

the position of general superintendent of the Chicago and Alton. He received a most advantageous offer from the Chicago, Milwaukee and St. Paul Railroad to take the position of general superintendent, and in January, 1880, he entered that company's service, resigning his other connections. Here he remained for two years, when the call to Canada and to his true career reached him. Since January, 1882, Mr. Van Horne's history has been that of the Canadian Pacific Railway, and it may almost be said that the history of the Canadian Pacific has been that of Canada. Peace hath her victories no less renowned than war, the poet tells us, but, while the achievements of war, even to the minute details, are chronicled in the records of the time and handed down to posterity as part of the nation's history, many of the greatest feats in the vast arena of commerce are left unknown and unrecorded. The fact that the Canadian Pacific has been built and made successful is the one great fact that is known, but what difficulties have been overcome in the course of this triumphal progress who, outside the innermost circle, shall say? Men not prone to be faint-hearted declared the engineering difficulties insuperable, the financial problems unsolvable, the organizing work impracticable. Those lions in the path have been killed or chased away, and it is no slight thing to any Canadian who has any pride of country to hear it said by outsiders, as many of those best able to judge have said, that the Canadian Pacific is the greatest railway in existence to-day. Nor is it a small matter to notice that the enterprise is growing, advancing, improving, and that what was deemed only a Canadian enterprise but a few years ago is now recognized as an institution literally embracing the world. To the indomitable energy and versatile genius of Mr. Van Horne is the result, as it stands, mainly due. The fame he has won is like that of Wellington or Abram Lincoln, in that all sorts of stories about whomever they may have been first related, are now made to do duty as stories about Mr. Van Horne. This is the best test of popular appreciation; it is the strongest guarantee of undying fame. To the work of organizing, constructing and operating the Canadian Pacific Railway Mr. Van Horne brought a complete practical knowledge of every detail of railway work. From the greatest questions of finance to the finest test of cookery on the dining cars he is equally an authority and equally able to give clear and understandable instructions to his subordinates; yet he avoids the fault which usually goes with a mere knowledge of detail, that of attempting to do too much himself. His capacity for organization and direction are nothing short of genius. No matter how great the specialist that works

under his directions, Mr. Van Horne remains the chief, the dictator. The building of the Canadian Pacific in five instead of ten years, as provided in the original contract, is a matter of history. The last spike was driven on the 7th November, 1885. The road has had the advantage of five years' operation, which otherwise would have been wasted. This time has been put to the best use by completing equipment and establishing connections which bring the trade, not only of the continent but of the world, to the Canadian Pacific system. Mr. Van Horne was first engaged as general manager. Two years later he was made vice-president. At the general meeting held in September, 1888, he was elected president of the company, being given powers such as no other man in railway circles in this country, and perhaps in the world, has ever wielded. Mr. Van Horne is still in the very prime of life, and will undoubtedly achieve still greater things than yet stand to his credit, and will more than ever make his name a household word and an omen of success throughout Canada and throughout the world.

WILLIAM BAIN SCARTH,

Winnipeg, Man.

THE history of few men in Canada exemplifies more fully than that of Mr. Scarth, the great opportunities there are in this country for capable and energetic young men from Great Britain. Mr. Scarth is a scion of the historic house of Scarth, of Binscarth, in the Orkney Islands, Scotland. He was born in the city of Aberdeen, on November 10th, 1837, and is the son of James Scarth and Jane Geddes, of Stromness. His education, which was received at Aberdeen and afterwards at Edinburgh, was as sound and thorough as the Scottish schools and colleges could give, and in those days Scotland was as famed as she is now for her educational facilities. In 1855, while yet only seventeen years of age, Mr. Scarth came to Canada to push his fortune, and established himself first, at Hamilton, and subsequently at London. In both these towns, even then thriving commercial centres, he engaged in mercantile affairs. In 1868, desiring a larger field in which to work, he removed to Toronto where he almost immediately began to take an active interest in public affairs. It did not take the people long to recognize his capacity for organization, and his ability as a business man, and he quickly came to be regarded as a rising politician. He was a member of the Conservative party, and before he had been a great while in the city he was elected president of the Conservative Association of Centre Toronto. For two years he represented