

lections. He afterwards received additional instruction in reading, writing, and accounts, and obtained from his uncle, who was a parish schoolmaster, some knowledge of mensuration; but "the want of a good grammatical course, and a slight knowledge of the classics," was a frequent subject of regret to him in his subsequent life. Other circumstances worthy of notice connected with his earlier years were his fondness for athletic exercises, which often tempted him to the performance of daring feats in climbing, and the early development of his mechanical genius, which first displayed itself in the construction of a waggon to save himself the trouble and fatigue of carrying his infant brother on his back. It is somewhat remarkable that the other efforts of his mechanical genius in boyhood had reference chiefly to ships and mills, with the construction of both of which his name was subsequently so largely associated. In 1803 it was found necessary that Fairbairn should contribute something to the very straitened family income, and he obtained work at three shillings a week as a mason's labourer on the Rennie bridge at Kelso; but a serious accident which happened to him a few days after beginning this employment not only deprived the family of the small help of his earnings, but, by the expense it entailed, contributed to bring them almost to the brink of starvation. His father having, however, shortly after this obtained the situation of steward on a farm connected with Percy Main Colliery near North Shields, William obtained employment as a carter in connexion with the colliery. Here, on account of his "Scotch accent and different manner, he became the mark of every species of annoyance," and had to take part in no less than seventeen pugilistic encounters before he was "able to attain a position calculated to ensure respect." In March 1804 an immense change for the better occurred in his surroundings and prospects, by his being bound an apprentice to a millwright at Percy Mains. He now commenced a systematic course of self-improvement, assigning each day of the week to a particular subject of study, and devoting also a fixed amount of his time to recreation and amusement. Besides obtaining by unaided application a pretty complete knowledge of practical mathematics he contrived to go through an extensive course of general reading; and an attachment he formed to a young girl, whom he afterwards married, by leading him to begin letter writing, was his first stimulus to the practice of literary composition. It was at Percy Mains also that he made the acquaintance of George Stephenson, who then had charge of an engine at a neighbouring colliery, and the friendship thus begun lasted through life.

For some years subsequent to the expiry of his term of apprenticeship, Fairbairn, who, with all his forethought and persevering diligence, had still in his composition a strong love of adventure and a spice of recklessness, lived a somewhat roving life, seldom remaining long in one place and often reduced to very hard straits before he got a job. But soon after his marriage he began seriously to set himself to the attainment of the object he had long contemplated, his emancipation from daily labour; and in November 1817 he entered into partnership with a shopmate of the name of Lillie, with whose aid he hired an old shed in High Street, Manchester, where he set up a lathe, and began business. His first order was to renew the shaftwork of an extensive cotton mill, which with great diligence he accomplished within the specified time, and not only satisfactorily, but with the substitution of improvements which virtually amounted to a revolution of the whole system of mill construction. Such a successful performance of their first contract immediately secured to the new firm a great reputation, and orders pressed in much faster than they were able with their limited capital to execute them. Their fame soon extended beyond Manchester, and in 1824

Fairbairn was engaged to plan and execute a new arrangement of the water-power of Catrine cotton works, Ayrshire, where, and at Deanston, Perthshire, he introduced a system of water-wheel construction whose hydraulic power has never been surpassed. In the summer of 1824 he also effected similar improvements in a mill at Zurich, Switzerland. In 1832 Fairbairn dissolved partnership with Lillie, retaining the works in Canal Street to which they had previously removed. In 1830 he had been employed by the Forth and Clyde Canal Company to make experiments with the view of determining whether it were possible to construct steamers capable of traversing the canal at a speed which would enable the canal interest to compete successfully with that of the railway; and the results of his investigation were published by him in 1831, under the title *Remarks on Canal Navigation*. His plan of using iron boats proved inadequate to overcome the difficulties of his problem, but it first suggested the construction of iron vessels; and in the development of the use of this material both in the case of merchant vessels and men-of-war the chief merit must be assigned to Fairbairn. In this way also he was led to pursue those experiments in regard to the strength of iron, according to its combination with other substances, and to various methods of preparation and construction, which have given him a place in this branch of mechanical engineering altogether pre-eminent. In 1835 Fairbairn established, in connexion with his Manchester business, a ship-building yard at Millwall, London, where he constructed several hundred vessels, including many for the royal navy; but he ultimately found it impossible with his other engagements to superintend the work in such a satisfactory manner as to make it pay, and at the end of 14 years he disposed of the concern at a great loss. In 1837 he was employed by the sultan of Turkey with the view of assisting in the introduction of the mechanical arts into that country, and after his return home his services were rewarded by a decoration. For several years Fairbairn was engaged, in conjunction with Eaton Hodgkinson, in making experiments on the strength and other properties of iron, and in 1845 he was consulted by Robert Stephenson in reference to the best method of constructing the tubular bridge which the latter designed for carrying the railway across the Conway and Menai Straits. Although the share Fairbairn had in the undertaking has been the subject of some dispute, there can be no doubt that he was guided in his experiments chiefly by his own independent judgment, and that he was the inventor of the rectangular self-supporting tube which was the essential feature of the construction. For this invention he, with the concurrence of Stephenson, took out a patent, and he afterwards constructed more than a thousand bridges on the same principle. In reference to his connexion with the invention, he published a volume entitled *An Account of the Construction of the Britannia and Conway Tubular Bridges, &c.*, 1849. In 1849 he was invited by the king of Prussia to submit designs for the construction of a bridge across the Rhine, but after various negotiations, another design, by a Prussian engineer, which was a modification of Fairbairn's, was adopted. Another matter which engaged much of Fairbairn's attention was steam boilers, in the construction of which he effected many improvements. He is also the inventor of the tubular crane, and took out several patents for the construction and arrangement of steam machines. In 1851 he greatly aided, by his fertility and readiness of invention, in an investigation carried on at his works by Mr Joule and Sir William Thomson in reference to the properties of the materials of the earth's surface; and from 1861 to 1865 he was employed to guide the experiments of the Government committee appointed to inquire into the "appli-

cation of iron to defensive purposes." The results of his experiments were published in the proceedings of the committee. Fairbairn was a member of many learned societies, both British and foreign. In 1860 he received the degree of LL.D. from the university of Edinburgh, and in 1862 that of D.C.L. from the university of Cambridge. He declined the honour of knighthood in 1861, but accepted a baronetcy in 1869. He died at Moor Park, Surrey, August 18, 1874. Perhaps no one ever made more use than Fairbairn of the time at his disposal, for amid all the cares of business he not only found leisure for varied scientific investigation, but managed to obtain a wide acquaintance with general literature, to conduct an extensive correspondence on a great variety of subjects, and also to participate largely in the delights of social intercourse. In private his unassuming but dignified simplicity, his thorough honour, and his geniality and kindness secured him general esteem. The results he achieved in mechanical science were due chiefly to minute, patient, and sagacious observation and experiment. It was his habit to aid himself in his investigations by committing his ideas to writing, and, when his opinions on any subject were matured, to communicate them to the world either in a published volume, or by a paper read before some learned institution. By his extensive acquaintance with English authors, and his early and patient practice of composition, he acquired the possession of a clear, simple, and nervous style, and his writings are in this respect worthy to be regarded as models in their own species of literature.

Among his principal writings, besides those already mentioned, may be named *On the Application of Cast and Wrought Iron to Building Purposes*, 1856; *Iron, its History, Properties, and Processes of Manufacture* (reprinted from the eighth edition of the *Encyclopædia Britannica*), 1861; *Treatises on Mills and Millwork*, part i., 1861, part ii., 1863; *Treatise on Iron Shipbuilding*, 1865; and *An Experimental Enquiry into the Strength, Elasticity, Ductility, and other Properties of Steel*, 1869. These have all passed through several editions. His papers read before learned societies are too numerous to be mentioned. The *Life of Sir William Fairbairn*, partly written by himself, and edited and completed by William Pole, F.R.S., was published in 1877, and a popular edition of this work appeared in 1878.

FAIRFAX, EDWARD (? 1580-1632), the most poetical of all the translators of Tasso, was a native of Yorkshire, second son of Sir Thomas Fairfax of Denton. As Roger Dodsworth, the antiquary—a contemporary of Fairfax—styles him the "natural" son of Sir Thomas, it has been assumed that the poet was illegitimate, but it is certain that in the time of Queen Elizabeth the term "natural" was often used to signify true or legitimate, i.e., the father's own son. We may therefore conclude with Douglas in his *Peerage* that Edward was the lawful son of Sir Thomas Fairfax, by Dorothy his wife, daughter of George Gale of Ascham Grange. The date of his birth has not been ascertained. He is said to have been only about twenty years of age when he published his translation of the *Gerusalemme Liberata*. This is very doubtful, but it would place his birth about the year 1580. He seems early to have preferred a life of study and retirement to the military service in which his brothers were distinguished. Having married, he lived at Fuystone, a place situated between the paternal seat of Denton and the forest of Knaresborough, and there his time was spent in his literary pursuits, and in the education of his children and those of his elder brother, Sir Thomas Fairfax, afterwards baron of Cameron. His famous translation appeared in 1600,—*Godfrey of Bulloigne, or the Recoverie of Ierusalem, done into English heroical Verse by Edw. Faifefax, Gent.* Never did any mere translation receive such enthusiastic and continued approbation as this work by Fairfax. In the same year in which it was published extracts from it were printed in *England's Parnassus*. Edward Phillips, the nephew of Milton, in his

*Theatrum Poetarum*, a work in which, as Warton says, may be discovered many traces of Milton's hand, warmly eulogized the translation. Waller said he was indebted to it for the harmony of his numbers. Dryden places the translator almost on a parity with Spenser (whom undoubtedly Fairfax imitated), and Collins has beautifully associated him with his great original, Tasso:—

"How have I sat, when piped the pensive wind,  
To hear his harp by British Fairfax strung!  
Prevailing poet, whose undoubting mind  
Believed the magic wonders which he sung!"

In more recent times we find Campbell pronouncing Fairfax's work one of the glories of the reign of Elizabeth, to whom it was dedicated. Hallam, more critical, said the translation did not represent the grace of its original, and deviated too much from its sense, yet was by no means deficient in spirit or vigour. The poetical spirit of the work is indeed its life blood and preservation. Hoole and Hunt may give a more literal version, but Fairfax alone seizes upon the poetical and chivalrous character of the poem. As Denham says of Fanshawe's rendering of the *Pastor Fido*:—

"They but preserve the ashes, he the flame  
True to its sense, but truer to its fame."

And in this way he carries along with him the interest and admiration of the reader. The sweetness and melody of many passages are scarcely excelled even by Spenser. Fairfax made no other appeal to the public. He wrote however, a series of eclogues, ten in number, one of which, the fourth, was published by permission of the family, in Mrs Cooper's *Muses' Library* (1737). He wrote also a *Discourse on Witchcraft, as it was acted in the Family of Mr Edward Fairfax of Fuystone in the county of York in 1621*, which was edited from the original copy by Mr Monckton Milnes (now Lord Houghton) in the *Miscellanies of the Philobiblon Society*, 1858-9. Fairfax was a firm believer in witchcraft. He fancied that some of his children had been bewitched, and he had the poor wretches whom he accused brought to trial, but without obtaining a conviction. Such "follies of the wise" are painful to contemplate. Fairfax, however, only shared in the common superstition of the age, and it is at once a memorable and melancholy fact that Sir Matthew Hale, the most upright and able of lawyers, condemned two women to the stake on a charge of witchcraft. Fairfax described himself as "neither a fantastic Puritan nor superstitious Papist; but so settled in conscience as to have the sure ground of God's word to warrant all he believed, and the commendable ordinances of the English Church to approve all he practised." And he adds, "I live a faithful Christian and an obedient subject, and so teach my family." His descendants have not deemed it necessary to publish his writings on theological subjects and the keen controversies of the times. His fame is secure, grafted on the stem of Tasso, and flourishing in perennial beauty and vigour. Fairfax was living in 1631, and is supposed to have died soon afterwards, about 1632. (R. CA.)

FAIRFAX, THOMAS, THIRD LORD, better known as Sir Thomas Fairfax, the eminent Parliamentary general and commander-in-chief during the civil wars, was the eldest son of Sir Ferdinando (afterwards Lord) Fairfax by Mary, daughter of Lord Sheffield, president of the North, and was born at Denton, on the banks of the Wharfe, near Otley, Yorkshire, on the 17th of January 1611-12. He studied

<sup>1</sup> *Ode on Popular Superstitions*. Sir Walter Scott conceived that the lines applied to Fairfax (*Demonology*, Letter viii.), and Thomas Campbell seems to have entertained the same opinion (*Specimens of the Poets*),—also Charles Knight and others. A careful perusal of the stanza, however, will show that Collins intended the honour for Tasso, not for his translator. Both, indeed, may be said to have "believed the magic wonders which they sung."



at St John's College, Cambridge, about four years (1626-30), and then proceeded to Holland to serve as a volunteer with the English army in the Low Countries under Lord Vere of Tilbury. This connexion led to one still closer; in the summer of 1637 Fairfax married Anne, daughter of Lord Vere, a lady of spirit, whom Mr Carlyle characterizes as "a Vere of the fighting Veres and given to Presbyterianism." The Fairfaxes, though serving at first under Charles I., were opposed to the arbitrary prerogative of the crown, and Sir Thomas (he had been knighted by Charles in 1640) declared that "his judgment was for the parliament as the king and kingdom's great and safest council." When Charles endeavoured to raise a guard for his own person at York, intending it, as the event afterwards proved, to form the nucleus of an army, Fairfax was employed to present a petition to his sovereign, entreating him to hearken to the voice of his parliament, and to discontinue the raising of troops. This was at a great meeting of the freeholders and farmers of Yorkshire convened by the king on Heyworth Moor near York. Charles evaded receiving the petition, pressing his horse forward, but Fairfax followed him and placed the petition on the pommel of the king's saddle. The incident is typical of the times and of the actors in the scene. War broke out, Lord Fairfax was appointed general of the Parliamentary forces in the north, and his son Sir Thomas, was made general of the horse under him. Both father and son distinguished themselves in the campaigns in Yorkshire. At first the Parliamentary troops were not successful. The Cavalier spirit of honour and high-bred loyalty was too much, as Cromwell said, for poor tapsters and town-apprentice people. There was little hope of success until men of strong religious feelings could be brought into the field against them, and this was effected by Oliver and his Ironsides, his invulnerable troop of disciplined horsemen. In the beginning of 1644 the Scottish army under the command of the earl of Leven joined the Parliamentary forces, and after some minor engagements, commenced the siege of York, then invested by the marquis of Newcastle. York was considered the second town of England, and upon its preservation Charles believed that the safety of his crown mainly depended. There were several assaults and sallies, but news having arrived that Prince Rupert was marching to raise the siege with 20,000 men, the besieging generals, Leven, Fairfax, and Manchester, resolved to draw off their troops, and encamp on the moor seven miles west of York. On the 2nd of July 1644, was fought the important battle of Marston Moor, which virtually decided the fate of the war. The gallantry of the troopers led by the old earl of Leven, Manchester, and Fairfax was conspicuous.<sup>1</sup> Fairfax was severely wounded, and he lost a brother in the action. The victory was so decisive that the marquis of Newcastle fled the kingdom, and the Royalists abandoned all hope of retrieving their affairs. The city of York was taken, and nearly the whole north submitted to the parliament.

In the south and west of England, however, the Royalist cause was still active. The war had lasted two years, and the nation began to complain of the contributions that were exacted and the excesses that were committed by the mili-

<sup>1</sup> Cromwell, in the letter to his brother-in-law, assumes the whole credit of the defeat of the Royalist right, certainly at the expense both of truth and honour. He says: "The left wing which I commanded, being our own horse, saving a few Scots in our rear, beat all the Prince's horse. God made them as stubble to our swords." Now the few Scots consisted of 1920 men out of 4200, and Cromwell's assertion that they were in the rear is contradicted by every other eyewitness who mentions them. Principal Bailie, who received a long account of the battle from his namesake, and had other sources of information now lost, says that David Leslie (Leven) in all places that day was Cromwell's leader.—Markham's *Life of Fairfax*. Mr Carlyle does not take up this disputed point.

tary. Dissatisfaction was expressed with the military commanders, Essex and Manchester, and as a preliminary step to reform, the self-denying ordinance was passed. This Act took from all members of parliament their commands in the army or their civil employments. The earl of Essex was removed from the supreme command, and Sir Thomas Fairfax appointed his successor. Cromwell, as a member of the House of Commons, was excluded by the ordinance, but he was too important to be dispensed with; he was made lieutenant-general under Fairfax. The army was new modelled, incompetent officers were dismissed, and the regiments completed by more select levies. The hostile armies met on the 14th of June 1645, at Naseby in Northamptonshire, and a decisive battle took place, which ended in the total discomfiture of the Royalists. The king himself was in the field. "At Naseby," says Carlyle, "Charles fought his last battle—dashed fiercely against the new model army which he had despised till then—and saw himself shivered utterly to ruin"—partly through the fiery rashness of Prince Rupert, but mainly through the able generalship of Fairfax and Cromwell. The king fled to Wales. Fairfax besieged Leicester, and was successful at Taunton, Bridgewater, and Bristol. The whole west was soon reduced to obedience. The king had returned from Wales and established himself at Oxford, where there was a strong garrison, but danger was too apparent; the vacillating monarch withdrew secretly, and proceeded to Newark to throw himself into the arms of the Scots. Oxford capitulated; and by the end of September Charles had neither army nor garrison in England.

Fairfax arrived in London on the 12th of November 1645. In his progress towards the capital he was accompanied by applauding crowds. Complimentary speeches and thanks were presented to him by both houses of parliament, along with a jewel of great value set with diamonds, and a sum of money. Charles was delivered up to the commissioners of parliament by the Scots in January 1646. He had voluntarily surrendered himself to the Scots army, and they negotiated with the parliamentary leaders in his favour. There was a debt of £600,000, arrears of pay, owing to the Scots, but they agreed to take £400,000, one half of which was to be paid before the army left England. The bargain was concluded some months before there was any stipulation to deliver up the king, but probably, as Hallam remarks, the parliament would never have actually paid the money on any other consideration than the delivering of the king's person.<sup>2</sup> The transaction was naturally seized upon by the Royalists and the Cavalier wits, and poets, as a subject of obloquy and reproach to the Scots commissioners, and, by implication, to the whole Scottish nation. It is not yet forgotten. Such political libels are not of that class which the poet says are "born to die." They become the shibboleths of a party, and descend from generation to generation.

Charles was delivered up to the commissioners of parliament on the 30th January 1646-7. Fairfax, who preceded the king, having met him beyond Nottingham, dismounted from his horse, kissed the royal hand, and having resumed his seat, discoursed with the unfortunate prince during the journey to Holdenby. "The general," said Charles, "is a man of honour, and keeps his word which he had pledged to me." His chivalrous courtesy is of a piece with his whole character.

The agitation in the army now became formidable, and threatened anarchy. The Independents were too powerful for both parliament and Presbyterians. Fairfax resolved to

<sup>2</sup> Major-General Skippon carried up the cash, £200,000, to Newcastle successfully in a proper number of waggons; got it all counted there, bags of £100, chests of £1000 (5-19th January 1646-7), after which the Scots marched peaceably away.—*Carlyle*.

resign his commission as commander-in-chief, but he was persuaded to retain it, and was passive, if not co-operating, in all the proceedings of the army which had for their object to destroy the power of parliament. Lord Ferdinando Fairfax died in the spring of 1647, and Sir Thomas succeeded to his title and to his office as governor of Hull. A second civil war broke out in the summer of 1648; a Scots army of 40,000 was raised to deliver the king from the "sectaries," there were tumults in England and in Wales. Fairfax displayed the greatest activity in putting down these insurrections, and took Colchester, whither the royalist army had betaken themselves. It was at this time, when the commander-in-chief was besieging Colchester, that Milton addressed to him the sonnet:—

"Fairfax, whose name in arms through Europe rings,  
Filling each mouth with envy or with praise."

The poet eulogizes the brave soldier for "firm unshaken virtue," but he hesitated to go along with the army and Independents in the trial of the king. He was placed at the head of the judges before whom Charles was arraigned, but he refused to act. In calling over the court, when the crier pronounced the name of Fairfax, a lady in the gallery called out "that the Lord Fairfax was not there in person, that he would never sit among them, and that they did him wrong to name him as a commissioner." This was Lady Fairfax, who could not forbear, as Whitelock says, to exclaim aloud against the proceedings of the High Court of Justice. The decision of the court was a grievous error. "When living, Charles was a baffled tyrant," as Lord John Russell has remarked; "when dead he became a royal martyr." In June 1650, after the Scots had declared for Charles II., the council of state resolved to send an army to Scotland in order to prevent an invasion of England. Fairfax declined to act against the Presbyterian Scots, and resigned his commission. Cromwell was appointed his successor, "captain-general and commander-in-chief of all the forces raised or to be raised by authority of parliament within the commonwealth of England." Fairfax received a pension of £5000 a year, and is no more heard of till after the death of the triumphant Protector.

When Monk invited him to assist in the operations about to be undertaken against Lambert's army he promptly obeyed the call, and in December 1659 appeared at the head of a body of Yorkshire gentlemen; and such was the influence of Fairfax's name and reputation that the Irish brigade, consisting of 1200 horse, quitted Lambert's colours and joined him. This was speedily followed by the breaking up of all Lambert's forces, and that day secured the restoration of the monarchy. A "free" parliament was called; Fairfax was elected member for Yorkshire, and was put at the head of the commission appointed by the House of Commons to wait upon Charles II. at the Hague and urge his speedy return. Of course the "merry monarch, scandalous and poor," was glad to obey the summons, and Fairfax provided the horse on which Charles rode at his coronation. The remaining eleven years of the life of Lord Fairfax were spent in retirement at his seat in Yorkshire. He must, like Milton, have been sorely grieved and shocked by the scenes that followed—the brutal indignities offered to the remains of his companions in arms, Cromwell and Irton, the sacrifice of Sir Harry Vane, the neglect or desecration of all that was great, noble, or graceful in England, and the flood of immorality which, flowing from Whitehall, sapped the foundations of the national strength and honour. Lord Fairfax died at Nunappleton on the 12th of November 1671. The integrity of Fairfax has never been doubted. No one has ever attempted to charge meanness or corruption on the Parliamentary general. But he was great only in the field, and had apparently none of the qualities of a statesman. He is placed at great disadvan-

tage, however, by being both in war and in peace overshadowed by his associate Cromwell:

"And under him  
His genius was rebuked, as, it is said,  
Mark Antony's was by Cæsar."

Lord Fairfax had a taste for literature. He translated some of the Psalms, and wrote poems on solitude, the Christian warfare, the shortness of life, &c., none of which are above mediocrity. During the last year or two of his life he wrote two *Memorials* which have been published—one on the northern actions in which he was engaged in 1642-44, and the other on some points during his command in the army. At York and at Oxford he endeavoured to save the libraries from pillage, and he enriched the Bodleian with some valuable MSS. His correspondence was published in 1848-9 in four volumes, and a life of him by Clements R. Markham in 1870. (R. CA.)

FAIRFIELD, a town and port of entry of Fairfield co., Connecticut, is situated near Long Island Sound, and on the New York and New Haven railroad, 22 miles S.W. of New Haven. It consists chiefly of one spacious street of new and handsome buildings. The beautiful scenery and fine sea air of the neighbourhood attract to the town a considerable number of summer visitors, but its prosperity depends chiefly on its shipping trade. About one and a half miles south-east from the town is Black Rock, one of the finest harbours of the state. Fairfield was settled in 1659. In 1779 it was burned by the British under Governor Tryon. The population in 1870 numbered 5645, but since then a portion of the town, containing more than a fourth of the inhabitants, has been annexed to Bridgeport.

FAIRHOLT, FREDERICK WILLIAM (1813-1866), a most industrious antiquary, draughtsman, and editor of our older literature, was born in London in the year 1813. His father, who was of a German family (the name was originally Fahrholz), was a tobacco manufacturer, and for some years Fairholt himself was employed in the business. He had, however, other aims. For a time he was a drawing-master, afterwards a scene-painter. Some pen and ink copies made by him of figures from Hogarth's plates led to his being employed by Charles Knight on several of that gentleman's illustrated publications. His first published literary work was a contribution to Hone's *Year-Book* in 1831. His life seems to have been one of almost uninterrupted quiet labour, carried on until within a few days of death. Several works on civic pageantry and some collections of ancient unpublished songs and dialogues were edited by him for the Percy Society in 1842. In 1844 he was elected fellow of the Society of Antiquaries. An edition of the dramatic works of Lilly was published by him in 1853. His principal independent works are *Tobacco, its History and Association*, 1859; *Up the Nile and Home Again*, 1862; many articles and serials contributed to the *Art Journal*, some of which were afterwards separately published, as *Costume in England*, 1846; *Dictionary of Terms in Art*, 1854. These works are illustrated by numerous cuts, drawn on the wood by his own hand. His pencil was also employed in illustrating Evan's *Coins of the Ancient Britons*, Madden's *Jewish Coinage*, Halliwell's folio *Shakespeare*, Roach Smith's *Richborough*, the *Miscellanea Graphica* of Lord Lonsborough, and many other works. Mr Fairholt was entirely a Londoner; born in London, and never out of sight of St Paul's for the first twenty-two years of his life, he ever loved a paved street better than a green lane. His later years were much troubled by disease which, though temporarily alleviated by a voyage to Egypt and Nubia with the present Lord Lonsborough, terminated in consumption. He died April 3, 1866. His books relating to Shakespeare were bequeathed to the library at Stratford-on-Avon; those on civic