

with my private library and papers, as best suited the convenience of packing, and were then sent to Hancock, to be forwarded by the earliest boat to Georgetown.

My calculation was, that they would be in Washington so soon as my arrival, but it seems that the canal was not navigable at the time, and in consequence, the boxes did not reach Washington, until I was required by the counsel for the company to be in Baltimore, to be present at the McLaughin trial. From Baltimore I did not return to Washington until the evening of the 8th of December. Since then my whole time has been occupied, arranging my private books and papers, (more than 9-10 of the whole in bulk, but comparatively easy to dispose of) and have barely reached the papers referring to the canal. These papers will now receive my attention, except only at such intervals as private business may prevent, until they shall have been disposed of.

The course I have taken was, and still is regarded by me, as the only one, under the circumstances, that could have been pursued, having proper regard to the interests of the company and of individuals, and keeping at the same time in view, that self respect that I shall ever endeavor, individually to maintain, and professional respect which no member of any profession should ever disregard.

There are members of the Board of last year, and perhaps some of the present year, who have not forgotten that I urged against a certain change of organization occurring just at the time when it did, giving as my reasons, that the winding up and the closing of the then recently abandoned contracts, could not be done, and the calculations connected therewith be made, by other than those officers who had had immediate charge of the respective works, unless at the risk of loss and injustice to the company, and to the contractors, and of great confusion to the works and papers of the engineer department; some comparatively little additional time I stated would enable the officers referred to, to close up satisfactorily their calculations and to arrange their papers. This advice was not followed. Again in some more recent actions of the Board, the chief engineer was lost sight of entirely, in matters that under the regulations of the Board (never to my knowledge repealed) were exclusively within his province for action and determination; the tendency and effect of which, were confusion and embarrassment. I make this brief reference to the past, merely to remark that more time may be requisite than otherwise would have been necessary for the arrangement &c. of papers above spoken of; and that after all, the result may be very unsatisfactory.

The papers most particularly enquired for in your letter, are the reports of the principal assistants in Nov. 1839, upon which was based the general estimate of December of that year, and a table or statement prepared under my direction at the Canal Office last winter.