

4. No; as no city can maintain a commercial importance without foreign trade. In my opinion foreign trade has been injured from difficulties growing out of the present pilot law. The commercial prosperity of Baltimore is increased by the navigation laws, and not affected by the pilot laws.

5. Yes.

6. They are.

7. Yes; anything calculated to increase foreign commerce tends to promote the agricultural interests of the State.

8. The primary cause is, that orders can be executed at lower rates of freight. Larger portion orders from New York, filled in Baltimore, are for foreign shipment. The demands from Europe keep up New York prices.

9. Both; but mostly in coastwise trade.

10. Yes, for shipment to fill orders and on our own account.

11. Generally more northern than southern.

12. They are.

13. Southern coasters, bound out, are generally under 160 tons.

14. Owns seven vessels: Hermitage, 370 tons; Baltimore, 380; Indus, 400; Creole, 300; Frances Jane, 170 or 180; Kate Pendergast, 150; Persian, 750 tons.

15. Yes; it would prevent difficulties. Both pilots and merchants should be protected.

16. No alteration in insurance. Losses have occurred within eight or ten months past, in the Chesapeake, by which merchants have suffered severely. There has also been loss of life.

17. Don't think pilot law effects any change; freights are higher than a year ago, but owing to other causes.

18. Do not. Many vessels derive great advantage from their services without paying them—the mere fact of seeing a pilot boat on coming into the Capes gives relief and operates as assurance of the whereabouts of the vessel.

The system is not as good under the new as the former law. There should be a compromise, by allowing half pilotage at least to all vessels coming in the Capes.

Don't think half pilotage operates against foreign trading. Is not the cause of large vessels not coming to Baltimore; they don't come for want of depth of water, and hence go to New York.

The present system don't pay the pilots.

Can't say how many pilots are necessary; but need more pro rata, vessel for vessel, than for New York. My vessel went up to-day, taking pilot, and will detain him eight or ten days.

A good pilot system always benefits commerce.

New York pilots are not restricted as to numbers; any person can take out a license to act; and vessels are left free to take pilot or not. The distance of pilotage for Baltimore is greater than New York.