

That I have never taken part in, and have never attended any election.

That I have neither directly nor indirectly, ever induced or sought to induce one single individual of the many thousands who have been upon the canal since its commencement in 1828, to vote on either the one side or the other.

That I have always been of the opinion, and have frequently so expressed myself throughout the whole period of my twelve years service,—that the company's officers ought to stand aloof from the political contests of the day, and cautiously to avoid irritating either party by the use of official influence at the polls or elsewhere,—the exercise of which could hardly be otherwise than injurious to the interest of the company, relying as it for years has done upon the State for the means to complete its work.

And that apart from the propriety of the above course in reference to the company, the duties of an engineer and those of a political partizan, are wholly incompatible, and in my opinion, can be united in the same individual only by a sacrifice of professional character in public estimation.

In the preceding the committee have the views and principles that governed me in spirit as well as in letter, in the performance of my duties as an officer of the canal company—I have always had my views upon the public measures and policy of the country and I have never concealed them in my intercourse as an individual in private life; but I will venture to assert that until the change in the direction of the company in June 1839, or until such a change was probable, there was not one single individual of the laborers, and but very few of the contractors upon the line of canal who knew with which political party, if with either, to class me.

Unpleasant as it has been to speak of my own course upon the canal, it is still more so to be compelled to refer to that of the individual appointed as my successor at the time, and under the circumstances that have been stated.

That person came into the service of the Chesapeake and Ohio Canal Company as an assistant engineer in 1855, from the Winchester and Potomac Rail Road, on his application to me, and through my nomination and recommendation of him to the board. From that time, the commencement of his professional life as a canal engineer, up to the change in the direction of the canal in June 1839, he was quiet in reference to the elec-