

er entered or cleared at the Baltimore Custom House during the year 1852. I have to state that it does not appear by the records of this office, that either of the vessels referred to, either entered or cleared at this Custom House during the year 1852, except the last named, the Bark Inca, which entered on the second day of December, 1852.

I am, very respectfully,  
Your ob't serv't,

GEORGE P. KANE,  
*Collector.*

REUBEN TALL, Esq.,  
*House of Delegates, Annapolis.*

*To the committee of the Legislature of Maryland,  
on the Pilot Question.*

GENTLEMEN,—

The undersigned, though wholly unprepared for the interrogatories present him, found that his opinion, under oath, differed so materially from gentlemen so well known for veracity, intelligence and commercial experience, conceives it but due to himself and the committee to present the accompanying document (regretting that want of time did not allow of its being more full and satisfactory,) to show how far his opinions are sustained by recorded facts.

Professing to be no partizan on the subject, and only anxious that this vexatious question should be settled on some basis, most conducive to general commercial interests, and satisfactory to all; he would not be understood as presenting the accompanying as a criterion for the whole year, as the southern trade, as you find he stated before you, is irregular; whilst the northern is more steady; but it shows that his opinion was in the main correct, and that, far from the northern coasting trade exceeding the southern, as 90 is to 10, (800 per cent.), as was stated by one intelligent gentleman, or as 7 is to 1, (600 per cent.), by another; that it is questionable, when value of cargoes are taken into consideration, whether the southern will not nearly compare with the northern coasting trade; and when such statements are made by truthful and intelligent gentlemen, it only shows how much prejudice can influence the mind. Vessels for Philadelphia, or the large number for Norfolk, Richmond, Petersburg, Fredericksburg, &c. &c., are not included in the statement, as they do not go outside the Capes.

As regards the relative influence of a coasting or foreign trade, on the commercial prosperity of our city, (on which subject he also found himself so widely at variance with most of the intelligent merchants summoned before you,) whilst believing they are mutually dependant, would refer to the commercial history of every seaport in this country, to show that in fostering and enhancing their foreign trade, the domestic flows in and makes channels to