

and other data upon which his conclusion had been based. Mr. Henry Soule Hinde, "formerly in charge of the Canadian Assiniboine and Saskatchewan Exploring Expedition," saw fit to communicate to the State Department a severe criticism of the meteorological tables upon which Consul Taylor's conclusions had been based, and upon his deductions as to soil and climate. The charge that in his public address "in the presence of the English commissioners, as well as in his published letters, he had, in his consular capacity, and without sufficient data, certified to the existence of a vast arable domain extending almost into the Arctic Circle, was a serious one, indeed. Mr. Hinde's strictures were taken into consideration by the State Department, and the Consul soon found his official head in jeopardy. The consequences to North-west Canada were most fortunate. In his defence of himself the Consul anticipated nearly everything of importance which has recently been established by the Senate Committee, obtained by Hon. Mr. Schultz, while a member of the Dominion Senate, to inquire into the value of "that part of the Dominion lying north the Saskatchewan watershed, east of the Rocky Mountains and west of Hudson's Bay, comprising the Great Mackenzie Basin." He showed that during the season of growth and maturity—from April to August inclusive—the mean temperatures were 58.00 at Toronto, 65.05 at St. Paul, 58.19 at Winnipeg and 58.53 at Battleford; that, in the north, September and October are most favourable for the reception of the crop of the succeeding year; that though the valley of the Peace River is 1,200 miles north of the Red River valley, the northern river can be navigated for a longer season than the Red River of the north; he referred without stint to the records of travellers, Hudson's Bay officers, and missionaries, and, finally, enclosed so many samples of excellent grain from so many far-off northern points that his critics were silenced. The causes for so remarkable a northwestern extension of cereal production were placed by him under six different heads, as follows: 1. Reduced altitude—The Union Pacific crosses the dome of the continent at Sherman near latitude 40, at an elevation above the sea of 8,000 ft; on the Northern Pacific in Montana this elevation decreased to 4,000 ft; on the South Branch of the Saskatchewan, in latitude 51 to 53 to 3,000 ft; in the Athabasca district, in latitude 55, to 2,000 ft; in the valleys of the Peace and Liard rivers, to 1,000 ft; and on the Mackenzie River, to 300 ft. This difference in altitude he calculated to be equal to 13 degrees of latitude, considered climatically. The other causes were: 2. Pacific winds, 3. Summer moisture, 4. Solar heat, 5. Maximum fructification, as stated in Dr. Forrey's formula, "that the cultivated plants yield the greatest products near the northwesternmost limit at which they will grow," and 6. Fall ploughing for wheat. In an article of this nature it is impossible to more than enumerate the heads of the elaborate and remarkable argument, the result of years of careful study and investigation, advanced by the late Consul in vindication of his statement that "three-fourths of the great wheat-producing belt of the continent lay north of the boundary" and that a railway policy was justifiable "which will push within ten years the locomotive from Winnipeg fully 1,200 miles beyond its

present bourne on Red River." The locomotive has already reached Prince Albert and Edmonton; and Canada is thoroughly awakened to another great north and west beyond the west which was itself a revelation in 1856.

On February 14th, 1889, Consul Taylor advanced the standard of progress still further by delivering a lecture before the Young Men's Christian Association, at Winnipeg, on the Alaska and British Columbia Railway, or, as he called it at times, the A. B. C. Railway. This project was with him the most engrossing topic of the years between 1889 and his death. The route designated was to be from some point on the international frontier, central to the valley of the Kootenay River, and thence by the valley of the Columbia and Canoe Rivers, better known as Boat Encampment, thence by the valley of the Canoe River to the Tete Jaune Cache (Yellow Head Pass) on the Fraser; thence by the valley of the Fraser to Fort George; thence northwesterly to the sources of the Yukon; thence by the valley of the Yukon to Norton Sound on the Pacific. The total distance was estimated at 2,700 miles. The proposition was that the land endowment of the international railway within the respective territories of British Columbia and Alaska should be in alternate blocks of forty sections, or 24,800 acres per mile; "but in consideration of the well-known mineral wealth and other resources of the more southern district of British Columbia, for a distance of fifteen hundred miles, and the indispensable necessity of a direct communication by land from the United States to its remote northern dependencies," the Government at Washington was to assume "the payment of 4 per cent. upon \$50,000 per mile for a period of twenty-five years—said liability to cease upon the completion of twenty mile divisions of the line from its southern terminus." The scheme was taken up and discussed with great avidity by the western press, and in *The Western World* of May, 1890, the Consul urged still more vigorously his reasons for the construction of the road. The explicit testimony of Walter Moberly, for twenty years engaged as surveyor and engineer in British Columbia and on the C. P. R., and discoverer of the Eagle Pass, was adduced to show that the proposed line presented no unusual physical difficulties, and the recent explorations of Prof. G. M. Dawson and Messrs. Wm. Ogilvie and P. McConnell showed that the route would be central to the district of Cariboo, Kootenay, Omineca, Cassiar and the upper channel and tributaries of the Yukon—"each of the extent and as rich in precious and useful metals as the areas southward, of Montana, Wyoming, Idaho, Colorado and New Mexico." The placer mines of Cariboo yielded \$50,000,000 in a brief period after their discovery in 1858, and there was no doubt, he contended, that the district beyond, as well as the nearer and better known Kootenay, would repeat the experience of the most favoured localities of California and Australia. Had Mr. Taylor lived a few years longer, there is reason to believe that his proposition would have become a subject of early international consideration. His last communication on a question of public importance, penned a few days before his death, was an elaborate representation of facts and arguments in favour of the international road. This might have been followed by

an effort to bring the whole subject before the International Reciprocity Convention, which meets at St. Paul in the beginning of next month. Whether the proposed railway will ever become an international undertaking or not remains to be seen. That the designated route is most valuable from a commercial point of view is being made evident by the active interest shown in it by the Canadian Pacific Railway Company.

How many other services the late Consul Taylor may have rendered to Canada it is impossible to say. To detail all those which are well known would be a considerable task. His annual consular reports, dealing with every new phase of agriculture, commerce and railway development of central British America, form a liberal education in themselves. His representations concerning the excellent management of the Indians by the Hudson's Bay Company destroyed the only pretext upon which the people of the north-western States might have attempted to annex our great west previous to Confederation. His public utterances on all occasions, based upon a knowledge of things material and political affecting both North Wests, supplemented by a prophetic insight into the future of the sleeping empires which he had made his life's study, were often a series of revelations even to those well versed in the affairs of both countries. What he may have accomplished through the silent channels of diplomacy cannot be known. That we should owe so much to a citizen of a foreign country, an official of a foreign government, is indeed remarkable.

For nearly a quarter of a century the face and figure of Consul Taylor have been very familiar to the people of Winnipeg. His grace of manner and unfailing courtesy were at once the delight and envy of all with whom he came in contact. His appearance and manner invariably and distinctively suggested the American gentleman and statesman of the old school. Little effort of the imagination was required to group his striking figure with those of the framers of the Declaration of Independence, or to replace the invariable frock coat and soft felt hat by the three-cornered hat and lace coat of earlier days. As an orator he has been compared with Stephen A. Douglas, to whom he is said to have borne a striking resemblance in his personal appearance. His facts were always numerous and well marshalled, his style vigorous and incisive. He was also possessed of a fund of anecdote and reminiscence and an amount of tact which made his public deliverances highly pleasurable, as well as instructive and inspiring. A man without personal ambition, simple even humble in his mode of living, devoid of all selfish tastes or habits, the daily routine of his life was devoted to the duties of his office, to unceasing acts of kindness to innumerable friends, and to flowers and music. In the early May mornings it was no unusual sight to behold the Consul, who had risen with the dawn, gathering his precious anemones on the uplands of Birds' Hill, several miles from Winnipeg. He is known to have distributed five hundred bouquets to as many friends at one time; and he delighted to expatiate upon the botanical peculiarities and the beauty of the wild flora of the prairies. With these simple characteristics were coupled a disinterested passion for great material