

the 3rd of April, 1860. He constructed the road bridges across the Thames at Pangbourne, Walton, and Hampton Court, and continued in the exercise of his profession till 1864, when he retired into private life. He took up his residence in Ireland on his father's death in 1871. His own death was caused by a fall from his horse at Bray, Co. Wicklow, on the 27th of September, 1882.

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JOHN PATON was the only son of Mr. James Paton, of Dumfries, and was educated at the Universities of Glasgow and Edinburgh. He served an apprenticeship of seven years under Mr. John Wilson, Assoc. Inst. C.E., an extensive iron and coal master at Dandyvan, and was then for eight years colliery agent, and furnace and forge and mill manager, and ultimately general manager of the Silverdale and Biddulph Valley Works, near Stoke-upon-Trent. Leaving this, he, for two and a half years, held the position of consulting manager of the iron department of Sir John Brown and Co.'s works, Sheffield. In February, 1863, he became general manager and engineer to the Blaenavon Iron and Coal Company. Through his instrumentality the town of Blaenavon was greatly enlarged and its resources developed, and the works under his management were much improved. It was through him that one of the largest furnaces in South Wales was constructed at Blaenavon. On retiring, in 1874, he went to live at Pontypool, where he died suddenly of apoplexy on the 30th of June, 1883. Mr. Paton was elected a Member of the Institution on the 7th of April, 1868.

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THOMAS ROBERT WINDER was born at Gate-beck, Westmoreland, in 1817, and was educated successively at Prestonpatrick and Kirkland. He served an apprenticeship of five years, 1834-39, in the works of Messrs. Thomas Winder and Co., at Low Mill, Westmoreland, principally occupied in the application of water as a motive power, and partly under Mr. Perry, when surveying the country between Lancaster and Carlisle for railway promotion, and in the construction of a section of the Lancaster and Preston Railway, after which he assisted in laying out the railway through Wakefield. He next for many years had responsible charge for the contractors of the execution of extensive works on portions of the Great Western Railway in 1839-43; the Eastern Counties in