

I think it only necessary to say further upon this subject, that your statement in the letters to which I am now replying, that we have unloaded cars at points short of Portland, with freight for your steamers, is simply not correct.

If, during the last three or four years, there has once or twice been a deficiency of cargo for a particular steamer, it has arisen from your, as at present, forcing me to stop receiving freight for you, and then suddenly putting extra vessels into Portland without notice to us, when, of course, there was not time to get cargo for them from the West.

You must permit me also to say in regard to the next point mentioned in your letter, that I am only using your own language when I say that your proposition in regard to our paying the cost of running your steamers, is "simply ridiculous." We certainly are not prepared to undertake your business as steamship owners, and we might, with just as much reason, ask you to pay us the expense of carrying freight to Portland for your vessels, as you to ask us to pay the expense of your ships in carrying freight from Portland to Liverpool. We have no knowledge, or means of knowing, what the proper charges should be on a steamship, and therefore we should be acting entirely in the dark in the very unheard of arrangement that you suggest. I never before heard of either Railway Companies or Steamship Companies proposing in matters of through arrangements, that one party, or the other, should agree to pay all the costs of the connecting line, in forwarding freight which was brought to them without expense, by the other parties to the alliance. In regard to what you say in reference to want of outward cargo, as being the reason why you cannot send ships to Portland, I can only say that, having spent nearly a week lately in New York, I made it my business to go to the different Steamship offices, and ascertain what they were doing under similar circumstances. I found everywhere the universal statement, that whilst there were very large quantities of freight forwarded from this side, there was comparatively nothing coming from England, and that as a consequence steamers came out with almost no cargo from Liverpool, or Glasgow, to New York; but carrying from New York full cargoes to Liverpool or Glasgow. Every other Steamship Company, therefore, is placed in precisely the same condition that you are, and yet they find it to their interest to send their ships across the Atlantic light one way, rather than let them remain idle.

In regard to the question of rates, I have simply to say, that Mr. Allan, in the interview in the early part of this month, to which I have referred, stated that he had no complaint to make, whatever, in regard to the rates at which property was being carried on a through bill of lading. I have only further to add, with reference to that matter, that the proportions