



“Memor et Fidelis.”

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LIFE OF MR. ZIMMERMAN.

Our readers are doubtless acquainted with the particulars of the fearful railroad accident which occurred on the 12th ult., at the Desjardins canal, near the city of Hamilton, C. W. We learn from a correspondent who resides near the scene of this terrible disaster that several of the sufferers were brethren of the masonic order, the most prominent, however, amongst them was our late brother Zimmerman, who was lately interred at or near Niagara, with masonic honors. The loss of such a man will be felt not alone by the masonic body, of which he was a bright and standing light and ornament, but by the Province generally. Brother Zimmerman was to all intents and purposes a just and upright man and mason, and one to whose energy, enterprize and ability, the craft could point as an example to others of what a good mason should be. We devote considerable space in our columns to the particulars of his life, death and funeral, which we have extracted from some of our contemporaries, trusting that they may tend to guide the reflections of our readers to the mutability of worldly affairs and the uncertainty of human existence, so that the terrible lesson given us in the fearful dispensation with which it has pleased the Great Architect of the universe to visit our departed brother may not be without its good results.

Mr. Zimmerman was in the very prime and vigor of manhood—had but just commenced his career in public improvement—was upon the first step in a new and extended scheme 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 the Canadian Province, having

no capital but his own energy and far-sightedness. He said to some persons who inquired of him respecting his commencement upon the line of enterprise which he has of late years followed so successfully, that his only effects, when he arrived in Canada, were a gray horse and a 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 27 years of age. He located at Thorold, 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 Railway bridge at the same place, engaged his attention and commanded his resources. He built the Cobourg and Peterboro, the Port Hope and Lindsay, and the Erie and Ontario railways in Canada. Mr. Zimmerman originated, and had just completed the preliminary arrangement for building a new road to the West, nearly parallel with the Great Western, to the South of that link, 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 has prevented him from carrying forward. By this fiat of the All-wise, thousands of men, who were in a measure dependent upon him as their leader and in some sense the arbiter of their fortunes, will be stopped short in their actual and contemplated pursuits. It can well be conceived that there is sincere mourning in Canada and everywhere, wherever the far reaching plans of this “Railway King” extended.

Not long since he had purchased a large property at Clifton, Niagara Falls, and in the vicinity of the Suspension Bridge, including the fine hotel known as the “Clifton House,” and his excellent taste and liberal ideas were illustrated in improving this fine estate and adorning it artistically. Fifty-two acres on the Cliff directly opposite the American Falls, are enclosed with an iron fence

and privet hedge. The topography of these grounds is diversified and picturesque. That part nearest the river is level, and this is laid out in graveled walks, with shrubbery, forest trees and fountains. One fountain was constructed at a cost of \$15,000.

These groves and shaded promenades are lighted during the Summer evenings with gas. The proprietor's residence stands on a bluff some sixty feet high, midway of the ample grounds. In the summer it is nearly hidden by the foliage of the surrounding trees. This dwelling is an unpretending mansion, but has always been the scene of generous hospitality, while occupied by its princely owner, who has just been carried from it to his long home.

He had perfected the most extended and elaborate plans for the establishment near the same spot of an elegant mansion-house with the proper accessories and surroundings. The foundations of a building of Cleveland sandstone and Canadian brick, to cost \$175,000, were laid last year, and the work was to be prosecuted immediately. His lodges, of which there are four, the conservatory, and tenements for his servants, are models of taste. His stables, completed last year, cost \$48,000. From the terrace on the grounds and the portico of his dwelling, a splendid view of the American fall is obtained.

The Clifton House is near by—one of the most complete and popular hotels that any watering place can boast. This was owned by Mr. Zimmerman, and was worth over \$300,000.

At Elgin, on the Western side of the river at the Suspension Bridge, the deceased formerly owned a large property, which his own liberal expenditure and judicious enterprise had rendered very valuable. This was sold last year to his friends, Messrs. Pierson and Benedict, for \$200,000. At Toronto, he owned property valued at \$400,000. At Hamilton, an estate worth \$100,000. He was the owner of the steamer *Zimmerman*, on Lake Ontario, and half owner of another boat, the *Peerless*—his interest in both amounting probably to \$100,000. Some 18,000 acres of land, in different parts of Canada,