

most part well administered. Robert Little, after school inspector for the county of Halton, was for some time master of the Acton school, and to his capable instruction Mr. Mann has always attributed some of his success in after life.

Donald Mann was born to assume the initiative. At the age of thirteen or fourteen he took small wood contracts from the neighboring farmers, and at eighteen he commenced to look abroad for his future. He went into the Ontario and Michigan lumber woods and spent eight years in taking out logs and tie timber, and, what was more valuable, in learning how to handle men. Then the great West claimed him. The work of constructing Canada's first transcontinental railway was in progress and Mr. Mann joined the force of railway builders engaged in this great undertaking, first as the manager for a firm of sub-contractors, and subsequently on his own account. In 1880 he assumed his first railway contract, and from this time forward to the completion of the road he followed the great railway, with tireless energy, across the plains, into the Rockies and through to the Pacific Coast. The story of the building of the great transcontinental road—the Canadian Pacific Railway—with its tragedies and its humors, remains to be written, and, when this is done, the story of the early manhood of Donald Mann will have been told.

To attempt a detailed statement of the works in which Mr. Mann has been engaged would be beyond the compass of this sketch. Contract followed contract with lightning rapidity. In 1886, in association with H. S. Holt, he built the first section of the Hudson Bay Railway, which, curiously enough, he was destined to own in company with a later partner—Mr. William Mackenzie—as a portion of the Canadian Northern system. In 1887 his partnership was formed with Mr. Mackenzie, and, under different firm names, he was engaged in constructing the Canadian Pacific in Maine, the Qu'Appelle, Long Lake & Saskatchewan Railway to Prince Albert and the Calgary & Edmonton Railway.

In 1896 the farmer's son, who had proceeded from contractor's boss to be one of the principal railway contractors in Canada, if not in the railway world, took a further step and resolved not only to build, but to own rail-