

Answer. That I cannot say. I heard intimations that it would come from there, or could be procured there.

Question. Can you recollect any who mentioned that to you?

Answer. No, really I cannot.

Question. Was it a member of the City Council?

Answer. It may have been and may not; it was talked about, and Philadelphia was cited very often in regard to its railroad enterprise.

Question. When the bill was on what you term its passage, would it have been proper to strike out all after the enacting clause under the rules of your council?

Answer. Certainly.

Question. When the bill came back with the veto of the mayor, did you, or not, know a three cent bill could be passed if introduced, and that it was talked of and pending?

Answer. The only information I had was through Montague, who offered a bill to satisfy the views of the mayor in which he proposed out of five cents fare to give one-third to the city for parks, which virtually annulled his offer of three cents, because it increased the revenue to three and a third cents.

Question. How long was it from the time of the introduction of the Travers bill till it was actually passed and became a law?

Answer. I think some fifteen or twenty days.

Question. Was it submitted to the Committee on Corporations once or twice?

Answer. The manner of submitting bills at that time was by presenting petitions with accompanying bills, which were referred with the other papers to the Committee, who reported back the bill to the Council. Sometimes members submitted bills individually and asked that they be printed.

By Mr. Sangston. Question. At the time I advised you to vote for the four cent bill, was it anterior or subsequent to Montague's proposition?

Answer. Before.

Question. You were aware that I had no connection with any of those bills in any shape?

Answer. I had no suspicion of it.

Question. State whether, when I gave you that advice, I did not tell you that the proper policy of the City Council was to give the road to whoever would run it at the lowest price without taxation; that the revenue to the city would be far greater, from the increased value given to suburban property by ease of access to it, and the increase of taxation resulting from it, than by any taxation on the road itself, and that hence in running the road at the lowest rate of fare, the ultimate result would be a greater revenue than the city could derive by any possible means.

Answer. You did not elaborate it that much, but you argued in favor of the four cent bill. At the time the measures were pending, they entered into a very minute examination of the question of fare, and all the matters pertaining to the grant-how the road should be constructed, the quantity of rails, and the ability of the parties; and after the virtual