

coming into port with guano, &c., so as to take off, in their return, our wheat and flour, the greater the effect upon freights and the prices of our produce.

No positive knowledge of pilots laws elsewhere.

The scarcity of vessels lessens the price of produce.

Believed that no special interest should be exempted to the injury of others, and the crippling of the efficiency of the pilots. The change might enrich the coal traders, but prove highly prejudicial to other more important matters of commerce.

There should be such general inducement offered to pilots as to place them outside the Capes, as essential to all interests.

Had reason for believing the New York pilot system does not work well; and that the Legislature of that State has been petitioned for a change. They have a free system. Their number is not reported as too large.

The Chesapeake pilots have more water to operate upon; and their numbers should be sufficient for imergencies.

Pays all taxes in this State.

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MR. SMITH—*Sworn.*

Q. Are you a full branch pilot?

A. I am.

Q. Are you Secretary to the Board of Pilots?

A. Yes.

Q. What number of pilots were there the first of June last?

A. Ninety-seven.

Q. How many boats were there engaged prior to the first June 1852?

A. Fourteen.

Q. How many pilots are employed now?

A. Ninty-five.

Q. How many pilot boats now in use?

A. Five.

Q. Why are there not as many pilots employed now as formerly?

A. Because there is not revenue enough to support them.

Q. Why have you withdrawn the other boats?

A. For the same reason—want of means to keep them in the service.

Q. Think you could not keep the old force of men and boats, under the present pilot laws?

A. Most certainly not.

Q. Suppose there was a freedom to competition, what do you think would be the effect?

A. Think it would result in accident, and prevent many vessels from coming to our ports.