

the Barnum project, and seemed to be mouth-pieces. They could alter the fare just as they saw fit. Montague was the mouth-piece of the Barnum project. After the Committee had all the matter under consideration, Willett says, "Lower our fare down to three cents, and kill the other bill." Right in the rear of Montague, these parties spoke it. I asked Chauncy Brooks, "What interest have you in that road, directly or indirectly, or intend to have?" Said he, "I do not intend to have one dollar's worth of the stock in it—merely loan them the use of my name—never intend to have any stock." I don't think I asked him, but I suppose those were the parties, because they were urging it through the Council.

By a member of the Committee—The same parties that are here now?

Answer. The same parties.

By the Chairman. Did you say you gave the preference to the Travers bill?

Answer. I did, and from principle.

Question. You thought it was a better bill than either of the others?

Answer. When the bills came up before the Committee—we met in a committee of six, three for each branch—some made a proposition to give \$5 a car; others \$10. Travers' proposition was \$30 a car, and of course it was the best—and some other considerations were offered.

Question. Did not the Barnum bill offer \$10,000 bonus to the city?

Answer. They offered it on the passage of the bill; no such proposition ever reached the committee.

Question. How many of the committee reported against the bill?

Answer. One; Van Nostrand brought in a minority report.

By the Chairman. Did one bill propose to charge a greater tariff on passengers than the other?

Answer. No, sir; all the same price.

Question. You say the proposition was made to put the fare at three cents?

Answer. Mr. Montague offered that, and the Chair could not entertain it.

Question. This was offered when the bill was at its third stage?

Answer. Yes, sir.

By Mr. Alexander. What was the fare in the Brooks and Barnum bill?

Answer. Five cents in the day, and ten at night.

By Mr. Pratt. And the other was five cents night and day?

By Mr. Hambleton. State whether, when the bill was about to be put on its passage, the Travers bill did not offer four cents fare, \$20 a car, and no bonus; and whether the substitute offered through Montague, the Barnum bill, did not offer \$10,000 bonus, \$20 a car, and three cents fare?

Answer. No, sir; the bill that we reported contained five cents fare; then after being amended, a four cent bill was offered as a substitute; that was entertained, and just before its passage, Montague offered a three cent bill as a substitute for that.

Question. Then there was a three cent bill offered before the passage of the Travers bill?

Answer. It was proposed, but I looked upon it in the same light that a great many others did.

Question. Did I understand you to say the reason why you voted for the four cent bill was, that it reached that stage where it could not be re-considered?

Answer. Mr. Brooks told me himself that he did not intend to have anything to do with it. I know it was not a fair offer, because one of the parties who offered it came from Massachusetts, and had not been long in Baltimore, and the other party came from New York.