

December 1, 1872 to February 27, 1873, in all 645 cars. No empty cars are reported as having been sent west. Now as only 1055 were loaded at Detroit, the road only used for both the Michigan and Western business 1700 cars, leaving 3050 cars of other roads to make up the 4750 crossed at Sarnia, this makes the daily average number of cars controlled by the Grand Trunk and crossed at Sarnia from December 1, 1872 to February 27, 1873, a fraction under 20 cars, or one car out of each 250 owned and controlled by the road. This shows there is no lack of cars, but a most decided lack of *brains* and *executive* talent connected with the management of the Grand Trunk Railway.

If the managers of the Grand Trunk Railway are satisfied with the figures furnished by them to overturn the complaints of the Board of Trade, I am sure that body has no reason to find fault with them.

These figures give also another and most serious aspect to this whole question, they prove that roads in Michigan and elsewhere have been stripped of the cars needed for their local trade to furnish the Grand Trunk Road Company cars they did *not need and could not move*. This should open the eyes of roads connecting with the Grand Trunk and show them it is wrong to delay their own local business to help a road that cannot help itself.

I think that there is no need for the Grand Trunk Company "to wait like Mr. Micawber, for something to turn up at Detroit, Mount Clemens or elsewhere." I think their own figures have "turned up all they can attend to with promptness and dispatch."

DUNCAN STEWART,

*Chairman of the Board of Trade Committee.*