

and broad basis that system was founded, and the purpose to drain the numerous swamps and reclaim the extensive marshes of our alluvial region, was then benevolently entertained, with views to the health of its inhabitants, rather than to any immediate pecuniary profits, that might issue from such works. Yet these, too, were seriously expected to arise out of that system by its framers. And if I have ascribed the circumstance of my having been employed by the president and directors of the Baltimore and Ohio Rail Road company to solicit said subscription to its capital, to the proper cause, I may add that it was justified in the course of that legislation; when, their bill having been passed by the house of delegates and sent over to the senate, some of its friends were so indiscreet and unjust as to attempt to defeat the passage of the bill in the house, by which it was proposed to give equal aid to the Chesapeake and Ohio Canal company. To stop these efforts and over-rule whatsoever effect they had produced, I immediately tasked myself, and then redoubled my solicitations in favor of the passage of the bill that authorized the aid desired by the canal company; in fine, this bill was carried by a casting vote—vide the journal, folio 419, 420, and as the yeas and nays were being called on its passage, a member voted affirmatively from a group that I assembled, consisting of himself, John V. L. McMahon, then a delegate, Reverdy Johnson, and Upton S. Heath, then senators, with this respondent, who were assuring that delegate that they would defend his vote, even at public meetings in his county, if he would cast it, as he felt strongly inclined, yet hesitated to do, but finally decided to do according to his own judgment, in favor of the act, ch. 105, of 1827, to the gratification of his constituents, whose delegates have since then supported the leading measures in favor of internal improvements.

In the years 1828, 1829, 1830, I did not hold the relation of solicitor, nor act as such near the Legislature for either of those companies; but in the year 1829, when unhappily for both of them, the Baltimore and Ohio rail road company came unfortunately, and, as I thought, improperly into collision with the Chesapeake and Ohio canal company, I ventured, in the hope that it might restore their harmony, to present as a friend of both companies, the following communication, which was delivered without delay, to Gen. Charles F. Mercer by Col. Peter Little.

*Letter of JAMES W. McCULLOH to CHARLES F. MERCER,
President of the Chesapeake and Ohio Canal Company.*

WASHINGTON, Feb. 7, 1829.

Dear Sir,—I have seen with deep regret, as a friend of internal improvements, the unfortunate collision of the Baltimore and Ohio rail road with the Chesapeake and Ohio canal, and prompted solely by an ardent and sincere desire, to be still further useful to each of these national enterprises, I venture, at my own mere