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GREAT BRITAIN: Board of Customs & Excise, Customs 34:

Board and Secretariat Papers Relating to the Plantations

MG 43, Cust. 34

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Prepared in 1980 by Brian Driscoll
for the British Archives Section.
Revised in 1987.

Préparé en 1980 par Brian Driscoll pour
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Canada

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MG 43, Cust.34 GREAT BRITAIN: Board of Customs & Excise, Customs 34: Board and Secretariat Papers Relating to the Plantations

Microfilm, 1814-1855. 66 reels, A-447 to A-479, A-481 to A-513.
Copied from original material in H.M. Customs and Excise Library,
King's Beam House, Mark Lane, London, E.C. 3. Finding Aid 90 and
Finding Aid No. 800.

The Customs, Plantation Papers formed the incoming correspondence of the Board of Customs Commissioners. These documents are extracts related to British North America, 1814 to 1855, from Customs 34: Board and Secretariat - Papers Relating to the Plantations c. 1750-1855.

Letters, memoranda, reports, accounts, petitions, memorials, seizure notes, certificates of registry, clearance certificates, bills of health, passenger lists and copies of statutes relating to customs collection and the regulation of trade represent the kinds of documents found in this class. The volumes are arranged by geographic area roughly following chronological order into five series: plantations, selected papers, seizures, waterguard journals and miscellaneous.

I

The collection of customs duties in England dates from the early thirteenth century but it was not until 1671 that a permanent Board of Customs Commissioners was constituted to oversee the customs operations in England and the British plantations or colonies. At first the Board consisted of six Commissioners for England. The Board of Customs for Scotland began in 1707 and lasted until 1723 when both the English and Scottish bodies merged into one Board. Distinct Boards for England and Scotland re-emerged in 1742. For a brief period, from 1767 to 1783, a separate American Board existed in Boston with responsibility for managing the customs in the Thirteen Colonies and the Canadian colonies. After the American Revolution, the English Board resumed responsibility for the British North American plantations. In the late eighteenth century nine Commissioners of Customs sat on the Board. When the three Boards for England, Scotland and Ireland merged in 1823, Thirteen Commissioners sat on the United Kingdom Board of Customs.

In the English government structure the Board of Customs Commissioners came under the ultimate authority of the Lords of the Treasury which established the principles upon which the Board of Customs acted. Treasury approved and appointed the important customs officials by warrants in which the Customs Commissioners could only nominate candidates or constitution in which the Treasury controlled both the appointment and nomination. The Treasury also acted as Liaison with Parliament, the Privy Council and other government departments. The Board furnished the Board of Trade (later the Colonial Office) with reports on imports and exports and informed the Treasury on the state of colonial customs business. The Board of Customs Commissioners, nevertheless, remained an important body for the effective administration of customs laws.

The Board had five main functions: to determine customs procedure; to instigate legal proceedings against the evasion of customs laws; to draw up customs policy; to oversee the customs staff; and to deliberate upon the petitions brought forth by merchants. The English Board dealt with the ordinary work of the port of London as well as managing the numerous outports by corresponding with the chief official in the custom house, the Collector. The latter received new rules from the Commissioners who also offered advice and direction on procedure and on specific cases.

The Secretary to the Board drafted reports and letters, presented customs books and accounts to the Commissioners for their consideration and directed petitions, memoranda and correspondence to the proper authorities in the customs establishment. Under him were two departments: the Northern Department which looked after the affairs of the northern English ports, and the Western Department which dealt with the western seaports as well as the ports in the colonies. A separate Plantation Department responsible to the Commissioners came into being during the latter part of the eighteenth century. The chief officer of the Plantation Department received all colonial correspondence addressed to the Commissioners, inspected accounts of ships, bonds and certificates processed in the plantations and reported them to the Board. He also drafted the Board's directions for transmittal to the proper officials.

Several other officials assisted the Board in interpreting the Navigation Acts and other laws regulating the collection of duties. The customs department retained a number of solicitors who offered counsel on legal procedure on on fine points of customs law. The Bench officers, who were the principal officials of the port of London custom house, tackled numerous questions, particularly those dealing with accounts and ordinary customs procedures. These officials occasionally referred questions to the Collectors or sought explanations from the principal official of the different customs establishments in England or the British colonies.

At the head of the London custom house were the Collector Inwards and the Collector Outwards who managed the collection of duties according to the schedule, the processing of vessels entering or clearing the port, the registry of ships and the seizure of ships or goods for violations of the Navigation Acts or the customs law. The next important official was the comptroller who kept duplicate accounts and acted as a check on the Collector. The actual business of the customs required the services of many people. The land-waiter ensured that imported goods landed in the port matched their description in the merchant's entrance warrant which was drawn up upon entry into port and the payment of duty. The land-surveyor superintended the waiters and appointed waiters and gaugers. The searcher ensured that exported goods had the proper certificates and that all goods entitled to a drawback (remission of all or part of the duty) were so certified. The tide-surveyor boarded vessels from foreign places before they entered the port to examine the cargo and to check for concealed goods. Tide-waiters watched over the cargo until it was unloaded. The tide-surveyor, the tide-waiters and the crews of the customs boats together formed the "waterguard" which attempted to combat smuggling. The land counterpart was a preventive officer often stationed by customs officials at strategic points along the seacoast or a river to reduce the contraband traffic.

All officials received certain fees for their services from the merchants. Some also received nominal salaries. The fee system made many customs jobs highly lucrative. During the eighteenth century, certain customs posts were granted by patent to people of rank who never actually worked but appointed deputies to carry out the work. These sinecurists merely collected their share of the fees and gratuities. In 1798 new legislation abolished many customs

sinecures. Fees continued to be imposed until 1825 when customs officials received set salaries.

The imperial customs establishments in British North America were patterned after the London custom house, but on a smaller scale. The Collector appointed by the English government as the principal officer was in charge of the actual collection of the imperial customs duties, the recording of imports and exports and had responsibility for the safe-handling of revenue. The comptroller checked and signed the Collector's quarterly accounts. The customs employed land-surveyors, land-waiters, searchers and tide-waiters. In small establishments one person discharged the functions of waiter, searcher and surveyor. The Collector corresponded regularly with the Board of Customs Commissioners in London, often attaching material on the outbays under his jurisdiction, reports on smuggling or financial statements illustrating the volume of trade or the amount of imperial and colonial duties collected.

The colonial customs officials not only gathered the required customs duties but also enforced the trade and navigation laws which generally dictated that colonial goods be transported to England in British built and owned ships, prohibited colonial direct trade with foreign countries, and forced the colonies to import mostly British goods. Certificates of British (and later plantation) registry for ships, Bills of Entry, Bills of Clearance and cockets were necessary documents before vessels could enter and clear ports, or load and unload goods. The customs investigated and drew up the necessary certificates. Higher duties were imposed on foreign goods entering the colonies by way of England. With such constraining laws, it is not surprising that smuggling flourished in British North America whose vast indented coastline and sparse settlements made it easy for men to evade the preventive officers and the waterguard.

During the first part of the nineteenth century Britain relaxed some restrictions imposed by the navigation laws and consolidated much customs legislation. The British government permitted colonial produce to be exported directly to certain European ports. The fee system was abolished and replaced by a scale of salaries for custom officials. American ships in 1830 could carry American

produce into the British colonies and export goods to any port from those colonies. Such changes were conveyed to the Collectors in the colonies, who, in turn, occasionally sought the advice of the Board of Commissioners upon certain points. The idea of free trade gained wide acceptance among British officials and in 1846 Great Britain adopted a free trade policy.

The main reason for controlling colonial customs establishments from England disappeared with the abolition of the Navigation Acts in 1849. Between 1849-55, the colonial administrations in British North America gradually assumed responsibility for the customs formerly held by the imperial authority. The Board of Customs Commissioners had no more responsibility of overseeing the collection of duties in the colonies by 1855. As for the officials in the imperial custom houses, some became employees of the colonial customs departments while others retired with a pension from the British government.

The Board of Customs Commissioners regularly deliberated in a board room of the London custom house. The library of this establishment became the repository of records relating to customs administration in England and the British colonies. Following the passage of the 1958 Public Records Act, the Board Commissioners arranged with the Public Record Office to retain certain documents in the library for one hundred years. The Board then adopted a classification scheme similar to that of the P.R.O. Thus the Customs, Plantations Papers come from Customs 34: Board and Secretariat - Papers relating to Plantations c. 1750-1855. The library moved during the 1950s from the London custom house on Lower Thames Street to the offices of the Board of H.M. Customs and Excise in the King's Beam House on Mark Lane.

This repository, therefore, does not house all customs records. The Public Record Office in London holds the first twenty-seven classes of customs papers which contain ledgers showing the volume of imports and exports, statistical tables on the state of shipping, salary books and port books. Other record groups such as the Board of Trade and Colonial Office papers (C.O. 390) as well as the Treasury classes (especially T.38 and T.64) also have customs documents. During the nineteenth century the London custom house transferred selected records to the Treasury which eventually deposited their papers in the P.R.O.

The microfilmed documents acquired by the Public Archives of Canada come from the "promiscuous bundles" found in Customs 34. Only the volumes relating to the Imperial customs establishment in the British North American colonies have been copied. These include: New Brunswick, Newfoundland, Nova Scotia, Cape Breton, Prince Edward Island, Quebec, Montreal and Canada from 1814 to 1855. The papers date only from 1814 because a disastrous fire destroyed both the London customs building and much of the early customs records, including those on the plantations. On occasion a few papers dealing with the period 1766-1813 have been attached to the main documents as supporting evidence.

The Customs, Plantations Papers which formed the incoming correspondence of the Board of Customs Commissioners contain letters, memoranda, reports, accounts, petitions, memorials, seizure notes, certificates of registry, clearance certificates, bills of health, passenger lists and copies of statutes relating to customs collection and the regulation of trade. They are arranged by geographic area in volumes roughly following chronological order. The volumes have five main categories: plantations, selected papers, seizures, waterguard journals and miscellaneous.

Most of the volumes called plantations contain a general index at the beginning. Henry Atton, Customs Librarian in London, compiled this list over the period 1909-14. The index, unfortunately, does not mention that there are many statistical accounts, especially on the fisheries, trade and shipping, attached to the correspondence and memoranda. Such statements may show the number of vessels entering or leaving port, vessels' names, masters' names, type of cargo, country of origin, destination and value of the cargo. Some accounts record the imperial and colonial duties levied at a particular port or its outports. Some show the kinds of articles imported and exported as well as their quantity and value. Tables reveal the expenses of running the customs establishment, the salaries of employees and, up to 1825, the fees charged. The statistical accounts do not cover every year, but are certainly representative of each decade.

The routine administration of the customs is well documented. Notices of appointment of customs officials often include copies of the Treasury warrant and the baptismal certificates of the officials. Squabbles among customs officers over the distribution of fees or proceeds from seizures appear especially when the Board occasionally intervened to settle the matter. The imperial collectors in the colonies from time to time asked the Commissioners to clarify rates of duty, type of imports permissible or procedure in prosecuting certain seizures.

These papers include petitions and memorials from merchants asking for free port status or the provision of bonded warehouses for their towns. Such petitions sometimes contain information on the commercial activities or a particular town.

Other memorials protest against the seizure of goods by customs officials. The Board of Commissioners usually asked the Collector for further explanation and sometimes overturned the decision of the officials in the colonies. The Board on occasion censured customs officers for seizing articles of trifling value.

Among other documents in the papers are copies of colonial acts. Most deal with revenue matters particularly during the 1830s and 1840s; a few deal with regulations on emigrants or on the quarantine of ships. Some papers also illustrate seizure proceedings and the prevalence of the contraband trade. Information on the registry of ships, especially if the British origin was questionable, rounds out the contents of the plantation volumes.

Henry Atton chose interesting or important documents from the plantation volumes to illustrate the kinds of material to be found in this series. The selected papers therefore touch upon trade, seizures and administrative routine. A general index appears at the beginning of the volumes. There are copies of significant documents on the development of responsible government in the colonies. For example; in 1835, the Colonial Secretary, Lord Glenelg, dispatched to the Governor of Lower Canada, a letter stating that imperial customs officials should obey promptly the Legislative Assembly's wishes by furnishing the House with financial accounts (Vol. 6611).

The bulk of the seizure volumes consist of printed forms upon which the customs officer supplied the following information: the date of seizure; where and from whom seized; cause of the forfeiture and the specific law; the list of goods; quantity, probably value and country of origin; whether claimed or not and the state of the proceedings if claimed. Officers confiscated a wide range of articles including foodstuffs, manufactured goods, books, wines, tobacco, clothing, footwear and soap. Seizures of liquor and China tea occurred most frequently. The seizure form also showed whether the articles were seized on board ship, on wharves, in private homes or stores, in empty buildings or in the woods. Non-report of goods, concealment of goods or the import of prohibited goods formed the main reasons for seizure. Ships'

masters carelessly or intentionally omitted some items from their cargo manifests. Prohibited goods included American reprints of British copyrighted books. Accounts of forfeited books include the title and author as well as the number of volumes. Enterprising merchants smuggled works on religion, geography, history, grammar and spelling as well as novels and magazines into British North America contrary to the British Copyright Act of 1814.

Articles or vessels seized by customs were prosecuted in the Court of Vice-Admiralty. Only the bill of costs for the court is included here; the plantations and selected papers volumes contain a few of the court's proceedings. The Collector reported the seizures to the Board in London and attached supporting documents, usually statements of the customs official and the accused.

The seizure volumes also contain petitions protesting the actions of the customs department or begging clemency for the Commissioners. The Collector and subordinate officials complain of difficulties experienced with the illicit trade and of assaults on officers engaged in seizing goods.

Waterguard Journals are the records of the tide surveyor, watter and searcher and the boatmen who boarded vessels before they entered the ports. The journals give incomplete accounts of activities during the 1820s and 1830s in New Brunswick, Newfoundland and Nova Scotia. Entries note the name of the vessel, master's name, date of arrival, where the vessel sailed from, its destination and sometimes the consignee and the number of days the vessel spent at sea.

Volumes in the miscellaneous category are individually titled and cover a variety of subjects. They could have formed part of the plantations or selected papers categories but have been listed separately because of their bulk. Subjects include: port privileges, warehousing, trade, customs establishment and remuneration, repeal of imperial duties, Passenger Acts, registry of ships including registry de novo and charges against customs officials. Port privileges concern the request by merchants to have their town declared a free port in order that foreign ships might enter and unload cargo directly. Such applications reflected the growing commercial maturity of the towns. Warehousing privileges refer to a

system of bonded warehouses operated by the customs which enabled merchants to store goods and postpone payment of duties until they sold their merchandise. Trade usually includes statistical and descriptive reports on the activities of the main port in the colony and its outbays.

Customs establishment and remuneration deals with salaries, ages and capacities of customs officials, official appointments, state of repair of several custom houses as well as the volume of trade at some outports. When Britain adopted free trade in the late 1840s, the colonies prepared to take over the imperial customs establishments. The volumes entitled repeal of imperial duties contain the revenue acts and schedules of duties drawn up by the colonial assemblies.

The two volumes on the passenger acts (Vols. 6625-26) contain copies of the acts regulating the conveying of passengers from the United Kingdom to Quebec. Customs officials ensured that vessels carried only a specific number of passengers according to the tonnage of the vessels. If the officials discovered extra people on board, the master was penalized. Passenger lists giving name, age, occupation and marital status appear for only ten ships (Vol. 6611, 1834-1850, reel A-502; vol. 6625, 1828-1840, reel A-507; vol. 6626, 1841-1851, reel A-507). There is also a list of vessels whose masters violated the acts for the month of July 1836 and for the year 1841 (Vol. 6611).

Responsibility for the registry of ships lay with the customs establishment. When a ship was built the owner had to secure the proper certificate of British plantation registry from the custom house as well as a registry book. Such certificates were checked by customs officials upon entry into port. If a ship changed ownership or its name, it was required to be re-registered or registered de novo. Volume 6627 records certificates and registers handled in the Quebec custom house between 1813-55. Volume 6211 concerns wrecked and stranded ships in different parts of British North America from 1837 to 1852. Some supporting documents to the application contain background information on the owner as well as sworn affidavits as to the ownership. The certificate of registry contain technical specifications on the vessels - length, breadth, tonnage, etc. There is a list of ships available in the British Archives section. The plantation volumes also contain many instances of new registry and registry

de novo for all the British North American colonies.

Miscellaneous volumes detail such disconnected matters as the dishonesty and incompetence of some officials (Vol. 6223, 6607, 6641 and 6642), question the registry of the Red Rover built on the French Shore of Newfoundland (Vol. 6538) and recount the unjustified seizure of goods from the Margaret Parker because of a clerical error (Vol. 6539).

Researchers will probably find the Customs, Plantations most helpful for studies of British North American trade (legal and contraband) and for administrative studies of the customs service. These documents have other applications. Snippets of information on the social conditions of the time are scattered through the collection. For example, the Collector stationed at St. John's, Newfoundland writes of the devastating fire that left 12,000 inhabitants homeless in 1846 (Vol. 6528). Petitions from townspeople illuminate commercial activities of the colonial towns. The seizure forms list many articles and their values which may facilitate study of the cost of living. The kinds of imported goods help to shed light on the intellectual and cultural life of the colonies; for example, customs officials wrote on the seizure form the titles and authors of the books they confiscated.

Other relevant manuscript sources are: RG8 IV, Vice Admiralty Court, Halifax, vols. 163-66; MG 40 D, Board of Trade, Register of Shipping; and MG 40 D Board of Customs and Excise, States of Navigation, Commerce and Revenue, 1772-1809.

Finding Aid 90, British Records on Microfilm, list the appropriate microfilm reel numbers. Finding Aid 800 groups the volumes by geographic region and highlights the material on each colony.

For information on the customs plantation papers, the holdings of the Customs Library and the holdings of the Public Record Office see:

Andrews, Charles M. Guide to the Materials for American History, to 1783, in the Public Record Office of Great Britain, 2 vols. (Washington: Carnegie Institute of Washington, 1912-14).

Carson, Edward A. "The Customs plantation records," Journal of the Society of Archivists 4 (April 1971): 212-17.

"The Customs records of the Kent ports - a survey," Journal of the Society of Archivists 4 (April 1970): 31-44.

Crick, B. R. and Alman, Miriam. A Guide to the Manuscripts Relating to America in Great Britain and Ireland (London: Oxford University Press, 1961).

Mander-Jones, Phyllis, ed. Manuscripts in the British Isles Relating to Australia, New Zealand and the Pacific (Canberra: Australian National University, 1972).

Paullin, Charles O. and Paxson, Frederic L. Guide to the Materials in London Archives for the History of the United States since 1783 (Washington: The Carnegie Institution, 1914).

For information on the imperial customs service in the United Kingdom and in British North America see:

Atton, Henry and Hoiland, Henry Hurst. The King's Customs, 2 vols. (London: John Murray, 1908); reprint edition (New York: Augustus M. Kelley, 1967).

Blake, Gordon. Customs Administration in Canada, An Essay in Tariff Technology (Toronto: University of Toronto Press, 1957).

Carson, Edward. The Ancient and Rightful Customs, A History of the English Customs Service (London: Faber and Faber, 1972).

Hoon, Elizabeth Evelynola. The Organization of the English Customs System 1696-1786 (New York: Greenwood Press, 1968).

Gilroy, Marion. "Customs Fees in Nova Scotia," Canadian Historical Review 17 (March 1936): 9-22.

"The Imperial Customs Establishment in Nova Scotia, 1825-1855," Canadian Historical Review 19 (September 1938): 245-91.

NEW BRUNSWICK, 1786-1854

The numerous volumes on seizures suggest that illicit trade flourished in New Brunswick. Goods were smuggled by land or by sea from the United States with whom the colony shared a boundary (in dispute until 1842). Volume 6458 (1833) contains a report on the smuggling of tea into the colony from the U.S. Documents in volumes 6460 (1836) and 6501 (1826-30) show the prevalence of contraband trade at Magagaudavic and the difficulties of enforcing the revenue laws. Volume 6481 (1838) contains a description of how foreign fish might enter the colony through the West Isles near Eastport (Maine). Reports on illicit traffic also appear in volumes 6503-04 (1815-36) and 6506 (1828-36).

In addition, there are references to violation of British North American waters by American fishing vessels in volume 6505.

Plantations

Reel	A-455	Volume	6446	Plantations, 1786-1816
	A-455		6447	Plantations, 1816-19
	A-455		6448	Plantations, 1820-21
	A-456		6449	Plantations, 1822-23
	A-456		6450	Plantations, 1824
	A-456		6451	Plantations, 1825
	A-456		6452	Plantations, 1826
	A-457		6453	Plantations, 1827
	A-457		6454	Plantations, 1828
	A-457		6455	Plantations, 1829
	A-458		6456	Plantations, 1830
	A-458		6457	Plantations, 1831-32
	A-458		6458	Plantations, 1833
	A-459		6459	Plantations, 1834-35
	A-459		6460	Plantations, 1836
	A-460		6461	Plantations, 1837
	A-460		6462	Plantations, 1838
	A-460		6463	Plantations, 1839
	A-461		6464	Plantations, 1840-41
	A-461		6465	Plantations, 1842
	A-461		6466	Plantations, 1843
	A-462		6467	Plantations, 1844
	A-462		6468	Plantations, 1845-46
	A-463		6469	Plantations, 1846-49
	A-463		6470	Plantations, 1850-55
	A-474		6506	Plantations, 1828-36 (chiefly the port of St. Andrew's and its outbays of Campobello and West Isles)

Plantations

Reel	A-474, A-475 A-475 A-475, A-476 A-476 A-476 A-476 A-477	Volume	6507 6508 6509 6510 6511 6512 6513	Plantations, 1831-32 Plantations, 1831-33 Plantations, 1831-34 Plantations, 1934-43 Plantations, 1838-43 Plantations, 1844 Plantations, 1849-51
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Selected Papers

Reel	A-473 A-473 A-474	Volume	6503 6504 6505	Selected Papers, 1815-22 Selected Papers, 1823-36 Selected Papers, 1831-54
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Seizures

Reel	A-464 A-464 A-465 A-465 A-465 A-465 A-465 A-466 A-466 A-466 A-467 A-467 A-467, A-468 A-468 A-468 A-468, A-469 A-469 A-469 A-470 A-470 A-470 A-471 A-471 A-471, A-472 A-472 A-472 A-472 A-473	Volume	6473 6474 6475 6476 6477 6478 6479 6480 6481 6482 6483 6484 6485 6486 6487 6488 6489 6490 6491 6492 6493 6494 6495 6496 6497 6498 6499 6500	Seizures, 1820-26 Seizures, 1826-29 Seizures, 1829-33 Seizures, 1833-34 Seizures, January to June 1835 Seizures, July to December 1835 Seizures, 1836 Seizures, 1837 Seizures, 1838 Seizures, 1839 Seizures, January to June 1840 Seizures, July to December 1840 Seizures, January to July 1841 Seizures, August to December 1841 Seizures, January to August 1842 Seizures, August to December 1842 Seizures, January to June 1843 Seizures, July to December 1843 Seizures, January to June 1844 Seizures, July to December 1844 Seizures, January to August 1845 Seizures, August to December 1845 Seizures, January to July 1846 Seizures, August to December 1846 Seizures, January to May 1847 Seizures, June to August 1847 Seizures, August to December 1847 Seizures, 1848-52
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Waterguard Journals

Reel A-477 Volume 6514 Waterguard Journals, 1823-39
 A-477 6515 Waterguard Journals, 1840-49

Miscellaneous

Reel A-463 Volume 6471 Port and Trade, Privileges, etc., 1828-49
 A-463 6472 Establishment, Trade, Prevention, etc., 1828-49
 A-473 6501 Correspondence and Memoranda relating to trade,
 etc. at certain outbays, 1826-30
 A-473 6502 Case of C.H. Jowett, Preventive Officer, West
 Isles, 1819-27

See also:

A-447 6208 British North America, 1811-53; Newfoundland,
 1823-44; New Brunswick, 1823-53; British
 North America, 1811-14
 A-498 6601 New Brunswick and Nova Scotia - Inter-Colonial
 Trade, 1826-41

A-498, 6603 Nova Scotia, New Brunswick, Newfoundland -
 A-499 Trade, Ports, Provincial Duties, 1837-47

NEWFOUNDLAND, 1809-54

Among the papers on Newfoundland are documents on the export of fish and seal products, on American violation of British North American territorial waters and on relations with the French islands of St-Pierre et Miquelon. Material on the temporary suspension of the Navigation laws in 1815 to permit the import of American foodstuffs for the fishery appear in volumes 6516 (1809-1816) and 6533 (1815; 1817-18). Vol. 6582 (1836-40) in the Nova Scotia plantations series contains a report on smuggling in such Newfoundland ports as Carbonear, Harbour Grace, Placentia, Burin, etc.

Plantations

Reel	A-478	Volume	6516	Plantations, 1809-16
	A-478		6517	Plantations, 1817-19
	A-478		6518	Plantations, 1820-22
	A-478		6519	Plantations, 1822-26
	A-478,		6520	Plantations, 1826-29
	A-479			
	A-479		6521	Plantations, 1829-33
	A-479			

Reel A-479	Volume 6522	Plantations, 1833-35
A-479,	6523	Plantations, 1834-36
A-481		
A-481	6424	Plantations, 1836-38
A-481,	6525	Plantations, 1839-40
A-482		
A-482	6526	Plantations, 1840-43
A-482	6527	Plantations, 1843-45
A-482,	6528	Plantations, 1845-48
A-483		
A-483	6529	Plantations, 1848-54
A-483		

Selected Papers

Reel A-485	Volume 6534	Selected Papers, 1814-50
A-485	6535	Selected Papers, 1834-50

Seizures

Reel A-483	Volume 6530	Seizures, 1817-36
A-484	6531	Seizures, 1836-43
A-484	6532	Seizures, 1843-49

Waterguard Journals

Reel A-485	Volume 6536	Waterguard Journals, 1830-37
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Miscellaneous

Reel A-484	Volume 6533	Application for licenses, 1815; 1817-18
A-486	6537	Customs remuneration, 1834-35
A-486	6538	Case of the <u>Red Rover</u> , Repeal of Imperial Duties, 1849-50
A-486	6539	Case of the <u>Margaret Parker</u> , 1840-46
See also:		
A-447	6208	British North America, 1811-53; Newfoundland, 1823-44; New Brunswick, 1823-53; Relating to all British North American Colonies, 1811-14
A-498,	6603	Nova Scotia, New Brunswick, Newfoundland - Trade, Ports, Provincial Duties, 1837-47
A-499		

NOVA SCOTIA, 1785-1857

Among the papers on Nova Scotia are documents illustrating the conflict with the Assembly over the amount of customs fees taken by officials in the custom house at Halifax (vol. 6597; 1803-21). Some references to the slave trade appear in volume 6570 (1785-1816) and to American violation of B.N.A. territorial waters in volumes 6598-99 (1819-41; 1842-55).

Plantations

Reel	A-486	Volume	6570	Plantations, 1785-1816
	A-487		6571	Plantations, 1816-17
	A-487		6572	Plantations, 1818-19
	A-487		6573	Plantations, 1819-21
	A-488		6574	Plantations, 1821-23
	A-488,		6575	Plantations, 1823-25
	A-489		6576	Plantations, 1825-27
	A-489		6577	Plantations, 1827-28
	A-489		6578	Plantations, 1829-30
	A-489,			
	A-490		6579	Plantations, 1830-33
	A-490		6580	Plantations, 1833-35
	A-490,		6581	Plantations, 1835-36
	A-491			
	A-491		6582	Plantations, 1836-40
	A-491,		6583	Plantations, 1841-42
	A-492			
	A-492		6584	Plantations, 1842-44
	A-492		6585	Plantations, 1844-45
	A-493		6586	Plantations, 1845-47
	A-493		6587	Plantations, 1847-49
	A-494		6588	Plantations, 1849-57

Selected Papers

Reel	A-497	Volume	6597	Selected Papers, 1803-21
	A-497		6598	Selected Papers, 1819-41
	A-497		6599	Selected Papers, 1842-55

Seizures

Reel	A-494	Volume	6589	Seizures, 1821-37
	A-494,		6590	Seizures, 1837-39
	A-495		6591	Seizures, 1840-42
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Waterguard Journals

Reel	A-496	Volume	6594	Waterguard Journals, 1819-20; 1834; 1836-37
	A-496		6595	Waterguard Journals, 1837-46

Miscellaneous

Reel A-498	Volume 6600	Establishment, 1828-34
A-498	6602	Establishment, 1837-48
A-499	6604	Repeal of Imperial Duties, 1847-49
A-496	6596	Office Accommodation, etc., 1843-52
See also:		
A-498	6601	New Brunswick and Nova Scotia - Inter-
		Colonial Trade, 1826-41
A-498,	6603	Nova Scotia, New Brunswick, Newfoundland -
A-499		Trade, Ports, Provincial Duties, 1837-47
A-500	6607	British North America, 1814-45; Quebec, 1814-36; Nova Scotia, 1815-45

CAPE BRETON, 1791-1847

There are documents on Cape Breton within the Nova Scotian papers, especially volumes 6571-73 (1816-21), 6578 (1829-30) and 6588 (1849-57). (Cape Breton became part of Nova Scotia in 1820)

Plantations

Reel A-451	Volume 6219	Plantations, 1791-1819
A-451	6220	Plantations, 1820-41
A-452	6221	Plantations, 1831-47
A-452	6224	Plantations, 1845-47

Miscellaneous

Reel A-452	Volume 6223	Case of Charles Leonard, Customs Official, 1841-44
		P.E.I., 1814-48

There are documents on P.E.I. within the Nova Scotian papers, especially volumes 6570 (1785-1816), 6586-87 (1845-49) and 6570 (1837-39).

Plantations

Reel A-500	Volume 6606	Plantations, 1820-48
A-500	6608	Plantations, 1823-39

Miscellaneous

Reel A-500	Volume 6607	Case of Mr. Des Barres, Customs Controller, 1818-29
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QUEBEC, 1766-1850

Of particular note are instances of strained relations between the Collector in Québec (Jessop) and the colonial government or the Assembly. Conflict arose over the collection of provincial duties by imperial customs officers (vol. 6635; 1822-32) and over the transmittal of certain duties to England, an action which the Assembly questioned (vol. 6609; 1766-1835). In another case the Collector, by refusing to comply with the Assembly's wishes, was imprisoned for contempt. Such action forced the Colonial Secretary to step in and declare that customs officials were to obey promptly the Assembly's orders (vol. 6611; 1834-50).

A memorandum describes the Gaspé region and the prevalence of contraband traffic (vol. 6640; 1839-47). Other reports delineate the ease of smuggling American goods into the Trois Rivières area (vol. 6621 and 6628; 1838-39 and 1814-89) and the illicit trade in the Magdalen Islands (vol. 6640; 1839-47).

Volume 6611 (1834-50) also contains passenger lists for five vessels.

Most of the papers deal with Lower Canada/Canada East but there are a few documents relating to Upper Canada/Canada West. See volumes 6619 (1833-35), 6622 (1840-42), 6624 (1846-56), 6636 (1827-43), 6638 (1819-54), and 6639 (1826-46).

Plantations

Reel A-502	Volume 6612	Plantations, 1809-16
A-502	6613	Plantations, 1816-21
A-502	6614	Plantations, 1821-23
A-503	6615	Plantations, 1823-26
A-503,	6616	Plantations, 1826-27
A-504		
A-504	6617	Plantations, 1827-29
A-504	6618	Plantations, 1830-33
A-505	6619	Plantations, 1833-35
A-505	6620	Plantations, 1835-37
A-505,	6621	Plantations, 1838-39
A-506		

Reel A-506	Volume 6622	Plantations, 1840-42
A-506	6623	Plantations, 1842-46
A-507	6624	Plantations, 1846-56
A-510	6635	Plantations, 1822-32
A-510	6636	Québec and Montréal, 1827-43
A-511	6637	Québec and Montréal, 1833-47

Selected Papers

Reel A-501	Volume 6609	Selected Papers, 1766; 1790-1833
A-501	6610	Selected Papers, 1769-1833
A-501,	6611	Selected Papers, 1834-50
A-502		

Seizures

Reel A-508	Volume 6628	Seizures, 1814-19
A-508,	6629	Seizures, 1822-28
A-509		
A-509	6630	Seizures, 1829-34
A-509	6631	Seizures, 1834-46
A-509	6632	Seizures, 1836-38
A-509,	6633	Seizures, 1838-43
A-510		
A-510	6634	Seizures, 1843-49

Miscellaneous

Reel A-507	Volume 6625	Papers relating to Passenger Acts, 1828-40
A-507	6626	Papers relating to Passenger Acts, 1841-51
A-508	6627	Ships' Registry, 1813-55 + detailed list of ships for this volume provided at end of this finding aid.
A-511	6638	Québec and Montréal - Trade, 1819-54
A-512	6639	Warehousing, Port Privileges, etc., 1826-46
A-512	6640	Magdalen Islands, 1839-47
A-512	6641	Charges against Officials, 1845-46
A-512,	6642	Case of Jessopp versus Reiffenstein, 1837-42
A-513		
See also:		
A-447	6207	British North America, 1814-45; Québec, 1814-36; Nova Scotia, 1815-45

MONTREAL, 1840-55

There are documents on Montréal (especially for the earlier period) in the papers on Quebec.

Plantations

Reel A-453	Volume 6422	Plantations, 1840-45
A-453	6423	Plantations, 1845-55
See also:		
A-510	6636	Québec and Montréal, 1827-43
A-507	6624	Québec and Montréal, 1833-47

Selected Papers

Reel A-454	Volume 6426	Selected Papers, 1840-55; also papers on St. Croix, 1808-14; Guadeloupe, 1814-16; Surinam, 1816-19
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Seizures

Reel A-453,	Volume 6424	Seizures, 1832-43
A-454		
A-454	6425	Seizures, 1843-48

Miscellaneous

See also:		
Reel A-511	Volume 6638	Québec and Montréal - Trade, 1819-54
		CANADA, 1832-54

Most of these documents concern the activities of the custom houses at Montréal and Québec and the outports in the Gaspé region.

Plantations

Reel A-448	Volume 6612	Plantations, 1841-47
A-448,	6213	Plantations, 1850-51
A-449		

Miscellaneous

Reel A-449	Volume 6214	Port Privileges, Establishment, Repeal of Imperial Duties, etc., 1832-54
A-449	6215	Ports, Trade, Establishments, etc., 1833-47
A-449,	6216	Revenue Legislation, Establishment, etc., 1847-50
A-450		
A-450	6217	Seizure of Pirated British Books, 1847-50
A-450	6218	Seizure of Pirated British Books, 1850

BRITISH NORTH AMERICA, 1811-53

Documents relate to American encroachment of British North American waters, seizures of American ships and fish as well as interpretations of the treaty with the United States on fishing rights in the colonies of Quebec, Nova Scotia, New Brunswick and Newfoundland. Volume 6207 (1814-45; 1814-36; 1815-45) contains papers on the duty-free import of goods (food and selected manufactured items) for use by the fisheries of British North America.

Miscellaneous

Reel A-447	Volume 6207	British North America, 1814-45; Quebec, 1814-36; Nova Scotia, 1815-45
A-447	6208	British North America, 1811-53; Newfoundland, 1823-44; New Brunswick, 1823-53; Relating to all British North American Colonies, 1811-14
A-447, A-448 A-448	6209 6211	British North America - Goods for Fisheries, 1826-46

Transfer of ownership of vessels; registry de novo, 1837-52 - detailed list of ships for this volume provided at end of this finding aid.

List of Ships' Names

Vol. 6211: British North America, 1837-1852. Transfer of ownership of
Reel A-448 vessels; registry de novo, etc.

- p. 1 Esperance, stranded at P.E.I., 1836
- p. 48 Barque Gleaner, stranded in St. Lawrence, 1842
- p. 56 William Money, grounded in St. Lawrence, 1834
- p. 96 Barque Euphiosyne of Whitby, stranded in
St. Lawrence, 18__
- p. 101 Brig Content of Sunderland, wrecked in
St. Lawrence, 1843
- p. 108 Schooner Thistle of Halifax, stranded in Gut
of Canso, 1845
- p. 117 Ship Ceylon
- p. 124 Schooner Mary of Pictou, wrecked in Arichat
Harbour, 1845
- p. 127 Barque William of Irvine, wrecked in St.
Lawrence, 1846
- p. 132 Barque Thomas Henry, wrecked in Gut of Canso,
1850
- p. 150 Schooner Spec, stranded at Cariboo, 1850
- p. 155 Schooner Olive, 1851
- p. 161 Brig Orwen, stranded in St. Lawrence, 1841
- p. 169 Barque Alexina, wrecked in Gut of Canso
- p. 172 Barque Surry, wrecked Cape Breton, 1850
- p. 176 Granting of registry de novo by Quebec City
Customs to vessels condemned in lower ports
- p. 179 Brigantine Bloomer, wrecked off Cape Breton, 1851

Vol. 6627: Quebec 1813-1855. Ships' registry, including registry de novo
Reel A-508

- p. 11 1818; ship Camillus
- p. 30 1832; ferry Canadian Patriot
- p. 42 1836; steamboat Swan
- p. 45 1826; vessel Daniel O'Connell or Wren

- p. 47 1839; Christina or Christiana
p. 52 1836; Barque Rising Sun
p. 68 1832; Barque Sophia
p. 102 1837; Brig Maria
p. 119 1838; Brig Thomas Parker
p. 121 1838; Barque William of Lancaster
p. 137 1838; Barque Rebecca
p. 142 1839; Barque Navarino
p. 153 1839; Barque Benjamin Hart
p. 156 1841; Vessels Squaw and Harriet
p. 159 1842; Brig Helen Stewart
p. 167 1842; Barque Banffshire
p. 173 1844; Barque Mersey
p. 178 1844; Ship Coromandel
p. 183 1844; Barque Neptune
p. 188 1845; Barque Prince George
p. 191 1846; Barque Jane
p. 196 1846; Barque Crusader
p. 200 1846; Ships Laurel and Jane Morrison
p. 209 1846; Ship Liverpool
p. 215, 237 1847; Barque Cove
p. 218 1846; Barque Cleopatra
p. 223 1846; Ship Agnes
p. 226 1846; Ship St. Andrew
p. 232 1847; Barque European
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p. 236 1847; Barque Hebe
237 Barque Robert Stride
p. 210 1847; Barque China
p. 245 1847; Barque Robert Stride
p. 247 1847; Barque Hebe
p. 250 1847; Ship Empire
p. 254 1847; Barque John Geddie

- p. 258 1847; Barque Reliance
p. 263 1847; Barque Rory O More
p. 268 1847; Brigs Isabella and Colonist
p. 273 1847; Barque Hartland
p. 283 1848; Brig Lumley
p. 290 1848; Schooner Eliza and Anne
p. 295 1849; Ship Wilson Kennedy
p. 300 1849; Brig Lavinia
p. 306 1849; Schooner Catherine Hunter
p. 310 1851; Schooner Marie Esperance
p. 314 1851; Schooner Lart
p. 315 1851; Schooner Saint Laurent
p. 328 1852; Schooner Perseverance
p. 331 1852; Ship Sophia Burbidge
p. 334 1852; Ship Victory
p. 337 1853; Brig Balmoral
p. 342 1852; Ship John Francis
p. 347 1853; Barque Jessie
p. 351 1853; Ship Caledonia
p. 354 1854; Ship Acadia and barque Water Lily
p. 361 1854; Brig Robinson
p. 365 1854; Ship Ballengeick
p. 369 1855; Barque Favorite