

18. Do not think the present compensation sufficient for the existing number of pilots, but ample to support a proper number. Think forty or fifty enough to do the work.

About six hundred foreign arrivals last year, each occupying a pilot say four days. Have known a pilot to be discharged in eighteen hours.

19. Would injuriously effect freights.

By removing half-pilotage don't know of an instance of a vessel effected. The pilots are of general advantage to the foreign trade, and to some extent to the coasting trade.

Don't know that the change in the law has effected freights. Believe the general effect to be good.

In chartering vessels in Liverpool pilotage is never taken into consideration.

In the foreign trade always take pilots.

Can't state as to best mode of regulating the system.

Think pilotage properly raised when the half-pilotage was taken away.

20. It operates very advantageously for domestic trade, and not disadvantageously on foreign trade.

21. It has largely increased.

22. Increased. Can't state relative increase without reference to documents.

23. Not posted. A vessel, (the Annapolis), is now loading for Liverpool. On heavier articles, coal and iron, New York freights are lower.

24. Not prepared to say as to flour; but the general tendency to increase keeps up.

The bread stuffs sent from Baltimore to New York, are used to some extent there; but our flour bringing higher prices in Liverpool, it is generally re-shipped to foreign ports. Would be of decided advantage to have a direct foreign trade.

25. Generally increased.

26. Foreign much dependent upon domestic trade.

Taxes paid in this State.

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MR. PRATT—*Sworn.*

1. Yes.

2. No.

3. Those who employ them.

4. The coasting trade, because ten times larger.

5. No.

6. Yes.

7. Do not think that protecting the pilots would conduce to the agricultural interests.

9. In the coasting trade generally.

10. Some.