

WHO WAS 'OLD MAC'?

Gwyneth Wilkie

Back in 1994 my brother, sister and I, knowing that there was some family connection, went to an exhibition at the Institution of Civil Engineers called '*Mackenzie – Giant of the Railways*'. The ICE had recently managed to purchase an extraordinary archive, following two years of delicate negotiations. This was a kind of time capsule of early nineteenth-century railway building. It included drawings, diaries, plans, estimates, bills, letter-books and ledgers. These were now all available for assessment and much-needed conservation.

Although William Mackenzie and his youngest brother Edward had been foremost amongst the British contractors capable of taking on large railway construction projects their names were hardly known. This silence was very different from the fate of Telford, Mackintosh, Locke and particularly Thomas Brassey, with whom William Mackenzie went into partnership in 1840. As competition for railway contracts in Britain grew fiercer, both William Mackenzie and Thomas Brassey decided to tender for the Paris-Rouen railway which was intended to speed up travel between Paris and London. Rather than operate as rivals, they decided to form a partnership with Mackenzie as the senior partner. Many of their later contracts were carried out abroad. Mackenzie's biographer David Brooke implies that they had complementary qualities: 'although he [Mackenzie] was the master of Brassey in practical experience, he clearly lacked the latter's temperament for and skills in negotiation with boards of directors, chief engineers, etc.'¹

Before 1994 very little could be written about William Mackenzie due to the dearth of archive material. The ICE could now start to redress the balance. His achievements are only partly represented by the list of the railways and other structures built by him. Brooke concludes that:

'Mackenzie & Brassey's expedition in the 1840s set two precedents of great long-term importance: they led the way abroad for the host of British railway contractors who took the same generally profitable path over the

¹ David Brooke, *William Mackenzie, International Railway Builder*, 2004, p viii

next 70 years, and, secondly, they played an outstanding role in launching the vast British worldwide railway investment of the 19th century which must have been delayed if they if they had failed in France.’²

A French economist, Adolphe Gustave Blaise, wrote in 1851 of the transformative effects on other civil engineers of seeing the speed and efficiency with which the Paris-Rouen line had been built:

‘On n’aurait jamais cru possible de faire en moins de trois ans les immenses travaux du chemin de fer de Rouen, comprenant quatre grands ponts sur la Seine, quatre Souterrains, dont un de 2600 mètres, et une foule de ponts et ponceaux; son exemple, ses méthodes, l’organisation de ses chantiers, ses appareils, ses outils, couronnés d’un tel succès, ont été bientôt suivis et adoptés par tous les ingénieurs, même par ceux des Ponts et Chaussées et par nos entrepreneurs de travaux publics.’³

After the death of his older brother William Mackenzie in Liverpool on 29 October 1851, Edward Mackenzie remained in France to oversee the completion of their last big contract, the construction of the Orléans-Bordeaux railway line. The final rail was bolted into place on 28 June 1853 and Edward shared a bottle of champagne with the chief plate-layers.⁴ The following month he bought Fawley Court, Henley, where he would live the life of a wealthy country gentleman. William had invested shrewdly in railway and engineering enterprises, sectors he well understood, and in real estate and Edward inherited most of the £383,000 accumulated.⁵

Operations in France were brought to an end in 1856 and the contents of the Paris office were packed into crates. They, plus similar material from the office at Grove Street, Liverpool, would remain undisturbed at Fawley Court until 1990.

² David Brooke, *William Mackenzie, International Railway Builder*, 2004, p 162

³ *Le Journal des chemins de fer*, 8 novembre 1851, p 761, quoted by Georges Ribeill in the catalogue of the exhibition *Mackenzie Giant of the Railways*, pp 80-81. This obituary could not be located. Mackenzie and Brassey also had to come to terms with French law, which insisted on better treatment for injured workers.

⁴ David Brooke, *William Mackenzie, International Railway Builder*, 2004, p 67

⁵ David Brooke, *William Mackenzie, International Railway Builder*, 2004, p 159

William and Edward were the oldest and youngest sons of Alexander Mackenzie (1769-1838), who was believed to have been born at Wester Fairbairn.⁶ When Robert Whitworth (1734-1799) was appointed engineer on the Leeds-Liverpool Canal he brought with him a number of contractors who had worked on the Forth and Clyde Canal, amongst them Alexander Mackenzie,⁷ who went on to marry a local girl, Mary the daughter of William Roberts of the Chapel Inn, Marsden (later renamed Nelson), in Lancashire.

Their oldest son William was born there on 20 March 1794. Initially apprenticed to the master lock carpenter Thomas Clapham, his future would lie with the more modern technology of the railways.

The youngest son Edward, born in 1811, according to his grandson Roderick Mackenzie, 'left home early he does not seem to have taken much interest in his forbears.'⁸ Yet after Edward had retired, like many people, he became interested in his family history and in 1856 employed a researcher to investigate his line of descent⁹. This presumably forms the basis of the information supplied by William Dalziel Mackenzie towards the end of the century for inclusion in such works as Alexander Mackenzie's *History of the Mackenzies*, 1894, and *Burke's Landed Gentry* of 1898. Judiciously, the hard graft of the route by which the family acquired its wealth is left to the imagination and grandfather William Roberts' innkeeping activities fail to get a mention.

It was the Burke's entry which had made us aware of a family link. It had been reprinted (with additional and conflicting information) and framed, presumably to hang on a wall. By the time I was growing up it had been relegated to the attic. Its existence resulted from the indignation of a journalist, William Mackenzie Duckworth, (1844-1911), a grandson of

⁶ See the memoir written by Major Roderick Mackenzie dated 3 Aug 1929 and based on notes left by his father William Dalziel Mackenzie, Centre for Buckinghamshire Studies, ARI/93/809. There are hints in this that Edward may have known or suspected more than he passed on.

⁷ Mike Clarke, *The Leeds & Liverpool Canal*, 1990, p 87

⁸ Memoir of Major Roderick Mackenzie, Centre for Buckinghamshire Studies, ARI/93/809

⁹ Letter from W Bruce of 63 Jermyn Street to J Watel (Edward Mackenzie's man of business) at Fawley Court, dated June 6th 1856. He reports that he has found Lord Seaforth of Ross in 1796 but needs a further 10 shillings to pursue his research at the College of Heralds (Centre for Buckinghamshire Studies AR1/93/816).

William and Edward's sister Sarah. He disagreed with the information coming from Fawley Court and reproduced it only in order to refute it.

The disagreement concerned Sarah Mackenzie, the oldest sister of William and Edward. In the list of the children of Alexander Mackenzie and Mary published in the *History of the Mackenzies* she was shown as '8. Sarah, born 1797, and died unmarried' (p 621). Instead '11. Eliza, who married Alexander Duckworth, with issue' is said to be the link, even though she never existed. Their mother is also stated to be Mary Austin, rather than Mary Roberts.

Burke's Landed Gentry of 1898 changed that to 'Sarah b 1797; m Alexander Duckworth and left issue.'

In his attempt to put the record straight William Mackenzie Duckworth asserted: 'Sarah Mackenzie married not Alexander Duckworth, but John Duckworth of Blackburn, who for some time was partner with Mr Thwaites, of the millionaire brewer family.' This added another interesting element to the mix [or brew?].¹⁰

Some hard work by Mary K Murphy, archivist at the Institution of Civil Engineers at the time of the 1994 exhibition '*Mackenzie – Giant of the Railways*', established that William's sister Sarah Mackenzie married an Edward Duckworth of Blackburn

Edward Duckworth (1757-1822) was indeed the senior partner and father-in-law of Daniel Thwaites of the Eanum Brewery, Blackburn. Sarah Mackenzie, however, married in 1818 his nephew also called Edward Duckworth, a publican and a widower, born about 1778. When he died in October 1834, she was left with six children of whom the youngest was aged 4. We descend from the oldest son, confusingly also called William Mackenzie Duckworth, a builder who moved to Liverpool, went bankrupt and died in 1853.¹¹ The journalist of the same name was the son of

¹⁰ For further detail see Jehanne Wake, *Thwaites 200, The Life and Times of Daniel Thwaites Brewery 1807-2007*, 2007, pp 3 & 48

¹¹ He was employed occasionally on building and painting jobs by his uncle William Mackenzie and inherited £1,000 on his death. According to documents in the Centre for Buckinghamshire Studies (AR1/93/523) he bought Brunswick House, Brunswick Street, Everton, (now Liverpool 6), from James

Alexander Duckworth, an iron moulder who moved to Brixton. The third son, Joseph, had a son and daughter who exchanged letters about the family ancestry with their cousin William Dalziel Mackenzie of Fawley Court.

At the exhibition we met Mary Murphy. As well as sharing her discovery of Sarah's marriage she very kindly copied for us the letters just mentioned. They are still uncatalogued, so cannot currently be located. Not only did these contain details of the early life of Alexander Mackenzie but they would turn out to be the key pieces of evidence in a different puzzle some 25 years later.

Reading the published diary of William Mackenzie¹² I grew curious about his frequent meetings in Liverpool with 'Old Mac'. He visited him on 11, 19 and 20 February 1841, 18 & 19 February and 3 and 15 March 1844 and continued to do so up until 1849. It has sometimes loosely been assumed that Old Mac was William's father, but this cannot be true because his father Alexander Mackenzie, a canal contractor, had died on 23 February 1836. William noted on 3 July 1844 'I wrote my sister Sarah¹³ to get my Father and Mother's tomb finished and get it off my mind.'

The diary supplies a number of clues which may help to identify Old Mac. Sometimes he is called 'Old A Mackenzie' (15 March 1844), he has a son Charlie (3 June 1849) and a nephew Johnston King (2 Dec 1848). William also met Mackay the tailor at Old Mac's house on one occasion (19 February 1844). Most usefully, however, he mentions Old Mac's address, Duke Street.

Rawdon (a merchant) for £7,000. After paying £1,400 of the purchase price he knocked down the mansion, offices and stables, coachhouse and surrounding walls. The plan was to build two streets parallel to Brunswick Road opening onto Gregson Street and another street going across them leading to the open fields at the back. Shops and probably a pub were part of the design and the streets were to be named Duckworth, Alfred and Holford. John Holford was the Mackenzies' principal secretary in the Liverpool office. A reporter for the *Liverpool Mail* marvelled on 29 May 1852 that WM Duckworth was said to have turned down an offer of £6,550 for the one-third of the site which fronted onto Brunswick Street. Edward Mackenzie agreed on 27 August 1852 to advance him £2,800 at 5% for a year. A further loan of £1,000 followed in September. In February Duckworth had to cede 1,830 of his 9,000 square-yard plot to get another £800 and on 25 June 1953 Perry's *Bankrupt Gazette* was repeating the announcement of his financial failure which had appeared in *London Gazette*. On 5 September he died of liver disease. Later maps of Liverpool show no trace of his scheme.

¹² *The Diary of William Mackenzie, the First International Railway Contractor*, ed D Brooke, 2000

¹³ Our great-great-great grandmother

This enabled Alexander Mackenzie to be found in the 1851 census at 28 Duke Street, a victualler aged 63, born in Scotland and married to Jane, 45. They have two children Jane, aged 20 working as a barmaid, and Charles John, 11. Alexander's wife and children were all born in Liverpool. In addition they have 3 female servants and one male living in.¹⁴

The 1841 census has less detail but shows them already in Duke Street.¹⁵ Alexander is listed this time as a publican. As well as daughter Jane, 9, and Charles, 1, there is another boy Alexander, aged 7. He does not feature in the next census and it has not been possible yet to discover whether he had died or moved away.

Searching for baptism and birth records produced a little more of the couple's history. Their daughter Jane was first baptised on 15 December 1830 and her date of birth, 20 November 1830, was recorded. The printed register (RG4/1046/75) is headed 'Gloucester-street Chapel'. This was the Scotch Secessional Church which, when Lime Street Station was built, was knocked down and replaced by a building on the corner of Mount Pleasant and Great Orford Street.¹⁶ Its demolition was one consequence of William Mackenzie's first big contract, the construction of the Edge Hill tunnel through to Lime Street in 1832-5.

The Bishop's Transcript for St Philip's in 1834 shows a double entry under no 540, p 68, where two baptisms have been squeezed into a single box. The first, on 29 June, was for Alexander and below that appears Jane with the date of her original baptism, 15 December 1830. The date for Alexander's christening is consistent with the sequence of dates for that year. The parents, Alexander and Jane, were then living in College Lane and Alexander was a dealer in wines and spirits. When Charles John's birth was registered in the second quarter of 1840 his mother's name was given as McKay.

The record of their marriage could then be identified with some confidence. Alexander Mackenzie, wine and spirit dealer, took out a licence on 28

¹⁴ HO 107 2181/7/6

¹⁵ HO 107 565 Bk 7 f 19 p 30

¹⁶ <http://allertonoak.net/OC/02OtherChurches.html>

November 1829 to marry Jane Mackey, both being of the parish of St Philip, Liverpool. The marriage took place on 2 December, according to the Bishop's Transcript. The parish register additionally shows Hugh Mackay as a witness and that Jane signed as Mackay rather than Mackey.

At some point the Mackenzies moved to Duke Street. An advert in *Gore's Liverpool General Advertiser* on 30 April 1840, p 3, contains a great deal of helpful information:

'Caledonian Hotel, 28, Duke Street, Near the Custom-House.

Alexander Mackenzie, late of Cable-street, begs respectfully to inform his Friends and the Public generally, that he has opened the above commodious and comfortable House, formerly the Duke-street Hotel, with a choice selection of superior Wines, British and Foreign Spirits, superior Scotch Ale, London Porter, &c.

Prime old Malt Whisky, imported directly from the Highlands of Scotland.
Well-aired Beds.'

The new business must have been fully operational by 3 April 1840 when the *Liverpool Mercury* (p 6) reported that 40 gentlemen, celebrating the first anniversary of the Palatine Savings Fund and Building Society, 'sat down to an excellent dinner, provided by Mr Alexander Mackenzie, the worthy and respected proprietor of the hotel; and the catering and wine served up on the occasion gave great satisfaction'.

Adverts and snippets of news in the *Liverpool Mail* and *Liverpool Mercury* show that the Caledonian Hotel provided space for many local organisations and events – creditors' meetings and society AGMs, amongst many others. Old Mac hosted many celebrations for the 'Sons of Scotia', putting on reportedly excellent dinners on St Andrew's Day and celebrating New Year 'in the old style'. Old Mac was one of those appointed in February 1841 by the Burns's Birthday Club to collect money for the erection of a statue to Mary Campbell in Old Greenock churchyard. No doubt this all combined rather well with his past role as a supplier of Scotch ale and Scotch whisky, amongst other drinks, and made sense from a

business point of view as well as being a celebration of his own Scottish roots.

Clearly when William Mackenzie went to see his friend he was not just visiting a private house. He made use of this connection on 24 September 1849 to give a dinner for the people who had worked to knock his two houses at 72 and 74 Grove Street into one, recording 'there were 59 sat down to dinner at the Caledonian Hotel, Duke Street.'

Ill-health was starting to make William spend more time in Liverpool and his death on 29 October 1851 brought their companionship to an end. Old Mac himself did not live much longer, dying in December that year. His wife Jane died the following year on 13 May at 28 Duke Street. They were both buried at St James's Cemetery, Alexander on 24 December 1851 and Jane on 17 May 1852.

The details gleaned from William's diary have correlated exactly with Alexander Mackenzie of 28 Duke Street and his life can be documented fairly satisfactorily from 1829 until his death. As he was 64 when he died, we have a birth-year of around 1787. A cursory search of Scotland's People produced 9 Alexander Mackenzies and 14 Alexander McKenzies of approximately the right dates, with no way of distinguishing which might be the right one.

Possibly he was not the first member of his family to move to Liverpool. In 1831 notices appeared in the *London Gazette* and elsewhere noting the bankruptcy of 'Alexander Mackenzie the elder, of Old Dock, within Liverpool.....Liquor-merchant and Victualler, Dealer and Chapman'. On 8 September 1831 *Gore's Liverpool General Advertiser* announced the auction of his stock in trade, some of which was still in bond. It included rum, whisky, madeira, ale and porter from Dublin and London. The whisky predominated and samples of the goods were to be available to prospective buyers, which may have helped to ensure a good gathering. The house and its furniture was to be sold the following Saturday.

Identifiers such as 'senior/junior' or 'the elder/the younger' were commonly used to distinguish father and son of the same name and the fact that both

were dealers in the same commodities indicates that there may well be a close familial relationship.

An earlier notice in the *London Gazette* (20 Oct 1829, p 1935) filled in some more background detail:

'Mackenzie, Alexander, the younger, formerly of Calcutta, in the East Indies, out of business, and late of No. 26, Dale-Street, Liverpool.....and also of 17 Great Cross, Hall-Street, Liverpool aforesaid, Spirit-Dealer (sued and committed as Alexander Mackenzie), also formerly a Cotton-Dealer, in Liverpool aforesaid.'

This opens up a number of fresh perspectives, but it is surprising that he is this time called 'the younger'. Could this simply be an error as it seems to have happened in this one instance only?

Directories and electoral rolls produced other fragments of evidence. Gore's *Directory* for 1825 (p 180) lists 'Mackenzie Alexander, sen. Cotton dealer, 17, Great Crosshall st, office 3 French's buildings' and '— Alexander, jun, ditto, 60 Vernon street.' By 1827 Alexander junior is a 'spirit dealer, 17, Great Crosshall st — vaults, 28 Dale street' (p 209). Gore's *Directory* for 1829 (p187) has the same entry for Alexander junior and shows John Mackenzie, cotton dealer using the same addresses in Great Crosshall Street and Vernon Street, suggesting that he too may be a family member. Alexander senior has a wine and spirit business based at 55 Pool Lane. On this evidence both seem to have been dealing in cotton before turning to wine and spirits. All the other bankruptcy notices name Alexander Mackenzie senior. After 1831 he seems to have left no trace in Liverpool.

When Alexander junior married Jane he was aged about 42. Could anything be discovered about what he had been doing before being based in Liverpool? In order to explore what came before we will need first to go further forward.

Alexander and Jane's daughter Jane Mackenzie married on 1 August 1853 at Walton-on-the-Hill, Joseph Duckworth, a son of William Mackenzie's

sister Sarah and Edward Duckworth of Blackburn. William probably gave his nephew a helping hand in his career as on 11 January 1845 he wrote 'Joseph Duckworth came from Accrington to see Jones & Potts to learn Engine Building he is to go to them next week.' Joseph began an apprenticeship there four days later.

At some point he must have offended his uncle, for William added in October 1850 a codicil to his Will revoking in Joseph's case the bequest of £1,000 which each of Sarah's children was to have. In October 1851 William changed his mind and reinstated him. Earlier that year Joseph, by then aged 29, had been in lodgings with three other engineers at 76 Grey Street, Wolverton, Buckinghamshire, as was another of William's nephews, Richard Mackenzie. The London and North Eastern Railway in 1846 had established a carriage and locomotive works there, halfway between London and Birmingham, and Joseph was presumably either an employee or present for some reason related to his work. In later censuses he was variously described as a builder, a civil engineer and a concrete engineer.

Joseph Duckworth and Jane Mackenzie went on to have eight children, of whom the last, a girl, lived only briefly.

Joseph died on 25 February 1875 of heart disease and bronchitis. He was buried at St James's cemetery on Monday 1 March 1875 in grave 335B at a cost of £1 and was survived by his widow. He is described as a dissenter and subsequently the officiating minister's name, listed no doubt by habit, has been struck out as he presumably did not conduct this funeral service.¹⁷

His oldest son, who had qualified as a second mate two years earlier, was then only 20 and must have been spending most of his time at sea and the youngest child was only seven. Five years later Jane's death on 13 December 1880 of phthisis pulmonaris (pulmonary tuberculosis) at the age of 50 meant that her children were left to fend for themselves. Two of the daughters, Josephine and Jessie Jane, became governesses and by the

¹⁷ For the burial register see Familysearch digitised film no 008089173, images 326 & 348.

time of the 1881 census the two younger boys, aged 16 and 15 are both employed as office boys and messengers, Mackenzie with a broker and Robert with a commission agent. This kind of job was often seen as a good starting-point, allowing a sharp-witted lad to learn a great deal about how a business functioned and perhaps to be in line for promotion. These two boys and the two sisters who were born just before, Edith Frances and Bertha, had moved to the province of Quebec in Canada by the time of the following census.

The photocopies handed to us so long ago by Mary Murphy consisted firstly of letters written by Josephine Margaret Duckworth.

In January 1898 Josephine, a governess in dire financial straits¹⁸ and being pressed by her landlady for money, wrote from 48 Garmoyle Street, Liverpool, to her cousin William Dalziel Mackenzie. Explaining that she had been without a job since the previous August, she offered to sell him a medal presented to her grandfather Alexander Mackenzie by the King of Sweden to commemorate the opening of the Gotha Canal 120-mile Gotha (or Göta) Canal in Sweden. It had been under construction from 1810 to September 1832.

At the time of writing [July 2019] such a medal was being offered for sale for \$375.¹⁹

¹⁸ As Kathryn Hughes, *The Victorian Governess*, 1993, p 169, explains: 'A governess's working life was frequently short: twenty-five to thirty was considered the ideal age, after which jobs became harder to find. Most women find themselves facing retirement at the age of forty or even thirty-five.' Josephine was then 41. The problem must have been exacerbated from 1870 onwards by changes in educational provision and in particular the increasing numbers of schools being founded in which middle-class girls could acquire a thorough academic grounding. Parents who might have aspired to have the social cachet of employing a governess to educate their daughters now had a cost-effective alternative. The kind of education Josephine herself had probably had must have been looking increasingly dated in the last two decades in which she was seeking employment.

¹⁹ <https://www.ebay.com/itm/AC174-Sweden-Silver-Medal-1882-Graf-Baltzar-Bogislaus-Gota-Canal-Ships/302752322122?hash=item467d71d24a:g:K4QAAOSwRNRbC-qg>



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WD Mackenzie bought the medal from her. A clause in his Will shows that he made provision to continue the quarterly allowance of six pounds five shillings a quarter which he had been paying her. This proves he was fully aware of his cousins' existence and had responded to Josephine's need but it is scarcely surprising if he felt that acknowledging a connection to the down-at-heel Duckworths could have been a source of embarrassment to a wealthy family now moving in County circles. It was therefore more prudent to excise them from the family tree.

When Josephine died in October 1909 it must have become apparent that the medal was missing.

Robert McNiece Duckworth was furious that his sister had disposed of the medal. On 3 April and 22 May 1911 he wrote to WD Mackenzie from 1708 Hutchison St, Montreal, stating his claim to the medal and demanding its return. In the process he gives some useful genealogical detail. Although it had been awarded to Alexander Mackenzie, this was not the Alexander who was William Dalziel Mackenzie's grandfather. Robert's mother Jane Mackenzie, he states, was also descended from a Civil Engineer called Alexander Mackenzie and therefore he claimed that the medal was rightfully his, Jane having been the sole survivor of her siblings.

‘Joseph [Duckworth], my Father, was the third son [of Sarah Mackenzie, William Mackenzie’s sister] and married Jane Mackenzie in the year 1853. She was the only daughter of Alexander Mackenzie.’ ‘My Great Uncles William and Edward, [Mackenzie] knew all about the medal being presented to my Grandfather, Alexander Mackenzie, my Mother’s Father, for, although they were not related, they were the best of friends.’ ‘It was presented to my Grandfather, Alexander Mackenzie, by Charles John, King of Sweden. My grandfather’s youngest son was also christened Charles John, after the King.’ Robert can also proudly recall that Alexander Mackenzie refused to kneel when the medal was presented so that the King instead shook his hand ‘recognizing that my Grandfather was no ordinary man’. At this time Robert (who would later return to live in England) also possessed a fine portrait of his grandfather and of his mother with her son Charles John.

Robert seems generally a reliable witness in that all the details which can be checked out have been found to be accurate.

Supporting detail also comes from those with unrivalled access to the archives of the Institution of Civil Engineers, Michael Chrimes and Mary K Murphy:

‘By the time [William] Mackenzie embarked on his contracting career, therefore, there was a tradition of British engineering enterprise abroad.....One account suggested he visited Sweden himself, though this has not yet been substantiated. It is known that an Alexander Mackenzie worked on the Gotha Canal from 1814. He returned to England, to Liverpool in 1822. He was probably not a close relation but got to know William, either through Telford or a Liverpool relative, George Mackenzie. He is known to have formed a lifelong friendship with William’²⁰

There seems to be enough evidence here to accept that Alexander Mackenzie (c1787-1851) had two careers, the first as a civil engineer on the Gotha Canal and the second as mine host of the Caledonian Hotel,

²⁰ *Mackenzie – Giant of the Railways*, catalogue of the 1994 exhibition, p17

Liverpool. When William Mackenzie had a day out with him he 'left in a car and pair with Old Mac for Duke Street thence to Walton on the Hill together we inspected the Liverpool end of the Ormskirk line' (*Diary*, 28 June 1848, p 503). We can assume that Old Mac would have taken a keen technical interest in the construction work and that they would have had much to talk about.

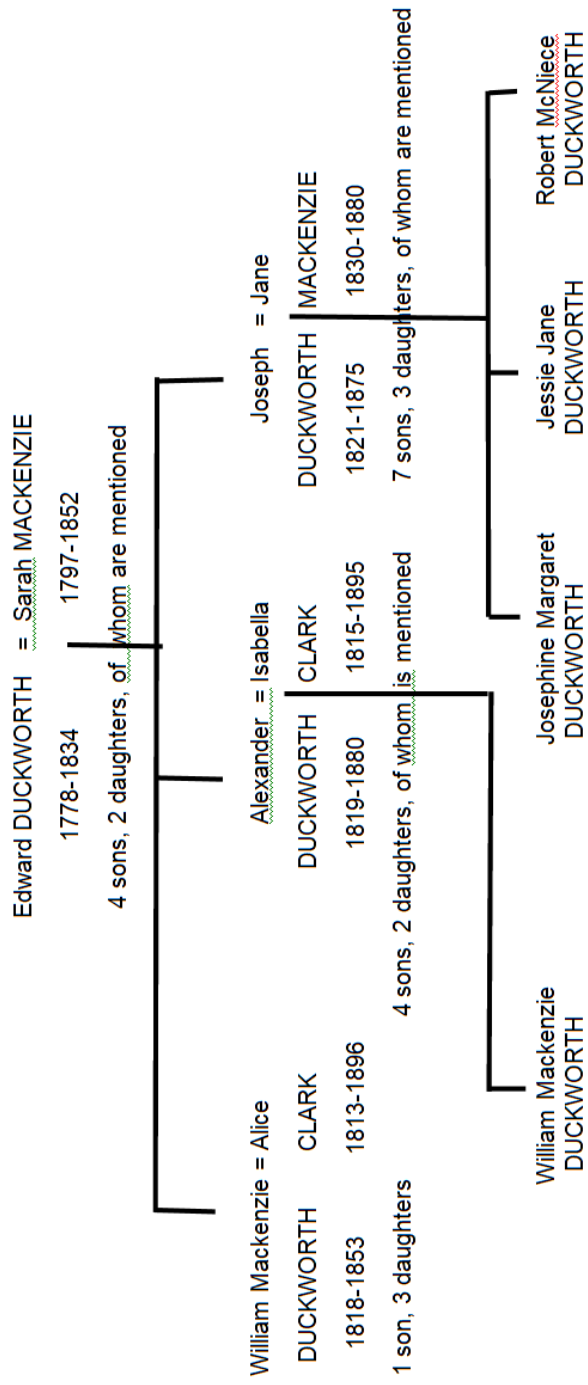
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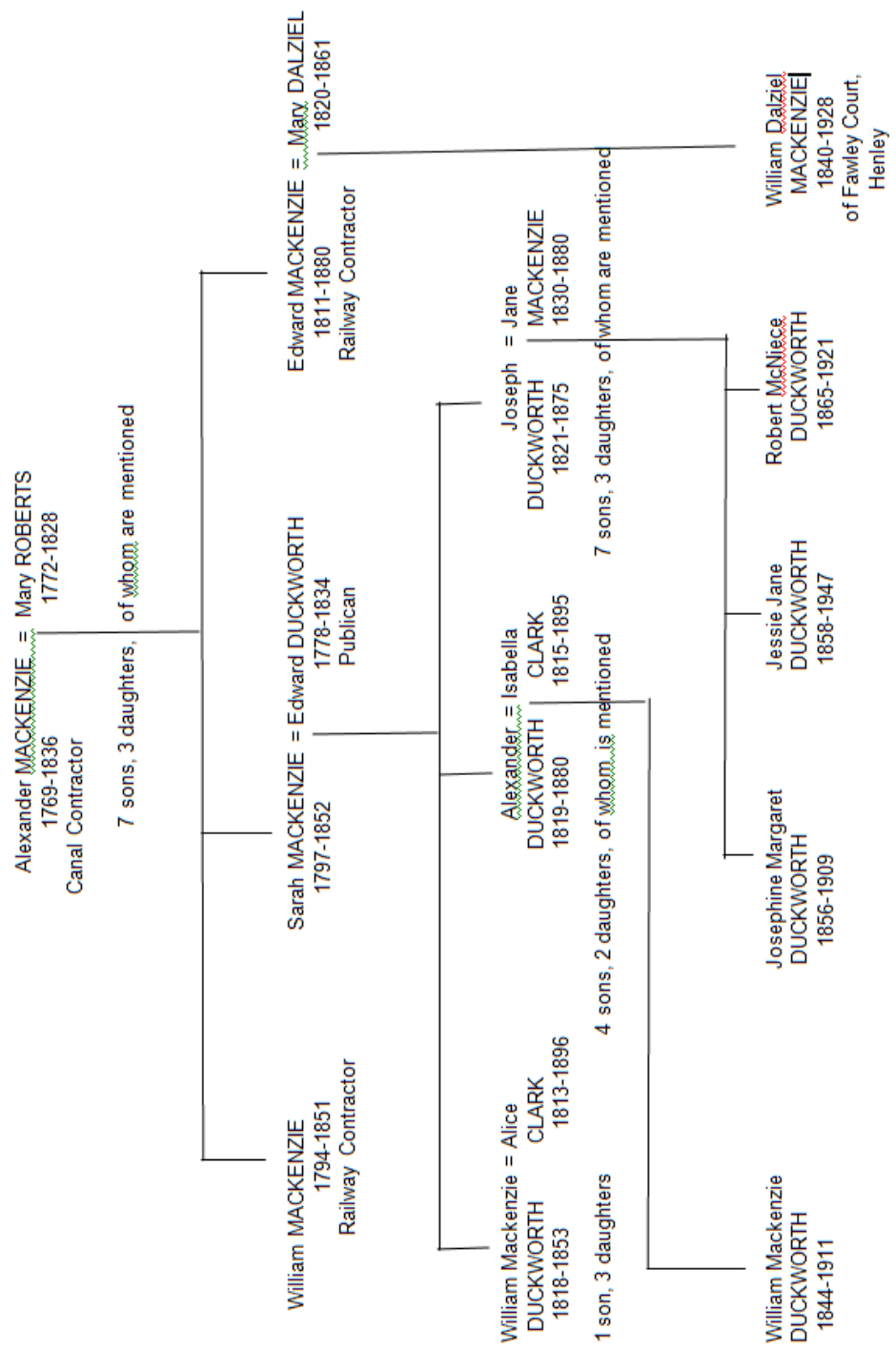


The opening of the Gotha Canal in 1832.

DUCKWORTH TREE



MACKENZIE-DUCKWORTH TREE



MACKENZIE TREE (A)

