

tist's mercantile play of the "Merchant of Venice," and he may also study with profit, the troubles that certain point of law and evidence brought upon the unfortunate "Shylock."

Mr. Spicer's figures also, I am very happy to state, fully exonerates heaven from all blame in delaying freight the present winter. He affirms under oath, that the delays of the present winter "have resulted entirely from climatic difficulties." On the contrary, the complainants maintain that in former years the delays were just as great when there were no "climatic difficulties" to complain of. In 1869 and 1870, the daily average number of cars crossed were 40, or 13 33-89 less than have been crossed this present year with so many "climatic difficulties" in the way.

1870, 1871, 57 cars were crossed daily or only 3 53-89 more than in this year of climatic difficulties.

1871, 1872, 60 cars were crossed or only 6 53-89 more than in this present winter when heaven has interfered with the working of the line.

These figures leave the road utterly without excuse. There may have been a great deal of snow, heaven may have interfered to a small extent, the figures show the exact per centage of the interference, but our Board maintains that there was an abundance of motive power, one engine to every $12\frac{1}{2}$ cars, an abundance of cars as only about one car in *ninety-five* daily, has crossed the river at Sarnia this season. Calling the number owned by the road 5000 as per Mr. Spicer's statement. The figures of the road show that only 15 Grand Trunk cars, 324 National Despatch cars, 94 North American cars, 212 Canada Rolling Stock cars were sent west of Detroit since De-