

ber, is the cause of the accumulation at Portland, when in your letter you write that a week before our interview on the 3rd, you had "stopped the shipment of further freight from Chicago, and that all that would come forward after that would be the completion of the lots that had been contracted for;" and in your telegram of the 9th, from Ottawa, you say "that you had told Mr. Stevenson to stop taking freight from points in " 'Canada.' "

These facts, also incontrovertible, clearly establish in our opinion, that you were not "entirely justified in directing your lawyer to put into the protest, the statement that no agreement was made with you as to the quantity of freight that should be forwarded weekly to Portland; and that you did not know definitely yet (your letter bears date of 22nd December) what the final decision of our Company is as to the amount."

We may here state that bills of lading have this day reached us from your Freight Manager's Office, representing 182 car loads, or 1,820 tons, of through freight for Liverpool, of which 128 car loads are from the Western States, 49 car loads from points in Ontario, and 5 car loads from stations East of this city. From the fact that some of these bills bear date as late as the 17th, 19th, and even the 24th inst., it is quite apparent that your instructions in the matter of stopping shipments, to which allusion is made above, have been overlooked by more than one of your employees.

While Western shippers are afforded these continued facilities, the trade of this city during the entire month of December has been precluded from obtaining conveyance for property other than that contracted for prior to the 1st inst.; and we, ourselves, are actually refused a car to enable us to send to Portland about five tons measurement of goods, which we are anxious to ship by our own steamships to Liverpool.

With regard to your statement that we have gone very far indeed behind even our own idea of 150 cars a week from Portland, we would draw your attention to the fact that we never spoke of carrying 150 car loads each week, but an average of 150 car loads weekly—a very different matter; and that, with the takings of the *Polynesian* this week, this average will probably be reached,—and this without allowance for the unexpected delay of the *Nova Scotian* in the hands of her contractors, having at the last moment necessitated the sending out of the *North American*, our smallest carrier; or for the prospective takings of the two steamships we are in the custom of bringing out from the Clyde in the latter part of January in each season, and which on their return voyages are despatched to Liverpool.

As, however, the shipments of Western Canada and Western States cargo by these steamers, largely exceeded the weekly tonnage of 80 car loads at disposal of your Company, we also fail to comprehend how, under these circumstances, your position with Western shippers could be