

which were confined, as a rule, to the review of the lessons of practical experience, were ever welcome. He was elected a member of council in 1897 and a vice-president in 1906. His presidential addresses dealt principally with the science of transport and with the professional status of the engineer and his relation to the economic and political life of the community. His last official act was to lay the foundation-stone of the new building of The Institution in October, 1910.

In personal character Sir James was eminently practical, with a mechanic's instinct to recognize that which rang true. He was thorough, broad in his views, alike in engineering and in his more private opinions. A Liberal-Unionist in politics, he was an Imperialist in the highest sense of the word. Kindly and warm-hearted, he did much to encourage others both in business and in private life. Although not gifted as an orator, his utterances were always distinguished by the directness and practical soundness of the language employed, simple as it was in diction. In council and committee work his administrative services were of great value, while in social functions he was genial and ever kindly in his comments. His death will undoubtedly be deeply regretted by a wide circle of professional and private friends. The loss sustained by The Institution was expressed in a Resolution passed by the Council at its meeting on the 9th January, 1912.

Sir James Inglis was elected an Associate of The Institution on the 5th December, 1876, was subsequently placed in the class of Associate Members, and was transferred to the class of Members on the 18th March, 1884.

EDUARDO ARGENTI, born on the 10th October, 1834, died in Madrid on the 5th November, 1911. After serving in the Government Corps of Engineers from 1855 to 1861, he joined the late Mr. George Higgin,¹ under whom he worked as assistant and Resident Engineer, and in carrying through all Government work necessary for a number of English companies formed to promote irrigation, water-supply, railway, tramway and other works in Spain. He was a Director of the Madrid, Caceres and Portugal Railway, and Managing Director of the Seville Tramway Company, the Aguilas Port Company, and the Iron Ore Loading Syndicate of Spain. For

¹ Minutes of Proceedings Inst. C.E., vol. cxii, p. 349.

his public services, he received the Grand Cross of the Order of Charles III.

Don Eduardo Argenti was elected an Associate Member of The Institution on the 1st May, 1883, and was transferred to the class of Members on the 19th December, 1905.

GEORGE JOSEPH BELL, County Surveyor and Bridge-Master for Cumberland, died suddenly in his office at Carlisle on the 6th October, 1911, aged 75. Trained under the late Mr. Robert Bell, he became District Surveyor successively to the Brampton Highway Board and to the Isle of Axholme Highway Board. He held his last office over 30 years, having been appointed in 1879. He had charge of over 500 miles of main roads and of all county bridges, and constructed many new roads and bridges in the county. He was an authority on road construction and maintenance, and his views on the Roads question were well known.

Mr. Bell was elected an Associate Member of The Institution on the 7th December, 1897, and was transferred to the class of Members on the 11th March, 1902.

FRANCIS COLLINGWOOD, born at Elmira, New York, on the 10th January, 1834, died at Avon, New Jersey, on the 18th August, 1911. After acting for a time as City Engineer of Elmira, he became Assistant Engineer, and later Resident Engineer, on the East River suspension-bridge, under the late Colonel Roebling. Subsequently he constructed the dry dock at Newport News and served on the Croton Aqueduct Commission. Between 1891 and 1894 he acted as Secretary of the American Society of Civil Engineers. He held until his death the office of Expert Examiner to the New York City Civil Service Commission, and was a lecturer in New York University, besides carrying on a consulting practice in New York.

Mr. Collingwood was elected a Member of The Institution on the 1st February, 1881.
