

That map [pointing to a map hanging in the committee room] would show pretty nearly, if it extended a little further east, how the lines of Canadian railroads lie. The Canadian Pacific begins down at Halifax, runs up the coast to the St. Lawrence, follows its southern shore and crosses it at Quebec, follows it to Montreal and Ottawa, and then cuts across the Dominion to Sudbury and the Sault Ste. Marie. From Sudbury it follows the north coast of Lake Superior to Fort William, a short distance outside of our northern boundary, whence it runs just out of reach of our own territory clear through to the Pacific Ocean. That railroad may take business from any point in the United States that it can reach through American connections, and carry it for over 3,500 miles through a foreign territory and deliver it to the Pacific Coast Line steamers, or redeliver it to any point in the United States it chooses, without paying any duty or without the slightest trouble, annoyance or delay.

Mr. HISCOCK. At what points has that railroad connections, do you know, for the United States?

Mr. WILSON. At Fredericton, Quebec, Montreal, and Ogdensburgh, and many other points east of Detroit; also at Sault Ste. Marie, at Winnipeg, and at Port Moody; so that freight can start from the northwest, go along the southern border of the lakes, and then take the Canada Pacific or connections and be redelivered in the Eastern States. Or it can be taken at almost any other point in the United States and be carried across the continent entirely outside of our borders, for delivery by coasting steamers at any point on the Pacific coast.

Now, as to the number of miles of railroad in Canada, there were on June 30, 1884, 10,773, all of which are connected more or less directly with the two great Canadian systems, and all of which are owned by foreign capital, with the exception of the Canada Southern Railroad, which is a link in the New York Central system.

That the Canada Pacific Road was built for political and military purposes as well as for commercial purposes there can be no doubt. It is a matter of public notoriety, but I have not the acts under which it was built, or the orders from the British Government which would prove that assertion. It has been stated to me, however, that Sir George Stephen, who is in some way the representative of this railroad, while in Japan last year, went to the Japanese Government for a subsidy to a line of steamers to be established in connection with the Canada Pacific, and one of his arguments was that it was a military railroad built under the auspices of the British Government; that it had been subsidized to the extent of one hundred millions or more, and that the additional expense of five or six millions to establish a line of steamers was not a matter of much importance. What they wanted was a first-class steamer line, and consequently he asked the Japanese Government to co-operate with the Canadian Government in the establishment of that line.

The CHAIRMAN. Did they secure the co-operation they asked for?

Mr. WILSON. I do not think they did. They secured British steamers and are now running them under a British subsidy, but the amount of it is unknown to me.

Those are the more obvious railroad reflections about this matter. But back of them is a very much greater question, and I am frank to say to this committee that a very great part of my interest in the subject which I have been discussing this morning is bound up in that question.

The question is: Shall we live in such relations with the Dominion of Canada and the British maritime provinces as to encourage them in their allegiance to the British crown and their political union with the British Empire, or shall we so manage our own affairs as to force them ultimately to a political union with us?

I state it broadly, because I do not wish to dodge it at all, in any way. I do not hesitate to declare that in my judgment we should conduct our business at home in such a way as will bring Canada and the British maritime provinces into the Union one of these days. Many of our most thoughtful citizens in all parts of the country are coming to look upon the existence of Canada and the allied British provinces in North America as a continued