

## WILLIAM T. JACKMAN, 1871–1951

PROFESSOR William T. Jackman was born at Kilsyth, Ontario, January 8, 1871. After graduating from Owen Sound Collegiate Institute, he entered the University of Toronto in 1892, and graduated with his B.A. in the natural sciences in 1896. He taught successively at Perth Collegiate Institute, Pickering College, and Owen Sound Collegiate Institute and took his M.A. in 1899. He attended the University of Pennsylvania in 1900; was appointed instructor in economics in the University of Vermont in 1901; became assistant professor in 1907; and in 1915 left to become lecturer in the University of Toronto. He was promoted to an assistant professorship in 1921, and a full professorship in 1929, and retired in 1941. He died November 8, 1951.

He took postgraduate work leading to the doctor's degree at Harvard University from 1905 to 1907 when on leave of absence from the University of Vermont and passed his general examination. He spent three summers in England in London and Birmingham working on his thesis on the history of transportation which he submitted for examination in May, 1910. In a letter dated January 11, 1911, to the registrar, Mr. J. B. Brebner, the guide and friend of so many University of Toronto graduates, he wrote:

The examining committee asked me so many small, mean and insignificant questions that had no value at all, that I was utterly disappointed in the result and in the nature of the examination. They have asked me to come up again, but rather than spend such a long time (for it would take five or six years, at the least) in delving into insignificant details, which have almost no bearing upon the broad question of economic development, I would prefer to do without the degree. I am still continuing my research, however, and hope to have the results ready for publication in two or three years. . . . Their reason for giving such insignificant and mean questions was, they said, "to make the Harvard degree stand for something."

The results of his continued research were published as *The History of Transportation in England* in two volumes by the Cambridge University Press in 1916. These have become standard works on a vital aspect of the economic development of England and there must be few better illustrations of the limitations of regulations leading to the doctor's degree. After reading these volumes I was much struck by an aspect of his character which I came to understand and to appreciate during a long period of association with him. The following quotation from a footnote needs no comment. "Sir George Radcliffe writing to his mother, February 29th, 1607. 'These rude lines are to signify to you that I received by George Armitage, a great pie and four little ones, four oate cakes, and a book from you and my sisters.' He was at that time going to school and the pies and cakes were no doubt devoured with great avidity."

Following the election of the Farmers' Government in Ontario under Premier E. C. Drury, he became chairman of a Commission on Rural Credit which published *A Report on Rural Credit in Ontario*. In Manitoba, again following the return of a Farmers' Government, under Premier Bracken, he was appointed chairman of a Commission which published *A Report on Rural Credit in Manitoba* in 1923. From that date he returned to his interest in transportation and published *Economics of Transportation* in 1926 and a revised and

enlarged edition in 1935. This work became a standard handbook on subjects pertaining to transportation, particularly railway rates in Canada. But his interest in transportation was much more than academic. He wrote numerous articles on various phases of the subject and in 1947, in recognition of his work, he was made honorary president of the Canadian Industrial Traffic League. On the occasion of his retirement a series of lectures was arranged in his honour. These were published as *Essays in Transportation* (Toronto, 1941) and as indication of their quality have been translated into Japanese. This volume includes a bibliography of his works.

Unfortunately members of the department saw less of him after his retirement, though he paid irregular visits and came in to meet distinguished visitors who inquired about him. He followed with great interest the hearings of the Royal Commission on Transportation in Toronto in the summer of 1949. I sent him a copy of the *Report* expecting his disapproval, nor was I disappointed. I received a letter in his typical neat handwriting, dated May 12, 1951, signed "yours very sincerely," from which I quote one paragraph. "From the abundant typescript which was placed before the Commission, and the intimate information which was given at the hearings, I can well understand that it would be difficult for the Commission, which was not familiar with the transportation issues of the present time, to render an appropriate report."

Always courteous, always determined in positions which he took up, he could not have sent me a document better illustrating his life and work. He was of the salt of academic life in the University of Toronto. Much was gained from his vigorous intensity, his methodical handling of material, and his frank but friendly statements of opinion. These qualities were rewarded in part by the devotion of his former students and the memories left to his friends.

[H. A. Innis]

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