

BALTIMORE, June 8th, 1859.

*Hon. Thomas Swann, Mayor, &c.*

DEAR SIR:—In our interview with you on the 6th, we frankly and unreservedly stated our position and intentions in regard to the City Passenger Railway. As you request we embody in this communication the substance, as far as recollected, of the conversation we had with you on that occasion. We then informed you of our desire to carry out to the fullest extent all of the provisions of the ordinance granting us the power to construct a City Passenger Railway, and invited your co-operation in doing so, which was promptly and instantly promised. We also expressed the belief that, so far, we had complied with all the requirements of the contract we had made the city, supposing, as we did, that the notice (a copy of which we have sent you) from the Engineer we had selected to superintend the work, was all that could be asked of us under the 2d section of the ordinance. We further said, what your Honor informed us had been known to you from the beginning, that in order to successfully comply with the ordinance which imposed upon us the necessity—first, to purchase the property of the omnibus proprietors, (and which has been done by an amicable arrangement, and without resort to the arbitration provided for in the 3d section,) and second, to begin the road within sixty days from the passage of the ordinance, we accepted the aid of capitalists from the city of Philadelphia, upon the consideration that the control and management of the enterprise, so far as they were concerned, should be confided, until the completion of the road, to the parties named in the ordinance, and that during its continuance in the hands of the company, or until the city should purchase the interests of the company, under the direction and management of citizens of Baltimore exclusively. For this purpose a good and sufficient bond was taken from the parties thus admitted. This was taken in connection with, and modification of, an instrument signed by the original grantees, and which is on record in the Superior Court of Baltimore City. We also expressed our intention under the 7th section of the ordinance, within the time allowed us to “cause a book to be opened in the city for the purpose of receiving subscriptions to the capital stock of said City Railways,” leaving, of course, the Legislature, (since the city can confer no corporate powers,) to determine the privileges of the company thus formed, and fix the amount of its capital stock.

It could not but be expected that with the rivalries that occurred between the different parties applicants for the right to construct this railroad, and with the exaggerated estimates made of its value, many false rumors should prevail as to the motives and conduct of those who had it in charge. Prominent among these was the allegation that we had parted with our entire interest in the grant for a large consideration, named, in one case, as the sum of one hundred thousand dollars. This, the greatest and most malicious of the accusations against us, we beg leave to say is wholly and entirely untrue.

While we do not deny that it was our intention (as we presume it was that of all the parties before the Council) to realize the benefits bestowed by the ordinance, it was our design then, as it is now, to do so only by a firm fulfilment of all the requisitions of the contract, to their utmost extent. We must claim the privilege of saying in this connection also, that we are governed in our action greatly by the consideration that the expenditure of several hundreds of thousands of dollars in our midst, must inure to the advantage of large numbers of our fellow-citizens, to whom employment would be given both in the construction of the work and the furnishing of the necessary materials. This we believe