

To the 9th interrogatory, he answers that under the law of 1803, it was as much a monopoly as it is now; if you did not speak a vessel outside you made nothing, that law compelled pilots to speak vessels outside of the Capes before they received half pilotage.

To the 10th interrogatory, he answers and says, the receipts prior to 1852, did not go into a common fund.

HENRY GUYTHER.

W. Mankin, sworn.—To the 1st, 2nd, 3d, 4th, he has no knowledge.

To the 5th he says, the compensation made to Pilots under the law of 1853 during the last 14 months is greater in proportion than that received by any other class of persons connected with commerce, and that the facilities to commerce if any, arising from increased compulsory compensation would more than be counter-balanced by the disadvantages.

To the 6th he says the best interests of commerce foreign and domestic would be subserved by open competition under such rules and regulations as might be adopted by a Board of Trade.

To the 7th he says, in his judgment the effect would be injurious.

To 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, he has no knowledge.

To the 16th, he says, he has not been engaged in commerce for the last 3 years, that he is convinced from observation that removal of half pilotage is advantageous to the commerce of Baltimore.

To the 17th he says, in his judgment the number of Pilots may be decreased as there are more Pilots than are required by the present commerce of Baltimore.

To the 18th he says, he is not interested in any ship or vessel, his occupation has been that of a shipping merchant up to last 3 years.

To the 19th he has no knowledge.

To the 20th he says that his knowledge of the receipts of the Pilots is derived from the evidence mentioned to this committee in his presence.

To the 21st he says, I was in favor of a change of the laws of 1852 into a system of Pilot laws void of compulsion or free to all competent persons but agreed to the laws of 1853 as a compromise.

To the 22nd he says I believe that an efficient number of Pilots is absolutely necessary to the commerce of Baltimore and that a free competition would produce them.

To the 23d he says the number of Pilots required in my opinion for the present commerce of Baltimore is less than fifty. In the last 12 months I estimate the number of vessels using Pilots which passed up and down the bay to be about 400. I estimate the average passage both ways to be 8 days, though I