

OBITUARY.

JOHN BRANDT, the youngest son of the Rev. Francis Brandt, formerly rector of Aldford, near Chester, was born in 1838, and was educated at Cheltenham College. At the age of fifteen he was apprenticed for five years to Messrs. James Nasmyth and Co., of Patricroft, Manchester. On the completion of his articles at the end of 1857, he served for a year in the locomotive works and the drawing office of the Manchester, Sheffield, and Lincolnshire Railway at Gorton; he was also, for a short time, in the works of Sir William (then Mr.) Fairbairn. His mechanical training was thus exceptionally complete; he was also a good surveyor, and was otherwise well versed in the manifold studies essential for the practice of civil engineering. At the beginning of 1859 it had been arranged that he should go to India as an assistant to Mr. John Brunton, M. Inst. C.E., who was then laying out the Scinde Railway; but circumstances prevented the fulfilment of this intention. He was then appointed to the engineering staff of Mr. Henry Robertson, M. Inst. C.E., afterwards M.P. for Shrewsbury, and at that time largely occupied in the construction of railways. The association thus commenced lasted nearly through life, the whole of Mr. Brandt's professional career having been identified with the construction of railways in the district between Liverpool and Chester, and in Wales. Of these the most important were: the extension of the London and North-Western line from Craven Arms to Llandovery; and the extension of the Great Western through the Vale of Llangollen and Bala to the important slate district of Blaenau Festiniog. He was also engaged in promoting lines for the same companies in the Wrexham and Brymbo districts. Having been associated with Mr. Robertson for a quarter of a century, Mr. Brandt was, in October 1884, appointed Engineer of the Seacombe, Hoylake, and Deeside Railway, acting also as Resident Engineer of the Wirral Railway, which two companies had obtained powers to construct lines joining those of the Manchester, Sheffield, and Lincolnshire Railway at Connah's Quay. Extensions to New Brighton and Seacombe in a northerly direction, joining a branch of the Mersey Railway Company at Birkenhead, were also designed, and when completed will afford a continuous new route from the collieries of North Wales to Birkenhead and Liverpool.

Mr. Brandt was also Resident Engineer of the new bridge over the Severn at Shrewsbury, and of the road in connection with it. He was elected a Member of the Institution on the 7th of March, 1876, and died on the 21st of October, 1886.

WALTON WHITE EVANS died on the 28th of November, 1886, in his seventieth year. Apart from his having been one of the best known engineers in the United States, his career is of interest as being that of a typical American of the highest class—cultured, chivalrous, and refined, plentifully endowed with shrewdness and mother-wit, while of a most generous and honourable character.

He was a grandson, on the maternal side, of General Anthony White, of revolutionary fame, and through his mother was connected with the Van Rensselaer family of New York. He was born at New Brunswick, in the State of New Jersey, on the 31st of October, 1817; and was educated at the Polytechnic Institute of Troy, New York, of which celebrated institution he was with one exception, at his death, the oldest graduate. He took his degree in 1836, and having chosen engineering as a profession, immediately became Assistant Engineer on the enlargement of the Erie Canal, which was being carried out as a State enterprise. On the completion of this work in 1843, he travelled for some months, examining different public works and so enlarging his experience. Shortly afterwards his association began with a series of railroad works, which have made his name well known, not only all over the American continent, but also in Australia and in New Zealand. He was first engaged as Resident Engineer on the extension of the Harlem railway to Albany, remaining in that service till 1849. The following year he accompanied Mr. Allan Campbell to Chili as an Assistant, to take charge of the surveys and construction of the Copiapo Railway, and on the return of Mr. Campbell to the United States a year later, he became Chief Engineer. This visit to Chili was the beginning of a connection with the South American republics, which lasted through Mr. Evans's life. He was engaged on the Copiapo line until 1853, when he left in order to make an extensive tour in Europe. He visited in succession England, France, and Germany, and was engaged for the better part of a year in visiting the public works of those countries. He had, in May, 1853, while in Chili, accepted the position of Chief Engineer of the Arica and Tacna Railway in