

fant. All are now deceased excepting Eliza, who married E. Ritchie of Preston, and now resides there.

Mrs. Wm. Lihon, of L'Orignal, to whom we are indebted for much of the above data is a niece of Robert Hamilton.

Mr. Hamilton became frail in health with advancing years, but his final illness was of short duration, and he passed peacefully away on Sunday, April 21, 1895, surrounded by his sorrowing family, and a number of his intimate friends. His wife predeceased him on Nov. 29, 1887, aged 75 years.

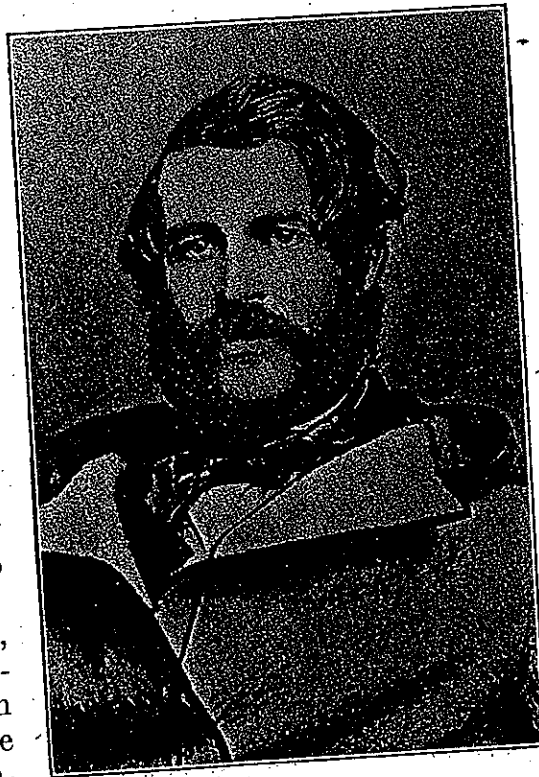
### THOMAS NEPEAN MOLESWORTH.

The late Thomas Nepean Molesworth was born in June, 1824, at Moy, County of Armagh, Ireland. He was the second son of Major Arthur Nepean Molesworth, of Fairlawn, Moy, and his wife, Harriet Hawkins, daughter of Captain Hawkins. He graduated at Trinity College, Dublin, and was then apprenticed to Mr. Williby Hemans, Civil Engineer. He married Sarah Georgina Kertland, daughter of William Kertland, of Dublin, Ireland, on January 7th, 1847.

He came to Canada in 1848, crossing the Atlantic by sailing vessel to New York, then to Buffalo via Erie Canal. He took up his residence at Trafalgar, near Oakville, where he taught school for some time until he found employment in his profession.

In 1850 he removed to Goderich and qualified as a Provincial Land Surveyor on April 25th, 1851. He practised his profession in the Counties of Huron, Grey and Bruce, with office at Goderich from 1851 to 1858.

In 1852 he was instructed to survey the residue of St. Joseph Island, and of Bear Island, in Lake Huron. Mr. Thomas Wetherald was his assistant on the St. Joseph Island. In 1854 he surveyed the Town Plot of St. Joseph. In 1856 he surveyed the



Town Plot of Wingham, and in the following year made an exploration on the north shore of Lake Superior under Mr. Salter.

In 1856 he entered into a partnership with Mr. Weatherald, which continued for eight or ten years.

In 1858 he was appointed Chief Engineer on the Buffalo and Lake Huron Railway, then under construction from Buffalo to Goderich, and in 1859 he moved to Brantford, which was the headquarters of the company until this railway was acquired by the Grand Trunk in 1863. He then resided at Fort Erie and spent some years on surveys and plans for the International Bridge. He also made surveys, plans and estimates for deepening the Grand River from Dunville to Brantford for canal boats. He was also employed on location surveys for the proposed Wellington, Grey and Bruce Railway, north and west from Guelph.

In December, 1868, he was appointed Chief Engineer of Public Works for the Province of Ontario, and from this date Toronto was his place of residence. His death occurred on April 24th, 1879.

The children who survive are Lucy, Mary, Arthur Nassau, Eva Sarah and Maud Marion, now Mrs. Hastings Carter. His widow died December 22nd, 1884. His son, B. N. Molesworth, C.E. and O.L.S., died November, 1896, and Ellen H. died January 3rd, 1903.

The photograph which accompanies this sketch was furnished by the late Thomas Weatherald, who wrote upon the back of it "that Mr. Molesworth belonged to one of the best families in Ireland" and "that he was a true gentleman."

The material for this sketch was contributed by his son, Arthur Nassau Molesworth, now in the employ of the Dominion Public Works, Toronto, who has been a prominent Railway Engineer for many years, commencing work with his father when seventeen years of age. He was employed on railway surveys from London to Clinton, and at the age of twenty-one was making surveys of the Niagara River for the Great Western. From 1875 to 1883 he was employed on the C.P.R. in the West, and on the Regina and Long Lake line in 1885. Railways in Minnesota, 1886-1888, then fifteen years on the Ohio River and Chesapeake Railway. In 1911 he was employed on the Transcontinental east and west of Cochrane.