

earnings of our steamers from Baltimore on Chicago through goods, are more than double the earnings of our steamers from Portland on the same traffic.

You further state that you are now carrying freight from Liverpool for Chicago, over your line between Detroit and Buffalo, in connection with steamers from New York, on through bills of lading, on terms similar to those at which you have been carrying freight *via* Portland, and that the steamers from New York are well satisfied with the arrangement, and readily carry off all you take there. As your information in regard to traffic *via* Baltimore has been proved erroneous, and as we are aware that the current rates from New York on business of this description is 55s. to the ocean carrier, we may possibly be pardoned if, before accepting your last statement as correct, we ask you to furnish particulars of the shipments to which you allude, and to name the through rates, as well as the divisions between rail and steamer, and the particular steamers which take the property from New York.

We are pleased to note from the paragraph in your letter which next comes under review, that ample cargo could have been obtained in Canada to load our steamers, as this admission establishes the point, for which we have contended, that there was no necessity, and consequently no excuse, for your Company entering into competition with the New York rail and steamship lines in the Chicago market, to the detriment of the interests which we represent, and to the neglect and injury of the trade of the Dominion.

In the matter of "stiffening," it appears to us that you are venturing beyond your province when you either undertake to instruct us as to the proper manner of loading steamers, or to question our right to furnish our own steamships with such quantities, and such particular descriptions of cargo, as, in our opinion, is best suited to their requirements.

Touching this matter of "stiffening," however, we are free to admit, and we never questioned the point, that, as a rule, the steamers from New York require less dead weight than do our steamships from Portland; but this is simply because with them, cotton, or other descriptions of light property, is nearly always available for 'twixt deck cargo,—and consequently less weight is needed either for stiffening or trimming purposes. But we must again be pardoned, if we venture to dispute that steamers are sent to sea entirely laden with box meats, and if, under this conviction, we take the liberty to challenge the experienced Captain in the Cunard service to name the particular steamer, and her date of sailing, which crossed the Atlantic, under his command, laden as described by you.

No one can regret more than do we, the present unfortunate position of affairs between our Companies,—brought about, as we think we have proven, through no fault of ours; and you are not more desirous than we are, of entering into arrangements for the future, which under proper