

and Savannah, about that tonnage. Larger to New Orleans. Few eastern trading vessels under that tonnage, and are increasing in size.

13. Very few under.

14. Owns an interest in three vessels. Engaged in the foreign trade. One vessel is of 825 tons; another, 615 tons; the other 200 tons, and two of about 1600 tons building.

15. No—I am in favor of a free system.

16. None.

17. Freights are regulated by other causes; not by pilotage.

18. Think they receive too much protection.

19. Yes. Quantity of articles for export and other causes, operate upon freightage.

20. They do not.

21. Yes, decidedly.

22. Increased. Cannot state the relative increase.

23. From London to New York rates are lower than from that port to Baltimore. The facilities of trade produce such a state of affairs.

24. Am not.

25. Increased all over the world.

Not attributable to pilot laws. The increased trade abroad, with Australia and the Pacific, have tended to increase freights. The increase of arrivals since June have been about fifty per cent. Cannot say why increase of vessels have not lessened freights.

26. Certainly.

Taxes all paid in this State.

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MR. MANKIN—*Sworn.*

1. Thinks it necessary to have an efficient corps of pilots.

2. Necessary for the protection of both.

3. Should be supported by those who need their services.

4. The coasting trade of most importance.

5. Do not think that it has.

6. Yes.

7. Yes.

9. Chiefly in the foreign trade.

10. I do.

11. Southern trade much smaller in number.

12. Thinks majority under 160 tons.

13. The larger number over 160 tons.

14. Engaged chiefly in the Liverpool trade. Two vessels of 900 tons.

15. The whole system ought to be left free as possible.

16. Don't think it has the least effect.

17. Freights, from general causes, not the pilot laws, are higher.