

extension of railways. Shortly after the reading of this Paper, on the 4th of December, 1866, Mr. Baxter was elected an Associate of the Institution of Civil Engineers, he being already connected with various other scientific and literary societies. In politics a thorough Conservative, he for many years occupied himself busily in the registration and organization of his party in the West Riding of Yorkshire, where his loss is severely felt. Some time before his death he experienced symptoms of valvular disease of the heart—an ailment to which it is said men of sedentary habits and intellectual proclivities are peculiarly liable—and wasted away, until he became in a few days but the shadow of his former self, finally succumbing to its effects on the 20th of May, 1875.

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MR. THOMAS BELL was born at Lofthouse, in the North Riding of Yorkshire, where his father, Mr. George Bell, occupied a small farm. In early life he was employed to lead coals from Stockton and other places on the river Tees to various towns and villages in North Yorkshire, and also in connection with the Stockton and Darlington railway. He afterwards worked as a platelayer at Chatmoss, on the Manchester and Liverpool railway, during its construction by George Stephenson. In 1827 Mr. Bell undertook the platelaying of short lengths of the Stockton and Darlington railway as a sub-contractor under the Resident Engineer, Mr. Thomas Storey, M. Inst. C.E. He then passed some years in Scotland in various capacities connected with the construction of the earlier Scotch lines, after which he acted, under Mr. Edward Steel, the Engineer, as General Inspector of Permanent Way on the Clarence railway, which line conveyed coals from the South Durham coal-field to Stockton and Port Clarence. Here Mr. Bell acquired, for the most part, his theoretical knowledge of civil engineering. In 1848 he was appointed Chief Superintendent of the West Hartlepool railway and colliery branches, which position he continued to occupy until shortly before his death.

Mr. Bell's career was contemporary with the early history of railway-making in the north of England. Having been closely associated with that branch of engineering, he gained, during an industrious life, much sound practical knowledge, together with an experience in the maintenance as well as in the construction of the permanent way that well fitted him to become an Associate of the Institution of Civil Engineers, to which he was elected on the 23rd of May, 1854. He died on the 20th of February, 1875.