

Question. Do you know whether Mr. Cameron was desirous of obtaining an interest in the grant ?

Answer. I only know the rumors.

By Mr. *Hambleton*. Question. Please state to the Committee the condition in which the Travers bill was before the Council at the time Mr. Montague offered his substitute.

Answer. I ask the patience of the Committee while I state the history of the whole railroad transactions. At the extra session called by Mayor Swann, I was chosen to preside. There were several bills presented during the extra session in relation to railroad grants, but no action was taken upon them, and we adjourned over to the regular session on the 3d Monday in January. At that session there was a variety of bills presented. The Committee reported the bill known as the Travers bill, which I believe was to give \$10,000 to one object, and \$5,000 to another, and to run the cars at five cents with a certain license.

Question. Are you certain they made that proposition ?

Answer. That is my experience. I speak from memory. The bill offered by Montague as a substitute was to give \$10,000 for the privilege of laying tracks and running cars, and charge five cents fare.

By Mr. *Pratt*. Day and night ?

Answer. After a certain hour it was to be ten cents. That was the Brooks and Barnum bill, offered as a substitute for the bill reported by the Committee ; then quite an animated discussion came up. Mr. Montague defended his bill in a speech occupying some two or three hours, in which he labored hard to demonstrate that from the profits derived from five cents fare, the company could pay \$10,000, bringing in statistics for that purpose. Afterwards when the bill was before the Council, another substitute was offered to his bill, embodying the name of Travers and his associates, and reducing the fare to four cents. That, then, was the bill before the Council for their action. It had passed to its third stage, and the Chair could not entertain any other proposition until that was acted upon. Then Montague got up and stated that if he were not debarred by the rules of the body, he would offer another bill reducing the fare to three cts. The idea of running cars at three cents was sneered at by some of the members as impossible, and it was intimated that it was desired merely to defeat the bill. Mr. Wood defended the four cent bill, saying that the fare could be reduced no lower. The four cent bill passed both branches, and went to the Mayor, who vetoed it. During the pendency of the four cent bill, Montague offered a provision that one quarter of one cent on every passenger should be set apart for the purpose of creating a fund to purchase public parks. It is due to him to say that he was the pioneer of the park movement in connection with the railroads. There was a great deal of discussion, and I myself became convinced that the cars could be run at a lower rate than five cents, and preferred decidedly the four cent fare. I consulted, in regard to that, Mr. Sangston, and he also advised the four cent bill. During that evening, Montague offered an amendment, when he found he could not place his own bill before the Council, to reduce the fare on the Travers bill to three cents. For that amendment