

which, as a friend to internal improvements generally, I had the honor to make, I have to state, that the said letter and resolutions were by me submitted to the president of the Baltimore and Ohio rail road company, soon after I received them, but as I considered the said proceedings of your directors as having waived the material points of my own suggestions, I felt but little interest therein, and took no further step in the matter. Where these papers now are, or with whom, I do not know, I looked for them heretofore among mine more than once, with the intention of writing to you in reference thereto. I have also inquired of Mr. Thomas this morning and find that he has them not, and does not know what became of them. My absence from home for some weeks, soon after I had shewn them to Mr. Thomas, caused me to delay writing to you, for which I owe you an apology that I now most respectfully tender, with assurances of regard on the part of your obedient servant,

J. W. McCULLOH.

In the examination of my papers, which I have made since I received the interrogatories that I am now answering; I found the two preceding letters. From these and my original letter, and the proceedings to which they gave rise, you will have noticed that the plan which I had submitted for the approval of the president and directors of the canal company proposed, *first*, that extensive and minutely accurate surveys should be made concurrently by the two companies—necessarily at very considerable expense—but *secondly*, for a specified and most important purpose, and that whilst the president and directors agreed to receive and consider, in the spirit of accommodation, any overtures which the Baltimore and Ohio rail road company might make, for causing the engineers of both companies to ascertain the practicability of locating both works, along the difficult passes on the Potomac, and to furnish comparative estimates of the expense of making them jointly and independently, they most significantly passed by, without any remark, the very gist of my overture: to wit, the design or purpose for which those surveys and estimates were to be made; as if the only aim, or useful purpose, of my propositions had not been received or comprehended. Yet every body knows that there was too much intelligence in the board to allow any one to adopt either conclusion. I felt constrained by these considerations to regard their proceedings as giving to my propositions *le coup de grace*; and therefore, I suffered them to fall without a murmur, or any effort to support them further, than by presenting the whole proceedings to Philip E. Thomas, president of the rail road company; as I did without comment. He read them immediately, and soon called my attention to the discrepancy between my overture and their proceedings, which I had to admit, and then, commending the matter to his deliberate judgment, I dropped the case. In this perhaps I erred, but I acted thus because I felt no disposition to spend my time, or thoughts, on efforts that I