

THOMAS LORING,  
EDITOR AND PROPRIETOR.  
THE COMMERCIAL  
Published every Tuesday, Thursday, and Saturday  
at \$5 per annum, payable, in all cases, in advance,  
BY THOMAS LORING,  
Corner of Front and Market Streets,  
WILMINGTON, N. C.

RATES OF ADVERTISING.  
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1 do. 2 do. 75 cts. 1 do. 3 do. 5 00  
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Twelve lines or less make a square. If an advertisement exceeds twelve lines, the price will be in proportion.  
All advertisements are payable at the time of their insertion.  
Contracts with yearly advertisers, will be made on the most liberal terms.

NAUTILUS  
MUTUAL LIFE INSURANCE COMPANY  
OF NEW-YORK.  
Will take Risk on the Lives of Slaves.  
W. C. LORD, Agent.  
March, 16 1837.

NEW YORK LIFE INSURANCE  
AND  
TRUST COMPANY.  
W. C. LORD, Agent.  
March 16, 1847.

GROCERIES, DRY GOODS, AND  
HARDWARE,  
WHOLESALE AND RETAIL, BY  
C. W. BRADLEY.  
April 1.

MYERS & BARNUM,  
MANUFACTURERS AND DEALERS IN  
HATS, CAPS, UMBRELLAS,  
AND WALKING-CANES,  
WHOLESALE AND RETAIL,  
MARKET STREET, WILMINGTON, N. C.  
C. MYERS. J. M. BARNUM.  
Oct. 6, 1846.

RICHARD MORRIS,  
NOTARY PUBLIC,  
WILMINGTON, N. C.  
Jan. 13.

H. S. KELLY,  
MERCHANT TAILOR,  
MARKET STREET,  
WILMINGTON, N. C.  
March 17.

JOHN HALL,  
(LATE OF WILMINGTON, NORTH CAROLINA)  
COMMISSION MERCHANT,  
AND AGENT  
FOR THE SALE OF NORTH CAROLINA NAVAL STORES,  
33 GRAVIER STREET,  
New Orleans.  
January 4, 1847.

ALEXANDER HERRON, Jr.,  
GENERAL  
COMMISSION MERCHANT,  
Wilmington, (N. C.) Packet Office,  
NO. 35 1/2 NORTH WHARVES,  
PHILADELPHIA.  
C. D. ELLIS, Esq., } Wilmington, N. C.  
E. J. LUTTERLOTT, Esq., }  
Aug. 11.

DEROSSET, BROWN & Co.,  
GENERAL COMMISSION MERCHANTS,  
WILMINGTON, N. C.

BROWN, DEROSSET & Co.,  
GENERAL COMMISSION MERCHANTS,  
159 FRONT ST. NEW YORK.

A. MARTIN,  
GENERAL AGENT  
AND  
Commission Merchant,  
North Water, 2 doors above Princess Street,  
(Marphy's Building)  
WILMINGTON, N. C.  
Oct. 3.

J. & W. L. MCGARY  
FORWARDING AND COMMISSION  
MERCHANTS,  
AGENTS OF THE MERCHANTS' STEAM BOAT CO.  
WILMINGTON, N. C.

ROWLEY, ASHBURNER & CO.  
General Commission Merchants,  
NO. 5 & 6, SOUTH WHARVES,  
PHILADELPHIA.  
We are prepared to make liberal advances on ship  
ments of Naval Stores, &c., consigned to us for sale.  
Refer to  
SAMPSON POTTER Esq., } Wilmington, N. C.  
JOHN GAMMELL, Esq., }  
January 18.

ELIJAH DICKINSON,  
COMMISSION MERCHANT,  
(Senior partner of the late firm of Dickinson & Morris),  
WILMINGTON, N. C.  
REFER TO  
Messrs. B. DeForest & Co., } New York.  
Nesmith & Walsh, }  
E. D. Peters & Co., } Boston.  
Means & Clark, }  
Walters & Souder, } Philadelphia.  
A. Benson & Co., }  
Oct. 3, 1846.

GILLESPIE & ROBESON,  
AGENTS FOR THE SALE OF  
TIMBER, LUMBER, NAVAL STORES, &c.  
Will make liberal cash advances on all consignment  
of produce.  
March 17.

ROBT. G. RANKIN,  
Auctioneer and Commission Merchant,  
WILMINGTON, N. C.  
LIBERAL ADVANCES MADE ON SHIPMENTS TO HIS FRIENDS  
IN NEW YORK.  
March 17.

# THE COMMERCIAL.

PUBLISHED TRI-WEEKLY, BY THOMAS LORING.  
VOL. 2. WILMINGTON, THURSDAY MORNING, JUNE 24, 1847. NO. 43.

J. HATHAWAY & SON,  
COMMISSION MERCHANTS,  
3rd Door North Water Street,  
WILMINGTON, N. C.  
J. HATHAWAY.  
Oct. 27, 1846.

JOHN C. LATTA,  
COMMISSION MERCHANT,  
AND GENERAL AGENT,  
WILMINGTON, N. C.  
Oct. 10, 1846.

BARRY & BRYANT,  
COMMISSION MERCHANTS,  
WILMINGTON, N. C.  
March 16.

SANDFORD & SMITH,  
AUCTIONEERS & COMMISSION MERCHANTS,  
WILMINGTON, N. C.  
THOS. SANDFORD.  
Oct. 17, 1846.

HUGHES & MEAD,  
COMMISSION MERCHANTS  
AND GENERAL AGENTS  
For the sale of all kinds of Goods, Country Produce  
and Real Estate,  
RALEIGH, N. C.  
Business entrusted to them shall be promptly and  
faithfully attended to.  
June 19, 1847.

G. W. DAVIS,  
COMMISSION MERCHANT,  
WILMINGTON, N. C.  
March 17.

BLANKS  
PRINTED TO ORDER, AT THE  
COMMERCIAL OFFICE.

L. S. YORKE,  
GENERAL  
COMMISSION MERCHANT,  
NORTH CAROLINA PACKET OFFICE,  
43 1/2 NORTH WHARVES,  
PHILADELPHIA.  
June 9, 1846.

CHARLES D. ELLIS,  
COMMISSION MERCHANT,  
HAVING transferred the agency of the Cape Fear  
S. S. Mill, he is now prepared to transact any  
business committed to his trust. Office on W. C.  
Lord's wharf lately occupied by Russell & Gammell.  
May 13.

THOMAS SANDFORD,  
NOTARY PUBLIC,  
WILMINGTON, N. C.

NEFF & WARNER,  
WHOLESALE AND RETAIL DEALERS IN  
DRY GOODS, GROCERIES, SHIP CHAN-  
DLERY, SHIP STORES, &c.  
April 14.

R. H. STANTON & CO.,  
WHOLESALE AND RETAIL  
GROCCERS,  
AND DEALERS IN  
Dry Goods, Clothing, Hats, Caps,  
Boots, Shoes, Furniture, Hard-  
ware, Cutlery, Tin Ware,  
Crockery, &c. &c.  
WILMINGTON, N. C.  
R. H. STANTON. L. N. BARLOW.

CONSTANTLY ON HAND, a general assortment of  
CORDAGE AND PROVISIONS, Also, Foreign  
Fruit, Wines, Liquors, Teas, Porter, Ale, &c.  
47 SHIP STORES put up with despatch  
Oct. 31, 1846.

NOTICE.  
THE FIRM OF  
DEROSSET & BROWN—New York,  
AND  
BROWN & DEROSSET—Wilmington, N. C.,  
AND THAT OF  
JOHN GAMMELL—Wilmington, N. C.,  
Will be discontinued after this date; and the under-  
signed, will, in future, be associated for the transac-  
tion of

COMMISSION BUSINESS  
in New York, under the firm of  
BROWN, DEROSSET & Co.,  
And, in Wilmington, N. C., under the firm of  
DEROSSET, BROWN & Co.  
Dealers with the late firms, will oblige, by attending  
to the settlement of all accounts as speedily as possi-  
ble.  
JOHN POTTS BROWN,  
ARMAND J. DEROSSET, JR.,  
JOHN GAMMELL.  
April 15, 1847.

PIANO FORTES FOR SALE.  
ONE Elegant Piano Forte, in Rose-  
wood case, of L. GILBERT'S manufac-  
ture, Boston. Also, one second-hand  
Piano Forte, for sale by the Subscriber, at his Music  
Room, opposite the Chronicle Office.  
Piano Fortes tuned and repaired in a satisfactory  
manner.  
G. F. B. LEIGHTON.  
March 3.

BUTTER AND CHEESE.  
2000 LBS. very superior Coshen Butter.  
20 Casks very superior Cheese at  
NEFF & WARNER'S.  
April 15.

CHAIRS.  
A LARGE ASSORTMENT of best  
New York Manufactured Cane and  
Rush Bottom, Maple and Rosewood,  
Black Walnut, Grecian, with Cushions,  
Common Windsor, Office Chairs, Rush  
and Cane seat Sewing Chairs, with  
Rockers, Children's Chairs, &c. &c.  
A. MARTIN.  
For sale by  
May 18.

THE LANAUNTSHEE.  
Is it a ghost of olden time?—The Harp of Innisfail.  
In that land of Paddies and potatoes—of  
fun and fighting—there are (where are they  
not?) many a poor scholar, boys who beg  
for their learning and likewise their bread,  
and who are as great proficient in the mys-  
teries of Pastoral as they are in the beauties  
of Virgil. Poetry and prophecy are equal-  
ly familiar to them, and they can scan a line  
of Horace or tell you the precise year in  
which the Orangemen are to get a great big  
beating. Talk, indeed, about the ignorance  
of the Irish! they respect learning, though  
clad in rags, and the ancient fame of the king-  
dom is still sustained in sweet Monster; for  
the student is furnished not only with masters  
but with board and lodging—when he can  
get them—gratis. This hospitality—which  
once excited the eulogium of Bode—has  
produced its wonted effect; the land swarms  
with bare footed poets and breachless mathe-  
maticians, every hedge can boast its acade-  
my; every stream has been celebrated in  
madrigals and sonnets. The superabundance  
of students however, has recently produced  
great fastidiousness in patrons; and he must  
now excel as a tale teller who will be hon-  
ored with potatoes for supper, and nothing  
less than a new song in praise of the farmer's  
eldest daughter (unmarried) can secure the  
luxury of butter.

It happened not many years since, that one  
of those friendless aspirants for fame took up  
his abode in a sequestered part of the county  
of Tipperary; he was, he said in his *huma-  
nities*, a and whatever effect the study might  
have produced on his heart, his exterior bore  
evidence against the humanity of the times.  
The fragments of his coat, like the Hindoo  
lately exhibited, might be considered self-sus-  
tained in the air, and the extremities of his  
person was unconscious of any friendly cover-  
ing. Absorbed, however in his books, he  
appeared indifferent to the absence of essen-  
tial garments; and was still more unfortu-  
nate, he could neither write poetry nor tell a  
story. At first he met with a tolerable recep-  
tion, but his abstraction, and occasional fits  
of absence, soon filled his patrons with dis-  
appointment: when he called a second time,  
at the farmer's there was no straw in the barn  
or a poor traveller had anticipated him—  
Driven thus from house to house he was  
forced sometimes to sleep in the fields and  
sometimes in the caves of mountains.  
In winter this was impossible, and neces-  
sity soon sharpened his wits; he learned to  
relate wonderful legends of fairies and ghosts  
and seldom wanted lodging. One night, he  
encountered among the gullies, successive  
disappointments. No door opened to re-  
ceive him; no fire blazed to cheer him, echo  
among the hills threatened a speedy storm;  
and the winds whistled over the wilderness of  
night. He too, had mistaken his way, but the  
apprehension of still greater ills urged him  
forward. After two hours fatigue he  
espied a glimmering light at a distance, and  
hoping that it issued from some aperture in a  
mountain cabin he made for it. He was not  
mistaken, and cautiously approaching the  
one panel lattice he saw a young girl busily  
employed in baking bread on a griddle.—  
Her kitchen exhibited considerable tidiness;  
her dresser was white, and the pattern on it  
reflected the rush light that twinkled on a  
little table placed before the fire, and covered  
with a rustic feast—bacon and eggs ready for  
the pan, and a little cruiken of mountain  
dew. The mouth of the beighted scholar  
was instantly filled with that water which  
ever springs up at the sight of palatable  
viands, and without further ceremony he  
knocked at the door. At first there was a  
sound of a suppressed bustle within, and then  
all became silent as the tomb. He knocked  
again, and, after a pause, a female voice in-  
quired who claimed admittance. The poor  
student, at this interrogation, recounted the  
evils which beset him, and after some reluc-  
tance the door was opened, evidently with re-  
luctance; but no sooner was his miserable  
aspect revealed than the countenance of the  
mountain nymph underwent a considerable  
change. A look of seriousness first came,  
like a summer cloud athwart the mid day sun,  
across her face, and pity soon melted in her  
eye; she threw another bush on the hearth,  
thrust, with silent kindness, a piece of bread  
into the stranger's hand, and while he was  
partaking of this, she placed before him a  
glass full of poteen. Goodness became her  
bitter than blushes, and even ungallant as the  
poor scholar was he could not withhold a  
few compliments upon her beauty.  
When he had concluded his repast he in-  
quired whether he could not adjourn to the  
barn, but was answered in the negative; and  
with some hesitation, she allowed him to lie  
down in a bed which stood at the upper end  
of the kitchen. He was too much fatigued  
for gentle sleep to weigh his eye-lids down  
in a hurry, and before all around him had  
become oblivious, he heard a shrill whistle.  
In a moment the colleen (young girl) started  
from her seat, rubbed down her apron, ad-  
justed her hair, and cautiously opened the  
door. A quick step was instantly felt on  
the floor, and then that gently thrilling noise  
which indicated the contact of innocent but  
ardent lips, whilst the lovers, like fear, seemed  
to stifle at the sound themselves had made.

'Pardon, Norah,' said the lover, 'I should  
have been here sooner: 'Hush,' said she, 'a  
poor scholar is in my father's bed.'  
This intelligence seemed to damp the  
young man's ardor, but the poor scholar  
not wishing to disturb their moments of bliss, af-  
fected sleep so cleverly that they appeared  
quickly to forget his presence. The hot cake  
was placed on the table; the bacon and eggs  
screamed in the pan, and Andy had snatched  
another kiss when the sound of horse and  
car, entering the yard assailed their terrified  
ears. 'My father!' exclaimed Norah.—  
'Where shall I go?' asked Andy. 'Under  
the bed,' she answered, as the master of the  
mansion knocked at the door. Before it was  
opened the supper was disposed of in op-  
posite cupboards; and when the old man en-  
tered, he angrily inquired what she had been  
doing. 'I had fallen asleep, father,' replied  
Norah, 'but will I get something for you to  
eat!'  
'Eat! what have you to eat, you extrava-  
gant huzzy!'  
'Some eggs and bacon,' said the daugh-  
ter.  
'Eggs and bacon, hoh! you think the bit  
of bacon won't be gone time enough, don't  
you!'  
'Well, then, the eggs!'  
'No; three eggs are worth three ha'pence,  
an that's somethin when oats is only twelve  
hogs (shillings) a barrel. Eaten! eaten!  
the theekun thinks of nothin but eaten,  
hoh! she'll eat me out of house an home;  
but no eaten to night, any how, for I'll go  
to bed.'  
'There's a poor scholar in it, father.'  
This piece of information threw the miser-  
ly father into a rage, and, while the fit was  
on him, he threw Norah almost into the fire,  
and dragged the student, from his place of re-  
pose.

'Oh! blood an' thunder!'  
'Parce mihi!' exclaimed the affrighted  
scholar; and the words of an unknown  
tongue, no less than his wild appearance,  
produced a very fortunate effect upon the  
farmer, who was extremely superstitious. He  
drew back, somewhat affrighted, muttering  
to himself, 'a poor scholar, or rather a fairy  
man.'  
'You judge correctly,' said the Munster  
student, assuming a mysterious air, 'I am fa-  
miliar with the 'good people,' and seldom  
travel without my Lannauntshee: pray do you  
stand in need of anything?'  
'Och, none a vich!' (my son) replied the  
farmer, 'God bless you, man, I—I—didn't  
know you.'  
'No harm done, sir, but don't you want  
your supper; I'll provide you with one in-  
stantly for nothing; I see you smile assent;  
you'd have no objection to bacon and eggs.—  
Lay the cloth, colleen!'  
Norah obeyed his commands, and the poor  
scholar placing himself within a circle  
roughly drawn on the floor, said in a solemn  
tone, 'Lannauntshee! Plus vides tuis oculis  
quam alivis. 'Look,' he continued, ad-  
dressing himself to the farmer, after a mysterious  
pause, 'and see what my good spirit has plac-  
ed in the yonder buffet!'  
The miser, half incredulous—half alarm-  
ed, cautiously approached the depository of  
edibles, but hesitated to turn the wood-n  
button that kept the door closed, until command-  
ed in an authoritative tone to do as desired,  
still apparently unwilling, he hesitated for a  
moment, and then hurriedly pulled open the  
door. His amazement was somewhat of the  
pleasing kind when he saw revealed before  
him the bacon and eggs, hardly ceasing to  
biss in the pan; and, as he laid them on the  
table, he cast a very expressive look on the  
poor scholar. 'What think you,' asked the  
sholess student, 'of a piece of oaten cake  
with that fried bacon!'  
'Beautiful!' cried the farmer, rubbing his  
hands, 'or, may be you could order some  
white eyes, [potatoes]'  
'Vulgar food,' said the scholar, 'I prefer  
bread. In that corner buffet, forment you,  
you'll find some!'  
'The bread being produced, the farmer in-  
vited the stranger to partake of the feast, and  
when they had discussed that, amongst other  
things, the scholar asked if there was any  
poteen in the house. He was answered,  
not a drop. 'Then,' said he, 'I must trouble  
my Lannauntshee; he's fond of a drop him-  
self, and I fear has nearly finished his allow-  
ance, but, perhaps, vel vestigia detraunt, and  
now, sir, look into the spy-hole behind you,  
under that bonnet! The bonnet was no  
sooner removed than the bottle became visi-  
ble, and when its contents had done their  
worst upon the farmer, he inquired if he, too,  
could not prevail on a Lannauntshee to ob-  
y his commands. 'Did you ever see one?'  
asked the poor scholar; 'if not, I'll show  
you one in the form and dress of a young  
man, perhaps not altogether unknown to you,  
for this good spirit assumed all shapes at  
will! Then placing himself within the cir-  
cle, he desired the door to be opened and  
when the passage was clear, he said, in a  
solemn voice, 'Lannauntshee! come from un-  
der the farmer's bed, and quickly hence to  
your mate, there to wait my further orders.'

'Mr. Croker, in his "Fairy Legends," has taken  
notice—an unadmirable offence—of the Lan-  
nauntshee, yet the name of this spirit is as familiar  
as that of Ban-hue. It is, however, a thing of very  
doubtful generation and like the wolfing, implac-  
able in resentment—unalterable in friendship. It

frequently happens, in a fair fight against consid-  
erable odds; and the thing would be an absolute mir-  
acle were it not for the aid afforded him by his Lan-  
nauntshee.  
\* Learning Latin and Greek.

[FOR THE COMMERCIAL.]  
PETERSBURG, June 16, 1847.  
THOS. LORING, Esq., SIR:—I have just re-  
turned from the North and find in your pa-  
per of the 8th inst., (which some friend has  
kindly sent me,) an editorial advertisement,  
in no very mild terms, upon the course which  
the Petersburg Company, or rather my hum-  
ble self, for you endeavor to lay the blame  
on my shoulders,—has pursued in regard to  
the "Through Ticket" the Wilmington  
Company is desirous of establishing between  
Charleston and the North. Your remarks  
in the paper of the previous date, on the  
same subject, I have not seen, as I did not  
receive the paper, but as I presume they  
were to the same effect, this notice will an-  
swer for both.

I must be permitted to express my sur-  
prise that you, or the persons connected with  
the Wilmington Company, who furnished  
you with the information you possess, should  
have taken this course to endeavor to settle a  
question of mere private arrangement between  
the companies, in which the Public, if it has  
any interest, has certainly no control, for the  
parties alone have the right of deciding it;  
and if they cannot agree, the acts of one are  
entitled to as much respect as those of the  
other. And I am especially surprised that  
you, having heard only one side of the ques-  
tion, should have permitted your name to be  
used in an attempt to attribute improper  
motives to me, for, apart from the injustice you  
do a person who has never offended you, you  
necessarily subject your friends to the same  
imputation, for they have the same interest in  
the matter and are just as apt to be wrong as  
I am.

But whether I have acted wrong or right,  
or whether others are to blame for keeping  
this question unsettled, your article does not  
give your readers information enough to en-  
able them to judge properly, and some of your  
statements are neither warranted nor sustain-  
ed by facts. I will furnish evidence of this,  
and at the same time give such information  
as will enable the public to judge who is  
most to blame.—if blame is to be attached to  
any one for taking care of the interest confi-  
ded to him, according to his own judgment,  
in preference to the judgment of others.

To do this I enclose you copies of the let-  
ters which passed between myself and the  
other parties concerned in this matter. It  
would make this communication too long to  
publish all this correspondence, and indeed it  
is not necessary, as my last letter to the  
President and Directors of the Wilmington  
Company contains such a reference to it as  
will explain the course of all the parties in  
the case. This I will thank you to publish,  
and keep the rest in your office for reference,  
if any of your readers desire to see them.

Before I come to this letter, however, I  
must call your attention to the proof that one  
of your most important statements, to wit,  
that 'the companies north of Petersburg have  
always expressed a willingness to come into  
an arrangement, (for a through ticket,) pro-  
vided the reduction should be equal, or in other  
words, that the same price should be charged  
by each company in proportion to distance,'  
—upon our unwillingness to do which, you  
found all your complaints against us,—is not  
true as to one company, and although true as  
to a majority of the others, it is coupled with  
such a provision as not only prevents our  
agreeing to it, but I do not think you will agree  
to it when you come to hear and understand  
it. In the first place the enclosed letter from  
the President of the Baltimore and Washing-  
ton Company, instead of showing a willing-  
ness to go into any kind of reduced ticket,  
expressly states that 'he does not see that it  
would be in his power to agree to any ar-  
rangement below the rate prescribed by his  
charter.' (This is \$1 60 for 30 miles, and  
if the whole distance from Chateaufort to N.  
York were charged at the same rate the fare  
would be higher than it is at present.)

The letter from the President of the Rich-  
mond and Fredericksburg Company, (who  
expresses the sentiments of the three com-  
panies between Petersburg and Washington,)  
says that his company will agree to the tick-  
et, but will enter into no plan by which a  
similar ticket is to be given by you or over  
your road in connection with the James Riv-

er and Bay Line." As to the companies be-  
tween Baltimore and New York, I do not  
presume that they would make any objec-  
tions to a ticket that would give them more  
than they are willing to take (as the per mile  
rate would,) yet the plan of dividing the tick-  
et proposed by me was first proposed by the  
representative of the New York Road, as  
Governor Dudley will no doubt recollect.

But let me call your attention to the pro-  
vision required by the Richmond and Fred-  
ericksburg company before they will agree  
to any ticket. What harm has the James  
River and Bay Line done your Company  
that it should be excluded from participating  
in the travel as it does now? It was not only  
an ancient and faithful ally of theirs, but it  
brings them now a good deal of travel, which  
perhaps would not, and some of it indeed  
could not, pass over the rail roads. Besides  
this, it is the favorite route of many of your  
community to the north, especially to families  
and invalids in the summer season. But  
discard all these considerations, and view the  
question of excluding the Bay Line as a mat-  
ter of mere policy, as far as it concerns your  
company. Is it not highly probable that an  
attempt to dictate to travellers the route they  
must take, would end in driving into the  
steamships all the old friends of the Bay Line,  
or those who do not wish to travel all the  
way by rail road? and thus your company  
and ours, would lose a good deal of travel out  
of complaisance to the other companies.—  
This is the view taken of this subject among  
us; and so universal was it, and so fearful  
were our stockholders at their last meeting,  
that the efforts then making by some of the  
other companies to force us into some such  
arrangement, might be successful in the ab-  
sence of instructions, that they passed a reso-  
lution by an almost unanimous vote to pre-  
vent it.

Whether we were right or wrong in this  
view of the case, one thing is certain, the reso-  
lution prohibits us from agreeing to any  
ticket with the provision required by the  
Richmond and Fredericksburg Company;  
and they cannot be very "willing" to make  
a ticket when they know that it is impossible  
for us to comply with their terms. But sup-  
pose the Bay Line excluded and driven off,  
as it doubtless would be if prevented from  
participating in the travel—perhaps driven  
to run their Boats from Norfolk to Charle-  
ston (and increase the opposition to us) as they  
once did, and could do again if forced into  
it,—would it not have a tendency to increase  
the evil (if it is one) which your com-  
pany seek to remedy. Their complaint is that  
our company is charging more per mile than  
they do—"25 per cent more than is charged  
by a majority of the companies." In this  
they are right as to the majority, but wrong  
as to the most important company between  
Petersburg and Baltimore (the Richmond and  
Fredericksburg Company), whose local fare  
is 25 per cent higher than ours, and who  
would perhaps charge the same in the absence  
of competition. The fare on the Washing-  
ton and Baltimore road was once as high as  
the rate you complain of; and indeed before  
the Bay Line commenced running the whole  
fare from here to Baltimore was 25 or 30 per  
cent higher than it is now. Whether it  
would be so again or not, I will not pretend  
to say, but it would be much more likely to  
happen if the Bay Line was driven off than  
if it was running. If none of these reasons  
are satisfactory to you, why should your  
company interfere to exclude that line, or re-  
fuse to make a ticket by it, when it is willing  
to become a party to one upon far more lib-  
eral terms than the other companies,—upon  
more liberal terms than those proposed by  
your company? Their fare from Petersburg  
to Baltimore is only 2 cents per mile, and  
that added to ours makes it much less from  
Weldon to Baltimore in proportion to distance  
than the fare on your line. They are wil-  
ling to reduce upon this as much as is neces-  
sary to draw the travel. Now, if our demands  
are unreasonable, why should your Com-  
pany make a difficulty about them, when an-  
other company steps in and offers to make a  
ticket, which will not only obviate them, but  
is better than the one proposed by your com-  
pany? If we owned the Boats from here to  
Baltimore we could, according to your  
own doctrine, insist upon the per mile rate,  
and obtain a much larger share of the ticket  
than we now ask.

A word more as to the operation of this  
plan of dividing the ticket, which you think  
so fair and equal. A reduction to 3 1/4 cents  
per mile, which, according to your calcula-  
tion, would be sufficient to draw the travel,  
would give the Potomac Steamboat Com-  
pany nearly three times more than they now  
get of the comparatively high ticket.—  
Where is the "quality of reduction" in this?  
But would a reduction to 3 1/4 cents per mile  
remedy the evil? The distance from Char-

leston to Baltimore is 100 miles, and the fare  
on the Bay Line is 20 cents, and on the  
Potomac Steamboat Company is 75 cents,  
and on the James River and Bay Line is 100  
cents. A reduction to 3 1/4 cents per mile  
would reduce the fare on the Bay Line to  
26 1/4 cents, and on the Potomac Steamboat  
Company to 26 1/4 cents, and on the James  
River and Bay Line to 26 1/4 cents. This  
would be a reduction of 73 1/4 cents per  
mile on the Bay Line, and of 48 1/4 cents  
per mile on the Potomac Steamboat Com-  
pany, and of 73 1/4 cents per mile on the  
James River and Bay Line. This would be  
a reduction of 73 1/4 cents per mile on the  
Bay Line, and of 48 1/4 cents per mile on  
the Potomac Steamboat Company, and of  
73 1/4 cents per mile on the James River  
and Bay Line. This would be a reduction  
of 73 1/4 cents per mile on the Bay Line,  
and of 48 1/4 cents per mile on the Potomac  
Steamboat Company, and of 73 1/4 cents  
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