

SIR WILLIAM  
MACKENZIE

CANADIAN  
NORTHERN  
SYSTEM

## The Death of Sir William Mackenzie.

Sir William Mackenzie's death has ended a strenuous and picturesque, if not altogether successful, career, during some quarter of a century of which he was an outstanding figure throughout Canada. He and his partner, Sir Donald Mann, will always be remembered as great railway builders, especially from a mileage standpoint, and as having opened up for settlement a great deal of the most fertile territory in the Canadian Northwest. It is, of course, a debatable question whether some of the lines they built were not at least premature, and whether there was not unnecessary duplication, which has added to the country's debt and consequent interest charges, particularly such lines as those between Toronto and Sudbury, and between Ottawa and Toronto, and possibly the Canadian Northern main line north of Lake Superior. As a raiser of money from Dominion and Provincial Governments, and the British public, Sir William was often correctly referred to as a wizard, and had no equal.

Blessed with a strong constitution and good health, he had marvelous capacity for work. Not content with the steam railway field, he went largely into electric railways, electric power development and numerous other enterprises, some of which have been successful, and others not. Perhaps it would have been better had he concentrated more.

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of which he was a member. Sir William, who was of Scotch descent, was born at Kirkfield, Ont., Oct. 30, 1849, and was educated at the public and the Lindsay Grammar Schools. He was a school teacher for a time, and then went into the lumber and building business, his first connection with railway work being as a contractor on the Victoria Ry., afterwards part of the Grand Trunk Ry. System, and now incorporated in the Canadian National Rys. He afterwards took contracts for various work on the original C.P.R. construction, particularly in the Rocky Mountains. In 1886, he formed a partnership with Donald D. Mann, which firm carried out a number of large railway construction contracts, including the Calgary & Edmonton Ry., the Qu'Appelle, Long Lake & Saskatchewan Rd., and the C.P.R. short line through Maine, and in 1896, they

Sir William and Sir Donald Mann were each created Knight Bachelors on Jan. 1, 1911. Sir William was a member of the following clubs: Albany, National, Toronto, York, Hunt and Jockey, in Toronto; St. James, Montreal; Rideau, Ottawa; Manitoba, Winnipeg, and Carlton, London, Eng. At the time of his death, he was President, Toronto Ry. Co.; Chairman of the Board, Rio de Janeiro Tramway, Light & Power Co., and São Paulo Tramway, Light & Power Co., also a director of Brazilian Traction, Light & Power Co., Canadian General Electric Co., Central Canada Loan & Savings Co., Dominion Alloy Steel Corporation, and Monterey Railway, Light & Power Co. At various times he had also occupied the following positions: President, Canadian Northern Ry. Co.; Vice-President, Canadian Northern Ry. Co.; Rio de Janeiro Tramway, Light & Power Co.; Toronto & Niagara Power Co.; Winnipeg Electric Ry.; Vice-President, Electric Development Co. of Ontario; director, Dominion Securities Corporation, Imperial Life Assurance Co., Manufacturers Life Assurance Co., National Trust Co., North Star Mining Co., and Shawinigan Water & Power Co.

**Personal Tributes.**—Sir Donald Mann, who was in England, en route for a second trip to Russia, when Sir William died, returned to Toronto as quickly as possible, and is reported to have said, on reaching the Mackenzie and Mann offices, at 43 Victoria St.: "Sir William and I were business associates for 36 years. We will miss him around here—miss him more than we can say. I don't suppose that anything one can say about the departed can do very much good. I would

Courtesy, Toronto Star



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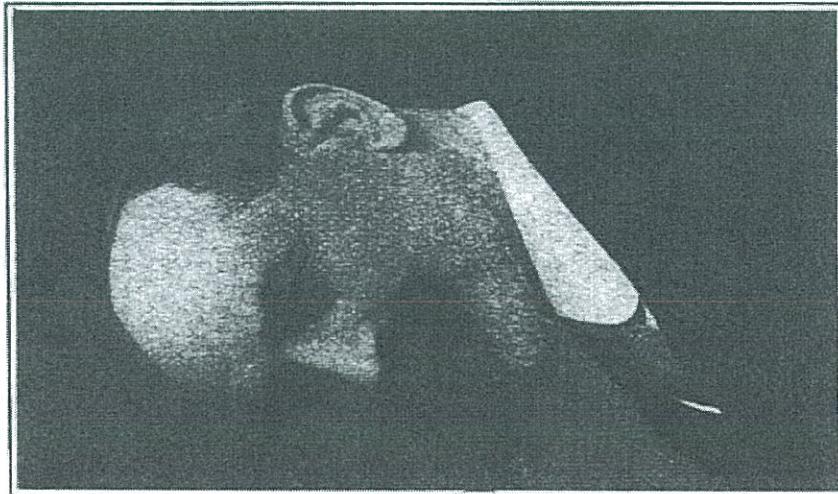
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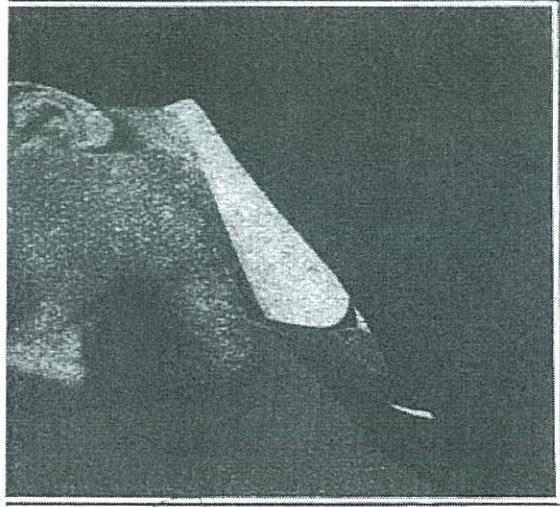
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Sir William was married in 1872 to Miss Margaret Merry, of Kirkfield, Ont., who died in 1917. They had 3 sons and 6 daughters. One son, Alexander W., who was Treasurer, Canadian Northern Ry. Co., died in 1907, and another, Roderick J., who was at one time a partner in the Mackenzie and Mann firm, and who lived in Winnipeg for many years, died in 1923. The surviving son is Joseph M., and the daughters are Mrs. Adams, Mrs. C. K. F. Andrews, Mrs. W. W. Beardmore, the Countess de Lesseps, Mrs. Scott Griffin, and Mrs. F. H. McCarthy, all of whom were with him when he died, except Mrs. Adams, who was on the way from South America. A half-brother, Dr. Robert Mackenzie, of Vancouver, was with him during a considerable part of his illness and when he died.

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Sir John Aird, General Manager, Canadian Bank of Commerce:—"He was a great Canadian. He has done as much as any Canadian to build up the country. He was very strong in his opinions. He had a great many friends and some enemies. But all will concede that in his death Canada has lost one of her greatest citizens."

D. B. Hanna, for many years Third Vice President, Canadian Northern Ry., and afterwards President, Canadian National Rys.:—"The work that Sir William and Sir Donald Mann and their associates accomplished, particularly in Western Canada, can never be duplicated by others. Sir William was never in the limelight, but in his own quiet way

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he made a very definite contribution to the development of the Dominion. Through his railway construction he devoted himself to the building up of a greater Canada. I was associated with him for over 25 years, especially up to the time when he withdrew from the Canadian Northern. When railway construction in western Canada was at the peak he displayed an almost uncanny genius for getting money, particularly from the English market. He was a man of great vitality and energy, and hours did not count when there was anything to be done. He was at his work early and late. He was fond of listening to a good story, but I never heard him tell one. An inveterate traveller, he would rather travel a long distance to discuss a business matter than write a letter. One thing that made him a very much liked man was his loyalty to his friends. He never forgot an old friend, particularly if that friend happened to belong to the 'down-and-out' class. He was so accessible to the many who came to his office that we on the inside were sometimes annoyed by the interruptions which made it impossible for important railway business to be transacted. He was very positive in his views, and, once he made up his mind on any subject, he persevered in his course despite all opposition. His anger was like an April shower, tense for a moment, and then a few minutes later all would be calm and the sun would be shining again."

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#### Telegraph and Cable Matters.