

water at 60°. I think when a servant of Government undergoes such hard work as this is, such a very unhealthy duty, and when, as the Lieutenant has frequently done, he gets up from his bed in the middle of the night, ill and weak, and goes down this shaft, subjecting himself to such severe work, his conduct should be specially noticed and receive particular commendation. In England it would be very trying employment; and in India, at Warora, it is perhaps the most unhealthy duty a European could be engaged upon." The result of all this hard and trying work was that Lieutenant Dunlop became seriously ill. He was invalided to England for two years, and arrived home early in 1874. Having, as he thought, somewhat recovered his health at the end of a year, he returned to duty in the Central Provinces, and was posted to the Hoshangabad District, where he continued till the time of his death. He was promoted to the grade of Executive Engineer in charge in March, 1876. Unceasing in the performance of his duty, he did not quit his post till death had laid hands on him. On the 7th of June, 1878, he went on sick leave to Pachmarhi Hills, to be with his wife and family, and died there on the 27th of the same month. His remains were interred on the following day with military honours by H. M. 33rd regiment, the funeral being attended by every one in the station. That he was universally beloved was testified by the attendance of the native clerks and others from all the Government offices. Lieutenant Dunlop became a Captain in the Staff Corps on the 8th of January, 1876. He was elected an Associate of the Institution of Civil Engineers on the 3rd of February, 1874.

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MR. THOMAS BOUSTEAD NELSON, the eldest son of Mr. Thomas Nelson, of Carlisle and York, was born in January 1842. At an early age he was associated with and assisted his father, who, as a contractor, was carrying out extensive railway and other engineering works in the north of England. Amongst the leading works executed by them were the Castleton and Grosmont extension and the Whitby deviation branch, for the North-Eastern Railway Company; the York and Doncaster line through Selby; also a duplicate tunnel at Marsden, on the Manchester and Leeds line, for the London and North-Western railway company. Between 1868 and 1878 the firm likewise constructed for the North-Eastern railway company the Team Valley Extension line, the Knaresboro' and Boro' Bridge branch, the Leeds and Wetherby Junction, with the Station

approach lines, the Ferry Hill Station lines, and the Stockton and Castle Eden line. Several extensions were also carried out in Scotland for the Caledonian and Portpatrick railway companies, and in Cumberland for the Furness railway company, besides minor lines and other works. At the time of his death Mr. T. B. Nelson was engaged, on his own account, on an important contract, the widening of the main line between Bletchley and Roade, a distance of about 14 miles, for the London and North-Western railway company. The nature of his work during many years, involving exposure to all weathers, and his untiring zeal and energy in all matters connected with his business, told upon a constitution already previously shaken by a severe attack of rheumatic fever. In January, 1875, he took a trip to the Cape of Good Hope, returning to England in the summer greatly benefited by the change and rest. At the latter end of the month of June, 1878, he was visiting Ireland, and during his stay in Dublin was attacked with brain fever, which terminated fatally on the 2nd of July.

Mr. Nelson was respected by all with whom he was associated, for his straightforward manly qualities, and honesty of purpose. His energy of character and zeal enabled him successfully to accomplish a large amount of work, by which he gained an experience and a position rarely attained by so young a man. He was elected an Associate of the Institution on the 4th of February, 1868, and held a commission in the Engineer and Railway Volunteer Staff Corps, in which, as a junior member, he took considerable interest.