

corporation business and work generally. Quiet of manner, yet firm of purpose, and of a practical disposition, he commanded the respect of all who had either business or professional dealings with him. Although during the three years of his tenure of office (December 1878 to March 1882) no important works were executed by the Plymouth Corporation, Mr. Alty had much to do in initiating and negotiating for extensive improvements now about to be undertaken.

Always of a delicate constitution, a conscientious and sensitive temperament, his work told on him, and indeed his early decease was doubtless accelerated by a too constant application to professional duties.

The Plymouth Corporation required designs for a new market, costing about £22,000, and into this competition, conjointly with Mr. Charles King, architect, Mr. Alty threw himself with, as the sequel proved, too much energy. The fact of his successful efforts in this competition was announced two or three days after his untimely death, which thus deprived the profession, at the early age of thirty-eight years, of a thoroughly trained, skilful, and progressive borough-engineer.

Mr. Alty was elected an Associate Member of the Institution on the 6th of December, 1881.

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MR. WILLIAM SCOTT HENDERSON, the second son of Mr. Thomas Henderson, artist-engraver, was born in London on the 6th of February, 1844. In 1860 he was articled for three years to Mr. T. J. Hill, of Finsbury, architect and surveyor. On the completion of his pupilage he was for a short time engaged by Mr. Danby, of Parliament Street, Westminster, and then went to Hungary, as assistant for Messrs. Warings, the contractors for the Eastern Railway in that country; but left in 1870, in consequence of the suspension of the works. He then filled a similar position in the extension of the Somerset and Dorset Railway to Bath, for Messrs. T. and C. Walker. After which he was for a short time in Mexico, for Messrs. G. B. Crawley and Co. In 1874 he went to Brazil on a three years' engagement with Messrs. Edwin Clark and Punchard, who had contracted to make the line from Recife to Limoeiro, now known as the Great Western Railway of Brazil; but bad health compelled him to leave before the expiry of his agreement. After a short period at home to dissipate the ill effects of a tropical climate, Mr. Henderson proceeded to the Cape

of Good Hope as assistant to Mr. J. A. Kendrew, Assoc. Inst. C.E., the agent for Mr. W. F. Faviell, who had undertaken to construct the Cape Government Railways. He was at first employed on the Midland line from Port Elizabeth to Graaf Reinet, and on its completion in 1879, took charge of the North-Eastern line, terminating at Cradock. He had just completed the works in this district, and was preparing to return home, when inflammation of the spinal membrane, probably induced by the sudden changes of temperature prevalent in that place at certain times of the year, prostrated him, and he died on the 9th of August, 1881, after three days of great suffering.

Mr. Henderson had excellent ability and good general professional knowledge. He was an unusually energetic, hard-working man, and in every respect a thoroughly satisfactory agent. He was much esteemed at Cradock, and a large concourse of the inhabitants assembled at his grave in the English churchyard at that place. He was elected an Associate Member of the Institution on the 16th of January, 1877.

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COLONEL JOHN THOMAS SMITH, R.E., F.R.S., who died on the 14th of May, 1882, was one of the oldest Associates of the Institution, having been elected on the 23rd of February, 1836. He was the second son of Mr. George Smith, of Edwalton, Notts, and afterwards of Foelallt, Cardiganshire, and was born in or about the year 1805. After receiving his early education at Repton, he proceeded to Addiscombe, where, passing out first in mathematics, he obtained a commission in the Engineers, and in 1825 left for India. Having been appointed Executive Engineer in the north of the Madras Presidency, he took up the question of limes and cements, and translated Vicat's standard treatise on the subject. Being a good practical chemist, he was able to enrich that valuable work by many original investigations of his own, added in the form of notes. Soon after this he was called upon to arrange a system of lights for the South Indian coast, and in 1838 the present lighthouse at Madras was erected from his designs, and furnished with a "reciprocating light," invented by him to suit the peculiar locality.

Upon Colonel Smith's return to England in 1837, his labours in the field of practical engineering science were recognised by his election as a Fellow of the Royal Society. He had previously been elected President of the Philosophical Society of Edinburgh.