

"Liverpool" and the "United States," afterwards called the "Oriental," was simultaneously absorbed; and, in 1848, Mr. Allan was, by general consent, appointed a managing director of the Peninsular and Oriental Company. Subsequently, the two other managing directors died, and he thus became the senior, and so continued up to the time of his death.

In a life such as Mr. Allan's there are no romantic incidents to record, nor any startling achievements. His career was one of steady industry and intelligent supervision. Without marked energy either of intellect or of action, his progress was rendered sure by the wisdom of his judgments, which were singularly undisturbed by any emotion of interest or of temper, and by his amiability of character, which disarmed hostility. Large-minded and generous, above petty jealousies or suspicions, with a temper which could hardly be ruffled, and a patience which could hardly be wearied, he inspired a confidence not to be shaken, and won not merely universal esteem, but universal affection. Several years ago the employés of the Peninsular and Oriental Company raised, unknown to Mr. Allan, a subscription of £5,000 for a service of plate, which was duly presented with the sanction of the directors. Such testimony was hardly needed to show how much he was respected and beloved by the persons who had the best means of knowing him. Mr. Allan died, after a brief illness, at Camp's Hill, Lewisham, on the 15th of October, 1874, aged sixty-three. He was elected an Associate of the Institution of Civil Engineers on the 4th of December, 1849.

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LIEUTENANT GORDON BIGSBY, R.E., the second surviving son of the Rev. Charles Bigsby, M.A., Rector of Bidborough, Kent, was educated at Marlborough College under Dr. Cotton, and received his commission in the Royal Engineers in 1858. After spending four and a half years on Government works at home, he in 1864 proceeded to India, and was appointed Assistant to the Superintendent of the Kurrachee Harbour Works. While serving in this capacity, he computed "Tide Tables of the Port of Kurrachee for the year 1865," for which he received the thanks of the Bombay Government. On leaving Kurrachee, he was nominated for special duty to report on the Anglo-Indian Telegraph in Arabia, Persia, and Beloochistan. In April 1866 he became Executive Engineer of Chanda, in the Central Provinces, and was complimented on the works by the local Government. In India,

where clerks of works do not exist, every plan, design, and estimate have to be prepared by the Engineer, or under his close supervision. In this department Lieutenant Bigsby won great credit, and was always reported on as "an officer of the highest ability and efficiency." After a short service as Executive Engineer in the Bengal P. W. D., Lieutenant, or rather Captain, Bigsby (he took the latter rank in India) in 1869 took charge of the works in the territories of the Maharajah of Bhurtpore. In 1873, having lost his health, he returned to England; but, unhappily, the disease engendered by residence in a tropical climate had taken too firm hold to be got rid of, and he died at sea on a voyage to Canada, at the early age of thirty-five. Lieutenant Bigsby was elected an Associate of the Institution of Civil Engineers on the 3rd of December, 1867, and always expressed regret that residence abroad prevented his taking an active share in its proceedings.

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MR. THOMAS GAUL BROWNING was born on the 5th of June, 1831. When fifteen years old he was articled to Mr. Ware, Architect and Builder, of Exeter, with whom he remained until he was twenty-one. During his pupilage he obtained a prize given by the Mayor of Plymouth for "the best set of drawings and plan for a gentleman's mansion," to be competed for by apprentices only. After a short service under Mr. Cummings, the late City Surveyor of Exeter, Mr. Browning in April 1853 came to London, and entered the office of Mr. Seth Smith, the eminent builder, of Pimlico, when he was chiefly occupied in superintending Government hydraulic works at Woolwich. About March 1855, he was appointed a clerk of works under the Metropolitan Commissioners of Sewers, and subsequently, on the formation of the Metropolitan Board of Works, became Assistant Surveyor of the parish of Marylebone. Such a position in one of the wealthiest and most populous of the metropolitan parishes, always one of great responsibility, became doubly arduous at this time, and required the most unremitting attention. The Metropolitan Railway Company was slowly burrowing a tunnel through the heart of the parish, closing streets, diverting sewers, undermining houses, and otherwise trespassing in a domain hitherto sacred to the parochial authorities. Simultaneously with these works, among the heaviest and most complicated in modern engineering, many miles of new sewers had to be built, besides the less onerous, but scarcely less important, work of maintaining the streets and roads in an efficient state. Mr.