

cars gives each car 95 days to make the round trip whatever that may mean; but suppose 2,500 of the cars are employed in the local trade, it would still give each car 45 days to make the round trip, or about eight trips in a year. I think that there is no road on this continent, that can show as small a capacity for doing business, with so great means at its disposal to do it, as the Grand Trunk Railway of Canada; and to allow the line to be entirely blocked up with 53 cars per day from the West shows it is full time that heaven, Micawber, the Legislature of Michigan, or the English stock holders took charge of it, or that the present management should radically change their present system of doing business, mingle more among their customers, to learn their wants, act more in harmony with the requirements of the best patrons of the road and the public at large, and cease to evade, resist and deny all demands for improvement and reform.

A few more words and I am done with Mr. Spicer and his lame excuses. I made no charge whatever as your Committee are well aware, about any officer connected with the Grand Trunk, being in anyway concerned in rings, this statement is entirely gratuitous on the part of Mr. Spicer. I simply stated that if the Grand Trunk owned all its cars instead of hiring them at one and one half cents per mile, it would be better for the owners of the road and the public, that if the cars run 100 miles per day, they would pay for themselves in two years. And that if a car lasted ten years the Company could have built and owned *five cars* for what in that time they would have paid for the mileage *on one*. And that if these figures were correct it was no wonder that the road was poor