

MR. EDWARD JOHNSTON, the eldest son of the late Admiral E. Johnston, was born in Ireland on the 17th of September 1816. He was educated in France, and after leaving college, in 1832, was for some time employed on the Great Trigonometrical Survey of England. In 1834 he was articled to the late Mr. O. D. Owen, and on the expiration of his pupilage was employed on the Chester and Holyhead railway, and on the parliamentary surveys and plans of the Great Northern railway, the western extension of the Caledonian railway, and the Central Devon and Cornwall railway. From 1850 to 1856 Mr. Johnston was in practice on his own account, during which time he designed and completed the main drainage of the city of Bangor, the Bangor Waterworks, and the Port Penrhyn branch railway, besides furnishing plans for Port Penrhyn dry docks. On the 4th of March 1857 he received an appointment as a third-class assistant engineer on the Madras railway, and attained the rank of first-class on the 13th of June, 1862, remaining in the service of the company till the 6th of January 1872. During this period he was for some time engaged in the construction of the Goriatum and Palar bridges on the south-west line, and from February 1860 to February 1862 was in charge of the Chey-Air bridge on the north-west line, of which work he contributed an account to the Institution,¹ and for that Paper he was awarded a Telford Premium. He had at various times charge of districts 4, 5, 8, and 13, and several times acted as deputy chief on construction. For the last year of his service he was on special duty. In March 1873 Mr. Johnston joined the Public Works Department of the Government of India, as an executive engineer, 4th grade. He was employed for some time on the Indus Valley railway, and afterwards in the north-west provinces and in Oudh. He was among the many engineers whose services were dispensed with in the great reduction in the Public Works Department in October 1879. He returned to England in January 1880, and died at Southsea, from paralysis, on the 26th of the following July. Mr. Johnston was elected a Member of the Institution on the 4th of March 1862. His hospitality was unlimited, and was extended alike to friends and strangers. Many will recall with gratitude the kindness and forethought which marked their reception when, after a hot day's march over the plains that stretch from Cuddapah to Bellary, they came to Edward Johnston's bungalow. He was an excellent sur-

¹ *Vide Minutes of Proceedings Inst. C.E., vol. xxiv., p. 184.*

veyor, a good organiser of labour, a very neat draughtsman, and gained the esteem of his employers in the different situations which he filled.

MR. JOHN SHELDON WILKINSON was born at Spalding on the 22nd of May, 1837. He was a younger son of the late Mr. W. C. Wilkinson, surgeon of that town. After being for some time at the grammar school of his native place, he proceeded to the St. Albans grammar school then under the mastership of the Rev. Henry Hall; and even at this time he gave proof of those tastes which determined the choice of his profession, for whilst a schoolboy he showed no little ingenuity in constructing working models of machinery. In the autumn of 1854 he entered King's College, London, as a student in the Applied Science Department, and passed through its two years' course with much credit, especially evincing his skill in the workshop; and the practical acquaintance with tools here acquired stood him in good stead in the after exercise of his calling. About Christmas 1856 he was articled to Mr. W. M. Brydone, M. Inst. C.E., then chief engineer to the Great Northern Railway Company. At the expiration of his pupilage he continued in the employment of the Great Northern railway, being engaged for twenty months in the rebuilding of the bridge over the Witham at Bardney, between Boston and Lincoln, on their loop line. In the execution of this work he was considered to have shown good skill, as the reconstruction had to be effected in a morass, and by its stability it has proved the judgment shown in its erection.

From this work Mr. Wilkinson became contractors' engineer, having charge of the construction of part of the Aylesbury and Buckingham railway. Then for two years he was chief assistant-engineer on the Great Northern railway. When the Great Northern and the Manchester, Sheffield and Lincolnshire railways determined on carrying out their Cheshire line as a joint undertaking, he was the resident engineer engaged in their superintendence. But about this time Mr. Wilkinson determined to commence business on his own account, and took up his residence in Manchester, where he continued for the most part to reside until his premature death, though he was then making arrangements to remove his main office to London, where for some time he had had a branch.

His first work in independent practice was the construction of