

ment need not be reported, as it has no bearing on the case in hand, that wheat brought from those high latitudes and planted in our latitudes will mature the first year in about the same number of days that it takes to mature up there. The next year it will require about ninety-five days to mature from the same seed, and in the third year it takes just as long to mature as the seed from the wheat of our own country.

The CHAIRMAN. I think that statement is worth recording.

Mr. HISCOCK. Do you know the increase of population in Canada in the last decade?

Mr. WILSON. No, sir; I do not. Those and other statistics which would be useful in this discussion could be obtained by your committee through our own Government much sooner than they could be obtained by any private person, and for that reason I have not tried to get them. I am now ready to answer any questions the committee desire to put to me. My remarks have necessarily been desultory, but I am anxious to supply any fact which has been omitted.

Senator EUSTIS. I would like to ask the chairman if there has been any complaint made by American railroads as to this loss of traffic that has been spoken of?

The CHAIRMAN. In the hearings we had preliminary to the report of the bill by the committee to the Senate many of the railroads raised the question that an attempt to regulate them in the United States would place them at a disadvantage with other competing roads that run out of the United States.

Mr. REAGAN. The second clause of the sixth section that the general refers to was put in to obviate any difficulty that presented. I find myself agreeing with you, general, along the line of nearly all your argument. One thing occurred to me, however, as to a question that might be raised by some American interests as to the rate from Chicago to Detroit and across the Canada Southern. That interest being controlled by our people, I do not know but what they might raise a question about it.

Mr. WILSON. The Grand Trunk controls an interest there. It owns its own line into Chicago.

The CHAIRMAN. Yes, it starts its trains out from Chicago.

Mr. REAGAN. So that part of the road from Chicago to Detroit really belongs to the Grand Trunk?

Mr. WILSON. Yes, sir; but there are also American lines running between those points.

The CHAIRMAN. Could you state to the committee just what amount of subsidies these Canadian roads have received from the British Government?

Mr. WILSON. The Canada Pacific, as reported in Poor's Manual, has received about \$100,000,000 besides 25,000,000 acres of land. They are asking for more and doubtless will get more. The sum mentioned is more than our Government has put into all our Pacific railroads. The Canadian Government also guarantees and pays dividends upon the stock of the Canadian Pacific Railroad, and in times past has subsidized the Grand Trunk, but to what extent I cannot state.

The CHAIRMAN. Do you know whether the British Government is disposed to sustain these roads in their competition with American roads to get the business from such points as Chicago, for instance, without very much reference to what rate they take it?

Mr. WILSON. I have no means of knowing whether the British Government has taken any interest in the details of their management. But the interests of the British Government are that those railroads shall make all the money they can out of American traffic, because just to the extent that they become self-supporting upon American traffic they become less liable to call on the British or Dominion Governments to make good the deficit. It is manifestly the interest of both governments to have them get all the business they can from us.