

Portsmouth, N. H.,

October 9, 1938.

Dear Mr. Barrows:

I was really flattered by your request for a copy of my History of the Portsmouth Custom House and would have forwarded this to you some time ago but my typing is slow and atrocious resulting in the wasting of some hours. I do hope that the result may be translated and interpreted.

In your circular letter which brought on our recent exchange of correspondence, you wrote that you did not know whether or not a Collector was ever appointed for the White Mountain district. A man named Mahurin was appointed Collector of the White Mountain district and took the oath of office before Collector Whipple in 1811.

I have completed my talk that I am to give before the D.A.R. and will attempt to edit it in a short time. If you would like to read the 25 pages, would gladly loan it to you if you would so advise me. ^{lack of} ^{not} No such request will offend me so if not deeply interested in our first collector, don't mention it.

Truly Yours,

George

P.S., Am using a Junior Royal on which the "a" sticks and the spacer sticks on occasion. G.M.

HISTORY OF THE PORTSMOUTH CUSTOM HOUSE.

Chapter 1.

The Customs Service in Pre-revolutionary Times.

The first settlements of New Hampshire being on the coast and tidal waters, fishing, lumbering and shipping were for some time the chief occupations of its citizens. Therefore, it was but natural that the Customs Service which regulated the shipping and in addition collected the duties levied on foreign goods should be intimately connected with the early history of the State.

Only fragmentary records of this Service in New Hampshire before the Revolution are available. In 1665, during the Dutch War, a fort was erected at New Castle on Great Island at the mouth of the Piscataqua River by the residents of Dover and Portsmouth to be maintained by the revenue received from customs duties and the tax on intoxicants. From this it appears that duties were collected soon after the first settlements were made. In 1675, Sampson Sheafe, Senior, the progenitor of the Sheafes who were destined to become leading merchants in Portsmouth, was Collector of the Customs for the port of Portsmouth, then known as the port of Piscataqua.

In 1680, the rule of the royal province of New Hampshire was taken from Massachusetts and a president and council chosen from New Hampshire citizens to assume control. At about the same time, Randolph was appointed by the crown, Collector and Searcher of Customs for New England. New Hampshire did not recognize his authority, so when he seized a boat belonging to Portsmouth bound for England or Ireland,

yearly and the coastwise trade was estimated at five times that amount. It is claimed that there were seafaring men and five ships of 100 tons belonging to the province in 1730.

Within the next thirty years, the collectorship went to James Anthony Reynolds, James Hevin (appointed March 3, 1757) a native of Scotland and a former officer in the Royal Navy, John Hughes and Robert Hallowell. The volume of customs transactions had nearly doubled; entrances from 1764 to 1772 averaging 103 a year and clearances 155 a year.

In 1771, Governor Wentworth succeeded in having a lighthouse built at New Castle which was the seventh built in the United States and remained the one farthestmost north for twenty years. The six previous lighthouses were the Boston Lighthouse at the entrance to the harbor on Lighthouse Island built in 1716, the Brant Point Lighthouse at the entrance to Nantucket Harbor in Massachusetts in 1746, the Beavertail Lighthouse on Conanicut Island in Rhode Island in 1760, the Charleston Lighthouse at Charleston, North Carolina, in 1767, and the Plymouth Lighthouse in Plymouth, Massachusetts, in 1768. The Lighthouse on Cape Ann, Massachusetts, was built in 1771, too.

The 1770's witnessed the struggle of the colonists for fair treatment and England's attempt to tax America. In 1767, she passed a law placing a duty on imports into the provinces of paper, glass, painter's colors and teas which resulted in the nonimportation of those articles. In 1770, the duties had been dropped and a stamp tax levied on teas.

George Moserve was in England when this step was taken and

was appointed agent for the distribution of the stamps in New Hampshire. Fearing in his arrival in Boston the unpopularity of the stamp tax, he resigned and finally accepted a position in Boston. In 1772, he exchanged this position with Robert Ellowell for the collectorship.

After the Revolution had been brought to a successful conclusion, New Hampshire took over the fort and lighthouse at New Castle and the custom house at Portsmouth. The last was situated near the present coal docks on Market Street at the approach to the ferry then running between Portsmouth and Kittery. Eleazor Russell, who had been the Naval officer under the English government continued the office under the State. He was a bachelor, somewhat eccentric, but a faithful, intelligent officer, highly esteemed by the citizens of Portsmouth.

Acting upon his own authority, he drew up a schedule of fees which were to be the reimbursement for his services. Finding that altho they were extremely low, they were not well received by the masters of the vessels, he took up the matter with the President of New Hampshire, at the same time suggesting that at some future time there might be need of another officer.

On March 4, 1786, the State Legislature saw fit to appoint Joseph Whipple Collector of the Impost. Joseph Whipple was born in Kittery, Maine, and spent his childhood there. As a young man, he entered the store of Nathaniel Carter of Newburyport Massachusetts, later quitting that to establish a store on Spring Hill in Portsmouth with his brother William, one of the signers of the Declaration of Independence. Having acquired
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title to considerable land in Coos County, he settled in Dartmouth, being the first white family to settle in that Indian infested country. It is claimed that his servant was the first white woman to go thru Crawford Notch.

The Indians caused Joseph Whipple no trouble until the Revolution started. One day he allowed a group to enter his home for food, a usual custom with him. To his surprise, he found himself a prisoner about to be taken to Canada for ransom. Permitted to retire to his bedroom to pack his clothing, he jumped thru a window and ran to the pasture where his men were building a fence. Each man, placing a stake on his shoulder, awaited the approach of the Indians; they seeing what they thought to be a body of armed men, ran away.

Mr Whipple represented his legislative district in 1776, 1777, 1778, 1782 and 1783 and finally in 1785. He was appointed as a colonel in the 25th Militia in 1784 and as Collector of the Impost in 1786.

New Hampshire had a well developed plan for raising revenue thru the Customs but as the other States did not do likewise, it was abandoned. The State also provided for post roads and appointed Jeremiah Libbey postmaster general but on objection being raised, it, too, was given up and Mr. Libbey had to be satisfied to be postmaster of Portsmouth.

Chapter 11, The Collectorship of Joseph Whipple.

In 1789, the second act of the first congress established the United States Customs Service. George Washington

appointed Joseph Whipple Collector of the Customs, Eleazor Russell Naval Officer and Thomas Martin Surveyor of Customs. It is claimed that Washington intended to appoint Peirse long to the collectorship but it is doubtful that the appointment was actually made as Mr. Long died of heart failure before Washington assumed the presidency.

The subordinate officers of the Custom House were Timothy Mountford, George Frost, John Fernald and Edmund Coffin, inspectors; Thomas Chadbourne weigher, and William⁹ gauger. Other representatives of the federal government were Jeremiah Tibbey appointed postmaster of the only postoffice in the State, and Elias Parilton keeper of the New Castle Lighthouse.

On the shoulders of the Collector of the Customs were placed the responsibilities of paying pensions, running the lighthouse, overseer of the fort; in fact, the collection and disbursements of all federal moneys except that collected by the postoffice. In addition it must be borne in mind that this was a new field. "It will naturally occur" wrote Collector Whipple to the Secretary of the Treasury "that the first who are in the exercise of these offices will have the greatest difficulties to encounter, having unbeaten paths to explore and to reconcile a people accustomed to almost no laws but their will to strict observance of revenue laws which are generally in their nature obnoxious to such a people."

The first difficulty the Collector of Customs encountered on taking over the office on August 3, 1790, was the limits of his district. All the State lines, light and lighthouse in

Maine, or rather in Massachusetts as Maine was a part of that State at that time, were placed under York in that State but this wasn't a natural division for vessels proceeding to Kittery and Berwick entered the same harbor as those for Portsmouth or other New Hampshire towns inland. Colonel Whipple succeeded in extending his jurisdiction to both sides of the Piscataqua River.

The next problem was the question of adequate salaries or emoluments which Congress had drawn up. Quoting from a letter written by the Collector to the Secretary of the Treasury dated February 18, 1790: "In obedience, therefore, to your directions I have enclosed a statement of emoluments that have accrued to the officers respectively to the 1st. of January. In executing this order, I have preserved the plan that had suggested itself to me before the receipt of this letter. This statement shows the amount for the period directed by your letter and is extended to the 1st. of February including the term of six months. I have continued the same by calculation to the term of one year which I have done with as much accuracy as possible. It will appear by these calculations that the emoluments for the year will be:- to the collector \$57, to the naval officer \$270, and to the surveyor \$272."

Less than .25 a month and out of this sum, each officer had to furnish clerk hire, pay for stationery etc.

On February 5, 1791, he wrote "In the early times of the Revolution, it was not an uncommon thing to see services performed without reward and sometimes sacrificed to the great objects then in contemplation but at this period when necessity

does not call for such sacrifices, when a peaceful and happy establishment is effected and a fortunate system of revenue established and improving, it will not be expected that those employed in the execution of the laws will be left without support. The office to which I am attached requires constant and diligent attention. It has my exertions that it shall be executed according to law. It will be needless for me to say, after referring you to the statement enclosed, I am obliged to draw from other resources the greater part of my support."

Not only were the higher officials vastly underpaid but the inspectors, weighers, gaugers and measurers had to find additional employment elsewhere to augment their salaries. They were paid \$1.25 per day when actually on duty plus certain fees. In the Portsmouth district there were six inspectors who also served as weighers or measurers as occasion required and one gauger. Their pay averaged \$175 each per year for the first three years.

There were reasons why the salaries and fees prescribed for ~~by~~ New Hampshire by Congress proved to be so inadequate. This was the fact that thru Portsmouth went only a part of the imports and exports of the State. In these early times, waterways were used almost exclusively for transportation. As a result, the trade of the central part of the State was borne on the Merrimac River thru the port of Newburyport and that of the northern part on the Connecticut River thru the port of Hartford. Little of the trade of the State was carried on the coast.

the adjacent part of the present State of Maine.

In the year 1790, there were exported thru New Hampshire's only seaport 831,219,000 feet of pine boards and planks, 79,577,000 feet of oak boards and planks, 3,399,000 feet pine timber, 9,651,000 feet oak timber, 279,224,000 staves and headings, 31,470,000 shingles, 10,551 quintels dry fish, 284 barrels pickled fish, 197 barrels train oil, 566 barrels beef, 258 horned cattle, 445 sheep, 108 horses and miscellaneous articles. It will be noted that lumbering and fishing were the two chief industries, or occupations.

In the same year, imports consisted of 748 gallons Madeira wine, 72,700 gallons rum, 342 gallons ale, 165,921 gallons molasses, 11,933 pounds coffee, 20,920 pounds cocoa, 188,383 pounds sugar, 288 pounds of cheese, 33,954 bushels salt and miscellaneous articles. The large quantities of rum, molasses, coffee, cocoa and sugar were not due to local consumption but these articles imported from the West Indies were used in barter between these islands and Europe extensively carried on by the merchants of Portsmouth. The huge amount of salt was used chiefly in curing fish and produce and originated in the West Indies, England, Ireland, France and Portugal.

Smuggling along the coast soon became a major problem. In August, 1790, the Revenue Cutter Service was formed for two objects: the first the protection of the revenue by preventing smuggling and the second to render assistance to vessels in distress. Two months later, Collector Kinole was instructed

to make plans for the construction of a cutter to operate out

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of Portsmouth. After several delays, the cutter 44 feet long, 15 feet beam and 6 1/2 feet deep, was ready for the sea. On accepting her, she was named the FERRET but it was discovered that there was a public vessel of that name in Nova Scotia. The Department then chose the name SCAMMEL thus honoring Alexander Scammel of Durham, New Hampshire, who had won the friendship of George Washington for his bravery during the War of Independence.

Under the agency of the Collector of Customs, the SCAMMEL patrolled the coast from Cape Ann in Massachusetts to the Canadian border at Eastport. Hopley Yeaton who served as a Lieutenant on board the D-AN during the Revolution was chosen captain at \$50 a month, John Flagg first mate at \$35 per month, John Adams as second mate and Samuel Hobart as third mate; the mates being former sea captains sailing out of Portsmouth. In 1792, there was a change among the mates due to the poor food and pay. John Flagg, the first mate, resigned to enter the merchant marine, his place being taken by John Adams, former second mate. Benjamin Gunnison was appointed second mate and Samuel Odiorne third mate.

The first fruits of the revenue cutter of which there is any record is the apprehension in 1792 of a boat seen by the officers of the SCAMMEL to go alongside the Schooner ADVENTURE and the subsequent recovery of three parcels of coffee that were going to be landed illegally. On April 13, 1793, an officer of the Revenue Cutter saw men secretly loading a small boat from the FISHERMEN. The boat was found to contain a bag

of cocoa and 24 bags of coffee which were seized.

In 1791, exactly 20 years after its building, the Lighthouse at New Castle, New Hampshire, was ceded by the State to the United States and placed under the superintendency of Colonel Whipple as Collector of Customs. The keeper appointed by the State, Titus Salter of Portsmouth, was retained by the federal government. Captain Salter won early recognition in the Revolution by capturing the British Ship PRINCE GEORGE with 1892 barrels of flour for the British Army in America. On January 5, 1776, he was instructed to enlist 90 men to garrison Fort Washington on Peirce Island in Portsmouth harbor and he served as their captain until given the command of the RAIPDET by the Committee of safety of New Hampshire. At the end of hostilities, he was appointed keeper of the New Castle Light.

With the Lighthouse, New Hampshire ceded to the United States the fort on Great Island in the town of New Castle. The fort was intimately connected with the Customs under the State regime. When a vessel approached Portsmouth Harbor, a signal was flown from the fort indicating whether the vessel was a ship, brig or schooner. By this flag, a merchant expecting his boat could make arrangements for pilotage etc. Furthermore, no vessel was allowed to leave the harbor until it had presented proof that it had properly cleared at the Portsmouth Custom House. Collector Whipple ardently advocated the continuance of this system but it didn't meet the approval of the Department.

In 1794, Collector Whipple was appointed agent of the

repairs contemplated on Fort Constitution at New Castle, formerly the Fort WILLIAM AND MARY and the same fort ceded by the State. General Rochefontain arrived at Portsmouth June 24, 1794, to superintend the work. When completed, the fort had a wall on the North, East and West sides eight feet high and eighteen inches thick composed of stone and sod resting on stone sunk to a depth of three feet. On the west side there was a brick wall eight feet and three inches high and three feet thick with a strong double gate and an arched brick sally way.

Inside the walls were a store or gun house of wood 36 feet by 24 feet by 9 feet, a brick blockhouse of one story, 33 feet by 30 feet and a brick parapet. Under the brick blockhouse was a magazine with a brick arch which with the cellar was cut out of solid rock.

The year 1798 was an eventful one. On July 24, 1798, arrived the Ship MENTOR of 216 tons belonging to James Sheafe with John Flagg, master, from the West Indies with 7,727 gallons of molasses for Thomas and William Sheafe, 193 gallons of molasses for John Flagg and 2,683 gallons molasses, 10 gallons sherry, 230 pounds coffee and miscellaneous articles for Peter Coffin. Yellow fever broke out in the crew and those engaged in unloading the cargo, spread to that section of the town claiming 55 victims out of the 100 stricken with the malady. Eleazer Russell, the Naval Officer, had lived in constant fear of contracting some foreign disease and it is said that he used tongs in handling the ships' papers. He escaped the yellow fever but fear and worry made him susceptible to the ravages of age. He died.

September 18th., at the age of 78.

In 1798, the second revenue cutter for the district, the GOVERNOR GILMAN, was built at Badger Island to take the place of the SCAMMEL which had been found too small and sold. The original officers of the new cutter were Hopley Yeaton, captain, Benjamin Gunnison, first mate, and John Mitchell, second mate.

And in 1798, a change in political parties caused the first division of spoils. Thomas Martin, who had been Surveyor of Customs was promoted to Collector of Customs in the place of Joseph Whipple. Samuel Adams was appointed Surveyor and Edward St. Loé Livermore became Naval Officer on the death of Eleazor Russell. On the revenue cutter GOVERNOR GILMAN, the new officers were John Adams, Captain, Samuel Adams first mate, Samuel Muir second mate, and at a later date George W. Allen third mate. In the postoffice, Mark Simes became postmaster in lieu of Jeremiah Libbey.

In 1797, Congress established the Marine Hospital Service to furnish relief to sick and injured seamen. The fund was maintained by collecting twenty cents from each seaman for each month of sea service. The collecting and disbursing this fund was placed in the hands of the Collector of Customs. No hospital was established at Portsmouth but seamen were furnished doctors and nurses at the patients' homes or any place designated.

82 vessels entered Portsmouth from foreign countries this year, 76 of which were from the West Indies. Duties collected amounted to \$121,401.12 as compared to \$16,570.92 and the

increase would have been greater but for the action against American shipping carried on by the privateers of France, England and Spain.

In 1801, Joseph Whipple was reappointed Collector of the Customs in place of Thomas Martin. His first problem was with the Federal Court which is best explained by a letter of the Collector's written to the Treasury Department, dated January 16, 1802: " I do myself the honor to make a representation to you of an event which highly respects the honor and dignity of the United States, and in its tendency injurious to its interests. The imbecility of the Judge of the District of New Hampshire is notorious and a representation of it ought to have been made to the Government by the members of Congress from this State but probably the hope of his reclaiming has prevented. Suits brought on bonds have been delayed by the deficiency of the court and embarrassments have been seriously attempted by attorneys opposed to the Government.

The case which is the subject of the present representation relates to the Ship ELIZA, William Iadd, master, owned by Mishalet Iadd. The vessel arrived at Bonavista in the month of September, the cargo consisted of the following articles: 160 bags salt consigned to William Iadd, the master, 160 goat skins, four pieces canvass, one second hand cable consigned to William Iadd, the master, as stated on the manifest by which the vessel was entered at Boston - - - - It appears that when the boat was docked, the old cable was temporarily removed and replaced by a new cable. The old cable was collected and

the vessel seized and in due course, the case was brought to tryal with this result:

The Judge soon after the seizure of the vessel was induced privately to appoint three appraisers (persons known to be particularly adverse to the Revenue and the Government) without the attendance or knowledge of the district court or attorney. These persons appraised the two cables at 240 dollars which was worth more than 300 dollars and the ship at 3000 dollars which was worth more than 4000 dollars. An order was granted in this improper and concealed proceeding for the delivery of the ship and the cables and without a certificate from the Collector of the payment of the duty as provided by law in case of a fair and legal appraisalment, which the marshal concerned was obliged to comply with. This being done, the cables were immediately seized on the ground of the nonpayment of the duty. There the business rested until the 11th., the day appointed by public notice for holding the court. The informant with a number of witnesses from Boston attended the tryal. The court was opened at 3 O'clock and a few observations being made, it being observed that the Judge was in a state of intoxication, it was moved to adjourn until the next morning. The Judge immediately ordered "Adjourn, I shall be sober tomorrow morning. I am now d---d drunk."

The court was opened at 9 O'clock on the 12th. The business being resumed, the claimant produced the evidence of a passenger on board stating that in his opinion the ship was in possession of cables. The Judge refused to hear the proof stating

that one of the cables was actually reported in the manifest as

merchandise consigned to the master and landed without a permit and that the other, a large new cable, was bent to the anchor in an informal manner on her arrival at the dock for the declared purpose of saving the duty by giving it the appearance of the ship's cable and at this stage of the business, without giving any attention to the evidence or treating the cause with any respect or even decency, declared it to be his decree that the ship and cables be delivered up to the claimant.

An appeal was claimed which was assented to and retracted several times in a disorderly manner unbecoming an officer of the most subordinate station. The attorney requested a certificate that there was cause of seizure. This was refused with like indecency. The attorney also entreated him to give proper attention to the case, that it was an important one as it respected the revenue. The Judge exclaimed 'Damn the Revenue, adjourn the court.'"

The Judge was removed from office.

A study of receipts and expenditures for a given year will reveal the scope of work covered by the Customs. In the year 1862, duty on foreign goods amounted to \$153,598.72, tonnage taxes on vessels \$1,386.48, fees for vessels passports \$134.00, interest on bonds given to cover payment of duties \$508.96 and hospital money collected amounting to \$2,081.69 making with a credit of \$2.47 given by the Treasury Department a total of \$157,692.33 collected for the year. Of this sum, \$26,548.46 was refunded during the year on the exportation of goods imported, \$624.72 was given to exporters of pickled fish and salted provisions,

4,612.00 was given to owners of vessels engaged in cod fishing on 6th March, 29.61 was spent to defray the expenses of the

Lighthouse at New Castle, \$1,235 was given to the U.S. Marshal, \$150 to the Collector, \$200 to the naval officer and \$250 to the surveyor as pay, \$2,259.81 was given to the Collector as commission at the rate of 1 1/2% and miscellaneous items including the pay of the inspectors amounting to \$3,463.64 made a grand total of \$39,573.37 expended. Of the remainder, \$111,141.77 was remitted to the Treasury in drafts leaving approximately \$7,00 to be added to the balance of the previous year.

There were two important events in 1802. In September 27, a new cutter named the NEW HAMPSHIRE was put in service to take the place of the GOVERNOR GILMAN which had been sold. The new cutter was built at Amesbury, Massachusetts, under the direction of Benjamin Gunnison. Hopley Yeaton, who had been removed from the cutter service in favor of John Adams, returned to take command, and Benjamin Gunnison was appointed first mate. On December 26, Portsmouth was visited by a great conflagration which destroyed many buildings including the Custom House and Postoffice. The papers and furniture being saved, Colonel Whipple moved the office to a building on the southeast corner of State and Pleasant Streets.

Two years later, Benjamin C. Gilman of Boston completed the new Lighthouse at New Castle, known at that time as the Portsmouth Lighthouse, 85 feet high and with the height of rock on which it stood, 90 feet from the level of the sea. It was a fixed light, lighted with eleven lights and reflectors. With the new light, arose a cry by the keeper for an increase in pay. His compensation was \$200 a year and it was expected that he would be

able to support his family by raising his own vegetables and by fishing. Unfortunately the garrison of the fort adjacent, pilfered his crops, pigs and poultry, no convenient fishing grounds could be found, so the keeper appealed to the Collector of Customs as superintendent of the lighthouse to provide him with a high board fence in pay. He got the fence.

Altho Portsmouth was now enjoying prosperity as shown by the fact that the collections were steadily increasing, yet practices had started which were to result in another war with England. For several years, England, France and Spain had been confiscating American vessels. In 1807, the Embargo Act was passed as a means of retaliation, forbidding the clearance of vessels engaged in foreign trade and because it was felt that to sail on a foreign voyage was too hazardous.

In addition, England was impressing American seamen. In an attempt to furnish American sailors with the necessary proof of their citizenship, the Collector of Customs was authorized to issue Seamen's protection certificates but these were not recognized by the British. At different times, Collector Whipple was called upon to offer proof of the citizenship of James Garvin, John Neal, Henry Stoddley, John Downing, Robert Rogers (of Berwick) Nathaniel Parker, Jr., William Lear, William Russell, George Witham, Ebenezer Perry, Robert Gunnison, Samuel N. Bernald, James Morton and David Carlton. There is no record of their immediate release.

In 1808, to furnish relief to the merchants, permission was given to American ship owners to proceed to foreign ports to get merchandise that might belong to them provided
 Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

the consent of the President of the United States was obtained. This opened an avenue for fraud and the Revenue Cutter NEW HAMPSHIRE was kept busy in preventing vessels from clearing without permission or to frustrate attempts of those with permission to pick up a cargo before or after clearing.

This policy of restriction met violent opposition in Massachusetts and Maine, and Newburyport and York saw many attempts to evade the law. In the small towns of New Hampshire, goods were carried to the vessels awaiting along the coast. To put a stop to this method, the Collector armed and manned a small sailboat which cruised along the shore and to the Isles of Shoals. That there was a lack of sympathy is evident from a letter addressed to the Secretary of the Treasury by the Collector in which he blames the Embargo Act and malicious information for the apparent change in the political sentiments of the people of New Hampshire.

The Collector of Customs, during the naval war with France, called attention to the fact that Fort Constitution had no cannon. Little attention was paid to his plea for a better defense of the harbor but with war threatening, there was a change of attitude. It was recalled that there had been three forts, one near the entrance to Little Harbor at Jerry's Point, another on Battery Hill in Kittery Point, the third the famous Fort William and Mary and in addition the later additions of Fort Washington on Peirce Island and Fort Sullivan on an island across the river, now occupied by the navy yard. Of these five forts, only one had been kept in repair.

In 1808, Colonel Biddle, as Collector of Customs, and

Governor Langdon were authorized to seek another site for a fort. The Collector's report is not interesting.

"I had the honor to receive your letter of the 2nd instant and have in conjunction with Governor Langdon applied to Mr. Peirce on the subject of a few acres on his island. He adheres to the price which he before named, viz \$750 an acre, this unreasonable price being more than four times its value, precludes further treaty with him on the subject. The terms required by the owner of Fort Sullivan is equally exceptionable.

I have delayed informing you the result of this application until I should be enabled to discover the proprietors of that high spot of ground called Battery Hill on the kittery side of the harbour on which works were erected in the year 1746 when a French squadron was expected on this coast. I find this ground was the confiscated estate of an absentee and was sold by David Sewall of York who was a pointed agent in that case. Judge Sewall writes me that on the sale of the land, about two acres covering the site which now belongs to the State of Massachusetts. This spot, I conceive, would be ceded by that State for the purpose in question on application for it. Governor Langdon will write the Executive of Massachusetts, the results of which shall be communicated to you.

This is the most elevated spot on the harbour, having command of every part below the island and the ships entering must run one mile in a line directly for it before they reach the present fort. There might be erected a small but strong battery with four guns of 24 lbs. calibre and 100 men. It is a very good site.

succoured speedily on the sudden approach of the enemy which would be more difficult on an island. The site appears to be more eligible than any other and may be supported at less expense and the ground obtained probably without paying for it.

If the town of Portsmouth should ever be attacked for pillage or destruction, the approach to it would not be by the main channel which passes Peirce Island (no ship would venture on the rapid tide) but it would be by boats up Little Harbour or on the rear of the islands on the Kittery side which would be prevented by the battery now proposed. Such attacks would be repelled at little expense by a few travelling pieces equipped for horses which might be moved from place to place with great celerity, might be sent suddenly to the seashore at Rye where an enemy might land for pillage or to the western side of Little Harbour. A provision of this kind with a few gunboats would, I conceive, be an effectual safeguard to the town and harbour. I have conversed with Governor Langdon on the plan of travelling artillery and he is fully of the opinion considering the situation of our harbour and the neighboring shore that such means of defense would be preferable to an expensive permanent battery on Peirce Island."

The site on Battery Hill was ceded to the United States and the fort put into repair. In the meantime, guns were provided for Fort Constitution.

In 1809, Hopley Yeaton, master of the Revenue Cutter the USS HERS, was forced to resign due to ill health and retired to a farm at Astoria, Maine, which he had acquired

on a former separation from the Service. Collector Shipple recommended the promotion of the first mate, Nathaniel Kennard, to the captaincy but the position was given to William Parker Adams. Captain Adams took over his new post in May, 1810, having as mates, Nathaniel Kennard, Joseph Livermore and John Weeks.

It was but natural that friction would develop between Captain Adams and First Mate Kennard who retained his position at the urgent request of the Collector. However, with war practically certain, Captain Adams was removed as his services were considered of more value in the navy giving the Department an opportunity to appoint Nathaniel Kennard, who had resigned, master, which office he assumed in April, 1812.

There were two other changes in public office at this time; Jonathan Payson became postmaster in place of Park Sines and Nathaniel Polson naval officer in place of Edward St. Joe Livermore.

On June 18, 1812, war was declared whereupon a company was formed at Portsmouth "eager to avenge their country's wrongs and to avail themselves of an opportunity to obtain remuneration for the losses they have sustained" and asked permission to equip their vessels for privateering. The first privateer to get to sea was the little schooner NANCY, built at Salem, Massachusetts, in 1770, Richard Smart, commander, followed by the SCOTLAND, the THOMAS and the FOX. Exactly two months after war was declared, the first prize arrived at Portsmouth, the brig "THE IDIO", cargo 42 barrels of flour, 270 tierces of rice, and six coils of cordage, captured by the "NANCY". In a month, the Schooner "THE GULL" and the Ship "HAROLD" arrived, the first being a

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a prize to the SQUANDO and the other a prize to the THOMAS. The FAIRMOUTH was a large vessel of 440 tons and had rum, sugar and coffee valued at \$160,000 on which duties to the amount of \$48,825.76 was paid. The only other prize sailing into Portsmouth during 1812 was the barque FISHER, a prize to the FOX with goods to the value of \$30,000.

That privateering was a hazardous occupation was forcibly brought to the minds of Portsmouth people during the summer of 1813. Since the commencement of the war, the British Privateer LIVERPOOL PACKET from Nova Scotia had preyed on American coasters and fishing vessels between Cape Cod and Eastport, capturing from 30 to 40 vessels. On June 11, 1813, she ran afoul of the Portsmouth Privateer THOMAS, Thomas E. Shaw commander, and after a bitter battle in which two from the LIVERPOOL PACKET and one from the THOMAS lost their lives, the PACKET was forced to surrender. The one lost from the THOMAS was William Thomas of Portsmouth, a boatswain's mate.

The second year of the war brought privation to Portsmouth. Contact with foreign ports which had supplied the town with many of the necessities was considerably reduced. In 1811, there had been 61 arrivals; this year there were 21, six being privateers or their prizes. In addition, in the early evening of December 22, 1813, fire broke out near the Custom House, destroying a considerable portion of the business section and many dwellings before it was extinguished. The Custom House was consumed forcing the transfer of the customers business to the home of Colonel Angell on the northeast corner of State and Chestnut Streets. Congress and many cities sent money to Portsmouth to assist in rebuilding the town. A loss of firewood

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

which was used almost exclusively for heat and the scarcity of lime could not be easily remedied due to the fact that these commodities were supplied chiefly from Maine by coasters which were easy victims to the British fleet blockading the coast or to hostile privateers.

On April 21, 1814, fearing that the New Castle Light was unintentionally rendering assistance to the British, it was doused altho considerable protest was made by sea faring men. An attempt was made to have the buoys removed for the same reason but there is no record that they were.

The year 1814 was a most active one for the port of Portsmouth. During the year arrived the Privateer AMERICA of Salem, Massachusetts with fifty prisoners and a miscellaneous cargo taken from her prizes valued at \$9,000, the Privateer FOX of Portsmouth with 19 prisoners and a cargo taken from her prize, the LELINE, valued at \$118,320, the Privateer HARRY of Baltimore with five prisoners and again later with 49 prisoners and goods to the value of \$11,612, the Privateer PORTSMOUTH of Portsmouth with nine prisoners and a miscellaneous cargo taken from her prizes at \$68,000 and later with 17 prisoners and a miscellaneous cargo valued at \$71,000, the Privateer GRAND TURK of Salem, Massachusetts, with 50 prisoners and the Privateer MACEDONIAN of Portsmouth with twenty-two.

Prizes for the year arriving at Portsmouth were the Schooner R I COCA with foodstuffs valued at \$1,112 and two prisoners, the Snow SEVERAL, prize, prize to the AMERICA with foodstuffs valued at \$3,000 and two prisoners, the Brig BATH SHEPHERD, prize to the

FOX, with fish, rum etc valued at \$1,000 and two prisoners, the Brig CAMERON, prize to the HARBOR of Baltimore with a miscellaneous cargo valued at \$5,000 and four prisoners, the Brig COLUMBIA with a small cargo of fish and the Ship JAMES, a prize to the PORTSMOUTH, with a miscellaneous cargo valued at \$60,000 and as prisoners, John Thompson, his wife and their seven children.

The English blockade and fear of an attack on Portsmouth further reduced foreign trade; in fact, during the year 1814 there were 13 rivals, 12 being privateers and prizes, and four foreign and one American vessel engaged in foreign trade.

The closing year witnessed the arrival of the Privateers RANGER, FOX and MACDONALD of Portsmouth, the ANN prize to the PORTSMOUTH, the Ship AFRICA and the Brig OCEAN, prizes to the

FOX and the Ship SOMERSET, prize to the MACDONALD. With the establishment of peace, the West India trade was resumed and in a short time, normalcy had returned.

Colonel Whipple, the first collector of the Customs for the federal government died February 26, 1816. Overshadowed by his brother William, Colonel Whipple's value to the new government has never been fully appreciated. For 24 years he served as the chief disbursing officer in the district in which he served, also acted as chief customs office, agent for three different revenue cutters for pensions, for the lighthouse, for the merchant marine hospital and for the repairs to the fort. Although vastly underpaid, he worked untiringly for his Government and his State, winning the friendship not only of those under and around him but also the highest officials of the Federal Government.

Chapter III. The Customs from 1816 to 1834.

The vacancy in the Collectorship was filled by Timothy Upham. He was born in Deerfield, New Hampshire, in 1783, the son of a minister, moved to Portsmouth in 1807, opening a store on Market Street where he remained until 1812. In June of that year he was put in command of the troops ordered from New Hampshire to garrison Fort McClary at Kittery point by Governor Plumer. Commissioned Major of the 11th U.S. Infantry, he joined his troops at Plattsburg, New York, in September but was released to take charge of the recruiting in the district of Maine. In the spring, he was detailed to command a battalion which was to join General Hampton's army about to attack Montreal. Promoted to Lieutenant Colonel, Timothy Upham was with his regiment at the sortie of Fort Erie where he served with distinction. At the close of the war, he resigned his commission and later was appointed to the Collectorship.

There were several changes in officers at this time. John B. Parrott was chosen naval officer in lieu of Nathaniel Polson in April, 1816. George Wentworth, who took over the surveyorship on the death of Samuel Adams in 1802, resigned in 1817, his place being taken by James Ladd. In 1815, the revenue cutter NEW HAMPSHIRE was ordered sold but Nathaniel Kennard was continued on the payroll until November, 1817, when he was appointed Inspector of Customs.

Collector Upham handled his first problem in a soldierly way. On April 18, 1817, he wrote to the Secretary of the Treasury as follows:

"I have the honor to acknowledge the receipt of your letter of the 28th ultimo in relation to the erection or purchase of suitable buildings for a Custom House and public warehouse in this district. When I entered on the duties of my present station on May last, I experienced great inconvenience from the situation as well as want of accommodation in the buildings then occupied for public purposes. The warehouse was at a great distance from the Custom House and neither of them as respected their local situation convenient for the business of the town. With a view to the public and my own accommodation (after having fixed upon a site in the centre of the town), I had a plan drawn of such a building as I considered to be necessary for all purposes connected with the Custom House and with the assurance of a long lease at a rent not less than the interest of the money which it should cost, I found no difficulty in procuring it to be erected. The plan, together with the proposal of the proprietors to sell it to the United States, I forwarded by their request to the Honorable W. Mason, Senator in Congress from this State who informed me he has left them in your possession and to which I beg respectfully to refer you.

The building is now nearly completed in exact conformity to that plan, but in the event of its being purchased by the Government that section which is numbered 5 in the plan and which was designed by the proprietors for the accommodation of the United States Bank (if one should be established here) will form part of the warehouse and will, with the other parts of the building designed for that purpose (including the cellar in

the basement story which is calculated for the deposit of heavy goods) gives us on the floor 2963 feet of store room and sufficient, I believe, for the business of the place, allowing too for a considerable increase.

I will only observe in addition to the very particular description which accompanies the plan in your possession; that it is in the center of the town in the immediate vicinity of all the banks and insurance companies and about equally distant from the several wharves where the shipping business is conducted. It is three stories high exclusive of the basement, 63 feet long by 22 feet two inches wide and forms the end of a large block of brick buildings. It is built of the best pressed brick on a foundation of stone. On the outside in front, a handsome marble denotes the purpose for which it is intended. On the inside, there is a large fireproof vault for the safe keeping of the books and records of this office. The building may now be purchased for \$7300."

This building situated on the southeast corner of Daniels and Penhallow Streets was purchased and the Custom House established there before the close of 1817.

John F. Parrott resigned his position as Naval Officer in 1818 and Elijah Hall, at the age of 72, was selected to fill the vacancy. Elijah Hall was a lieutenant in the navy in the Revolution, sailing under Captain John Paul Jones in the RANGER, witnessed the first salute to the Stars and Stripes by a foreign power, was captured at Charleston. He never resigned his commission and was never accepted as a pensioner.

In 1820, a lighthouse and a dwelling for the keeper was built on White Island, one of the Isles of Shoals and the following year, was put into commission under the agency of Collector Upham.

The peak of foreign trade after the war was reached in 1822. Collections of \$66,906.83 on 46 arrivals in 1816 grew to \$153,455.59 on 76, still considerably short of the banner year of 1806 when \$221,722.83 was collected on 79 arrivals. As before the war, rum, sugar, molasses and coffee from the West Indies and salt from various European countries were the chief imports to which might be added coal from the British Isles.

At this time, an attempt was made by John F. Parrott, now a United Senator from New Hampshire, to have a cutter assigned to Portsmouth on the assumption that smuggling had so increased that additional protection was needed. By the tone of the following letter addressed to the Secretary of the Treasury, it is evident that Collector Upham did not agree:

"I have the honor to acknowledge the receipt of your letter of the 30th ultimo inclosing the copy of a letter to you from the Honorable John F. Parrott of the Senate recommending the establishment of a revenue cutter in this district. Before I proceed to answer your inquiries, I beg respectfully to lay before you some account of the manner in which smuggling is carried on, the best information we possess relative to the extent of it in this district and the measures we have taken to counteract or detect it.

Rum seems to be the only article in which smuggling is carried

on to a very considerable extent. It is purchased in the adjoining British provinces and the price is less than the duties to which it would be subject on entry. The temptation, therefore, is very great and the profit such as to enable them to carry on the business as long as they can undertake on losing not more than half by seizure.

The most successful method which has been resorted to for smuggling and one which more than any other eludes the vigilance of the Custom House is in the use of casks in which rum has been recently imported and accompanied with certificates. - - - -

Another successful method of introducing rum is in coasting vessels with wood and lumber. A great number of vessels are engaged in transporting these articles from that part of Maine that adjoins the British provinces. Under such cargoes, a large portion of which is on the deck, are frequently stored quantities of rum in such small casks as can be easily removed. They have neither to enter or to clear at the Custom House and cannot be examined by the boarding officers by reason of the cumbersome deck loads nor by the other inspectors where they are disposed to discharge. - - - -

Some vessels are also fitted out exclusively for the smuggling trade. Of these, I believe the number is small and the poor success that have attended their operations since the system has been better understood by the Custom House will soon reduce the number. It is against vessels of that character that revenue cutters and inspectors to visit in remote places are employed to the greatest advantage.

The Custom House has no information that any considerable quantity of rum has been directly smuggled into this district, and I am of the opinion that the quantity is not large (except what may have been introduced with certificates in the way I have been before mentioned) from the circumstances that the demand for consumption one year with another is nearly uniform and that the amount of this article imported direct and coastwise in the last year considerably exceeds that of any former year since the war.

For your better information on this subject, I beg to lay before you all the particulars cases which have occurred (or rather all of which we have any information) within the last twelve months.

The first instance was in November last. A vessel passed up the river in the night apparently with a load of fish which was landed at Dover. She then took in a cargo of lumber and sailed again for Eastport. From information subsequently received, it appeared that she had landed some rum and I, therefore, concluded that her object in going to Eastport was to secure another cargo and immediately described the vessel and stated my suspicions to the Collectors to the eastward, in consequence of which she was seized on her return by the Collector of York, a quantity of rum found and the vessel and her cargo have now been condemned and sold.

About the first of December, a small vessel approximately about 20 tons passed up the river in the night and went out again in the following evening without our being able to

ascertain her object as the fact that she had been in our river was not known until after she had left it.

In the latter part of February, we had information that a quantity of rum had been landed on the open beach at Rye and secured in different places in the vicinity. The surveyor and his inspectors went there immediately and after searching several houses and buildings succeeded in getting all that had been landed except one hogshead which had been stove in in landing or removing it from the shore. It has since been condemned and sold. A part of this rum had been buried in the sand between high and low water mark as soon as it was landed.

In March, information was given to the Collector of Newburyport that some rum had been landed at Hampton and immediately carted into the country. The officers of that district and this went in pursuit but without success. They could find no trace of it in any direction or obtain any further information respecting it.

"These, Sir, are all the circumstances connected with this business in this district of which we have any knowledge. Much information given is founded on conjecture."

In addition, the creeks and marshes along the New Hampshire coast afforded many opportunities for the smugglers. While a revenue cutter was not forthcoming at this time, Collector Upham succeeded in getting the approval of the Department of a small, fast sailing vessel to cruise along the shore between Rye and Hampton. In a short time, the Schooner HANCOCK was caught attempting to land at Hampton Beach, ten hogsheads of rum,

thus verifying the claims of the Collector.

In 1823, Nathaniel Kennard, after approximately fifteen years of service in the Customs, first as mate of the cutter, then as her master and finally Inspector of Customs when the cutter was sold, died.

The night of February 1, 1826, was an extremely cold one, the thermometer 15 degrees below zero and the wind blowing a gale from the northwest. Between 9 and 10 o'clock in the evening, the keeper attempting to enter the New Castle Lighthouse found the building filled with smoke. The soldiers at Fort Constitution, adjoining the light, were in bed except the guard, but on the alarm being given, were soon on the scene. After a vigorous fight, the fire was brought under control just as it threatened to envelope the whole building.

The particular hero was Sargeant Chickering who, at considerable risk, reached the platform under the lantern, and at the seat of the fire, and from that strategic position, fought the flames until he was forced to quit by the smoke after most of his clothing had been burned from his body. Many of the soldiers were frost bitten or suffered from exposure. Some lost their hats in the high wind and a few their blankets which they had wrapped around themselves at the sound of the alarm rather than to take the time to dress.

The saving of the Lighthouse by the soldiers brought joy to the soldier's heart of Timothy Upham. In a congratulatory letter to Captain Abiting, in command of the soldiers at the fort, he concluded "Few opportunities are presented in time of peace for

for brilliant achievements, but services so frequently and various as voluntarily rendered by the officers and soldiers of the Fort and their readiness on all occasions is fully appreciated by the public and is acknowledged with pleasure by one who has no greater pride than in the recollection that he was once a soldier."

With this letter he enclosed \$20.00, eight of which, he suggested, go to Sargeant Chickering either in cash or its equivalent, and the remainder of the \$20 to be used to buy wine with which the soldiers could drink the health of the President. It might be inferred that the Collector was generous to a fault but the records reveal that he sought and obtained reimbursement from the government.

Timothy Upham gave up the Collectorship in 1829 to return to private business, his place being taken by John P. Decatur. In less than a year Collector Decatur resigned and William Pickering Collector of Customs. Coincidentally, John P. Parrott, former naval officer, became postmaster in 1829 in lieu of Jonathan Payson and within the year, Abner Greenleaf had taken over the position.

On June 22, 1830, Elijah Hall, naval officer, after a long illness due to advancing age, died at 84, his place being taken by William Olagett. In the same year, James Iadd resigned the surveyorship to become agent for the Franklin Foundry Company of Portsmouth. Samuel Hall took Surveyor Iadd's place.

Altho Collector Decatur's term of office was short, he had the honor of purchasing the first revenue cutter, No. 2500, the sum to which he was limited by the Secretary of the Treasury, \$250,000. He bought the Schooner "ITAN" of 61 tons (41'6" x 17'5" x 10'10"), a

former Vineyard Sound pilot boat built in 1820. She was renamed the PORTSMOUTH and equipped with two four-ounders and two swivels, three pairs of pistols, eleven cutlasses and five boarding pikes.

The captain appointed to command the PORTSMOUTH was Thomas M. Shaw, a very prominent figure in the War of 1812. At the age of 25, he was master of the Schooner WILLIAM and MARY and continued in charge of various vessels until the war broke out. On August 13, 1812, he was chosen to command the Private Armed Schooner THOMAS equipped with fourteen guns and two swivels and ninety men. Four days later, he began active service. Among his captures were the DROMO with cargo valued at \$325,000, the Ship DIANA valued at \$203,000 and the Nova Scotian Privateer LIVERPOOL PACKET.

On September 29, 1813, the THOMAS was captured by the British Frigate NYMPH of 32 guns off Cape North and Captain Shaw and crew made prisoners. Released, Thomas M. Shaw assumed command of the Privateer PORTSMOUTH of 270 tons, carrying nine carriage guns and a crew of ninety. After one successful cruise in 1815, Captain Shaw resigned.

After the war, he was master of the Ship IZETTE from 1823 to 1825, sailing to Liverpool. It is interesting to note that on July 6, 1824, he listed among his passengers from England Rebecca Sampson who, soon after their arrival, became his wife. Captain Shaw continued in the merchant marine until appointed to the revenue cutter.

Serving under Captain Shaw were Ablet Carrier 1st Lieutenant, Joseph Burrall second lieutenant, a steward, a cook, and five seamen.

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

In 1833, William Pickering, the new collector, recommended a more suitable cutter with the result that the Revenue Cutter MARION was sent to Portsmouth from the south. Renamed the MADISON, she cruised out of Portsmouth with the crew formerly on board the PORTSMOUTH.

At this time, the question of the necessary accommodations for taking care of sick and disabled seamen arose. Private boarding houses had been furnishing board and lodging at \$2 per week including nursing; medical attendance at 75 cents per visit but not to exceed two visits per week were permitted in extreme cases. On seeking proposals, it was found that the local alms house was the only bid that could be accepted. Their proposal of \$2.50 per week for board and lodging, 50 cents a week for nursing when necessary and \$1.50 per week for medical attendance including the medicine was accepted altho the seamen were extremely averse to going to the alms house for treatment.

In 1832, an attempt was made to substitute salaries in lieu of the fees paid the customs officers. Collector Pickering favored the change. On November 3d, he wrote the Secretary of the Treasury "In obedience to your circular letter of the 31st of July last respecting an arrangement for compensation of the officers of the customs by substituting salaries in lieu of fees, I have the honor to transmit to you an abstract of such an agreement as is deemed applicable to the district.

In relation to the subject, permit me to observe that the adoption of a system which would affect the several officers a fair compensation for their services is not only desirable but considered just and equitable. This state has but one

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

port of entry but its situation and advantages for commerce is inferior to none in New England. Our coasting trade has increased very rapidly within a few years and is still growing. Foreign commerce is also increasing particularly with the British North America ports and experienced merchants are of the opinion that it will still more rapidly increase when the new tariff shall become fully effective.

There is no doubt that a system of smuggling was carried on with considerable success within this district (viz at Hampton, Rye and Seabrook, small harbors to the west of this port, affording great facilities for the business) until within three or four years but since temporary inspectors have been appointed at those places and a revenue cutter attached to this district, it has been broken up. Perhaps, however, the local situation at this port renders the law more liable to be infringed upon than many others.

The subordinate officers of this district who are paid by fees arising from their several offices are men of responsibility and integrity who perform their duties faithfully to the Government and give satisfaction to the merchants and altho their whole time is not taken up in the discharge of their duties as officers; yet it is obvious they cannot attend those duties properly and transact other business for the support of themselves and families.

Their compensation, as well as that of the Collector, has been very much reduced since 1823 by the operation of the tariffs on the staple articles imported into this district. Previous

to that period, several cargoes of hemp, iron and sailcloth were annually imported from the north of Europe, which trade has been entirely abandoned by our merchants in consequence of the high duties on those articles. Salt, molasses, coffee and cocoa are the principal articles now imported. The duty on some of these have been reduced one-half and on the others four-fifths (and which latter after the 3d of March next will be free of duty) has operated to lessen the compensation of the Collector more than 50% from what it formerly was while his expense for a deputy collector, clerk's hire and stationery remain the same.

I find on examination, that the average annual compensation of the several offices for the years 1822-1827, inclusive, were as follows: Collector \$2660, Naval Officer and Surveyor between \$500 and \$600 each, one weigher and gauger \$360, four inspectors and measurers about \$300 each and that since 1828, their average has been reduced to the following sums: Collector \$1137 (the last two years \$1000 each), weigher and gauger \$488, four inspectors \$545 each. The naval officer and the surveyor who receive pay in part from salaries and the residue from a proportion of certain fees have not suffered so much by the decrease of business at this port as the other officers tho their pay is less than it formerly was. - - - - -

Statement of the several officers employed in the district of Portsmouth on account of the revenue, their numbers, stations and compensation.

Collector	at Portsmouth	Proposed Salary	\$1000
Naval Officer	"	"	800
Surveyor	"	"	900

Deputy Collector	at Portsmouth	Proposed Salary	\$500
Clerk	"	"	\$500
Weighter and Guager	"	"	\$800
Four, inspectors and measurers	"	"	\$ 800
10 Eastwise Inspector	"	"	\$300
1 " & Night Watch	"	"	500
1 Inspector & Boarding Officer	New Castle	"	700
1 " "	Kittery	"	700
1 Deputy Collector and Inspector	Dover	"	200
1 " " "	Colebrook	"	200
1 " " "	Lancaster	"	200
1 Temporary Inspector,	Rye	"	50
1 " " "	Hampton	"	100

The letter closed with the above list but it was all in vain as salaries were not decided upon at this time.

On March 31, 1834, Collector Pickering resigned and Daniel P. Brown was appointed Collector of the Customs which position he retained until 1841. During his regime, the quantity and character of imports changed materially. Trade with the West Indies waned and became of trifling importance. Trade with Canada, however, grew by leaps and bounds so that by 1840, six out of every seven arrivals were from Canada or Nova Scotia. The loss of the heavy cargoes from the West Indies was not offset by the firewood, lumber and eggs from the country to the north resulting in the rapid decline in duties collected.

In 1833, Moses Danrell died, the first lieutenantcy falling to Caleb Currier. On April 1, 1834, Daniel P. Brown and Lieutenant Currier became captains. In 1840, the U.S. CUSTOMS
 Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

was taken from Portsmouth but the officers remained on the payroll for the next few years.

The MADISON left behind a boat named FRANCIS which became in 1851 the first life saving vessel in this district. It was housed at Fort Constitution and manned by a volunteer crew under the leadership of the customs inspector stationed at New Castle. It proved of such value that another was established at the Isles of Shoals about 1856.

CHAPTER IV, Conclusion.

The chief events of the next three years were changes in personnel. George Dennett, a former inspector, became naval officer in 1839, Samuel Cushman became postmaster in 1840, Samuel Gookins replaced Mr. Cushman in 1841 and in the same year John McClintock was appointed naval officer while J. H. Sherburne became Collector of Customs.

Perhaps the most colorful figure in the group was John McClintock. Born on August 28, 1761, son of Reverend Doctor Samuel McClintock of Greenland, New Hampshire, he began at an early age to show an interest in the sea. When the Revolution started, he, at the age of 16, entered the service of the service of the Privateer ALEXANDER of 20 guns under Thomas Simpson. At 17, he was promoted to master's rate and was entrusted with sailing a prize to the West Indies. He remained on the privateer four years. After the war, he served as master of several vessels in the West Indies trade until the War of 1812. At the age of 30, we find him taking over the duties of naval officer.

Changes in office now became frequent. William F. Little a former inspector of Customs was appointed surveyor in 1844,

followed by Joseph L. Locke in 1844 and Winthrop Pickering in 1845. In that year, Nehemiah Moses was appointed postmaster, Daniel Vaughan naval officer and Augustus Jenkins Collector, the latter taking the place of Lary Odell, a lawyer who served as Collector from July 1, 1844, to April 7, 1845.

In 1846, the question arose concerning the advisability of vessels carrying lights at night. When the sea faring men of Portsmouth were questioned, they didn't approve of the idea fearing that the lights on the numerous vessels would be confusing. A captain stated that he came near running his vessel on the rocks mistaking a light on a vessel for a coast light.

A change of the political parties in power placed John McClintock, at the age of 33, back in the office of naval officer, Lary Odell in the collectorship and Thomas Fullock as postmaster. Four years later, Gideon Rundlett became postmaster and Zenas Clement collector of the customs.

The port of Portsmouth was now decidedly on the down grade. Many thought that this was due to railroads running into the ports of Portland, Maine, and Boston, Massachusetts, diverting the trade from the interior to those ports and concluded that when railroads were built into the port of Portsmouth, she would regain the trade lost and resume her former prominence. Railroads were built connecting Portsmouth with Boston and Portland, also with the interior of the State, without the desired result.

With the loss of trade, there began an attempt to reduce the personnel. On March 4, 1858, Zenas Clement, the collector of customs wrote to the Secretary of the Treasury as follows:

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.
 "A servant of the Government has a firm belief in the school

of politics which teaches economy in the management of the Government as one of its cardinal principles, and trust that I ever shall be ready and earnest to aid the administration in carrying out every reform which may be useful in the district under my supervision - - - - I beg leave to call your attention to the position of Portsmouth and its importance as a port of entry and in the collection of the customs of the United States.

This city now contains about 12,000 inhabitants and its population is steadily increasing. Its collection district includes a seaboard of twenty miles in length and inland navigable tid. waters about 25 miles in extent. Upon the tidewater and navigable tid. waters borders the fertile and populous counties of Rockingham containing by the last census 49,204 inhabitants, Strafford containing by the last census 29,364 inhabitants and York in Maine containing 60,094.

The harbor is the best in New England if not the best in the United States. It has the depth of water for the largest vessels, is perfectly secure and land locked in all winds, is never obstructed by ice and the largest vessels may sail or lie moored from New Castle to Dover Point, a distance of eight miles. One of the most important naval stations in the United States is located here. Above the town, the branches of the river radiate like the extended fingers of a man's hand and at the head of the tide navigation of the several streams lie the towns of Exeter, containing 3329 inhabitants, South Newmarket and Newmarket containing 3000 inhabitants, Durham containing 1407 inhabitants, Dover containing 2186 inhabitants, Hollisford and Somersworth containing 2307 inhabitants and

opposite to the city lie Eliot and Kittery containing about 4600.

All these places receive their supplies more or less by navigation from the sea and all are within the collection district. Portsmouth is half way between Portland and Boston, about 60 miles distant from each by water and it is certainly true that the commerce of this place has within a few years past been materially reduced by the construction of railroads from Boston and Portland into the interior of the country. But the somewhat behind her rivals in this respect, Portsmouth has recently completed at the cost of a million dollars a railroad to Concord, the capital of the State, which connects this city by a direct route with the interior of New Hampshire, the northern part of Vermont and the city of Montreal. A less extensive line of railroad running due north connects Portsmouth with the border towns between Maine and New Hampshire and a similar railroad now unites Dover with the interior towns of the State and with Lake Winnepiseogee. The cost of these railroads has not been less than \$2,000,000 and the object of them all has been to connect the interior of the country with the navigable waters of the harbor. -----

Shipbuilding is extensively carried on here and there are owned in this city 21 ships, five brigs, one bark and 64 schooners. I have stated the foregoing facts somewhat at length that the Honorable Secretary of the Treasury may not be misled by the idea that Portsmouth has lost its commercial importance or is about to be swallowed up by its business rivals. The last year has been one of great commercial disaster, embarrassment and distress

and the number of entries at this port has been remarkably small. There is nothing to prevent trade here in the winter as well as the other seasons and in former years foreign trade arrivals here happened indiscriminately throughout the year."

This letter was in vain for the personnel of fifteen, exclusive of the Collector, Naval Officer and Surveyor, was reduced to seven. Among those to lose their positions were the Inspectors in the northern part of the State and at Kittery, Rye and Hampton.

In 1860, the Custom House was moved to the new federal building on Pleasant Street. The importance of Portsmouth as a port had become very slight and in the early 1900's was made a subport under the Collector of Customs at Portland, Maine.

All that remains of this work is to bring up to date the different offices. On November 13, 1855, John McClintock died at the age of 94, his office of Naval Officer being taken by Sampson B. Lord, a former customs officer. Mr. McClintock at the time of his death was the oldest man in Portsmouth and the last Revolutionary War Veteran. On July 1, 1861, Jonathan Dearborn became Naval Officer and remained in office until July 29, 1866. On August 16, 1866, John Knowlton took over the office and held it until its abolishment, January 1, 1867.

Kittredge Sheldon was appointed Surveyor in 1856, superseded by Josiah S. Hadley in 1857, followed by William Dodge in 1863 and John Knowlton, former Naval Officer, in 1867. The last Surveyor was Joseph Pillow who was killed by a railroad engine on the railroad crossing, in Portsmouth, February 10, 1874.

The remaining Collectors of Customs were Augustus Jenkins (1858-1861), Joseph B. Upham (1861-1869), John H. Bailey (1869-1873), Alfred F. Howard (1874-1885), Alpheus Hanscom (1885-1890), George W. Pendexter (1890-1891), James E. Dodge (1891-1893), and ~~Sherman~~ True L. Morris (1893-1898), Rufus W. Elwell (1898-1905) and Sherman Nowton, the last collector appointed in 1905.



George A. Nelson