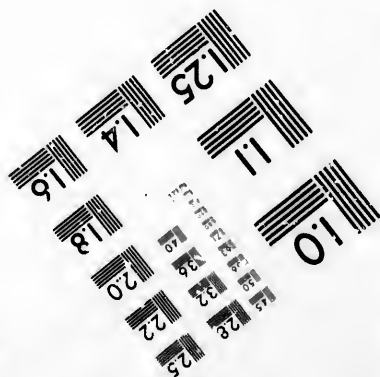
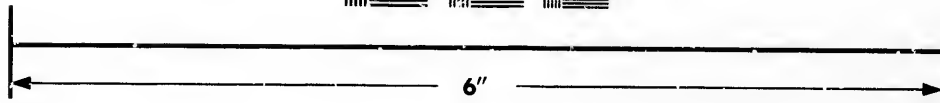
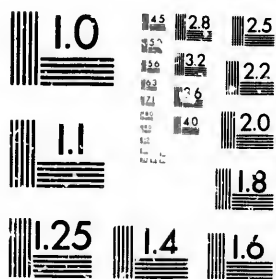


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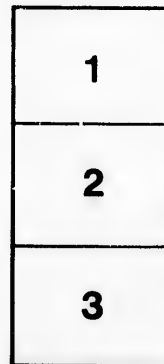
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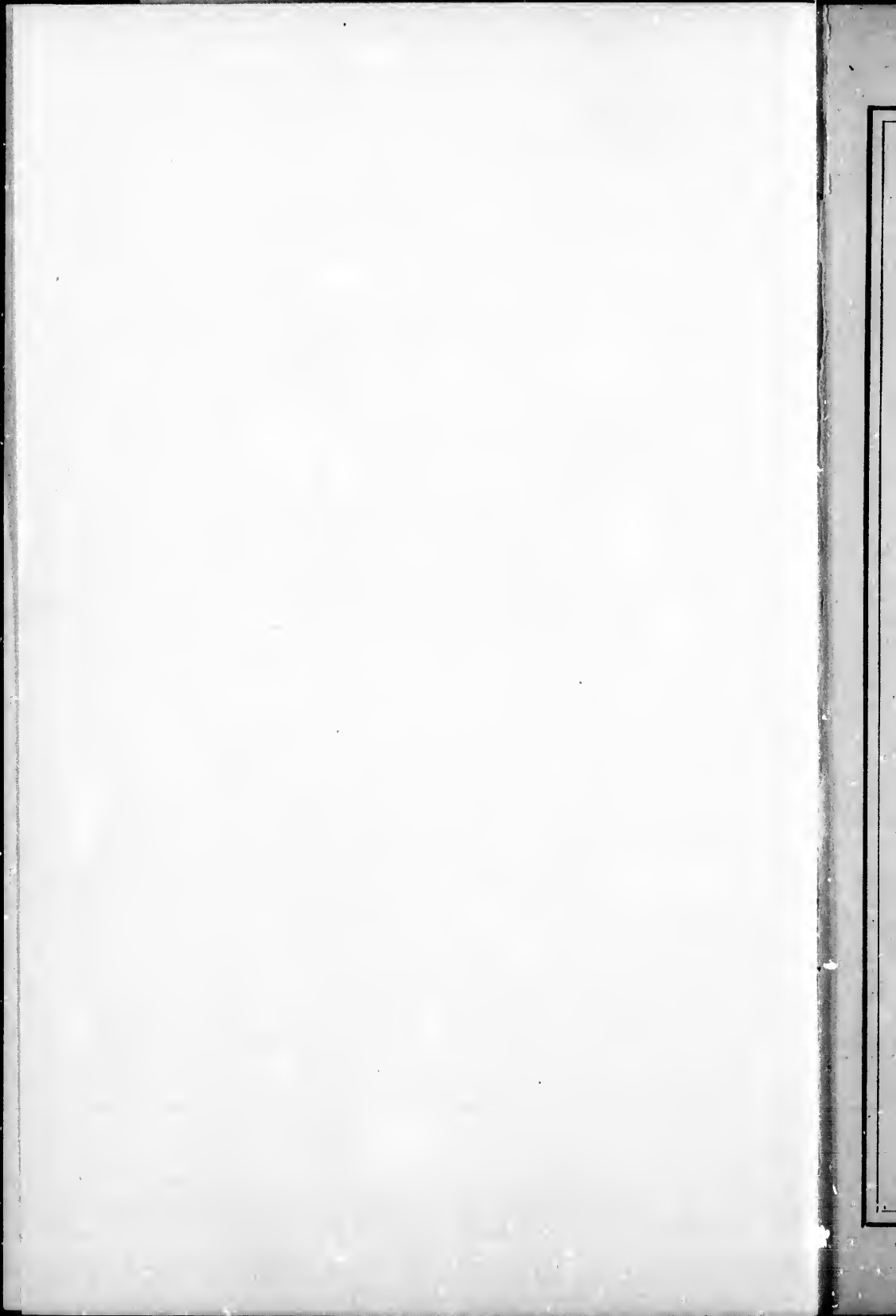
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THE  
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VS.

THE GRAND TRUNK RAILWAY.

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MEMORIAL

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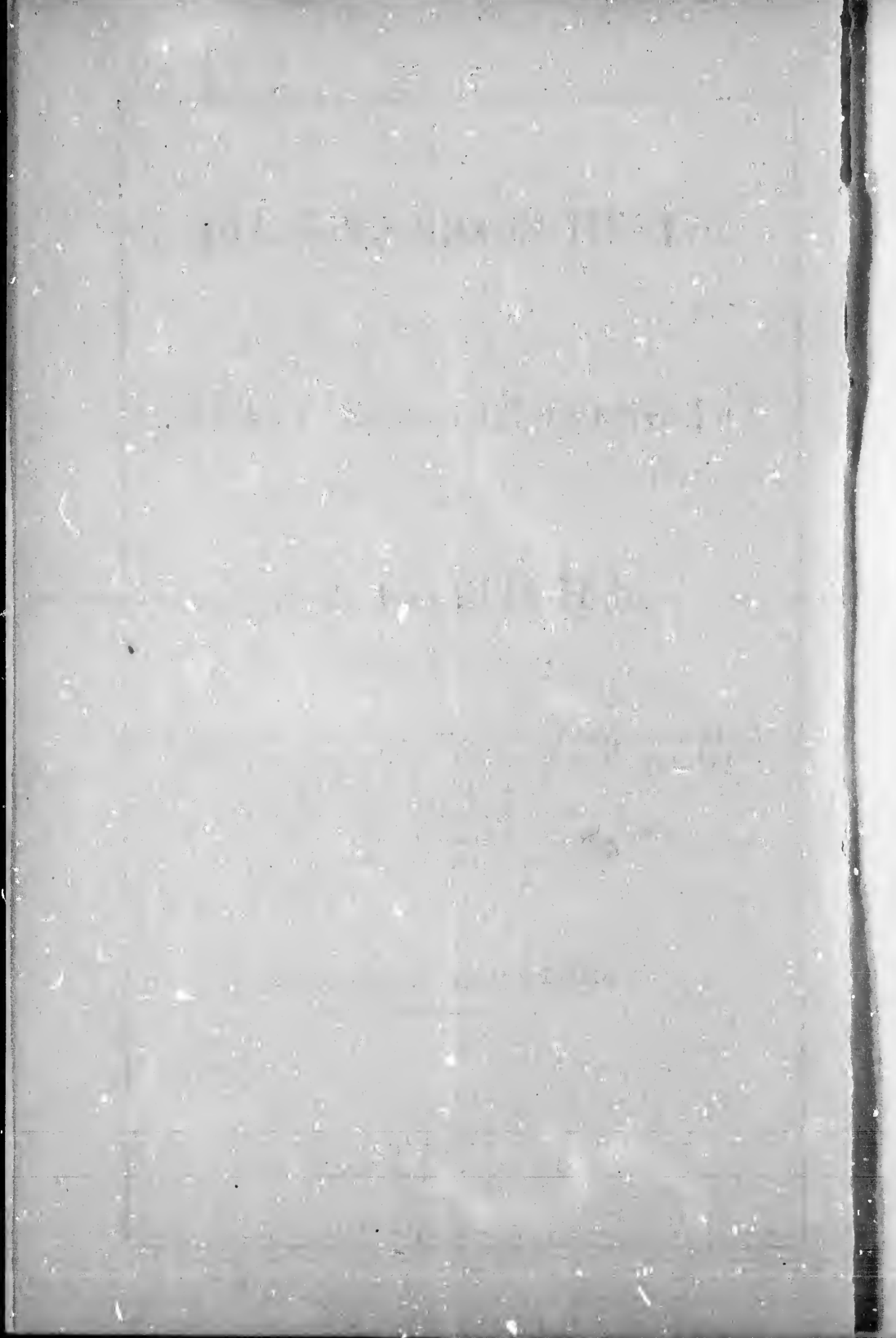
COMMITTEE OF THE DETROIT BOARD OF TRADE TO  
THE SPECIAL COMMITTEE OF THE LEGISLATURE  
OF MICHIGAN, APPOINTED TO INVESTIGATE  
CHARGES MADE AGAINST THE GRAND  
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SUBMITTED MARCH 3, 1873.



DETROIT:  
TRIBUNE BOOK AND JOB OFFICE.  
1873.



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# MEMORIAL.

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*Mr. Chairman and Gentlemen of the Legislative Committee :*

With your kind permission, I will now sum up the evidence that has been adduced before you, and also reply on the part of the Detroit Board of Trade to Mr. Spicer's attempted justification of the Grand Trunk Railway.

I will, at the outset, state that Mr. Spicer's endeavor to show that this investigation has been instigated by a few members of the Detroit Board of Trade, more particularly myself, Mr. H. P. Bridge, and the Messrs. Botsford, out of personal feelings and motives, has turned out a painful failure. His other statement, that "a large number of the most upright, respectable and wealthy members of the Board, disapproved of, and were decidedly opposed to this investigation, and were perfectly satisfied with the Grand Trunk management, and had voluntarily offered to come forward and bear testimony to the efficiency of the road and its managers, has not been sustained or supported by one single gentleman of the Board except Mr. William Livingstone, who, under oath on his cross examination, swore that he *had no experience whatever* touching the matter *being investigated*. Consequently his evidence goes for nothing either way.

The Committee must have noted with pleasure, the

entire absence of ill-feeling, rancor or personal motives on the part of the Board and its managers in this case. On the contrary, every member of your Honorable Committee must bear witness to the unvarying courtsey, accommodating spirit and personal good will towards the Grand Trunk and its managers, exhibited by every member of the Board of Trade interested in this investigation, completely disproving Mr. Spicer's assertions to the contrary, and destroying the chances of those he represents to excite public sympathy by raising the cry of unjust, uncalled for, and malignant persecution on account of personal motives.

Mr. Spicer was not so forbearing himself, when he characterised the conduct of the gentlemen who have caused this investigation "as not only uncalled and improper, but unwarrantably impertinent."

Gentlemen of the Committee, we shall not indulge in this style of argument or language. The case we have presented, and proved before you, is too strong and just to need the use of such strong sentences. We have depended on the merits of our own case, and on them alone for justification of our proceedings and with what success, we leave the Committee to judge.

Mr. Spicer's short sentence which I have just repeated, is the key-note to the feelings the Grand Trunk managers feel towards all those who do not deem their management immaculate and infallible. After Mr. Bridge, myself, the Messrs. Botsford, and in fact every witness produced have shown *delays of not days, not weeks, but months*, of our property, intrusted by us to the care of the Grand Trunk for transportation, your Committee, after having such evidence in limitless abundance placed

before you, must have been astounded at the *sublime audacity*, or *simple modesty*, of the managers of this road, in deeming the men "*impertinent, decidedly impertinent!*" who simply ask that such monstrous wrongs be righted, and venture in a proper way to have this outrageous treatment of the patrons of the road discontinued.

We have placed evidence in your hands which proves that corn ordered shipped at Detroit for Guelph, Ontario, on the *6th of December, 1872*, had not reached its destination up to the present time, being 84 days delayed, when the distance is only about 180 or 190 miles. This corn was loaded on the 19th December, and has up to this time remained in the possession of the Grand Trunk Railway, and entirely under its control. And I am one of the men branded as "*decidedly impertinent*" by the Grand Trunk managers because I complain of such unreasonable, unjustifiable, and unnecessary delay of my property on their line.

Mr. Spicer declares under oath that the complaints made before your honorable Committee are few and isolated, and made by only a few discontented men; you have found them universal, not isolated; and although we asked Mr. Spicer for the names of the "highly respectable first-class gentlemen of the Board who disapproved of its proceedings" he did not furnish *one single name*. We offered to summon, for the defense, every gentleman he desired, in order that your Committee might have the benefit of their experience, and the Grand Trunk managers the benefit of their testimony. He did not summon *one single man*. The defense is so utterly indefensible, that no one could be found who could overturn the evidence we have produced, without a serious

departure from the truth. Our case therefor stands impregnable, and Mr. Spicer has most signally failed to prove that this investigation is the result of personal animosity, or that the complaints are few and isolated, or that he had one single witness to sustain the managers of his road in the matter of controversy between it and the Board of Trade.

Mr. Spicer, on being asked by, I think, Mr. Burns, if he would state what really was the cause of so much delay, he answered: "I believe, God Almighty—and I make this statement with all due reverence." Now, gentlemen of the Committee, if heaven has undertaken the management of the Grand Trunk Railway, I for one, think the business is not being carried on with that promptness, decision, energy and correctness that so conspicuously stamp all its doings. I think that the business of the road, as managed, shows more human folly and want of capacity than divine wisdom. I will, however, admit, that heaven does sometimes create a man, so lacking in energy, common sense, and capacity, that he cannot run a car of corn in *eighty-four days* from Detroit to Guelph, a distance much under 200 miles, and that when the Grand Trunk Company intrusts its business to the care of such a man, it assumes the responsibility, and exonerates heaven from all blame. Divine wisdom made the man—human folly placed him in a position he was incapable of filling.

Another consideration inclines me to think that the management is still a human institution. After the managers found that snow had blocked the eastern portion of their line, why did they continue to send forward their cars to a point beyond which they could not proceed, and

keep on doing so until they had few or no cars to work that portion of the road that was open and free from obstruction, and have thus placed vast sums of money in the treasury of the Company, which has been lost to it by the mode of management adopted. Private and personal humanity would have followed the latter course; corporate humanity is differently constituted, and frequently mistakes unreasonable obstinacy in a wrong course for enlightened firmness in a right one.

Mr. Spicer spoke slightly about the smallness of the business furnished by Michigan to his road, and showed that the freight to keep 400 locomotives, 5,000 cars and 2,000 employees must be looked for away west, and south of Michigan and Detroit, and in a mocking, sneering way, and with a twinkle of proud triumph in his eye asked if all this array of men and material was to stand idle, waiting like "Mr. Micawber for something to turn up" at Detroit, Mount Clemens or elsewhere, classing the business of Detroit with that of a small country town.

Mr. Spicer made no more fatal mistake in the course of his special pleading, than in contrasting his road, acting, as did our most excellent friend Micawber under certain circumstances, something did "turn up," for the Grand Trunk, and that "something," was more freight offered it at Detroit than it could move with its 2,000 employees, 5,000 cars and 400 locomotives. It did not take advantage of this glorious golden harvest, to pour it into its treasury. Micawber would have done so, for he was a wise man; and this makes the exact difference between him and the managers of the Grand Trunk Railway. He would, and they would not, take advantage of what turned up, therefore Micawber was the better man.

This sneering allusion has been in another respect fatal to Mr. Spicer's reputation as a well informed man, as to the statistics of his own line. The figures furnished by the Grand Trunk officials prove completely, and without a chance of contradiction, what we have so stoutly maintained and what the managers of the road have as stoutly denied—the vast importance of the Michigan business and its great extent and volume.

The figures furnished from Sarnia from the agent of the road at that point triumphantly proves our every statement on this head, and as clearly and triumphantly disproves every statement Mr. Spicer made to the contrary, and proves farther, that Michigan and Detroit alone could have furnished a greater number of cars of freight than have been ferried across the river from Port Huron to Port Sarnia from the first day of December, 1872, to the 27th day of February, 1873. I see looks of wonder, and incredulity on the faces of many members of the Committee. I will prove what I have stated from the figures just placed in your hands by Mr. Campbell of the Grand Trunk Railway, acting here for the Company, of course I have only had but a few minutes to look at them; but this few minutes' examination of these figures has astonished me. Mark I pray you with attention what they disclose.

From Dec. 1, 1872, to Feb. 27, 1873, a period of 89 days, the number of cars crossed from Port Huron to Sarnia, were 4,750, of this number Detroit furnished 1,055. The average number crossed daily was 53 33-89 cars in all. The Detroit portion was a fraction under 12 cars, or as near as can be, 22 per cent. of the whole number; many of these cars were ordered for weeks

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



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

and the owners of the cars were rich and made money fast. I am not aware that the road has complied with your request for a list of the stockholders in the car companies operating on the Grand Trunk Railway, or how many miles they run and how much they were paid in 1872. This information if furnished would throw all necessary light on the car question.

Mr. Spicer states that when Mr. Potter was here from London and visited the Board of Trade and asked what grievances the members had to complain of, no one replied and Mr. Potter and the Company took it for granted there was none to make. I was asked by some of the members to appear before Mr. Potter, but I refused for the reason that Mr. Potter had taken no notice of a communication sent from the Board to London, a few months before his visit here. I had too much respect for myself and the Detroit Board of Trade to put myself voluntarily in communication with one who had insulted a body of men as respectable and influential as the gentlemen composing the Board, (by not answering their communication,) my tastes do not run in that direction.

The conduct of the English managers of the Great Western Railway of Canada was in decided contrast with the course pursued by the London officials of the Grand Trunk. Mr. Spicer rather intimates that I was rude to Sir Thomas Dakin. Nothing can be further from the fact. Sir Thomas' visit to the Board and that of his friends was one of the most enjoyable meetings ever held by the Board, and will always be remembered with feelings of pleasure by every one present, laying our grievances against the Great Western Railway before Sir Thomas in a plain business like manner, was not deemed an imper-

tinance, but a friendly act and accepted as such and I am sure Sir Thomas and his friends look back with only feelings of pleasure to those hours spent with the Detroit Board of Trade.

I will now review the evidence offered by the Grand Trunk to justify its conduct and overturn the testimony presented by the Board of Trade.

Mr. Livingstone the first witness, swore he knew *nothing about* the question at issue, hence as before stated his evidence was worthless for the Grand Trunk.

Daniel Ryan had been in business 13 years, last year had shipped only two full car loads, one of pork and one of whisky, to Port Huron, my other shipments were five and ten barrel lots, never remember to have shipped many full cars, in 13 years. *Know nothing* about the question at issue.

Peregrene M. Edson. Lives at Fort Gratiot. Have been in business 10 years. Never shipped a car load of anything at once during that time. *Know nothing* about the question at issue.

Thomas Conway. Am a manufacturer at Ridgeway. Ship 100 to 300 cars per year to Detroit, Chicago, Buffalo and New York. Get plenty of cars. Do no business at local stations in Canada or New England. *Know nothing* about the question at issue.

Hiram Hazelton. Reside at Baltimore Station. Ship 1 to 3 cars per day. Get plenty of cars.

Cross-examined by Mr. Stewart. I pay \$300 to \$500 per month freight, average shipment 2 cars per day, all to Detroit. Mr. Stewart: You must get very low freights to get 2 cars per day for \$300 to \$500 per month. Have

you not made the number of cars too high. Ans.: I guess I have got things a little mixed. *Know nothing* about the question at issue.

M. D. Frink. Live at Smith's Creek. Have shipped 300 cars of staves within three years. Have had no trouble in getting cars. *Know nothing* about the question at issue.

These gentlemen are all the witnesses outside of the officers of the Road that have been brought forward to disprove the charges preferred by the Board of Trade against the road. You will please note that every one of these witnesses swear that they *know nothing* about the question at issue. Such absurd and farcical specimens of rebutting testimony was never offered before any tribunal. The failure is so plain and complete I will say no more about it. Mr. Spicer has had every opportunity to furnish all the testimony he desired and the result is before you. Not one of the rich, highly respectable, prominent members have come forward to help the Road as Mr. Spicer states they offered to do, and he did not dare to summon them; if he had their evidence would have been on a par with them imported from Fort Gratiot, Port Huron, Smith's Creek, and Ridgeway; all would have sworn that they knew nothing about the question at issue. We have proved every charge we made. The road has found each charge supported by incontestible evidence. We have presented for your consideration, an array of facts that cannot be assailed or overturned. We have shown you that the growth of Detroit has been kept back and the development of the State retarded by the neglect of the Grand Trunk and other roads to do the business of both promptly. We have shown you that business

of great volume and importance has been lost to the city on account of the delays we complain of. We have shown you by the figures that Detroit and the State of Michigan have been belittled and sneered at by the Grand Trunk Railway managers. We have shown you that they acted towards us in the spirit of Judge Taney in the Dred Scott case. He declared, that "negroes had no rights white men were bound to respect." The Grand Trunk road acts as if Detroit and Michigan "had no rights," its managers "were bound to respect." We hope to teach them a sounder doctrine.

I am glad Senator Richardson and Representative Burns are on this Committee. They are large merchants, and can understand our case. Suppose either of you had customers 180 to 190 miles from Detroit, and that you shipped them goods that did not arrive for many weeks after they had left your hands and been receipted for by one of our railroad companies, do you think you could retain their custom? You know you could not, and that is just the position of the complainants in this case. Mr. Dickinson swears he has lost the orders for forty cars of grain this winter for want of cars, and that the orders for these forty cars would have been followed by other orders, so that the first loss in business involved the loss of succeeding business that he would have secured.

Mr. Wendell swears his firm has lost business to the extent of 250 cars per month.

Mr. Bridge swears that in the winter of 1871-1872 he had to forego one order of 40,000 bushels of grain for want of cars, and that he lost much other business besides.

Mr. Anderson swears to a nearly total destruction of his business for want of cars.

Mr. Alexander Lewis swears to refusing many orders for the same reasons.

The losses of the firm I represent have been heavy for the same reason. The business of J. L. Hurd & Co. would have been at least six times as large over the Grand Trunk if they could have got the cars. Out of one sale of 40,000 bushels corn, ordered by the purchasers to be shipped on the Grand Trunk, only 800 bushels were shipped on that line; 39,200 bushels had finally to go over the Great Western of Canada, the managers of which line are now waking up to the fact that Detroit is of some importance as a freight point, and they are making the most gigantic efforts to accommodate the trade. They at least do not ignore our right to be served.

J. L. Hurd & Co. have also had to ship, and are shipping, 60,000 bushels more corn that was all ordered by the Grand Trunk Railway, but for which no cars could be furnished. This large amount goes over the Great Western Railway, by consent of the purchasers, who see no hope of getting their business done over the Grand Trunk, although they so much desire to do it over that line.

I will not weary you with any farther illustrations of the sad incapacity of the Grand Trunk to meet the demands upon it for cars. I have stated enough; I have offered the attorney of the road here present any amount of further testimony of a similar character, but he is satisfied that enough has been adduced to make out our case.

I will now turn to the effort shown to establish the fact that the road in Michigan is no part of the Grand

Trunk, consequently the Grand Trunk was under no obligation to do any Michigan business unless it suited its own convenience to do so. I tell the managers of the Grand Trunk Railway that Michigan will tolerate no such pettifogging. The portion of the line in Michigan is the key to the position of its western trade. Let it once be known that the policy and purpose of the Grand Trunk Company is to ignore Detroit and the State of Michigan, and it would arouse a feeling of such determined hostility against them in the breast of every man in the State as would not be profitable for the road and its business.

This road has received valuable franchises from the people of this State its property has been freed from the same taxation as our own roads it has the protection of our laws, it has more of our business offered to it than it can do, it has the good will and good wishes of us all for its well being, but let it adopt or even hint farther in that direction, and at once its best friends becomes its most bitter enemies. We are glad to perceive to-day that the monstrous idea of yesterday is kept in the back ground let it remain there forever. We seek peace, friendship, harmony with the road and its managers, but let them war against the interests of Michigan a little longer, or deny their responsibility to her people and her laws, and they will soon find to their sorrow that there is one State in the Union, that is not afraid of a road 1,300 miles long or its managers either.

In conclusion gentlemen of the Committee we leave this matter to you and the wisdom of our representa-

tives at Lansing. We ask you for no law to embarrass the working of the Grand Trunk line within the borders of Michigan. We seek no law that will compel them to carry our produce at a loss to the owners of the road. Our Board of Trade have ever considered the laborer worthy of his hire, and have always deemed it just that rates should be remunerative to the owners of these great lines of communication, that they deserve a fair percentage on their outlay, and enough besides to keep up their roads to the highest attainable point of efficiency both on account of public convenience and public safety, but still moderate enough not to cripple or interfere with development and production. I think a law compelling all roads within the State to take all freights offered in reasonable quantities within five days after it is offered for shipment, from the point of shipment and then promptly to its destination sufficient to meet our case I would deem anything up to 20 cars a reasonable quantity, but would except all interference of Providence such as floods, fires, burning of bridges, ferry boats or stations, in one word we ask for reasonable legislation, such as is fair towards the roads and the people. But the roads must feel and acknowledge that the people are the masters of the situation, and that roads chartered for the benefit of the State and its development must at all times and under all circumstances serve our people first, then if the Grand Trunk or any other road holding its franchises from the State find they have spare cars and engines to serve the people of the States beyond our own borders we say go and do it, but not gentlemen until all our reasonable wants are supplied. I believe I speak the unanimous sentiment of the Detroit Board of Trade in respects to these matters.



Gentlemen of the Committee, for myself and the Board of Trade whom I represent on this most important occasion, I thank you with all sincerity for your patience and courtesy in giving so close attention to my statement of the case. I have had to speak on the spur of the moment, without the slightest preparation so as to get the case finished and allow you to proceed at once to your duties at Lansing. Once more gentlemen, I thank you in the name of the Board of Trade of the City of Detroit for your kind bearing toward it, in the case now brought to a close.

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## APPENDIX.

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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

15 of this average, 25 per cent. I will now condense the figures and show the yearly winter crossing at a glance:

1869—1870	151	Days, Crossed	6,142,	Detroit had	2,442
1870—1871	151	"	"	8,662,	" " 1,935
1871—1872	151	"	"	9,035,	" " 2,230
1872—1873	89	"	"	4,750,	" " 1,055

#### DAILY AVERAGE.

1869—1870	40	Cars,	Detroit	16	or 40	per cent.
1870—1871	57	"	"	12½	or 22	" "
1871—1872	60	"	"	15	or 25	" "
1872—1873	53	33-89	Cars	"	12	or 22 " "

It will be seen that the facilities furnished Detroit has decreased since 1869—1870, and as compared with that period, 18 per cent. in 1870, 1871, 15 per cent. in 1871, 1872, 18 per cent. in 1872, 1873.

In the meantime, the number of miles of railroad within the borders of Michigan has more than doubled, the business has also more than doubled, so that if facilities had continued to be furnished by the Grand Trunk Railway to Detroit and Michigan shippers on the basis of those furnished in 1869, 1871, we should have required 80 per cent the present year of all the cars crossed at Sarnia. But as the Eel River Railroad has opened up an immense commerce with this point, I am safe on stating that Detroit *would* and *did* require more cars to do its business promptly, than has been crossed at Sarnia during the present winter.

Mr. Spicer has been most unfortunate in furnishing the Committee with figures, that so overwhelmingly proves the correctness of our case. As one of Shakespear's characters once exclaimed: "I thank thee Jew, for that." If Mr. Spicer has finished his study of Micawber he will find this quotation in the great Drama-

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 12½ 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-

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.*

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