

one person, and that the services of either Mr. Fisk, or Mr. Morris, could be dispensed with.

“The President respectfully recommended also, that the office of clerk to the chief engineer, should be abolished, and that the chief engineer should be directed to dispense with the services of two superintendents, so soon as sections No. 268, 274, 275, 279, 281, 312, 320 and 367 are completed, and one superintendent of masonry, when the culvert, aqueduct No. 11, and locks No. 55, 72 and 73 are finished.

“Whereupon it was ordered, that Ellwood Morris be and he is hereby appointed chief engineer to the Chesapeake and Ohio Canal Company, from and after the first day of October next, with all the powers and duties now vested in and devolved on the chief engineer and principal assistant.

Resolved also, That the office of clerk to the chief engineer be abolished, and that the chief engineer out of his own salary compensate such clerk or clerks as he may require.”

A copy of these proceedings of the board of the 26th September, was received by me at Cumberland on the 28th, two days before the one named for the termination of my services.

At the third reduction, which has been referred to as taking place on the 16th, ten days before these proceedings, there was a complete re-organization of the engineer corps, which as I supposed at the time, was in the opinion of the board, adapted to the then existing state of things. But after the ten days political tour of the President it became necessary to make the *further reduction*, to be carried as soon as determined on, contrary to all usage, into almost *instant execution*. The last October election was then at hand, and I had long heard it rumored along the line of canal that there were those whose efforts in the then election were dependent upon the dismissal of the chief engineer and certain other officers; and I had been told when in service, that the President had openly said that he was constantly receiving letters blaming him for not dismissing the chief engineer upon political grounds—the truth of which has been recently confirmed to me by one of the gentlemen to whom such a remark was made by the President.

I regret that it here becomes necessary for me to speak of my course while an officer of the Chesapeake and Ohio Canal Company,—and I will do so no further than to state generally:

That I have yet to give my first vote.