

[illegible]

The tonnage duties did not apply to Upper Canadian ports above Niagara and were not collected. On Lake Ontario, the

<sup>10</sup> Hague, *Lighthouses*, 40-4. In 1803 the control of most Irish lights was actually in the hands of the Irish Revenue or Customs Board. See also D. Alan Stevenson, *The World's Lighthouses before 1820* (London: Oxford University Press, 1959), 64-71. United States, *Statutes at Large*, 1789, Chap. 9, "An Act for the establishment and support of Lighthouses, Beacons, Buoys, and Public Piers." The reference to the secretary of the treasury is Sec. 3 of the statute. For the evolution of the administration of this act see Dennis L. Noble, *Lighthouses & Keepers: the U.S. Lighthouse Service and its legacy* (Annapolis, MD: Naval Institute Press, 1997), esp. chap. 1.

<sup>11</sup> Jos. Anderson to John McGill, Kingston, 19 Sept. 1804, LAC, RG 16, A-1, v. 133. The salt would have been shipped from Oswego, downstream from the major source of salt in the region, the works at Salina, NY (now a suburb of Syracuse). To sail from Oswego to Bath via Presqu'Isle Point was considerably less convenient than via Kingston.