

Answer. Yes, sir.

Question. Have you ever stated to any one that you entered into that simply to lend your name and not for the purpose of taking any stock or interest in the road?

Answer. No, sir. I never made any such statement. I heard such a report going about the city, but never said so.

Question. Did you say it to Wm. E. Beale, a member of the First Branch of the City Council, at that time?

Answer. No, sir. I saw by his testimony that he thought I had said so, but he must have got it from some one else. I heard such a report myself, but I never said it, because I am not in the habit of saying one thing when I intend to do another.

*Thomas Swann called and examined by Mr. Hambleton.*

Question. Please state fully to the committee all you know in relation to the City Passenger Railway bill known as the Travers bill, and your position in regard to it as Mayor of Baltimore City?

Answer. I would have preferred you should have specifically examined me on any point you desire information; I will however state in general terms my whole connection with that bill. I had been absent from the City of Baltimore for some time owing to indisposition. When I returned, I understood that that bill was pending in the Council, and also the Brooks bill. After my return I was confined to my house by continued indisposition up to, I think, within two or three days of the final passage of the ordinance. There were a good many rumors in relation to it, as there are in reference to everything else that engages the attention of the City Council. I was called upon at my house to know whether or not I had examined the bill, and what I designed to do. I think I got some letters from friends.

Question. State who it was called on you?

Answer. I think Mr. John G. Proud and Mr. McPhail. I took up the subject for the first time. I had no means of acquiring information on the subject except a cursory examination that I had made into the rail road system in Philadelphia and elsewhere, and information from parties with whom I happened to be in contact there. I took up the Travers bill and examined it. It had then passed the Council and awaited my approval. I looked at the Brooks bill also. The result of my examination in relation to the whole matter induced me to believe that four cents was a fair compensation for carrying passengers, looking at the whole system of roads, and taking the good and bad routes together, and I believed that four cents fare would pay. I had some conference with him upon the subject and I think I talked with Mr. Latrobe and others. Of course it was mere opinions that we all entertained on the subject. There were some routes that I did not believe would pay, and these are not yet constructed; but taking them altogether, I was of the opinion that four cents would pay, and was willing to accept a contract on that basis, taking for granted that the whole thing would be carried out in good faith, that all the routes would be constructed, and that our relations would be pleasant with those with whom the contract was to be made.