

went to the Committee, and the Committee on highways reported on the Travers' bill as the best proposition then before them. The Barnum bill and the Mankin bill had none of the features in them, at that time, that came before the Council for discussion. After the Travers' bill was reported, all the other bills were out of the way, unless they came before the Council as substitutes. The Mankin bill then proposed a five cent tariff, with a moderate tax upon the cars.

By *Gov. Pratt*. Question. Was the report of the Committee unanimous.

Answer. That I do not recollect; I think not, however. The Travers' bill proposed to pay \$15,000 as a bonus to the city, and after it was reported to the Council, and was printed, and before it came up for consideration I had some conversation with some of the members of the Council with reference to the general provisions in all the bills. I was not satisfied with them neither were some of my friends in the Council, and we thought there should be some other kind of provisions made striking at the fare on the road. Some of us had been that winter on as far as Boston, on business of the city, and had paid some attention to the roads there, and we were satisfied that those roads could afford to run for a less fare than 5 cents, although it had not been done in any city yet, and we concluded to go against any bill that did not do that. At that time I saw Gardiner and told him we were going to vote against all the bills, as we were not satisfied with any of them without reducing the fare, and told him that if I could get any assurance from capitalists that they would take this bill and carry it out for four cents fare—my expression was—"I would die by it," which I did pretty near. He said he would try them and invited me up to see Mr. Brock, as one of the capitalists. I went to Mr. — and said to him that I was going to offer a bill for four cents fare, and asked him if it passed would he be willing to take that bill, and carry out every provision of the ordinance in good faith. He said he thought he would; he would have to think about it as it was a new thing, and he would let me know the next day. The next day I saw him and he said he would be willing to do it; I said I would see that the four cent bill passed if I could do it in any way in the world, and in that way save to the citizens of Baltimore one fifth of what all the companies were receiving. My idea was that all the sections of the city should have the advantage of those routes not only the cream of the city but those parts where a road would not pay even at 5 cents fare. In all the cities I had examined this matter in, I found that companies had been chartered, selecting their own routes at 5 cents fare, and some of them not making money at that. But in the city of Baltimore, I wanted the roads to run not only through Baltimore and Gay streets—the cream of the city—but also over in my section, Federal Hill, where they are now losing money all the time, I think, at five cents. After a careful consideration of the whole matter, I thought that four cents struck at the best plan, so that the Company would be carried on in the most favorable way.

By *Mr. Turner*. Question. Do you know of any amount being paid to Councilmen for their influence in passing this bill?

Answer. Most certainly not. When this bill for five cents was up,