

Bay Co., he sought and obtained employment with that Company, Without hesitation he bade farewell to home and country to sail for the then little known British North America. On his arrival at Montreal he was immediately sent on to a Hudson Bay post on the bleak Labrador coast. After thirteen years here was transferred to the North West, 'the great lone land', where he grew up with the West and after a series of promotions at length became a chief Factor, afterwards a Resident Governor, and finally Chief Commissioner of the Company in Canada, a position he still holds.

This rapid advance from a clerkship at £20 a year in a lonely corner of Labrador to places of emolument and trust forms a life-work in itself satisfactory, but 'twas not enough for Donald. This energetic beginning was but a stepping stone to greater achievements; the preliminary successes just recorded were dwarfed into seeming insignificance by his subsequent progress. In the space at our disposal we shall endeavor to touch on a few features.

The Province of Manitoba needed a railway. A line running from St. Paul northward owned by a Dutch syndicate was in the hands of the receiver. Jas. J. Hill and Donald Smith purchased the bonds of the road and undertook its extension to Winnipeg. From the date of the transfer, the road became a paying concern. It was originally known as the St. Paul and Pacific, and from it has branched the Great Northern, one of the most powerful financial interests of the United States. Thus the future Lord Strathcona was largely instrumental in giving to the West its first railway.

The most far reaching result of this venture was the development of the company which at a later date undertook the construction of our transcontinental system, the Canadian Pacific Railway. A strong English company had faltered before the enormous task. Capitalists looked askance at a project involving the expenditure of millions of money, the object of which was to connect the Atlantic and Pacific coasts of Canada by a steel ribbon, running for the most part through a barren land covered for the greater part of the year with snow and ice. Governments and their policies of construction were defeated, and the spendthrift scheme was generally considered unfeasible. But Donald Smith and his associates had unbounded faith in the future of their country; they had the deter-