

also, in regard to forwarding freight from places West of Montreal, by your steamers, during the season of navigation of the St. Lawrence.

Your Mr. Allan told me that he had discussed the whole matter with his brother—that they were, after that discussion, most desirous of making the arrangements which we talked about, and that they had cabled strongly to their friends on the other side to send out the ships necessary to supply the wants of the trade that was offering. It is therefore simply wrong in every sense to say that on the 3rd and 7th of November, an agreement was made, when in the first week in December I, myself, was discussing with the members of your firm the question of how much accommodation you would provide at Portland. I was, therefore, entirely justified in directing my lawyer to put into the protest the statement which he did, that no agreement was made with you as to the quantity of freight that should be forwarded weekly to Portland. and I don't know definitely yet what the final decision of your Company is as to the amount.

I must, however, remind you that so far, at any rate, you have gone very far indeed behind even your own idea of 150 cars a week from Portland. With the steamer that sailed on Saturday, four vessels have now left Portland for Liverpool, and the aggregate quantity of freight that they will have carried away, will not exceed, if it reaches 400 car loads, or an average of rather less than 100 per week.

According, therefore, to your own statement, you have fallen behind, in the four weeks, 200 car loads, or 2,000 tons of the quantity which early in November you talked about taking away. And I find that this winter, I must also remind you, that you are sending to Portland, knowing the quantity of freight that is there waiting for your ships to take away, the smallest, instead of the largest, of the vessels of your fleet. You have vessels which are capable of carrying 200 car loads and upwards of freight, and yet, knowing the quantity that was lying at Portland for you to transport, you send out a mail steamer whose capacity, I think I am right in saying, does not exceed sixty-five cars. You have, further, sent to Portland to bring the mails this way, one vessel, the *Hibernian*, which is able to carry 200 cars of freight; but instead of loading her at Portland, you send her off to another port, and in place of her, put on the *Scandinavian*, which carries about 125 cars only.

I think I am justified in saying, that there must be some reason other than the mere question of freight accommodation, which causes your people to adopt a course so extraordinary under the circumstances. The incapacity of the steamers you are sending out is, of course, one reason why freight is so rapidly accumulating, and when I stated, in the protest which I caused to be served upon you, that the accumulations were now no greater than they have been in past years, I was stating that which was a matter of fact.