

Doctor William C. Brown of Prescott, to whom we are indebted for the greater part of this sketch, and for the photograph, has three children:—

Elva May, born Dec. 26, 1902;

Helen, born Dec. 22, 1903; and

Charles Lindsay, born Sept. 7, 1905.

### THOS. WEBB NASH

Thomas Nash came to Canada from Bristol, England, about 1822, and settled on Amherst Island. His wife, Hannah Swetman, was a descendant of Mrs. Haris of Alboston, and a distinguished member of the Society of Friends (Quakers). A sketch of her life was published in Bristol in 1834.

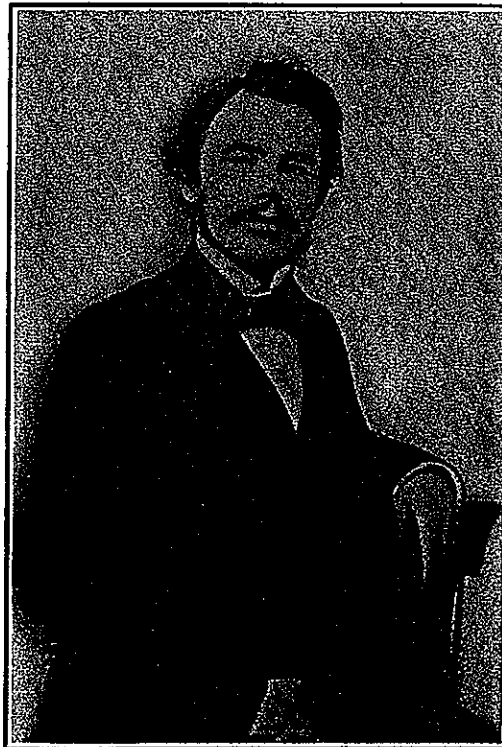
About 1829 Mr. Nash removed to Picton where he conducted a mercantile business and was appointed Justice of the Peace. He died on August 13th, 1837, aged 50 years, and was buried in the churchyard of St. Mary Magdalene. His widow lived several years afterwards. The following were the children:

Mary—Born April 1st, 1822, on Amherst Island. She married Parker Allen. They had four sons and two daughters. She died July 29th, 1918.

Caroline—Born 1824 on Amherst Island, died unmarried 1892.

Thomas W.—Born December 29th, 1826, on Amherst Island.

Alfred—Born August 12th, 1828. Practised Medicine at Joliet, Illinois. He graduated from Michigan University in



1856 and served during the Civil War. He was married three times. One son and daughter survived him.

Isabella—Born Dec. 11th, 1830 in Picton. Married Nathaniel L. Swetman of Bloomfield. They had three sons and five daughters. One son, Alfred N., lives in Zealandia, Saskatchewan. Mrs. Milton Delong of Belleville is a daughter. Isabella died March 12th, 1922.

Samuel L.—Born at Milford on April 23rd, 1833. Practised Medicine. Eleven children living. He died at Bath on July 7th, 1915. C. M. Nash of Kingston, who furnished the photograph, is a son.

Louisa—Born Picton, 1835, died in 1916. Married first, Dr. P. H. Loring, one son and one daughter, and secondly, Judson Loomis, a lawyer, by whom she had one son.

George—Born at Picton 1837, died 1839.

Thomas W. Nash became articled to John Emerson (D. P. S., 1833) a Provincial Land Surveyor of Thurlow and qualified on April 7th, 1854. The construction of the Grand Trunk Railway from Montreal to Toronto was commenced about this time and Nash obtained employment thereon and subsequently settled at Kingston, where he continued to reside during his lifetime.

From the Provincial Government, Mr. Nash received instructions as follows:—

Reconnaissance surveys—Upper Brewer Falls, Twp. Pittsburg—Jan., 1862.

Twp. Watt—Aug., 1864.

Parry Sound road lots—Nov., 1864.

Lots 2 to 6 in 7th con. Brighton—Jan., 1869.

In 1871 a Dominion Charter was granted for the construction of a Railway from the City of Kingston to the Town of Pembroke. This railway was promoted by Folger Bros., and others, and Mr. T. W. Nash was selected to locate the line. He became Chief Engineer, the head office of the Company being opposite the entrance to the Tete du Pont Barracks, which building was also used as station, freight office, etc.

Construction work commenced on this railway at Kingston in 1872, but it was not until 1876 that the first regular train left for the temporary terminus at Godfrey. In 1877 trains ran as far as Sharbot Lake.

From 1878 to 1883 construction was proceeding on the Railway Northward from the Mississippi towards Calabogie

and work trains were running to Barrydale, which is a mile South of Calabogie, for some years before 1884.

The Ottawa-Toronto C. P. R. line was not built through Sharbot Lake until 1884, the first C.P.R. train passing through on Aug. 4th of that year.

In 1884 the old Market Battery in front of the City Hall, Kingston, was removed and the site was occupied by the K. & P. Railway, the new station being completed in 1885.

The first regular train on the K. & P. Railway reached Calabogie in 1884 and the first regular train reached Renfrew on Dec. 29th, 1884. The Railway was taken over by the C. P. R. on Jan. 1st, 1913. During this entire period Mr. Nash was Chief Engineer. He thus became intimately acquainted with the country along the railway, and it is reported that he had a personal knowledge of every township lot along the right-of-way.

Mr. M. J. Haney, Mr. M. J. Butler, C.M.G., and many other surveyors and engineers, served as assistants under Mr. Nash.

Mr. Nash died at the General Hospital, Kingston, on March 23rd, 1915, from the infirmities of age. He was a Quaker in his sympathies and claimed that he was still a member of the Society, as he had never been "read out." He attended the Methodist Church, however, for many years before his death. The following quotation is taken from his obituary that appeared in the "Kingston Standard" of March 24th, 1915:—

"He was one of the makers of Canada, whose work is done out of sight, without noise, but is none the less of the greatest value to his country. It would not be incorrect to say that Mr. Nash was universally esteemed as a man of unblemished character and reputation, quiet, simple and unostentatious in his life, "doing good by stealth," in ways that very few people knew anything about. There are men in Kingston who could tell of sincere services of friendship and assistance rendered to them by the deceased citizen, which were never heard of or known except between the giver and receiver. Mr. Nash took a great interest in the University and School of Mining and for some years was a Governor of the latter institution."

The following incidents have been contributed by M. J. Butler, C.M.G., O.L.S.:—

It was my privilege to know Mr. T. W. Nash fairly well after the year 1884. I served under him as transitman on the Location of the Kingston & Pembroke Railway, from Calabogie Lake to Renfrew. He had his own way of doing things and exacted from his assistants, hard work and accuracy. He had no patience with careless work. It was while with Mr. Nash that I learned that there was a science of Location. He had the only copy I have ever seen, of the late A. M. Wellington's first edition of "The Economic Location of Railways" and put into practise the principles therein so well described. It was there also I first learned of spiral curves. He had a table giving offsets for various spirals.

From time to time, Mr. Nash loved to tell of incidents that had happened to him during his professional life. Once upon a time he was employed by a farmer in the Township of Kingston, to run a line. Being in a hurry, he ran the line with compass bearings and doubtless was not very particular in the work. It so happened there was another surveyor, living in Kingston, and as the adjoining farmer was not satisfied with Nash's work, the other surveyor was called in. I do not care to mention his name, but as he had a wholesome fear of Nash's ability, he took a great deal of pains, got his astronomic bearings and did all the things a good surveyor should do, but before reporting the results to his employer, thought it best to go and see Mr. Nash and explain just what he had done, the care taken, etc., finally saying: "As my line and yours do not agree, I think perhaps you might look into it, and let me know what we better do." Nash put on a very grave face, quizzed him about the details of his observation, adjustments of his instruments, etc., and finally said: "Well, did you make an allowance for the catenary of your chain?" "Confound it all, I never thought of it," was the reply, so Nash's line stood.

Another story of his:— When the Grand Trunk was built, a certain very positive and overbearing surveyor was describing how accurately he worked. He said he had taken an observation of Polaris at Brockville and carried the course as far as Napanee. The weather having been cloudy, he was unable to get a check observation. However, when Napanee was reached he felt he must wait and get a favorable night. Fortunately the clouds cleared, and having obtained the time accurately, he turned off his azimuth angle so that his telescope was in the meridian. According to his calculations, on looking through the glass, he could not see the star. Hastily checking his data, he took a second look and while puzzling

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over things, accidentally touched the tangent screw and lo! and behold, the star was hidden behind the cross hairs. Nash's remark was: "It must have been satisfactory for you to learn that the star was all right."

### WILLIAM BELL

The late William Bell was the oldest child of Catharine Wallace and Robert Bell. He was born in Strabane, Ireland, on January 1st, 1819, and was eleven years of age when he came to New York with his father and mother. His brothers, Robert and John, were born in Belfast, Ireland.

His father, Robert Bell, came to New York with the intention of establishing a branch of the linen business, in which he and his brother were engaged in Belfast, Ireland, but owing to failing health he was forced to give this up. During their residence in New York their son James was born.

Sometime during the early part of 1832 the family left New York and settled on a farm in Oxford Township, County of Grenville, Upper Canada, about three miles South of the town of Kemptville, where the remaining members of the family were born, namely Joseph, Mary, Samuel, Elizabeth and Charles.

In 1852 William Bell married Eliza Rutherford. By this wife there were four children—Margaret, Martha, Mary and Elizabeth. The two older ones died when quite young, but Mary and Elizabeth are still living and reside at Oxford Sta-

