

3713—**T'LLINGHAST, JAMES**—Well-known railway official—Born at Cooperstown, N. Y., May 8th, 1822. In 1851, after a varied career, decided to engage in railroading, and shortly became acting master mechanic and assistant superintendent of the Rome and Watertown road. In 1856 accepted the position of superintendent of motive power on the Northern Railway. One of a trio to organize, in 1862, a line of steam propellers to run between Goderich, Port Huron and Chicago, in connection with the G.T.R. and Buffalo and Lake Huron road. Removed at this time to Buffalo. Sold his steamboat interest, 1864, to accept temporarily the position of superintendent of motive power on the Michigan Southern road. In July of the same year became assistant to J. Lewis Grant, Gen. Supt. Buffalo and Erie Railroad. Superintendent of the Western Division New York Central Railway, and subsequently general superintendent. Resigned in 1881, and in that year appointed assistant to the president of the New York Central and Hudson River Railroad. Was also president and general manager Canada Southern Railway. Water color. Size 3 x 4. Head and shoulders.

3714—**MOBERLY, CLARENCE W.**—Chief Engineer Northern Railway, 1860-75—His early school days were passed at Barrie, at the famous "Gore's Grammar School," whence he went about 1850 to the Royal Naval School at Greenwich. On returning to Canada in 1854 he was articled to Messrs. Cumberland & Storm, architects, remaining with them until the former took charge of the Northern Railway in 1859, and, on his (Mr. Cumberland) becoming colonel of the 10th Royals, Mr. Moberly was captain of one of the companies and later retired retaining his rank. While chief engineer of the Northern he built the Toronto and Collingwood elevators; also held position of chief engineer of Muskoka Junction Ry., Northern Pacific Junction and the North Grey Ry. Up to 1888 he was interested in various railway enterprises. He had in 1881 prepared plans for a large hotel in Winnipeg, which, however, was abandoned on collapse of the boom of 1882. Died in St. Louis, Mo., 1902. Water color. Size 3 x 4. Head and shoulders.

3715—**SHEDDEN, JOHN**—First President Toronto and Nipissing Railway—He was born at Kilbirnie, Scotland, 1829, and as a young man was connected with the Glasgow and South Western Railway. In 1855 he came to America, settling first in Virginia, where he obtained his first railway contract. Later, on coming to Canada, he formed with Mr. William Hendrie the cartage firm of Hendrie & Shedden, doing business for the Great Western Railway in Hamilton, Toronto and Detroit. The firm was ultimately dissolved, Mr. Hendrie retaining the cartage agency for the Great Western, and Mr. Shedden obtaining the contract as cartage agent for the G.T.R. He was vice-president of the Toronto, Grey and Bruce Railway, was interested in various financial enterprises, and contractor for many important public works. At the time of his death, the result of an accident at Cannington, Ont., 16th May, 1873, he was lieutenant-colonel of the Grand Trunk Rifle Brigade. Water color. Size 3 x 4. Head and shoulders.

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