

The CHAIRMAN. That is what I desired to know and have it distinctly stated.

Mr. REAGAN. Certainly (if it could be done) it would obviate a great many inconveniences and embarrassments and a great deal of expense in keeping up a frontier line, and such a long frontier line, if the people of Canada could be incorporated into the United States.

Mr. WILSON. I want to call attention to that, because I have very decided views on that question. That boundary line is something like 3,500 miles long, while the railroad line is 3,720. There is not a mile of the boundary between the St. Croix River, in New Brunswick, and Port Moody, on Puget Sound, across which, where it is land, a wagon cannot drive; or, where it is water, over which a boat cannot steam every night of the year; and hence, so far as the tariff is concerned, it is open to the violation of Canadian smugglers from ocean to ocean.

Mr. REAGAN. And to our own people, too?

Mr. WILSON. Yes, sir; and everybody who goes to Canada buys something, which the Canadian merchant will agree to deliver at the office or house of the purchaser in the United States free of duty.

Mr. REAGAN. And can do it?

Mr. WILSON. Yes, sir; he can do it without any sort of trouble.

Mr. REAGAN. And it would require a long line of pickets along the whole border to prevent it?

Mr. WILSON. One over 3,000 miles long.

Mr. WILSON. Something was said a while ago about the fisheries. I have looked over what has been said about the fisheries question and I am satisfied that the American people should never consent to any settlement of that question which does not give to American fishermen the same rights that they would have if we owned Canada. There should be no discrimination against fishery commerce in contradistinction to any other class of commerce. The right of fishing on the high seas is a natural right. Our people assisted in capturing the fisheries in question. They joined in the expeditions that wrested them from France and brought them under the dominion of the British Government, and are just as much entitled to a share of them as the Canadians are. Our people never should consent to any settlement of that question unless they get the same rights Canadians have there and which we extend to them in our own territory.

The fisheries question, the revenue question, and the question of national defense, as well as the question of national and interstate commerce, all concur in demanding that Congress should not delay to cut off the Canadian railroads from any participation in our business, the object ultimately being to make it so uncomfortable for Canada that she must see that there is no other course for her except to come in with us.

Mr. REAGAN. I think the whole action of the British Government shows that if our relative positions were changed they would not hesitate to adopt the policy you lay down.

Mr. WILSON. Not a particle. They do so every time they have a chance.

Mr. EUSTIS. What is the remedy you propose?

Mr. WILSON. The most potential remedy we could apply is to cut off these railroads to-day. Simply say that no common carrier shall take freight in the United States to be carried in sealed cars or in bond through Canada or in any other foreign country to be redelivered in the United States except upon the payment of duties.

Mr. EUSTIS. Where are those cars sealed?

Mr. WILSON. At the point from which they start, and the seals are examined at the point of re-entry. The report of the Secretary of the Treasury sent in yesterday [Ex. Doc. No. 73, Senate] will give you all the details of the practice. It is in answer to inquiries pertinent to the discussion I am making.