

WILLIAM STARLING, born on the 23rd of January, 1839, graduated in 1856 at the University of New York. His engineering knowledge was largely picked up in the United States Army, during the Civil War, in which he served as Lieutenant, Captain, and finally Major in the 9th Kentucky Infantry. With a wonderful gift for acquiring knowledge from books, he undertook engineering work in an emergency, and, studying as he worked, soon ranked with the engineers of the regular service, and during most of the war acted as Chief Engineer to the Fifth Division of the Twenty-first Army Corps. After the war he became a planter in Arkansas, and in 1882, having sold his plantation interests, he removed to Greenville and entered the service of the Mississippi Levee Commissioners. In 1884 he was appointed Chief Engineer of the Mississippi Levee district, which post he held for about twelve years. It was a mark of his personal popularity, no less than of his undoubted fitness for the position, that he was elected by a Board of Southern men—though he had served in the Northern Army—over two competitors, both of whom had been officers in the Southern or Confederate Army during the Civil War. Mr. Starling's latest professional work was as a Member of the South-West Pass Commission, formed to recommend a new channel through the Delta of the Mississippi at New Orleans. He spent much time abroad, principally in Holland, studying the system of dykes in that country, a description of which he contributed to the American Society of Civil Engineers.¹ He always referred in the kindest terms to the treatment he had received in England, and was one of the members of the American Society of Civil Engineers who visited this country in 1889 on their way to the Paris Exhibition.

Mr. Starling died on the 11th December, 1900. He was a man of great force of character, frank and cheerful in his intercourse with all.

He was elected a Member of the Institution on the 1st December, 1896.

FRANCIS STEVENSON, late Chief Engineer of the London and North Western Railway Company, died literally in harness in the seventy-fifth year of his age, after a devoted service of nearly fifty-nine years; and although his illness first confined him to his residence on the 10th January, he was able to give advice and

¹ Transactions American Society of Civil Engineers, vol. xxvi. p. 559.