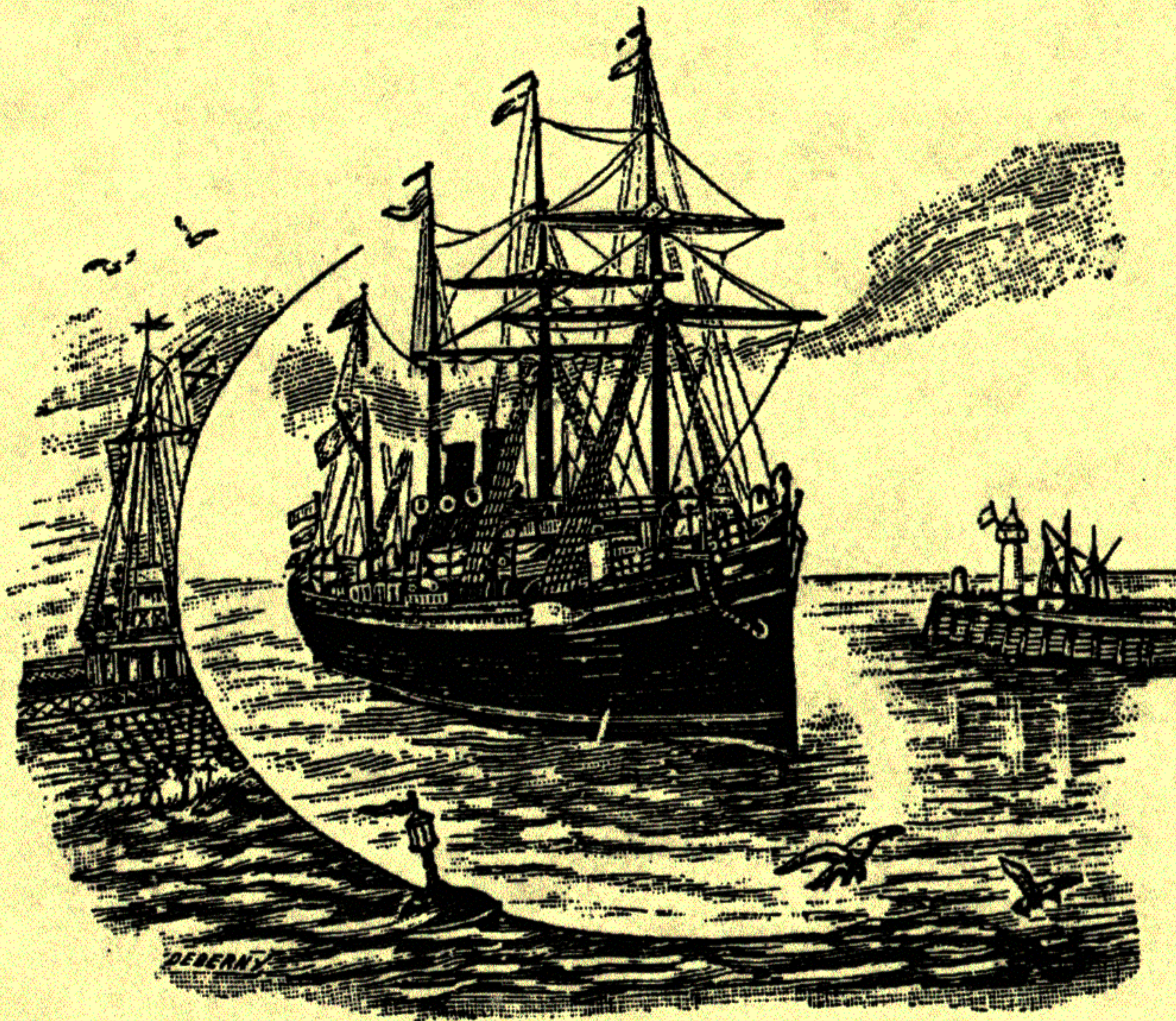


Preliminary Inventory of the Records of the Bureau of Customs

(Record Group 36)



Compiled by

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GENERAL SERVICES ADMINISTRATION
NATIONAL ARCHIVES AND RECORDS SERVICE
THE NATIONAL ARCHIVES



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INDEX TO PASSENGER ARRIVAL LISTS, 1820-32. ¼ in. 52
An index, on 3" x 5" cards, which was prepared in the National Archives. Arranged alphabetically by name of port of arrival.

INDEX TO PASSENGER ARRIVAL LISTS AT ALL PORTS EXCEPT NEW YORK, 1820-70. 33 ft. 53

On 3" x 5" cards, each of which shows name of passenger, name of vessel, name, of port, and date of arrival. The index was made by the Works Progress Administration (WPA) in the period 1937-39. Arranged alphabetically by name of passenger.

NUMERICAL ABSTRACTS OF PASSENGER LISTS. 1820-26. 2 vols. 2 in. 54
Shown are port of arrival and number of immigrants, by occupation. Arranged by quarter of year and thereunder by name of port.

RECORDS OF CUSTOMHOUSES

Customs collection districts were established in more than 100 ports in accordance with the act of July 31, 1789. These districts were changed from time to time until 1913, when districts were established in each State and territory. In each district there was a headquarters port with a customhouse. There were also various ports of entry and delivery with a collector, naval officer, surveyor, and other minor officials as needed. The collector, as chief officer of the district, was responsible for collecting duties and keeping records of and reporting his financial transactions. He was also responsible for the admeasurement and documentation of American merchant vessels engaged in domestic and foreign trade, the administration of the customhouse and the lighthouses in his district, collections from seamen, and the accounting for moneys received for marine hospitals; and (until 1878) he was responsible for the revenue cutters within his district. He was also responsible for the protection of American seamen and marine passengers (both local and immigrant) and for the forwarding of basic data for reports on immigration, imports, and exports (until 1923). He also was required to enforce the revenue laws and impose fines, penalties, and forfeitures. The naval officer, coordinate in rank with the collector, was required to keep copies of all manifests and entries, to estimate all customs duties, to keep separate records, and to countersign certain of the collector's accounts. The surveyor, under the supervision of the collector, kept a daily record of all vessel arrivals; he was assisted by inspectors, weighers, and gaugers in the collection of imports, tonnage duties, and fees. The surveyor also supervised lading for drawbacks, the collection and paying of bounty allowances and fees, and the admeasurement of foreign vessels for tonnage duties. In some cases the collector collected direct taxes, such as those on carriages and property, and acted as the depositary for Federal funds.

The records of the collectors vary in type and completeness. Records for the New England and New Jersey ports include those of fishing vessels or those that relate to fishing bounties. Records for the southern ports—especially Mobile, Savannah, and New Orleans—include slave manifests and records concerning the enforcement of laws against the slave trade; and records for districts along the Canadian border relate to warehouses and transportation. For ports in existence at the time of the embargo there are embargo and nonintercourse bonds and bonds against trading with

Spanish and French possessions. Many series of records, however, are common to all districts. In such cases the series title is given, with a cross-reference to the first inventory entry describing that type of series. Fires have taken their toll, particularly in Boston and Baltimore, and many series have been disposed of by congressional authorization. Most collection districts are represented by one or more series. The port records that are most complete are those for New Haven, New York, Philadelphia, Baltimore, Mobile, Savannah, New Orleans, and San Francisco. The period covered is usually from 1789 to 1900, but there are some records as early as 1745 and as late as 1954. From 1884 to 1887 many records relating to vessels and cargoes for the period 1791-1802 were brought from the customhouses to the Washington headquarters of the Treasury Department in connection with the settlement of the French spoliation claims, and these records are listed at the end of the regular series.

General arrangement for the records is as follows: New England ports; Middle Atlantic ports; South Atlantic ports; Gulf ports; Mississippi, Ohio, and Missouri River ports; Lake ports; Missouri River, Colorado, and Arizona ports; and Pacific Coast, Alaska, and Hawaii ports.

Related records are as follows: correspondence, in Record Group 56, Records of the Secretary of the Treasury; records for lighthouses and revenue cutters in Record Group 26, Records of the Coast Guard; records for marine hospitals, in Record Group 90, Records of the Public Health Service; records relating to the building of customhouses, in Record Group 121, Records of the Public Buildings Administrations; records relating to customs accounts, in Record Group 217, Records of the General Accounting Office; and records relating to the building, admeasurement, and documentation of American vessels, the protection of American seamen, shipping articles from July 1872, and steamboat inspection, in Record Group 41, Records of the Bureau of Marine Inspection and Navigation. Other Mediterranean passports, sea letters, marine protests, and records of American vessels in foreign ports are in Record Group 84, Records of the Foreign Service Posts of the Department of State.

In New England States

Passamaquoddy, Maine

The collection district of Passamaquoddy extended from the Maine boundary south just beyond Calais. The towns of Eastport, Calais, Lubec, Jonesport, Pembroke, and Robbinston were ports of delivery and Passamaquoddy was the port of entry. The boundary was established by an act of July 31, 1789. In 1869 the county of Aroostook was made a separate district and in 1913 the district was abolished and became a part of that of Maine and New Hampshire.

OUTWARD FOREIGN MANIFESTS. 1817-1930 (with gaps). 5 ft.

55

Manifests for Eastport, Calais, and Robbinston. These are certified lists of the cargoes of vessels engaged in foreign trade. Included are name and rig of vessel and name of master; name of port of embarkation; description of merchandise exported, with shipper's markings; name of consignee and name of consignor; and date of clearance. Arranged chronologically.

In Middle Atlantic States*New York City*

The collection district of New York was established on July 31, 1789, to include all the coasts and rivers in the State of New York not in the Sag Harbor District. New York City was the port of entry and New Windsor, Newburgh, Poughkeepsie, Esopus, Hudson, Kinderhook, and Albany were ports of delivery. On February 26, 1795, Hudson, Albany, and Kinderhook were transferred to the district of Hudson; however, in 1796 Albany and Kinderhook were reannexed to the New York district. In 1811 all that part of New Jersey north and east of Elizabeth and Staten Island were annexed, and an assistant collector was to reside at Jersey City. Hudson was reannexed to New York in 1822, and Troy and Rhinebeck Landing were made ports of delivery in 1827. The district of Newark was established in 1834 to include the territory north and east of Elizabeth and Staten Island, but this territory was reannexed to New York in 1863. In 1848 Cold Spring was made a port of delivery, and in 1852 Port Jefferson was made a port of delivery. Patchogue became a port of delivery in 1875, and Yonkers was also made a port of delivery in 1894. In 1913 the district of New York was established to constitute the entire State except the districts of St. Lawrence, Rochester, and Buffalo. Some letters of marque, sea letters, and Mediterranean passports are in the Ford Collection of the Manuscripts Division at the New York Public Library.

LETTERS RECEIVED. 1796-1867. 11 ft. 895

Letters from the Secretary of the Treasury, other Government officials, and private persons concerning the customhouse, the lighthouse, the Revenue Cutter Service, and marine hospitals. Arranged chronologically.

LETTERS RECEIVED BY NAVAL OFFICERS. 1835-71. 2 ft. 896

Chiefly letters received from the Secretary of the Treasury regarding the work of the Naval Office. Arranged chronologically.

LETTERS SENT. 1836-70. 4 in. 897

Chiefly letters sent to the Secretary of the Treasury regarding personnel matters. There are a few letters sent to private persons regarding manifests and invoices. Arranged chronologically.

LETTERS OF APPLICATION FOR POSITIONS AND FORM APPLICATIONS.

1869-70. 11 ft. 898

Included are a few letters of recommendation. The letters are arranged alphabetically by name of applicant in two parts: the larger for the general file and the smaller (1 foot) for persons removed or reinstated.

INDEX TO APPLICATIONS ON FILE, 1871. 1 vol. ½ in. 899

Arranged alphabetically by name of applicant.

INWARD AND OUTWARD FOREIGN MANIFESTS. 1791-1897, 1909, 1917-18.

1 vol. and unbound papers. 490 ft.

911

The inward foreign manifests consist of consular certificates only for the period before 1917. A few fraudulent consular certificates, 1861-62, are also included. See also entries 131 and 132.

CREW LISTS. 1803-1919. 41 vols. and unbound papers. 585 ft.912

Arranged in two parts—designated as “this port in” and “this port out;” lists in each part are arranged chronologically.

SHIPPING ARTICLES. 1840-72. 46 ft.913

See entry 80.

PASSENGER LISTS. 1820-95. 1,057 ft.914

Arranged chronologically and thereunder by name of vessel. These lists have been microfilmed. See entry 917 for index.

**OUTGOING PASSENGER LISTS FOR NEW YORK TO ASPINWALL,
PANAMA. 1850. 2 in.**915

Passengers were transshipped across Panama by railroad and from there they usually went by steamer to San Francisco. Arranged by name of vessel.

TRANSCRIPTS OF PASSENGER LISTS. 1890-91. 4 in.916

Arranged by name of vessel.

INDEX TO INCOMING PASSENGER LISTS, 1820-95. 124 ft.917

An index, on 3" x 5" cards, made by the WPA during the 1937-39 period. Shown are name of passenger, name of vessel, and port and date of arrival. Arranged alphabetically by name of passenger. This index has been microfilmed.

**ABSTRACTS OF TONNAGE DUTIES PAID. 1789-93, 1808-9, 1820-70. 2 vols.
and unbound papers. 3 in.**918

Arranged chronologically.

RECORD OF NOTICES OF ONE-DAY GENERAL ORDER. 1888-1900. 11 vols. 2 ft.919

The notices were sent to importers to inform them that they had only one more day before storage would be charged at the warehouse. Each entry in the volumes shows date of arrival of goods at warehouse, name of vessel and name of consignee, and date of order. The entries are arranged chronologically by date of arrival of goods.