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Compliments of Gen. Wilson

REGULATION OF CANADIAN RAILROADS.

WASHINGTON, D. C., *Friday, February 10, 1888.*

The committee was called to order by the chairman (Senator Cullom) at 10.30 o'clock a. m. Present, Messrs. Cullom, Hiscock, Eustis and Reagan.

THE CHAIRMAN. General Wilson, who is present this morning, spoke to me some time ago and subsequently wrote me in regard to certain amendments to the Interstate Commerce act touching the question of the difficulties which some people seem to think exist in dealing with the Canadian railways in connection with our own railways. General Wilson has thought that there should be some amendment to the law so as to prevent the roads going out of the United States and into a foreign country, and back again into the United States, and which are somewhat out from under our control, getting an advantage over railroads that are entirely within the Territory of the United States. I have therefore asked him to come before the committee this morning and express his views to us generally upon that subject.

STATEMENT OF JAMES H. WILSON.

General James H. Wilson addressed the committee as follows :

Mr. Chairman and gentlemen of the committee : What I have to say this morning on the subject referred to by the chairman can be compressed into a short period of time. As far as I know there is no case before the committee to which I am to address myself in the remarks which I propose to make, and I desire to say that I represent nobody except myself in this matter. I have no active connection with any railroad or transporting interest in the United States ; none whatever.

But for the last fifteen or eighteen years I have been actively engaged in building, managing and studying railroads, and have given special attention to the question of interstate commerce.

While I was the manager of the St. Louis and Southeastern Railroad, which was built by myself and associates, from St. Louis to Nashville, Tenn., the question of railroad connections was forced upon me in a most unpleasant way. It so happened that at Nashville we had no connection with the South, except that furnished by the Louisville and Nashville and the Nashville and Chattanooga Railroads. They had a close alliance with each other which shut us out, and of course we were much embarrassed by that fact, so that at that time my attention was directed to the subject of the relationships which should exist between railroads, and I believe I am almost the first railroad manager who made representations to Congress, and to people connected with Congress, in favor of the regulation of interstate commerce by Congress.