

negotiation, and bring it to a more speedy conclusion, were it ascertained if it be practicable to obtain a full compromise of the entire matter in controversy, as proposed in the seventh paragraph of our communication of the 26th August last, and we would, therefore, now inquire whether the canal company will agree in a spirit of harmony and mutual co-operation, at once to enter into an arrangement for the settlement of the whole dispute.

In making the proposition submitted to your board on the 26th August, the rail road company were actuated by a sincere desire to effect an arrangement which would put an end to the controversy and enable these two great works, in which the country is so deeply interested, to proceed without interruption. This board, believing it due to the public and to themselves, that no exertions should be spared to terminate the litigation—and confiding in the usefulness of their scheme, as a means of communication with the western states, were willing to come at once, into fair and equal competition with the canal company.

Influenced by these considerations, we determined, as the practicability of the two works seemed to be ascertained, to invite your board to unite with us, in arranging a plan for the accommodation of both works, and in putting an end to further controversy and delay, upon conditions, as we conceived, of perfect reciprocity and mutual concession.

In your reply it is proposed to compromise the dispute as far as to Harper's ferry only, and to leave open for controversy the residue of the route.

We respectfully ask your reconsideration of this proposal, as we can perceive no possible benefit likely to be gained by it to either party. The whole dispute may, in our opinion, be as readily settled, and in as short a time, as the part you propose to adjust;—at the same time it is proper frankly to state that we can have no inducement to conduct the rail road into the disputed part of the route, unless a passage throughout is secured to it either by compromise, or by the decision of the proper tribunals.

Acting under this impression, it has occurred to us, that your great objection to compromise for the whole route, may have arisen from our proposition, to delay the survey above Harper's ferry until one of the works should be completed to that place. This delay was proposed, because we supposed that both parties would for some time need the services of their engineers.