

*Effects of Railways on Customs management.*

The construction of railway lines crossing our frontier, and connecting our large cities with the great commercial marts of the United States, and indeed, in winter, with European markets, introduced new channels of commerce, which opened quite a novel phase in the administration of the Customs laws.

It became at once obvious that the simplest way of dealing with this new state of things, was to treat a freight car as you would a ship, and require manifests of contents and reports inwards as to destination. The system of securing the goods imported by rail, by putting Customs Locks on freight cars as they arrived at the frontier, immediately followed, and a series of regulations governing importations, the examination of passengers' baggage, the through transit of goods and passengers, exports, &c., were drawn up by the Commissioner and his then Assistant, Mr. Worthington, submitted to the Executive and sanctioned, and these Regulations, modified and extended from time to time, as experience and the exigencies of the service required, appear to have worked very satisfactorily.

One of the results of the opening of these great railway avenues of commerce, was the applications from numerous towns, and even villages, on the Grand Trunk, the Great Western, and other railway lines, to be erected into Ports of Entry and Warehousing Ports; and thus we have the Ports of London, Woodstock, Guelph, Stratford, Paris, and several out-ports, such as Galt, Peterborough, St. Armand, and a few others.

The normal functions of Ports of Entry unquestionably point to the frontier of a country as the local position which such Ports should occupy, and there is no doubt that the restriction to Sea Ports and Frontier Ports of the entry of importations and the collection of Customs duties would reduce the cost of Collecting the Revenue and simplify the business of the Department, besides probably reducing the chances of loss to the Revenue from frauds. But the first step towards a deviation from that restriction is to be found in the laws existing before the construction of Railroads in this country, which laws permitted then, as they do now, that goods, arriving at a Frontier Port, might be forwarded to the Port of destination for entry and payment of duty. This was suggestive of the creation of Inland or interior Ports, and the opening of Railroads did not fail to invite the establishment of an additional number of such Ports. It would be difficult, if not unjust, to withdraw from London, and the other interior railroad Ports mentioned, the privilege they enjoy as Ports of Entry; but it is certainly unadvisable that any addition should be made to the number of such Ports, except perhaps in cases in which the population and trade of a place would, like the City of London, Ontario, be of a magnitude to warrant its being erected into a separate Port of Entry.

*Classification of Ports.*

A classification of Canadian Ports was made in 1845, wholly upon the basis of the collections. This, however, was found unsuitable to the state of things some years later, and in 1851 another classification, based upon the business more than the collections of the Ports, was adopted. This was in turn superseded by the schedule to the Civil Service Act of 1857, in which the Ports were again classed as in the first instance, exclusively with reference to the amount of collections.

One of the omissions of the schedule referred to involved some difficulty in its application, for whilst the minimum and the maximum were stated with reference to the collections in each class, no corresponding rule was laid down with regard to salaries, the amount of which appears to have been fixed with reference to the maximum only.

Where, as in Canada, many Ports are so situated as to entail considerable labor on their officers without any corresponding evidence of that labour in the amount of the Revenue collected, a classification of Ports, when such a thing is at all necessary, should, as far as possible, be framed to meet those cases, and to provide for the special circumstances of such Ports.

On our extended frontier, several Ports are in direct communication with populous American Cities and Towns, such as Windsor and Sarnia, opposite Detroit, and Port Huron and Prescott, opposite Ogdensburgh. At these Ports ferries keep up a constant intercourse with the American shore, steamboats and river craft frequent the Port, and railroads bring them, if not a large local traffic, at least a large transit business, and railway manifests must be