

The CHAIRMAN. That might be so, provided they did not take the business at a rate less than it cost them to carry it. And the reason I ask that question is because I have heard it stated that the policy of those roads was to take the business at any cost rather than not to get it, for the purpose of building up eventually a trade at American towns that would get to be profitable to them hereafter.

Mr. WILSON. I think if we could get at the secret instructions and documents which have been sent out by the British Government touching that question, we should find that they had had a very far-sighted and well-considered policy with reference to the building, maintaining, and operating of the railroads in question, and that it was to strengthen the interests of the British Empire in hostility to our own, and to those of all other powers in the world. There could have been no reason for building those railroads except to bind their own empire together and give it the means of assailing us.

Mr. REAGAN. So far as the question of abridging competition and increasing rates by the measure you propose is concerned, I do not think there would be anything in that, because we have the New York Central, the Erie, the Pennsylvania, and the Baltimore and Ohio, having their connections with all the principal points upon the Lakes and up to St. Paul. The only point where there might be a chance of competitive rates being somewhat increased is on the Northern Pacific. But then, if we could get the law which we have passed fairly executed, I should not apprehend any evil from that.

Mr. WILSON. I think you are quite right, Mr. Senator, in the conclusion that there would be no addition to the rates. The rates are regulated by business competition, which is free enough within our own borders, while the business is insufficient as it now is for all our own traffic lines, and there are others than those you have named.

The CHAIRMAN. I was called out a moment ago, and perhaps I missed some of the statements you made. But I would like to inquire if Canada has a railroad touching the United States on the Pacific coast?

Mr. WILSON. Yes, it has.

The CHAIRMAN. At what point?

Mr. WILSON. It does not come quite to the United States, but reaches Port Moody and Vancouver, on Puget Sound, a short distance outside our territory.

The CHAIRMAN. Has it a connection with the United States which enables it to get American business?

Mr. WILSON. There is a United States line of steamers which goes up and down the sound and along the coast.

The CHAIRMAN. Are they United States steamers?

Mr. WILSON. Yes, sir.

Mr. REAGAN. There is also a connection with the Red River of the North. There is a road which runs down the Red River from the line of the Northern Pacific to the line of their Canadian road.

The CHAIRMAN. What is the starting point of that road which you speak of?

Mr. WILSON. It starts at Halifax, N. S.

The CHAIRMAN. I mean at the other end of the line, on the Pacific coast?

Mr. WILSON. At Vancouver and Port Moody.

The CHAIRMAN. Where does it go to?

Mr. WILSON. It goes from Vancouver and Port Moody through Winnipeg, Sudbury, Ottawa, Montreal, and Quebec, down the St. Lawrence, to Halifax, Nova Scotia.

The CHAIRMAN. It goes clear around the whole territory?

Mr. WILSON. Yes, sir; across the whole territory of the Dominion of Canada from ocean to ocean.