

This sneering allusion has been in another respect fatal to Mr. Spicer's reputation as a well informed man, as to the statistics of his own line. The figures furnished by the Grand Trunk officials prove completely, and without a chance of contradiction, what we have so stoutly maintained and what the managers of the road have as stoutly denied—the vast importance of the Michigan business and its great extent and volume.

The figures furnished from Sarnia from the agent of the road at that point triumphantly proves our every statement on this head, and as clearly and triumphantly disproves every statement Mr. Spicer made to the contrary, and proves farther, that Michigan and Detroit alone could have furnished a greater number of cars of freight than have been ferried across the river from Port Huron to Port Sarnia from the first day of December, 1872, to the 27th day of February, 1873. I see looks of wonder, and incredulity on the faces of many members of the Committee. I will prove what I have stated from the figures just placed in your hands by Mr. Campbell of the Grand Trunk Railway, acting here for the Company, of course I have only had but a few minutes to look at them; but this few minutes' examination of these figures has astonished me. Mark I pray you with attention what they disclose.

From Dec. 1, 1872, to Feb. 27, 1873, a period of 89 days, the number of cars crossed from Port Huron to Sarnia, were 4,750, of this number Detroit furnished 1,055. The average number crossed daily was 53 33-89 cars in all. The Detroit portion was a fraction under 12 cars, or as near as can be, 22 per cent. of the whole number; many of these cars were ordered for weeks