

among the extracts professing to give the acts of the board in removals and changes.

The division of which Mr. Rodgers was in charge is *the one*, of all four, the most difficult to keep in order, owing to its passing for near its whole length of more than forty miles, over a limestone country. It was at the commencement of the dry season, and in the midst of the repair of a very serious breach that had been made in one of the dams the preceding winter, but which could not be repaired until summer, that Mr. Rodgers was discharged. The season of low water was then approaching, when every effort was required from the superintendent by attention to the dams, to keep up the navigation, free of interruption from a scarcity of water. After the dismissal of the old superintendent, the navigation was suspended from a want of attention to the dams, when there ought to have been no suspension; or rather, when there ought not to have been so long a suspension. Familiarity and an intimate acquaintance with the works of a canal are as necessary to a superintendent of repairs, that the navigation may not suffer,—as an acquaintance with his trade is, to a mechanic,—that the interests of his employer may not be prejudiced. The removal and change of a superintendent upon “political grounds,” if such a change and for such purposes had been determined on,—upon a division like that in question,—ought to have been made at a different season of the year from that in which Mr. Rodgers was discharged, if the least regard had been had to the interests of the navigation and of the company.

I will here state, though in reference to the 4th division, upon which the first removal took place, that I was at Dam No. 6, on the 26th of last September, and finding no men at work upon certain repairs that were there going on, I learned on enquiry at the company’s house-boat, that the hands had been gone for two or three days to attend the “political meeting” of the 24th of that month at Hagerstown,—distant 36 miles. I cannot say that the men from dams No. 4 and 5, more convenient to Hagerstown, were also absent from their work, as I was not upon these parts of the line at that time. But certain it is, and I do not hesitate so to assert, that the application of “political considerations,” in the removal and appointment of superintendents of repairs upon the 3rd and 4th divisions of the canal, together with the course previously pursued in regard to the improvements at the two points on the latter divi-