

15. Yes, as matter of policy not principle.
16. No change, that I know of.
17. Freights are higher, but not the effect of pilot laws.
18. No judge of that matter. When the question was raised last year, in view of the abolition of the half-pilotage, advised them to increase their rates fifty cents, and we pay that now. Willing to pay it, but want coasters free.
19. Would seriously effect freight. A coaster going out three times a month, to be thus taxed, would be effected more prejudicially than one in the foreign trade, who would not be required to pay so often.
20. Do not think they do. They are more liberal now.
21. It has improved, but cannot say that is the entire cause.
22. No decrease—cannot say as to the increase. Commerce is on the increase; thinks it the natural result of free trade. Don't think present pilot laws prevent any vessels coming to Baltimore. Foreigners calculate as to rates of freight and chances for cargo; never think of pilotage; \$2 a foot would be a matter of no consideration with them. Always take pilot, except in cases of small vessels. Don't know any thing of English pilotage.
23. Am not posted.
24. I am not.
25. Increased all over the world, so far as my knowlege extends.
26. Certainly follows, as a consequence. Don't think it is right to tax those who do not need a pilot, equal with those who are incompetent to pilot their own vessel. Should think from 90 to 100 pilots sufficient, and they well paid.
- Taxes all paid in this State.

MR. HOOPER—*Sworn.*

1. Yes.
2. Are at times beneficial to both.
3. Those who employ them.
4. The coasting trade, in magnitude; but both advantageous.
5. No foreign commerce kept away, or charter parties affected by it.
6. They are facilities to those who need them.
7. Protection to any trade is of interest to the State.
8. Maryland is a producing State, and must look abroad for a market.
9. Generally foreign.
10. Do not.
11. About four times as many in eastern as in southern.
12. Believe those trading between Baltimore and Charleston