

He was elected a Fellow of the Royal Society, on the recommendation of the most distinguished members of his profession,—and the Society of Arts, in which he took a lively interest, and in whose discussions he frequently joined, elected him a Member of Council.

But Mr. Harding did not confine his energies to professional studies and sympathies: he was unwearied in his efforts to assist and benefit the working classes. He was an active supporter of Mechanics' Institutes, Benefit Societies, and all similar institutions; and expended a large portion of his private means in promoting systematic emigration. As a philanthropist, he has earned the well-merited gratitude of hundreds, whom he assisted in procuring a free passage to Australia, or to whom he advanced loans for that purpose. The inhabitants of Southampton will long remember the day when Mrs. Chisholm and Mr. Harding met, to witness the departure of the first Australian emigrant-ship which sailed from that port, freighted, under her superintendence, at his expense and risk.

An excellent man of business, practical and indefatigable in application, he was a faithful servant and a considerate master: unswerving in his ideas of honour and duty, he cared little, as an Engineer, for the praise, or blame of any, but those whose professional knowledge and experience gave authority to their judgment. Possessed of an original, vigorous and highly-cultivated mind, fond of the arts, with strong literary tastes and habits, founded upon a strictly classical education, his general acquirements were remarkable, and would have insured distinction in any of the learned professions. It is much to be regretted that he so entirely gave himself up, body and mind, to the engagements which he undertook, as not to allow himself necessary relaxation, and thus prematurely closed a career, which gave so much promise for the future.

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LIEUTENANT-COLONEL GEORGE HENDERSON, R.E., son of the late Captain Henderson of the 4th Royals, was born on the 4th of June 1783, at Newton, his Father's property, on the banks of the Dee, Aberdeenshire. At an early age, he obtained his commission at Woolwich, and joined the Corps of Royal Engineers at Portsmouth, as Second Lieutenant, in March 1800. He became First Lieutenant in April 1801, and, two years afterwards, proceeded to Ceylon, where he remained on duty for a period of nine years, and whence he returned in August 1812, with the rank of Captain. In September, he was ordered to join the army, then operating in the Peninsula, and signalised himself at the siege and fall of St. Sebastian, on which occasion his services received well-merited and

honourable mention in the despatches of the Commander-in-Chief. He was also present at the battles of the Nive, Nivelle, and Orthès, for which he received a medal with two clasps, having previously obtained a gold medal for his services at St. Sebastian.

At the close of the Peninsular war, he returned in September 1814, to assume a military command in Ireland, where he remained for a year and a half. On his marriage, he was stationed for three years in Canada, and he finally returned to his native country, in August 1819. He attained the rank of Lieutenant-Colonel, on the 30th of December 1824, and retired from the service, on the 9th of April 1825. He was on intimate terms with most of the past and many of the present officers of his Corps, among whom may be mentioned General Sir John Burgoyne, Lieutenant-Generals Sir Harry Jones, Ellicombe, and Fanshawe, Major-General Sir William Reid, and General Sir C. W. Pasley, by whom he was introduced to the Institution of Civil Engineers, which he joined as an Associate, in May 1837.

In 1830, he devoted himself to the arduous task of forming the London and South-Western Railway Company, and was connected with that line, first, as General Superintendent, and subsequently, as Director, from its commencement until his decease, which took place at Southampton, on the 21st of April 1855, when he had nearly completed his seventy-second year. For some years prior to his death, he had become Chairman of the London Equitable Gas Company, and also of the Southampton Gas Company.

His loss was lamented by a large circle of friends, as well as by his family, which had long appreciated in him, a fond and affectionate parent. The estimation in which he was held by his fellow-townsmen, may be gathered from the following paragraph, which appeared in one of the Hampshire journals, immediately after his death:—

“Colonel Henderson was long resident in Southampton, and was generally respected by all classes. His conscientious discharge of the various duties connected with several directions, which he was attached to, was well known to all with whom he was connected. Indeed, we believe it will be some time, before Southampton will find a successor, possessing the many qualifications of talent, energy, perseverance, and urbanity of manner, which the deceased gentleman combined in his person. The Colonel was of Conservative politics, but was alike respected by men of all shades of opinion in Southampton.”