

PITTSBURG, FORT WAYNE, AND CHICAGO RAILWAY CO.,  
*Office of the General Freight Agent, Pittsburg, January 3, 1866.*

DEAR SIR: I am not fully informed as to the control of the government in the matter of details of construction of the Union Pacific railroad; but I cannot forbear to call the attention (through you) of the proper authorities to the fact that the rails are being laid with "chairs" at the joints, instead of the more modern "fish bars" or "splice joints," the advantages of which are now so well known and so generally adopted on lines of railway doing a heavy business, such as the Union Pacific railroad must do. The saving in wear of iron at the joints, and the reduction in wear and tear of machinery in using the splice joint, amounts, in my opinion, to at least 50 per cent. on the cost of the rails. I have no interest in the joint, direct or otherwise.

Yours, respectfully,

WM. P. SHINN.

Hon. M. WELKER, *Washington, D. C.*

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#### APPENDIX P.

WILLARDS' HOTEL, WASHINGTON, *February 2, 1866.*

SIR: Your note of the 1st instant, inviting Colonel Seymour and myself "to be present at a convention of the government directors, commissioners, and engineer, to meet in the Washington aqueduct building at 12 to-day," (yesterday,) was handed to me at 2 p. m. yesterday.

This is the first official notice received by the Union Pacific Railroad Company of the meeting referred to in your letter, and I am, therefore, not advised of the objects and purposes of the meeting.

I am at present in Washington on very pressing business of the company, which requires my whole time and attention, and, being without authority from the board of directors to represent the company before such a convention as you refer to, I shall be compelled to decline your invitation.

I have the honor to be, colonel, very respectfully, your obedient servant,

THOS. C. DURANT,

*Vice-President Union Pacific Railroad Company.*

Col. J. H. SIMPSON,

*United States Engineer, Washington, D. C.*

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#### APPENDIX Q.

[Telegram.]

CHICAGO, *February 2, 1866.*

Track with fish-joints can be laid as fast as with chairs. It will cost from thirty to forty dollars per mile extra for laying.

H. H. GARDNER.

J. L. WILLIAMS, (care Interior Department.)