifteen he was apprenticed to Messrs. Bury, Curtis, and Kennedy, of Liverpool, Mr. Bury being then the contractor for locomotive power on the London and Birmingham railway. On the conclusion of his apprenticeship he entered the works of Messrs. Nasmyth, Gaskell, and Co., of Patricroft, where he took part, under the direction of Mr. James Nasmyth and Mr. Wilson, in the designing of the steam hammer, which was occupying Mr. Nasmyth's principal attention. In the year 1845 Mr. Samuelson entered the works of Messrs. Boulton and Watt, of Soho, and was employed in designing the atmospheric pumping engines for the South Devon railway, and in other important works. Ill health obliged him to resign this appointment, and in 1848 he undertook the management of the agricultural implement works at Banbury, now the property of his brother, Mr. B. Samuelson, M.P. In 1854 he became a partner in the engine and shipbuilding works of his brother, Mr. Martin Samuelson, at Hull, and took an active part in the various contracts, including the building of many oil-crushing mills, and of steam and sailing ships for the Baltic, Indian, and American trades. In 1861 the partnership was dissolved, and Mr. Samuelson removed to London, where he practised as a Consulting Engineer, his time being engaged chiefly in the superintendence of the construction of machinery, in the valuation of engineering plant, and in giving evidence before the courts on questions involving mechanical knowledge. He was, however, also associated with Mr. Brunlees in