

before they were furnished at Detroit, and many, very many of them, have been weeks on their way to point of shipment; and have not yet reached their destination when that destination is within 200 to 230 miles of the City of Detroit. And yet, Mr. Spicer makes solemn oath: "the company in Michigan does at all times carry all the freight from Detroit and other points in Michigan, as fast as it can possibly be received and taken forward East by the Grand Trunk Railway from Port Huron and Sarnia through Canada." Your honorable Committee have before you, abundant proofs of what "as fast as can possibly be received" means; it means 84 days to Guelph and two to three months to New England points.

Mr. Spicer speaks not only in eloquent, but in grand eloquent terms of the wonderful things the Grand Trunk Railway has done for Michigan and the West. Why gentlemen, if I owned a railroad 1,300 miles long with 2,000 employees, 400 locomotives and 5,000 cars, I should either take more than 53 cars, (530 tons) daily out of the thousands of tons offered at the West for transportation, or cease boasting under oath that this great road and its great equipment depended on the West for business to keep it moving, when dispirited and ignored Detroit could have furnished the road more business this winter than its own figures just quoted prove the road, and its managers have the capacity to do. Gentlemen, only think of a road with 2,000 employees depending on 53 cars of western freight per day, to keep it running to its full capacity, and the full capacity so small that freight is months in reaching its destination. A capacity of 53 cars per day with 5,000