

St. Enoch's Square in particular, now approaching completion, is a fine structure, having an arched roof of 198 feet span and 80 feet high from the platform level. The City of Glasgow Union railway is the work with which Mr. Blair's name will be principally associated, its progress having exacted his unremitting attention during the whole of his independent professional career. But he was also consulted on other matters, notably the regulation of the Danube at Vienna, for which he, in 1869, made surveys and prepared an elaborate report. These works have since been carried out under the superintendence of Herr Wex.¹ Mr. Blair likewise surveyed various railways in Dalmatia, which, however, from financial difficulties, have not been carried out; and he was Consulting Engineer to the Minho District railway of Portugal.

Mr. Blair had thus acquired a good practice, and being endowed with shrewd knowledge of the world and professional acumen—in the prime of life and possessing engaging manners and a large store of genial good-fellowship, he might have risen, had he been spared, to the first rank in his calling. In the summer of 1876 he went to the Engadine for his annual holiday, and for relaxation from his professional duties, which were becoming heavier as his engagements increased. While there an attack of cynanche, which he had in a slight degree before he left London, rapidly assumed an acute type, and a little abscess formed just at the entrance of the air passage. On the second day of the attack Mr. Blair was engaged in dressing to go into his sitting room, when suddenly the abscess burst into the windpipe, and this proved fatal in a few minutes. He died on the 2nd of August, 1876, in the forty-fifth year of his age; and he was buried at Schuls, in the Engadine. Mr. Blair was elected a Member of the Institution on the 4th of March, 1862.

MR. WILLIAM GALWEY, the eldest son of the Rev. Charles Galwey, late Archdeacon of Derry, and his wife Honoria Knox, was born at Londonderry on the 12th of July, 1828. He was educated by his father until his fourteenth year, when he was sent to Foyle College, where he remained until 1844, and afterwards to the Royal School of Dungannon; thence he removed to Trinity College, Dublin, taking a good place at the Entrance Examinations. After passing the three years' course at the School of Engineering, and obtaining the Diploma of Engineering of the College in November

¹ *Vide Minutes of Proceedings Inst. C.E., vol. xlv., p. 294.*

1849, he served a pupilage of eighteen months (1852-53) under the late Mr. Henry Greene, during which he was employed on the construction of the Londonderry and Enniskillen railway. In September 1853 he entered the service of the Bombay, Baroda and Central India Railway Company, under Colonel J. Pitt Kennedy, M. Inst. C.E., the Consulting Engineer, and was employed in India, at first for two years and a half as an Assistant, and then for two years as a Resident Engineer. In the early part of this time, while the surveys, &c., were sent to England for approval, he spent six months at Mount Abboo with the late Sir Henry Lawrence, who himself afforded Mr. Galwey valuable assistance in the study of the native languages, and took him on a military progress through Rajpootana, giving him some slight employment in field engineering. Mr. Galwey's house at Surat was almost the last friend's house in which Sir Henry Lawrence stayed, as a day or two after leaving it he was summoned to take the command in Oude. On Mr. Galwey's return home in 1858, he was for eighteen months, until the close of 1859, Engineer-in-Chief to the Londonderry and Lough Swilly Railway Company, and at the same time Engineer of the Londonderry and Coleraine railway and of the Lough Foyle and Lough Swilly Reclamations; afterwards he was Contractor's Agent for the late Mr. Alexander T. Gordon for four years, until the end of 1863, during which time he had charge of the construction of the Dungannon and Omagh railway, and other important undertakings, principally where Mr. G. W. Hemans, M. Inst. C.E., was Engineer-in-Chief. From this time to the end of 1870 he was in private practice, when he constructed some works of minor importance; next, from March 1871 to September 1873, he held the appointment of Chief Locomotive Superintendent on the railways in Japan, under the Imperial Japanese Government; and subsequently, of Resident Engineer in the same service, to March 1875, during which latter appointment the Engineer-in-Chief was Mr. R. V. Boyle, C.S.I., M. Inst. C.E. On the opening of the first Japanese railway, Mr. Galwey was presented by the Mikado with some valuable gifts, and a testimonial in recognition of his efficiency and the services he had rendered. Mr. Galwey was obliged to resign this appointment in consequence of failure of health, and returned to Ireland, where he remained during 1875, and early in 1876 sailed with his family for New Zealand, in hopes that the sea voyage and good climate of the colony would restore him to health, and that he would be successful in his profession there; but his health was too far undermined, and although on landing he

rallied, the improvement was but temporary, for after lingering some months he died on the 16th of September, 1876; having only been elected a Member of the Institution on the 7th of March previous.

MR. WILLIAM JOHNSTONE was born on the 1st of July, 1811, in the Parish of Old Monkland, near Glasgow, in the centre of the Lanarkshire coal-measures, his father being at that time colliery manager to Mr. Dixon, proprietor of the Govan Iron Works. He was educated first at the school of his native parish, and afterwards in Glasgow.

In 1826, he was articled for seven years to the late Mr. David Smith, C.E., Glasgow, at that time one of the leading members of the profession in the west of Scotland, and remained with him for ten years. In 1837 he joined the staff of Messrs. Grainger and Miller, M.M. Inst. C.E., and was employed by them, first in preparing the parliamentary plans and sections of the Glasgow and Ayr railway, an Act for which was obtained in the following session of Parliament, and subsequently as one of the Resident Engineers during its construction. When the line was opened in 1840 Mr. Johnstone received the appointment of Engineer and General Manager. Ayrshire at the opening of this railway was purely an agricultural county, famed chiefly for its celebrated breed of cattle; its mineral wealth, now second only to Lanarkshire, being then almost unknown and quite undeveloped. Soon, however, borings were put down, pits sunk, and iron works erected, even within sight of the lordly halls of Eglinton. Extensions of the railway system rapidly followed, first to Kilmarnock and subsequently to Gretna, thereby completing the route from Ayrshire to England, with subsidiary branches to the numerous mineral fields of the district; and the Glasgow and Ayr railway of 1840, with its 40 miles of line, thus became the Glasgow and South-Western railway of the present day, with upwards of 300 miles of railway, and its St. Enoch's Station, Glasgow, the fitting complement of St. Pancras, London, and the northern termination of the Midland system. In all these developments Mr. Johnstone necessarily took a leading part; and under his judicious guidance the system over which he so ably presided became as noted for its freedom from accident as for its economy of management. After a faithful service of thirty-eight years, Mr. Johnstone, in consequence of failing health, resigned office on the 31st of December, 1874, retaining the appointment of Consulting Engineer to the Company,