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APPENDIX.

The chairman of the Legislative Committee requested me before leaving, to send such information as could be procured bearing on the question at issue to Lansing. I told him I would look over the figures furnished by the Grand Trunk Railway, and see what bearing they had on the controversy. I have only the figures relating to the cars crossed from Port Huron to Sarnia. I have already analyzed those for the present winter, that is from Dec. 1, 1872 to Feb. 27, 1873.

From Dec. 1, 1869 to May 1, 1870, 6,144 cars were crossed at Port Huron, of these 2,442 were loaded at Detroit or 40 per cent. of the entire number. The time in which these cars were crossed was 151 days, making a daily average of a fraction over 40 cars of which daily average Detroit furnished 16 cars.

From Dec. 1, 1870 to May 1, 1871, 8,662 cars were crossed at Port Huron, of these, Detroit furnished 1,935 or 22 per cent. of the entire number for 151 days, this gives an average crossing of $57\frac{1}{3}$ cars, Detroit furnishing $12\frac{1}{2}$ cars of this daily average.

From Dec. 1, 1871, to May 1, 1872, 9,035 cars were crossed to Sarnia from Port Huron; of this, Detroit furnished 2,230 cars or 25 per cent. of the whole number crossed for 151 days. This gives an average crossing of a fraction under 60 cars daily, of which Detroit loaded