

without paying duty. If it were proposed by the French to conduct such business in sealed cars, under international comity and good fellowship, it is hardly to be doubted that the Germans would decline to consider it for a moment.

The practice of Canada itself on this very question is a curious illustration of what I am saying. The Canadian Government, either by law or by orders in council, absolutely prohibits our northwestern railroads from taking wheat out of Manitoba, carry it through the United States and redelivering it in Canada for consumption or transshipment abroad. And if we may believe the newspaper reports, they are on the border of revolution in that region because the people there claim that their interests require them to come through the United States with their wheat rather than to give their business to the Canadian Pacific road. But with an effrontery that surpasses almost any language I have to characterize it, they go right on enriching their own entire railroad system by taking business from American points, carrying it over their own railroads through Canada, and redelivering it to American points.

And pertinent to that question, I have a statement in my hand showing that the total east-bound tonnage of the Grand Trunk Railroad from Chicago during the last year was about 1,300,000 tons, or nearly 13 per cent. of the whole amount carried by all the roads. How much it carried west-bound I do not know, but it is fair to assume it carried the same percentage of the whole that it carried east-bound.

Now, I have no doubt myself that if this provision that I urge should be carried into effect it would bankrupt every railroad in Canada. But that is their lookout, not ours. I am perfectly willing that they should be bankrupted, because I think our own permanent national interests will be advanced by such misfortune to them. I may say, however, that the people of Manitoba are doing all they can to get reciprocity in respect to this. They are doing all they can to force their government to allow us the same privilege that we allow their railroads.

Mr. EUSTIS. That is a very important statement which you made. You said that it was prohibited that any party should ship freight from Manitoba over a railroad passing through the United States and then going into Canada.

Mr. WILSON. Yes, absolutely, as I understand it.

Mr. EUSTIS. Is there any duty on wheat?

Mr. WILSON. Yes, 20 cents per bushel. But the practical result is that they absolutely prohibit the shipment of freight out of the country. They absolutely prohibit the shipment of any freight from Manitoba through the Northwestern States and into Canada again, as I understand it, and as the newspapers report it.

Mr. EUSTIS. Is that prohibition caused by the Canadian law?

Mr. WILSON. The prohibition is by the Canadian law or is done by orders in council. I do not know what their methods are. I have not been able to get the provision of law under which it is done. But you may rely on the absolute truth of the general statement. They have gone so far as to prohibit the building of a railroad to connect with American railroads that should engage in that kind of traffic, and that is done under the influence of the Canada Pacific Railroad people, because it would deprive them of a part of their monopoly.

Now, with reference to the Canadian railroads, it is well known that the Dominion Government, backed and aided by the Government of the British Empire and by British capital, has built an extended and elaborate system of railroads, reaching from Halifax, N. S., through Quebec, Montreal, Winnipeg, and other important points, to Port Moody, on Puget Sound, almost within a stone's throw of our boundary, a distance of 3,729 miles, at a cost of \$205,658,541, and of a grant of 25,000,000 acres of public land.

The Grand Trunk Railroad, which is 2,924 miles, with its branches, cost \$258,677,735, a part of which was contributed also by the Canadian Government. Both of those railroads were built for political and military purposes.