

land, chap. 291, of 1832, as modified by the covenants made by it, with the rail road company—contingent upon the acceptance of said act by both companies.

True, he had a short time before most decidedly opposed the making an agreement to enable the rail road company to construct its work, by the side of the canal, from the Point of Rocks to Harper's Ferry, contrary to the declared wishes of the Legislature of Maryland; notwithstanding he had on a previous occasion sought to obtain from the Ohio rail road company such an agreement as would allow the canal to be constructed along the same passes concurrently with the rail road; yet, I had at that period ascribed this course of action, to a feeling that I could not censure, much as I regretted it; for I was convinced, that it was induced by an unbounded zeal for the prosperity of the work, over which he presided.

These statements will make it manifest that when I left the called meeting of the company, on the 9th May, after the compromise bill had been accepted, I departed animated with feelings of personal kindness and respect towards Mr. Mercer, its president. The annual meetings of the company are held on the first Monday of June, which happened to be on the 3d day of that month, in the year 1833. One of my colleagues, Benjamin S. Forrest, had attended the meeting in May, and having acted for some years as a representative of the State in these meetings, was of course aware that the annual meeting would be held on that day. But as the other, Charles Goldsborough, might not be informed of this fact, I apprized him of it by letter, written on the 27th May.—As that day, the 3rd of June, approached, the rumor reached me, that many of the property holders of Washington City, Georgetown, &c. of both political parties, wished, most earnestly, to elect a different president, for this canal company. It was stated to me, that it was generally believed that all necessary aid would be given to it, by the United States government, if, in this particular, an acceptable change were made. It was likewise said that the President of the United States would approve, as liberal appropriations, as Congress could be induced to make, if he could feel satisfied that the money so appropriated, would be properly expended—for the construction of the canal towards the West. It was known that he severely censured the previous large expenditures of money along the side of tide water, for several miles, below the Little Falls, and through Georgetown. And it was also understood that he had expressed an apprehension that if money were appropriated by the United States, and Mr. Mercer remained the president of the company, he might cause the same, or a large part of it, to be spent in making a ship channel to the Patuxent—a project which I understood had been defended by Mr. Mercer, president, against Mr. Ingham, secretary of the treasury, in a general meeting of the stockholders of the company.—In fine, I was told by some most respectable persons of both political parties, that they were convinced by information received