

Sunchales, a distance of 150 miles. On the completion of that line he was occupied from September, 1887, to April, 1889, on survey work for the Santa Fé and Cordova Great Southern Railway. He then returned to the Buenos Ayres and Rosario Railway as sectional engineer at Rosario.

For some years Mr. Worsoe had been suffering from pulmonary disease. In 1892 he obtained leave of absence from his duties at Rosario, in the hope that a voyage in tropical seas might restore his health. This hope proving vain, he took up his abode at Sorrento on the Gulf of Naples, where he remained until the 16th of May, 1893, when he expired from hæmorrhage of the lungs.

Mr. Worsoe was capable as an engineer and upright as a man. His work was characterised by order and reliability, and his frank, kind manner won the regard of all with whom he was associated.

He was elected an Associate Member of the Institution on the 2nd of February, 1892.

GENERAL SIR WILLIAM MONTAGU SCOTT McMURDO, G.C.B., son of Lieutenant-Colonel Archibald McMurdo, of Lotus, N.B., was born on the 30th May, 1819. After passing through the Royal Military College at Sandhurst, he obtained without purchase a commission as ensign in 1837 and joined the 8th Regiment in Canada. Four years later he was promoted lieutenant and posted to the 22nd Regiment at Poona. In 1843 his regiment was ordered to join the troops taking part in the Sind campaign under the command of the late General Sir Charles Napier, and there the fortune of war gave him the first opportunity of distinguishing himself. At the suggestion of the Assistant-Quartermaster-General, who was forced to obtain sick leave, young McMurdo was appointed to that post, which he retained during the whole of the campaign. At the battle of Meeanee, in which his horse was shot under him, he displayed great gallantry, and at the battle of Hyderabad he received a sabre cut in the breast. For his services in this campaign he was promoted captain and was shortly afterwards posted to the 78th Highlanders.

Captain McMurdo again acted as Assistant Quartermaster-General in Sir Charles Napier's campaign against the mountain and desert tribes on the right bank of the Indus in 1845 and three years later he received, in recognition of his services, brevet rank

as Major. In 1851-52 he was Assistant-Adjutant General in Sir Charles Napier's expedition against the Afridis, in which occurred the forcing of the Kohat Pass; and in the following year he obtained brevet rank as Lieutenant-Colonel.

Lieutenant-Colonel McMurdo's next active service was in the Crimea. At an early period of the campaign the inadequacy of the means of conveyance for the service of the troops became apparent and he was entrusted with the formation and command of the Land Transport Corps, since known as the Military Train. Not only did he draw up a most efficient code of regulations for the Land Transport Corps, but he instantly attacked the neglect of all sanitary conditions which was almost as fatal to the army as were the operations of the enemy. For his services in the Crimea he was created a Companion of the Order of the Bath, was made an Aide-de-Camp to the Queen, and received the medal with the clasp of Sebastopol, the riband of the Legion of Honour, the Fourth Class of the Medjidie and the Turkish medal. In November, 1854, he was promoted to the rank of Colonel.

Not long after the Volunteer movement of 1859 assumed a permanent character it was seen that the force required at its head a man of energy, resolution and judgment, to overcome the indifference with which it was at first regarded and to enable it to obtain the popularity which it now justly enjoys. Colonel McMurdo was therefore appointed Inspector-General of Volunteers and no one did so much as he to improve and encourage that force at a critical moment. His keen eye detected the sterling value of the metal in the mine and he at once set to work to turn it to account by encouraging speeches, addresses and advice. The Volunteers were inspired to deserve the praise bestowed upon them by a soldier of experience and distinction, and the influence he thus exercised was invaluable.

On the termination of this appointment, Colonel McMurdo was given in 1866 the command of a brigade in Dublin, and two years later he was promoted to the rank of Major-General. In 1870 he was appointed to the command of the Rawal Pindi Division in India. This was his last active service and he was retired in 1881 after five years of non-employment, having been promoted to the rank of Lieutenant-General in 1876 and to that of General in 1878. In 1881 he was created a Knight Commander of the Bath and in 1893 was promoted to the Grand Cross of that order. He was Honorary Colonel of the East Yorkshire Regiment and subsequently of the Cheshire Regiment, of the Inns of Court Volunteers and of the Engineer and Railway Volunteer Staff Corps.

Sir Montagu McMurdo married in 1844 Susan Sarah, daughter of the late General Sir Charles Napier. He died at Cimiez near Nice on the 2nd of March, 1894, from a complication of gastritis and diabetes supervening on influenza.

He was elected an Associate of the Institution on the 5th of December, 1865.

JOHN ROGERSON was born at Morpeth, Northumberland, on the 9th of September, 1828. At sixteen years of age he entered the office of Messrs. Sopwith¹ and Scott, civil engineers, of Newcastle-on-Tyne. He was then for a time in the service of the Northumberland and Durham Coal Mining Company, a combination of northern coalowners formed for the purpose of better utilizing "small" coal. On the failure of that company he became agent on Newcastle Quayside for Messrs. Longridge & Co. of the Bedlington Ironworks and for Messrs. Joseph Cowen & Co. of Blaydon. Shortly before the Crimean War he was fortunate enough to make some shipping investments which turned out to be very successful and led to his becoming considerably interested in shipping property. In 1856 and following years he secured large contracts in America for railroad materials.

In 1862 an Act was obtained for the regulation of the passenger traffic of the Tyne and Mr. Rogerson turned his attention to the improvement of the ferry-steamers on that river. He introduced improved steamers known as the "Red Star Line" and subsequently opened a shipbuilding and repairing yard. These steamers were afterwards taken over by the Tyne General Ferry Company, of which Mr. Rogerson was for some years managing director. In 1875 they were stated to be carrying four million passengers per annum.

On the retirement of the late Mr. Charles Attwood from the Weardale Iron and Coal Company, Mr. Rogerson was appointed general manager of that large and prosperous undertaking, a position which he held for several years. When Mr. Attwood died in 1875, he also became owner of that gentleman's works at Wolsingham, to the improvement and development of which he devoted much attention and large sums of money. Mr. Rogerson also purchased the group of blast furnaces at Ferry Hill owned by the Rosedale and Ferry Hill Iron Company. They had not been

¹ Minutes of Proceedings Inst. C.E., vol. lviii. p. 345.