

11. About 90 per cent. in eastern to 10 per cent. in southern.
12. A large majority about 160 tons.
13. Few under 160 tons—large number, 300 tons.
14. Interested in two—240 tons in the half, and 160 in the other. Am engaged in foreign trade, but chiefly in coasting.
16. None.
17. Freights are higher every where; but don't think it is the effect of pilot laws.
18. Think they receive too much.
19. Decidedly.
20. No.
21. In Baltimore they have.
22. Have increased; but can't state relative increase.
23. Freights to Baltimore and Norfolk, from London and Liverpool, are less than from those foreign ports to New York and Boston.

25. Increased generally.

26. Undoubtedly the foreign trade be benefitted. Experience in coal and iron trade, shows that benefitted by change in the pilot laws.

A vessel making seventeen trips a year, under the former system, would be taxed \$510 annually.

Thinks the captain should be left to do the piloting.

Thinks foreign commerce should sustain the pilots.

Those who use them should pay them.

Thinks larger number of vessels ready for freight now than formerly.

Owens vessels trading with other ports free of pilotage.

Wants pilots to regulate their own business—to rid traders of the pilotage tax—and believed yessels be protected as well as at present.

If present compensation not sufficient to support them, believed shippers in the foreign trade give higher rates. One Baltimore house has its shipping interest in the northern trade to foreign ports. The rates of freight is an inducement.

Considered the foreign trade as sufficient to sustain the pilots.

Don't know any thing as to contracts between shipping houses and the pilots.

Cannot say as to the amount of tax or shipping interests paid in and out of the State.

Can't say as to northern shipping interests in Baltimore.—There are at least 100 vessels building at the north for the Maryland coal trade.

Taxes paid in this State.

Mr. WM. G. HARRISON—*Sworn.*

1. I do.

2. Suppose such to be the case.