

the reflecting mind, and stamps the projector of such a work with a genius which few men possess, and when successful, as in this instance, impresses the public mind with a confiding self-reliance which impels the country to undertakings of an equally important nature.

With feelings which few can imagine, Mr. Zimmerman saw from day to day the strands of the immense cables put together, and it is known only by his more intimate friends with what admiration he viewed the work, and admired the quiet perseverance of the Engineer who was in charge of it. It was a glorious triumph to the projectors when the first train of cars passed over the Bridge. While the Bridge was being constructed, Mr. Zimmerman, who was the owner of several hundred acres of land in its immediate vicinity, on the Canada side, laid out the site of the new and flourishing Town of Clifton, in which place he shortly afterwards established his Bank.

Among other works in which he was engaged were the Docks and Foundries at Niagara,—of which he was the proprietor; the Erie and Ontario Railway, connecting Lake Erie and Lake Ontario, passing close to the Falls; the Woodstock and Lake Erie, the Port Hope and Lindsay, and the Cobourg and Peterbo Railroads, and the Sarnia Branch of the Great Western Railroad. Amidst all these engagements he was beautifying and improving the grounds at his own residence and those attached to the Clifton Hotel. This season he had hoped to have finished a magnificent mansion, for his own residence, designed by Mr. Upjohn of New York, the foundations of which are laid, the lodges, stables and out-offices having been finished last year; the whole of which would have cost about \$300,000;—its site is on the high bank overlooking the ornamental grounds opposite the Clifton House, commanding through a fringe of trees a full and magnificent view of the American and Horse-Shoe Falls—a prospect unrivalled in the world; the surrounding grounds were being laid out in the best style, and everything was being finished in the most substantial manner. Here he contemplated years of happiness in contributing to the pleasures and gratifications of his family and friends.

For some time previous and at the time of his death, he was engaged in negotiations with a view of reconciling the contending interests affecting the Great Southern Railway Company: a subject which, while we write, is under the consideration of the Legislative Assembly. It is not our province to enter upon a discussion of the matter: if Mr. Zimmerman were alive, the probabilities are, the present unfortunate difficulties would never have arisen. The construction of this line of railway was one of his earliest conceptions, and the fact that he entertained and expressed very sanguine expectations of its being a most profitable and successful enterprise, and that he was ready to embark millions in the scheme, no doubt impelled, and will yet impel, parties to grasp at the undertaking as a source of gain and profit. The line runs in a direct course from the Detroit River to the Niagara River at the Town of Clifton, and connects Lake Ontario by means of the Erie and Ontario Railway at the Town of Niagara. The completion of this work would have increased very considerably the value of his property at the Falls and the Town of Niagara, as well as the Erie and Ontario Railway, in which he had a very large interest.

When we examine the leading features of his character, we are not surprised or at a loss to account for his great success in life.