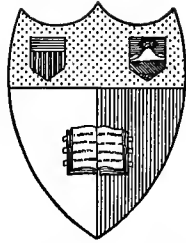




Custom House Souvenir
OF
The Port of New York



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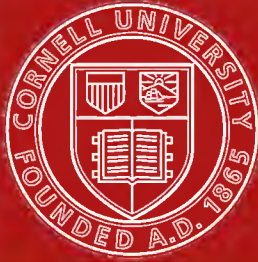
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CUSTOM HOUSE SOUVENIR OF
The Port of New York

U. S. Custom House, New York.

A SOUVENIR

OF THE

New York Custom House

AND

Index OF THE Imports AND

Shipping Facilities

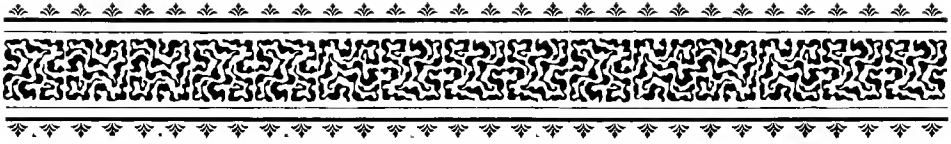
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THE PORT OF NEW YORK.

The harbor of New York is perhaps the most interesting in the world, for it has been the portal of a new world and a new life for millions of men and women. It is as beautiful, furthermore, as it is interesting, from the hill-girt gateway of the Narrows up into the broader spaces between Bayonne and Gowanus, with the high blue Orange Mountains crowning the view to the northwest, the rampart-like Palisades frowning down the Hudson, and verdant islands here and there breaking the vivid blue of the bay. On all sides the assembled cities encircle the waters with their masses of buildings, the forests of masts by the waterside, the immense warehouses and factories along the pier-heads, and the spires, domes and towers of the beautiful residence quarters beyond. At night, the harbor is girded about by myriads of yellow and colored lights and white electric stars, and dotted with the lanterns of vessels in motion or at anchor.

The Lower Bay and its tributary, Raritan Bay, and Sandy Hook Bay are formed by a triangular indentation of the coast, between Monmouth County, N. J., Staten Island and Long Island, partly protected from the seaby Sandy Hook and Coney Island, and the long bar and shoals extending between them. The channel is devious and at times difficult, and numerous buoys, beacons, and light-houses mark out the path of the inbound ships. At the head of the Lower Bay the maritime route leads through the Narrows, a magnificent water-gate a mile wide, hemmed in between the bold hills of Staten Island and Long Island, and bordered by heavy batteries. Beyond this remarkable portal opens the Upper Bay or New York Harbor, an admirable land-locked haven eight miles long and five miles wide, the grand focal point of North American Atlantic commerce.

The Water Front of Manhattan Island available for vessels is about 25 miles long; 13 miles being on the North River, 9 on the East River, and the rest on the Harlem River. There are seventy-three piers on the East River, below East 11th Street; and seventy on the North River, below 12th Street.

On one side of the harbor is the mouth of the magnificent Hudson River, flowing down for 300 miles from the Adirondack Mountains, navigable for 148 miles to Albany and Troy, and the outlet of the Erie Canal, bringing down immense supplies of grain from the West. On the other side is the entrance to Long Island Sound, "The Mediterranean of the West," giving an admirable marine route to the ports of New England and the remote East. The strategic position of the city, for purposes of commerce, is one of unapproachable strength and excellence, and has been skillfully availed of by the merchants and public men of this active community; and the commerce of the East and West converges here in immense volume, on the waters of one of the finest American harbors.

The East River is a deep and swift tidal strait twenty miles long, joining New York harbor at the Battery, with Long Island Sound at Willett's Point. Most of the western shore is formed by New York City, and the eastern shore includes Brooklyn and other communes of Long Island. It is the avenue of a vast commerce, and with its many ferryboats and immense white steamboats flying to and fro presents a pleasantly animated scene. The narrow channel of Hell Gate, near Astoria, was for two and a half centuries a terror to mariners, with its swift eddies and currents, setting over a reef of sharp rocks. Between 1870 and 1885 these ledges were undermined and blown up with nitro-glycerine, by Gen. Newton and a corps of engineers, at a cost of many millions of dollars and since that time navigation here has been much less perilous.

Harlem River is an arm of East River, seven miles long, partly navigable for small vessels, and connecting near its head with the much-winding Spuyten-Duyvil Creek, a shallow tributary of the Hudson River. These two streams separate Manhattan Island from the mainland, and form the proposed route of the ship canal between them.

The North River, on the western shore of the great city, preserves a name applied for nearly three centuries to that stretch of the Hudson River extending in front of Manhattan. The old Dutch colonists named the Delaware the South River, and the Hudson they called the North River. It is a noble straight-channeled reach of deep water, a mile wide and a score of miles long, and gave

ample soundings for the *Great Eastern*, as it does now for the *Campania*, the *Spree*, and the *New York*.

The lower water-side streets are occupied generally by small, irregular buildings, sail-lofts, the haunts of riggers and outfitters, ship-owners and ship-chandlers, mysterious junk shops, and a vast variety of drinking-places, sailors' boarding-houses, and shops for small wares. Street railways run along the pier-heads, and a continuous, crowded and noisy procession of drays and carts pours up and down the streets, or entangles itself in hopeless blocks, overflowed by tides of oburgations and hearty profanatory expletives.

The Piers and Wharves are for the most part exceedingly irregular and rather unsightly, being of various lengths, and constructed of wood, upon myriads of piles, around and between which the free tides swirl and eddy. Though devoid of the architectural symmetry and structural massiveness of European quays, the water front of New York is well fitted for its uses and has also a singular picturesqueness and diversity of outline and character. Some years ago a well considered plan was devised and begun, to replace the crazy looking wharves with a systematic and imposing line of stone piers and docks; but this transformation is a very costly process, and has made but little advance. In 1892 the Legislature passed a bill providing "for the recreation and health of the people of New York by setting aside certain piers along the river front." The plan involves the construction of very large two story pavilions on the pier-ends, the lower stories being devoted to commercial purposes, and the high arched upper floors forming fresh air gardens, with music and flowers and sea views, for the pleasure of the people. The piers at Barclay and Perry Streets, on the North River, are being fitted up for this fortunate service; and there are to be four similar roof gardens on the East River front.

In going up the North River side from the Battery, there is a continual succession of varied and busy scenes, the headquarters of the Coney Island steamboats; the huge piers of the Pennsylvania Railroad; the trim vessels of the New Orleans, Boston and Savannah steamships; the huge white floating palaces of the Sound line to Fall River and Providence and Norwich; the docks of the Hudson River lines; the Morgan and Old Dominion boats; and the resting places of the unrivaled ocean greyhounds of the American, Guion, White Star, Cunard and French lines. Along the East River a great space is given up to the large sailing ships, bringing in cargoes from all parts of the world, and with their lofty masts and long yards interwoven against the sky. Then come the grain-laden canal boats from the West, hundreds of fruiters from

the West Indies, and a line of ferries, above which appear several dry docks, followed by iron foundries, lumber yards, and old steamers laid up in ordinary. Almost every variety of vessel is found in these waters, the brilliant excursion steamboats, melodious with band music, and waving with flags and streamers; ark-like canal boats from the Great Lakes distended with wheat and corn; the swift Norfolk schooners, redolent of fine tobacco and of early vegetables; oyster boats from the Connecticut coast, small and pert in outlines and motion; huge full-rigged ships from Calcutta laden with indigo; sooty steam barges from the Pennsylvania coal regions; Nova Scotia brigs laden with fine apples and potatoes; heavy old whalers, making port after long Arctic voyages; schooners from the West Indies and Honduras crammed with tropical fruits; fishermen from the Grand Banks, heroes of the saltiest northern seas; Mediterranean merchantmen with rich cargoes from the Levant; and hundreds of other types, each full of interest and attraction. The loom of the great environing cities, the breadth and life of the confluent waters, the intense and joyous activity of motion combine to give this cosmopolitan picture an unusual breadth and life.

The Quarantine Station defends the port of New York (and with it the entire continent) against the entrance of dangerous and pestilential diseases. The danger of epidemics being brought in by foreign vessels was guarded against as early as 1647; and in 1716 the Council ordered that all West Indian vessels should be detained at Staten Island. In 1758 the Provincial Legislature enacted laws for the protection of the port in this regard, and established a quarantine station at Bedloe's Island. One of the first measures of the State Legislature, in 1784, was a re-enactment of this law. Ten years later, the station was moved to Governor's Island, but the citizens of New York were rather uneasy at having the pest-house so near them. In 1801, therefore, it was again transferred to Tompkinsville, Staten Island, where it remained for more than sixty years. But in the course of time, as Staten Island became thickly settled, its people made serious objections to the continuance of so undesirable a neighbor; and in 1857 the State Legislature ordered the selection of another site. This was found at Sandy Hook, but the opposition of New Jersey rendered it impossible. The next move appeared in the erection of buildings for the purpose at Seguin's Point, on the south part of Staten Island. The neighboring residents were incensed at the project, and attacked the establishment by night, and set fire to it. This summary process approved itself to the people of Tompkinsville, who also made a night attack upon the existing station, and thoroughly destroyed it. Richmond County

was forced to pay for these nocturnal raids, but the result justified the acts, and the State gave up its attempts to establish the quarantine here. In 1859 a commission including Horatio Seymour, John C. Green and Gov. Patterson adopted the idea of a floating hospital, and the old steamship Falcon entered upon the duty, with an anchorage below the Narrows. In 1866-70 the artificial Swinborne Island was constructed on the sand-bar of West Bank, and now has rows of hospital wards, a crematory and mortuary, and a dock and breakwater. Hoffman Island, built in 1868-73, is a quarantine of observation and isolation for immigrants who have been exposed to dangerous epidemics. The lower quarantine is marked by yellow buoys, and has a ship moored for a floating station, where vessels from infected ports are boarded. Their arrival is signalled thence to the main Quarantine station, six miles above, on Staten Island, from which the proper officials go down to board them. The swift little tug-boat of the station passes the day in rushing from one incoming vessel to another, and the health officers are kept busy in inspecting their passengers and crews. In a single year 7,600 vessels and 370,000 passengers have been examined here. The New York Quarantine is the most complete, thorough and efficient in the world.

The harbor is guarded from law-breakers and "wharf rats," mutineers and rioters, river-thieves and smugglers, as much as possible by the police of the Thirty-sixth Precinct, which has jurisdiction over the waters and wharves adjoining the city, along both rivers, and down as far as Robin's Reef. The police headquarters is on the steamboat "Patrol," and several row-boats are continually moving along the rivers and up into the docks, manned by officers of the law, looking after thieves, fires, lost property, suicides and drowned persons.

The Exports and Imports of America find their foremost clearing-houses in this peerless harbor, with its rich adornments of Nature, and improvements and defences of art. One hundred years ago the total export and import trade of the United States was below \$50,000,000 annually. At present (including specie) it is nearly \$2,000,000,000, of which the imports reach \$900,000,000. The exports of cotton are over \$290,000,000; of grain, bread stuffs and provisions, \$480,000,000, and of specie, \$80,000,000.

The foreign commerce of 1891 and 1892 was the largest in the history of the nation. Nearly two-fifths of the exports of the Republic go from New York, which sends out \$460,000,000 yearly, to \$107,000,000 from New Orleans, \$74,000,000 from Baltimore, \$70,000,000 from Boston, and \$37,000,000 from Philadelphia. Two-thirds of the imports to the United States enter at the port of New York.

On July 4th, 1789, Congress passed "An Act for laying a duty on goods, wares and merchandise imported into the United States," and on July 30, 1789, President Washington approved the Act organizing the Custom Service of the United States. Before Congress passed the above Acts the duties were collected under State laws and by State officials.

The first vessel to arrive in the Port of New York under the above law was the brigantine *Persis*, James Weeds, master, from Leghorn with miscellaneous cargo. She arrived Aug. 5, 1789, and was consigned to Wm. Seton, who paid a total of \$774.71 in duties.

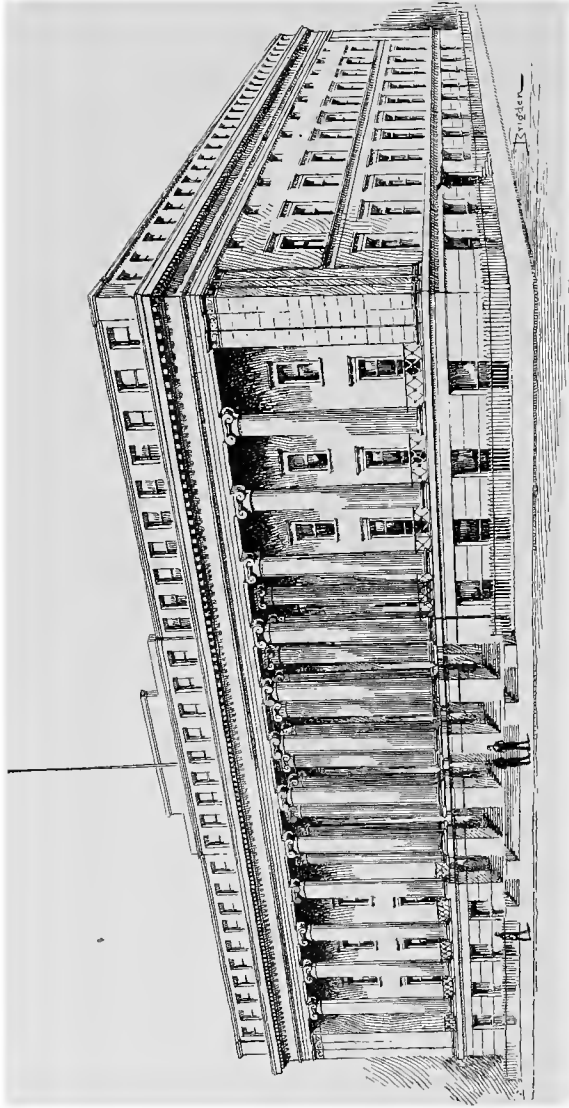
In the year ending June 30, 1790, the first year under the Customs laws, there arrived at the Port of New York from foreign ports 676 vessels. During the year ending June 30, 1892, the arrivals from foreign ports were 5,595.

The collection of duties at this Port in the first year beginning Aug. 5, 1789, was \$366,038.85. The amount of duties collected in the fiscal year 1851 was \$31,670,195.29; 1861, \$28,400,773.62; 1871, \$242,761,446.37; 1881, \$139,579,562.83; 1891, \$147,538,045.69.

Genl. John Lamb was the first collector at the Port of New York, and was serving as such under State Authority until he was regularly appointed by President Washington, Aug. 3, 1789. He served until April 25, 1797, when he was succeeded by Joshua Sands.

The first Custom House in the Port of New York was in the Government building opposite the Bowling Green. It remained there until 1815, when it was removed to 20 Wall St. In 1817 the Custom House was again changed to 9 and 11 Wall St. In 1821 it was again removed to the northeast corner of Wall and Nassau Sts. In 1837 it was removed to 20 and 22 Pine St. The Government then began the erection of the classical building now known as the Sub-Treasury, for the Collections of Customs. It cost \$1,175,000. In 1863 the Government leased the Merchants' Exchange, the present Custom House, for three years for \$65,000 per annum, with option of purchasing the property for \$1,000,000, which was eventually done. It is now appraised at \$4,000,000. It is an imposing building taking up a square of ground on Wall, Hanover and William Sts. and Exchange Place. Eighteen noble Quincy granite pillars are at the front entrance on Wall St., each pillar being a solid block and weighing thirty-three tons.

There are now employed at the Port of New York some 2,000 employés, and and their compensations amount to a little over \$2,000,000 per annum. The total amount of disbursements on all accounts are from \$9,000,000 to \$12,000,000 per annum. Norwithstanding this apparently large expenditure, the percentage of cost of collecting the Revenue from Customs at this Port is the lowest of all the Collection Districts.—*King's Handbook of New York City*.



THE NEW YORK CUSTOM HOUSE.

THE NEW YORK CUSTOM HOUSE.

Three things are perfectly clear to citizens of New York—first, the United States of America constitute the greatest country on earth; second, New York is the greatest city in the country; third, the Custom House is the greatest institution in the city.

The present building is inconvenient and altogether inadequate for present uses. It is proposed to erect a suitable edifice, fronting on Bowling Green.

Plain as the Custom House is it is the commercial heart of the American people, what passes there is felt by every man, woman and child in the land. There, most of the duties are collected on the foreign woolens, silks, linens, cottons, and on the hats, bonnets and furs they wear; on the carpets and mattings they tread, on the confectionery, fruits and breadstuffs they eat, on the spirits, wines and malt liquors they drink, on the watches and jewelry they carry, on the earthenware, china and glass that covers their tables, on the paintings that adorn their walls, the books that fill their libraries, and the iron, steel and other metallic instruments indispensable to their uses. All these articles cost the consumer more because of the work that is done at the Custom House.

The total value of merchandise, free and dutiable, imported into the port of New York during the year ending Dec. 31, 1892, was \$566,858,722. The total value of dutiable merchandise entered for consumption, on arrival and after withdrawal from warehouse at the port of New York for the same period, was \$247,703,568.

The total value of merchandise, free for same period, \$319,155,154.

The enormous revenue from duties in imported goods is the principal means wherewith the United States Government maintains the army, its navy and the civil service, pays interest on the national debt, reduces the principal and effects needed improvements.

In the year ending Dec. 31, 1892, there was collected at the port of New York in duties on foreign merchandise \$126,744,123.47, or 65.53 per cent. of the aggregate amount collected in all the ports of the country. This fact shows the national importance of the New York Custom House. Another fact of similar bearing is that the foreign commerce of the United States, must in the future as in the past, be mainly carried on through New York. Our tonnage of foreign vessels entered at the port of New York increased from \$1,752,462 in 1866 to \$6,084,679 in 1892.

The average number of weekly arrivals of steamers is 59. This is a marvelous exhibit in view of the fact that in 1845, only 48 years ago, there was only one steamer the *Syria*, plying between New York and Liverpool. The local administration of the National Statute, regulating this vast and rapidly growing commerce, together with the collection of the differential duties imposed on imported merchandise is entrusted to the Collector, Surveyor and Appraiser of the port of New York. The duties of the Collector and his assistants, not only include the collection of the tariff on goods entered for consumption, and the proper entries and clearance of vessels, but also the surveillance, appraisement and forwarding of goods imported to citizens of other sections of the country through the port of New York, on which the duties are collected at destination. In the due discharge of their onerous, delicate, and often difficult duties, ability and faithfulness in all the officials are essentially necessary; added to these qualities, expert knowledge, careful training, judicial experience and culture are also requisite in many instances.

ENTRANCE AND CLEARANCE, FOREIGN,

-- AT --

THE PORT OF NEW YORK, 1892.

| | | |
|----------------------|----------|-----------------|
| Foreign Entrances. | Vessels. | Tonnage. |
| Sail, | 1225 | 784,672 |
| Steam, | 2643 | 5,300,007 |
| Total | 3868 | Total 6,084,679 |
| Foreign Clearances. | Vessels. | Tonnage. |
| Sail, | 1293 | 740,730 |
| Steam, | 2633 | 5,224,015 |
| Total | 3926 | Total 5,964,745 |
| American Entrances. | Vessels. | Tonnage. |
| Sail, | 864 | 381,237 |
| Steam, | 293 | 520,324 |
| Total | 1157 | Total 901,561 |
| American Clearances. | Vessels. | Tonnage. |
| Sail, | 658 | 314,908 |
| Steam, | 290 | 508,498 |
| Total | 948 | Total 823,406 |

ENTRANCES AND CLEARANCES COASTWISE, 1892.

| | |
|---|--------------|
| Entrances. | Vessels. |
| Sail, | 501 |
| Steam, | 1942 |
| Total | 2443 |
| Clearances. | Vessels. |
| Sail, | 827 |
| Steam, | 1968 |
| Total | 2795 |
| Total number of Entrances and Clearances, | Sail, 5368 |
| | Steam, 9769 |
| | Total 15,137 |

TABLE OF ENTRIES OF MERCHANDISE AND DUTIES COLLECTED
FOR YEAR OF 1892.

| VALUES. | | | |
|---------|-------------|--------------|--------------|
| 1892. | FREE. | CONSUMPTION. | WITHDRAWALS. |
| JAN. | 21,272,981 | 16,198,100 | 5,112,608 |
| FEB. | 23,251,803 | 16,938,274 | 4,556,450 |
| MARCH | 34,549,599 | 16,464,473 | 4,358,252 |
| APRIL | 31,453,456 | 13,719,801 | 4,064,546 |
| MAY | 26,994,576 | 12,966,630 | 4,001,097 |
| JUNE | 26,391,752 | 14,955,063 | 4,112,094 |
| JULY | 23,907,419 | 17,499,074 | 4,607,150 |
| AUG. | 25,517,770 | 20,306,629 | 5,093,133 |
| SEPT. | 23,595,044 | 15,744,544 | 5,256,446 |
| OCT. | 28,259,072 | 16,709,686 | 4,352,485 |
| NOV. | 25,107,589 | 16,005,921 | 4,254,484 |
| DEC. | 28,854,093 | 15,978,404 | 4,448,224 |
| | 319,155,154 | 193,486,599 | 54,216,969 |

| DUTIES. | | | |
|---------------|---------------|----------------|-----------------------|
| CONSUMPTION. | WITHDRAWALS. | TOTALS. | AVERAGE % OF DUTY. |
| 8,674,745.33 | 3,288,844.30 | 11,963,589.63 | 28* |
| 8,873,136.65 | 2,759,118.14 | 11,632,254.79 | 26* |
| 8,240,974.83 | 2,631,173.83 | 10,872,148.66 | 19* |
| 6,440,685.35 | 2,445,238.55 | 8,885,923.90 | 18* |
| 5,717,269.68 | 2,388,778.93 | 8,106,048.61 | 18* |
| 6,993,072.36 | 2,601,625.37 | 9,594,697.73 | 21* |
| 9,360,279.67 | 2,943,917.55 | 12,304,197.22 | 26* |
| 10,049,246.77 | 3,130,684.29 | 13,179,931.06 | 26* |
| 8,154,509.78 | 3,187,115.82 | 11,341,625.60 | 25* |
| 7,560,694.02 | 2,780,435.03 | 10,341,129.05 | 21* |
| 7,347,836.48 | 2,603,599.22 | 9,951,435.70 | 22* |
| 7,818,100.77 | 2,753,040.75 | 10,571,141.52 | 22 |
| 95,230,551.69 | 33,513,571.78 | 128,744,123.47 | |

Recapitulation,

Total value, \$566,858,722

“ duty, 128,744,123.47.

Average % of duty, 22%*.

ENTRANCE AND CLEARANCE, FOREIGN,

—: AT :—

THE PORT OF NEW YORK, 1893.

| | | |
|----------------------|----------|-----------------|
| Foreign Entrances. | Vessels. | Tonnage. |
| Sail, | 1093 | 749,756 |
| Steam, | 2623 | 5,298,224 |
| Total | 3716 | Total 6,047,980 |
| Foreign Clearances. | Vessels. | Tonnage. |
| Sail, | 1164 | 735,871 |
| Steam, | 2510 | 5,086,362 |
| Total | 3674 | Total 5,822,233 |
| American Entrances. | Vessels. | Tonnage. |
| Sail, | 730 | 350,691 |
| Steam, | 304 | 648,718 |
| Total | 1034 | Total 999,409 |
| American Clearances. | Vessels. | Tonnage. |
| Sail, | 552 | 292,782 |
| Steam, | 309 | 662,876 |
| Total | 861 | Total 955,658 |

ENTRANCES AND CLEARANCES COASTWISE, 1893.

| | |
|---|--------------|
| Entrances. | Vessels. |
| Sail, | 505 |
| Steam, | 1,859 |
| Total | 2,364 |
| Clearances. | Vessels. |
| Sail, | 601 |
| Steam, | 1,952 |
| Total | 2,553 |
| Total number of Entrances and Clearances, | Sail, 4,645 |
| | Steam, 9,557 |
| | Total 14,202 |

TABLE OF ENTRIES OF MERCHANDISE AND DUTIES COLLECTED
FOR YEAR OF 1893.

| VALUES. | | | |
|---------|-------------|--------------|--------------|
| 1893. | FREE. | CONSUMPTION. | WITHDRAWALS. |
| JAN. | 31,826,837 | 21,387,693 | 6,292,410 |
| FEB. | 28,636,443 | 18,537,485 | 4,523,412 |
| MARCH | 36,792,580 | 20,537,753 | 4,618,249 |
| APRIL | 34,464,867 | 15,438,954 | 3,941,466 |
| MAY | 27,512,175 | 16,142,895 | 4,257,303 |
| JUNE | 27,601,027 | 14,237,995 | 3,501,879 |
| JULY | 18,737,303 | 14,432,070 | 3,736,935 |
| AUG. | 16,685,031 | 11,267,090 | 3,584,701 |
| SEPT. | 12,749,268 | 8,910,191 | 5,823,948 |
| OCT. | 18,513,882 | 10,009,453 | 4,971,719 |
| NOV. | 18,823,505 | 8,185,943 | 4,230,611 |
| DEC. | 19,656,137 | 7,935,065 | 3,278,009 |
| | 291,999,055 | 167,022,497 | 52,760,722 |

| DUTIES. | | | |
|---------------|---------------|----------------|--|
| CONSUMPTION. | WITHDRAWALS. | TOTALS. | AVERAGE % OF DUTY ON DUTIABLE MERCHANDISE. |
| 11,195,120.77 | 4,096,781.32 | 15,291,902.09 | 55 |
| 9,589,699.50 | 2,849,766.28 | 12,439,465.78 | 54 |
| 9,823,403.23 | 2,982,480.57 | 12,805,883.80 | 51 |
| 7,099,213.73 | 2,618,238.78 | 9,717,452.51 | 50 |
| 7,157,298.15 | 2,811,981.50 | 9,969,279.65 | 49 |
| 6,796,853.88 | 2,540,937.51 | 9,337,791.39 | 52 |
| 7,616,087.18 | 2,604,900.65 | 10,220,987.83 | 56 |
| 5,755,781.83 | 2,432,807.21 | 8,188,589.04 | 56 |
| 4,290,697.36 | 3,674,087.13 | 7,964,784.49 | 54 |
| 4,470,464.05 | 3,067,156.68 | 7,537,620.73 | 50 |
| 3,719,148.52 | 2,595,397.62 | 6,314,546.14 | 51 |
| 3,642,444.15 | 2,003,951.33 | 5,646,395.48 | 50 |
| 81,156,212.35 | 34,278,486.58 | 115,434,698.93 | |

Recapitulation,

Total value, 511,782,274
" duty, 115,434,698.93

Average % of duty
on dutiable Merchandise. 52 1/2.

**DUTIES COLLECTED, EXCLUSIVE OF ELLIS ISLAND.
PASSENGERS' BAGGAGE.**

| | |
|---------------|---------------------|
| 1892—January, | 7,006.62 |
| February, | 5,096.13 |
| March, | 9,816.10 |
| April, | 8,865.62 |
| May, | 13,815.13 |
| June, | 15,398.99 |
| July, | 12,686.46 |
| August, | 20,489.82 |
| September, | 43,590.71 |
| October, | 20,472.77 |
| November, | 12,021.08 |
| December, | 6,420.15 |
| | <u>6,420.15</u> |
| | Total, \$175,679.58 |

Including \$3,325.05 fines.

**DUTIES COLLECTED AT ELLIS ISLAND.
IMMIGRANTS' BAGGAGE.**

| | |
|---------------|-------------------|
| 1892—January, | \$ 176.26 |
| February, | 345.31 |
| March, | 647.69 |
| April, | 1,479.74 |
| May, | 1,364.94 |
| June, | 1,298.12 |
| July, | 983.16 |
| August, | 1,232.56 |
| September, | 970.17 |
| October, | 133.00 |
| November, | 324.22 |
| December, | 346.92 |
| | <u>346.92</u> |
| | Total, \$9,302.09 |

THE COLLECTOR.

The Collector is the chief officer of his customs district. It is his duty to see that all vessels and the merchandise therein contained, coming within the jurisdiction of his district, are duly entered at the Custom House. Every vessel on arrival from a foreign port becomes subject to his authority until her cargo has been discharged on permit issued by him. He holds possession of all imported merchandise upon which duties have not been paid, or secured to be paid, disposing of the same according to law, merchandise must be entered in his office and duties paid to him only. He deposits his official receipts with an assistant treasurer and transmits to the Treasury Department vouchers for the same. He classifies merchandise for estimated duty on entry from the invoice description and for liquidated duty on the basis of the appraiser's report. He considers all protests against the duty assessed by him and if an error has been made in the assessment of duty he will make the necessary corrections in liquidation. Suits for the receiving of excessive duties cannot be brought against him individually nor his private estate held liable for the same; neither is he personally liable for losses occasioned by his official acts, except for the delivery of merchandise to the wrong consignee, nor for laches of his subordinates. He acts as the disbursing agent for the Treasury Department in his district in respect to all matters pertaining to customs and is custodian of the buildings, records and property used for custom purposes. The powers and duties vested by law in collectors are also by law as fully vested in their deputies, duly appointed and discharging the functions of their principals.

The decision of the collector as to the classification of imported merchandise is final and conclusive, unless within ten days after liquidation of entry, importer, if dissatisfied, protests and makes an appeal to the Board of Appraisers. When dissatisfied with the decision of such board on a question of classification either party may appeal therefrom to the Circuit Court.

The collection district of the Port of New York, comprises all the waters and shores of the State of New York, and of the counties of Hudson and Bergen in the the State of New Jersey, not included in other districts in which New York shall be the port of entry, and New Windsor, Newburgh, Poughkeepsie, Esopus, Kinderhook, Albany, Hudson, Troy, Rhinebeck Landing, Cold Spring, Port Jefferson, Patchogue, Saugerties, Jones' Point, Dodge's Yard, Port Eaton, Barren Island (Hall's Yard, Hackensack River), Westchester, ports of delivery, and Jersey City, a port of entry and delivery, with an assistant collector to act under the collector of New York.

COLLECTORS OF CUSTOMS

—AT THE—

PORT OF NEW YORK FROM 1784 TO 1893.

| | |
|---|--------|
| JOHN LAMB, acting as collector of the Port under state authority, | - 1784 |
| JOHN LAMB, appointed | 1789 |
| JOSHUA SANDS, " | 1797 |
| DAVID GELSTON, " | 1801 |
| JONATHAN THOMPSON, " | 1820 |
| SAMUEL SWARTWOUT, " | 1830 |
| JESSE HOYT, " | 1838 |
| JOHN J. MORGAN, " | 1841 |
| EDWARD CURTIS, " | 1841 |
| C. P. VAN NESS, " | 1844 |
| C. W. LAWRENCE, " | 1845 |
| HUGH MAXWELL, " | 1849 |
| D. S. DICKINSON, " | 1853 |
| GREENE C. BRONSON, " | 1853 |
| H. J. REDFIELD, " | 1853 |
| AUGUSTUS SHELL, " | 1857 |
| HIRAM BARNEY, " | 1861 |
| SIMEON DRAPER, " | 1865 |
| PRESTON KING, " | 1865 |
| HENRY A. SMYTHE, " | 1866 |
| MOSES H. GRINNELL, " | 1869 |
| THOMAS MURPHY, " | 1870 |
| CHESTER A. ARTHUR, " | 1871 |
| EDWIN A. MERRITT, " | 1878 |
| WM. H. ROBERTSON, " | 1881 |
| EDWARD L. HEDDEN, " | 1885 |
| DANIEL MAGONE, " | 1886 |
| JOEL B. ERHARDT, " | 1889 |
| J. S. FASSETT, " | 1891 |
| FRANCIS HENDRICKS, " | 1891 |
| JAMES T. KILBRETH, " | 1893 |



FRANCIS HENDRICKS,
Collector of the Port of New York 1891-93.

In forwarding his photograph for insertion in the Custom House Souvenir of The Port of New York, Ex-Collector Hendricks, under date of Syracuse, March 21, '94, said:

"I have usually objected to furnishing my photograph for purposes of this kind, but in this case I have no hesitation in forwarding it to you, as I think it a privilege to appear with the good and true men with whom I was associated during my administration in the Custom Service.

With kind regards to all the old friends,
I am,

Very truly yours,"

(Signed.)

A handwritten signature in cursive script, appearing to read "James H. Hendricks". The signature is written in dark ink and is positioned to the right of the typed name "James H. Hendricks".



J. C. C. C.

Chief Clerk of Customs and Special Deputy Collector.

FIRST DIVISION.

MARINE.

Entrance and clearance of vessels from foreign and domestic ports, the registry, enrollment and licensing of U. S. vessels, the enforcement of the steamboat and navigation laws, the receipt of reports of disasters to vessels, the making of records of these transactions, and the transmission to the Treasury Department in Washington of the proper reports, and the enforcement of the Chinese Exclusion Acts.

ENTRANCE AND CLEARANCE OF VESSELS.

The entry of a vessel from a foreign port consists of the master's delivering at the Custom House, within 48 hours after her arrival, a manifest of her cargo and passengers ; and of his verifying that manifest by oath before Collector or his deputy.

Under the quarantine laws a vessel from a foreign port must have a bill-of-health issued by a U. S. Consul or medical officer at port of departure. This bill and the certificate of the Health Officer of this port, must be filed in the 1st division. General permits to discharge are then issued.

Permit to unlade after sunset is issued after filing of a bond for \$20,000, and depositing with the Collector of a sum of money sufficient for the compensation of the inspectors who are to superintend vessels unloading.

The alien capitation tax under the Passenger Act of 1882, and tonnage duties under Sec. 11, Act of June 19, 1886, are assessed in this division. United States vessels from foreign ports are also required to surrender in this division, their registers and crew lists, and to account for any of their crews who have not returned. Foreign vessels are allowed to deposit their registers with their consuls, provided the countries to which such vessels belong, permit our vessels to deposit ship's papers with United States consuls, and provided, also, that such foreign vessels file with the Collector within 48 hours, a consular certificate of deposit of ship's register.

Before a clearance is granted for a vessel bound foreign, after having arrived from a foreign port, the Marine Division sees to it that the inward cargo is properly accounted for, by comparing the inward manifest with the report of the inspectors who superintended the vessel's unloading.

Vessels clearing foreign must file a sworn manifest of their outward lading described by marks, numbers, kind, quantity, value, destination and several other particulars. Foreign vessels must also file a Surveyor's certificate, showing their correct tonnage. The clearance and bill-of-health are then issued. Ex-



JOHN H. GUNNER,
Deputy Collector—First Division.

(Illustration of June, '93.)

porters of cargo swear to their shippers manifests. These manifests describe the merchandise imported by marks, numbers, kind, quantity, value and destination.

SHIPMENT OF CREWS.

Masters of United States vessels, before clearing foreign, must deposit with the Collector the original shipping articles signed by the master and crew in agreement, regarding term of service, wages and treatment.—The Collector delivers to the master a certified copy of these articles.—The business of adjustment between master and crew is transacted in the presence and on the certificate of United States Consul abroad, or United States Shipping Commissioner at home. The master must also deliver to Collector a crew list properly sworn to before a notary public, and containing names of those comprising the crew and describing them so as to easily be identified. The Collector makes and delivers a certified copy of such list to the master, who with his surety must execute a bond in the sum of \$400, conditioned that the master account to the Collector or officer acting as such at next port of arrival in the United States, for any of the crew not found on board.

COASTWISE ENTRANCE AND CLEARANCE.

The entry of a vessel from a domestic port consists of the delivering at the Custom House within 24 hours after her arrival of manifests of her cargo and verifying the same before the collector, after which permits to discharge are issued. Masters of vessels in the coastwise trade must deliver duplicate manifests of his cargo to the collector and obtain clearance. Sec. 4359, R. S., permits vessels in certain kind of domestic trade to arrive and depart without entering or clearing.

DOCUMENTATION OF VESSELS.

Only vessels of the United States are entitled to marine documents which consists principally of registers, enrollments and licenses.

A registered vessel may engage in any trade, foreign or domestic. Enrollment and license restricts the vessel to the domestic or coast-wise trade. A vessel under register is subject to pilotage fees.

“Permanent” documents are those granted at the home port of the vessel. The home port is that port established by law, at or nearest to which the owner or managing owner resides. “Temporary” documents are issued at other than the home ports. In order to document a vessel at her home port, the law requires the owner or managing owner to take oath or make affirmation before the Collector or his deputy, as to who are the owners of the vessel, what their shares are, and, unless a company duly incorporated under the laws of one, the United States, that the owners are none other than citizens of the United States. Moreover, the master must swear that he is a citizen of the United States. Then



THOMAS J. DUNN,

Chief Clerk and Acting Deputy Collector—First Division.

(Illustration June, '93.)

the managing owner, master and surety must go under bond in a certain sum according to tonnage of vessel, not in any way to do anything detrimental to the revenues of the United States.

First documents are based on builders' certificates and surveyors' measurement certificates.

Marine documents are evidence of nationality, show ownership of vessel, describe her by rig, dimensions, number of decks and masts, tonnage, master, by a certain mark called an official number, finally by year and place of build.

Vessels of five tons and upwards, but less than twenty tons, are licensed, not enrolled.

Registry certificates are retained by master on voyage, and surrendered to United States Consuls abroad and to customs collectors at home, and remain in custody of said officials until vessels clear again.

New marine documents must be obtained when a change occurs in the ownership, rig, size or employment of vessels.

All transfers of documented vessels, such as bills of sale, mortgages, assignments of mortgages, satisfactions, cancellations, discharges and releases are indexed and recorded in this division.

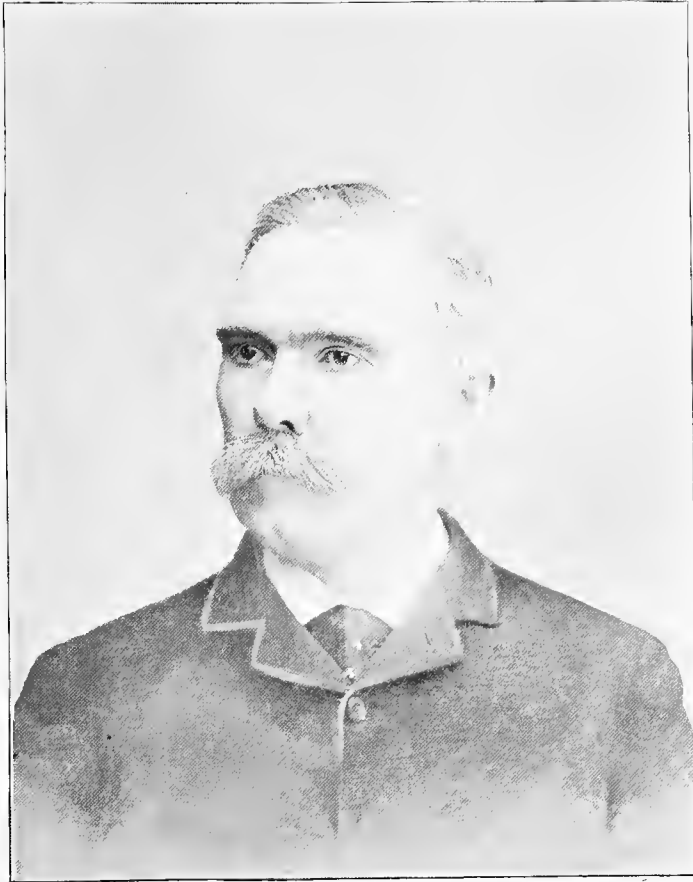
Reports of disasters to vessels are received in this division, and appropriate action as regards their marine documents taken.

Lastly in this division proper abstracts are made from the records of transactions and monthly, quarterly and annual reports made to the authorities in Washington.

DANIEL G. HAWTHORN,
Deputy Collector.

THOMAS J. DUNN,
Chief Clerk and Acting Dep. Collector.





WILSON BERRYMAN,
Deputy Collector—Second Division.

(Illustration of June, '93.)

SECOND DIVISION.

ENTRY OF MERCHANDISE.

The entry of merchandise and the preliminary estimate of duties to be paid thereon, and dutiable goods brought as baggage by passengers from foreign ports.

The passing of entries for warehouse or consumption, and preparing for the payment of duties and the forwarding of invoices to the appraisers' department. The designation of packages to be examined by the appraiser, free permits, and all bonds belonging to the entry of merchandise, except warehouse bonds.

The Second Division has charge of the Entry of Merchandise for consumption.

All entries are made in duplicate, one copy for the Collector and one for the Naval Office. All the goods on one vessel to the same consignee must be included in one entry except that part can be warehoused and part duty paid. The entry must contain the marks and numbers of the packages in accordance with the Bill of Lading and the quantity and description of the goods entered classified in the language of the tariff. It must also show the invoice values in the currency of the invoice and also in the currency of the United States and be signed by the importer. The Collector's copy must also be verified by the importer according to law. On receipt of the entry it is given a serial number and the entry clerk examines it carefully and compares it with the Bill of Lading as to marks and numbers and as to authority to enter, and with the invoice as to values and kind of goods. He makes a statement of the amount of duty and stamps out the invoice with the amount entered and the rates and the date of entry and the name of the vessel. The dutiable value of the merchandise is the wholesale market value at place of shipment including the cost of placing the goods in condition packed ready for shipment. The entry clerk also issues a permit for the landing of the goods. On the permit as well as on the invoice and entry he designates what packages are to be sent to the appraisers' store for examination.

The papers are then all sent to the Naval Office for examination and when returned are sent to the bond desk to have the proper bonds given to produce any package required by the appraiser for examination. Entries where duties are to be paid are returned to the importer to take to the cashier to pay his duty. The cashier returns the entry and invoice and checks them, and checks and returns the permit to the importer to be signed by the deputy collector and deputy naval officer. Warehouse entries are taken to the Third Division where warehouse bonds are given and the permits for these and free entries are given to the importers to be signed by the deputies. All the invoices are collected and numbered and sent to the appraiser to meet the goods ordered for examination.

The deputy collectors and acting deputy collectors in the Second Division have charge of the verifying of entries by the importers and the waiving or ordering of bonds to produce consulated invoices and granting appraisements in the absence



FRANK RAYMOND,
Deputy Collector—Second Division

(Illustration of June, '93.)

of invoices for small values and the signing of permits. They also administer oaths under special provisions of law and see that the requirements of the regulations are enforced on the entry of merchandise.

The Second Division also has charge of the drawing of all bonds for consular invoices, and for owners' and consignees' declarations and various other bonds required by the regulations, and also the cancelling of the same. All bonds not cancelled in the time prescribed are sent to the District Attorney for prosecution.

All triplicate copies of invoices sent to the Collector direct from the consuls are received in the Second Division and recorded and filed for reference.

All invoices returned by the appraiser for the action of the Collector are received in the Second Division. And when on investigation the law has not been complied with, they are referred to the Law Division for its action.

The Second Division has charge of the collection of duties on cabin passengers' baggage. Experienced entry clerks are detailed to meet incoming steamers at the wharfs and they assess and collect duty on baggage not entitled to be landed free to the value of \$500 for each passenger. An entry clerk is also stationed at Ellis Island to collect duties on steerage passengers' baggage. The Second Division also has charge of the examination of packages imported through the mails and the assessment and collection of fines and duties on those found to be dutiable.

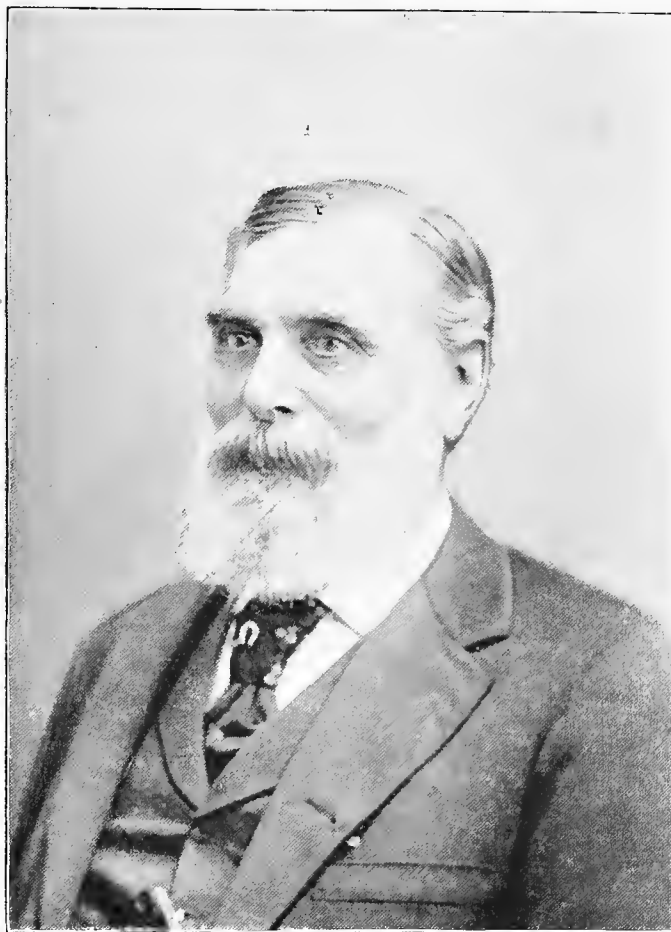
The Customs Bureau in the Post Office Building has been established and placed in charge of an acting deputy collector.

All monies collected on the docks and at the bureau are accounted for directly to the cashier.

The regulations governing the entry of merchandise are too lengthy to be enumerated here and it requires a wise discretion to settle the various questions that daily arise. Promptness in the passing of entries and issuing of permits is of great importance to the importers. One or two hours delay often involves great expense for storage charges and loss to the importer.

EDWIN H. COREY,
Deputy Collector.

JOHN QUACKENBUSH,
Chief Entry Clerk and Acting Deputy.



JOHN QUACKENBUSH,

Chief Clerk and Acting Deputy Collector—Second Division.

(Illustration of June, '93.)

VALUES OF FOREIGN COINS.

The Secretary of the Treasury under date Jan. 1, 1894, has issued the following table of the values of standard coins of the nations of the world, in accordance with the provisions of the act of Oct. 1, 1890.

| Country. | Standard. | Monetary unit. | Value in terms of U. S. gold dollar. | Coins. |
|---|-------------------|--|--------------------------------------|---|
| Argentine Republic. | Gold and Silver.. | Peso..... | \$0.96,5 | Gold: Argentine (\$4.82,4) and ½ argentine.—Silver: peso and divisions. |
| Austro-Hungary | Gold..... | Crown..... | .20,3 | { Gold: Former system—4 florins (\$1.92,9), 8 florins (\$3.85,8), ducat (\$2.28,7), and 4 ducats (\$9.15,8). Silver: 1 and 2 florins. Present system: Gold: 20 crowns (\$4.05,2) and 10 crowns (\$2.02,6). Gold: 10 and 20 francs. Silver: 5 francs. Silver: Boliviano and divisions. Gold: 5, 10, and 20 milreis. Silver: ½, 1, and 2 milreis. |
| Belgium | Gold and Silver.. | Franc..... | .19,3 | |
| Bolivia..... | Silver..... | Boliviano..... | .51,6 | |
| Brazil..... | Gold..... | Milreis..... | .54,6 | |
| British Possessions N. A. (except New foundland). | Gold..... | Dollar..... | 1.00 | |
| Central American States— | | | | |
| Costa Rica... } | Silver..... | Peso..... | .51,6 | Silver: peso and divisions. |
| Gnatemala .. } | | | | |
| Honduras ... } | | | | |
| Nicaragua ... } | | | | |
| Salvador..... } | | | | |
| Chile..... | Gold and Silver.. | Peso..... | .91,2 | Gold: escudo (\$1.82,4), doubloon (\$4.56,1), and condor (\$9.12,3). Silver: peso and divisions. |
| China..... | Silver..... | Tael { Shanghai Haikwan (Cust's) | .76,2 .84,9 | |
| Colombia..... | Silver..... | Peso..... | .51,6 | Gold: condor (\$9.64,7) and double-condor. Silver: peso. |
| Cuba..... | Gold and Silver.. | Peso..... | .92,6 | Gold: doubloon (\$5.01,7). Silver: peso. |
| Denmark..... | Gold..... | Crown..... | .26,8 | Gold: 10 and 20 crowns. |
| Ecuador..... | Silver..... | Sucre..... | .51,6 | Gold: condor (\$6.4,7) and double-condor. Silver: sucre and divisions. |
| Egypt..... | Gold..... | Pound (100 piasters). | 4.94,3 | Gold: pound (100 piasters), 5, 10, 20, and 50 piasters. Silver: 1, 2, 5, 10, and 20 piasters. |
| Finland..... | Gold..... | Mark..... | .19,3 | Gold: 20 marks (\$3.85,9), 10 marks (\$1.93). |
| France..... | Gold and Silver.. | Franc..... | .19,3 | Gold: 5, 10, 20, 50, and 100 francs. Silver: 5 francs. |
| German Empire | Gold..... | Mark..... | .23,8 | Gold: 5, 10, and 20 marks. |
| Great Britain... | Gold..... | Pound sterling.. | 4.86,6½ | Gold: sovereign (pound sterling) and ½ sovereign. |
| Greece..... | Gold and Silver.. | Drachma..... | .19,3 | (Gold: 5, 10, 20, 50, and 100 drachmas. Silver: 5 drachmas. |
| Haiti..... | Gold and Silver.. | Gourde..... | .96,5 | Silver: gourde. |
| India..... | Silver..... | Rupee..... | .24,5 | Gold: mohur (\$7.10,5). Silver: rupee and divisions. |
| Italy..... | Gold and Silver.. | Lira..... | .19,3 | Gold: 5, 10, 20, 50, and 100 lire. Silver: 5 lire. |
| Japan..... | Gold and Silver* | Yen..... | .99,7 .55,6 | Gold: 1, 2, 5, 10, and 20 yen. Silver: yen. |
| Liberia..... | Gold..... | Dollar..... | 1.00 | |
| Mexico..... | Silver..... | Dollar..... | .56 | Gold: dollar (\$0.98,3), 2½, 5, 10, and 20 dollars. Silver: dollar (or peso) and divisions. |
| Netherlands... | Gold and Silver . | Florin..... | .40,2 | Gold: 10 florins. Silver: ½, 1, and 2½ florins. |
| Newfoundland.. | Gold..... | Dollar..... | 1.01,4 | Gold: 2 dollars (\$2.02,7). |
| Norway..... | Gold..... | Crown..... | .26,8 | Gold: 10 and 20 crowns. |
| Peru..... | Silver..... | Sol..... | .51,6 | Silver: sol and divisions. |
| Portugal..... | Gold..... | Milreis..... | 1.08 | Gold: 1, 2, 5, and 10 milreis. |
| Russia..... | Silver†..... | Ruble { Gold... Silver.. | .77,2 .41,3 | Gold: imperial (\$7.71,8), and ½ imperial † (\$3.86). Silver: ½, 1, and 1 ruble. |
| Spain..... | Gold and Silver.. | Peseta..... | .19,3 | Gold: 25 pesetas. Silver: 5 pesetas. |
| Sweden..... | Gold..... | Crown..... | .26,8 | Gold: 10 and 20 crowns. |
| Switzerland.... | Gold and Silver.. | Franc..... | .19,3 | Gold: 5, 10, 20, 50, and 100 francs. Silver: 5 francs, |
| Tripoli..... | Silver..... | Mahhub of 20 piasters. | .46,5 | |
| Turkey..... | Gold..... | Piaster..... | .04,4 | Gold: 25, 50, 100, 250, and 500 piasters. |
| Venezuela..... | Gold and Silver.. | Bolivar..... | .19,3 | Gold: 5, 10, 20, 50, and 100 bolivars. Silver: 5 bolivars. |

* Gold the nominal standard. Silver practically the standard.

† Coined since January 1, 1886. Old half-imperial=\$3.98,6.

‡ Silver the nominal standard. Paper the actual currency, the depreciation of which is measured by the gold standard.

Respectfully, yours,

R. E. PRESTON,
Director of the Mint.

HON. JOHN G. CARLISLE,
Secretary of the Treasury.

THIRD DIVISION.

WAREHOUSING AND WITHDRAWALS.

The primary function of this division is the warehousing and withdrawal of bonded merchandise. It has supervision of the execution of bonds for the establishment of the following classes of U. S. bonded warehouses:

CLASS II.—Importers' private bonded warehouses, occupied exclusively for the storage of imported merchandise owned by the proprietors and entered in bond.

CLASS III.—Bonded warehouses for the general storage of imported goods.

CLASS IV.—Bonded yards or sheds for the storage of heavy and bulky imported merchandise.

CLASS V.—Bonded bins or parts of buildings or elevators to be used for the storage of grain.

CLASS VI.—Manufacturing bonded warehouses for the manufacture, in bond, solely for exportation, of medicines, cosmetics, perfumeries, preparations, compositions, cordials and other liquors, from domestic spirits or imported merchandise; also for the storage and cleansing of imported rice intended for exportation.

CLASS VII.—Warehouses for the storage of imported teas awaiting examination under the Act of March 2d, 1883, in relation to the rejection of spurious and adulterated teas.

Warehouses of Class I. are not bonded, being owned or leased by the Government and used as Public Stores.

The bonds of common carriers for the transportation of appraised and of unappraised merchandise are also executed in the Third Division.

The transportation of dutiable merchandise in bond from a warehouse in one collection district to a warehouse in another collection district must be made by common carriers bonded under the provisions of Sections 3000 and 3001, U. S. R. S., over routes designated by the Secretary of the Treasury.

Withdrawals of bonded goods may be made for consumption, duty to be paid on such withdrawal; for transportation, duty to be assessed at this port and paid at the ultimate port; and for exportation. On the withdrawal of goods for transportation or for exportation a bond in one of the prescribed forms is given.

Provision is also made, pursuant to treaties, for the shipment in bond to Canada or Mexico of merchandise shown to be in transit. Goods so destined may be transported over routes bonded under Sec. 3,000 and Sec. 3,001, U. S. Revised Statutes.

The principal forms of transportation entries are the following:

Withdrawal for Transportation; above referred to.

Warehouse and Transportation Entry. Under this form the vessel is a constructive warehouse; the goods are examined without being actually sent into a



CHARLES A. BURR,
Deputy Collector—Third Division.

(Illustration of June, '93.)

bonded warehouse, and forwarded to the port of destination in the U. S. with as little detention as practicable.

Importers at duly designated interior ports who desire to make direct importations may have imported merchandise, other than explosive articles, directly forwarded, without appraisement, from the port of first arrival, by making entry thereof at such port under the provisions of the Act of June 10th, 1880. To secure the privileges of the said act the merchandise must be entered within ten days, including Sundays and holidays, after the landing of the same from the importing vessel. Merchandise subject to *ad valorem* duties must have destination shown by the manifest and bill of lading, or the invoice. Goods liable to specific rates of duty only, may be entered for immediate transportation without appraisement to any of the specified ports. The ports to which merchandise may be forwarded under entry for "immediate transportation without appraisement," commonly called "I. T. Entry," are as follows:

| | | |
|-----------------------|---------------------|-------------------------|
| Albany, N. Y., | Grand Haven, Mich., | Port Townsend, Wash., |
| Atlanta, Ga., | Hartford, Conn., | Portland, Me., |
| Baltimore, Md., | Indianapolis, Ind., | Portsmouth, N. H., |
| Bangor, Me., | Jacksonville, Fla., | Port Huron, Mich., |
| Bath, Me., | Kansas City, Mo., | Portland, Ore., |
| Boston, Mass., | Key West, Fla., | Providence, R. I., |
| Bridgeport, Conn., | Lincoln, Neb., | Richmond, Va., |
| Burlington, Vt., | Louisville, Ky., | Rochester, N. Y., |
| Buffalo, N. Y., | Los Angeles, Cal., | Savannah, Ga., |
| Charleston, S. C., | Marquette, Mich., | Saint Louis, Mo., |
| Chicago, Ill., | Memphis, Tenn., | Saint Joseph, Mo., |
| Cincinnati, O., | Minneapolis, Minn., | Saint Paul, Minn., |
| Cleveland, Ohio, | Middletown, Conn., | San Francisco, Cal., |
| Council Bluffs, Iowa, | Milwaukee, Wis., | San Diego, Cal., |
| Columbus, Ohio, | Mobile, Ala., | Sault St. Marie, Mich., |
| Detroit, Mich., | Nashville, Tenn., | Sandusky, Ohio, |
| Denver, Colo., | Newport News, Va., | Saint Augustine, Fla., |
| Des Moines, Iowa, | New York, N. Y., | San Antonio, Texas, |
| Dunkirk, N. Y., | New Haven, Conn., | Seattle, Wash., |
| Duluth, Minn., | Newark, N. J., | Sioux City, Iowa, |
| Dubuque, Iowa, | New Orleans, La., | Springfield, Mass., |
| Enfield, Conn., | Norfolk, Va., | Tampa, Fla., |
| Evansville, Ind., | Ogdensburg, N. Y., | Tacoma, Wash., |
| Galveston, Texas, | Omaha, Neb., | Toledo, Ohio, |
| Georgetown, D. C., | Philadelphia, Pa., | Vanceboro, Me., |
| Grand Rapids, Mich., | Pittsburgh, Pa., | Wilmington, Del., |
| | | Wilmington, N. C. |

CHARLES A. KING,
Deputy Collector.

THOS. W. CHURCHILL,
Acting Deputy Collector.

CHANCELLOR MARTIN,
Chief Clerk and Acting Deputy Collector.



CHANCELLOR MARTIN.

Chief Clerk and Acting Deputy Collector—Third Division.

(Illustration of June, '93.)



WILLIAM L. BOSTWICK,

Cashier— Fourth Division.

(Illustration of June, '93.)

FOURTH DIVISION.

CASHIER.

This department is the customs financial center of the port of New York.

All moneys for customs, as well as all miscellaneous receipts, including tonnage of vessels, immigrant per capita tax, officers' compensation for special services, and moneys received through the courts for violation of customs laws, are paid through this division, and no goods of any nature can be delivered until a permit has been duly signed by the cashier's department, certifying that the goods specified therein have paid the duty required.

Somewhat of the magnitude of the business transacted may be gathered from the fact that about five-sevenths of all the customs duties of the United States are paid through this office.

Exactitude in all transactions is absolutely imperative, as the cashier is obliged to make daily deposits of all moneys received, and any difference, even the most trivial, must be unraveled at once. Deposits are made with the Assistant Treasurer at the Sub-Treasury, corner of Wall and Nassau Streets, and average about (\$140,000,000) one hundred and forty millions per annum.

WM. L. BOSTWICK,
Cashier.

JAMES H. JENKINS,
Chief Clerk.

WM. A. JONES,
Ass't Cashier.





COL. WILLIAM A. JONES.

Assistant Cashier—Fourth Division.

(Illustration of June, '93.)

FIFTH DIVISION.

BONDED GOODS AND WAREHOUSES.

The supervision of bonded warehouses and custody of bonded and general order goods; also supervision of manufacturing warehouses known as class six; record of goods received and delivered from various bonded stores. The store bookkeepers are included in this division; also custody of unclaimed merchandise. Licensing of carmen and lighters to carry bonded goods.

Bonded warehouses are divided into classes as follows:—

CLASS I.—Warehouses which are owned or leased by the Government.

CLASS II.—Importers' private bonded Warehouses occupied exclusively for the storage of imported merchandise owned by the proprietors and entered in bond.

CLASS III.—Bonded Warehouses used for the general storage of imported merchandise. The Collector can designate any number of this class as General Order stores that he may deem necessary.

CLASS IV.—Bonded yards or sheds for the storage of heavy and bulky imported merchandise.

CLASS V.—Bonded bins or parts of buildings or of elevators to be used for the storage of grain.

CLASS VI.—Manufacturing bonded warehouses.

CLASS VII.—Warehouses for smithing and refining imported ores and crude metals intended to be exported in a refined but unmanufactured state.

All imported merchandise not entering into immediate consumption, transportation or export, is sent to one of these warehouses according to the entry made. Goods for which no entry is made are sent to a General Order Warehouse as unclaimed. Unclaimed packages are subject to sale after one year, and warehouse packages after three years. Bonded warehouses are under the supervision of a customs officer known and designated as Storekeeper, whose duty it is to supervise the receiving and delivering of all merchandise, and keep correct records thereof. The Store Bookkeepers keep account of all goods going into warehouses, stamp permits, and check against reports of storekeepers and inspectors. All bonded merchandise is transported to and from warehouses by bonded trucks and lighters, that are licensed by this division. Auction sales of unclaimed goods remaining in warehouses over one year, and bonded goods, upon which duty has not been paid and permit lodged with the Storekeeper within three years from the date of arrival, at least once a year, and more frequent if occasion requires. During the year 1892 there was received in bonded warehouses 3,467,293 packages and 3,588,210 packages delivered. There are upwards of one million packages continually in warehouses.

VIRGINIUS DABNEY,
Deputy Collector.

CHARLES T. DURVEA,
Chief Clerk and Superintendent of Warehouses.



DENIS SHEA.

Deputy Collector—Fifth Division.

(Illustration June, '93.)



CHARLES T. DURYEA,
Chief Clerk and Superintendent of Warehouses.

(Illustration June, '93.)

SIXTH DIVISION.

PUBLIC STORES.

(398 and 412 Washington St.)

In this division a record is kept of all packages designated, for examination by the Collector as same are received in the Appraiser's store, showing marks and numbers of packages, name of vessel and owner, what port, etc., the issuing of orders to deliver these goods when same are passed correct by the Appraiser, the delivery or transfers to bonded warehouses and keeping account of such ordered goods, and examined packages.

N. G. WILLIAMS, Deputy Collector.

SAMUEL E. WARREN,
Chief Clerk and Acting Deputy Collector.

SEVENTH DIVISION.

LIQUIDATIONS.

When the appraiser has made his report to the Collector of the value, character and quality of the merchandise contained in any foreign invoice and the Surveyor has given all the information required of him concerning the weight, gauge and measurement of the same the Collector shall compare the reports so received with the invoice and entry, and shall carefully compute the duty upon the basis of such reports. The papers are then transmitted to the Naval Office where the duty is similarly computed and if in accordance with the Collector's statement, the entry shall be certified in red ink with initials of the liquidator in the Naval Office. When the papers are returned to the Collector with the naval officer's certificate the entry is stamped with the word "liquidated" and with the date of stamping. The right of protest against the assessment of duty must be exercised within ten days from the date stamped on the entry. Parties interested are notified by a posted notice of such liquidation in a conspicuous place in the Custom House.

A daily record shall be kept by the Collector of all entries liquidated, and of additional duties found upon liquidation, and notice thereof promptly sent to the parties in interest. If within ten days thereafter such additional duties shall not have been paid the district attorney shall be instructed to commence suit for the recovery thereof.

No abatement of duties can be made on account of damage received during the voyage of importation.

Whenever the appraiser reports a deficiency of the contents of a package as called for by the invoice, no allowance shall be made unless evidence satisfactory to the collector shall be produced that the said shortage occurred before arrival of the merchandise in this country; but no claim for damage occurring before arrival can be entertained.

Whenever entry is made on pro forma invoice, bond is taken for the production of a duly certified invoice, except when the amount of the entry is less than \$100.

When an invoice comprises several articles and any one or more of them is found by appraisement to be undervalued, additional duty will attach only to such article or articles irrespective of appraisal of other articles in the invoice.

Additional duty for undervaluation, when incurred, must be paid before the delivery of the merchandise.

Additional duty is not incurred by a simple excess of quantity ascertained on importation over the quantity expressed in the invoice, or on articles paying a purely specific rate of duty, but only where the value of the article, as given in the invoice and entry, shall be 10 per cent. below the appraised value.

If a package be found by the appraisers to contain any article not specified in the invoice and no fraudulent intent is apparent the value of the excess will be added to the entry; if otherwise the entire package will be liable to seizure and forfeiture.

Discriminating duties when imposed shall apply to all merchandise not specially excepted whether otherwise dutiable or free.

The liability for duties, attaching on importation, constitutes a personal debt due from the importer to the United States.

H. E. ESTERBROOK,
Chief Clerk and Acting Deputy Collector.

Deputy Collector.





JAMES A. CRYAN,

Chief Clerk and Acting Deputy—Sixth Division.

(Illustration June, '93.)

EIGHTH DIVISION.

DRAWBACKS.

The adjustment of allowance for drawbacks on the exportation of merchandise manufactured from imported materials on which duty has been paid; for drawback on the exportation of "Duty Paid" merchandise that has been continually in the custody of the Government; issuing "Debenture Certificates" for the same and, superintending the exportation of domestic merchandise under Internal Revenue laws.

Merchandise upon which duties have been paid may remain in bonded warehouse at the expense and risk of the owners, and if exported directly therefrom within three years shall be entitled to drawback. (The term drawback as herein used means a refund in whole or in part of the customs duties paid on imported merchandise and accrues on the exportation thereof in the following cases: "A" Upon merchandise exported directly from bonded warehouse or from the uninterrupted custody of customs officers. This is termed a drawback upon merchandise exported in condition as imported. "B" Upon articles manufactured in the United States in whole or in part of exported materials and exported "with benefit of drawback." "C" Upon imported salt which has been used in curing meats exported. The purposes of the allowance are the extension to exporters of the advantages of the warehousing system and the encouragement of the export trade in domestic manufacturing and in animal products).

Merchandise upon which the duties have been paid on consumption entry, if exported directly from the uninterrupted custody of officers of the customs under the provisions of existing law shall be entitled to drawback. Additional duties imposed by the act of June 10th, 1890, amount to be refunded as drawback.

One per centum of all drawbacks is retained by the United States government. Drawbacks are paid when duties on merchandise exported amount to \$50 or over and when the merchandise shall have been exported within three years from the date of importation. Party intending to export with the benefit of drawback merchandise upon which duty has been paid must at least six hours before the landing of same vessel file with the Collector of the port an entry fully describing such merchandise stating where it is deposited, by whom, how, when and where it was imported naming vessels or conveyance in which and place to which the same is to be exported. The Collector shall deliver the entry to the surveyor with an order to inspect the merchandise therein and if the merchandise is found to agree in all respects with the description thereof, he shall superintend the lading of same on transportation or exporting vessel or conveyance and shall certify such lading to the collector. Such merchandise shall be shipped only by a bonded line. Manifests certifying lading accompany car or vessel to port of exit and duplicate copy thereof follows to Collector. Period named in the bond



L. M. GANO,

Deputy Collector—Eighth Division.

(Illustration June, '93.)

for the production of the proofs of delivery shall be one year from the date thereof, if the importation shall be made for any part of Europe or America, for two years, if made for any part of Asia or Africa. In case of loss or other unavoidable accident the bond may be cancelled on application to the Secretary of the Treasury. If the bond does not exceed \$200 it may be cancelled by the Collector.

For purpose of drawback money paid by an importer on merchandise carried upon import entry shall be regarded as a deposit and not as duty paid until such entry shall have been liquidated and such liquidation shall have been accepted by the importer as final in relation to the merchandise exported.

The Collector shall issue a debenture certificate less one percentum of the amount made payable to the order of the exporter or to the order of the importer if the exporter shall so direct.

No drawback of the additional duty imposed for undervaluation or of discriminating duty shall be allowed.

Certificates of importer and extracts from such service issued for drawback purposes must show allowance for the damage on material certified, if any have been allowed, state the fact and if protest has been made the conditions of such protest against the rate or amount of duty paid in the name of party to whom the delivery has been certified in case the certificate has been filed with the Collector issuing such certificates of importation.

Collectors may withhold delivery of debenture certificates for ten days after the party making the entry shall have performed all acts required of him precedent to liquidation of such entry. At all ports where there is a naval officer his action is concurrent with that of the Collector in all matters required of the Collector for determining amount of drawback or refund and all orders and certificates relating to ascertainment and payment or crediting of such allowances and all records, reports and information relative to liquidation of drawback and refund entries.

RANDOLPH H. BROWN,
Deputy Collector.

JAMES A. CRYAN,
Chief Clerk and Acting Deputy Collector.





S. E. WARREN,

Chief Clerk and Acting Deputy Collector—Eighth Division.

(Illustration June, '93.)

NINTH DIVISION.

LAW DEPARTMENT.

The care and preparation of suits for violation of the Revenue and Navigation Laws and the enforcement of the same; the determination of questions of fraud arising from advances on invoice values made by the Appraiser or General Appraisers; records of powers of attorney, the determination as to their sufficiency and form; the acceptance of "Night Bonds" and bonds for temporary and permanent exhibition purposes and all special bonds, also of Bonds of Indemnity to secure the Collector against loss by reason of waiving bills of lading on entry which have been mislaid or not arrived in time to make entry.

The determination of all questions of law submitted by the Collector; the preparation of petitions for review of decisions of the Board of General Appraisers as to the classification of merchandise; the necessary steps in perfecting applications for review, the record of such petitions together with those served upon the Collector in cases where importers appeal from the decisions of the General Appraisers; reporting all petitions for review to the Department and to the District; the furnishing of evidence to support the contention of the Government in such cases; the record of all seizures and the determination of all matters pertaining thereto.

The record of all suits brought against former Collectors for recovery of duties paid in excess; the determination of all applications for settlement of Customs Cases not judicially determined.

The preparation of legal papers generally relating to Government matters.

The preparation of all official correspondence relating to all of the above.

The preparation of all certified statements for refund of duties; the final adjustment of suits determined adversely to the Government.

The care and preparation of suits by the Government against importers for the recovery of additional duties.

The determination of all matters pertaining to the marking of imported goods under Section 6 of the Act of October 1, 1890.

The answering in behalf of the Collector, of all subpoenas or other process served upon the Collector requiring the production of official records or papers and giving testimony with reference thereto.

DUDLEY F. PHELPS,
Deputy Collector.

HENRY DE F. BALDWIN,
Deputy Collector.

WEBSTER ELMES,
Acting Deputy Collector.

FRANCIS S. McAVOY,
Chief Clerk and Acting Deputy Collector.



FRANCIS S. McAVOY,

Chief Clerk and Acting Deputy Collector—Ninth Division.

(Illustration June, '93.)

TENTH DIVISION.

DISBURSEMENTS.

All disbursements of monies for customs account, at the port of New York, are made from this division.

Under the laws of Congress, the Collector of the port is the disbursing agent, and held responsible for the official acts of his subordinates, whom he nominates, whom the Secretary of the Treasury approves, and confers the power to sign his individual official name to checks upon the Sub-treasury—hence the officer in this charge has the official designation of *Acting disbursing agent*, whose tenure of office terminates with that of the Collector, unless for cause he may be removed or resigns at his own volition.

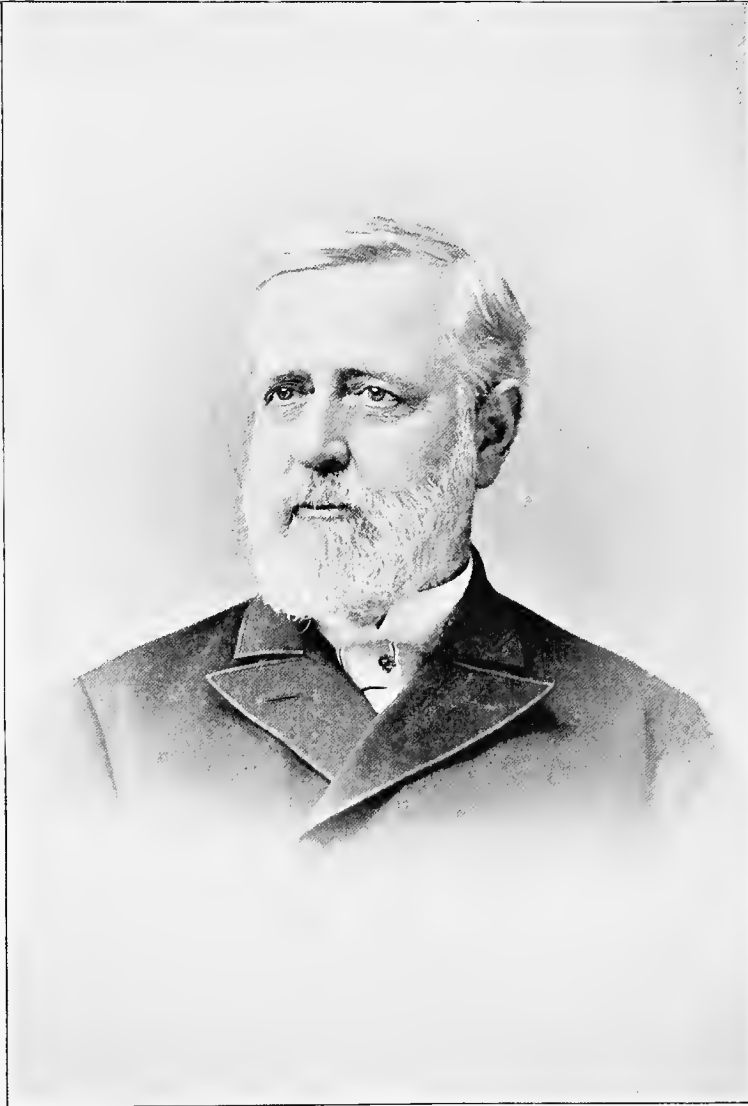
The duties of this office are required to be performed every business day (other than legal holidays) of every year. The Collector being the superior officer of Customs, is the only functionary who can sign checks upon the Sub-treasury, in the absence of his subordinate, the acting disbursing agent.

The third in the order of amounts disbursed is that of excess of deposit which is simply the ascertained excess of money deposited for duties when entries are made, which when ascertained are refunded to the importer.

All payments are made upon vouchers certified by the Auditor, and naval officer, therefore the disbursing officer is restrained from making any payments whatever for customs account, until after the Auditor has examined and determined the claims. Notwithstanding this wise restriction, article 1024 of the customs regulations, 1892, says, that "Disbursing officers making payments upon the certificates of other public officers are held responsible for the formal correctness of the vouchers—the accuracy of the computations, the identity of the persons receipting for money paid, and so far as such disbursing officer may, or ought to know, for the fairness and integrity of the accounts presented and certified to them for payment."

The money used in disbursements is received from the Treasury Department at Washington by draft upon the Sub-Treasury in New York, based upon estimates for the month formulated and forwarded by the acting disbursing agent during the first week of each month.

The subjects of disbursements are multifarious, of which only part mention need be made here. There are two accounts, approximately like in their aggregated annual amounts, in which they exceed any and all others: These are the account of expense of collecting revenue from customs, and the drawback account. The former embraces the salaries of about 2,000 officers, clerks and others employed in the Custom House direct, in the Naval Office, the Surveyors, the Appraisers, in the Barge Office, warehouses and weighers and laborers about the docks, also all contingent expenses which are many. The latter or drawback account covers the return of all duties, less 1 per cent, paid by importers of raw



SAMUEL H. THOMPSON,

Acting Disbursing Agent.

(Illustration June, '93.)

material which enters as a whole or in part into all articles made in the United States and exported to a foreign country.

The amount of money disbursed each month has varied in recent years from about \$600,000 as the minimum and about \$1,400,000 as the maximum per month, all paid by check, signed by the acting disbursing agent alone, involving the writing in by his assistants, and his signature to 3,500 to 4,500—equal to fully 50,000 of these money tokens made of every conceivable sum of from 25 cents to \$100,000 per annum thus issued in each fiscal year, all of which must tally with the accounts of the sub-treasury once each month.

S. W. THOMPSON,
Acting Disbursing Agent.

JOHN N. COYNE,
Chief Clerk.

ELEVENTH DIVISION.

AUDITING.

Eleventh or Auditor's Division is composed of five bureaus for the transaction of business, as follows:

1st.—The Bureau of Auditing and Accounts, in which all vouchers for disbursements and all miscellaneous receipts in cashier's office are audited, and also all accounts between the Collector and the United States are prepared and forwarded to the Department at Washington. In this Bureau are nine employes under the immediate supervision of the Auditor.

2nd.—The Bureau of Statistics, in which are compiled and tabulated all statistics relating to imports, exports, immigration, etc., which are forwarded to the Bureau of Statistics at Washington.

These statistics are used as a basis for tariff legislation and for general information relating to the operation of commerce. In connection with this Bureau is also a corps of clerks engaged in the preparation of statistics for the press.

In the Statistical Bureau are employed thirty-six clerks, etc., under the direction of a clerk in charge.

3rd.—The Bureau of Imposts, in which are audited from the entries the duties received in the cashier's office, tabulated and classified according to the various rates, abstracts of which are forwarded to the Department with the customs account. In this Bureau there are nineteen employes under the charge of a chief impost clerk.

4th.—The Bureau of Liquidation of Vessels' Manifests, in which the final disposition of the cargo of a vessel is ascertained, and all the entries and invoices covering the same collected and filed with the manifest of vessel and officer's return of cargo. In this Bureau are employed fourteen clerks, etc., under the direction of a chief vessel liquidator.

5th.—Bureau of Records, in which are filed and stored for reference all files of vessels, entries, invoices, etc., and other completed papers and books containing the record of business in the Custom House. In this Bureau are five employes under the direction of a chief record clerk.

There are also a Stationery Department, in which are two employes, and a book bindery in which are two employes.

J. S. KNAPP, Auditor



JOSIAH S. KNAPP.

Chief Clerk.—Eleventh Division.

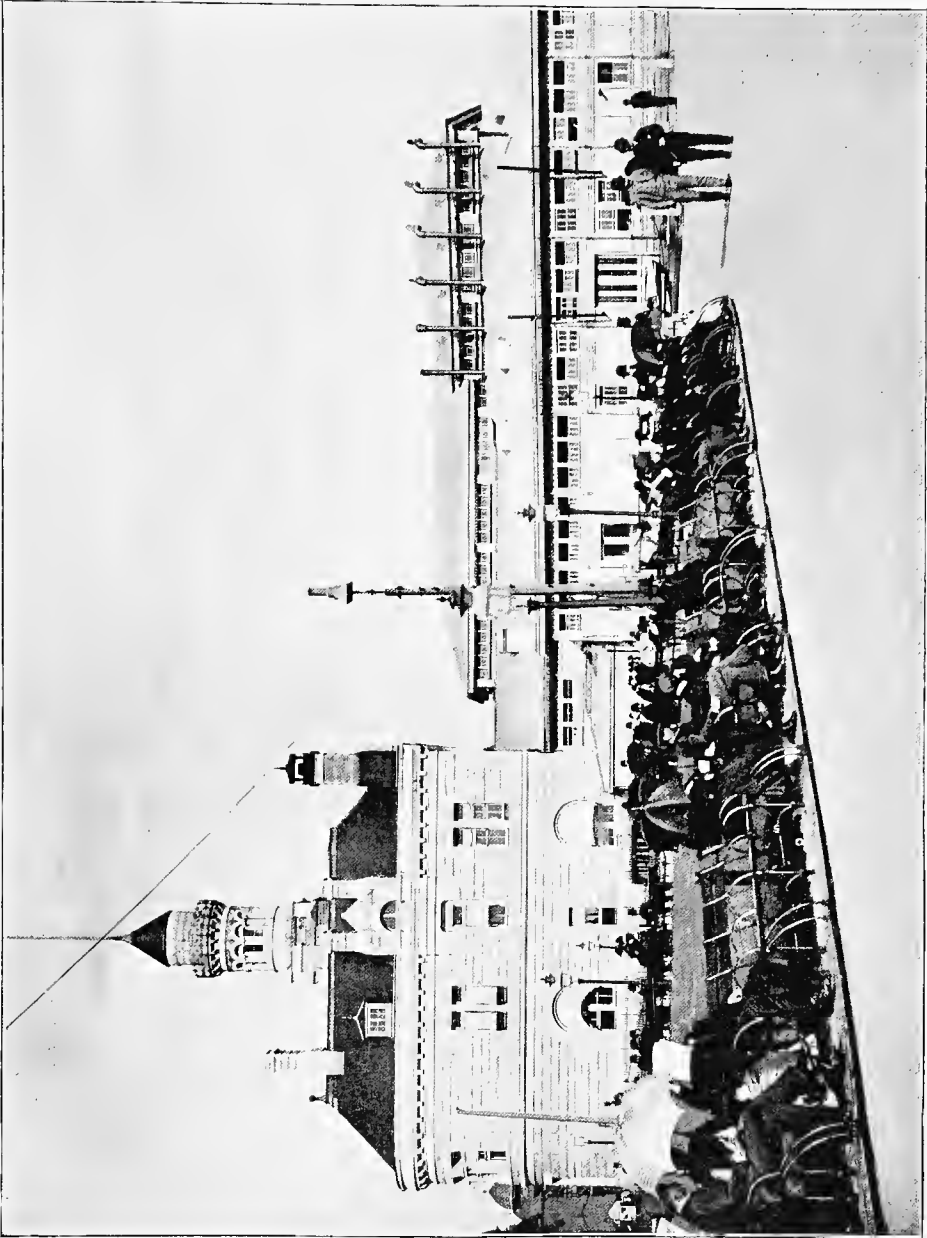
(Illustration June, '93.)

THE SURVEYOR.

The Surveyor is the outdoor executive officer of the Port, and is charged with the duty of superintending, directing and assigning to duty, the force of inspectors, weighers, measurers, gaugers and laborers. He takes charge of all vessels arriving from foreign ports, and reports their names and character to the Collector. He supervises the discharge of their cargoes and the landing of merchandise, exported or transported in bond, or exported for the benefit of drawback. He also ascertains the proof, quantities, and kinds of distilled spirits imported, rating such spirits according to their respective degrees of proof as defined by the laws imposing duties on spirits. He is also charged with the admeasurement of American vessels for registering, enrollment or license, and of foreign vessels for the assessment of tonnage dues.

Following is the list of Surveyors of the Port to the present time.

| | | | | |
|--------------------|-----------|---|-------|------|
| JOHN LASHER, | appointed | - | - | 1789 |
| WM. S. SMITH, | " | | | 1800 |
| PETER A. SCHENCK, | " | | - | 1806 |
| JOHN HOFF, | " | | - | 1813 |
| JOSEPH G. SWIFT, | " | | | 1818 |
| PETER STAGG, | " | - | | 1827 |
| M. M. NOAH, | " | - | | 1829 |
| H. CRAIG, | " | - | - | 1833 |
| ELI MOORE, | " | | | 1839 |
| WILLIAM TAGGART, | " | | | 1841 |
| HENRY C. ATWOOD, | " | - | | 1844 |
| ELIJAH F. PURDY, | " | | - - - | 1845 |
| ZEBEDEE KING, | " | | - - - | 1849 |
| JOHN COCHRANE, | " | | - - - | 1853 |
| EMANUEL B. HART, | " | | - | 1857 |
| RUFUS F. ANDREWS, | " | | | 1861 |
| ABRAM WAKEMAN, | " | | | 1865 |
| ALONZO B. CORNELL, | " | - | - | 1869 |
| GEORGE H. SHARPE, | " | | - | 1873 |
| EDWIN A. MERRITT, | " | | - | 1877 |
| CHARLES K. GRAHAM, | " | | - | 1878 |
| JAMES L. BENEDICT, | " | | | 1883 |
| HANS S. BEATTIE, | " | | | 1885 |
| GEO. W. LYON, | " | | | 1889 |



THE BARGE OFFICE.

THE BARGE OFFICE.

The Barge office at the Battery is a granite and iron building of irregular shape, with rooms for the Deputy Surveyor, surgeon's staff, day and night inspectors, examiners and officials from the Collector's and Appraiser's offices, and for safe keeping of public documents and records. A capacious shed with 10,000 square feet of area projects seaward from the building. Close by is the dock where the Surveyor or his staff officers and boarding inspectors take the revenue cutters to board vessels arriving from foreign ports. The revenue cutters are in command of a uniformed officer of the revenue marine service subject to the Surveyor's and Collector's orders.

The sail down the bay in a bright breezy May morning is a pleasurable experience not soon forgotten.

An incoming steamer reported by telegraph from quarantine is soon met as she slowly enters the harbor under the guidance of a skilful pilot the breathing ocean monster, bearing still on her the salts of much tempestuous spray, is covered with eager Americans returning home, curious tourists and anxious immigrants gazing for the first time on the shores of the promised land that henceforth is to be their home. The officer assigned to boarding duty and the staff officers ascend the rope ladders as soon as the sanitary examination of the vessel has been completed by the health officer of the port. The boarding officer demands of the master the manifests of his cargo and passenger list, and if the vessel be American, he also demands the crew lists, and has the crew mustered and compared with the lists. He also identifies by means of the consul's certificate any destitute American seamen who may have been brought home in the vessel. Then he certifies the manifest, crew list and consul's certificate and hands over the charge of the vessel to the inspectors who are then assigned to her by the Surveyor to superintend the unloading of cargo. At the Barge office he subsequently makes report of his proceedings and delivers all duplicate manifests and other papers received from the master of the vessel for transmission to the Custom House.

While the steamer is slowly proceeding up the North River to her dock, the officers who came on board from the revenue cutter from the Barge office, have received from the purser the passenger list and they deliver to each individual head of a family blank declarations in which they insert the number of trunks or valises, etc., they have, and of the dutiable goods therein contained if any and make oath that the statement is true and sign the document.

When the ship is made fast the movable gangway is run from the dock to the deck. The cabin passengers pour down in ceaseless streams while the steerage passengers wait wistfully for debarkation at Ellis Island. The baggage is landed and deposited in separate piles according to the initials of the owners names.



SAMUEL M. BLATCHFORD.

Auditor and Special Deputy Surveyor.

(Illustration June, '93.)

The places are designated by huge letters on the walls of the shed. If there are many Smiths aboard, for instance, there will be a crowded congregation of trunks and owners about S. The examination of baggage is sufficiently thorough. Dutiable articles, not declared as such, are brought out and valued by attendant appraiser, entered with value attached in declaration, and the owner is obliged to pay the requisite duty to clerk in attendance for the purpose of receiving it. The efficiency and courtesy of the Deputy Surveyor and also of the inspectors on the dock, together with the delicate discharge of their not particularly pleasing duties, are worthy of high praise. When all the work of the examining officers on the dock has been performed they return to the Barge office, and the discharging inspectors take charge of the vessel.

Discharging inspectors are assigned to vessels for the purpose of examining the cargoes and superintending the unloading, and in the case of goods entered for warehouse, sending the same to store, so as to prevent the loss to the revenue of the United States through failure to secure any lawful duties. They will send to the nearest post-office all letters, packages and bags containing mail matter, take account thereof, superintend the delivering to the postmaster and obtain a receipt therefor. They will obtain from the masters of vessels lists of the articles reported at the Custom House as ship stores.

Specie and valuables usually in charge of the pursers of steamships must be taken possession of by discharging inspectors as soon as possible after they first go on board.

They will report to the collector any perishable and explosive articles among the cargo to be discharged. They will endeavor to save to the owners of goods intended for immediate export or transportation the cost of sending their goods to warehouse by retaining them on the vessel or wharf until the owners can obtain a delivery permit. They will seize all goods imported or removed in violation of law.

They will not allow ballast cargo or coal to be taken on board their vessels while discharging except on a lading permit. They will not unlade or deliver goods direct from a foreign port.

As soon as practicable and within three days after the complete discharge of any vessel they will render a return of such discharge to the surveyor which shall agree with the discharging book and be supported by the permits and orders of discharge and the acknowledgements of delivery as vouchers.

Female inspectors are employed to search persons of their own sex. Upon the arrival of a steamer from a foreign port notice will be sent to the female inspectors to attend at the place when the baggage of the passengers of the steamers is to be landed and upon receiving such notice will report without delay to the deputy surveyors.

Night inspectors are appointed for the purpose of preventing smuggling. They are required to keep a vigilant watch over vessel stores or merchandise whose custody is committed to them.



A. B. CATLIN

Deputy Surveyor.

(Illustration of June, 93.)

Customs weighers are assigned to duty by the surveyor. Weighers are required to be at the places to which they are assigned wherever weighable goods are being landed from a foreign port.

Customs gaugers are assigned to duty by the surveyor. Distilled spirits, wines, and malt liquors imported otherwise than in bottles shall be placed in public store or bonded warehouse and shall not be removed therefrom until the same shall have been inspected, marked and branded by a customs gauger.

Inspectors acting as measurers of American vessels will ascertain if her name and home port are painted on the stern. In every case the admeasurement must be made by at least two inspectors in company.

S. M. BLATCHFORD,
Auditor and Acting Surveyor.

F. E. COOKE,
Acting Deputy Surveyor.

JOHN W. CORNING,
Deputy Surveyor.

JOHN COLLINS,
Deputy Surveyor.

A. B. CATLIN,
Deputy Surveyor.





R. H. FRENCH.

Chief Clerk—Surveyor's Department.

(Illustration June, '93.)

THE PUBLIC STORES.

The present building used as the Appraiser's warehouse, is found to be utterly inadequate to the necessities of this port, and merchants are continually suffering serious delays and much annoyance through the lack of room and other facilities for handling business in this department.

It is a matter of no small congratulation among the importers of New York, that the work of construction of the new Public Stores is now being vigorously prosecuted. This building, which will cover the entire block bounded by Washington, Christopher, Barrow and Greenwich Streets, is being built on a plan specially designed to facilitate the rapid transaction of business and handling of goods, and when completed will secure ample accommodations for the needs of this branch of the service, for an indefinite period in the future.

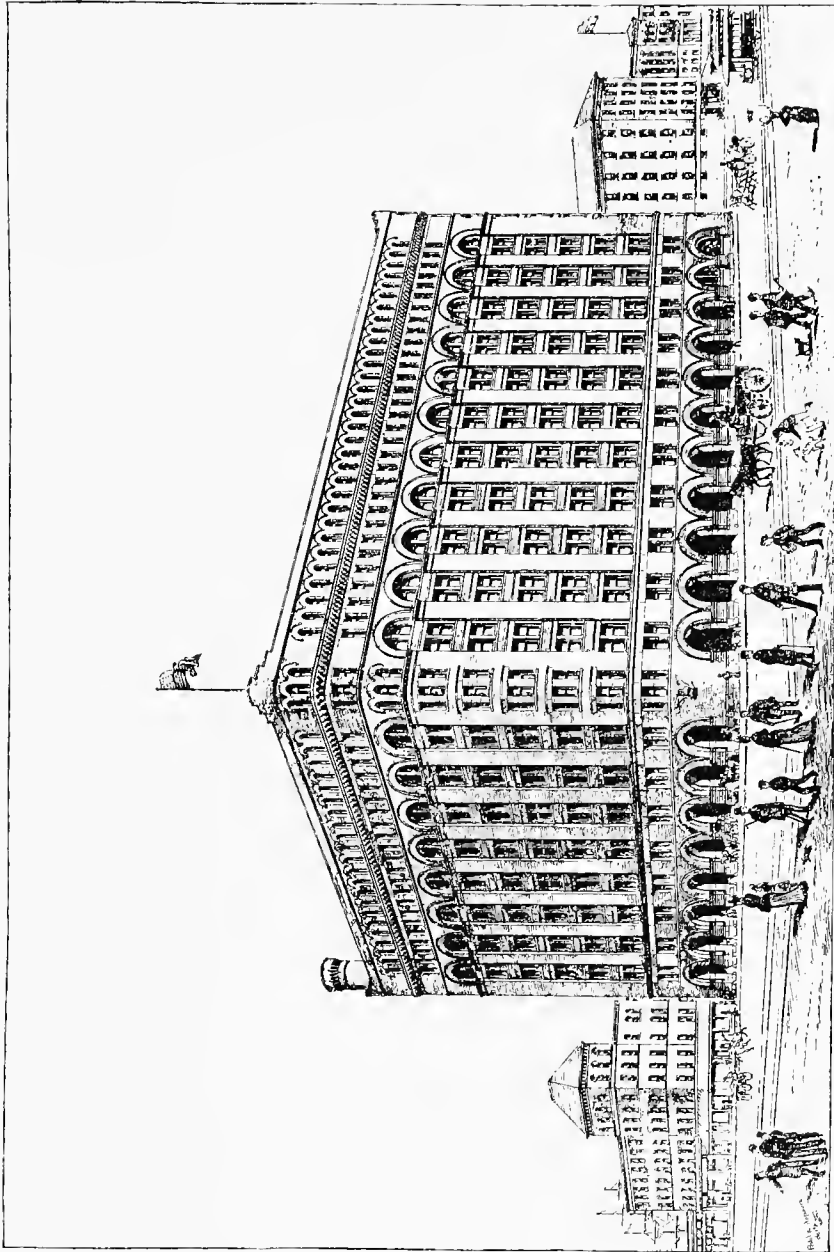
The last report of the supervising architect of the Treasury, in relation to this work says:

“Immediately after the payment of the awards of damages for the property acquired for the site, and the vesting of title to said property in the United States, action was promptly taken relative to obtaining the fullest possible information from the proper Federal officers and other sources connected with the Appraiser's warehouse, etc., business in regard to the needs of said branch of the public service, relative to the space and arrangements required to provide proper accommodations and facilities in the building for the proper conduct of the public business connected therewith.

From information received, considered in connection with the limit of cost prescribed for the building, considerable study was given to the subject, which contained many perplexities, resulting from the space and facilities needed and the limit of cost prescribed.

After a full consideration of the subject, and in view of all the facts connected with the needs of the service and the limitations prescribed by law relative to the cost of the building, it was decided to prepare the sketch plans and detailed estimates of cost contemplating a building covering the entire area of the site, two stories high, with basement and roof, and with foundations, walls and interior construction such as to permit the addition of eight stories, when Congress may deem such action necessary to meet the future needs of the Appraiser's warehouse business, and shall have made appropriations for the purpose.”

The entire cost of the site, buildings, approaches, etc., is estimated at \$1,700,000.



THE NEW PUBLIC STORES.

THE APPRAISER.

The U. S. Appraiser at the Port of New York examines and appraises three-fourths of all the merchandise imported into this country. To accomplish this vast amount of work, the Appraiser's Department is divided into ten divisions, each of which is under the direct supervision of an Assistant Appraiser. It is the duty of the Appraiser by all reasonable ways and means in his power, to ascertain, estimate and appraise all imported merchandise, whether the prices named in the invoice are correct, according to the market value or wholesale price of similar goods on the day of shipment in the principal market of the country from whence exported, and classify the same for duty. Also report whether the measurements and quantities (except such goods as are weighed, gauged or measured by the Surveyor) agree with the invoice.

When the invoices of imported goods arrive at the public stores they are sent to the invoice bureau and are then distributed to the appropriate divisions, the head of each division in turn distributes his allotment among the respective examiners and charges each with the invoices assigned to him. Deft, cautions, and expert examination of each and every parcel follows. The standard of value for each article in the foreign market where it was purchased is ascertained by correspondence with consular agents, by extensive comparison of invoices, and more especially from the invoices of the more prominent merchants whose reputation for integrity and square dealing is unimpeached and unassailable. The tariff is an obtruse science. The typical Philadelphia lawyer is needed to unravel all its mysteries. As the laws of a nation are the crystallizations of its historical experiences, so the customs regulations of a people are the residual crystallization of its commercial relations with foreigners, its efforts at industrial development and self-preservation.

By the provision of the Administration Act, the Appraiser is personally held responsible for the appraisement and return for duty on all the vast variety of dutiable merchandise, imported into this country from all parts of the world, the aggregate value of which is undoubtedly greater than that of any other similar department in existence.

There were received at the Appraiser's stores in the year 1890, 378,525 packages, in 1891, 347,369 packages, in 1892, 362,352 packages, in 1893, 353,106 an average per month of 30,028. The largest number of packages received in a single month was in March, 1893, when there was received 38,129 packages, and 36,864 packages were delivered.

APPRAISERS.

| | | |
|---------------------|-----------|------|
| ICHABOD PRATT, | appointed | 1818 |
| A. R. LAWRENCE, | “ | 1818 |
| F. JENKINS, | “ | 1822 |
| J. JOHNSON, | “ | 1829 |
| WM. D. COE, | “ | 1829 |
| A. B. MEAD, | “ | 1830 |
| A. B. VANDERPOOL, | “ | 1838 |
| M. D. BENJAMIN, | “ | 1841 |
| E. TAYLOR, | “ | 1841 |
| M. B. EDGAR, | “ | 1841 |
| JNO. S. MCKIBBON, | “ | 1843 |
| GEO. DILLON, | “ | 1843 |
| V. LIVINGSTON, | “ | 1844 |
| AMOS PALMER, | “ | 1844 |
| GEO. W. POMEROY, | “ | 1845 |
| D. J. WILLIS, | “ | 1845 |
| GEO. F. THOMPSON, | “ | 1848 |
| M. B. EDGAR, | “ | 1849 |
| C. SAVAGE, | “ | 1849 |
| S. FROST, | “ | 1849 |
| GEO. G. CAMPBELL, | “ | 1850 |
| ISAAC PHILLIPS, | “ | 1853 |
| SAMUEL J. WILLIS, | “ | 1853 |
| DAN'L D. BRIGGS, | “ | 1853 |
| JNO. T. HOGEBOOM, | “ | 1861 |
| ISAAC O. HART, | “ | 1861 |
| BENJ. L. LUDINGTON, | “ | 1864 |
| JNO. A. BAUSH, | “ | 1864 |
| CORNELIUS SAVAGE, | “ | 1864 |
| J, LATHROP, | “ | 1864 |
| THOS. McELRATH, | “ | 1866 |
| GEO. W. PALMER, | “ | 1869 |
| WM. A. DARLING, | “ | 1871 |
| S. B. FRENCH, | “ | 1876 |
| S. B. DUTCHER, | “ | 1877 |
| J. Q. HOWARD, | “ | 1880 |
| A. P. KETCHUM, | “ | 1883 |
| LEWIS McMULLEN, | “ | 1885 |
| M. W. COOPER, | “ | 1889 |
| WALTER H. BUNN, | “ | 1893 |

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EBEN DEMAREST,

-

Assistant Appraiser.

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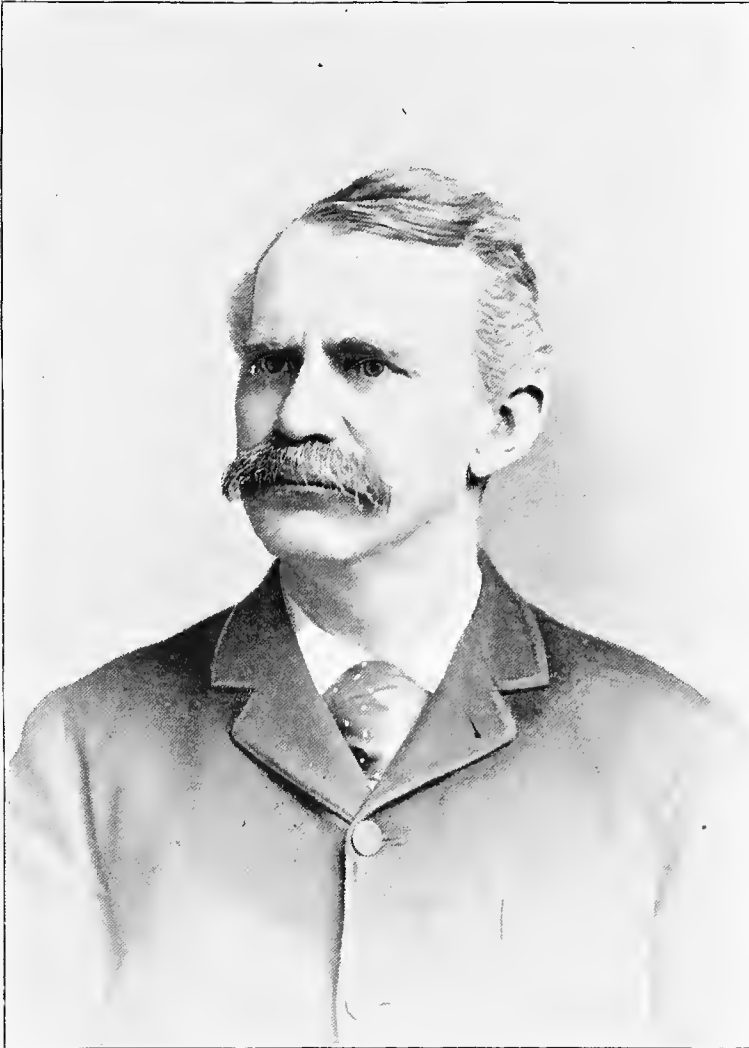
SECOND DIVISION, APPRAISER'S STORES

CYRUS A. STEVENS,

- -

Assistant Appraiser.

Antiquities, Albums, Alabaster, manufactures of; Artists' Materials, except colors; Baskets, Books, Boots and Shoes of Leather, Brick, Fire and Bath and Building; Bronzes, Clocks, Crockery, Drainpipes; Earthenware, Fancy Goods of every description, Fancy Boxes, Furniture, Gold and Silver Ware, Glass, Glassware, Jewelry of all kinds, Jews' Harps, Leather, Mosaics, Musical Instruments, Opticals, Optical Apparatus, Photographic Apparatus, Precious Stones, Paintings, Paper, Printed Matter, Porcelain Ware, Parian Ware, Stationery, Small and Fancy manufactures of Marble and Spar, Sealing Wax, Statuary, Type, new; Toys, Tiles, Watches, Watch material, Works of Art, Willows and Willow Ware.



M. J. CORBETT.

Assistant Appraiser—Third Division.

(Illustration June, '93.)

THIRD DIVISION, APPRAISER'S STORES.

JOHN W. A. STRICKLAND, - Assistant Appraiser.

Beads and Bead Trimmings; Braid, except straw; Buttons, covered stuff; Button Material, cut for that purpose; Embroideries, Fichus, Hatters' Plush, Laces and Lace Goods, Lace Net, Mosquito Netting, Ladies' Silk Wearing Apparel; Silk, Raw, Tram and Organzine, and all manufactures of Silk; Trimmings.

FOURTH DIVISION, APPRAISER'S STORES.

WILLIAM MCKINNY, Assistant Appraiser.

Bagging, Bedding, new; Cotton Webbing and Binding, Curtain Holders, Cotton; Gutta Percha and India Rubber Cloth and Webbing, Ladies' Linen and Cotton Wearing Apparel; Lace Curtains, Lace Tidies, Linen and Cotton Tape.

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Rope and Cordage, School Bags of Hemp or Grass; Thread of Linen or Cotton; Twine, Tidies.



MICHAEL GOODE.

Assistant Appraiser—Fourth Division.

(Illustration of June, '93.)

FIFTH DIVISION, APPRAISER'S STORES.

Assistant Appraiser.

Bunting, Corsets and Corset Laces; Feathers, crude and ornamental; Flowers, artificial or natural, dried and dyed; Gloves, Hair Braids, Hats, Bonnets and Hoods, Hosiery, Knit Goods of every description; Ladies' Worsted Wearing Apparel, Millinery Goods, Parasols, Regalias, Straw Braids, Umbrellas, Worsted Goods, Woolen Yarn, Woolen and Worsted Shawls.

SIXTH DIVISION, APPRAISER'S STORES.

JACOB SCHOENHOF.

-

Assistant Appraiser.

Bristles, Coir, Canes, unmanufactured; Carpets and Carpeting; Cotton, raw; Esparte and Sisal Grass, Fiber, Flax, Flocks, Furs and all manufactures of Fur; Hemp, Hair of all kinds; Hair Mattresses, Istle, Jute, Mats, Matting, Oilcloth, Palm-leaf, Rattan, Shoddy, Upholstered Goods, Wool, Worsted or Horse-Hair.

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Woolen Cloth and all manufactures of Wool, including Cloaks, Dolmans and Paletots.



GEN. DENNIS F. BURKE.

Assistant Appraiser—Fifth Division.

(Illustration of June, '93.)

SEVENTH DIVISION, APPRAISER'S STORES.

JOHN F. HENRY,

Assistant Appraiser.

Anatomical Preparations, Apothecaries' Glasswares, Artists' Colors, moist and water; Analine Colors, Bituminous Substances, Brimstone, Cardamon Seed, Chalk, Chemical Apparatus, Corks, Corkwood and manufactures of Cork; Dextrine, Drugs, Druggists' Sundries, Dye Stuffs, Earths, Extracts, Gelatine, Gums, Isinglass, Leeches, Lemon Peel, Lime, Medicines, Mineral Waters, Mustard Seed, Oils, essential, medicinal and painters; Paints, Perfumery, Philosophical Apparatus, Plaster of Paris, Printing Ink, Pumice Stone, Quicksilver, Resinous Substances, Saltpetre, Soap for Toilet, Specimens of Botany and Natural History; Sponge, Spunk, Sulphurous Ore, Squills, Surgical Instruments, Varnishes, Vinegar, Vanilla Beans, Wax, bees and vegetable; Wood, Dye.

EIGHTH DIVISION, APPRAISER'S STORES.

EMIL ROSE,

Assistant Appraiser.

Confectionery, Glucose, Honey, Melado, Molasses, Sugar.



J. STANLEY ISAACS.

Assistant Appraiser—Sixth Division.

(Illustration of June, '93.)

NINTH DIVISION, APPRAISER'S STORES.

J. C. BIGLIN, - Assistant Appraiser.

Asbestos, Asphaltum, Busks, Buttons, except worsted and silk; Bronze Powder, Blacking, Burr Stones, Building Materials, Chalk, Clay, cliff or lump; Carriages, Coach Hardware, Cutlery, Dutch Metal, Emery, Epaulets, Gold and Silver Leaf, Grindstones, Gold-beaters' Skins, Gold and Silver Galloon, Gypsum, Hardware, Harness, Iron and all manufactures of iron; Lithographic Stones, Marble in Blocks, Monuments, Machinery, Metals, Mica, Models, Needles; Ores, except sulphur; Pen Tips and Holders, Pins, Plaster, Polishing Stones, Saddlery, Steel and manufactures of steel; Slate, Stone for Building, Steel Pens, Watchmakers' Tools.

TENTH DIVISION, APPRAISER'S STORES.

J. ROCKWELL FAY, - Assistant Appraiser.

Ales, Beverages, Chocolate, Cocoa, Coffee, Cigars, Cigarettes, Cordials, Fireworks, Food, Fruits, Grain, Grease, Groceries, except molasses and sugar; Gunpowder, Hops, Lemon and Lime Juice, Malts, Nuts, not drugs or ivory; Oils, except essential, medicinal and painters; Plants, Porter, Seeds, except medicinal; Snuff and Tobacco, Soap, not toilet; Soap Stock, Soapaline, Spirituous Liquors, Tea, Wafers, edible; Wines.



JOHN F. HENRY,
Assistant Appraiser—Seventh Division.

(Illustration June, '93.)



ROBERT E. BOWNE.

Assistant Appraiser—Eighth Division.

(Illustration of June, '93.)

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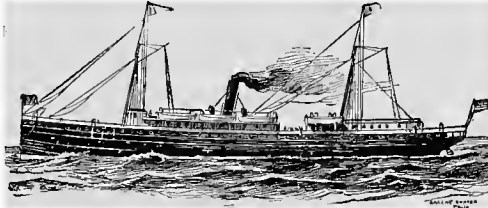
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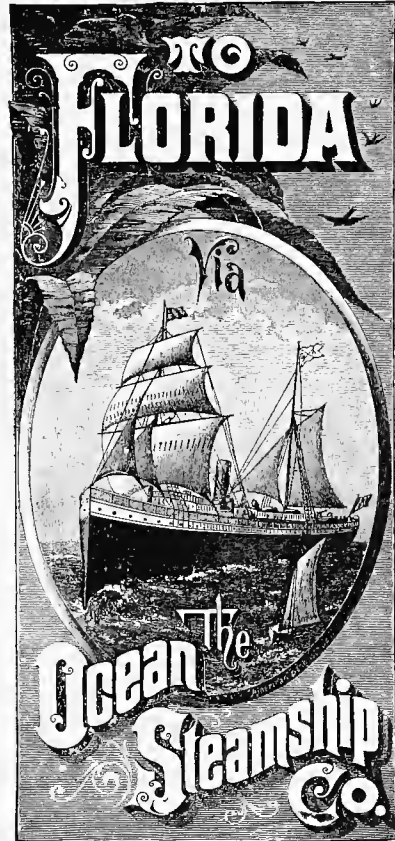
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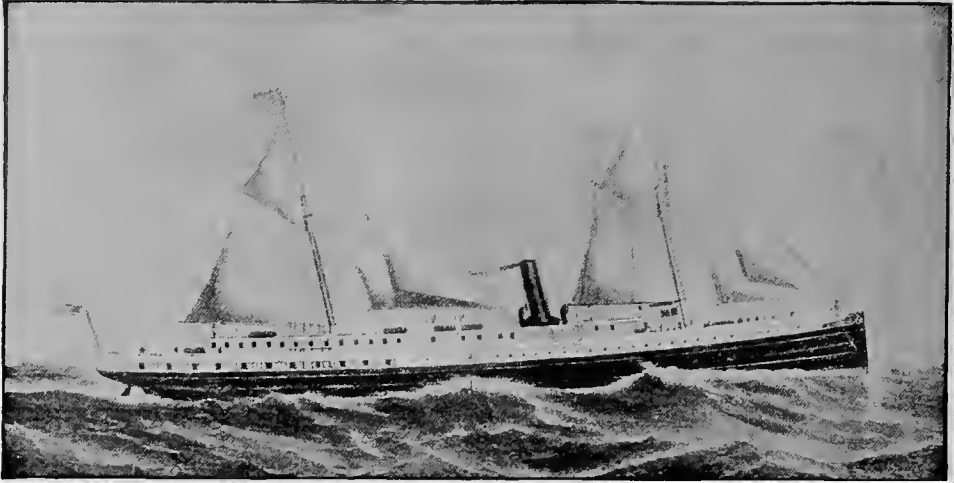
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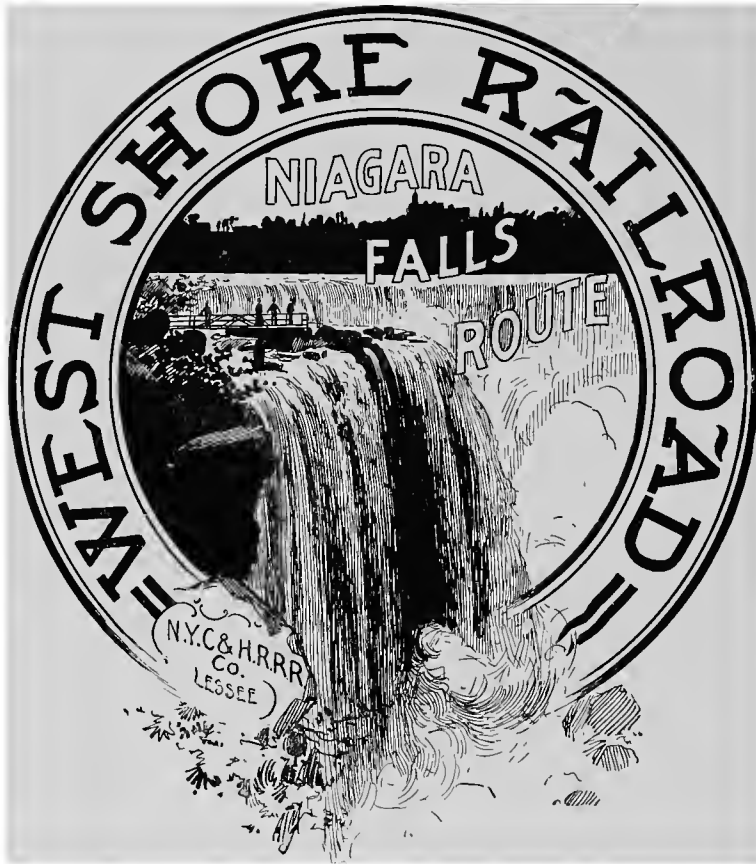
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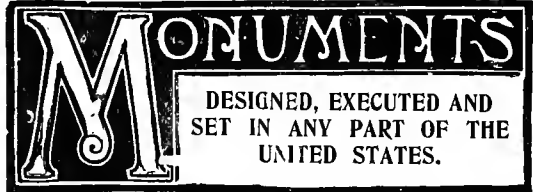
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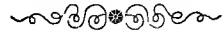
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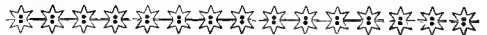
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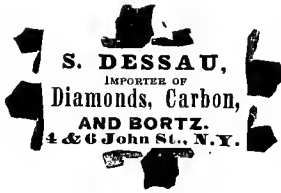
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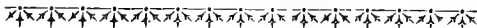
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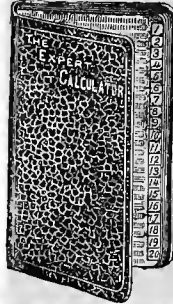
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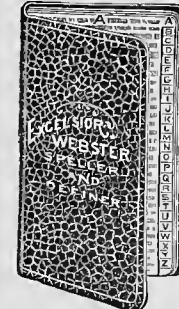
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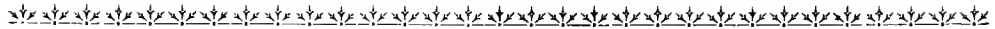
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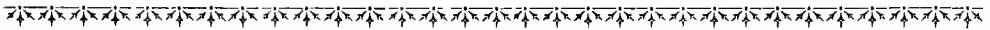
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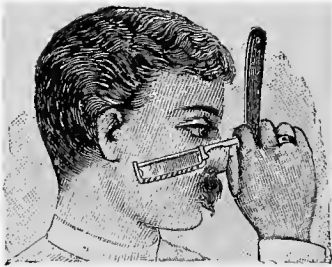
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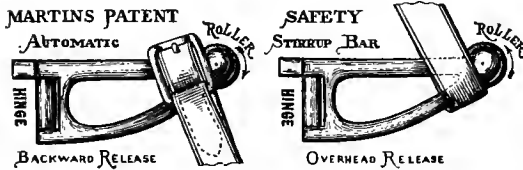
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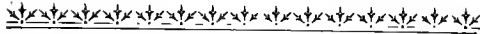
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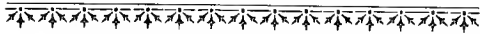
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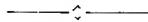
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