



A DOG TRAIN.

ocean as a highway of commerce, was much struck by the fact that the officials at all the posts he visited with singular unanimity told the same story, viz. : that there was no profit being made upon their transactions, but that the posts were maintained simply for the benefit of the Indians and Esquimaux. The shrewd sailor did not feel bound to accept the statement unreservedly, but no doubt it had enough truth to ballast it, for the profits of fur-trading have wofully fallen off within the past quarter of a century, and there is little hope of their ever regaining their former figures.

But, so far, I have said little or nothing about the officials, and they certainly deserve a good part of an article to themselves. As already indicated, the majority of those at the posts have, from the first, been Scotchmen, although of recent years many from England and Canada have entered into the service of the company.

The grades of rank are very distinctly marked, and an effective, if not martial, discipline is still maintained. The various officials of the company are classed as follows, beginning at the top and working downward: Highest of all are the governor, deputy-governor, and board of directors, who reside in London, and form the court of last resort as regards the direction of their affairs. As mentioned in the first part of this article, the governor is, for the first time in the history of the company, a Canadian, Sir Donald Smith, of Montreal, now filling that honorable office. The staff of offi-

cialis in Canada is made up as follows. There are two commissioners, one in charge of the land sales and one of the fur trade, and known as the land and trade commissioners respectively. Then comes the inspecting chief factor, having three shares in the stock of the

company to his credit, as a reward for long and faithful service; then the chief traders, ruling over districts or departments, and holding two and a half shares; next the factors, who are in charge of important posts, and have two shares; below them the chief traders, with one and a half shares; and below them again the junior chief traders, who, having put in at least fourteen years of satisfactory service, are promoted from the rank of clerks, and given an interest in the company to the extent of a single share. The apprenticed clerks, the largest body of all, bring up the rear. They are sturdy young men, ranging in age from fifteen to thirty, and upon them falls the hardest and most important work. Next below the apprenticed clerks comes the postmaster, usually a promoted laborer, who, for good behavior or valuable service, has been put on a footing with the gentlemen of the service, in the same manner that a private soldier in the army is sometimes raised to the rank of commissioned officer. Still lower are the interpreters, who, for the most part, are intelligent laborers of long standing, that have taken the trouble to familiarize themselves with the various Indian dialects, and thereby become indispensable in conducting negotiations with the natives. Finally, at the bottom of all are the voyageurs, hunters, and laborers, whose duties are as multifarious as they are laborious, cutting fire-wood and shoveling snow in winter, rowing, paddling, and portaging boats and canoes with their