

MEMOIRS OF DECEASED MEMBERS.

MR. CRAWFORD JAMES CAMPBELL was born at Edge Hill on the 18th of October, 1832, and was educated first by a private tutor, afterwards at a school near Falkirk. Although offered an appointment in the Royal Engineers, he preferred to become a Civil Engineer, and in 1847 he was articled for five years to Mr. Sturges Meek, then Resident Engineer of the East Lancashire railway, when the line from Liverpool, through Ormskirk, to Preston was under construction; and after the expiry of his indentures he remained for a year and a half as an assistant. On the 4th of December, 1853, he sailed for India, as an Assistant Engineer, in the service of the East Indian Railway Company, and was, soon after his arrival, engaged on preliminary surveys in the North-West Provinces, between Allahabad and Futtehpoore, and subsequently, from the latter end of 1854, on the upper end of the Mirzapore and Allahabad contract, being promoted to the grade of Resident Engineer in April 1856, when he received charge of the construction of 30 miles of the line in the Allahabad district, under the late Mr. R. M. Mantell. In common with the other members of the staff stationed in that neighbourhood, on the outbreak of the Mutiny in 1857, he was ordered to the Allahabad Fort, was enrolled as a volunteer, and helped to defend the walls. When quiet was restored, he returned to his residence on the river Tounse, and commenced the foundations for the large girder bridge across that river.

He resigned the company's service in July 1859 to join the Public Works Department of the Government of India as an Executive Engineer, 3rd grade, and was posted to the Punjab, where he rendered good service in charge of the Delhi Division. He was intrusted with the construction of all the military buildings, amongst them the three-storied barracks rendered necessary by the permanent location of an European force, for the first time, at Delhi. In November of the following year he was promoted to Executive Engineer, 2nd grade. In May 1864 he obtained another step of promotion, and continued to serve at Delhi till
[1875-76. N.S.]

R

September 1867, when he was transferred to the Central Provinces as Officiating Superintending Engineer. In December of the same year he was appointed to officiate for a short time as Assistant Secretary in the Public Works Department. His services were then made over to the Government of Bengal for employment as Consulting Architect. In May following he applied for and was transferred to the Punjab as Officiating Superintending Engineer of the Lahore Circle; and in November was retransferred to the Central Provinces in the same position. In August 1869 he attained the permanent rank of Superintending Engineer, 3rd grade, and in 1870 was commended by the Central Provinces Administration for having discharged his duties while in the Jubbulpore Circle with much credit and energy. He was, however, held by the Government of India to have been to blame for imperfect supervision of the Saugor Barracks, which were afterwards condemned as unsafe. Notwithstanding his chagrin at what he knew and felt to be an unfair and a wrong decision, he continued to give his best services to the Government. In April 1870 he was transferred to the State Railway branch, and was appointed to take charge of the Indore (now Holkar) Railway Survey, and in November 1871 received the thanks of the Government of India for the successful manner in which the surveys between Khundwa and Indore were carried out. His tact and ability carried his staff with him as one man, and an *esprit de corps* was formed, which is so difficult to create in a section of a heterogeneous body like the Indian Public Works Department. The construction of this line being relegated to contractors, he was transferred to the more important charge of the Indus Valley State railway, as Engineer-in-Chief, with the pay and rank of a Superintending Engineer, 1st grade, which appointment he held till March 1873, when he went on furlough for twelve months. On his return, in March 1874, he was posted to the charge of the Tirhoot State railway, which he continued to hold till February 1876, when severe illness compelled him to go on sick certificate without loss of time; but his health was so injured by hard work and exposure that he had not strength to battle with disease, and died at Naples on the 10th of April, 1876.

Mr. Campbell had been elected a Member on the 6th of December, 1870.