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<https://www.tunnellers.net/pages/indexpag.html>

LIEUTENANT DANIEL CAMPBELL MACKENZIE
2nd Tunnelling Company

Daniel 'Niel' Campbell MacKenzie was born in Wishaw, Lanarkshire, Scotland on April 9, 1879, the son of John and Margaret Johnson (nee Smith) MacKenzie.

The 1881 Census of Scotland records:

Address: Nisbets Land, Hamilton, Lanarkshire
John McKenzie age 33;
Margaret McKenzie age 24;
Daniel C McKenzie age 1
William S McKenzie age 3

The 1891 Census of Scotland records:

Address: Cornsilloch Colliery Cottage, Dalsersf, Lanarkshire
John McKenzie age 40;
Margaret S McKenzie age 30;
Daniel C McKenzie age 11
William S McKenzie age 10;
Isabella McKenzie age 7;
John McKenzie age 5
Elizabeth McKenzie age 1

Daniel gained Military experience by four years at Military Drill School in Scotland. He states his first practical experience was gained with Scottish and English Collieries. He became Assistant General Manager and Surveyor to the Outtrim and Howett Consolidated Coal Mines in Victoria.

Education for his chosen career was enhanced by the following:

ACADEMIC QUALIFICATIONS

Certificates:

Imperial 1st Class Colliery Manager's Certificate of Competency (Edinburgh 1902)
Victorian 1st Class Colliery Manager's Certificate of Competency (Melbourne 1908)
Victorian 1st Class Colliery Manager's Certificate of Competency (Melbourne 1911)
Proficiency in the use of Mines Rescue Apparatus (Royal Engineers' Examination (1916)

Diplomas:

'Steam and the Steam Engine' including Oil Engines (Hamilton Academy Technical School)
Advanced Science of Mining (Hamilton Academy Technical School)

Membership:

Certificate Member of the Australasian Institute of Mining Engineers (1906)

His experience was of assistance to the Victorian Coal Board in helping to frame their State Coal Mine Policy. Later he accompanied the Minister for Mines on an official visit to the New South Wales Coal Fields giving him the opportunity of studying the methods of working and laying out important mines in that State where he prepared a Report for the Minister which Daniel believed was of value in steering the passage of the State Coal Mines Bill through Parliament. In 1906 due to the stoppage of the NSW State Coal Miners he was instructed to proceed to Powlett and open up an Emergency Coal Mine for insurance of a sufficient coal supply to keep Victorian Railways working. Initially the work was arduous but he managed in three weeks to 'land' in Melbourne a cargo of coal after the word 'start.' Six months later he had 10,000 tons of 'run-of-mine' coal at grass level for railway transport plus a regular daily supply to the seaboard sent over unmade bush tracks. The Victorian Drilling Machine with its oil-engine assisted the magnitude of the task instructed to him in opening up an 'Emergency Coal Mine'.

After inspection by experts, work was found to be a permanent character and was decided to establish the permanent and main work at the emergency site. Leave from Mine Inspection duties were taken and said he was 'loaned out' to commence work of establishing the permanent mine and applied for General Manager's position. Due to his age of thirty years was not appointed despite the Railway Commissioners favouring his appointment. During his twenty months at the State Coal Mine output went from nil to over 2,000 tons per day and about 25 miles of drives put in during the quick development of the coal mine. After leave of absence he resumed Inspector of Mines duties in the district. The opportunity had given him experience in commercial and executive work and tact in handling large bodies of men under varying sorts of conditions.

In the same year 1906 he married Eva Beard in Victoria. Eva was born in 1880 at Lancefield, about 30 miles from Melbourne and was the daughter of Charles and Sophia Elizabeth nee Thomas. Their daughters were Mona Campbell Mackenzie, born 1908 and Margaret Shiela Campbell MacKenzie in 1909 and both were born at Dandenong, Vic. where he was Inspector of Mines.

At thirty-six years of age the mining engineer applied for a Commission with the Mining Corps on November 4, 1915 in Melbourne (3rd Military District) and passed the medical examination. Personal particulars taken show he was 170cms (5ft 7ins) tall, weighed 74.5kgs (164lbs) with a chest expansion of 94-102cms (37-40ins). Eyesight was marked as 'fit'.

On December 1, 1915 he completed the 'Attestation Paper of Persons Enlisted for Service Abroad' and was appointed the rank of 2nd Lieutenant (Provisional) in the Mining Corps the same day. Next-of-kin nominated was his wife Eva MacKenzie of Rowan Street, Wangaratta, Vic and allotted three-fifths of his pay for the support of his wife and children. His religious faith was Presbyterian. The appointment was gazetted in the Commonwealth of Australia Gazette No. 158.

In Sydney, NSW on February 10, 1916 as the Corps prepared for departure he was re-examined by the Corps' Medical Officer. Medical Certificate details show he was 169cms (5ft 6¾ins) in height, weighed 77kgs (170lbs) with a chest expansion of 89-94cms (35-37ins). Eyesight was good. His appointment was to the No. 2 Company of the Mining Corps. He signed the Attestation Form on 15 February 1916.

At a civic parade in the Domain, Sydney on Saturday February 19, 1916, a large crowd of relations and friends of the departing Miners lined the four sides of the parade ground. Sixty police and 100 Garrison Military Police were on hand to keep the crowds within bounds. The scene was an inspiring one. On the extreme right flank, facing the saluting base, were companies of the Rifle Club School; next came a detachment of the 4th King's Shropshire Light Infantry, then the bands of the Light Horse, Liverpool Depot, and the Miners' on the left, rank upon rank, the Miners' Battalion.

Following the farewell parade in the Domain, Sydney, the Australian Mining Corps embarked from Sydney, New South Wales on 20 February 1916 on board HMAT A38 *Ulysses*.

Ulysses arrived in Melbourne, Victoria on 22 February and the Miners were camped at Broadmeadows while additional stores and equipment were loaded onto *Ulysses*. Another parade was held at the



Photo courtesy Mike MacKenzie,
son of Daniel MacKenzie

Broadmeadows camp on March 1, the Miners' Corps being inspected by the Governor-General, as Commander-in-Chief of the Commonwealth military forces.

Acknowledgement to the volunteers from the Mines Department appeared a few days later in:

The Ballarat Courier – Vic – Thursday 24 February 1916:

PUBLIC SERVICE VOLUNTEERS

Melbourne, Wednesday

At the Mines Department presentations were made to the officers of the Department who have enlisted in the Miners Battalion. They were Capt Stanley Hunter, Lieut. D. C. Mackenzie, and Lieut. G. A. Cook.

The Mining Corps comprised 1303 members at the time they embarked with a Headquarters of 40; No.1 Company – 390; No.2 Company – 380; No.3 Company – 392, and 101 members of the 1st Reinforcements.

Departing Melbourne on 1 March, *Ulysses* sailed to Fremantle, Western Australia where a further 53 members of the Corps were embarked. The ship hit a reef when leaving Fremantle harbour, stripping the plates for 40 feet and, although there was a gap in the outside plate, the inner bilge plates were not punctured. The men on board nicknamed her '*Useless*'. The Miners were off-loaded and sent to the Blackboy Hill Camp where further training was conducted. After a delay of about a month for repairs, The Mining Corps sailed for the European Theatre on 1 April 1916.

The ship arrived at Suez, Egypt on 22 April, departing for Port Said the next day; then on to Alexandria. The Captain of the ship was reluctant to take *Ulysses* out of the Suez Canal because he felt the weight of the ship made it impossible to manoeuvre in the situation of a submarine attack. The Mining Corps was transhipped to B1 *Ansonia* for the final legs to Marseilles, France via Valetta, Malta. Arriving at Marseilles on 5 May, most of the men entrained for Hazebrouck where they arrived to set up their first camp on 8 May 1916. A few days later on May 11, 1916 he was appointed to be Temporary Lieutenant and in A.I.F. Orders the same day to be Lieutenant.

A 'Mining Corps' did not fit in the British Expeditionary Force, and the Corps was disbanded and three Australian Tunnelling Companies were formed. The Technical Staff of the Corps Headquarters, plus some technically qualified men from the individual companies, was formed into the entirely new Australian Electrical and Mechanical Mining and Boring Company (AEMMBC), better known as the 'Alphabetical Company'.

There are no further details on his service record until he was issued with Blue Chevrons to wear on his uniform for twelve months service abroad. The following two references, given to him after the war, detail his work on the front. Professor T.W. Edgeworth David also left with the Mining Corps as Geologist wrote:

The University of Sydney,
New South Wales
December 28th, 1919

Dear Mackenzie,

In reference to the services of yourself (Lieut. D.C. Mackenzie formerly on the staff of the No. 2 Tunnelling Coy, A.I.F.) I can speak highly, especially in regard to the able way in which you met and overcame serious difficulties in regard to Military mining and boring operations on the Western front, particularly during the years 1916-1917, both in France and Flanders.

Cont./

/Cont.

In the difficult ground between Bois Grenier and La Cordonnerie, in 1916 you put down, along the support lines a series of bores very successfully, and later, on the sites you had tested by these bores, you took part in the sinking of a number of shafts lined with circular steel tugging, which had to be carried through surface drift charge with much water. In this matter you rendered excellent service to No. 2 Company; and the Forces generally, in that area had, later, the advantage of the deep and extensive dugouts to which access was given by these shafts.

Later in 1917 you carried out several extremely difficult and very important bores on either side of the Yser River, near Nieuport. With the help of apparatus designed chiefly by Captain Stanley Hunter, and manipulated with consummate skill by yourself, often under heavy shell fire, where only hand-driven machines could be employed, you succeeded in penetrating no less than 88 feet in thickness of running sands and reaching the clay beds below. It was an admirable piece of work.

I can also speak highly of you, not only as an able Mining Engineer, but as a clear and forceful lecturer on mining matters, such as how to combat noxious gasses in mines, means of gas detection, means of resuscitating men who have been gassed, etc.

Your lectures on these and other subjects to our Mining Battalion on the transport "Ulysses: were most useful and much appreciated.

With all good wishes for your future,

I am,

Yours sincerely,

(Sgd) T.W. EDGEWORTH DAVID

C.M.G.: D.S.O.: F.R.S.

Formerly Lieut. Colonel, A.I.F.

Professor of Geology, University of Sydney.

Captain G.I. Adcock, who had been Adjutant and Assistant to Officer Commanding the 2nd Tunnelling Company, also details his work with the Company:

TO WHOM IT MAY CONCERN

I beg to bring under your notice the fact that LIEUT D.C. MACKENZIE served in the 2nd Tunnelling Coy., in which I held the position of Assistant to O.C., from its inception until invalided on 30.6.18.

LIEUT MACKENSIE'S technical knowledge and ability proved of immense service on very many occasions, and I would particularly draw attention to the following instances.

In the Armentieres sector he designed and personally supervised the putting down of deep dugouts with steel tubbed shafts through running sand.

At Nieuport Bains, on the Belgian Coast, he was specially detailed to carry out experiments in driving through sea-sand, which had been declared impossible by Allied Experts. He eventually devised a system which proved highly successful.

In October, 1917, G.H.Q. decided to attempt to tunnel under the Yser Canal.

On account of his proved ability and mining experience Lieut Mackenzie was selected to put down the preliminary bores and obtain a section across the canal.

This work was carried out under excessively heavy shell fire.

In addition he carried out the usual routine work of a Tunnelling Officer.

Yours faithfully

(Sgd) G.I. ADCOCK, Capt

Adjt and Asst. O.C. 2nd Tunn. Coy. A.I.F.

Rutherglen
17.12.19

As a Member of the Institute of Mining Engineers his name appears in their Journal dated 31 March 1917 No 25 p vi – ix.

The Institute has reason to be proud of the response made by its Members to the call to join the colors. The list on Active Service now includes:

MacKenzie, D.C.

Abridged

Further details of the 2nd Tunnelling Company's work is as follows:

Crumps and Camouflets – Australian Tunnelling Companies on the Western Front' by Damien Finlayson:

Chapter Eight

TO PASSCHENDAELE AND BEYOND

September to December 1917

As the Battle of Menin Road abated and the opposing forces paused in an uneasy lull, the 2nd Australian Tunnelling Company was preparing for a new role in the war on the Belgian coast. The company was busy assembling a specialist squad of men with drilling experience who were to undertake investigative drilling in the town of Nieuport, 2.5 kilometres south-east of Nieuport-Bains. The squad was to be led by Lieutenants Daniel Mackenzie and Lionel Lambert and its formation followed a proposal for the construction of an infantry subway under the Yser Canal at Nieuport. Drilling by the specialist squad would assess the feasibility of such an undertaking. This work was dangerously exposed and the drilling proved difficult; in fact, the drilling rig had to be moved five times before the first hole could be successfully sunk. The sixth hole revealed that the top of the Ypresian clay, the blue clay that was ideal for tunnelling, lay twenty-seven metres below the grass roots. The rig then shifted to the northern side of the canal where another hole confirmed the depth to the top of the clay. An Australian geologist, Lieutenant Loftus Hills from the Alphabet Company, was also on hand to take copious notes as the drilling proceeded.

Abridged

Lieutenant MacKenzie suffered the effects of gas poisoning which was recorded in the Unit Diary:

2ATC War Diary:

25/2/18 C.R.E. 2nd Div asked that work on Bde Hqrs be forced, if necessary, at the expense of Machine Gun positions, which are of secondary importance.
No. 1 Sec camp again heavily gas shelled, it being estimated that 3000 shells were fired into it. The total casualties resulting from the two bombardments amount to 2 officers (Lieut M. TIERNAN and Lieut D.C. MacKENZIE), 41 O.R.
The effects of gassing were not in the majority of cases felt until some time afterwards. See report in appendices.
Work started at position No. 163. Wet with high winds.

The Officer's Report adds further information on the Gas Shelling from the Unit Diary:

2ATC War Diary:

February 1918

Appendix No.F (X)

Report on GAS SHELLING CASES occurring between the night of the 25.26th and 28th and 1st March.
as under. - -

2 Officers. (Lieut. M TIERNAN and Lieut. D. C. MCKENZIE.)

75 other ranks.

The forward camp (Dugouts) occupied by No.1 Section until the day of 1/3/18 is situate sheet 57c Q 16 c 1.2.

The enemy bombarded with Gas Shells this area and the wood opposite on the evenings of the 25.26th 26/27th 28th/1st March.

On the night 25th/26th the shelling commenced approximately at 2 a.m. and lasted until 4.15 am.

With the exception of one sapper no one complained of the effects of gas until some considerable time afterwards. This sapper was in his dugout when same was knocked down by a direct hit from a gas shell, this occurring during the first salvo or two into the Quarry. Shortly after the bombardment no trace of gas in the vicinity of the dugouts could be noticed, but at isolated points on the ridge East and North of the Quarry there was evidence of gas 24 hours later.

Box respirators were inspected as men left each day to go on shift, and in every instance found to be O.K.

Gas helmet drill was last carried out on the 22/2/18.

The same precautions were taken on the evenings of the 26th/27th, 28th/1st March.

The Camp was abandoned on the 28th owing to the danger of further shelling and the gas hanging round this area.

Judging by the times that the men were effected by gas it would appear that with the exception of one sapper that the actual gassing took place some 18 to 24 hours after the bombardment either in the vicinity of the camp or whilst proceeding over the gas shelled ridge East of the Quarry to their work.

1/3/18

E.M. Tooth

In the Minutes of Institute's Journal No. 29 on March 31, 1918 p xv the following is recorded:

Proceedings Institute of Mining Engineers:

ON ACTIVE SERVICE

H. WARLOW-DAVIES, late manager of Y-Water Tin Mining Co., Emmaville, NSW sailed from Sydney in November last as O.C. of the May Reinforcements, Tunnelling Co, with the rank of 2nd Lieutenant.

GARNET I. ADCOCK was, on 11th January, promoted on the field to the rank of Captain.

CAPTAIN STANLEY HUNTER (formerly Member of Council) cabled to say that he has been invalided home.

MINUTES

The following is a list of those Members known to be "On Active Service" and shows how splendid has been the response to the Empire's call to arms:

MacKenzie, D.C.

Abridged

Leave to England was granted from June 27 to July 10, 1918. He proceeded on leave where the following day was admitted sick to the 3rd London General Hospital at Wandsworth marked N.Y.D. (not yet diagnosed).

A few days before he was due to return from leave he is listed with the No. 1 Section of the Company in the Unit Diary:

2ATC War Diary:

7/7/18 DISPOSITION OF OFFICERS

No. 1 Section Capt L. de J. Grut

Lieut Brigstocke

" Tooth

" Mackenzie

" Hooper

" Tiernan

2nd Lieut Veitch

When he did not return the Commanding Officer wrote for particulars of the evacuation of their officer and were advised of his hospitalisation while on leave.

On July 11, 1918 the Lieutenant appeared before the Medical Board and found to be unfit for all service for seven days. He was granted the remainder of his leave on July 15 and to return overseas on July 20, 1918

Meanwhile at his Unit, his name was nominated for the 4th Army Mine School which appears in the July Unit Diary:

2ATC War Diary:

16/7/18 Letter received from the Controller of Mines, 4th Army re 4th Army Mine School, which it is proposed to start. Appendix No. (XVII) shews the intended functions of the school. Names of officers were asked for that were suitable to hold positions on the establishment.

Lieut D.C. MacKENZIE

Sergt W.J. MOFFATT D.C.M. No. 650 were recommended.

On August 1, 1918 he went before the Medical Board and sent for treatment to the 6th Aust Auxiliary Hospital with his case marked N.Y.D. By August 6 the Board advised convalescence until August 20 and meet with the Board again who recommended he was Fit for Home Service and given sedentary employment until the next appearance before the Board.

Lieutenant MacKenzie marched in from Headquarters on September 2, 1918 to the No. 1 Command Depot at Sutton Veny. He left on September 9 for the No. 4 Command Depot at Hurdcott. He was placed on the Supernumerary List on September 28, 1918.

He was posted for duty with the A.I.F. Depot in the U.K. from the 2nd Tunnelling Company on October 17, 1918. He describes his service there:

“For a few months before the Armistice, and whilst convalescing, I was appointed Junior Member of a very important D.C.M. [District Court Martial] in England. For weeks we averaged five or six cases daily, and my findings had to be given first and were always supported by the President of the Court and were sound in Military Law.”

When Armistice was declared he was serving in England at the A.I.F. Depot.

Mrs Mackenzie changed her address to Sea View, Outtrim, Victoria in December, 1918.

He left London on H.T. *Aeneas* on December 18, 1918 for return to Australia for discharge as an invalid due to debility. Base Records advised his wife on January 17, 1919 that he was returning home. The ship docked in Melbourne, Vic (3rd M.D.) on February 5, 1919.

His appointment was terminated in Melbourne (3rd M.D.) on March 22, 1919 as medically unfit. The same year he and his wife are recorded residing at 146 Mitford Street, Balaclava, Vic with the occupation of Inspector.

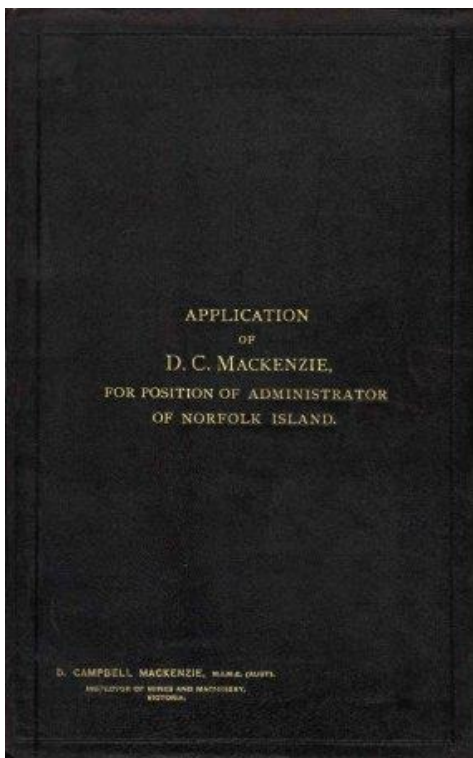
A Commission Form was sent on May 20, 1919 to the Assistant Adjutant General in the 3rd Military District.

During the year he added to his Academic Qualifications gaining these Certificates:

1st Class Certificate of Competency as Manager of Lode Mines (Melbourne 1919)

1st Class Certificate of Competency as Manager of Alluvial Mines (Melbourne, 1919)

While in the position of Inspector of Mines and Machinery, Victoria he applied for the position of Administrator of Norfolk Island which was advertised in the Commonwealth Gazette No. 49 dated June 3, 1920. In his extensive application to the Secretary, Home & Territories Department he gave as part of his Military Report the following:



“I believe my varied mining experience was of the utmost value to my unit in many of the important mining operations I was entrusted with, particularly in driving through loose sand at Nieuport Bains in Belgium and sinking through wet running strata with steel tubing in Northern France and Flanders.

“The experience in connection with these operations were under my personal charge and direction and after the experimental stage had been successfully passed I carried out the work in the various trench systems. I also had charge of all the boring work done by my unit.”



He stated that under the policy of the Government to grant a certain amount of preference to returned soldiers in any appointment it made, he confidently placed his military record before them in his application.

He also noted his experience in mining litigation and military law and also lecturing and public speaking and had conducted many Vice-Regal field trips to the State Coal Mines.

As a member of the Institute his name and address was mentioned in the:

Proceedings Institute Mining & Metallurgy Journal 31 March 1921 No. 41 xxv – xviii
MEMBERS
 Mackenzie, D.C., “Aeneas”, Burns-street, St Kilda, Vic 1910 *Abridged*

For serving his country Lieutenant Daniel Campbell MacKenzie, 2nd Tunnelling Company was issued with the British War Medal (35238) and the Victory Medal (34985). The War Medal was collected at Victoria Barracks on February 7, 1922 and the Victory Medal from the Department of Mines on November 6, 1922.

The Argus – Melbourne, Vic – Thursday 9 November 1922:
JUDICIAL AND LAW NOTICES
 Probate of the Last Will and Testament of Margaret MacKenzie, late of Bambra Road, Caulfield, in the State of Victoria, married woman, deceased, may be granted to Daniel Campbell MacKenzie, formerly of Burns Street, St Kilda, now of Bambra Road, Caulfield, in the said State, inspector of mines, and Montague Brown, formerly of Oorong Road, Toorak, now of Neerim Road, Murrumbena, in the said State, artist, the executors named in and appointed by the said will.

His name is listed in the 1925 Register of Tunnelling Company Officers with the details printed as:
 McKenzie, D.C., Lieut. 2 Coy., Riverina Collieries, Oaklands, NSW.

He resigned his position as Chief Inspector of Mines and Machinery to do private work as General Manager at Caterman Collieries in Tasmania. While working there his wife Eva passed away and death notices appeared in:

The Mercury – Hobart, Tas – Thursday 28 April 1927:
DEATHS
 MACKENZIE.- On April 27, 1927, at Hobart, Eva, the dearly beloved wife of D.C. Mackenzie, Consulting Engineer, of 10 Pierce Street, Moonah. Victorian papers please copy.

The Argus (Victoria) Friday 29 April 1927:
DEATHS
 MACKENZIE - On the 27th April, at 10 Pierce street, Moonah, Hobart, dearly beloved wife of D. C. Mackenzie, and loving mother of Mona and Sheila, fifth daughter of the late Charles and Sophia Beard, of Outtrim.

On 16 November 1929 Daniel married Beatrice Victoria Wilcox in Launceston, Tasmania. In 1933 the British Census records Daniel Campbell MacKenzie and Beatrice Victoria MacKenzie living at 95 Earls Court, Kensington.

Daniel C. MacKenzie, age 54, Nationality Scottish, arrived Quebec, Canada on 20 June 1934 on the *Empress of Australia*. Beatrice Mackenzie, age 37, Nationality English, arrived Quebec, Canada on 19 May 1935 on the *Montcalm*.

Ships Log of 19 September 1935 for S.S. *Empress of Japan* sailing from Honolulu, T.H. bound for Vancouver and Victoria, B.C. records:

	Daniel C MacKenzie	Beatrice Victoria MacKenzie
Age	55	38
Citizen of	Great Britain	Great Britain
Country where going to live	Canada	Canada
Country of Birth	Scotland, Glasgow	Australia
Country where lived before USA	Canada	Canada
Last arrival in USA Date & Port	1935, Honolulu	1935, Honolulu
Last lived in USA City & State	Honolulu, T.H.	Honolulu, T.H.

Race or People	Scotch	English
Calling or occupation	Engineer	Housewife
Married or Single	Married	Married
Whether able to Read	Yes	Yes
Whether able to Write	Yes	Yes

Daniel C. and Beatrice V. MacKenzie arrived at Vancouver, Canada on 24 September 1935 on the *Empress of Japan*.

THE MILITARY RECORD OF D. CAMPBELL MACKENZIE

Commissioned in the original Australian Mining Corps formed by the late Col. Sir Edgworth David in 1915. This Corps was ultimately split up into four Tunnelling Companies and I was appointed O.C. No.1 Section No.2 Australian Tunnelling Company, R.E.

In addition to carrying out the routine duties as a Section Commander, I was specifically detailed to carry out the following works:-

1. Designing and supervising the construction of deep bombproof battle headquarters.
2. Driving tunnels through the "Running Sands" of Nieuport les Bains when declared impossible by Allied experts. In this work I designed a new method of using standard military timber which obviated the necessity of using "false" or "pitching" sets.
3. Erecting bombproof machine gun posts.
4. Drilling a cross section over the Yser River under heavy shell fire.
5. Locating by historical research and sounding ancient cave system put in by the Spanish Invaders, and turning them into bombproof battle headquarters.

PROFESSIONAL EXPERIENCE OF D. CAMPBELL MACKENZIE.

First practical experience gained in Scottish and English Collieries.

1. Assistant General Manager and Surveyor to the Outrim and Howitt Consolidated Coal Mines (Victoria, Australia).
2. Inspector of Mines and Machinery) Government
" " Quarries) of
" " Weights and Measures) Victoria,
" " Factories) Australia.

During my tenure with the Government I was loaned out to carry out the following work:

3. Opening up the Victoria State Coal Mines at Wonthaggi, Victoria, Australia (about 2,000 employees).
4. General Manager Riverine Collieries, New South Wales, Australia.
5. After rising to Chief Inspector of Mines and Machinery, I resigned to carry out private work as:
General Manager, Caterman Collieries, Tasmania, Australia.

I became Consulting Engineer and Technical Advisor to the following concerns:

- (a) Blue Tier Tin Fields, Tasmania
- (b) Clunes Gold Fields, Victoria
- (c) River Tin Fields, Tasmania
- (d) Great Eastern Leads, Victoria
- (e) Duffield Iron Corporation, London, England
- (f) Consolidated Gold Alluvials of British Columbia Ltd, British Columbia, Canada
- (g) Zeballos Exploration Company, Vancouver Island, British Columbia, Canada
- (h) Blair Athol Coal Syndicate, Queensland.

[Resume believed to have been written by Daniel himself after his time in Canada circa 1938]

Daniel Campbell MacKenzie passed away on April 29, 1950 aged 71 years. He was buried at Abbey Lane Cemetery, London, England.

A Statement of Service was issued from Base Records to the Hobart Branch of the Repatriation Commission on May 15, 1950.

On July 17, 1950 the War Service Homes Commission, Department of Works and Housing in Hobart wrote to Base Records advising that the widow of the late Lt Daniel Campbell MacKenzie had made application for assistance. They requested confirmation of his war service. Base Records replied on July 21 to their memorandum with the information required adding his service was satisfactory.

England Wales National Probate Calendar – Index of Wills 1950:

MACKENZIE Daniel Campbell of 46 Abbey-lane Sheffield died 29 April 1950 Administration (with Will) (limited) London 23 August to Thomas Alfred Wilson Hoyland solicitor attorney of Beatrice Victoria Mackenzie.
Effects £271 4s. 8d.



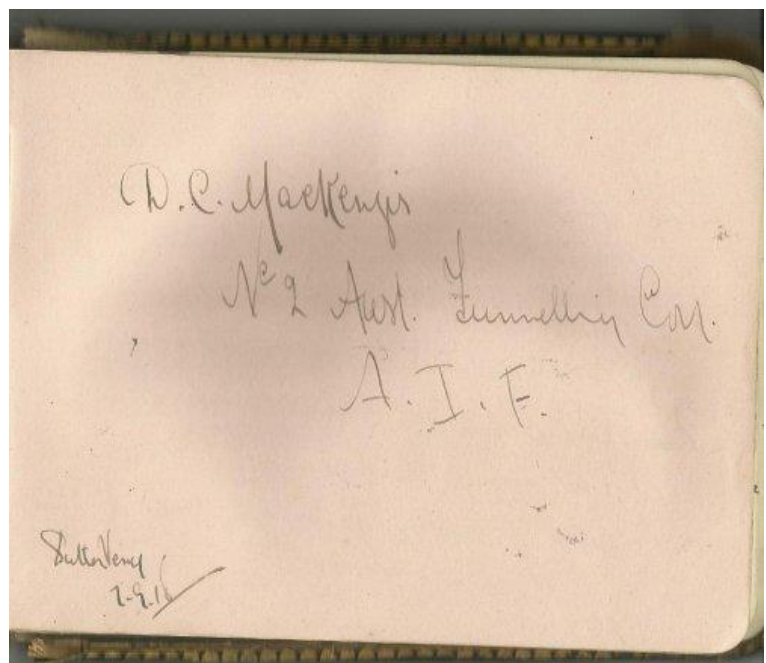
Photo courtesy Mike MacKenzie,
son of Daniel MacKenzie

Early in 2013, Marc Young of Sutton Veny, England, purchased an old autograph book.

One signature was that of D. C. MacKenzie.

Inquiries through another Tunneller descendant in Paris led Marc to this website.

He is currently researching other names in the book.



[See also on this site: Western Front Units / 2nd Australian Tunnelling Company / 2ATC and the Affair at Nieuport-Bains]

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www.tunnellers.net

with very great assistance from Mike MacKenzie, son of Daniel Campbell Mackenzie.

ADDENDUM:

From Mike MacKenzie

I don't know what he was called in the Army (might have been unprintable!), but he was always known to his family as "Niel".

I have attached the "Professional Experience" part of his brief resume, which is about all I really know of his life. I was born in 1936 at Wingdam, a mining camp near Quesnel nearly 700 Km north of Vancouver in British Columbia, Canada, where Neil was Consultant Mining Engineer. We moved to Vancouver in 1938, but after WW2 started he sent my mother and I back to Australia while he went to England "to do his bit for the Old Country". He was not accepted into the military, but spent the war years as an Air Raid Warden in London. I am not sure what he did post war, but he died in Sheffield, England, in 1950 and was buried in the Abbey Road Cemetery (picture of his headstone is attached). As you can see, I was not quite 4 years old when I last saw him.