

MR. CHARLES LOUIS AIMÉ DE BERGUE, born at Kensington on the 24th of September, 1807, was the eldest son of seventeen children of Mr. de Bergue by his wife, daughter of Mr. Rain, native of Ireland. At the age of twelve he accompanied to Paris his godfather Prince Louis de Broglie, who had, with the Prince de Polignac and several other French noblemen, commenced engineering works in the Place de la Bastille. Here he had the opportunity of exercising his natural taste for that profession, and, though almost a child, took an active part in making some valuable improvements in machinery. He was afterwards for a time with Mr. J. Waddington, an English Engineer, at St. Renée. After the Revolution of 1830 the establishment in Paris broke up. The Prince de Broglie and the Prince de Polignac came to England, and Mr. Charles de Bergue went for three years to Spain. He returned to settle in England in 1834, taking the contract for the gates of the Seraglio at Constantinople. In 1850 he built engineering works at Manchester, and engaged to construct the railway from Barcelona to Tarragona, for which he invented a new iron permanent way, that was afterwards laid down on several other lines in Spain, and was found to make a great reduction in the cost of maintenance, especially in hot climates. He also invented a useful carriage for laying the same with perfect exactitude. In 1861 he built works at Cardiff, entering extensively into bridge-building. In 1871 he took the contract for the erection of the Tay Bridge, on the plans of the Engineer of the North British railway. After completing the calculations for that work, which greatly fatigued his brain, he was seized with congestion, softening of the brain supervening, which ended his life on the 10th of April, 1873, having lost the power of speech for above twelve months. He was the inventor of many valuable tools, now in use, for shearing, punching, riveting, rail-levelling, and rivet-making. He was also the inventor of a new system of tramway, which has been laid down in Java, Syria, and other places; likewise of a new construction of lattice bridge, uniting lightness with great strength, upon which system the new Wandsworth Bridge has been built.

Mr. de Bergue was elected an Associate of the Institution of Civil Engineers on the 6th of March, 1849, and occasionally took part in its proceedings.

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MR. JOHN EVANS was born at Cawsherton, near Pembroke, on the 3rd of October, 1818, and was sent, when he was six years old, to Lady Cawdor's school, where he remained three years and gained the

second prize against one hundred and twenty boys. He next went to school at Pembroke till he was fourteen, and, after a short interval, during which he was engaged at some flour-mills, was apprenticed as a mason to his uncle Thomas, who was employed on the London and Birmingham (now London and North-Western) railway, near Denbigh Hall, and worked on that line, and on the Great Eastern (then Eastern Counties) railway, till the end of his apprenticeship. He was afterwards occupied as a mason at the Royal Exchange, at the Houses of Parliament, and at Box Tunnel on the Great Western railway. In 1844 he joined his father, who was at that time a sub-contractor on the Eastern Union railway at Manningtree, under Mr. A. Ogilvie, Assoc. Inst. C.E. While serving his apprenticeship Mr. Evans had gained some knowledge of engineering, and this probably influenced his future career, inducing him to abandon his first calling and definitively connect himself with the profession under the auspices of Mr. Ogilvie, with whom he remained until his death, engaged principally as agent on the large railway contracts carried out by that gentleman in association with the late Mr. Brassey, Assoc. Inst. C.E. In this capacity Mr. Evans was employed in many parts of the kingdom. Beginning with 1846, when he was sub-agent on the line from Ipswich to Colchester and from Ipswich to Bury St. Edmunds, he successively had charge of contracts on the Richmond and Windsor main and loop lines, with several bridges over the Thames; the North and South-Western Junction; part of the North Devon between Crediton and Barnstaple; the direct line from Godalming to Portsmouth; Stokes Bay railway and pier; the Ringwood and Christchurch; the West London Extension and branches, including a large bridge over the Thames at Battersea, and the Kingston and Twickenham with a bridge over the Thames at Kingston. The foregoing were lines either forming part of the South-Western system, or promoted by that company. He afterwards, in 1863, took charge as agent of the short line between Aston and Ditton, which included the fine bridge over the Mersey at Runcorn Gap, and materially shortened the London and North-Western route from London to Liverpool. On the completion of these important works, in 1870, Mr. Evans took charge of the construction of the new line from Kensington to Richmond, including a bridge over the Thames at Kew, and was, with the exception of a short interval, engaged on these works when his death, in his fifty-fifth year, took place on the 14th of December, 1872. Mr. Evans joined the Institution of Civil Engineers as an Associate on the 9th of January, 1866.