

and esteem in which he was held ; and we do not believe we assume too much in saying, that he was equally respected by every denomination of the citizens of this province acquainted with his character.

S. ZIMMERMAN, Esq.

OUR next notice is of the above celebrated man who was unfortunately killed at the Desjardins canal accident on the Great Western Railway, in 1856. Mr. Zimmerman, at the time of his death, was in the very prime and vigour of manhood—had but just commenced his career in public improvement—was upon the first step in a new and extended sphere of improvement for the benefit of the public. Regarding this man as in every sense worthy of public regard, we have ascertained some facts in his personal history which will not be uninteresting to the general reader. He was born in Huntingdon county, Penn., in the year 1815, and spent his early years in that state. In 1842, he removed to Canada, having no capital but his own energy and farsightedness. He said afterwards to some persons who enquired of him respecting his commencement upon the line of enterprise which he followed so successfully, that his only effects, when he arrived in Canada, were a grey horse and buggy. It might be supposed, as he himself added, that he possessed no more capital than he required for his immediate use. He was then but twenty-seven years of age. He settled at Thorold, Canada West, and his first undertaking was the construction of four locks and an aqueduct on the Welland canal, which involved something like \$100,000. Subsequently, he built, under contract, 120 miles of the Great Western Railway, the contract price for which was about \$600,000. The building of the first suspension bridge at Niagara Falls, and of the great railroad bridge at the same place, engaged his attention and commanded his resources. He built the Cobourg & Peterborough, the Port Hope and Lindsay, and the Erie and Ontario Railways in Canada. Mr. Zimmerman originated, and completed the preliminary arrangement for building the Great Southern Railway, a new road to the west, nearly parallel with the Great Western, to the south of that line, and on a shorter and better route. This work was to cost some ten millions of dollars. It is doubted whether any man possesses the energy and capacity to successfully assume a work which Providence prevented him from carrying forward.