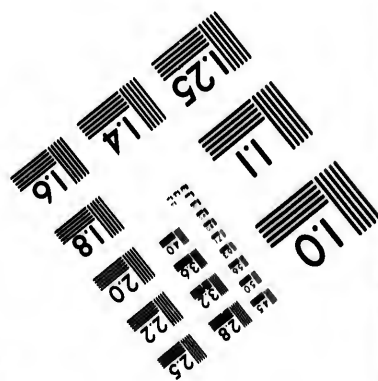
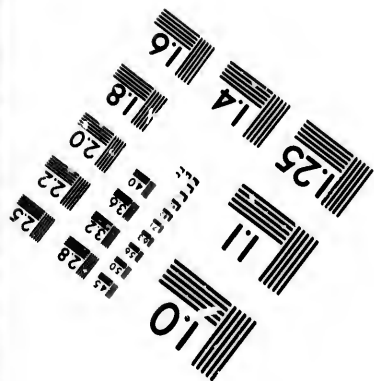
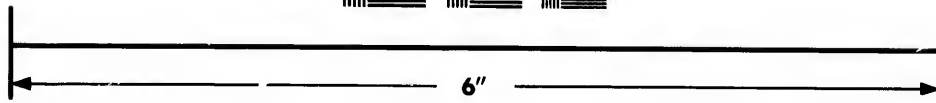
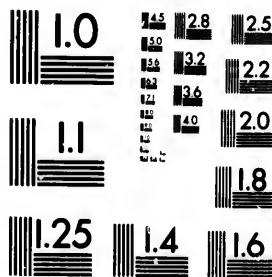


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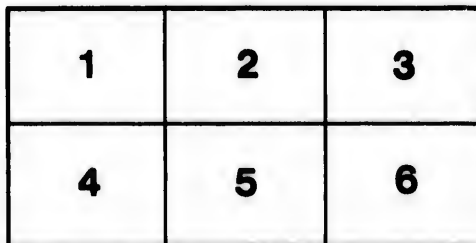
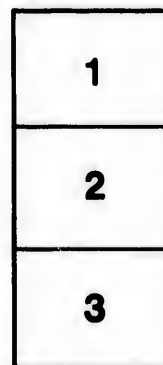
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**REPORT**  
FROM THE  
**SPECIAL COMMITTEE**  
OF THE  
*LEGISLATIVE COUNCIL*  
OF THE  
PROVINCE  
OF  
*LOWER-CANADA,*

To whom the Petition from several Merchants and Ship-Owners of the Port of Quebec, was referred, with instruction to the said Committee, to enquire into the means of extending and securing the Coasting Trade of this Province; also, the Trade carried on between this Province and the other possessions of His Majesty in North-America.

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Reported by the Honorable WILLIAM B. FELTON, 5th March, 1824.

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Quebec :

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REPORT

SELECT COMMITTEE

LEGISLATIVE COUNCIL,

SATURDAY, 6th March, 1824.

ORDERED, That one hundred copies extra of the Report of the said Committee, with all the Papers, Evidences and Documents accompanying the same, be printed in both languages.

(Attest)

(Signed)

W.M. SMITH,  
C. L. C.

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**REPORT**  
FROM THE  
**SPECIAL COMMITTEE**  
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**LEGISLATIVE COUNCIL**  
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**PROVINCE**  
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**LOWER-CANADA,**

*To whom the Petition from several Merchants and Ship owners of the Port of Quebec, was referred; with instruction to the said Committee to inquire into the means of extending and securing the Coasting Trade of this Province; also, the Trade carried on between this Province and the other possessions of His Majesty, in North-America.*

*Made on the 5th, and agreed to by the House, on the 6th March, 1824.*

---

**T**HE Committee to whom was referred the petition from the Merchants and Ship owners of the Port of Quebec, relating to the fees of the Custom-house, &c. and who were instructed to inquire into the means of extending and securing the coasting trade of this Province, and also the trade carried on between this Province and the other possessions of His Majesty in North-America, with power to send for persons, papers and records, and to report to the House by Bill or otherwise, have agreed to the following Report, which is divided into sections corresponding to the subjects referred to them.



## SECTION FIRST.

The Committee, pursuant to the order of reference, after reading the petition of the Merchants and Ship owners, complaining of the fees exacted at the Custom-house, as also the papers accompanying the same, proceeded to inquire into the authority whereon Custom-house fees in the Colonies are founded, and have ascertained that they rest upon British statutes, under the sanction whereof the Halifax docket or table, dated 23d December, 1769, was established, and extended to Canada.

The Commissioners of Special Revenue Inquiry, by the letter of their Secretary, dated at Halifax, 22d September, 1812, directed the Collector and Comptroller of the Customs at Quebec, to follow that docket strictly, within their survey.

Previous thereto, the practice at Quebec had been to receive £5 5s. currency in the gross, in clearing square rigged vessels, as the whole fees of entrance and clearance; but thenceforth the Halifax docket was followed.

On the 10th of August, 1813, the principal officers at Quebec wrote to the Board of Customs in London, stating the fees exacted here under the Halifax docket, and intimating that the instructions received from the Commissioners of Special Revenue Inquiry contained merely a general reference to the Halifax docket, without giving directions as to its particular application. The amount so stated, as taken at Quebec under that docket, was £5 3s. 2d. sterling, consisting of items as follow :

<i>Inwards.</i>		
General Entry,		£0 18 11
Report,		0 2 6
Warrant to unload,		0 2 6
Certificate of report,		0 4 0
Anchorage,		0 6 0
Recording registers,		0 17 4
Foreign topsail vessels,		0 9 6
		£3 0 9
		£3 0 9

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*Outwards.*

General clearance,	£0	18	11
Report,	0	2	6
Warrant to load,	0	2	6
Certificate of report,	0	4	0
Bill of stores,	0	2	6
List of men,	0	2	6
Foreign topsail vessels,	0	9	6
	<hr/>		
	£2	2	5
Add, Inwards,	3	0	9
	<hr/>		
	£5	3	2 sterl.
	<hr/>		

The Commissioners, in their letter dated London, 7th October, 1814, acknowledging the abovesaid letter of 10th August, 1813, state, that the fees in the Plantations being still under consideration, they are to govern themselves by the Halifax docket in the mean time. This the principal officers of the Customs at Quebec construed into a confirmation of the fees, as stated in their said letter of 10th August, 1813; but nothing being said by the Commissioners as to the fees so stated, or the particular application thereof, the question still remained undecided, as to what the Halifax docket justified in respect to such application.

The Committee then proceeded to examine evidence to ascertain the facts whereon the matters of complaint rested. Persons, therefore, the most likely to afford the needful information upon the actual practice, were called before them and interrogated.

The questions put to them, and their answers, were minuted in writing, and the whole submitted to the perusal of the Collector, and some questions thereon framed, in order that he might be enabled, if he saw fit, to reply thereto, and to afford to the Committee the means of forming a correct opinion upon the subject matter of reference. It was his wish that questions should be put to him in writing, instead of having the general testimony to reply to.

A representation to His Excellency the Governor, by the Collector and Comptroller, upon the complaints of the petitioners, was submitted to the Committee by the Collector, and also copies of a correspondence between the late Comptroller and the Commissioners of the Customs, with the Collector's remarks thereon.

Upon perusal thereof, and of his answers to the abovesaid questions, and after mature deliberation upon the whole of the allegations in the said petition of the Merchants and Ship owners, with their testimony in support thereof, and the documents, remarks and answers, produced by the Collector in support of the right to the fees exacted and received,—the Committee came to the following conclusions :

That many difficulties and disputes originate and continue from the neglect of defining with accuracy, the meaning of words whereon contending parties support their inferences.

This, unfortunately, has especially been the case in the matters referred to the Committee. The construction put upon the Halifax docket by the Custom-house officers and by the merchants, essentially differ, and in several cases are directly contradictory. The Halifax docket is worded with such a want of precision, as to leave room for great latitude of construction, and particularly in its application to the Port of Quebec, in relation to the neighbouring Provinces. The Merchants contend, that the additional fee for "*foreign topsail vessels*," cannot apply to other than square-rigged vessels coming from beyond sea; whereas the Officers of the Customs include therein vessels of all descriptions, carrying topsails, even schooners of forty tons, coming from a port out of this Province.

In the apprehension of the Committee, a foreign topsail vessel, to come under the fair construction of the spirit of the docket, although doubtful by its letter, (for foreign is highly incorrect as applied to British vessels) can only at most be a vessel coming from beyond sea, as for instance, from any port in Europe or the West Indies. For even admitting that schooners and sloops carrying topsails, coming from or going to those ports, should be considered to be *foreign topsail vessels*, yet such, coming from or going to the ports of the

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neighbouring Provinces and Newfoundland, and being spoken of by seamen as *topsail schooners or sloops*, ought not to be liable to the "*foreign topsail vessel*" fee.

Another material difference of construction, respects registers. The Merchants contend, that no fee is legally exigible thereon, unless for a new register, or for endorsing an old one, where there is a change of the Master or Owner.

The Officers of the Customs exact a fee of 17s. 4d. sterling, in the case of vessels of all descriptions, for each voyage, even to the extent of four voyages in a season, for a schooner, to Nova-Scotia; considering themselves justified therein by their statement of fees to the Commissioners, of the 10th August, 1813, where one of the items is called, "*Recording Registers.*"

The Committee think this is manifestly erroneous. It was not explained to the Commissioners what was meant by recording registers; and consequently, that Board could only suppose it related to registers under the Halifax docket. Now, that docket expressly mentions 3s. 4d. sterling as the fee for "*endorsing a register,*" and 17s. 4d. for a "*new register, and recording the same;*" which clearly establishes the distinction between a *new* and an *old register*; the endorsement having reference to the *latter*, and the fee thereon exigible only when the case arises; and the large fee is not exigible at all, unless for a *new register*, registration whereof is essential to its completion, and forms a part that cannot be separated therefrom.

There is also a difference of construction in what respects the anchorage fee of 6s. sterling, which includes 2s. for Surveyor and Searcher. This, the Merchants insist, is only due on vessels which anchor and proceed without landing their cargoes, or after landing part of their cargoes, at Quebec. Whereas it is taken whether such be the case or not, under the idea that they cannot know the ulterior intention as to landing; but as it is never in any case returned, and the far greater number of vessels do land their entire cargoes at Quebec, the fair meaning of the docket does not appear to justify the practice respecting this fee.

A question arises on the subject of fees on vessels which proceed and land their cargoes at Montreal, and there load

their return cargoes,—Whether the whole Custom-house fees thereon, at Quebec or Montreal, together should exceed the legal fees exigible for entrance and clearance of vessels which unload and load at Quebec, adding thereto the anchorage fee. The Committee think that this is a fair construction ; but the Officers of the Customs at Quebec consider themselves not only entitled to the whole of the Quebec fees on all such vessels, but 17s. 3d. currency, in addition thereto, without allowing for or abating any part thereof, for those paid at Montreal. On this point the docket contains nothing explanatory.

It appears that the Searcher and Waiter, since they collected their own fees in 1816, have gone according to the construction of the Halifax docket by the Collector and Comptroller varying the amount in particular cases, according to the rates of the Collector and Comptroller's charges.

These are the most material points whereon differences of construction have continued to exist, and thereby furnished a fertile field for discontent and complaint, exclusive of some of minor import, all of which might have long ago been set at rest, had they been fairly and unequivocally stated to the board of Customs, whilst a general reference, without specification of the application to particular cases, leads to misconception.

Discontent and complaint might also have been done away, or a foundation laid therefor, if the Officers of the Customs had given to each person clearing a vessel the particulars included in the amount of fees demanded. Reference to a docket or table as an explanation, can afford no satisfaction, unless the items are given, whereby a comparison with the table can be made. A refusal or neglect to do so, furnishes reasonable cause for suspicion, whether there be good ground for it or not, and such neglect is liable to abuse. The Committee find that no particulars have been given when explanations of the fees on clearing out, have been asked for. Every person paying money has a right to an account of the particulars for which it is exacted.

Custom House fees are granted as a remuneration for the services of the Officers, and not as taxes, for their benefit.

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When too high, even when legal, they injure fair trade and navigation, and tend to destroy the source whence the means of their payment is derived. But who can say whether any part be illegal, if only stated in the gross ?

As respects the future, the Committee are of opinion that vessels from and to Europe or the West Indies, on clearing out at Quebec, could bear to pay according to the fair meaning of the Halifax docket, excepting that no "foreign top-sail vessel" fee should be charged for schooners or sloops; and they have to observe that as the Halifax docket of fees was framed before the independence of the United States, the words thereof ought not literally to be construed as precisely of the same import, as then. Therefore in the opinion of the Committee, the words of that docket *Bay of Fundy, Louisburg and Canso*, should be equitably considered in respect to Quebec, as analogous to *Nova Scotia, New Brunswick and Newfoundland*; and the fees on vessels trading thereto which exceed 60 tons burthen to be chargeable at one half the rate of vessels from or to Europe or the West Indies, without any allowance therein for "foreign top-sail vessels." That on vessels which do not exceed 60 tons the charge should be only one half of what would be so chargeable for such vessels above 60 tons. And that the fee on small vessels or craft when employed in the fishing or oyster trade to or from any place within the Gulf of St. Lawrence, should be the same as is now paid on coasters within the Province.

The Committee, in thus giving their opinion upon the Custom-house fees, beg leave to add thereto, that the Legislature of this Province is incompetent to alter or to amend the rates thereof, established under the authority of the Imperial Parliament:

The hours of business at the Custom-house being from ten to two o'clock, are certainly too short, under the peculiar circumstances of our navigation, and an extension thereof to four o'clock is desirable. The Committee feel it their duty to state, that there is no complaint of refusal to do business out of the office hours, or on holydays, when special cases require it. On the contrary, all the Merchants acknowledge that in that respect, every facility and accommodation by the

Officers, within and out of doors, are readily afforded, on payment of extra fees, wherein the Collector and Comptroller state, that they have not claimed or asked for any participation.

The Merchants examined have generally expressed their opinion to be in favor of an abolition of fees, as to the Officers themselves, and for a tonnage duty in lieu thereof, as a fund for the payment of fixed salaries.

Of the benefit to the trade, that would result from such a change, the Committee strongly doubt; and under a consideration of the shortness of our season of navigation, they are inclined to think that moderate fees, clearly defined, according to the rates stated by them, as abovesaid, coupled with a note or account of their detail, to be furnished at each payment thereof, would practically be preferable. Such a note or account would prevent abuse, mistake and complaint, and occasion no additional trouble; as, by having blank forms printed, containing separately in detail each legal charge under its proper denomination, the sum applicable to the authorised charge, for what may have been done, could, at the clearance of the vessel, be carried out, and when paid, the Officer receiving the money, should sign and deliver it to the person paying the same.

The Naval Officer originally had ten shillings for square-rigged vessels, and five shillings on others coming to and going from the Province; but for some years past, he has exacted and received twenty shillings, and ten shillings, currency, which he justifies by the Scale of the Provincial Table of Fees, in the Ordinance 20th Geo. III. chap 8, although it is expired. He states, that the smaller rate was taken under what he afterwards considered to be a misconception of the construction of the Ordinance.

That Table admits of two constructions as to his fees, one whereof would bear him out in the charge; but the Ordinance being expired, it introduces doubt as to his right of exaction by that Scale.

He, however, is entitled to fees, and those paid prior to his exaction of the increased rate would have been unobjectionable. As an officer of the Provincial Government, the

Legislature of that day, included his fees in the General Table.

The Trinity dues consist of a duty on vessels, laid on towards defraying the expences of the Light House on Green Island, and of placing buoys to facilitate the navigation of the river. These dues, although inadequate to cover these expences, are considered by the trade as high, and requiring some reduction.

The rates of Pilotage are more especially complained of by all Masters of vessels, as too high and as being susceptible of reduction, so as still to leave an adequate remuneration to the Pilots for their services. A higher rate of pilotage for vessels navigating before the first of May, and after the first of November, than for those navigating between those between those periods, is not only unobjectionable, but expedient, as a premium to pilots to exert themselves at those seasons of greater risk.

Upon mature consideration of the matters contained in the Petition referred to them, the Committee have to state as their opinion, that there has been an irregularity in the collection of fees; and that some fees have been exacted and paid at the Custom-house of Quebec, which are not sanctioned by the Halifax docket.

## SECTION SECOND.

Your Committee now proceed to the subject matter of the reference respecting the coasting trade, and the trade carried on with the ports of the other British Provinces of North America.

1st. It is necessary to premise this part of the report by noticing that the distinctive term of "coasters" has been limited by the Custom-House, and applied as it affects the fees authorized by the Halifax docket, only to vessels employed within the limits of this Province, and on this description of vessel, your Committee has no remark to offer.

2d. The vessels employed in the conveyance of flour and other provisions from Quebec to Halifax and Newfoundland, vary in burthen from 80 to 90 tons; it appears that vessels



of the smaller dimensions, viz. from 30 to 60 tons, are those which usually are engaged in this trade, and they are of a size which can conveniently be employed in the fishery business when freights cannot be obtained for the out-ports; many of these vessels are owned by residents in the District of Gaspé, and others by persons residing in the small ports of the neighbouring Provinces.

The proprietors are generally men of very limited capital, who not only construct but fit out these vessels with little other manual assistance than what their own families afford. These vessels are built of the cheapest materials, and are equipped with the most minute attention to economy, and the crew is supported in the most parsimonious manner.—The concurrent testimony of all the persons who have given evidence before the Committee on the subject of the coasting trade, proves, that notwithstanding the utmost economy in the management of the small craft, they are unable to convey produce from Quebec to Halifax on equal terms with the vessels which are engaged in the carrying trade between Halifax and the ports of the United States. This is attributed in a great measure to the heavy exactions of the Customs, the Naval Office, and the Trinity dues; and it does appear to the Committee, that the fees and dues levied on these vessels bear too large a proportion to the freight usually paid, being about 20 per cent. on a vessel of 40 tons; and much exceed the dues exacted in the United States on American vessels employed in the coasting trade of the said States, which are limited to six cents a ton per annum, and a dollar and a half for each vessel, for entry and clearance. Some part of the difference of expence is, however, attributable to the circumstance of the vessels seldom obtaining return cargoes, and to the short period of the navigation, which rarely allows of more than four voyages in the course of one season, and compels the vessel, owner and crew, to lie unemployed for half the year, during which time they must depend for support on the profits of the preceding summer. Your Committee have reason to believe, that the intercourse between Quebec and the ports in neighbouring Provinces, has greatly increased, since the Act of the Imperial Parliament, impos-

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are those of a size for business; many of them of Gaspé, the neighbourhood of which afford a great amount of capital, and are in a manner — have given a great impetus to the coasting trade, and a great economy in the conveyance of goods between Halifax and the other Provinces, the appearance of these vessels, and the aid, being such as exceed all other vessels which are now employed, and a half of the cost of the cargoes, and only allows a small profit, and is employed for the support of our Commerce between the Provinces, and is greatly to be recommended, in imposing the protective duty of 5s. sterling per barrel on flour, has come into operation, the number of small vessels cleared out being 42 in 1811, and 101 in 1823.

That this rapid improvement could have taken place under the injurious exactions complained of, affords rational grounds for the expectation, that when a more equitable tariff of fees shall be established, the commerce with the sister Provinces will become more important, and will open a less precarious and more extensive market to our agricultural productions. Your Committee is of opinion, that the peculiar circumstances of this country render it expedient to afford all possible assistance to the transport of our produce to the port of Halifax, which appears to stand in the relation to this Province of a commercial entrepot; and as the smaller descriptions of vessels can be navigated with least expence, and are applicable to other useful purposes, it is desirable to relieve them, as far as practicable, from all unnecessary charges and impositions. With this view, your Committee recommend, that the Naval Officers' fees, on vessels belonging to the North American Provinces, employed in the trade between Quebec and those Provinces, be established on the footing of the fees now exacted for coasting vessels; and that they be entirely exempted from the Trinity dues. Your Committee believe that these arrangements, with the modification of the docket of fees recommended in the preceding section of this Report, will afford effectual relief to the important interests connected with the coasting trade of these Provinces.

The whole, nevertheless, respectfully submitted.

(Signed,) W. B. FELTON, Chairman.

Committee Chamber,

4th March, 1824.

The following Resolutions accompanied the foregoing Report, and were agreed to by the House, on the 6th March, 1824:—

**RESOLVED,** That it is the opinion of this House, that there has been irregularity in the exaction and reception of fees

at the Custom-house of Quebec, on the entrance and clearance of vessels, which irregularity has been promoted by the ambiguous manner in which the Halifax docket is worded, and thereby admitting of great latitude of construction.

**RESOLVED**, That it is the opinion of this House, that there has been an essential difference of construction upon the words, "*foreign topsail vessels*," "*new registers and recording the same*," and "*anchorage*."

**RESOLVED**, That it is the opinion of this House, that the words "*foreign topsail vessels*," cannot properly apply to topsail schooners or sloops, coming from beyond sea, and much less to vessels of that description, arriving from or going to the Provinces of Nova Scotia and New Brunswick, or from or to Newfoundland.

**RESOLVED**, That it is the opinion of this House, that the words, "*new registers and recording the same*," can apply only to actual new registers given and recorded at Quebec, and to none other; and that recording is a component part of such registers, and being inseparable therefrom, cannot form an item for a distinct fee."

**RESOLVED**, That it is the opinion of this House, that the fee of anchorage can only be claimable on a vessel anchoring at Quebec, and proceeding therefrom with the whole or a part of the cargo; and that the ship-stores can in no case be considered as part of her cargo.

**RESOLVED**, That it is the opinion of this House, that vessels anchoring at Quebec, but proceeding and unloading and loading the whole of their cargoes at Montreal, are not, by the Halifax docket, chargeable, nor ought to be chargeable, when clearing out at Quebec, with more, as to the whole entrance and clearance, than the like fees as are legally chargeable for like vessels unloading and loading at Quebec, adding thereto anchorage, but deducting therefrom the legal fees payable at Montreal on such vessels.

**RESOLVED**, That it is the opinion of this House, that there have been exacted and received at Quebec, fees that are not authorised by the Halifax docket.

RESOLVED, That it is the opinion of this House, that when an explanation, or particulars of the items composing the fees exacted for entrance and clearance of vessels, is asked for, it ought to be given, and would tend to prevent abuse or complaint.

RESOLVED, That it is the opinion of this House, that doubt hangs over some of the minor fees charged at the Custom-house; and that the whole docket requires revision and amendment, as well as explanation, in regard to the application of its several items to practice, and reduction in some of the rates of fees, especially in the case of short voyages and small vessels.

RESOLVED, That it is the opinion of this House, that the docket, being framed before the independence of the United States of America, it does not strictly apply to Quebec, in relation to the neighbouring Provinces of Nova Scotia and New-Brunswick, or to Newfoundland; and that these should now be considered to bear the same relation to Quebec, as the Bay of Fundy, Louisburg and Cause, to Halifax; and that all vessels trading between those ports and Quebec, should be exempted from the charge on "*foreign topsail vessels*;" and that on vessels under 60 tons burthen, the fees should be reduced, one half.

RESOLVED, That it is the opinion of this House, that all craft employed in the fisheries, or the oyster trade, within the Gulf of St. Lawrence, should be placed, as to fees, on the same footing as "*Coasters*," within this Province.

RESOLVED, That an humble address be presented to His Excellency the Governor in Chief, to pray His Excellency that he will be pleased to transmit to His Majesty's principal Secretary of State for the Colonial department, the above Resolutions, with the respectful entreaty of the Legislative Council, that the same may be laid before the Lords Commissioners of His Majesty's Treasury, in order that such relief may be had in the premises, by reduction of fees, regulations to prevent abuses therein, and for promoting the trade and navigation of this Province, as a part of the British Empire, as shall seem just and expedient.

## APPENDIX (A.)

To the Honorable the Legislative Council of the Province of Lower-Canada, in Provincial Parliament assembled.

The petition of the Merchants and Ship-Owners of the Port of Quebec, SHEWETH,—

That in the year one thousand seven hundred and sixty-nine, the Commissioners of His Majesty's Customs in America, acting under the authority of the Imperial Act of Parliament, 5th Geo. III. Cap. 45, ordered the Officers of the Port of Quebec, to regulate their fees by those received at Halifax, and transmitted a copy of the Halifax docket, certified by their Secretary, Mr. Reeves, of which your Petitioners annex a copy for immediate reference. That the fees now exacted, of which a statement is subjoined, do not correspond with that docket; that explanations to the parties paying, are refused by the Officers of the Customs; that the fees have been increased at various times, and material augmentations made since the department became under the direction of the present Collector, without apparent necessity, and by no law, to the knowledge of your Petitioners. That the fees, now levied, are unnecessarily and oppressively high, have long been a subject of dissatisfaction to the trade, and a complaint from British Ship owners; that they fall particularly heavy on small vessels employed in the fishing and coasting trade, between this and the Sister Provinces of New-Brunswick, Nova-Scotia, Labrador, &c. &c. which make several voyages during the season, and are yet subjected, on each entry and clearance, to the same fees as vessels to distant ports; such fees amounting, on most occasions, to a seventh of their gross freight, and with the fees

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paid at the lower ports, to more than a fifth of the freight on the voyage out and home. That such disproportionate exactions on coasting and small vessels, are destructive to the coasting trade, ruinous to the proprietors of small craft, and discouraging to the enterprise and industry of Provincial navigators, and in the humble opinion of your Petitioners, call for the immediate interference of your Honorable House. That American vessels are able and do carry from their ports to the Lower Provinces, at much lower rates of freight than the vessels of this port can, partly on account of the difference in the amount of their Custom-house charges; and that thus the benevolent intention of His Majesty's Government, in laying a duty on American produce, for the encouragement of the trade and agriculture of these Provinces, is materially counteracted. That the amounts of fees exacted on some occasions, have been greater than on others, on vessels of the same class, loaded with the same description of cargoes, and in all respects under the same circumstances; by which it would appear that the exaction of fees is arbitrary with the officers. That by the number and variety of fees at present demanded, officers have temptations and opportunities of imposing on individuals; and, the department not acknowledging superior authority over it in the Province, immediate means of redress are not attainable; that, therefore, the abolition of all minor fees, and the payment of one general fee or duty to Government, according to the tonnage of vessels and distance of voyage, and the payment of officers by salary, as lately adopted in Great-Britain, would preclude such encroachments, and be most satisfactory to the trade. And your Petitioners take the present opportunity of representing, that, notwithstanding the liberal fees paid by the trade, and the splendid revenues enjoyed therefrom by the officers, that the time given by them for attendance to the public business, viz.—from ten until twelve, to receive papers for the clearance of vessels, and from ten until two for general business, has been much too circumscribed for the convenience of the public, during the busy periods of our limited season—the Spring and Fall. That your Petitioners, in the statement subjoined of fees paid, have included the Trinity-House dues and fees levied by the Naval Officer,

that your Honorable House may be informed of the total amount of fees paid by the trade in clearing vessels; that the fee exacted by the Naval Officer is considered very high, and that your Petitioners can find no authority by which he can demand it. And your Petitioners humbly pray, that your Honorable House will take the premises into consideration, and afford such relief, as, in your wisdom, may seem fit.

Quebec, 3d February, 1824.

[Signed by 72 Merchants and Ship-Owners.]

**STATEMENT of Fees paid in 1822 and 1823, on entering and clearing Vessels. Referred to on the above Petition.**

**EXAMPLES.**

1822.

June 26, Barque Sally, 313 tons.

Entry outwards, £0 7 4  
Coll. and Compt. 5 3 2  
Waiter & Searchers, 2 7 4

7 17 10

Naval Officer,

His fee, £1 0 0

Harbour Mr. 0 7 6

Trinity-house

dues, 4 3 4, 5 10 10

£13 8 8

1822.

June 17, Ship Monarch, 375 tons,

Entry outwards, £0 7 4  
Coll. & Compt. 5 13 2  
Waiter and Searchers, 2 8 6

8 9 0

Naval Officer,

His fee, £1 0 0

Harbour Mr. 0 7 6

Trinity-house

dues, 5 4 9, 6 12 3

£15 1 3

1823.

Sept. 6, Barque Sally, 315 tons.

Entry outwards, £0 7 4  
Coll. and Compt. 4 12 0  
Waiter & Searchers, 2 3 6

7 4 4

Naval Officer,

His fee, £1 0 0

Harbour Mr. 0 7 6

Trinity-house

dues, 4 3 4, 5 10 10

£12 15 2

1823.

October 18, Ship Hebe, 434 tons.

Entry outwards, £0 7 4  
Coll. and Compt. 4 12 0  
Waiter & Searcher, 2 7 11

7 7 5

Naval Officer,

His fee, £1 0 0

Harbour Mr. 0 7 6

Trinity-house

dues, 5 0 8, 5 8 0

£13 15 3

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Entry  
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His fee  
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July 10, Brig Fenchette, 345 tons,  
 Entry outwards, £0 7 4  
 Coll. and Compt. 5 13 9  
 Waiter and Searcher, 2 9 1  


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 8 10 2

Naval Officer,  
 His fee, £1 0 0  
 Harbour Mr.  
 Trinity-house  
 dues, 4 13 6, 5 13 6  


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 £14 3 8

July 6, Brig Lustre, 297 tons.  
 Entry outwards, £0 7 4  
 Coll. and Compt. 5 8 9  
 Waiter and Searcher, 2 5 0  


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 8 1 1

Naval Officer,  
 His fee, £1 0 0  
 Harbour Mr. 0 7 6  
 Trinity-house  
 dues, 4 19, 5 9 3  


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 £13 10 4

June, Ship Harrison, 706 tons,  
 to Liverpool.  
 Entry outwards, £0 7 4  
 Coll. and Compt. 5 8 9  
 Waiter and Searcher, 2 7 4  


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 8 3 5

Naval Officer,  
 His fee, £1 0 0  
 Harbour Mr. 0 7 6  
 Trinity-house  
 dues, 5 17 2, 7 4 8  


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 £15 8 1

Sept. 5, Barque Mint, 469 tons.  
 Entry outwards, £0 7 4  
 Coll. & Compt.  
 Clearance, £4 10 11  
 2 certificates 0 6 8  


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 4 17 7

Waiters & Searcher,  
 Clearance, 2 5 0  
 2 certificates 0 2 4, 2 7 4  


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 7 12 3

Naval Officer,  
 His fee, £1 0 0  
 Harbour Mr. 0 7 6  
 Trinity-house  
 dues, 5 18 6, 7 6 0  


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 £14 18 3

Octr. Sloop Intermediate, 58 tons,  
 to Bermuda.  
 Entry outwards, £0 7 4  
 Do. inwards, 0 8 3  
 Coll. and Compt.  
 Clearance, £5 8 8  
 Hptl. money, 1 0 0, 6 8 8  
 Waiter and Searcher, 2 0 0  


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 9 4 3

Naval Officer,  
 His fee, £1 0 0  
 Harbour Mr. 0 7 6  
 Trinity-house  
 dues, 3 3 4, 4 10 10  


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 £13 15 1

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1822.

May. Brig Southampton, 188 tons,  
to the West Indies.

Entry inwards,	£0	9	6
Do. outwards,	0	7	4
Coll. and Compt.	6	14	4
Waiter and Searcher,	2	10	0
	<u>10</u>	<u>1</u>	<u>2</u>

Naval Officer,			
His fee,	£1	0	0
Harbour Mr.	0	7	6
Trinity-house			
dues,	4	6	0, 5 13 6

£15 14 8

May. Ship Princess Royal, 194 tons.

Entry inwards,	£0	9	6
Do. outwards,	0	7	4
Coll. and Compt.	6	18	9
Waiter and Searcher,	2	10	0
	<u>10</u>	<u>5</u>	<u>7</u>

Naval Officer,			
His fee,	£1	0	0
Harbour Mr.	0	7	6
Trinity-house			
dues,	4	10	3, 5 17 9

£16 3 4

Sept. Brig Southampton, 188 tons.

Entry inwards,	£0	6	6
Do. outwards,	0	7	4
Coll. and Compt.	6	17	7
Waiter and Searcher,	2	10	0
	<u>10</u>	<u>1</u>	<u>5</u>

Naval Officer,			
His fee,	£1	0	0
Harbour Mr.	0	7	6
Trinity-house			
dues,	4	4	2, 5 11 8

£15 13 1

1823.

May. Brig Southampton, 188 tons,  
to the West Indies.

Entry inwards,	£0	10	0
Do. outwards,	0	7	4
Coll. and Compt.	7	4	4
Waiter and Searcher,	2	10	0
	<u>10</u>	<u>11</u>	<u>8</u>

Naval Officer,			
His fee,	£1	0	0
Harbour Mr.	0	7	6
Trinity-house			
dues,	4	15	3, 6 2 9

£16 14 5

June. Ship Princess Royal, 194 tons.

Entry inwards,	£0	9	4
Do. outwards,	0	7	4
Coll. and Compt.	6	3	8
Waiter and Searcher,	2	10	0
	<u>9</u>	<u>10</u>	<u>4</u>

Naval Officer,			
His fee,	£1	0	0
Harbour Mr.	0	7	6
Trinity-house			
dues,	4	13	8, 6 1 2

£15 11 6

Sept. Brig Southampton, 188 tons.

Entry inwards,	£0	9	0
Do. outwards,	0	7	4
Coll. and Compt.	6	9	3
Waiter and Searcher,	2	10	0
Certificates,	0	3	4
	<u>9</u>	<u>18</u>	<u>11</u>

Naval Officer,			
His fee,	£1	0	0
Harbour Mr.	0	7	6
Trinity-house			
dues,	4	6	2, 5 13 8

£15 12 7

1822.

May

Entry

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His fee

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His fee,

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1822.

May. Brig Superb, 98 tons.

Entry inwards, £0 9 6

Do. outwards, 0 7 4

Coll. and Compt. 5 13 2

Waiter and Searcher, 2 10 0

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9 0 0

Naval Officer,

His fee, £1 0 0

Harbour Mr. 0 7 6

Trinity-house

dues, 3 6 0, 4 13 6

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£13 13 6June 22, Schr. Providence, 70 tons,  
to Halifax, N. S.

Entry outwards, £0 7 4

Coll. and Compt. 5 3 2

Waiter &amp; Searcher, 1 18 3

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7 8 9

Naval Officer,

His fee, £0 10 0

Harbour Mr. 0 7 6

Trinity-house

dues, 2 1 9, 2 19 3

---

£10 8 0July 1, Schooner William, 80 tons,  
to Halifax.

Entry outwards, £0 7 4

Coll. and Compt. 5 3 2

Waiter and Searcher, 1 17 0

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7 7 6

1823.

May. Brig Pegasus, 102 tons.

Entry inwards, £0 6 9

Do. outwards, 0 7 4

Coll. and Compt. 4 15 4

Waiter and Searcher, 2 10 0

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7 19 5

Naval Officer,

His fee, £1 0 0

Harbour Mr. 0 7 6

Trinity-house

dues, 3 4 4, 4 11 10

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£12 11 3June. Schooner Charlotte, 89 tons, to  
Newfd. after arriving in ballast.

Entry outwards, £0 7 4

Coll. and Compt.

Clearance, 4 12 0

Certificate, 0 3 4, 4 15 4

Waiter &amp; Searcher,

Clearance, 1 10 0

Certificates, 1 2, 1 11 2

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6 13 10

Naval Officer,

His fee, 0 10 0

Harbour Mr. 0 7 6

Trinity-house

dues, 2 11 9, 3 9 3

---

£10 3 1

July, Ditto to Halifax, 11 2 11

Sept. Ditto to Newfoundland, 11 2 3

Nov. Ditto to Newfoundland, 10 9 6

July 16, Schr. Marie Catherine, 69  
tons, to Halifax.

Entry outwards, £0 7 4

Coll. and Compt. 5 2 4

Waiter and Searcher, 1 5 0

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6 14 8188 tons,  
West Indies.

0 0

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£16 14 5

194 tons.

9 4

7 4

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1 2

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£15 11 6

188 tons.

9 0

7 4

9 3

0 0

6 4

3 11

8

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£15 12 7

1822.  
 Brought over, £7 7 6  
 Naval Officer,  
 His fee, 0 10 0  
 Harbour Mr. 0 7 6  
 Trinity-house  
 dues, 0 12 6, 1 10 0  
£8 17 0

Sept. 3, Schooner William, 80 tons,  
 to Halifax.  
 Entry outwards, £0 7 4  
 Coll. and Compt. 4 19 2  
 Waiter and Searcher, 1 17 6  
7 4 0

Naval Officer,  
 His fee, 0 10 0  
 Harbour Mr. 0 7 6  
 Trinity-house  
 dues, 2 2 6, 3 0 0  
£10 4 0

Oct. 25, Schooner John, 50 tons, to  
 Newfoundland.  
 Entry outwards, £0 7 4  
 Coll. and Compt. 5 3 2  
 Waiter and Searcher, 1 18 3  
7 8 9

Naval Officer,  
 His fee, 0 10 0  
 Harbour Mr. 0 7 6  
 Trinity-house  
 dues, 2 1 0, 2 19 3  
£10 8 0

May 16, Sloop Reward, 92 tons, to  
 Mingan and Labrador.  
 Entry outwards, £0 7 4  
 Coll. and Compt. 6 14 5  
 Waiter and Searcher, 1 6 0  
£8 7 9

Naval Office,  
 No fees or dues exacted.

1823.  
 Brought over, £6 14 8  
 Naval Officer,  
 His fee, 0 10 0  
 Harbour Mr. 0 7 6  
 Trinity-house  
 dues, 1 16 0, 2 13 6  
£9 8 3

Novr. Schooner George Thrd, 38  
 tons, to Miramichi.  
 Entry outwards, £0 7 4  
 Coll. and Compt. 2 6 0  
 Waiter and Searcher, 1 11 2  
4 4 6

Naval Officer,  
 2 10 0  
£6 14 0

Nov. Schr. Rebus, 48 tons, to Halifax.  
 Entry outwards, £0 7 4  
 Coll. and Compt. 2 12 8  
 Waiter and Searcher, 1 5 0  
4 5 0

Naval Officer,  
 2 19 3  
£7 4 3

May 15, Sloop Reward, 92 tons, for  
 Mingan and Labrador.  
 Entry outwards, £0 7 4  
 Coll. and Compt. 4 14 0  
 Waiter and Searcher, 1 5 0  
 Salt bond, 0 8 4  
 Cocket, 0 1 2  
£6 15 0

Naval Office, No fees or dues exacted.

1822.  
 June 15  
 Entry o  
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1822.  
 June 15, Ditto, Ditto.  
 Entry outwards, £0 7 4  
 Coll. and Compt. 6 12 8  
 Waiter and Searcher, 1 0 0

£8 6 0

Naval Office,  
 No fees or dues exacted.

1823.  
 June 13, Ditto, Ditto.  
 Entry outwards, £0 7 4  
 Coll. and Compt. 3 18 6  
 Waiter and Searcher, 1 5 0  
 Salt bond, 0 8 4  
 Cocket, 0 1 2

£6 0 4

Naval Office,  
 No fees or dues exacted.

Augt. 8, Ditto, Ditto.  
 Entry outwards, £0 7 4  
 Coll. and Compt. 5 17 1  
 Waiter and Searcher, 1 6 0

£7 10 5

Augt. 8, Ditto, Ditto,  
 Entry outwards, £0 7 4  
 Coll. and Compt. 3 18 6  
 Waiter and Searcher, 1 5 0  
 Salt bond, 0 8 4  
 Cocket, 0 1 2

£6 0 4

Octr. 7, Ditto, Ditto.  
 Entry outwards, £0 7 4  
 Coll. and Compt. 4 8 2  
 Waiter and Searcher, 1 6 0

£6 1 0

Sept. 29, Ditto, Ditto,  
 Entry outwards, £0 7 4  
 Coll. and Compt. 3 18 4  
 Waiter and Searcher, 1 5 0  
 Salt bond, 0 8 4  
 Cocket, 0 1 2

£6 0 2

Prior to the years about 1812 a 1814, the following were the Fees paid on the Entrance and Clearance of Vessels:—

EXAMPLES.

Brig Esther, 226 tons, from and to Britain.

Entry outwards, £0 2 9  
 Collector and Comptroller, 5 5 0  
 A gratuitous fee to the Waiter and Searcher, 0 6 0

£5 12 9

Naval Officer, his fee, £0 10 0  
 Trinity House dues, 2 16 0

3 6 0

£8 18 9

8  
 13 6  
 £0 8 3  
 Third, 34  
 Miramichi.  
 7 4  
 6 0  
 11 2  
 4 6  
 10 0  
 £6 14 0  
 to Halifax.  
 7 4  
 12 6  
 5 0  
 5 0  
 19 3  
 £7 4 3  
 92 tons, for  
 and Labrador.  
 7 4  
 14 0  
 5 0  
 8 4  
 1 2  
 £6 15 0  
 dues exacted.

## Ship Zephyr, 392 tons, from and to Britain.

Entry outwards,	£0	2	9	
Collector and Comptroller,	5	5	0	
A gratuitous fee to the Waiter and Searcher,	0	5	0	
				<u>£5 12 9</u>
Naval Officer, his fee,	£0	10	0	
Trinity House dues,	3	9	9	
				<u>3 19 9</u>
				<u>£9 12 6</u>

## Schooner Providence, 60 tons, to Halifax.

Entry outwards,	£0	2	9	
Collector and Comptroller,	3	5	0	
Waiter and Searcher, no fee,				
				<u>£3 7 9</u>
Naval Officer, his fee,	£0	5	0	
Trinity House dues,	1	4	9	
				<u>1 9 9</u>
				<u>£4 17 6</u>

## Schooner Hiram, 75 tons, for Newfoundland.

Entry outwards,	£0	2	9	
Collector and Comptroller,	3	5	0	
Waiter and Searcher, no fee,				
				<u>£3 7 9</u>
Naval Officer, his fee,	£0	5	0	
Trinity House dues,	1	19	9	
				<u>2 4 9</u>
				<u>£5 12 6</u>

In the year 1814, the fee of entry outwards, paid by every shipper, was increased from 2s. 9d. to 7s. 4d.

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In the Merchants' books, to which reference has been had, between the years 1810 and 1814, the Custom House charges are entered in the total sum ; and therefore particulars cannot be given to show where and when the increase took place.

In 1818, the fees paid on the Schooner Arabella, 58 tons, each voyage to Halifax, Labrador, Miramichi, and St. Johns, were—

	Entry outwards,	£0	7	4	
	Collector and Comptroller,				
£9	Inwards,	£3	1	7	
12	Outwards,	2	11	7	
6					5 13 2
	Waiter and Searcher,				
	Inwards,	£0	17	6	
	Outwards,	1	5	0	
					2 2 6
					8 3 0
	Naval Officer,				2 13 9
					£10 16 9

By this last instance it is seen, that a Schooner of 58 tons register, to a neighbouring Port, has been made to pay fees, to the Custom House Officers, to an amount within 5d. of what they exacted from the Ship Harrisons, of 706 tons register, and 1000 tons burthen.

All these fees are exacted under the same Docket, and which the Officers declare themselves to be ordered strictly to conform to.

On the 12th February, 1821, the Collector, as appears by the Journals of the House of Assembly, Appendix (I), 8th January, 1822, in obedience to the orders of His Excellency the Governor in Chief, handed the annexed Docket as the authority and table by which he exacted fees ; and added the following extract of a letter received from the Honorable Board of Commissioners of Special Revenue, dated Halifax, 22d September, 1812.

"I have to inform you that it is the opinion of the Board, that the Halifax Docket of Fees, laid before them with your returns, and signed by the Collector and Comptroller of that Port, is the only Docket under which you, or any Officer under your survey, can legally demand or receive fees; and you, and the Officers under your survey, are in future strictly to conform thereto, which order you are to make known to those Officers respectively, wherever stationed."

By that Docket the following should be, as appears to the Petitioners, the fees charged in the entrance and clearance of vessels:—

BY THE COLLECTOR AND  
COMPTROLLER.

BY THE WAITERS AND  
SEARCHERS.

*On Vessels from the Colonies.*

Their general entrance, 9s. and 4s. 6d.	£0 13 6	4s. 6d. and 11d.	£0 5 5
Their general clearance, 9s. and 4s. 6d.	0 13 6	4s. 6d. and 11d.	0 5 5
Entry outwards, under the head of warrants to load or unload, bonds, &c. 1s. 6d. and 6d.	0 2 0		0 0 0
Cockets, certificates of Re- ports, and certificates to cancel bonds, 2s. and 1s.	0 3 0		0 1 0
	<hr/>		<hr/>
Sterling,	1 12 0	Sterling,	£0 12 0
1-9th,	0 3 7	1-9th,	0 1 0
	<hr/>		<hr/>
Halifax currency,	1 15 7	Halifax currency,	£0 13 0

*On Foreign Topsail Vessels.*

The above,	£1 12 0		£0 12 0
And additional for their en- trances & clearances, 4s. 6d. and 2s. 3d.	0 6 9	2s. 3d. and 6d.	0 2 0
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Sterling,	1 18 9	Sterling,	0 15 0
1-9th,	0 4 4	1-9th,	0 1 0
	<hr/>		<hr/>
Halifax currency,	£2 3 1	Halifax currency,	£0 16 0

Entries  
Clearance

*On Coasters from the neighbouring Ports.*

Entries, 1s. 6d. and 6d.    0 2 0  
 Clearances, 1s. 6d. and 6d. 0 2 0

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Sterling, 0 4 0  
 1-9th, 0 0 6

Halifax currency, £0 4 6

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6d. and 1½d. 0 0 7½  
 6d. and 1½d. 0 0 7½

Sterling, 0 1 3  
 1-9th, 0 0 2

Halifax currency, £0 1 5

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## APPENDIX (B.)

*COPY of the Table of Fees taken by the Officers of the Customs at the Port of Halifax, in Nova-Scotia, referred to in the foregoing Petition.*

DIFFERENT PAYMENTS.	Collector's Fees.			Comptroller's Fees.			Surveyor and Searcher's Fees.			Principal Waiter's Fees.			Total.			Currency, 1-9th advanced upon sterling.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Vessels from the Colonies, their general clearances .....	9			4	6		4	6		11			18	11		1	1	
Do. their general entries.....	9			4	6		4	6		11			18	11		1	1	
Vessels of Bay of Fundy, Louisbourg and Canso.. ..	4	6		2	3		2	3		5½			9	5½		10	6	
Do. their clearances.....	4	6		2	3		2	3		5½			9	5½		10	6	
Coasters from the neighbouring Ports Do. their clearances.....	1	6		6			6			1½			2	7½		2	10½	
Warrants to load and unload, Bonds, Reports, List of men and Bill of Stores.....	1	6		6			6						2	6		2	9	
Cockets, Certificates of Report and Certificates to cancel Bonds.....	2			1			1						4			4	6	
Endorsing a Register.....	2	6		10									3	4		3	7½	
New Register, and recording the same.....	13			4	4								17	4		19	4	
Bill of Health.....	5			2	6		2	6		6			10	6		11	8	
For cancelling Bonds given here.... Here, Anchorage taken on vessels that do not land the whole of their cargoes.		9		0	4½		4½						1	6		1	8	
Foreign Topssail Vessels besides the above for their general entrance, and clearances .....	2			2			2						6			6	8	
	4	6		2	3		2	3		6			9	6		10	6	

(Signed)

**HENRY NEWTON, Coll.**  
**JAMES BURROW, Compt.**

The above is a Copy of the Table of Fees transmitted to the Board by the Officers of the Customs at Halifax.

Attest,

(Signed)

**RICHD. REEVE, Secy.**

A true Copy from that certified by  
**Mr. Secretary REEVE.**

(Signed) **T. A. YOUNG.**

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## APPENDIX (C.)

## CUSTOM HOUSE,

QUEBEC, 13th February, 1824.

MAY IT PLEASE YOUR EXCELLENCY,

The undersigned have had the honor to receive, from your Civil Secretary, a letter enclosing the memorial and other papers presented to your Excellency by certain merchants of Quebec, complaining of the fees exacted at the Custom House, and in obedience to your directions, they have the honor to submit to your Excellency the following observations upon the several allegations contained therein:—

The memorialists are perfectly correct in stating that a change was made in the mode of transacting the public business, and in that respecting the fees soon after the present Collector had charge of the Department. That the change under the first head was necessary and imperative, it is believed no one will dispute, nor could it be denied that if out of his own mere motion he had unwarrantably changed the existing system, for the purpose of obtaining unauthorised emolument, that every imputation with which he has been assailed would most justly have been merited. A simple statement of facts of public notoriety and well known to most of these memorialists, and to the merchants at large, will test the truth of the allegations in question.

For a period long antecedent to his arrival, it was the established practice, (whether originating in any arrangement with the merchants, or in any other cause, cannot now be ascertained, as the records of the office do not afford information,) to pay a fee of £5 5s. upon the entering and clearing of every ship, whether the documents she might require were many or few, and no complaint or difficulty seems to have existed then, or down to the time when the Commissioners of Special Revenue Enquiry visited the port in the year 1812. Soon after the arrival of the Commission-

the Customs  
ad to in the

Total.		Currency, 1.9th advanced upon sterling.	
s.	d.	£	s.
18	11	1	1
18	11	1	1
9	5½	10	6
9	5½	10	6
2	7½	2	10½
2	7½	2	10½
2	6	2	9
4		4	6
3	4	3	7½
17	4	19	4
10	6	11	8
1	6	1	8
6		6	8
9	6	10	6

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Compt.  
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E, Secy.

ers at Halifax, a letter was received from them, about the close of the navigation in that year, of which the following is an extract: "I have further to inform you, that it is the opinion of the Board that the Halifax Docket of Fees, laid before them with your returns, and signed by the Collector and Comptroller of that port, is the only Docket under which you, and every Officer under your survey, can legally demand and receive fees, and you, and the Officers under your survey, are in future strictly to conform thereto, which order you are to make known to those Officers respectively, wherever stationed." In consequence of that order it became necessary to discontinue receiving the above general fee, which was thus stated to be illegal, and to make the charge upon entering and clearing vessels strictly conformable to the Docket, with reference to the documents which each vessel might require.

This new system, as directed, went into operation at the opening of the navigation in the year 1813, but in order to obviate every possible doubt or difficulty, which might and probably would be stated upon this charge, the Collector submitted the propriety of the course which he had thus been ordered to adopt, together with the items of all the charges made, in a letter to the Honorable Commissioners of His Majesty's Customs, dated 10th August, 1813, which, together with the reply of the Board thereto, are given at length, from their important bearing upon the malversations now alleged against the Collector of unauthorisedly augmenting the fees, without the sanction of law or necessity.

### CUSTOM HOUSE,

QUEBEC, 10th August, 1813.

HONORABLE SIRS,

We received a letter from the Secretary to the Commissioners of Special Revenue Enquiry, dated Halifax, 22d September, 1812, in which it is stated, "I have further to inform you, that it is the opinion of the Board, that the Halifax Docket of Fees, laid before them with your returns, and signed by the Collector and Comptroller of that port, is the only Docket under which you, and the

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“Officers under your survey, can legally demand and receive fees, and you, and the Officers under your survey, are in future strictly to comply thereto, which order you are to make known to those Officers respectively, wherever stationed.”

In consequence of the directions contained in this letter, the fees which have been collected since the opening of the navigation, have been in strict conformity to the Halifax Docket. As there is a small difference betwixt those fees and what were formerly charged, we think it proper to state that difference to your Honors; and we are the more induced to do so, as the order we have received is merely a general reference to the Halifax Table, without giving any directions as to its particular application.

The amount of fees formerly charged upon the entrance and clearance of a vessel was £4 15 0, sterling, but the particulars from which this sum is formed are not exactly known.

The amount now charged, as taken from the Docket, is £5 3 2, sterling, the different items are as follow :

## INWARDS.

General Entry,	£0 18 11
Report,	0 2 6
Warrant to unload,	0 2 6
Certificate of Report,	0 4 0
Anchorage,	0 6 0
Recording Registers,	0 17 4
Foreign topsail vessels,	0 9 6
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	£3 0 9
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## OUTWARDS.

General Clearance,	0	18	11
Report,	0	2	6
Warrant to load,	0	2	6
Certificate of Report,	0	4	0
Bill of Stores,	0	2	6
List of Men,	0	2	6
Foreign topsail vessels,	0	9	6
	<hr/>		
	2	2	5
Add, Inwards,	3	0	9
	<hr/>		
	£5	3	2
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The amount charged formerly having been £4 15 0 sterling, the additional charge made in conformity to the Docket is 8s. 2d. sterling, upon the entry and clearance of every vessel; the merchant pays for the entries, and such coquets, bonds and certificates as are necessary, and those are likewise charged according to the Halifax Docket.

If the meaning and application of this Docket had been perfectly clear and obvious, the undersigned would not have felt themselves called upon to report this alteration; but feeling as they do, they hope they will be excused for stating the application which they have made of the orders which they have received; and they beg leave at the same time to mention, that they shall continue to regulate themselves accordingly, unless they shall receive contrary directions.

We have the honor to be, &c.

(Signed,) M. H. PERCEVAL, Coll.

W. SCOTT, Comptr.

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(No. 11.)

## CUSTOM-HOUSE,

LONDON, 7th October, 1814.

GENTLEMEN,

" Having read your letter dated 19th August, 1813, No. 10, reporting that you were directed by the Commissioners of West India Revenue Inquiry, to conform to the table of fees in use at the Port of Halifax, in the Province of Nova Scotia, that by so doing, you receive a greater fee on the entry and clearance of every vessel, than was formerly charged, and requesting our directions.

" We acquaint you that the general subject of fees in the plantations, being still under consideration, you are to govern yourselves according to the directions of the said Commissioners, until you receive further orders from this Board on the subject.

(Signed,) R. B. DEAN, W. BOOTHBY,  
S. BARNE, T. S. RICHMOND."

These official documents will at once shew to your Excellency how entirely unfounded, is the accusation on that head.

The only augmentation which has been made to the fees since that time, has been in consequence of an order of the Commissioners of the Customs, directing a fee of two dollars to be charged upon the granting of every general certificate of the landing of a cargo, and a fee of one dollar upon every certificate granted for the purpose of cancelling bonds. A copy of the order is subjoined.

The allegation that the fees vary on vessels of the same class, under similar circumstances, and with similar cargoes, is incorrect. There can be no alteration in the amount of fees, unless under different circumstances, and when, as may happen by the addition of a few articles of export, the cargoes are so changed as to require a greater or less number of documents; in proof of which, it will only be necessary to compare the fees charged in 1822 and 1823, as shown by the statement of the memorialists, when it will be found that the

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fees of the principal Officers are 11s. 2d. less in 1823, in consequence of the non-enumerated and lumber bonds being no longer required. Since the passing of the Act 3d Geo. IV. cap. 45, the fees charged on these bonds, and the certificates thereof, having been discontinued; the Officers of the Customs having thus sacrificed the amount of 14s. 6d. on the clearing of ships, without being ordered to do so by their superiors; although it may be deemed a fair legal question, whether, under the Acts of Parliament authorising fees, they are not justly entitled to still receive them.

To refute the assertion, that all explanation is refused by the Officers they need only quote the following paragraphs of a letter addressed to His Excellency Sir J. C. Sherbrooke, in the year 1817, upon a similar representation against the Custom-house at that time, to show the groundlessness of this charge: "As the undersigned are aware that the propriety of this correspondence on their part, with a committee of merchants, may be questioned, they trust, that before they proceed to execute your Excellency's commands, in reporting upon that representation, they may be permitted to state the grounds which induced them to enter upon it.

"The necessity of affording information to an individual, and of listening to a complaint arising out of business actually transacting in the office, is what cannot admit of a doubt. But how far a public officer can be justified in entering into a correspondence with a committee appointed to inquire into the irregularities and abuses of a public office, is a point into which it is hoped your Excellency will not at present inquire. Had the object of this committee related solely to the mode of transacting the public business, the undersigned must have declined to answer their first letter; but as the fees and emoluments of the office were challenged, the undersigned felt anxious to avoid the imputation of withholding any information on that subject; and, on the other hand, situated as they are, at a distance from those to whom they are responsible for the proper discharge of their duty, they felt extremely desirous to ascertain what the alleged grievances were, of which, until that period, they were entirely ignorant.

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“Although the propriety of communicating with this committee may be questioned, yet the undersigned feel confident that your Excellency will not disapprove of the motives which have dictated the course they have pursued.”

The undersigned have only in addition to observe, that as in the correspondence above alluded to, the committee of merchants were furnished with copies of the letters which passed between the Commissioners of the Customs and the undersigned, on the subject of the fees, and also with a memorandum in detail of the items charged at the Collector and Comptroller's desk; and the clerks were even permitted to attend this committee, to answer every question, or give any necessary explanation that might be required,—it is submitted, how far it can in justice be said, that all explanation is refused. The real fact is, that explanation has never been denied; although the purport of the inquiry, it is believed, has often been not, with the view of acquiring information.

Upon the second head of complaint, the undersigned assert, that the fees are levied according to the tariff, as by law established; are charged for services performed, and documents granted by the Officers of the Customs; and not on vessels of a particular size, or engaged in a particular trade, either to Great Britain, to ports in Europe, or to the Colonies, without regard to the probable length of the voyage, or the rate of freight. And for the correctness of this, they can confidently refer to the fee-book, in which each fee for every document or service, is regularly entered, and kept under the same regular system of check as the other cash-books of the department. If it can be considered a hardship on the one side, that a small vessel should pay as much as one of much larger tonnage; so it may be considered, on the other hand, as equally disadvantageous to the Custom-house officers, whose fees do not increase with the size of the ship, and who will not receive a greater fee in clearing the vessels now building here, and which are said to be calculated to carry away thirty or forty cargoes to Great Britain, than upon a small vessel bound to a neighbouring port. It appears difficult to conceive, why the shortness or facility with which a voyage is made to the neighbouring Provinces, the conse-



quent less expence attending it, and the comparative quickness of the return of any expected commercial advantages to the shippers at Québec, should be held to operate as a reason for calling for a reduction of the Custom-house fees. It might as well be said, that it would be disadvantageous to the mercantile speculation of this country, if the Island of Great-Britain were as closely approximated to the shores of Canada, and that it would become necessary, in consequence, to diminish those fees.

It is attempted to be shewn, that the small vessels trading to the neighbouring Provinces are oppressed by Custom-house fees; but it may be fairly inferred from the contents of the memorial itself, that the real cause proceeds from the lowness of the freight given to the owners of these small vessels, who have been driven out of the river trade by the steam-boats; they have in consequence little more than sufficient to defray the expences of their voyage, of which the actual Custom-house fees are only a small part, and which, in the statement of fees paid at the Custom-house, annexed to the petition, are overrated. In that statement, the memorialists have in some instances very incorrectly added the fees on merchants' entries and certificates, and the Greenwich Hospital duty to the charges against the ship; they have stated in every case the fees paid on entries outwards, and cockets, and in many cases the fees on their entries inwards, all which have no reference whatever to the ship's expences.

In the statement of the memorialists marked (4) it is said that in the year 1814, the fees on an entry outwards paid by every shipper was raised from 2s. 9d. to 7s. 4d. This must evidently be a misapprehension; the sum in reality including the fee allowed by the tariff, of 4s. 6d. for a cocket, which must accompany the goods of each shipper, and without which they would be liable to seizure at the port of importation. The undersigned are thus minute upon this particular head, as it is the only specific charge of an unwarrantable increase of the fees. The undersigned are glad, however, that a detail has at last been furnished in these statements, which separates to a certain extent the various charges which have hitherto been denominated Custom-house fees; and that the

Naval Officer, Harbour Master and Trinity House dues are shewn; as it affords the opportunity of its being seen, that the actual amount paid at the Custom-house on the entering and clearing of a vessel which is now correctly noted by the undersigned on the statement of the memorialists in red ink, do not amount to more than one half the sum which has heretofore been called Custom-house charges.

The heaviest charges on vessels at Quebec will be found in the wharfage and the pilotage. As a proof of this, it may be mentioned, that the master of the American brig "Jones," the only foreign vessel that came to Quebec since the trade was opened, particularly complained of these and other charges, while he admitted that the Custom-house fees were moderate and reasonable. This acknowledgment of a stranger, in the habit of trading to other countries and to other ports, may be very properly brought forward in opposition to the statements of the present representation; but although it might be proved that the trade to the neighbouring Provinces, in small vessels, is overburdened or oppressed, yet it is presumed that every circumstance would be considered in giving relief, and that the public officers will not be required to sacrifice without compensation, their just and legal rights, for the advantage of individual and private interests; more particularly when it is stated, that the officers of the Customs, whenever any representation was made, that the circumstances of the parties required relief, not only have given up half their fees, but in many instances the entire fees have been remitted. Indeed, during the last two years, half the fees have been remitted upon these vessels generally, with the exception of those in the employment of the North-West Company, that body having made no representations of hardship to the undersigned; while the officers of the Customs have thus been giving up their emoluments in favour of the trade in question, and subjecting themselves in consequence to have it asserted, that their exaction of fees is arbitrary, it is believed that the full amount of wharfage and other charges have been exacted at the same time that the lowest possible freight has been given; and this has even been reduced in consequence of the remission of the Custom-house

fees, if the assertion of some of the masters of these vessels be correct.

Upon the third head of complaint, in the comparison which is drawn between the advantages enjoyed by American vessels over vessels from Quebec, trading to the neighbouring Provinces, it is difficult to imagine upon what grounds the statement is founded. It is well known that American vessels pay Custom-house fees in their own ports equal to, if not exceeding those charged at Quebec. But admitting that the fees in the American ports were even less than those payable here, how could that difference counterbalance in any way the advantage given to the shipper of Canadian flour to the lower ports, over the American exporter. The vessels generally employed in this trade carry 400 barrels flour, which, if laden at Quebec, and accompanied with a certificate of its Canadian origin, can be landed in any of the neighbouring Provinces *free of duty*; whereas the American flour would pay a duty of 5s. sterling per barrel, making upon 400 barrels, a sum of £100 sterling. It would therefore seem extraordinary, that a trifling difference of £1 or £2 in the amount of Custom-house fees upon a whole cargo, should be stated as counteracting the benevolent intentions of His Majesty's government in laying a duty on American produce, for the encouragement of agriculture in these Provinces, when in fact this particular trade has nearly tripled itself in the last three years, as is shewn by the annexed document.

Upon the fourth head of complaint, relative to the hours of attendance at the Custom-house, the undersigned beg leave to quote the following paragraphs from a letter addressed to His Excellency Sir J. C. Sherbrooke, in 1817, in answer to similar charges made by the committee of merchants already alluded to. "Upon this subject the undersigned remarks, that the clearing and entering of vessels has never been refused after office hours, when an application to that effect, has been made; and, at the close of the navigation, or indeed whenever a press of business seemed to render it necessary, the hours of attendance have been prolonged without any formal application; and they have further to state, that, with the exception of what is here alleged, no complaint has ever been made by any individual on this subject.

"To those who are unacquainted with the business of the Customs, this complaint is stated in a form which appears plausible; but though plausible, it is incorrect, inasmuch as business has not been refused to be transacted at this office, whenever it was applied for or thought necessary; and it is believed that the out-door officers at this Port occasionally make exertions which are neither required nor executed at any other Custom-house. They never scruple to attend from sun-rise to sun-set; and towards the close of the navigation, they frequently attend the vessels they have in charge for many hours after it is dark, when the inclemency of the season serves only to stimulate their exertions in accelerating the work that has yet to be performed.

"To those who are at all conversant in Custom-house business, it must appear obvious, that the duty of the principal officers does not terminate when the doors of the office are closed. Upwards of one hundred entries have frequently been passed at this office in one day, for dutiable goods; many of these entries requiring a variety of calculations and payments to a large amount, together with bonds in security for the several Crown and Provincial enactments. All this gives rise to a great deal of work after hours, which frequently continues till a late hour in the evening, but which necessarily must be done before the books can be compared, and the balance struck, which in this office is done every day; and the proceeds of the whole lodged according to regulation, in the King's chest, under the joint locks of the Collector and Comptroller.

"It is only on such occasions, that merchants or their clerks have not been immediately furnished with the documents they have applied for at the Custom-house, and even then it was only entries, warrants or certificates, which have been momentarily delayed; for the business of entering and clearing vessels (as has been already stated) has always been continued when applied for, or thought necessary, and with a view to prevent as much as possible, any inconvenience from the delay of issuing regular warrants for the landing of goods. The principal officers have frequently remained in the office for the sole purpose of granting special sufferances for the

landing of goods, which may have been so situated, as to prevent the unloading of others, for which warrants had been granted: in so doing, they have incurred a heavy responsibility, in permitting goods to be brought on shore before the duties were paid or secured. It is a duty for which the principal officers receive no emolument, and in the execution of which the inferior officers have seldom been sufficiently recompensed. It is, however, a responsibility from which they will not shrink, as long as it appears to them that the business of the port, so peculiarly circumstanced as it is, requires such accommodation.

“Extra fees have never been received by the principal officers at this port, although many of the most respectable merchants have mentioned, that double fees had been paid to their predecessors, when vessels were cleared on Sundays, Holydays, or at after hours; but the undersigned have never hesitated to afford that accommodation to the trade, although they have uniformly declined to receive any remuneration for it.”

The principal officers have in a few cases availed themselves of the 7th and 8th William III. cap. 7, sec. 14; and have permitted the masters of vessels to pay to the out-door officers, a reasonable allowance for what such masters acknowledged to be extra trouble. The waiters and searchers were in the practice of being paid in those cases without the sanction of the principal officers; but as soon as the practice was challenged, it was directed to be discontinued, and as the undersigned pay large salaries to the gentlemen employed by them as clerks, they have very rarely permitted their receiving any recompence under the authority of that Statute, and when such permission has been granted, it has only been in cases when the office remained open to the public, for the clearing of vessels until a late hour in the evening.

The undersigned cannot but express to your Excellency their entire acquiescence in the opinion which the memorialists have been pleased to express respecting the expediency of substituting salaries as in Great-Britain, instead of the existing system. They do not conceive it possible, that any mode can be devised under it, to satisfy the minds of those

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who will have to pay Custom-house fees, that there is not some imposition practised upon them. Indeed the memorial sufficiently shows this, by representing the extravagant amount of the fees at the termination of a year, when, in consequence of the non-enumerated and lumber bonds being no longer necessary, they have become less in amount than at any period, since the establishment of the table of 1769, when the value of money was so much beyond what it is at present. It is obvious, that to officers possessing any feeling or character, it must be a source of great satisfaction to be relieved from the painful necessity of experiencing the cavil or misapprehensions of persons with whom they must transact business; although the trade of Quebec must, under the present ameliorations, and under those in contemplation, necessarily experience a great increase, the undersigned do not hesitate to express to your Excellency, how gladly they would sacrifice any consequent increase of emolument, to obtain an unobjectionable income, founded upon an average of preceding years. If the utmost publicity was given through the medium of the public press, to the proceedings instituted against the Custom-house, during the busiest period of the navigation in the year 1817, in order to obtain materials for framing the memorial transmitted to the Lords of His Majesty's Treasury, by Sir J. C. Sherbrooke, it cannot be said that this has been the case in the present instance; the Collector having been as ignorant of the intentions of any individual to submit matter of complaint against him, until he heard that this petition was presented to your Excellency and to the Legislature, as he was of its contents, until he was called upon by your Excellency for the observations he might have to offer respecting it.

The undersigned having, in obedience to your Excellency's commands, now submitted their observations upon the several allegations contained in this memorial, they trust they will have satisfactorily shown to your Excellency, that the Collector has not, without law or necessity, unwarrantably increased the fees of the department; that no additional fee has been established without sufficient authority; that the fees do not vary on vessels under similar circumstances, and

with similar cargoes, unless when the Officers of the Customs have voluntarily remitted a part, or the whole of their fees; that every facility has been afforded to inquiry, either for information or explanation; that the statement of fees paid at the Custom-house, which is annexed to this memorial, is overrated; that the actual Custom-house charges cannot be considered as oppressive on vessels trading to the neighbouring Provinces, to whom the Officers of the Customs have always readily given relief; that the difference supposed to exist between the fees paid at Quebec, and in the American ports, cannot possibly be held to counteract the benevolent intentions of His Majesty's Government in laying a duty on American produce, for the encouragement of agriculture in these Provinces; and, finally, that every attention has been paid to the despatch of business, which the peculiar circumstances of the Port rendered necessary, and that extra attendance has never been refused, on every occasion of particular urgency, even on Sundays or Holydays, although the principal officers have constantly declined receiving any extra fee.

The undersigned have the honor to remain, with the utmost respect,

Your Excellency's most obedient, humble servants,

(Signed,) M. H. PERCEVAL, Compt.

G. A. GORE, Compt.

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## APPENDIX (D.)

### CUSTOM-HOUSE,

Quebec, 2d March, 1824.

Sir,

In reply to your letter of yesterday, I have the honor to transmit, for the information of the Committee of the Legislative Council, of which you are Chairman, copies of three letters received by me from the Honorable Commis-

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sioners of His Majesty's Customs, enclosing certain representations addressed to the Board by the late Acting Comptroller of this Port, together with copies of my replies thereto, and a copy of a letter with which I was honored by His Excellency the Governour in Chief, to whose inspection I had submitted this correspondence previous to my transmitting it to England. The Committee will perceive by the last letter of their Honor, bearing date the 29th of September, 1821, that the only change directed by the Board of Customs, in consequence of the representations of the Acting Comptroller, was with respect to the mode of granting the General Certificates, which have been discontinued in every instance where they could not be granted in strict conformity thereto.

It may be proper to mention, that the Acting Comptroller has never, at any time during his continuance in the department, made any representation to me upon the subject of the several matters which, without my knowledge or concurrence, he submitted to the Commissioners, and of which the Board only deemed it necessary to transmit three, for the purpose of receiving my observation thereon.

I have the honor to be, Sir,

Your most obedient, humble servant,

(Signed,)

M. H. PERCEVAL,

Collector of His Majesty's Customs.

To the Honble. W. B. Felton,

MAJ & C. & C.



NO. 1.

(Copy.)

CUSTOM HOUSE,

QUEBEC, 13th November, 1820.

HONORABLE GENTLEMEN,

The undersigned beg leave to state, that it is the practice for vessels bound to Montreal, to come to an anchor



at Quebec, and there to enter and pay port charges; which appears to be contrary to the order of your Honorable Board, dated 23d June, 1815, No. 33.

The undersigned prays your Honors further instructions, as well as to a system to be pursued with respect to such vessels, as the method of levying and collecting His Majesty's duties at Montreal, and accounting for the same, should your Honors deem it expedient to relieve the trade of that place from the impediments to which it is at present subjected.

With great respect, &c. &c.  
**T. A. YOUNG, Compt.**

To the Honble. Commissioners  
of His Majesty's Customs, London.

**CUSTOM HOUSE,**

**LONDON, 10th February, 1821.**

To the Collector of Quebec, to whom this letter ought to have been delivered in the first instance, for his observations.

By order of the Commissioners,

(Signed,)

**H. MACLEAN,**

**No. II.**

(Copy.)

**CUSTOM HOUSE,**

**QUEBEC, 11th May, 1821.**

**HONORABLE SIR,**

The undersigned, in obedience to your Honors' reference of the 10th February last, on a letter from Acting Comptroller Young, of the 13th November, respecting the

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entering here of vessels bound to Montreal, and the difficulties imposed on the Montreal trade, has the honor to report, that the entering and clearance of all vessels coming into the River St. Lawrence, the whole extent of which is established as the Port of Québec, having from time immemorial been made only at the City of Québec, where the Collector and Comptroller are required to reside, and where the necessary documents for entry and clearance can alone be given, the undersigned is not aware of any order of your Honorable Board, that precludes him from receiving the regulated fee for the duty so necessarily performed by him. He is as little aware of the existence of the impediments alluded to by Mr. Young, as affecting the Montreal trade; but he is, on the contrary, able to state the following facts, destroying both those pretenses of complaint;

1st. That it rarely happens that a vessel is loaded with goods, entirely, for Montreal.

2d. That all that is required of vessels bound to Montreal is, to pay the Crown duties, and to give security for the Provincial duties.

3d. That every facility has at all times been afforded by the Custom House, (Sundays and Holydays not excepted,) for performing this duty, and forwarding vessels bound to Montreal; and that it is an established rule, that the duty connected with these vessels shall have precedence of all other business.

4th. That even if there were no Custom House existing at Québec, a vessel proceeding to Montreal would be obliged to come to anchor here to discharge her Pilot, and take another licenced for that branch of the navigation between the two places; to make report, and leave a manifest of her cargo at the Naval Office, for the information of the Governor, and to pay the Port charges connected with that Office, and the Trinity House; to deliver her letters at the Post Office; and she would also have to submit to the visit and inspection of the Health Officer.

5th. That, in truth, the King's duties are collected, bonds taken for the Provincial duties, and the whole business

at the Custom House is in such cases completed, while the details above enumerated are performed at the other office, and generally, before they are finished; and

6th. That there is only one cause that can prevent the immediate entry of any vessel, and that is her entering the Port without the Master having prepared the proper manifest of the cargo, which, by Act of Parliament, ought to be made out at sea, and delivered to the first Custom House Officer that approaches the ship.

With respect to the mode of collecting the Crown duties on goods destined for Montreal, the undersigned neither sees any hardship on the Montreal merchant in the present course, nor how any alteration can be made. Of the vessels that arrive at Quebec with cargoes, not one in twenty goes to Montreal; and it will scarcely be maintained that, for so small an object, a separate Custom House should be established there. But, even if this were done, the Montreal merchant would be obliged to have an agent at Quebec, for other purposes connected with his trade; and it is by such agents that the Crown duties on Montreal goods are paid, and the Provincial duties secured. The circumstances detailed above sufficiently show that no delay, inconvenience, or hardship, is imposed, by the Custom House, on the trade to Montreal; and that those inconveniences that it may suffer, arise from circumstances not to be controuled, originating in the situation of Montreal, as an inland town, and from the seat of Government being at Quebec.

The undersigned has the honor to remain, with great respect,

Your Honors most obedt. and most humble servt.

(Signed,) M. H. PÉROEVAL, Comr.

To the Honble. Commissioners  
of H. M. Customs, London.

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No. III.  
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CUSTOM-HOUSE,

QUEBEC, 15th November, 1820.

HONORABLE GENTLEMEN,

Praying reference to Mr. Secretary Salton's letter, dated Halifax, 22d September 1812, and to the letter of your Honorable Board, dated 7th Oct. 1814, No. 11; the undersigned respectfully submit to your Honors the following statement of fees received by the Collector and Comptroller upon all vessels (except coasters) entering and clearing at his port. The amount of the inward and outward fees exclusive of the general certificate) is £4 12s. 10d. sterling, or £5 3s. 2d. currency, and is made up as follows, viz.

	Collector.	Comptroller.
<b>Inwards—</b>		
General entrance,	£0 13 6	£0 6 9
Report,	0 1 6	0 0 6
Warrant to unload,	0 1 6	0 0 6
Certificate of Report,	0 2 0	0 1 0
Anchorage,	0 2 0	0 2 0
Recording Register,	0 13 0	0 4 4
	<u>£1 13 6</u>	<u>£0 15 1</u>
<b>Outwards—</b>		
General clearance,	0 13 6	£0 6 9
Report,	0 1 6	0 0 6
Warrant to load,	0 1 6	0 0 6
Certificate of Report,	0 2 0	0 1 0
Cocket,	0 2 0	0 1 0
Non-enumerated bond,	0 1 6	0 0 6
Certificate of do.	0 2 0	0 1 0
Lumber bond,	0 1 6	0 0 6
Certificate of do.	0 2 0	0 1 0
Bill of stores,	0 1 6	0 0 6
List of men,	0 1 6	0 0 6
	<u>£1 10 6</u>	<u>£0 13 9</u>

When an additional bond or certificate is required, the fee thereon is received according to the Halifax docket.

Upon referring to the docket, it appears that a fee of 17s. 4d. sterling is allowed to the Collector and Comptroller for a new register, and recording the same; and a fee of 4s. sterling for anchorage of vessels that do not land the whole of their cargoes

The merchant, when he passes his entries at the Custom-house, pays the regular fee for a warrant to unload, which is also included in the vessels' inward fees.

A warrant to load is granted previous to any goods being shipped; and for this, as well as for the cocket, the merchant pays the regular fees. These are afterwards received a second time, upon the vessel clearing out

There are no certificates of report granted.

The docket allows an additional fee of 4s. 6d. sterling to the Collector, and 2s. 3d. sterling to the Comptroller, upon all foreign topsail vessels, for the general entries and clearances; and these are included in the sum of 13s. 4d. sterling and 6s. 9d. above stated, and which are demanded and received upon schooners, as well as topsail vessels.

Under these circumstances, the undersigned submits to your Honors' consideration, whether a sum of £1 14s. 4d. sterling is not unwarrantably demanded and received as fees on every vessel (coasters excepted) arriving at and leaving this port, and a further sum of 13s. 6d. sterling upon schooners; and humbly prays your Honors' instructions thereon.

With great respect, &c. &c.

(Signed) T. A. YOUNG, Compt.

To the Honble. Commissioners  
of H. M. Customs, London.

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## CUSTOM-HOUSE,

LONDON, 7th February, 1821.

The foregoing copy of a letter from Mr. Young, Comptroller of Quebec, is transmitted to the Collector for his observations thereon.

By order of the Commissioners,

(Signed) H. MACLEAN.

No. IV.

## CUSTOM-HOUSE,

QUEBEC, 11th May, 1821.

HONORABLE SIRS;

Upon your Honors' reference, dated the 7th Feby. transmitting copy of a letter from Acting Comptroller Young, of the 15th November, for the Collector's observations thereon, the undersigned has the honor to report, that, by the letter from the Secretary of the Commissioners of Special Revenue Inquiry, of 22d September, 1812, to which Mr. Young refers, and to which the undersigned also prays reference, the officers at Quebec were enjoined to adhere to the Halifax table of fees; but doubts arising with the undersigned and the then Comptroller, the late Mr. Scott, as to the meaning and application of this docket, they were under the necessity of referring to your Honors, and in their letter of 19th August, 1813, No. 10, they stated fully and fairly to your Honors, the construction they had put upon it in practice, and submitted a table of the fees they actually exacted, which will be found precisely to correspond with that which is given in Mr. Young's letter, and of which he represents several of the items, as unwarrantable. The undersigned and the then Comptroller, in that letter prayed your Honors' attention to the subject, and your further commands, stating that they should continue to regulate themselves accordingly, until the further orders of your Honorable Board; and as your

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Honors have not thought it necessary to give any further orders, or to enjoin any alteration, it might perhaps suffice for the undersigned, here to rest his defence against the charges contained in Mr. Young's letter, on the subject of these fees; but the undersigned has it in his power to give a more particular, and he trusts a satisfactory explanation on these points.

1st. With respect to the fee for recording registers: each vessel's register is recorded twice, in the inward book at the period of her entering, and in the outward book at her clearing; but the charge for recording is only made on her entry inwards, although it is believed that at other ports, the charge is made for each act of record. The charge of 1s. for anchorage of vessels not landing the whole of their cargoes, is exacted of all vessels on their entry, because it is manifestly a matter of uncertainty, whether a part or the whole of their cargo is to be landed, and vessels coming into the port with intention to unload the whole, often depart with a portion of their cargo still on board; but in every case where a vessel has been entirely unladen, this fee would without difficulty be remitted, on application of the master or owner.

2d. With respect to the warrant to unload, which is confounded by Mr. Young with a very different thing, the warrant or permit to the importer, the practice is this: the *Master* of the ship, on completing the entry inwards, obtains a *general warrant* to proceed to unload or break bulk. The necessity of this is obvious; but it is also equally necessary for the out-door Officers of the Customs to ascertain that the merchants or owners of goods on board such vessel, have severally complied with the regular forms, and have paid or secured the duties before the property specified in their respective entries be put into their possession; for this purpose a *particular warrant* or permit is given to each individual to unlade and take on shore the property belonging to him; and it is submitted, that the work being done, and both sorts of warrants being necessary, the Halifax docket authorizes the fee for each,—in the one case from the master, in the other from the importer.

3d. The same necessity existing for two sorts of warrant to

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load, namely, to the master and to the merchant, although these also are confounded by Mr. Young, and the same practice prevailing, it is humbly conceived, that it is fully justified by the same reasons as are urged in the preceding paragraph respecting warrants for unloading.

4th. Certificates of report are manifestly intended to protect vessels from any molestation by the inferior officers, on the ground of their not being reported; such a certificate ought regularly to be taken by every master on his reporting, and may at any time be demanded, and would be given. If the masters do not usually take them up; if, as is the case with the Warrants to unload, they are left in the office, it is because the masters chuse to trust for their protection from molestation on this ground, to that immediate knowledge, which on the small scale of the establishment here, every Officer has of the fact of a report being being made, and the principal Officers would at any time be justified in requiring the inferior officers to demand such a certificate, as evidence of that fact.

5th. The fee on foreign topsail vessels is charged on all square-rigged vessels, and topsail schooners, not owned at this port; but it is not charged on those registered and belonging here. This is believed to be the invariable practice at all the ports in the Colonies; the term foreign being considered as applying not exclusively to ships of countries foreign to British dominion, but to ships foreign to the port, or country where the charge is made.

With these observations the undersigned leaves the subject with your honors, in the full persuasion, that he will on these points be borne out in the practice, which after much consideration and discussion was adopted by him and his lamented colleague Mr. Scott, and was submitted then to your Honorable Board.

With great respect the undersigned has the honor to be,

Honble. Sirs,

your most obedt. humble. servt.

(Signed,)

M. H. PERCEVAL, Coll.

To the Honble. Commissioners  
of His Majesty's Customs, London.



No. V.

Copy.)

## CUSTOM-HOUSE,

(No. 4.)

LONDON, 31st January, 1821.

GENTLEMEN,

Having read a letter from the Comptroller of your port, dated 18th November last, enclosing forms of general certificates, which it is the practice to grant for every vessel arriving at and leaving Quebec, whether with a cargo, or in ballast, provided the merchant does not object thereto: and submitting whether the same are not contrary to our general order of the 17th July, 1817, No. 13,—

We acquaint you, that under the general order referred to, no certificate was requisite in the case of a ship arriving in ballast; and with respect to the certificate stated to be issued as to the landing of cargoes, that the same is defective in an essential point, namely, in not specifying the several packages, and their contents landed in the way in which they are inserted in the cockets, provided the packages correspond therewith.

And we acquaint the Acting Comptroller, that he ought, previously to transmitting his letter to the Board, to have called upon the Collector to have joined therein; or to have assigned at the foot thereof, his reasons for not doing so, pursuant to the 7th article of your instructions, which we enjoin the Acting Comptroller to observe in future.

(Signed) S. BARNE, G. STEWART,

T. S. RICHMOND, G. WILSON.

To the Collector and Comptroller,  
Quebec.

(Copy.)

## CUSTOM-HOUSE,

QUEBEC, 11th May, 1821.

HONORABLE SIRS,

The undersigned has received the letter of your Honorable Board of the 31st January last, in answer to a letter of the Acting Comptroller, of the 18th November, respecting the forms of general certificates to vessels arriving at, and leaving Quebec; and he has the honor to state, that, in consequence of your general order on this subject, of the 17th July, 1817, No. 13, the notice relative to these certificates, which was transmitted by your Honors, was suspended in the Custom-house, for the information of the public; but it was at all times, and still is, left entirely to the option of the parties interested, to take, or leave, these certificates as they please; and it is presumed, that it is not your Honors' wish that they should be withheld in any case, where the parties expressly apply for them.

The undersigned was perfectly aware, these certificates are defective, as pointed out by your Honors, in not specifying the several packages, with their contents landed, in the way they are inserted in the cockets, when they correspond therewith. But, on this head, he begs leave to state, that your Honors' order not having pointed out the form of the certificates that should be used, or the particulars it should contain, this became a subject for consideration with the Collector and the then Comptroller, the late Mr. Scott; and it appeared to them, that, under the circumstances of the department, it would be next to impossible to adopt any other than a general form, as it would have required the united labour of the several persons employed in the department, and an entire abandonment, for the time, of the other important duties of the office, to prepare such certificates, with a specification of packages. It was therefore deemed best, to prepare these general certificates in the form of which a copy is transmitted; and it was left to the party, in case any difficulty should occur, as to

the landing of a particular packet, to apply at the Custom-house for a special certificate respecting it. This practice has, accordingly, in many cases, been resorted to, and, it is believed, with much less inconvenience to those concerned, than would arise from the delay, detention and expence, necessary for perfecting in the first instance, a certificate, with a particular specification of all the packages contained in all the cockets of the ship.

It is therefore humbly submitted, whether the practice that has been adopted on these grounds shall be changed; or whether the undersigned shall continue to regulate himself on this point as heretofore.

Before concluding this letter, the undersigned hopes he may be permitted to advert to the circumstances which have given rise to the several references from your Honors, upon Acting Comptroller Young's representations of the 13th, 15th and 18th of last November; which he has answered in his several letters under this date.

The Acting Comptroller entered on the duties of his station in January, 1820; from that time until the present period, he has had free and unrestricted access to every source and sort of information respecting the department at large, and he had ample time and means to inform himself of every thing before the opening of the navigation after his appointment, of which Mr. Young's abilities and talents, both natural and acquired, would preclude the doubt of his not having amply availed himself; but whether in the course of this period, nor at any other time, did he ever intimate to the undersigned, that he had discovered the pretended errors pointed out by him to your Honors. He never attempted to obtain the correction of them by discussing them with the undersigned; he allowed them to pass unnoticed, and at the same time availed himself of the advantages and emoluments arising under them, until the navigation was closing, and then, without any communication with the undersigned, he addressed your Honors, on the subject.

The undersigned is perfectly aware, that the situation of Comptroller is intended as a check on the Collector, and he here refers to their joint letter to your Honors of the 22d

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November, No. 31; a copy of which is herewith transmitted, to show the views he has always entertained upon the subject; but he is persuaded that this salutary arrangement was never meant to sanction any departure from that fairness and candour, and honorable dealing, which are as necessary to the conduct of public business, as they are natural to most men who have themselves upright views. He is persuaded, that it never was meant as an authority to one officer to betray another, or misrepresent his conduct; and as it is evident from other communications to your Honors, that the Acting Comptroller was informed of your instruction, requiring that one officer should be apprized by the other of what was about to be done, the undersigned feels himself justified in imputing to the Comptroller any motives, but such as he could avow; and he hopes, that he may be protected in future from a course of proceeding, which has in this instance been inconsistent with propriety and fairness and must in all cases be injurious to the public service.

With great respect, the undersigned has the honor to remain,

Your Honors' most obedt. and most humble servt.

M. H. PERCEVAL, Coll.

To the Honble. Commissioners  
of His Majesty's Customs, London.

—◆—  
No. VII.

(Copy.)

QUEBEC, 15th May, 1821.

DEAR SIR,

I have perused the papers you put into my hands and returned herewith, respecting the letters of Mr. Young, the Acting Comptroller. As your justification to the Commissioners appears to me complete, I see no call for any interference on my part, in the present state of the matter. I think it right, however, to enclose to you for perusal, and in

order to be put into Mr. Young's hands by yourself, an expression of my sentiments in regard to his conduct in this case, as well as in the application he made to me lately, without your knowledge or concurrence.

Yours, my dear Sir, very faithfully,

(Signed,)

DALHOUSIE, Governor.

The Honble. M. H. Perceval, Esq.

Coll. H. M. Customs, Quebec.

No. VIII.

(Copy.)

CUSTOM-HOUSE,

QUEBEC, 17th May, 1821.

MY LORD,

I have the honor to acknowledge the receipt of your Lordship's letter of the 15th inst. which only reached me at a late hour yesterday, returning me the papers your Lordship permitted me some time ago to place in your hands. The assurance that your Lordship has been pleased to give me, that you were quite satisfied with the justification addressed by me to the Commissioners of the Customs, on the different accusations made by the Acting Comptroller, and the other very favorable expressions of your Lordship's letter, have so entirely set my mind at rest, that from this, and from other motives, to which, under all the circumstances of my situation, I feel persuaded your Lordship's candour will do justice, I have abstained from taking further communication of the open letter addressed by the Civil Secretary to the Acting Comptroller, which your Lordship kindly authorised me to peruse; and I have handed it over to that officer, according to the directions of your Lordship.

I have the honor to remain, with the utmost respect,

Your Lordship's most obedt. and most humble Servt.

(Signed,)

M. H. PERCEVAL, Coll.

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No. IX.

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CUSTOM-HOUSE,

QUEBEC, 18th May, 1821.

SIR,

The letter which I have the honor to inclose to you, was transmitted to me by the Civil Secretary, by command of His Excellency the Earl of Dalhousie, for my perusal, before handing it over to you. I have not, however, thought it necessary to avail myself of the permission; and I forward it to you unopened, together with a copy of my letter to the Governor in Chief, in answer to that with which he honored me upon the subject.


I have the honor to be, Sir,

Your most obedt. humble Servt.

(Signed,) M. H. PERCEVAL, Coll.

To T. A. Young, Esq.

Actg. Comptr. of His Majesty's Customs.


  
No. X.

(Copy.)

CUSTOM-HOUSE,

QUEBEC, 19th May, 1821.

HONORABLE SIRS,

In answering the several references from your Honors, on the representations of the Acting Comptroller, of the 13th, 15th, and 18th November last, the undersigned feels it his duty to state, that, under the particular circumstances in which Mr. Young was placed at the Custom-house, as an officer put in by the Provincial Government, until the vacancy should be filled by the King's Government, either by the appointment of Mr. Young, or some other person, to the Comptrollercy, the undersigned felt it incumbent on him to transmit to the Governor in Chief, the Earl of Dalhousie, the accusations preferred against the un-

dersigned, without his knowledge, by the Acting Comptroller, together with the report made by the undersigned on each of Mr. Young's letters, conformably to the orders of your Honors. These documents were submitted to the Governor under a blank cover, and without any communication from the undersigned; and this course appeared to be required by the peculiar difficulty of his position, as, on the one hand, the officer whose province it is to assist the undersigned with his advice, and guard him from error, had not only become his secret accuser to your Honors, but had recently addressed communications to the Government, tending to impute misconduct to the undersigned in the duties of the department; and on the other hand, if any strictures had been submitted to the Governor with these papers, it might have been attributed to a desire upon the part of the undersigned, in attempting to bring the influence of Government against the Acting Comptroller, to free himself from the continuance of that scrutiny, which, whether secret or open, he feels no cause to fear.

The papers thus submitted to the Governor have just been returned to the undersigned, with a letter from His Excellency, of which a copy is herewith transmitted, together with a letter addressed to Mr. Young, which was purposely left open for the perusal of the undersigned, and which he was directed by the Governor to put afterwards into Mr. Young's possession. The undersigned, from motives to which he trusts a just construction will be given, declined perusing this letter, and gave it to that officer unopened. The undersigned, however, thinks it proper that your Honors should be made acquainted with all the circumstances attending the communication thus given by him to the Provincial Government, and has therefore entered into these several details.

The undersigned has the honor to remain, with the utmost respect,

Your Honors' most obedt. and most humble Servt.  
(Signed,) M. H. PERCEVAL, Coll.

To the Honble. Commissioners  
His Majesty's Customs, London.

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No. XI.

(Copy.)

CUSTOM-HOUSE,

(No. 23.)

LONDON, 29th September, 1821.

GENTLEMEN,

Having read the Collector's Report of the 11th of May, in return to our order, upon a letter from the Acting Comptroller, relative to the general certificates granted at your Port in pursuance of the order of the Lords of the Treasury, of the 27th June, 1817, in respect to the due landing of goods there—

We acquaint you, that when such certificates are required by the parties, the same must express the particulars required by our order of the 31st January last, No. 4, upon this subject,

(Signed,)

J. BULLER,

J. WILLIAMS,

T. S. RICHMOND,

G. WILSON.

The Collector and Comptroller  
of Customs, Quebec.



No. XII.

(Copy.)

CUSTOM-HOUSE,

(No. 13.)

LONDON, 17th July, 1817.

GENTLEMEN,

The Lords Commissioners of His Majesty's Treasury having, by Mr. Lushington's letter of the 27th ult. directed that the Officers of this Revenue, in the British Colonies and Plantations, shall not require from the Captain of any ship, more than one general certificate of the landing of a cargo; and that in the cases of certificates, required by individuals, to cancel bonds, given in this country, the same shall include all the goods enumerated in one



cket, although differently marked and numbered ; and their Lordships having been also pleased to allow the officers to receive certain fees for such certificates,—

Inclosed, you will receive a copy of the said letter ; and we direct you to take care that the commands therein contained be duly and strictly obeyed, so far as you are concerned.

You will receive also, herewith, form of a notice, which has been prepared by our orders, relative to such fees ; and we direct you to cause the same to be published three times in the public Gazette, and to be affixed up in the several offices and in the most public parts of the Custom-house at your Port, as well as the out-bays, for the information of all parties interested therein. And you to acknowledge the receipt of these directions by the first packet.

(Signed,) G. WILSON, J. WILLIAMS,  
J. BULLER, J. S. RICHMOND.



### CUSTOM-HOUSE,

QUEBEC, 17th July, 1817.

### NOTICE.

The Commissioners of His Majesty's Customs, in pursuance of directions received from the Lords Commissioners of His Majesty's Treasury, hereby give notice, that in future no more than one general certificate of the landing of any cargo, shall be required from the Captain of any ship ; and in case of certificates required by individuals to cancel bonds, given in Great-Britain, all the goods enumerated in one cocket be included therein, although differently marked and numbered, and that for such documents the following fees be allowed upon the same, viz.

For a general certificate of the landing of each ship,	2 dollars.
For a certificate required by individuals to cancel bonds given in this country,	1 dollar.

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The said fees to be divided between the Collector and Comptroller, in the proportion of two-thirds to the former, and one-third to the latter officer.

By order of the Commissioners,

(Signed,) G. DELEVAND, Secretary.

No. XIII.

CUSTOM-HOUSE,

LONDON, 12th February, 1823.

GENTLEMEN,

Having read your letter of the 24th October last, No. 14, stating the seizure of the ship Union, and her cargo of lumber, &c. in consequence of the Master having omitted to enter into the non-enumerated and lumber bonds; but as you were convinced no fraud was intended, either by the Shipper or the Master, you had delivered the vessel and cargo, on security for the appraised value of the vessel, and double the appraised value of the cargo,—

We direct you to cancel the bonds given in this case, on payment of any expences incurred; and we acquaint you in consequence of the Acts of the 3d Geo. IV. cap. 44 and 45, the non-enumerated and lumber bonds in question are no longer necessary, and we direct you to govern yourselves accordingly.

(Signed,) R. B. DEAN, G. WILSON,  
S. BARNE, I. S. RICHMOND.

Collector and Comptroller,  
Quebec.

## APPENDIX (E.)

The Committee of the Legislative Council, to whom has been referred the petition of the Merchants of Quebec, relating to the fees of the Custom-House, request you will afford them such information as you may think fit on the following points. The Committee being desirous of making up their report, request your answers may be communicated to them by Tuesday next.

1st What are the items or particulars composing the total sums paid to the Collector and Comptroller respectively for the entrance and clearance at the Custom-House of Quebec of the following vessels :

1818,

24th June, Brig Henry, 329 tons.

17th July, Brig Transit, 290 do.

1822,

19th August, Brig Neptune, 227 do.

11th November, Brig Utility, 229 do.

1823,

23d June, Ship Brilliant, 330 do.

18th October, Brig Caesar, 272 do.

8th September, Bark Sally, 313 do.

8th September, Bark Mint, 469 do.

5th May, Schooner Charlotte, 89 do. 1st voyage.

7th June, do. do. 2d do.

23d July, do. do. 3d do.

27th Sepr. do. do. 4th do.

18th Novr. do. do. 5th do.

Schooner Marie Catherine, 1st voyage Miramichi.

Ditto Ditto, 2d do. Halifax.

Ditto Ditto, 3d do. Newfoundland.

Ditto Ditto, 4th do. Halifax.

10th November, Bark Crown, Joseph Banks, 336 tons.

Ditto, Ship Barbadoes, Thos. Lee, 322 tons.

2o. How is the fee in the Halifax Cocket for anchorage applied as to vessels arriving at Quebec, that is to say ; Is it charged upon those only which afterwards proceed to Mont-

real without unloading any part of their cargoes at Quebec, or which unload part, and proceed with the remainder, and if exacted in the first instance upon any vessel, has it been returned when known by the event, not to apply to particular vessels?

3rd Have vessels, proceeding to Montreal which do not unload or load any part of their cargoes at Quebec, to bear the same Custom-House fees at the latter port, as if they had unloaded and loaded there?

4th Give the particulars composing the fees paid at Quebec on the following vessels to and from Montreal:

1818—Brig Flora, 147 tons,  
Clearance to Montreal, £3 12 5  
Clearance outwards, Collector  
and Comptroller, 2 14 11  

---

6 7 4

1819—Brig Pilot, 114 tons,  
Clearance to Montreal, £3 8 10  
Ditto outwards, Collector  
and Comptroller, 2 14 11  

---

6 3 9

1820—Brig Patriot, 198 tons,  
Clearance to Montreal, 3 9 5  
Ditto outwards, Collector  
and Comptroller, 3 5 3  

---

6 14 8

1822—Brig Thistle, 133 tons,  
Clearance to Montreal, 3 8 10  
Ditto outwards, Collector  
and Comptroller, 4 0 6  

---

7 9 4

1823—Brig Dew Drop, 203 tons,  
Clearance to Montreal, 3 15 7  
Ditto outwards, Collector  
and Comptroller, 2 6 0  

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6 1 7

5th. What are the particulars of the Custom-house fees paid at Quebec upon granting a register to a new vessel built

there. And are any fees exacted or paid for registers in any other respects than for new vessels so built? If so, state the same, and give the items of such charge.

6th. What is meant by recording a register?

7th. Have the fees exacted by the Collector and Comptroller been diminished since the Searcher and Waiter have been directed to collect their own fees?

Committee Room, Legislative Council,  
Saturday, 28th February, 1824.

(Signed,)

W. B. FELTON, Chairman.

**ANSWER TO QUESTION FIRST.**

1818, 24th June, Brig Henry,

**ITEMS.**

Inwards.		Outwards.	
General Entrance,	£0 13 6	General Clearance,	£0 13 6
Report,	0 2 0	Report,	0 2 0
Warrant to unload,	0 2 0	Warrant to load,	0 2 0
Certificate of Report,	0 3 0	Certificate of Report,	0 3 0
Anchorage,	0 4 0	Bill of Stores,	0 2 0
Recording Register,	0 17 4	Cocket on ditto,	0 3 0
Foreign Topsail Vessels,	0 6 9	List of Men,	0 2 0
	<hr/>	Non-enumerated Bond,	0 2 0
	Sterl. £2 8 7	Certificate of ditto,	0 3 0
	<hr/>	Lumber Bond,	0 2 0
		Certificate of ditto,	0 3 0
		Enumerated Certificate,	0 3 0
		Foreign Topsail Vessels,	0 6 9
			<hr/>
		Add, Inwards,	2 7 3
			<hr/>
			2 8 7
			<hr/>
		Sterl. £4 15 10	
		1-9th, 0 10 8	
			<hr/>
		Sum paid,	£5 6 6
			<hr/>
17th July, Brig Transit, same as above,	£5 6 6		
Add enumerated Bond,	0 2 3	Cury.	
	<hr/>		
Sum paid,	£5 8 9		
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19th Augt. Brig Neptune, same as above, £5 6 6  
Deduct enumerated Certificate, 0 3 4

Sum paid, £5 3 2

11th November, Brig Utility, same as above, per Transit in 1818, £5 8 9

23d June, Ship Brilliant, as detailed per Henry, in 1818, £5 6 6

These Bonds and Certificates are not required since the passing of the Act, 3d G. W. cap. 45, in 1822. Deduct. Non enumerated Bond, £0 2 3 Certificate of do. 0 3 4 Lumber Bond, 0 2 3 Certificate of do. 0 3 4

£0 13 6  
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0 6 9

Add enumerated Bond, 0 2 3  
Sum paid, £4 17 7

18th October, Brig Cæsar, same as above, £4 17 7

6th September, Bark Sally, same as above, £4 17 7  
Deduct enumerated Bond, 0 2 3  
Certificate of do. 0 3 4

Sum paid, £4 12 0

5th September, Bark Mint, same as above, £4 17 7

3d May, Schooner Charlotte, same as per Sally, £4 12 0

£4 15 10  
0 10 8  
£5 6 6

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3 Cury.  
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1823—Sum paid, one half,	£2 6 0
7th June, Schooner Charlotte, as above,	£4 12 0
23d July, Schooner Charlotte, as above,	£4 12 0
27th September, Schooner Charlotte, as above,	£4 12 0
18th November, Schooner Charlotte, as above,	£4 12 0
Deduct for foreign topsail vessels,	0 13 6
	£3 18 6
Schooner Marie Catherine, as above,	£4 12 0
Sum paid, one half,	£2 6 0
Schooner Marie Catherine, as above,	£4 12 0
Schooner Marie Catherine, as above,	£4 12 0
Deduct for foreign topsail vessels	0 13 6
	£3 18 6
Schooner Marie Catherine, as above,	£3 18 6
6th Sept. Bark Crown, same as per Brilliant,	£4 17 7
Ditto, Ship Barbadoes, same as above,	£4 17 7

2nd The fee for anchorage is charged upon all vessels entering inwards at Quebec, whether they proceed to Montreal or not. 1st because when they enter the Custom-House, it cannot be known whether they will discharge all or part of their cargoes. 2nd because vessels seldom or never discharge the whole of their cargoes, in as much as the stores are not landed, part of which is in most cases retained from the cargo, and which the Waiter and Searchers state to remain on board when they jerque the vessel, previous to her entering out-

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wards. No application has ever been made to have the fee returned.

3rd Yes, Montreal being only a member of the Port of Quebec.

4th According to the established usage of the Custom-House, it is the practice when vessels proceed to Montreal to charge half the fees only, and the other half when the vessel finally clears from Quebec for sea. A detail of the fees is here given, amounting to £5 3 2 currency, and the mode of charging half on clearing for Montreal, and half on clearing for sea will appear on each particular case stated by the Committee.

## Inwards.

General Entrance,	£0 13 6
Report,	0 2 0
Warrant to unload,	0 2 0
Certificate of Report,	0 3 0
Anchorage,	0 4 0
Recording Register,	0 17 4
Foreign Topsail Vessels,	0 6 9
	<u>£2 8 7</u>

## Outwards.

General Clearance,	£0 13 6
Report,	0 2 0
Warrant to load,	0 2 0
Certificate of Report,	0 3 0
Bill of Stores,	0 2 0
Cocket on ditto,	0 3 0
List of Men,	0 2 0
Non-enumerated Bond,	0 2 0
Certificate of ditto,	0 3 0
Lumber Bond,	0 2 0
Certificate of ditto,	0 3 0
Foreign Topsail Vessels,	0 6 9

Add, Inwards,

2 4 3  
2 8 7

Sterl. 4 12 10  
1.9th, 0 10 4

£5 3 2

1818,

17th June, Brig Flora, clearing to Montreal,

Half of £5 3 2, is £2 11 7

Coast dispatch to Montreal, 0 10 0

Certificate with abstract of cockets, 0 3 4

A clerical error appears to have been made in the Montreal vessels of, 0 3 11

Sum paid on clearing for Montreal, £3 8 10

£2 6 0

£4 12 0

£4 12 0

£4 12 0

£4 12 0

0 13 6

£3 18 6

£4 12 0

£2 6 0

£4 12 0

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0 13 6

£3 18 6

£3 18 6

£4 17 7

£4 17 7

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1818—	Brought forward,	£3 8 10
	Charged on clearing for sea, half of	£5 3 2
	is	£2 11 7
	Add enumerated certificate,	0 3 4
		<hr/>
		2 14 11
	Sum paid,	£6 3 9
		<hr/>
1819—	Brig Pilot, to Montreal as above,	£3 8 10
	On clearing for sea as above,	2 14 11
		<hr/>
		£6 3 9
		<hr/>
1820—	Brig Patriot, to Montreal as above,	£3 8 10
	On clearing for sea as above,	£2 14 11
	Add general certificate under	
	the order of the Honorable	
	Board, dated 17th July, 1817,	0 10 0
		<hr/>
		3 4 11
		<hr/>
		£6 13 9
		<hr/>
1822—	Brig Thistle, same as above,	£3 8 10
	Clearing for sea as above,	£2 14 11
	Add enumerated Bond,	0 2 3
		<hr/>
		2 17 7
		<hr/>
		£6 6 5
		<hr/>
1823—	Brig Dew Drop, same as above,	£3 8 10
	The non-enumerated and lumber Bonds	
	and Certificates, not being required since	
	the passing of the Act, 3d Geo. IV. cap.	
	45, 1822, the fee on clearance for sea is	
	this year,	£2 6 0
		<hr/>

The fee of 10s. for a coast despatch to Montreal is charged according to immemorial usage on all foreign topsail vessels clearing coastwise to Montreal.

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 £2 6 0

Having furnished the various detail required by the Committee, it may be here necessary to remark that the practice which seems to be general with the merchants of charging the fees payable by themselves against the vessel, tends very much to augment the apparent amount of the ship's disbursements, as will appear by the various statements now before the Committee, the entries inwards and bonds, entries outwards and cockets, certificates for lumber and other articles of Canadian produce, and certificates to cancel bonds are documents which ought in every case to be paid for by the importing or exporting merchant, and which he either demands voluntarily, or which the law obliges him to take to secure his property from seizure, and they have no reference whatever to the ships' expences.

It may be also proper to observe that the fees are collected by the Collector's Clerk, who has at the same time to attend to the entering and clearing of vessels, the receiving and examining of entries inwards, and the calculation of the King's duties to be paid or secured, add to the mass of general business daily transacting at the Custom-house, and the detailed nature of the docket to be applied to each case, mistakes may probably occur. Under these circumstances, it is difficult at a subsequent period to ascertain the particular items of any individual case or payment; and although it has been successfully done in the various cases referred to by the Committee, embracing a period of 6 years, a considerable portion of time has been consumed in the research and investigation of them.

5th. The fee paid at Quebec upon granting a register to a new vessel built there is £1 6 1 currency, and the charge is made upon all vessels obtaining a new register at Quebec. The particulars are :—

New Register and recording the same,	£3	19	4
Bonds,	0	2	3
Certificate on oath of Registry,	0	3	4

£1 4 11

6th. Recording in the Custom-house books all new registers granted, and all registers presented at the Custom-house

is charged  
 sail vessels

upon vessels entering inwards or clearing outwards, although the charge for recording is but once made.

7th. The Collector and Comptroller's fees continue as they were, and could neither be added to or diminished by the Waiters and Searchers receiving their own fees. They are those allotted to each of them respectively, in the 1st and 2d columns of the Halifax docket, without reference to the Searcher's fees; and they will be found to agree with the detailed statements now furnished to the Committee in their answers. The Waiters and Searchers receive the fees allotted to them in the 3d and 4th columns of that docket.

## APPENDIX (F.)

1st. Do you carry on business as a merchant at Quebec and how long have you resided here?

2d. Have you, in the course of business, had the management of concerns connected with the shipping of this Port or with vessels arriving from, or departing for Great Britain?

3d. In your transactions with the Custom-house, have you managed your business in person, or by means of clerks?

4th. Will you state the particulars of the fees paid at the Custom-house on any one vessel arriving at this Port from Great-Britain, and those paid on the departure on the same vessel; and also give the Committee similar information respecting any one vessel belonging to this Port, employed in the trade with the neighbouring Ports, stating the number of voyages made by the same vessel in any one year, and the Custom-house charges on each voyage?

5th. Have you any grounds for supposing the charges, as stated in your answer, to be irregular, or larger than the legal fees, and if so, state the amount of the fees which, in your opinion, ought to have been demanded on the vessels mentioned in your answer, with your reasons for the same, and also state from what documents you derive your information, as to the particulars of the fees that can be legally demanded?

- 6th. The Petition alleges that the fees have been increased at various times: Can you state when these augmentations took place, and the extent of them?
- 7th. Have you ever requested the Officers of the Customs to afford you any explanation on the differences stated to exist between the fees as demanded, and those authorised by the Halifax docket?
- 8th. Do you know if any and what instance of complaints have been made by British ship-holders, as to the fees being oppressively high?
- 9th. Has any person, to your knowledge, resisted or objected to the payment of the fees exacted?
- 10th. Can you state to the Committee the fees paid on vessels from Quebec, in Newfoundland, at Halifax, and at the Ports of New-Brunswick?
- 11th. What fees are paid by vessels employed in the Fisheries, and the coasting trade, within the limits of this Province?
- 12th. Be pleased to state to the Committee your opinion whether the trade between this Province and the other British Provinces in North America and Newfoundland, can be maintained on paying the Custom-house fees authorised by the Halifax docket, according to your construction of that instrument; and if not, state what reduction of those fees would relieve the trade sufficiently?
- 13th. State if the Trinity dues are considered too high, and if the charges for pilotage are unreasonable?
- 14th. Who are the proprietors of the small crafts in general?
- 15th. How are those vessels manned: state the number of seamen, and the places of their residence?
- 16th. Where are these vessels usually built, and what do they cost per ton?
- 17th. What is the average tonnage of a vessel employed between Quebec and Halifax or Newfoundland?
- 18th. What is the average tonnage of a vessel employed between Quebec and the ports within the Gulf of St. Lawrence?
- 19th. What freight can the merchant afford to pay on a

barrel of flour from Quebec to Halifax, to allow him to meet the American importer on equal terms in that market?

20th. Do.—to Newfoundland?

21st. Do.—to ports of New Brunswick or Gulf of St. Lawrence?

22d. What is the average number of voyages in the course of one season between Quebec and Halifax?

23d. Do.—Newfoundland?

24th. Do.—New Brunswick and the Gulf?

25th. Do.—Ports in Gaspé and Labrador?

26th. What is the usual freight for a barrel of flour, and for a barrel of beef or pork, from Quebec to Halifax?

27th. Do.—from Quebec to Newfoundland?

28th. Do.—from Quebec to New Brunswick or ports in the Gulf?

29th. Do.—from Quebec to Gaspé?

30th. What is the return cargo, and the usual freight on it, from Halifax to Quebec?

31st. What is the return cargo, and the usual freight on it, from Newfoundland to Quebec?

32d. Do.—from ports of New Brunswick or the Gulf?

33d. Do.—from Gaspé?

34th. What is the ordinary expense of equipping a vessel of from 50 to 70 tons, for the coasting trade, independent of the first cost of the hull?

35th. Do.—on vessels from 70 to 90 tons?

36th. What is the ordinary wear and tear of a vessel of 70 tons, employed in that trade, for one season?

37th. What is the ordinary expense for provisions and wages, for a season, the vessel having constant employment?

38th. On what grounds is it asserted that the Americans carry from their ports on lower freights than vessels from this Port?

39th. Have you a docket of fees paid at the American Custom-houses?

40th. State the rates of freights and insurance from Boston and the neighbouring ports, to Halifax and Newfoundland?

41st. Would the abolition of fees to the various Officers

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of the Customs, and the establishment of a general fee, or due, be convenient, considering the short season of Navigation in this country; and would not that arrangement prevent the Custom-house Officers from doing any duty out of office hour?

42d. What, in your opinion, ought the office hour to be?

43d. Are the Custom-house Officers in the habit of doing business out of office hour, and when, what fees are exacted?

44th. In cases of emergency, does the Custom-house refuse to enter or clear vessels out of office hour?

45th. Upon what ground is it said that the Naval Officer demands unauthorised fees; and has that Officer been applied to for information on the subject?

46th. Can you give the Committee any other information on the above subjects?

Mr. WILLIAM PRICE, of Quebec, Merchant, was called in, and made answer as follows:

Answer to question 1st.—I have resided here fourteen years.

2d. I have.

3d. For some years past by means of Clerks.

4th. June 26th, on the bark Sally, 313 tons, bound to London, arrived here in ballast from Britain, and paid—

Entry outwards, or sufferance, Collector and Comptroller,	£0 7 4
For clearance and certificate,	£5 3 2
Searchers, Waiters, and Certificate,	2 7 4
	<hr/> 7 10 6
	<hr/> 7 17 10
Naval Officer, His fees, and Trinity dues,	5 10 10
	<hr/> <hr/>

The following is the only instance in which I have the particulars of the clearance of a ship from and to Britain last season, viz.

Sept. 8th.—Bark Mint, 469 tons, bound to London; arrived here from Britain in ballast :

Paid Entry outwards,	£0	7	4
Collector and Comptroller, clearance,	£4	10	11
2 certificates,	0	6	8
		4	17
Searchers and Waiters,			
Clearance,	£2	5	0
2 certificates,	0	2	4
		2	7
Naval Officer's fees and dues,		7	6
			0
	£14	18	3

I paid on my schooner Charlotte, 89 tons, to Halifax, never before out of the Province, and therefore not subject to entrance fees—requiring no bonds, and only one cocket, being myself the only shipper—

Ist Voyage—May 5th.

Entry outwards,	£0	7	4
Collector and Compt. and clearance,	£2	6	0
Certificate,	0	3	4
		2	9
Waiters and Searchers,			
Clearance,	0	12	6
Certificate,	0	1	2
		0	13
		3	10
Naval Officer,		1	15
			6
	£5	5	10

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## 2d Voyage.

June 7th. Charlotte, 89 tons, to Newfoundland, after returning from Halifax in ballast, ditto, ditto, ditto.

£0 7 4	Entry outwards,	£0 7 4
	Entrance and clearance,	£4 12 0
- 4 17 7	Certificate,	0 3 4
		<hr/> 4 15 4
	Waiters and Searchers,	
	Entrance and clearance,	1 10 0
- 2 7 4	Certificate,	0 1 2
7 6 0		<hr/> 1 11 2
		<hr/> £6 13 10
£14 18 3	Naval Officer,	3 9 3
		<hr/> £10 3 1

Halifax, ne-  
subject to  
the cocket,

Charlotte, 89 tons, to Halifax, her 3d voyage, July 23d.  
I have not particulars, but give the total amount :

	Entry outwards,	£0 7 4
	Clearance,	
£0 7 4	Custom-house and Naval Officer,	10 15 7
		<hr/> £11 2 11

Charlotte, 89 tons, to Newfoundland, her 4th voyage,  
September 27th. I have not particulars, but give the total  
amount, with entry,

0 13 8		£11 2 3
	Nov. 18. Her 5th voyage,	<hr/> Total, £10 9 6
3 10 4		
1 15 6		

£5 5 10

I paid on my schooner Marie Catherine, 69 tons, to Mira-  
michi—her first voyage—never before out of the Province,  
and therefore not subject to entrance fees :



Entry outwards,	£0	7	4
Collector and Comptroller,			
Clearance,	£2	6	0
Fee for certificate,	0	3	6
	<hr/>		2 9 0
Waiters and Searchers,			
Clearance,	0	12	6
Fee for certificate,	0	1	2
	<hr/>		0 13 8
Naval Officer,			1 10 6
	<hr/>		£5 0 6

I paid on my schooner Marie Catherine, her second voyage, to Halifax, after having returned in ballast :

Entry outwards,	£0	7	4
Collector and Comptroller,	£5	2	4
Searchers,	1	5	0
	<hr/>		6 7 4
	<hr/>		6 14 8
Naval Officer,			2 13 6
	<hr/>		£9 8 2

On her third voyage, to Newfoundland, I paid—  
Total, £8 13 11

On her fourth voyage, to Halifax, I paid—  
Total, £10 5 8

Besides 10s. to Waiters for extra attendance.

I did imagine that the Custom-house Officers must have had authority for receiving the fees they exacted, until a few weeks ago, when I had an opportunity of seeing the docket, of which a copy is annexed to the petition, with an extract of a letter from the Commissioners of Special Revenue, in which the Collector is informed that that docket is the only one by which he can legally demand or receive fees, and therein ordered, most strictly, to conform thereto, as well as all the Officers under his survey. According to that docket,

£0 7 4 I consider the following the utmost which ought to have  
 0 been demanded of me, on the clearance, &c. of the barks  
 5 Mint and Sally, and schooners Charlotte and Marie Cath-  
 - 2 9 0 erine :

On the Barks Mint and Sally—

Entry outwards,	£0 2 9
Collector and Comptroller,	currency,
Entrance, 9s. sterl. and 4s. 6d. do.	£0 15 0
Clearance, 9s. and 4s. 6d.	0 15 0
Addt. being foreign topsail, 4s. 6d. sterl. and 2s. 3d. do.	0 7 6
Cockets 2s. sterl. and 1s. do.	0 3 4
2 certificates,	0 6 8
	<hr/> 2 7 6

second voy-

Waiters and Searchers,	
Entrance, 4s. 6d. sterl. and 11d. do.	£0 6 0 $\frac{1}{2}$
Clearance, 4s. 6d. and 11d.	0 6 0 $\frac{1}{2}$
Addt. being foreign topsail vessels, 2s. 3d. sterl. and 6d. do.	0 3 1
Cockets,	0 1 1
2 certificates,	0 1 2
	<hr/> 0 17 5

£9 8 2 And Naval Officer's dues, £3 7 8

£8 13 11 If the Port of Halifax is considered to be subject to the  
 £10 5 8 fees under the "head of Vessels from the Colonies," then  
 the following appear to me to be the utmost which ought to  
 have been demanded, according to the docket, on the  
 schooner Charlotte, on her first voyage :

Entry outwards,	£0 2 9
Collector and Comptroller,	
Clearance, (not being subject to en- trance fees, never before being out of the Province) 9s. sterl. & 4s. 6d. do.	£0 15 0
Cocket, 3s. sterl.	0 3 4
Certificate,	0 3 4
	<hr/> 1 1 8
	<hr/> £1 4 5

must have  
 until a few  
 he docket,  
 an extract  
 revenue, in  
 is the only  
 fees, and  
 as well as  
 at docket,



£1 4 5 subject to entrance fees, loaded by myself with provisions, therefore requiring no bond and only one cocket.

Entry outwards, £0 2 9

Collector and Comptroller, Currency.

Clearance, 4s. 6d. stlg. and 2s. 3d. do. £0 7 6

Cockets, 2s. and 1s. 0 3 4

Certificate, 0 3 4

0 14 2

£1 12 8½ Waiters and Searchers,

Clearance, 2s. 3d. sterlg. and 5½d. do. £0 3 0½

Cockets, 1s. sterlg. 0 1 1

Certificate, 0 1 2

0 5 3½

£0 2 9

0 15 0

Naval Officer's fees and dues, £1 2 2½

If the said port is considered as subject to the fees under the head "of vessels from the colonies," then the utmost which in my opinion can be charged, are the fees under the head of 1st voyage, schooner Charlotte in this answer.

Naval Officer's fees—Total, £1 12 6

Of 2nd voyage, Schooner Charlotte, in this answer.

Naval Officer's fees—Total, £2 13 9

The 3d and 4th voyages the same.

Answer to Question 5.—It is many years since I have transacted my own Custom-house business, and cannot recollect any instance of my having required explanation of the fees paid on the entrance and clearance of vessels; but I recollect, in 1814, when the fee of entry outwards was increased from 2s. 9d. to 7s. 4d. I asked the Collector the cause. His answer was nearly in the following words: That previously, the Captain was made to bear "the expense of the cocket, in the clearance; but that, in future, he intended that the Merchants should bear it, who ought to do so."

To 6. About the year 1814, the fee of entry outwards was increased from 2s. 9d. to 7s. 4. The fees of entrance and clearance, about the years 1812 to 1814, were increased con-

siderably. Previous to that time, the fees paid on clearance of vessels, was 21 dollars, and generally a gratuitous fee to the Waiters of 5s. to 15s. The fees exacted last year were lower than in 1822, and lower in 1822 than they were previously.

To 7. I have reason to believe that Mr. Patten, Mr. Stevenson, Mr. Andrew Patterson, John Leather & Co. by their Clerk, Mr. Bonner, Mr. James M'Tavish, and many others, have demanded explanation, and have been refused.

To 10. The schooner Charlotte, at Halifax, including light money, which is very heavy :

Her first voyage there,	£7	9	4
Her second do. do.	6	9	10
At Newfoundland, with a cargo in and out :			
First voyage there,	£6	2	1
Second do. do.	6	9	6

To 12 and 13. I think the fees which should be exacted according to my construction of the docket, the vessels to Newfoundland, under the head "of vessels from the Colonies," and the vessels to Nova Scotia and New Brunswick, under the head "of vessels from Bay of Fundy, &c." moderate and fair ; but still, I think the whole amount of the port charges, including the Naval Officers, Harbour-Master's fees, and Trinity dues, when exacted from the coasters on each voyage, fall much too heavy on them.

To 14. The proprietors of small craft engaged in this trade are generally persons residing on the small harbours in the River St. Lawrence. There are but two or three merchants of the place who do own craft.

To 15. The vessels owned by the country proprietors, are generally commanded by themselves, and manned by mariners residing in their own neighbourhood. The owners in town employ masters.

To 16. They are usually built in the small harbours in this River and Gulf and St. Paul's Bay, Kamouraska, Bay of Chaleurs, &c.

To 17. About 70 tons.

To 18. About 70 tons.

To 19. In the summer months, I understand, that the freight

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from the American ports to Halifax is 1s. 6d. per barrel, in the winter months 2s. per barrel, here the average rate of freight to Halifax is 2s. 3d. in the summer months; last fall the freight was 5s. 6d. per barrel, in consequence of the want of fit vessels for carrying. I got that rate for my Schooners, but merchants could not ship in the river craft, because goods by them cannot be insured at any rate. The protecting duty on American flour for the encouragement of our trade and agriculture is 5s. 6d. per barrel, in the summer that protection is reduced, by the difference of freight, 9d. per barrel in the fall, according to the rate paid here, the effect of the protecting duty was reduced by the difference of freight to 2s. per barrel; but if the price of flour at New-York is the same as it is here, and freight the same, then we of course have the full advantage of the protecting duty.

To 22. Four.

To 23. The same.

To 30. Last season they generally returned in ballast from Halifax, my schooner did every voyage.

To 37. I will state the expences of my schooner, the Marie Catherine, on one voyage to Halifax.

She carried down there at the rate of 480 barrels of flour at the mean rate of freight, 2s. 3d. per barrel.

Her gross freight was £54 0 0

She returned in ballast.

Her Custom-house and Naval Officer's fees

here were, £9 8 2

At Halifax, 5 16 4

15 4 6

Pilotage, 10 14 9

Insurance, 9 6 3

Captain and Seamen's wages, 33 2 0

Provisions and labour, 23 8 11

£91 16 3

A country "Navigateur" would save out of these charges, supposing him to be his own insurer, but reckoning his own time,

Pilotage,	£10	14	9
Insurance,	9	6	3
In seamen's wages,	5	0	0
In provisions,	5	0	0
	<hr/>		
	£30	1	0
	<hr/>		

To 41. I think the abolition of fees to the Custom-house Officers, and the payment of one general fee, a duty, according to the tonnage of vessels, and the distance of voyage, would be much more convenient and agreeable to the trade, than the payment of so many fees as are at present exacted, which frequently appear to the Merchants unnecessary, vexatious and imposing. But I think if such arrangement is made, that the Officer ought to be under the authority of the Council or Government in this country, that the Trade may have summary means of redress, if their business is not attended to. I think that if the Officers are asked to attend to the business of any individual, after office hours, that individuals would most willingly pay fees to remunerate them.

To 42. I think that the public hours for attendance should be from 9 to 4, in the busy periods of the season; and that the Gaugers and Officers who attend vessels, should attend during working hours—in the summer from six until six.

To 43. They are, and exact extra fees, but do not recollect how much.

To 44. I believe they do not generally refuse, on the payment of extra fees.

To 45. The Naval Officer formerly exacted only 10s. for his fee on a large ship, and 5s. on a schooner. Now he demands 20s. on a large ship, and 10s. on a schooner, each voyage. I am unacquainted with authority by which he exacts the fee.

Mr. PETER PATERSON of Quebec, Merchant called in and made answer as follows :

Answer to Question 8. Frequently complaints have been made to me by Ship Owners in England of the high charges paid here for Custom House fees. I do not know personally that those are higher here than in other ports.

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Mr. ANDREW MOIR, of Quebec, Merchant, called in and made answer as follows :

Answer to Question 1. I have been here carrying on business since 1811.

To 2. Yes, I have.

To 3. Both by myself and by Clerks.

To 4. Yes, I have paid fees on vessels as follows :

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is made,  
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1818.

June 24, Brig Henry in ballast, 329 tons.

Collector and Comptroller,	5	6	6	
Naval Officer,	5	13	4	
Searchers,	2	5	0	
Sufferance,	0	7	4	
	<hr/>			13 12 2

July 17, Brig Transit in ballast, 290 tons.

Collector and Comptroller,	5	8	9	
Naval Officer,	5	13	7	
Searchers,	2	5	0	
Sufferance,	0	7	4	
	<hr/>			13 14 8

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uld attend  
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t recollect

June 9th. Brig Jolly Batchelor, 90 tons with cargo.

Collector and Comptroller,	5	3	2	
Naval Officer,	4	3	5	
Searchers,	2	6	9	
Sufferance,	0	7	4	
	<hr/>			12 0 8

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10s. for his  
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ed in and

1819.

June 22, Brig Prince Cobourg, 221 tons in ballast.

Collector and Comptroller,	5	6	6	
Naval Officer,	5	13	0	
Searchers,	2	5	0	
Sufferance,	0	7	4	
	<hr/>			13 11 10

have been  
gh charges  
personally



1819.

October 4, Brig Storey in ballast, 248 tons.

Collector and Comptroller,	5	18	9
Naval Officer,	5	8	5
Searchers,	2	5	0
Sufferance,	0	7	4

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 13 19 6

1820.

June 17, Brig Venus in ballast, 206 tons.

Collector and Comptroller,	£5	13	2
Naval Officer,	5	10	1
Searchers,	2	5	0
Sufferance,	0	7	4

---

 13 15 7

June 15, Brig Norval, in ballast, 190 tons.

Collector and Comptroller,	£6	2	1
Naval Officer,	5	6	9
Searchers,	2	5	0
Sufferance,	0	7	4

---

 14 1 2

1821.

October 2, Brig Venus, in ballast, 206 tons.

Collector and Comptroller,	£5	8	9
Naval Officer,	5	11	0
Searchers,	2	5	0
Sufferance,	0	7	4

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 13 12 1

September 8, Ship Mary, in ballast, 300 tons.

Collector and Comptroller,	£5	18	9
Naval Officer,	5	14	3
Searchers,	2	5	0
Sufferance,	0	7	4

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 14 5 4

1822.

August 19, Brig Neptune, in ballast, 227 tons.

Collector and Comptroller,	£5	8	2
Naval Officer,	4	18	6
Searchers,	2	5	0
Sufferance,	0	7	4

13 19 6

12 19 0

November 11, Brig Utility, in ballast, 229 tons.

Collector and Comptroller,	£5	8	9
Naval Officer,	5	5	10
Searchers,	2	5	0
Sufferance,	0	7	4

13 15 7

13 6 11

1823.

June 23, Ship Brilliant, in ballast, 332 tons.

Collector and Comptroller,	£4	17	7
Naval Officer,	6	0	10
Searchers,	2	5	0
Sufferance,	0	7	4

14 1 2

13 10 9

October 18, Brig Cæsar, in ballast, 272 tons.

Collector and Comptroller,	£4	17	7
Naval Officer,	5	9	4
Searchers,	2	5	0
Sufferance,	0	7	4

13 12 1

12 19 3

1816.

Brig Hibernia, with passengers, 118 tons.

Collector and Comptroller,	£5	3	2
Bond and Certificate,	0	5	7
Naval Officer,	4	0	1
Harbour Master,	0	10	0
Searchers,	2	10	4

14 5 4

12 9 2

1816.

July 14, Brig Penrose, with Cargo, 270 tons, from Waterford, Lisbon and Newfoundland.

Collector and Comptroller,	£5 18 9	
Naval Officer,	5 0 2	
Searchers,	2 0 5	
	<hr/>	12 19 4

1816.

Brig Perseverance, with passengers, about 116 tons.

Collector and Comptroller,	£5 3 2	
Certificate,	0 3 4	
Naval Officer,	4 8 8	
Harbour Master,	0 10 0	
Searchers,	2 10 4	
	<hr/>	12 15 6

Was wrecked near Green Island, had to land her cargo, and, on reloading the same next year, paid—

Collector and Comptroller,	£5 8 9	
Naval Officer,	2 2 10	
Searchers,	2 0 4	
	<hr/>	9 11 11

1816.

Brig Isabella & Euphemia, with passengers, 79 tons.

Collector and Comptroller,	£5 3 2	
Searchers,	2 0 5	
Naval Officer,	3 16 0	
Harbour Master,	0 10 0	
	<hr/>	11 9 7

Was injured by the ice at St. Patrick's Hole, at 9 miles below Quebec; had to return, and winter at Quebec; did not break bulk; and on leaving next Spring, paid—

Collector and Comptroller,	£5 3 2	
Naval Officer,	0 16 9	
Sufferance,	0 7 4	
Searchers, no charge,		
	<hr/>	6 7 3

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To 5. I consider those charges as too high, and not warranted by the Halifax docket.

To 7. On the occasion of the *Isabella* and *Euphemia*, I remonstrated against the unfairness of the charge, but received an unsatisfactory answer.

12 19 4

To 8. Frequent complaints have been made of the heavy fees paid in this Port.

To 9. No, not to my knowledge.

ons.

To 41. I think that the fees should be abolished, and that vessels should pay according to their tonnage.

To 42. The office hours should be extended for the convenience of trade, between the hours of 9 to 4, at least.

To 43. They do business out of office hours, and receive extra fees, but I do not know what they are.

12 15 6

To 44. No, I have known them to clear vessels out of office hours.

cargo, and,

Mr. GEORGE SYMES, of Quebec, merchant, was called in, and made answer as follows :

Answer to Question 1.—I have resided here since the year 1794, as merchant.

9 11 11

To 2. I have since been concerned in the import and export trade, and in the shipping business generally.

To 3. To about 1800, I conducted my Custom-house business in person ; since it has been done by my clerks.

9 tons.

To 4, 5, 6. I have paid them as herein-after stated :

From the year 1803 to 1813, one uniform principle appears to have been adopted in the exaction of fees by the Custom-house Officers at Quebec.

On the clearance of square-rigged vessels :

Collector and Comptroller received £5 5 0

Naval Officer's fee, 0 10 0

9 miles be-  
c; did not

A gratuitous fee was generally given to the Waiter on board, which varied according to circumstances, from 5s. to 15s.

On the clearance of schooners to St. John's, Newfoundland, &c.

Collector and Comptroller received £3 5 0

Naval Officer, 0 5 0

6 7 3

In the early part of the summer 1813, the fees paid the Collector and Comptroller, on clearing vessels, increased considerably; and from that period, it is to be observed, that no fixed and stated charge has been made, but that it has since been frequently subject to much variation, which will be immediately perceived by reference to a few of the annexed examples:

## 1813.

Brig Dorset, about 300 tons.			Brig Salus, about 300 tons.		
Collector and Comptroller,	£7	2 0	Collector and Comptroller,	£7	17 0
Searchers,	1	0 0	Searchers,	1	10 0
Naval Officer's fee,	0	10 0	Naval Officer,	0	10 0
Trinity House dues,	3	3 9	Trinity House dues,	3	13 9
		<u>£11 15 9</u>			<u>£13 10 9</u>

Both these vessels had general cargoes.

## 1814.

Brig Margaret, 187 tons. General cargo.			Brig Carricks, 244 tons. General cargo.		
Collector and Comptroller,	£7	3 6	Collector and Comptroller,	£9	16 9
Searchers,	0	10 0	Searchers,	0	15 0
		<u>£7 13 6</u>			<u>£10 11 3</u>
Naval Officer,	£1	0 0	Naval Officer,	£1	0 0
Trinity house dues,	2	18 9	Trinity House dues	3	5 0
		<u>3 18 9</u>			<u>4 5 0</u>
		<u>£11 12 3</u>			<u>£14 16 3</u>

## 1815.

Brig Belvoir Castle, about 120 tons. General cargo.			Brig Carricks, 244 tons. General cargo.		
Collector and Comptroller,	£7	0 9	Collector and Comptroller,	£6	18 0
Searchers,	0	15 0	Searchers,	3	5 0
		<u>£7 15 9</u>			<u>£10 3 0</u>
Naval Officer,	£1	0 0	Naval Officer,	£1	0 0
Trinity House dues	2	15 0	Trinity House dues	3	5 0
		<u>3 15 0</u>			<u>4 5 0</u>
		<u>£11 10 9</u>			<u>£14 8 0</u>

1816.

Brig Margaret, 187 tons.

General cargo.  
Collector and Comptroller, £5 8 9  
Searchers, 2 2 1  
£7 10 10

Naval Officer, 1 0 0  
Trinity House dues 2 18 9  
3 18 9  
£11 9 7

Brig Carricks, 244 tons.

General cargo.  
Collector and Comptroller, £5 6 6  
Searchers, 2 15 5  
£8 1 11

Naval Officer, £1 0 0  
Trinity House dues 3 5 0  
4 5 0  
£12 6 11

1817.

Brig Thomas Naylor, about 300 tons.

General cargo.  
Collector and Comptroller, £5 8 9  
Searchers, 2 0 4  
7 9 1

Naval Officer, £1 0 0  
Trinity House dues 3 16 3  
4 16 3  
£12 5 4

Brig Carricks, 244 tons.

General cargo.  
Collector and Comptroller, £5 16 6  
Searchers, 2 0 4  
7 16 10

Naval Officer, 1 0 0  
Trinity House dues 3 0 0  
4 0 0  
£11 16 10

1818.

Brig Belvoir Castle, about 120 tons.

General Cargo.  
Collector and Comptroller, £5 18 9  
Searchers, 2 5 0  
8 3 9

Naval Officer, £1 0 0  
Trinity House dues 2 11 3  
3 11 3  
£11 15 0

Brig Carricks, 244 tons.

General cargo.  
Collector & Comptroller, £5 16 6  
Searchers, 3 7 10  
9 4 14

Naval Officer, £1 0 0  
Trinity House dues 3 1 3  
4 1 3  
£13 5 7

1819.

Brig Belvoir Castle, 120 tons.  
General cargo.

Collector and Comptroller,	£5 18 9
Searchers,	2 5 0
	<hr/>
	8 3 9
Naval Officer,	£1 0 0
Trinity House dues	2 15 0
	<hr/>
	3 15 0
	<hr/>
	£11 18 9

Brig Carricks, 244 tons.  
General cargo.

Collector and Comptroller,	£6 13 9
Searchers,	2 5 0
	<hr/>
	8 18 9
Naval Officer,	£1 0 0
Trinity House dues	3 2 6
	<hr/>
	4 2 6
	<hr/>
	£13 1 3

1820.

Brig Martha, about 150 tons.  
Cargo, imported Coals; outwards;  
lumber.

Collector and Comptroller,	£6 8 2
Searchers,	2 5 0
Passengers,	0 10 0
	<hr/>
	£9 3 2
Naval Officer,	£1 0 0
Trinity House dues	3 18 6
	<hr/>
	4 18 6
	<hr/>
	£14 1 3

Brig Carricks, 244 Tons,  
general cargo.

Collector and Comptroller,	£6 3 2
Searchers,	2 6 2
	<hr/>
	£8 9 4
Naval Officer,	£1 0 0
Trinity House dues,	4 10 0
	<hr/>
	5 10 0
	<hr/>
	£13 19 4

1821.

Brig Sarah and Marianne, 194 Tons,  
Cargo, in ballast, lumber outwards.

Collector and Comptroller,	£5 16 2
Searchers,	2 6 2
Passengers,	1 0 0
	<hr/>
	9 2 4
Naval Officer,	£1 0 0
Trinity House fees	4 1 9
	<hr/>
	5 1 9
	<hr/>
	£14 4 1

Brig Sally, 203 tons,  
Cargo, in ballast; lumber out.

Collector and Comptroller,	£5 3 2
Searchers,	2 5 0
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Naval Officer,	£1 0 0
Trinity House dues	4 7 6
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<p>4 tons. er, £0 13 9 2 5 0 <hr/>8 18 9 0 1 1 6 <hr/>4 2 6 <hr/>£13 1 3</p>	<p><b>Ship Hero, 388 tons.</b> Cargo in government stores; out, genl. Collector and Comptroller, £5 8 9 Searchers, 2 6 2 <hr/>7 14 11 Naval Officer, 1 0 0 Trinity House dues 5 6 10½ <hr/>6 6 10½ <hr/>£14 1 9½</p>	<p><b>Brig Sally, 203 tons.</b> Cargo, in ballast; out, lumber. Collector and Comptroller, £5 8 2 Searchers, 2 7 4 Passengers, 1 5 0 <hr/>£9 0 6 Naval Officer, 1 0 0 Trinity House dues 4 7 7 <hr/>5 7 7 <hr/>£14 8 1</p>
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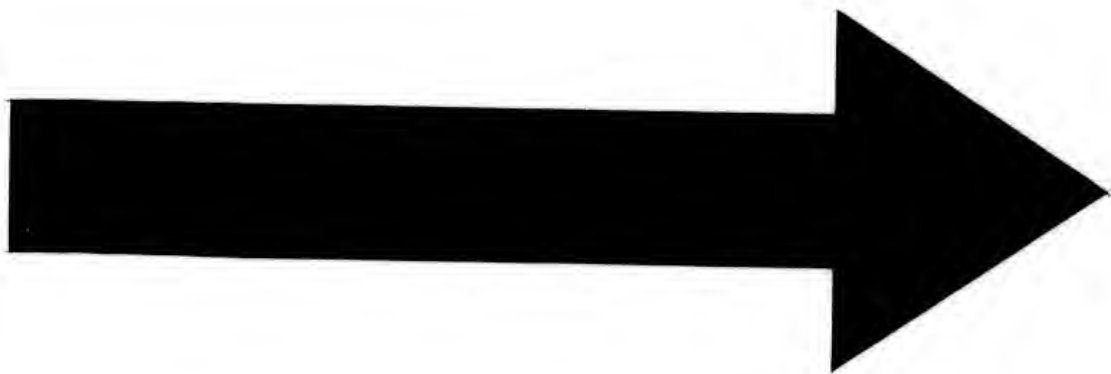
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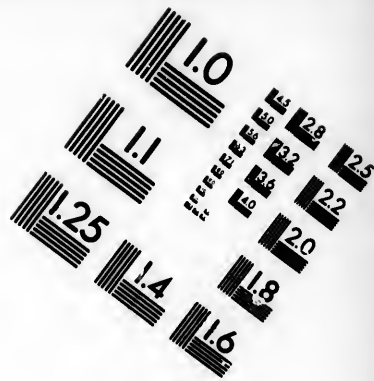
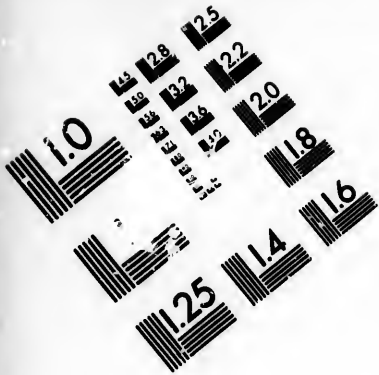
<p>4 Tons, er, £6 3 2 2 6 2 <hr/>£8 9 4 0 0 <hr/>5 10 0 <hr/>£13 19 4</p>	<p><b>Brig Sarah &amp; Marianne, 104 tons.</b> Cargo, in ballast; out, lumber. Collector and Comptroller, £5 9 3 Searchers, 2 6 2 Passengers, 1 0 0 <hr/>8 15 5 Naval Officer, £1 0 0 Trinity House dues 4 9 3 <hr/>5 9 3 <hr/>£14 4 8</p>	<p><b>Brig Sally, 203 tons.</b> Cargo, in ballast; out, lumber. Collector and Comptroller, £5 2 7 Searchers, 2 6 2 Passengers, 1 0 0 <hr/>8 8 9 Naval Officer, £1 0 0 Trinity House dues 4 7 7 <hr/>5 7 7 <hr/>£13 16 4</p>
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All these vessels were from and to Great Britain or Ireland. The fee taken by the Collector and Comptroller on the general entry outward of all vessels, is 5s. 7d. and by the searchers 1s. 9d. which sums do not constitute any one item in the docket of fees placed for the inspection of the public at the Custom-house, according to which the exaction of fees is regulated, and which the Collector is ordered to see strictly observed. Nor is it possible for individuals to ascertain the correctness of the charge made on the clearance of vessels, as I have understood from my clerks that explanations are denied, and a certain sum demanded, which generally exceeds by one-third the whole amount of fees specified in the dockets before alluded to.

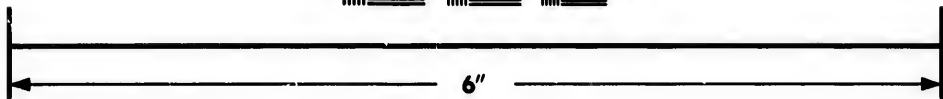
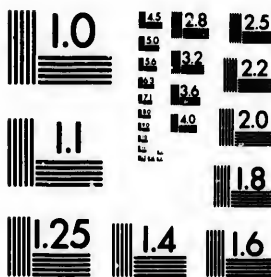
To 7. Not to my recollection,







**IMAGE EVALUATION  
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To 8. I think about two or three years ago, I had complaints respecting the high rate of port charges, &c. The Captains of vessels complain of the Custom-house charges particularly, and of the Port charges generally.

To 9. I know of none.

To 13. The Masters of vessels consider the Trinity dues to be too high; and I consider the charges for pilotage to be also too high.

To 41. I am of opinion that a salary to the Officers of the Customs would be preferable, and would be more consonant to the wishes of the merchants, as they cannot now ascertain the fees that ought to be paid.

To 42. From nine to four, during the season of navigation.

To 43. They are in the habit of doing so, receiving a gratuitous fee, to which I think they are fairly entitled, and against which I never heard any complaint.

To 44. They have not to my knowledge ever refused to do so, for which an extra fee is paid.

Mr. CHARLES F. AYLWIN, of Quebec, merchant, called in, and made answer as follows:

Answer to Question 1.—I am a native of this place, and have carried on business here for 10 years.

2. I have, with shipping at this port, that is, of vessels from hence bound to neighbouring Provinces, and to ports in the West Indies, and occasionally to Great Britain.

To 3. In person.

To 4. The fees paid by me are as herein-after particularly stated, to wit:

Brig Margaret, M'Curdy, 130 tons, from the West Indies and Halifax:

1823,

8th July, Collector and Comptroller,	£5	4	4
Naval Office,	4	16	3
Searchers,	2	6	2

£12 6 9

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**Schooner George Homer, 78 tons, from Halifax:**

1823. **7th July, Collector and Comptroller, £2 19 4**  
**Naval Office, 3 4 4**  
**Searcher and Waiter, 1 12 4**  
£7 16 0

**Earl of Dalhousie, 153 tons, from the West Indies and Halifax.**

1823. **29th July, Collector and Comptroller, £7 10 4**  
**Naval Officer, 4 14 6**  
**Searcher and Waiter, 2 12 11**  
£14 17 9

**Ben Lomond, 335 tons, from Greenock:**

1823. **8th Oct. Collector and Comptroller, £4 14 3**  
**Naval Office, 6 2 7**  
**Searcher and Waiter, 2 5 0**  
£13 1 10

To 5. I consider the Custom-house charges to be irregular; and the fee to the Collector and Comptroller should be £1 16 9½, and to the Searchers and Waiters 14s. 1d. currency, on the Brig Marguerite, Schooner George, and Earl of Dalhousie, and other vessels under the same circumstances. The document upon which I ground my opinion is the Halifax docket, which I now exhibit. As to the fees which ought to have been paid upon the ship Lomond, I cannot form a correct opinion. I consider the Naval Officer's fees and Trinity House dues, as falling excessively heavy on the coasting craft, that is, on vessels belonging to this Province coasting to ports or places in British North America and Newfoundland.

To 6. No, I cannot.  
 To 7. I have no recollection that ever I have.

To 10. I cannot give any information upon those subjects.

To 12. The trade between this Province and the other British Provinces in North America and Newfoundland, in my opinion, cannot be maintained, on paying the Custom-house fees authorised by the Halifax docket, according to my construction, together with the fees exacted at the Naval Office. Vessels owned in this Province of fifty tons register and under, for both entrance and clearance, (with or without cargoes) to or from any port or place in British North America and Newfoundland, ought not to be charged more than fourteen shillings and six-pence, currency; and vessels owned in this Province, over fifty tons, and not exceeding one hundred tons register, under the similar circumstances as above, one pound five shillings, in full compensation for the Collector, Comptroller, Searchers and Waiters, Naval Officer and all Trinity House dues.

Mr. MARTIN CHINIC, of Quebec, Merchant, called in and made answer as follows:

Answer to Question 1.—I am a native of the place, and carry on business as a merchant.

To 2. With both coasting and European Vessels.

To 3. Most generally by a Clerk.

To 4. Upon the Schooner William, about 80 tons, Rossignol, Master, in the year 1822, cleared for Halifax, cargo, provisions:

Collector and Comptroller,	£5 3 2
Searcher and Waiter,	1 17 0
Naval Officer,	1 10 0
	————— £8 10 2

On our second voyage, to the same Port, with a similar cargo, paid as follows, viz.

Collector and Comptroller,	£4 19 8
Searchers and Waiters,	1 17 6
Naval Officer,	3 0 0

The above fees were paid for the Vessels alone.

To 5. I find that the fees now exacted by the Custom House Officers amount to one-third more, at least, than those which were by them exacted and paid twenty years ago.

I ground my opinion of their being too high upon the

Halifax docket : by that docket, I think they should be as follows :

To the Collector and Comptroller, Searcher and Waiter,

To 7. Not sufficiently so as to be able to answer correctly.

Question. Have you heard of any complaints from the Merchants or Ship Owners of Halifax or other parts against the Custom House fees and against the other port charges of Quebec ?

Answer. Some Merchants and Ship Owners of Halifax have stated to me, that they were confident that the Custom House charges of Quebec ought to be regulated by those of Halifax; but that they are much higher.

To 9. Not to my knowledge.

To 10. No, I cannot.

To 12. I am of opinion that the Custom House fees upon coasting vessels should be reduced, and be made payable according to their size.

To 14. Some of those vessels belong to Merchants, and others to Navigators; but there are but very few vessels belonging to this Province.

Question. To what ports do the vessels employed in the coasting trade in this Province principally belong ?

Answer. To Arichat, in Cape Breton, and the Bay of Chaleurs. They are manned by persons belonging to those ports.

To 16. They are built at the above-said places, as they are built at a cheaper rate there.

To 17. From 50 to 80 tons.

To 18. From 50 to 80 tons.

Question. What rate of freight for vessels employed between Quebec and Halifax would remunerate the Ship Owner ?

Answer. Five dollars per ton upon the voyage out, and five dollars per ton upon the voyage home, supposing three voyages out and back in a season, would be a saving price; supposing also that the Custom House fees were reduced to what I consider to be the legal charge.

To 22. Three voyages.

To 23. Not quite three voyages.

- To 24. Three voyages.  
 To 25. Four voyages.  
 To 26. It has varied a great deal; the average price, last year, was about three shillings and three pence.  
 To 27. Answered by the above.

MONDAY 16th February, 1824.

The Committee was resumed.

PRESENT—The Honble. Messrs. *Felton*, Chairman.

*Richardson*,

*Grant*,

*Irvine*.

MR. ANDREW PATERSON of Quebec, Merchant, called in and made answer as follows:

Answer to No. 1.—I have carried on business here as a merchant since 1815.

2. I have had concerns with the shipping of this port as agent for the owners.

3. I have managed the Custom-House business for our concern, generally until within twelve months.

4. Several vessels have made four voyages from this port to Miramichi, and in one instance, I think five.

5. In two instances a particular request was made to the Collector for a note of the fees demanded in clearing out vessels for the West-Indies, the first was the schooner *Harmon*, *Thomas Miller*, which was cleared in the early part of 1818. The only answer we could obtain being shewn the docket or table of fees, and told we might make out from that the sum they had a right to charge. In the 2nd instance the Brig *Woodman*, *Thos. Robinson*, master, which cleared in August, 1820. In every voyage this master has made to Quebec since I have been in business, he had difficulties with the Custom-House in regard to the fees, and in this instance declared he would not pay them until he could get some information on the subject, as the sum demanded exceeded what he paid in Jamaica. As in the first instance application was made to the Collector who again referred him to the table of fees, stating that it was by that document they were to be guided, the master of the vessel declared, that he would not pay the fees demanded, that it was an imposition. The consequence

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was, that we were obliged to tell him, that he must submit to the sum demanded, and pay the same and put to sea, which he accordingly did.

Question. Did you make the inquiries above stated in consequence of conceiving that the charges of the Custom-House were higher than authorised by the docket ?

Answer. Yes I did.

Question. When the Collector referred to the docket, did he point out what part thereof applied to the fees demanded ?

Answer. He did not, he simply pointed to the docket.

Question. Be pleased to state for the information of the Committee the various items specified in the docket which compose the charges of the Custom-House that should have been demanded for the Schooner Harmon, according to your construction of the docket.

Answer. I find as follows :

General entries, 9s. and 4s. 6d.	£0 13 6
General Clearance, 9s. and 4s. 6d.	0 13 6
Warrants to load and unload, Bonds, Reports, List of men, 1s. 6d. and 6d.	0 2 0
Cockets, Certificates of report, and Certificates to cancel Bonds, 2s. and 1s.	0 3 0
Bill of health, 5s. and 2s. 6d.	0 7 6
	<hr/>
	£1 19 6
Exchange,	0 4 5
	<hr/>
	£2 3 11

The Harmon was from Jamaica, and cleared out again for the same Island.

Question. What was the sum actually paid for fees to the Custom-House for this vessel ?

Answer. To the best of my recollection she paid upwards of five pounds.

To 6. The fees charged do not always correspond, as for the same vessels with the same cargoes different fees at different times are exacted without assigning any reason for the difference, other than pointing at the docket.

To 7. Answered in No. 5.

To 12. I consider that the trade of the Province could be maintained on payment of the Custom-House charges that can be legally demanded according to my construction of the Halifax docket. I consider the sum of £1 10 0 to be the utmost that can be demanded for a vessel from Québec, to any port in Nova-Scotia, New-Brunswick or in Newfoundland.

To 13. I consider the rates of pilotage to be too high.

To 14. There are only three proprietors of vessels at Québec, which are fit for that trade.

Question. Be pleased to state the number of small craft belonging to this port?

Answer. I believe there are not more than seven vessels of that description fit to go to sea.

Question. To what cause do you attribute the small number of vessels of that description?

Answer. In my opinion it is entirely attributable to the high fees exacted at the Custom-House; but for this reason, my house would have employed three vessels in that trade.

To 18. From forty to eighty tons.

To 26. The average price last year was about three and six pence.

To 27. As above.

To 28. To St. Johns New-Brunswick, four and six pence to five shillings; Miramichi, from 2s. 3d. to 4s. 9d.

To 30. Frequently in ballast.

To 32. Vessels from Miramichi generally in ballast.

To 38. Americans carry flour from Boston and the neighbouring ports to Halifax or St. Johns, New-Brunswick, from 1s. 4d. to 1s. 8d. Halifax currency, per barrel.

To 39. By a docket of fees published in the United States, it appears that small craft bound to these ports, pay only 7s. 6d. for clearing.

Question. Has any diminution of fees, to your knowledge, taken place at the Custom House on vessels to and from the Sister Provinces?

Answer. My House stated, in Nov. 1821, by letter to the Comptroller, the hardship experienced from the high rate of those fees, and a deduction has since been made to my House

of one-half on small vessels trading to Miramichi only ; but whether extended to other houses I cannot say.

Mr. OLIVIER BRUNET, of Quebec, Merchant, called in and made answer as follows :

To 1. I do ; I am a native of this place.

To 2. Yes I have with coasting vessels.

To 3. Yes, personally always.

To 4. The Schooner William, 72 tons burthen, from Quebec to Halifax, being her second voyage in the season of the year 1822. The fees paid at the Custom House were £10 4 0, including all charges payable at the Custom House ; on the same vessel, I paid at Halifax for Custom House fees and all charges, the sum of £5 18 6 : both these charges are exclusive of pilotage and wharfage ; she made those voyages to Halifax during that season.

To 5. I found the charge to be heavier than the vessel could bear ; but having not looked at the docket, I do not know whether they were regular or not.

To 10. Partly answered in No. 4.

To 11. The fees paid in ports within the Province are as follows :

To Collector and Comptroller,

£0 4 5½

To Searchers and Waiters,

0 1 5

---

£0 5 10½

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To 12. I consider that the trade cannot be maintained upon the fees now paid, but that it might be carried on with some small advantage, if they were reduced to about one half.

To 13. I also consider that the charges for pilotage and Trinity-house dues, are too high on small vessels. For Custom-house fees, Trinity dues, Naval Officer's fees, the sum of five pounds is as much as the trade can bear.

To 14. There are about six proprietors of vessels here ; the rest are owned by persons residing in the district of Gaspé.

To 15. Vessels owned in Quebec are manned by persons belonging to the place, and those of Gaspé by persons of that district.

To 16. There are generally built at Gaspé about 7 or 8 vessels: they come to Quebec every year. They cost about six pounds per ton, including their first equipment, which is very imperfect.

To 17. About sixty tons: they run from 50 to 100 tons.

To 18. From 30 to 50 tons, the average about 40.

To 19. About three shillings per barrel.

To 20. About the same.

To 21. From 2s. 6d. to 3s.

Question. What is the freight to Gaspé?

Answer. From 1s. 8d. to 2s.

To 22. Three.

To 23. Three.

To 24. Four and five.

To 25. Vessels to Gaspé make four or five, and to Labrador two only, because they are generally employed in fishing.

To 26. From 2s. 6d. to 3s. and in the fall it has been as high as 5s.

To 27. The freight has been about the same as to Halifax.

To 28. From 2s. to 2s. 6d.

To 29. From 1s. 6d. to 2s.

To 30. One-half of the vessels have returned cargoes of West-India produce and Naval Stores, the freight about the same as from Quebec.

To 31. One-half of the voyages have returned cargoes of West-India produce and oil, at about the same rate as from Quebec.

To 32. At least two-thirds of the voyages have returned cargoes chiefly of fish and oil, the freight about the same as downwards.

To 33. The vessels from Quebec generally go down with half cargoes, and return with full cargoes, the freight equal to about 2s. per barrel.

To 34. From 50 to 60 pounds, in addition to the first cost of the hull and rigging, as described in my answer to 16.

To 35. Somewhat more.

To 36. I consider it to be about 50 pounds for the season.

To 37. From 25 to 30 pounds per month, including the provisions.

Question. Be pleased to state similar particulars relating to the small vessels employed in the fisheries and trade within the Province.

Answer. The first cost and equipment about three hundred pounds; the ordinary wear and tear about £50 for the season, and the expense of provisions.

Wages about £20 per month; they are usually navigated by four or five men.

TUESDAY, 17th February, 1824.

The Committee was resumed.

PRESENT—The Honorable Mr. *Felton*, Chairman.

The Honble. Messrs. *Richardson*,

*Grant*,

*Irvine*.

Mr. JAMES M'TAVISH, of Quebec, merchant, called in, and made answer as follows:

Answer to Question 1. I have done business for myself as a merchant, and for the last two years as agent for the Hudson's Bay Company.

To 2. I have had the management of vessels of both descriptions.

To 3. By means of a clerk.

To 4. They are as follow, during the years 1822 and 1823.

1822. May 16, for Sloop Reward, 98 tons, to Mingan.

Entry inwards,	£0	7	4	
Collector and Comptroller,	6	14	5	
Waiters and Searchers,	1	6	0	
	<hr/>			£8 7 9

June 15, Entry outwards,	0	7	4	
Collector and Comptroller,	6	12	8	
Waiters and Searchers,	1	6	0	
	<hr/>			8 6 0

Exclusive of Entry inwards,

August 8, Entry outwards,	0	7	4	
Collector and Comptroller,	5	17	1	
Waiters and Searchers,	1	6	0	
	<hr/>			7 10 5

1822.

Exclusive of Entry inwards, 0 2 10

October 7, Entry outwards, 0 7 4  
 Collector and Comptroller, 4 8 2  
 Waiter and Searcher, 1 6 0

7 1 6

Exclusive of Entry inwards, 0 2 10

May 16, Schooner Adelaide, to Mingan, 50 tons.  
 Entry outwards, 0 7 4  
 Collector and Comptroller, 4 9 2  
 Waiter and Searcher, 1 6 0

7 2 6

1823.

May 14, Sloop Reward, 98 tons, to Mingan.  
 Collector and Comptroller, 4 14 0  
 Waiter and Searcher, 1 5 0  
 Entry outwards, 0 7 4  
 Salt Bond 8s. 4d. Cocket 1s. 2d. 0 9 6

6 15 10

June 13, Collector and Comptroller, 3 18 6  
 Waiter and Searcher, 1 5 0  
 Entry outwards, 0 7 4  
 Salt Bond 8s. 4d. Cocket 1s. 2d. 0 9 6

6 0 4

N.B.—Exclusive of Entry inwards, 0 2 10

August 8, Collector and Comptroller, 3 18 6  
 Waiter and Searcher, 1 5 0  
 Entry outwards, 0 7 4  
 Salt bonds 8s. 4d. cocket 1s. 2d. 0 9 6

6 0 4

N.B.—Exclusive of Entry inwards, 0 2 10

Sept. 29, Collector & Comptroller, 3 18 4  
 Waiter and Searcher, 1 5 0  
 Entry outwards, 0 7 4  
 Salt bond 8s. 4d. cocket 1s. 2d. 0 9 6

6 0 2

May 19, Schr. Adelaide, to Port Neuf, in the Province.

Collector and Comptroller,	0	4	2	
Entry outwards,	0	7	4	
Salt bond 8s. 4d. cocket 1s. 2d.	0	9	6	
				<u>1 1 0</u>

June 13, Collector and Comptroller,	0	4	4	
Entry outwards,	0	7	4	
				<u>£0 11 8</u>

To 5. I could not believe that the Collector of Customs would make an illegal charge.

To 6. I know of no augmentations since 1817, being the time that I commenced transacting business at the Custom-House. The diminution which has taken place in 1823, is explained in my answer to the fourth question.

To 7. Only once in October 1817, of the Collector's Clerk, Mr. Secretan, who refused and handed me a piece of paper, which stated the total amount of the charge in figures.

To 11. Answered by my answer to the fourth question.

To 14. The vessels I have referred to, belong to the Hudson Bay company.

6 15 10 Mr. WILLIAM PATTON, Merchant of Quebec, called in and made answer as follows :

To 1. Yes, merely for this year on my own account ; but years previously in a Counting-house here.

To 2. Vessels to and from Great Britain.

6 0 4 To 3. I transact my business at the Custom-House by myself.

To 4. On, or about the 10th day of November, 1823, I cleared outwards for London, the

Bark Crown, Joseph Bankes, burthen, 336 tons.

6 0 4 Ship Barbadoes, Thos. Lees, burthen, 322 tons, which said vessels had arrived from the before mentioned port in ballast, and took on board cargoes consisting of masts, staves, deals and timber.

For the Crown I paid,

On Entry outwards,	£0	7	4
*Port ditto	0	7	4
Collector and Comptroller,	5	0	3
Searchers,	2	5	0
			<u>£7 19 11</u>

6 0 2

\* The port entries in London are only charged at one-half the price of the first entry, and the cocket, ditto.

I am of opinion if the amount of fees had been exacted per Halifax table, they would have stood thus :

General entry,	£1	1	0
Do. clearance,	1	1	0
Report,	0	2	9
List of men,	0	2	9
Bond,	0	2	9
2 entries or warrants to load,	0	5	6
2 cockets,	0	9	0
Cancelling bonds,	0	1	8
Bill of Stores unnecessary and never given.			
Certificates of report never required.	£3	6	5
Lumber Certificate,	0	3	4
			<hr/>
Amount, including waiters and searchers,	£3	9	9
Per Barbadoes I paid,			
Entry outwards,	£0	7	4
Port ditto,	0	7	4
Collector and Comptroller,	5	7	9
Searchers,	2	5	0
			<hr/>
	£8	7	5

Per Halifax tariff, I am of opinion that I should have paid, as per statements of the Bark Crown,

And Lumber Certificate,

£3	6	5
0	3	4
		<hr/>
£3	9	9

To 5. I consider the fees paid as irregular and larger than the legal fees, and ground my opinion on the construction of the Halifax docket. The statement of what those fees ought to be is answered in my answer to the above.

To 7. I did so in the year 1819, and was then refused. I have caused Masters of Vessels consigned to Mr. Henry Atkinson to ask for these explanations at the Custom House, in

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my presence, and they never have been able to obtain them.

To 8. I am acquainted with almost all the Ship Owners of London, interested in the Ships trading to this country, and have heard some complain; one in particular, last winter, complained, in London, to me, of the high fees exacted by the Custom House Officers at this port, and enquired whether I could give him any information of the particulars thereof, as he could never obtain any satisfaction in that respect from the Masters of his Vessels, who always said that no particulars were given to them.

Mr. JOHN BONNER, merchant, of Quebec, called in and made answer as follows:

Answer to Question 1. I did business here for the House of John Leather & Co. last year.

To 2. British shipping.

To 3. In person.

To 7. A master of a Ship, called the Norval, which I was clearing last summer, requested from the Collector's Clerk, in my hearing, an account of what the money was for, which I was then in the act of paying, and no answer given.

Mr. HOLT, Merchant, of Quebec, called in, and made answer as follows:

Question 1. Be pleased to state to the Committee the amount of Custom House charges paid in the eastern ports of the United States on the vessels clearing out for the ports of His Majesty's North American Provinces?

Answer. I do not know the precise amount; but it is between eleven and twelve shillings, Halifax currency.

Question 2. State also the system followed in navigating the vessels of the states employed in the Trade with the British to American Ports, as to the following particulars—are the seamen paid monthly wages by the voyage, or do they work on shares—of the last state how are the shares divided, and what part of the freight is received by the owners.

Answer. The vessels are generally navigated by the owner as master, with one or two of his minor sons, as seamen, when this is not the case, seamen are engaged at sixty to seventy shillings currency per month, there are instances of large

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vessels, 2 to 250 tons, being navigated on shares, but I believe very few or none of the smaller ones.

**Question 3.** What is the Freight on a barrel of Flour from the Eastern Ports to Halifax or Newfoundland?

**Answer.** The usual price of Freight is two shillings currency per barrel.

**Question 4.** What is the usual rate of Insurance on the same voyage?

**Answer.** 3-4 per ac. for the spring and summer months and 1 per ac. for the fall months.

The following Questions having been submitted to JAMES LAMPRIERE MARETT, of Quebec, merchant and ship owner, to wit:—

1st. State the number of vessels belonging to Arichat, or the ports in the Gulf, whether in New-Brunswick, or otherwise, employed in the carriage of commodities from Quebec to Halifax, Newfoundland, and Miramichi, with their average tonnage, stating, as nearly as practicable, the name of each port, and the number of vessels belonging to the same?

2d. State the average price of building and equipping those vessels?

3d. State the average freight of those vessels from Quebec to Halifax, New-Brunswick, and also to Miramichi?

He returned the following answers:—

To the 1st. I have had no opportunity to ascertain the number of vessels belonging to Arichat, Gulf, or New-Brunswick, nor how many are employed in carrying the commodities from Quebec to Halifax, Newfoundland, and Miramichi; the tonnage is from 30 to 70 tons, few exceed 80 tons, they carry from 200 to 300 barrels.

2d. The expence of building a good Vessel would be from £10 to £12 per ton Register.

3d. Last summer freights have been from 2s. to 3s. 6d. per barrel.

FRIDAY, 20th February, 1824.

The Committee was resumed.

**PRESENT**—The Honorable Messrs. *Felton*, Chairman, *Richardson*, *Irvine*.

**Mr. JOHN CARDWELL**, of Quebec, Mariner and Ship owner, called in and made answer as follows :

**Question**—Are you owner of any vessels employed in the trade between Quebec and Halifax or New-Brunswick and what is the place of your residence ?

**Answer**—I reside at New-Carlisle, I am owner and master of a Schooner of 40 tons, called the *Hibernia*, she belongs to the port of New-Carlisle, Bay of Chaleurs, and is some times employed in the Fisheries within the Gulf and some times in carrying cargoes to the ports of the neighboring Provinces.

**Question**—How many years have you been employed in the trade of this Province in the Fisheries, and how many years of that time have you sailed in the *Hibernia* ?

**Answer**—I have been employed in the trade of this Province ever since the conclusion of the first American War, and I have sailed eight years in the *Hibernia*, having owned and commanded several other vessels.

**To Question 3.** In person.

**To 4.** In the fall of 1821 my son commanded the *Hibernia*, which sailed from Quebec, bound to Miramichi and paid at the Custom House, as he informed me, for fees, including I believe the Naval Officer's fees and the Trinity House dues, the sum of £7 10.

The *Hibernia* cleared out from Miramichi in ballast for Quebec, and my son informed me, that he paid at Miramichi the sum of £2.

SATURDAY, 21st February, 1824.

The Committee was resumed.

**PRESENT**—The Honble. Messrs. *Felton*, Chairman,  
*Richardson*.

**JAMES PASCHAL QUINN**, of Quebec, called in and made answer as follows :

**Question**—Can you state the Custom House fees on vessels from Quebec, to and from the Ports of New-Brunswick in the Gulf, and to and from Halifax.

**Answer**—I paid last fall at the Custom House at Percé, the sum of four dollars and a half on the *Amelia*, 44 tons, loaded in part with oysters taken in at Bouctouch, in New-Brun-

wick, and with fish taken in at the Bay of Chaleurs, within this Province and at Percé.

I paid in 1817, at Halifax for Custom House fees, including Lights money, on the Providence, 79 tons, from Quebec, with a cargo of provisions and a return cargo from Halifax, of Rum, Leather, Naval Stores, &c. the sum of seven pounds, more or less.

**Question**—What fees are paid on Registers of new vessels at Quebec?

**Answer.** I paid for Registry of the St. Bridget, 41 tons, an American prize, at this port, in the year 1819, the sum of ten Dollars and a half, at the Custom House of Quebec, and in the year 1816, I had paid for Registry of a vessel of 36 tons, built in Bay of Chaleurs, the sum of six dollars and a half.

**Question**—What number of small craft are owned by persons residing in the Bay of Chaleurs, and what is the average tonnage, and how are they employed?

**Answer**—About 30 vessels of from 30 to 100 each, about 6 of the largest came to Quebec in the spring, in ballast, to seek for freight for Halifax and other Ports; 8 or 10 are employed in fishing on the Labrador Coast; and the others are employed in collecting the curing fish from the small ports between Percé and Paspebiac; and some of them are employed sealing in the Gulf early in the Spring. Almost all of these vessels bring cargoes of fish and oysters to Quebec in the Fall, and return to the Bay to winter when the seasons allow them to do so.

**Question.** What is the first cost and expence of fitting out a vessel of 70 to 80 tons?

**Answer.** A vessel of 80 tons, newly built and well fitted up, capable of going to Halifax, costs from £400 to £500 currency.

**Question.** What is the ordinary wear and tear of a vessel of this description?

**Answer.** A vessel fitted out as before described, will not require any expence of consequence for two seasons, unless occasioned by accidents.

**Question.** State the number of hands required to navigate such a vessel, with the wages and expence of provisions for a season?

**Answer.** It requires a master, four men and a boy; the master at £6 per month, the men at from ten to twelve dollars, and the boy at five dollars per month, for five months.

**Provisions required :**

Pork,	5 barrels.
Beef,	2 do.
Flour,	1 do.
Biscuit,	8 quintals.
Peas,	6 bushels.

Which are usually purchased at Quebec.

**Question.** State the particulars of the cost of building, fitting and navigating vessels of from 40 to 50 tons, as practised in the Bay of Chaleurs?

**Answer.** The first cost of any vessel is about £3 per-ton; they are usually fitted out by the proprietor, who acts as master, and his sons most usually navigate them, the sons being frequently part owners.

## APPENDIX (G.)

**Mr. CHARLES GRAY STEWART,** Waiter and Searcher of the Custom House at Quebec.

**Question—**When did you begin to collect your own fees at the Custom House?

**Answer.** In the spring of 1816.

**Question.** Upon what authority or documents do you collect your fees?

**Answer.** Under the 3d and 4th heads or columns of the Halifax Docket, and by virtue of the Acts 6 and 7 William III, for extra time.

**Question.** How do you ascertain the particulars of the fees to which you are entitled?

**Answer.** I collect my share of the fees in proportion to the amount of fees received by the Collector and Comptroller, according to their construction of the Halifax Docket, less the fees on Registers.

**Question.** Do you consider the fees on anchorage as forming part of the sum that you actually receive.

Answer: I do, it being one of the items in the docket.

Question: Is it collected on all vessels without exception?

Answer: Yes, excepting on the River Craft wintering in this port on the first voyage of the season.

I now lay before the Committee an account of the gross fee taken by the Searcher and Waiter on the small vessels from this Port since 1821.

1821,

May 5,	Sloop Reward, Inwards and Outwards, Mingan,	£1 5 70
25,	Schooner Neptune, Gugeron, for Seven Islands,	1 5 10
June 1,	Schooner Providence, F. Sire, Newfoundland,	1 5 0
13,	Schooner Devon, for Labrador,	1 0 0
16,	Schooner Providence, F. Dugas, Newfoundland,	1 5 0
28,	Schooner Nancy, Esquimaux Bay,	1 15 0
30,	Schooner Sea-Flower, Newfoundland, Mr. Lemessurier,	1 5 0
July 4,	Schooner Effort, Newfoundland, A. Caldwell,	1 5 0
18,	Schooner Bonne Citoyenne, Newfoundland, Bernier,	1 5 0
18,	Schooner Chatham, Miramichi, Pattersons & Weir,	1 5 10
19,	Schooner President Matson, Labrador, M. Lymburner,	1 15 0
26,	Schooner Betsey, Newfoundland, per J. M'Callum,	1 5 0
Aug. 11,	Schooner Brothers, Newfoundland, per Coltman & Hale,	1 10 0
Sept. 8,	Schooner Eliza, Newfoundland, per J. M'Callum,	1 5 0
15,	Schooner Josephine, Newfoundland, per J. M'Callum,	1 5 0
17,	Schooner Phoenix, No. 336, in Report,	1 10 0
Oct. 3,	Schooner Anabella, Newfoundland, per Thos. White,	1 5 0

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1821.		
Oct. 26,	Schooner Effort, Newfoundland, A. Caldwell,	£12 0 0
Nov. 3,	Schooner Jane & Martha, Report ind. 412, per Quirouet & Co.	1 5 0
10,	Schooner Lord McDonald, D. Long,	0 15 0
17,	Schooner Reine Blanche, per Bellhouse,	1 5 0
1822.		
May 15,	Sloop Reward, for Mingan, Inwards and Outwards,	£1 5 0
17,	Schooner St. Joseph, J. B. Poirier, for Halifax,	0 12 6
22,	Schooner Caldwell, Jos. Guay, for Halifax	0 12 6
24,	Schooners Hariet, Elizabeth and Marie Rose, for Labrador, on a fishing voyage, for each,	1 5 0
<p>(N.B. As fees were taken in the Collector and Comptroller's office, as going out of the Province, J. O. Brunet promised that he would be accountable to me for the regular fees, should the Collector and Comptroller not return the same.</p>		
May 25,	Schooner Toliapis, for Newfoundland,	£0 12 6
28,	Schooner Bonne Citoyenne, Bernier, Labrador,	0 12 6
June 5,	Schooner Angelique, Gagné, for Halifax,	0 12 6
15,	Schooner Hiram, for Halifax, per Quirouet & Co.	1 15 0
19,	Schooner Effort, for Newfoundland, Caldwell,	1 5 0
22,	Schooner Providence, for Halifax, Dugas,	1 5 0
—	Schooner Otter, for Labrador, Letourneaux,	1 5 0
26,	Schooner Sea-Flower, Newfoundland, Lemessurier,	1 15 0
28,	Schooner Nancy, Esquimaux Bay, J. Pozer,	1 15 0
July 6,	Schooner Notre Dame, Halifax, C. F. Aylwin,	1 15 0
27,	Schooner Caroline, for Miramichi, J. Le Blanc.	0 12 6
Aug. 3,	Schooner Fox, Halifax, per Quirouet & Co.	1 10 0

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Aug. 5,	Schooner Caldwell, per Do.	£1	0 0
8,	Sloop Reward,		5 0
21,	Schooner Experiment, Young, Miramichi,	1	5 0
Sept. 3,	Schooner William, Halifax, Quirouet & Co.	1	15 0
—	Schooner Marguerite, Linabie,	0	13 4
4,	Sloop Active, Halifax, Satterthwaite,	1	75 0
19,	Schooner Lord M'Donald, Newfoundland,	1	15 10
20,	Schooner Esperance, Halifax,	0	12 6
—	Schooner Nancy, Do. Satterthwaite,	0	10 0
Oct. 5,	Schooner Chatham, Miramichi,	1	5 0
17,	Schooner Hiram, Halifax, Quirouet & Co.	1	15 0
18,	Schooner Sea-Flower, Newfoundland, H. Lemessurier,	1	15 0
14,	Schooner Nancy, for Halifax, per Quirouet & Co.	1	5 0
15,	Schooner Helen, Report 546, W. Budden,	1	15 0
25,	Schooner John, Halifax, per Quirouet & Co.	1	10 0
31,	Schooner Hibernia, for Miramichi, per J. Caldwell,	0	15 0
Nov. 14,	Schooner Margaret & Jane, Halifax, per Satterthwaite,	0	12 6
15,	Schooner Toliapis, Newfoundland, W. Budden,	1	5 0
6,	Schooner Nelly, Report ind. 608, per J. M'Callum,	1	5 0
13,	Schooner Harriet, Halifax,	1	15 0
20,	Schooner Bonne Citoyenne, do. M. Bell,	1	5 0
1823.			
May 2,	Schooner Marguerite, Lebrun, St. Johns, Newfoundland,	£0	7 6
3,	Schooner Marie Catherine, St. Johns, Newfoundland,	0	12 6
—	Schooner Aurora, Miramichi,	0	7 6
6,	Schooner Good Intent, Halifax,	0	12 6
8,	Schooner Caldwell, Miramichi,	0	12 6

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		13, Schooner Lord M'Donald, Newfoundland,	1	0	0
		15, Schooner John and Mary, Halifax,	0	7	6
		19, Schooner John, J. Carnes, Labrador,	0	7	6
		20, Schooner Bonne Citoyenne, Halifax,	1	1	0
		21, Schooner Waterloo, Newfoundland,	0	15	0
		— Schooner Two Brothers, Miramichi, per J. Ross,	0	15	0
		— Schooner Annabella, Newfoundland, J. M'Callum,	1	5	0
		30, Schooner Marie Rose, Halifax, C. F. Aylwin,	0	15	0
		31, Schooner Providence, Dugas, J. M'Callum,	1	0	0
June	5,	Per Schooner Effort, A. Caldwell. per C. Davidson,	0	15	0
	7,	Schooner Charlotte, Wm. Price,	1	10	0
	—	Schooner William, Esquimaux Bay, Jourdain,	0	17	6
	12,	Schooner Two Brothers, Satterthwaite,	0	17	6
	—	Schooner Chatham, Miramichi, R. Rich- ardson,	1	5	0
	14,	Schooner Dolphin, per Quirouet & Co.	1	5	0
	16,	Schooner Farmer, per Peter Sheppard,	1	5	0
	17,	Shallop Jane, for Sydney, Wm. Budden,	0	14	3
	20,	Schooner Surprise, Halifax,	0	15	0
	—	Schooner Angelique, Wm. Budden,	0	16	0
	21,	Schooner Nelly, per J. M'Callum,	1	0	0
July	23,	Schooner Lively, Miramichi,	1	10	0
Augt.	1,	Sloop Margaret, do. Patersons & Weir,	1	5	0
	21,	Schooner Halifax, per Satterthwaite,	1	10	0
Sept.	6,	Schooner Esperance, Young,	1	5	0
	13,	Schooner Emilie, Esquimaux Bay, J. C. B.	1	0	0
	20,	Schooner Mary Catherine, Wm. Price,	1	5	0
	27,	Schooner Earl Dalhousie, Poirier,	1	5	0
	30,	Sloop Reward,	1	5	0
Oct.	3,	Schooner Providence, Sire,	1	5	0
	4,	Schooner Effort, Caldwell, Newfoundland,	1	5	0

	18, Schooner Esperance, Miramichi,	1 5 0
Nov. 11,	Schooner Mary, do. for do.	0 12 6
	17, Schooner Charlotte, Newfoundland,	
	Wm. Price,	1 15 0

CHARLES G. STEWART.

## APPENDIX (H.)

The following Table exhibits the modification of the Docket, as recommended by the Committee :

Vessels from Great-Britain, the West Indies, and other ports not within the British North American Provinces, for general entries & general clearances, } The same as were stated in the docket under the head of "Vessels for the Colonies."

Vessels from Nova-Scotia, New-Brunswick, and Newfoundland, above 60 tons, for general entries and general clearances, } The same as are now stated in the docket, under the head of "Vessels for the Bay of Fundy, Louisburg, and Canso."

Ditto, under 60 tons, for general entries and general clearances, } One-half of the above.

All vessels in the Fisheries, or oyster trade, within the Gulf of St. Lawrence, for general entry and general clearance, } The same as are now stated in the docket, under the head of "Coasters for the neighbouring ports."

The fee on "Foreign top-sail vessels," only to be charged on square-rigged vessels from Europe, the West Indies, and ports not within the British North American Provinces.

## APPENDIX (I.)

FRIDAY, 13th February, 1824.

The Committee was resumed.

PRESENT—The Honble. Messrs. *Felton*, Chairman.*Richardson*,*Grant*,*Irvine*,*Taschereau*.

Mr. FREDERICK EAST, of Quebec, Naval Officer, was called in, and made answer as follows:

Question. Be pleased to state to the Committee, the fees taken by you on the different description of vessels frequenting this port?

Answer. I exact one pound for the entry and clearance of square-rigged vessels, from or to sea, whatever the port may be from which they arrive or may be bound to: if, out of the Province, small craft, that is to say, sloops or schooners of any dimensions, and with or without top-sails, under the same circumstances, I exact but one-half of those fees.

I exact no fee whatever from vessels arriving from or bound to ports within this Province, which I consider as coasters.

Square-rigged vessels, built in the ports of this Province and proceeding to sea, on their first voyage, pay but ten shillings; small craft, in similar circumstances, pay only five shillings. Small craft arriving pay no fee; but when they clear out for a port without this Province, they pay five shillings.

I also exact a fee of 2s. 6d. upon every Register given for a vessel. For a lumber certificate, 2s. For a bill of health, 2s. Those are all the fees.

Question. What is the authority on which you take in these fees?

Answer. Under the Provincial Ordinance of the 20th year, Geo. III.

Question. How long have you acted as Naval Officer?

Answer. I have acted as Naval Officer since the year 1807.

Question. Has any variation in the fees exacted taken place since you have been in office?

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Answer. From the year 1807, to about 1815, I took only half of the above stated fees, from a misconception of the construction of the above-mentioned Ordinance, but since that period I have exacted the fees above stated, considering myself entitled thereto.

Question. Has any complaint been made to you of the increase of the fees that you thought yourself authorized to demand?

Answer. None to myself.

## APPENDIX (K.)

EXTRACT of the Ordinance 20th Geo. III. cap. 3, for the regulation and establishment of fees.

### "THE NAVAL OFFICER."

For entering and clearing every Ship, Snow or Brig coming from or bound to sea,	£0 10 0
For entering every Sloop or Schooner coming from or bound to sea,	0 5 0
For a Bill of Health,	0 2 6
For a Naval Store Certificate,	0 2 0
For a Pig or Bar Iron Certificate,	0 2 0
For a Pot or Pearl Ash Certificate,	0 2 0
For a new Register,	0 2 6

## APPENDIX (L.)

EXTRACT from Degrand's "Tariff of Duties on Importations into the United States, and Revenue Laws and Custom House Regulations," published in Boston, 1821.

### AMERICAN VESSELS LICENSED AS COASTERS.

6 cents per ton, per annum,
Entry, 50 cents, (if of 50 tons.)
25 cents, (if under 50 tons.)
Clearance, the same.

## APPENDIX (M.)

## PORT OF QUEBEC,

A memorandum of the number of Schooners trading to the neighbouring Provinces, during the last three years.

<i>Year.</i>	<i>Newfound-land.</i>	<i>Nova Scotia.</i>	<i>New Brunswick.</i>	<i>North Shore.</i>	<i>Cape Breton.</i>	<i>Total.</i>
1821	21	9	5	7		42
1822	26	32	13	13	3	87
1823	22	27	33	14	5	101

The great increase of the last two years shew the advantages derived from the duty imposed on American produce.

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