

extent they please, and thereby make them strong to cut and reduce the rates on our through business to whatever figure they find necessary in order to secure it.

Mr. HISCOCK. Let me ask you in regard to the Southern Canada road why the New York Central road built it?

Mr. WILSON. It did not build it. It was built as a separate and independent enterprise.

Mr. HISCOCK. I will withdraw that remark. They did not build it, but they got control of it.

Mr. WILSON. They bought it for the purpose of taking it out of the uses which had been made of it, the piratical uses to which it was put against American commerce. They bought it to control it beneficially for themselves, instead of having it used hurtfully to themselves. There seems to be no doubt about that. They bought it at the time of its foreclosure, and they could have had no other object in buying it. It has little local traffic, and if that were the only railroad in Canada that carried business from one point in the United States to another point in the United States it would make but little difference. But the subsidized railroads, the Grand Trunk and the Canadian Pacific, are very different and very much larger concerns, and I am utterly unable to perceive why we should want to strengthen their hands.

I admit that there are some people in the United States who think it is not a good thing for the United States to become any larger; that it is not beneficial for us to control the whole North American continent, and there are some people in the United States who think trade should be just as free as it can be.

I do not agree with either of these classes. I think we should control the whole North American continent, and for the reason that by controlling it we are able to conserve our best and most permanent and extensive interests, and if we do not control it the day will come when the population of Canada will become a very serious menace to our institutions. The map shows very plainly how Upper Canada; which lies between Lake Huron and Lake Erie, could be used as a base of operations against Chicago, Detroit, and the best portions of our country. And while the population of the whole Dominion does not exceed four and a half or five millions, the day will come when there will be fifteen or twenty millions, and when that day comes the Dominion of Canada, backed by all the power of the British Government, will be no mean menace to our borders. It will tax our utmost capacity to get rid of it in case of war.

We should take time by the forelock in this matter and adopt such a course as will in all proper ways tend to avoid present and future complications, and by this I mean all ways that we think will promote or benefit our own permanent interests, or which will make it inconvenient for Canada to remain an independent power, and force her ultimately to come into a political union with the United States. It seems to me to be a self-evident proposition, that so long as the British Government will subsidize and build the railroads of Canada, carry on its public works, fight its battles, build fortifications and ships for its defense, and grant honors and dignities to its public men, and especially so long as we give it everything else it asks for and would like to have without condition or price, and even without reciprocity, it will remain a part of the British Empire. Why should it not?

Mr. HISCOCK. Do you know whether there has been any estimate made of the amount of arable land in Canada?

Mr. WILSON. The wheat belt is estimated to contain 1,300,000 square miles. The plains of Manitoba and Saskatchewan are a great wheat-growing country up to 80 degrees north latitude. It is a region of almost illimitable extent and great fertility.

Mr. REAGAN. It is as fine a wheat-growing country as there is on the continent.

Mr. WILSON. It only requires one hundred days of sunlight in our latitude to mature wheat. At Copenhagen and in the far north latitudes it only requires ninety days. Of course they get more sunlight during the day than we get South. It is a curious circumstance, although this part of my state-

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