

To the thirteenth interrogatory he answers and says they do not, in 1855 they had the privilege from the Board of Examiners of parting with one of their boats because they were not able to keep them going.

CROSS INTERROGATORIES.

To the first interrogatory he answers and says there has been no new pilots made since June, 1853.

To the second interrogatory he answers and says about four days, average passage.

To the third interrogatory he answers and says, as the longest time he will say he has been sixty days from Cape Henry to Baltimore, when obstructed by ice and weather, and in fair wind and unobstructed he has made the passage in twenty-four hours.

Signed in the presence of Charles P. Montague, Clerk to Committee.

JOHN H. COOPER.

CAPTAIN BAILEY, SWORN.

To the first interrogatory he answers and says he is unable to answer, having no knowledge.

To the second, has no knowledge.

To the third and fourth, has no knowledge.

To the fifth interrogatory he answers and says it does not sufficiently protect the pilots without the compulsory feature.

To the sixth interrogatory he answers and says the interests of commerce would not be subserved by open competition.

To the seventh he answers and says it would not have any tendency to injure the commerce of the city of Baltimore.

To the eighth, ninth and tenth interrogatories he has no knowledge.

To the eleventh he answers and says that to the best of his knowledge there are five or six employed, but he has no knowledge of their monthly pay.

To the twelfth interrogatory he answers and says he has heard so.

To the thirteenth interrogatory he answers and says he has no knowledge.

To the fourteenth interrogatory he has no knowledge.

To the fifteenth he thinks that the imposition practiced upon strangers would more than counterbalance any benefit that would accrue from opening the pilotage to free competition, owing to the incapacity of pilots who might offer themselves in case competition should be opened.

To the sixteenth he answers and says he has commanded vessels from 1825 to 1851 constantly; the present system has a detrimental effect upon the commerce of Baltimore, owing to their not being able to keep their boats.