

**CAPTAIN MASON—Sworn.**

1. I do.

2. Do not consider their services necessary to the coasting trade. Mean vessels piloted by their captains. Give no man command of his vessels who could not carry them out the Capes or bring them in.

Legislature no right to make the coasting traders pay tribute to the pilots. They should look to other interests, and not the coasters, who labor as hard and get less pay.

Pilots should be paid; but it seems never to have entered the heads of members of the Legislature, that there are other means of supporting the pilots than half-pilotage.

Aware of there being a freer system in New York. Was not posted as to the New York Legislature being petitioned for change of the pilot laws of that State; but knew the Board of Commerce had petitioned against any change. Had never before seen the petitions now shown, in favor of such change.

Not prepared to say how pilots should be supported.

We are an exporting community, and New York an importing mart of trade, and therefore the injury from taxing the coasting interest.

3. Thinks that the coasters should be entirely exempted.

4. Am not posted; but should rather think it was. Southern and northern trade as of much interest as that of Europe.

5. Do not think it has.

Never had any misunderstanding with the pilots; some persons disposed to quarrel. They make their charges, and we pay them. They are a valuable set of men; bold as lions; none better in their business; and they deserve being supported.

6. No doubt at all, that they are.

7. Yes.

The less trammels to commerce, the better for city and country interests. We are required to pay \$20 clearance for cleaning the harbor; and all these embarrassments are prejudicial.

8. Because they command cargoes to Europe cheaper.

We are grain growers, whilst the northern and eastern States are consumers, and they having larger vessels and deeper water have the advantage of us.

9. In a mixed trade.

10. Sometimes.

11. Am not posted.

12. Do not know.

13. Tonnage of eastern vessels generally over 160 tons; but number of vessels less.

14. Represent five small vessels; two of them engaged in the coasting trade; three of them general freighters. The Henry P. Russell is of 112 tons; Ann Elizabeth, 137 tons; Rebecca, 212 tons; Eliza F. Mason, 600 tons; the Avondale, about 730 tons.