Appendix (V. V.)

14th Sept.

that revenue could be increased, and to what extent; and to suggest what, in my opinion, would be the best means for securing the collection. I addressed a series of questions to the Collector of the tolls, of which a copy is annexed, (*Appendix No.* 2.) I did not receive any written answer; but on calling some time afterwards on the Collector of Customs at Hamilton, I received the information contained in the papers, *Appendix Nos.* 3, 4 and 5. It will be seen by the paper, *Appendix No.* 6 that the gross receipts of the Burlington Bay Canal from 1828 to 1840 (being 12

years,) is, - - - - - - -	£14048	14	0
That the expenses of collection have been, - - - -	726	9	11
Leaving the net produce for 12 years, - - - - -	£13,322	4	1

The Canal has cost about £36,000; but as the money has been advanced at different periods, a statement of which I could not get, the interest may be estimated at about four per cent per annum. The last year's returns up to June 1840, will pay about three and one-eighth per cent per annum. I am of opinion that a much better mode of collecting the tolls than that at present practised, may be adopted. I think that the system of checks resorted to in England, ought to be acted upon in Canada. No two persons of the same family are ever allowed to be employed in the duties of the same collection. The collections of the tolls of Burlington Bay ought to be entirely distinct and kept in such a manner as to furnish a check on the Collector of Customs. The items by which the charge is made to each Merchant should be furnishd in a distinct account, and quarterly, to the Inspector General. A Queen's Custom House should be built in which goods chargeable with dues or duties should be placed. I am of opinion that a very large increase of tolls would arise, if an alteration of the system is adopted. I have little doubt that instead of about £1150, the sum collected in 1840, that at least £4000 per annum might be raised.

3.—What is the name of the Collector of Tolls at the Canal?—John Chisholm.

4.—Are the Tolls collected by principal or by deputy?—By deputy.

5.—What is the name of the deputy?—John Chisholm, Junior, son of the principal.

6.—Who is Collector of the Customs at the Ports of the Canal, Wellington Square, and Hamilton?—John Chisholm.

7.—Does the Collector at each of these Ports act personally or by deputies?—By deputies.

8.—Who is his deputy at Hamilton?—A son of the Collector.

9.—Who at Wellington Square?—I believe Messrs. Smith and Chisholm, son and son in-law of the Collector.

10.—Of what profession or calling are his deputies at the last mentioned Port?—Merchants.

11.—Is the Collector of Tolls at the Canal, and the Collector of Customs at the Ports of Wellington Square and Hamilton, one andthe same person?—The same person.

Saturday, 11*th September,* 1841.

John Roy, Esq., of Kingston, called in and examined:

1.—Can you give the Committee any information respecting the collection of revenues in that part of this Province heretofore Upper Canada?—I have a pretty accurate knowledge of the trade of this country from Port Hope to Prescott.

2.—Do you know instances of goods consigned to one Port having been entered at another?—I know of several instances of goods consigned to Kingston having been entered at Bath, Gananoque and Brockville. On asking the owner of a parcel which had been entered in this way at Bath, what was is reason for doing so, he informed me that he had had a quarrel with Mr. Kirkpatrick, the Collector at Kingston, and would not give him the benefit of any duties arising from his importations. In 1835, I knew a schooner to arrive at Kingston from Oswego, with a cargo of Salt, on which it was pretended the duties had been paid at Brockville: the owner requested me to pass his entry at the Custom House for him; I agreed to do so, and on arriving there, after transacting some business for myself, I tendered this entry,—it was refused, the Collector stating that, instead of 200 barrels the quantity stated, there were 450 barrels on board the vessel. The matter was afterwards amicably arranged, by the owner paying the full duties on the whole quantity and no further notice was taken of it. This cargo of Salt was entered at Brockville, and the duties paid without the vessel ever having been there.

3.—Have you transacted much business with the Custom Houses in this neighbourhood?—I have.

4.—Will you state the manner in which business is conducted by them?—After paying the duties and getting a permit to discharge, the whole control of the entry is left entirely to the importer; no person from the Custom House, attends to verify, that the goods and the entry correspond, for example, a person might enter 300 barrels of Salt at half a dollar, per barrel, duty, and without the least risk of detention, land 600. A barrel of Salt contains 280 pounds, but the people in the Canada trade, generally take care that their barrels contain as much over that quantity as possible, (indeed I have known them contain 360,) while the Custom House, without any reference to this