

involved the construction of a road and bridge over the Scheldt, he was actively engaged in English railway work from 1863 to 1867. In 1868 he became connected with the Lahore and Peshawur Railway, on which he was employed for about three years. In 1871 and 1872 he was employed as an Executive Engineer on the Kharian Division of the Punjab Northern State Railway. In October, 1872, he was appointed Assistant Consulting Engineer to the Government of India for State Railways, and was engaged on various works in the Punjab and at Simla until 1878, when he returned to England. From that time Mr. Stokes retired gradually from active practice. He died at the Isle, near Shrewsbury, on the 6th January, 1899, at the age of 66. He was elected an Associate on the 6th December, 1859, and was subsequently placed in the class of Associate Members.

JOHN WHITE, son of Mr. Nicholson White, of Folkestone, was born on the 11th August, 1867. After serving articles to the late Mr. A. W. Conquest, Borough Engineer of Folkestone, he was appointed Assistant Borough Engineer in May, 1889, and was entrusted with the supervision of important drainage and outfall works at Sandgate. On the death of Mr. Conquest he was elected, in May, 1892, Engineer and Surveyor to the Borough of Folkestone. In that capacity he designed and constructed a sea-wall, promenade and gardens on the sea-front, and, under the advice of Mr. James Mansergh, divided the outfall sewers into high- and low-level systems. His last work was an extension of the Sanatorium, formally opened only one week before his death, which took place on the 22nd October, 1898, from typhoid and peritonitis. Mr. White was a man of most amiable disposition and was much esteemed by all with whom he came in contact. He was elected an Associate Member on the 7th February, 1893.

SAMUEL BAYLISS was born on the 27th October, 1821, and, on leaving school, was articled to Mr. Richard Prosser, Civil Engineer, of Birmingham, with whom he remained for some years. About the year 1857 he proceeded to Egypt, where he was engaged on the construction of railways, including a bridge over the River Nile at Beimar. He then went to Brazil, where for nearly four years he was occupied as Resident Engineer on the Dom Pedro Segundo

Railway. Subsequently he became identified with the Smyrna and Cassaba Railway in Asia Minor, and, after its completion, he projected and carried out an extension of that railway to Alascheir.

Mr. Bayliss had other important matters in hand in Turkey, but the breaking out of the Russo-Turkish War in 1877 prevented their being carried out, and he then retired from active life, having on his retirement received from the Sultan of Turkey the Order of the Medjidieh for distinguished services to that country. He spent the remaining years of his life in England. Early last year his health began to fail, and he died on the 27th November, 1898, in his 78th year.

Mr. Bayliss was elected an Associate of the Institution on the 2nd February, 1864.

SAMUEL SWARBRICK, formerly General Manager of the Great Eastern Railway Company, died at The Cedars, Tottenham, on the 22nd January, 1899, at the age of 79. Born in 1819, Mr. Swarbrick entered in 1838 the service of the Manchester and Leeds Railway Company, now part of the Lancashire and Yorkshire Railway Company's system. There he rose to the post of Accountant, and in 1851 he was appointed to a similar office in the service of the Midland Railway Company. During the following fifteen years he assisted in promoting the great development of the Midland system which took place under the management of the late Sir James Allport.

In 1866 Mr. Swarbrick was appointed General Manager of the Great Eastern Railway Company, and during the fourteen years he held that post the position of the Company was greatly improved, the problem of a northern outlet was solved, and the present large suburban traffic was originated. Mr. Swarbrick resigned office in 1880, from which time he acted as an adviser in Railway matters. In 1882 he made, in conjunction with Sir James Allport, an exhaustive report on the New York, Pennsylvania and Ohio Railroad, and two years later he became a Director of the Hull and Barnsley Railway Company. During the last eight years he lived in retirement at Tottenham.

Mr. Swarbrick shared with the late Mr. George Parker Bidder the gift of rapid calculation and the facility of dealing with large masses of figures. He was elected an Associate of the Institution on the 3rd March, 1868.