

destined to be of great benefit to the unfortunate members of a profession peculiarly exposed to vicissitude.

Mr. Bartlett was well grounded in the theory and practice of his profession; had considerable experience, and possessed the power of managing large bodies of workmen—a peculiar and very valuable talent—due in a great measure to his cheerful and genial disposition, inspiring confidence in all those with whom he came in contact. He was fertile in resources, and in foreign countries he always knew how to engraft upon the ordinary proceedings of the indigenous labourer, only as much of the English system as would facilitate the execution of the work, without interfering with the prejudices of the people. He was an ingenious mechanic, and among other inventions, he was the original projector of an automatic-tunnel boring machine,<sup>1</sup> analogous in principle to, but preceding in date, that which is now so extensively employed in the Mont Cenis Tunnel, under the intelligent direction of Monsieur Sommeillier, one of the patentees of the condensed air-boring machine.

Mr. Bartlett joined the Institution of Civil Engineers as an Associate, June 24, 1845, and was transferred to the class of Members November 16, 1852. He was precluded, by his prolonged residence abroad, from being a frequent attendant at the Meetings; but whenever he was in London he made a point of taking part in the proceedings, which he did with good effect, from the practical knowledge he displayed respecting all the subjects upon which he spoke.

The melancholy circumstances of his decease, and his own intrinsic merit, will cause him to be long remembered and regretted among the members of the profession.

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MR. THOMAS CASEBOURNE was born in 1797 at Hemel Hempstead, Herts. In early life he devoted himself to engineering pursuits, and was a favourite pupil of Mr. Telford, by whom he was employed as assistant on several works, and subsequently, amongst other duties, he was engaged in drainage works in the Lincolnshire Fens, on the London and Liverpool Road, the Metropolitan Water Survey, &c. From 1833, and for twelve years subsequently, he had charge of the execution of the works of the Ulster Canal, which were originally designed by Mr. Telford, and were subsequently under the direction of Mr. (afterwards Sir W.) Cubitt (Past-President). This canal was designed to facilitate the intercourse between the west and the north of Ireland, by effecting a junction between Lough Neagh and Lough Erne. A description

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<sup>1</sup> *Vide Minutes of Proceedings Inst. C.E. vol. xxiii.*

of a portion of these works, accompanied by drawings, was presented to the Institution of Civil Engineers in the Session 1842,<sup>1</sup> and for it Mr. Casebourne received a Telford Premium of Books.<sup>2</sup> In 1845 he removed to the locality now so well known as West Hartlepool—then a mere hamlet—to undertake the Resident Engineership of the Harbour and Docks constructed there; and since that period his name has been intimately connected with all that related to the port, harbour, and town of West Hartlepool. In 1850 he submitted to the Institution a Paper<sup>3</sup> descriptive of a float, or fixed platform, which he had used for submarine blasting in the bay of Hartlepool, and which was stated to have answered its purpose extremely well. On the incorporation of the Commissioners of West Hartlepool in 1854, he was one of the original Commissioners appointed under the Towns Improvement Act; and he continued to fill the office of Commissioner up to the period of his decease. He was for some time Chairman of the Board, only resigning that appointment in favour of Mr. R. W. Jackson (Assoc. Inst. C.E.) a week or two before his death. He also for a short time represented the West Hartlepool town interest in the Pier and Port Commission; but on the resuscitation of the Refuge Harbour question, he retired from that office, in order that he might not sit in judgment upon his own, amongst other competing plans. At the West Hartlepool Improvement Board, Mr. Casebourne was a regular attendant. He was also for many years a Vice-President and Life Member of the Local Literary and Mechanics' Institute.

Mr. Casebourne was elected an Associate of the Institution of Civil Engineers on the 12th of February, 1828, and was transferred to the class of Members on the 26th December, 1837. His decease occurred on the 2nd of January, 1864, in the sixty-sixth year of his age. He was a careful, conscientious man, had a good knowledge of the practice of Civil Engineering, and very deservedly, acquired the confidence of all with whom he was brought into contact.

MR. JOSEPH GIBBS was the youngest son of a mill-owner and manufacturer in Staffordshire, where he was born in the year 1798. His uncle was mineral agent to the Duke of Devonshire, and among the mines of the Derbyshire hills Mr. Gibbs first acquired a taste for engineering operations and geological research. He then visited Holland, and was engaged to superintend some hydraulic works in the Dutch colonies; and he resided for some time at Demerara, Berbice, and other places in the West Indies. On his return to England he associated himself with an excellent

<sup>1</sup> *Vide* Minutes of Proceedings Inst. C.E., vol. ii. (1842), p. 52.

<sup>2</sup> *Ibid.*, vol. ii. (1843), p. 6.

<sup>3</sup> *Ibid.*, vol. x., p. 293.