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UNITED STATES DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

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Salem Maritime National Historic Site

Historical Report on the Brig Leander,

A Case History of Salem Shipping

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HISTORICAL REPORT ON THE BRIG LEANDER

A CASE HISTORY OF SALEM SHIPPING

Prepared by

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and
THOMAS O. MANNING

AUGUST, 1941

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

SALEM MARITIME NATIONAL HISTORIC SITE
CUSTOM HOUSE, DERBY STREET
SALEM, MASSACHUSETTS

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REGION ONE
RICHMOND, VA.

July 30, 1942.

Memorandum for the Director:

Attached herewith for the file of the Branch of Historic Sites is a copy of our Historical Report on the Brig Leander. The bulk of the material in the report was assembled during the summer of 1941, but was not completed and typed into report form until recently.

The research concerning this particular vessel was undertaken to assist this office with plans for the repair and display of a one-eighth scale (1 inch = 2/3 of a foot) waterline model of the Leander which was donated to the Salem Maritime National Historic Site by the Peabody Museum of Salem in March, 1941.

The hull of the model has been repaired and placed on a suitable base in the large east room, first story of the Custom House. It was planned to have the details of the model, including spars and rigging, set in position by this summer, but temporary personnel that was assisting with the undertaking was called into war work in April, 1942, and as a result it has been impossible to make arrangements for completion of the exhibit.

The enclosed report is based to a large extent on pertinent documents found in the Salem Customs Records. As a result of placing available documents in relationship to one another, it is our observation that the practice of relying only on one or two types of documents has led more than one examiner of Customs Records in the past into making misleading statments. A glaring example of this has been the assumption that the duties paid at the port of entry represent an equal amount of revenue derived for the Government. The frequency with which entries for return of duties or drawbacks were found in the case of the Leander clearly indicates that many duties claimed as revenue actually became cash in the pockets of merchants upon re-export to foreign lands.

As our research took us into a number of types of Customs documents, we have included as one of the appendices a commentary on types of documents which may have some value to any one delving further into Customs Records of the period.

(Sgd) Edwin W. Small

Edwin W. Small,
Superintendent.

cc: Region One
w/ copy for Regional Historian

The Brig Leander before the Castle of Smyrna, 1830. The original painting is in the Peabody Museum of Salem.


Leander of Salem, James Liber Master. Smyrna, Jany 1830.

SUMMARY

The Brig Leander was built in the ship yard of Captain Benjamin Hawkes, east of Derby Wharf, in 1821. At the time Captain Hawkes lived in the three-story yellow house across Derby Street which now bears his name and is one of the historic buildings in the Salem Maritime National Historic Site. The adjacent Salem Custom House had been erected but two years before.

Between August 31, 1821 and March 29, 1844 the Leander made twenty-six foreign voyages from Salem - twenty-one for Joseph Peabody, 1821-1840, and five for David Pingree, 1840-1844.

The Leander is significant because she made three of the most profitable voyages ever made to China for a Salem merchant and paid duties on each of her three cargoes larger than any vessel had paid up to the time. The first voyage, 1823-1825, paid duties of $86,847.47; the second, 1825-1826, $92,392.94; and the third, 1828-1829, $84,000.00. The Custom Records on which this report is largely based indicate that the cargoes on which these duties were paid consisted chiefly of teas and silks. They also show that a considerable portion of each cargo was re-exported to foreign countries with the result that a considerable part of the duties paid were returned to the exporting merchants as drawbacks and did not benefit the Government as revenue. The amount of re-export business from Salem points to the continuation of Salem merchants, at least through the 1820's, as middlemen of ocean commerce and of their port as an entrepôt.

I

THE FIRST VOYAGE TO CHINA

On July 28, 1821, the Essex Register carried the flattering if brief observation, "On Wednesday last(July 25) was launched from the building-yard of Benjamin Hawkes, Esq. in this town, an elegant coppered brig, belonging to Joseph Peabody, Esq. The model has had high praise. She . . . is called the Leander."(1) A week after the launching the same Joseph Peabody climbed the granite steps of the new brick Custom House on Derby Street and agreed before John Saunders, Surveyor of the Port of Salem, to the following description and measurement: "that the Brig Leander is American built, that she has Two decks Two Masts, her length Ninety One feet four ½ inches, her breadth Twenty Three Feet Five inches, her depth Eleven feet 8½ inches, and measures Two hundred & twenty three $\frac{30}{95}$ tons, has a square stern, has no Galleries, and Billet Head, and that her name and the name of the port to which she belongs, are painted on her stern in the manner required by the third section of the Act for Registering ships or vessels of the United States."(2) Barely a month later the editor of the Essex Register placed in his long column entitled "Ship News," the further item, "Sailed yesterday, elegant new brig, Leander, Capt. Sam'l Rea, for the Mediterranean . . . . ."(3) Thus did government officials and local newspapers document the inception of a career at sea equaled by few vessels in the long history of maritime Salem.

If the favorable expectations of local shipbuilders pointed to excellent prospects for the Leander, Joseph Peabody's ownership of the brig also augured well for the vessel's future. The successor to the Derbys and Crowninshields of the Revolutionary and Early National Periods, Peabody was moving rapidly to the peak of his business career. By the time of his death in 1844 this shrewd hunter of good markets had built or owned eighty-three ships. Thirty-five masters had sailed his cargoes to Europe, Asia, and Africa, while seven thousand seamen had shipped under his aegis.(4) In some years of the 1820s and 1830s the value of his property, personal and real, came to over a million dollars.(5) In a word he was the last and in a financial sense one of the most successful of the merchant princes of Salem.

After he had sent the Leander on two shakedown cruises, first into the Mediterranean, and then to Batavia, Antwerp, and Gottenburg, Peabody, in September, 1823, prepared his new brig for a voyage to China. He bought from S. Haskell twenty pipes of brandy and forty-five casks of claret imported from Marseilles. An additional twenty pipes of French brandy were procured from Jonathan Neal of the brig Java. Other purchases included one hundred and fifty boxes of Malaga raisins, which had arrived in Boston during August through the firm of Humphrey and Peirce, and two cases of orange-colored aromatic saffron from Marseilles, "brought by waggon from Boston, October 11, 1823."(6) On his own account, the previous year, Peabody had sent Thomas Seaver

in the brig Rogue to Smyrna. Upon her return in June, 1823, the Rogue listed in her manifest, among other goods, forty-nine cases of opium and 206 drums of figs, commodities which, in October, were to go aboard the Leander sailing for the Far East. Regrettable as it may seem, it was no less true that the demon of drugs, which both American and British merchants were exporting to China in large quantities, comprised fully one-half of the value of the cargo.

On the second voyage of the Leander, in the spring of 1823, her captain, Charles Roundy, had put into "Gottenburge" and bought 11,677 bars of iron and 200 "bones" of steel from Olof Wyk.(7) Twenty-five hundred of these bars of iron were earmarked for the Leander's next voyage. Twelve boxes of specie containing 24,000 "United States or Spanish Dollars", 4,000 gunny bags, and 24 half-chests of oil completed the list of foreign goods for the outward cargo. A small domestic allotment of 104 boxes of sperm candles, "one hundred & twenty-nine Kegs of Salmen", 235 pieces of furniture, and sixty kegs of tobacco was also included. In all the Leander's cargo was valued at $67,000, of which but $2,500 had been invested in domestic products.

Before the Leander could get on her way to China, a number of routine matters had to be attended to at the Custom House. From the 15 to the 20 of October, Peabody was busy at the Collector's Office making entries of debenture goods, which he

wished to re-export, in order that he might make an immediate claim for the return of the duties he had paid on these goods. Drawbacks, as the return payments were called, amounted in this case to $8,000.(9) The Collector, W. R. Lee, having drawn up the certificates of drawback, passed them on to John Saunders, the Surveyor, who "will cause the articles specified in the annexed Entry, to be examined, and if found to agree exactly therewith, will have them Weighed (or inspected) and then permit the same to be laden on board the Brig Leander."(10) By October 20 the raisins, iron, claret, and brandy had been weighed, the opium and saffron inspected, and, together with the other goods, taken to Derby Wharf where they were loaded on the Leander, forward of the main hatch.

Peabody also had his crew to hire. He submitted to the Collector thirteen names. Charles Roundy, twenty-seven years of age, who had already sailed the Leander to Batavia, was again chosen master. Nathan Smith and Thomas Johnson, both of Danvers, were the first and second mates, the latter being but eighteen years old. Seven seamen were Americans, New England born, while the eighth, John Peterson, was a Swede. The cook, John Smith, came from "Granada, W. I.," and the steward, John Wright from "Madeira."(11) All American shipping houses of the time had to take notice of legislation passed by Congress called "An Act for the Government and Regulation of Seamen in the Merchants' Service."(12) According to the Act, "every vessel, of the burthen of one hundred and fifty tons, or upwards, navigated by ten or

more persons in the whole, and bound on a voyage without the limits of the United States," had to provide a chest of medicine, "put up by some apothecary of known reputation."(13) This the Salem merchant did and, when the Leander's stores were put aboard, he obeyed another provision of the same Act, namely, "That every ship or vessel, belonging as aforesaid, bound on a voyage across the Atlantic Ocean, shall at the time of leaving the last port from whence she sails, have on board, well secured under deck, at least sixty gallons of water, one hundred pounds of salted flesh meat and one hundred pounds of wholesome ship bread, for every person on board."(14) Wage agreements with the crew were also concluded and as shipping articles became part of the ship's papers.(15) By October 21 all these details had received attention, Captain Roundy had signed the foreign manifest outwards, Collector Lee had cleared the vessel, the officers' and seamen's chests, clothing, beds, and bedding had been sent on board, and at last, the Leander was ready to make sail.(16)

Unfortunately at this point the first voyage of the Leander to the Far East falls into oblivion. As no log book or diaries exist to help us on this trip, nothing is known until she "came too off Derby Wharf" in March, 1825. The brig had been away seventeen months, about half a year longer than the usual time for a voyage to and from China. Local tradition has it that when Roundy arrived at Canton in the spring of 1824 he found the supply of tea short and prices high. On his own responsibility

he decided to wait six months or until the new crop came down the river to market.

Be that as it may, when the yellow-painted revenue boat of the Salem Custom House came along side of the Leander on March 19, 1825, customs officials had busy days ahead. First to climb aboard was John Ingersoll, Inspector, who "took charge the Brig Leander, Charles Roundy, Master from Canton, Saturday March the 19 at 9 am and left her on Tuesday March 29 at noon."(17) With Ingersoll went Devereux Dennis, Inspector and Measurer at the Part of Salem. He spent two days marking 4,065 chests of tea.(18) Upon the authority of Dennis's report John Saunders, the Surveyor, issued 4,065 certificates "for Teas."(19) The commodity was ready on March 21 for weighing by John Burley, Weigher and Gauger at the Port of Salem. The chests and boxes were carried up Derby Wharf, across Derby Street, and thence to the wooden scale house in back of the Customs building. Burley found that the China teas - Souchong, Hyson, Young Hyson, Hyson Skin, Gunpowder, Imperial, and Black - weighed, after allowance was made for tare, 210,000 pounds.(20) Two thousand and twenty "Mats of Cassia" also went on the scales and balanced at 9,012 pounds.

The way was now clear for General James Miller, of War of 1812 fame and the new Collector of the Port of Salem, to levy duties. On March 21 Charles Roundy handed to General Miller the foreign manifest inwards which gave in some detail

the content of the Leander's cargo.[21] At the same time Peabody and other interested parties made entries of merchandise consigned to them, which were an even more elaborate description of the vessel's goods. When the clerks in the Collector's office were through figuring, they found the sum of $86,847.47 was due on the cargo.[22]

The Salem house of Peabody and the eminent Boston concern of J.& T. H. Perkins paid cash or gave bond for the lion's share of the cargo. The teas aboard the Leander were almost wholly Peabody's. He paid the various specific duties which ranged from 12¢ to 50¢ per pound and came to the total of $65,000.[23] The merchandise, which did not include the teas, had a value of $82,000. Described in general as "silks" the merchandise could also be nankeens, satin, crepe, florena, levantine, or sarsenet. In form, it was most frequently cloth, but it could also include handkerchiefs, shawls, robes, and flounces. The greater part belonged to the Perkinses who imported 232 cases of "silks" worth $64,000 and liable to a 25 per cent ad valorem duty amounting to $16,000.[24] The Perkinses appear to have given bond for payment of the entire $16,000.[25] Joseph J. Knapp, Senior, a Salem tradesman, accepted obligations for a miscellany of silk, cassia, palm leaf fans, ivory chessmen, shaving brushes, and lacquered ware. Custom allowed the officers of a vessel cargo space, a privilege which permitted Master Roundy, First Mate Smith, and Second Mate Johnson to bring home an assortment of tea, firecrackers, bamboo blinds, and sweetmeats.[26]

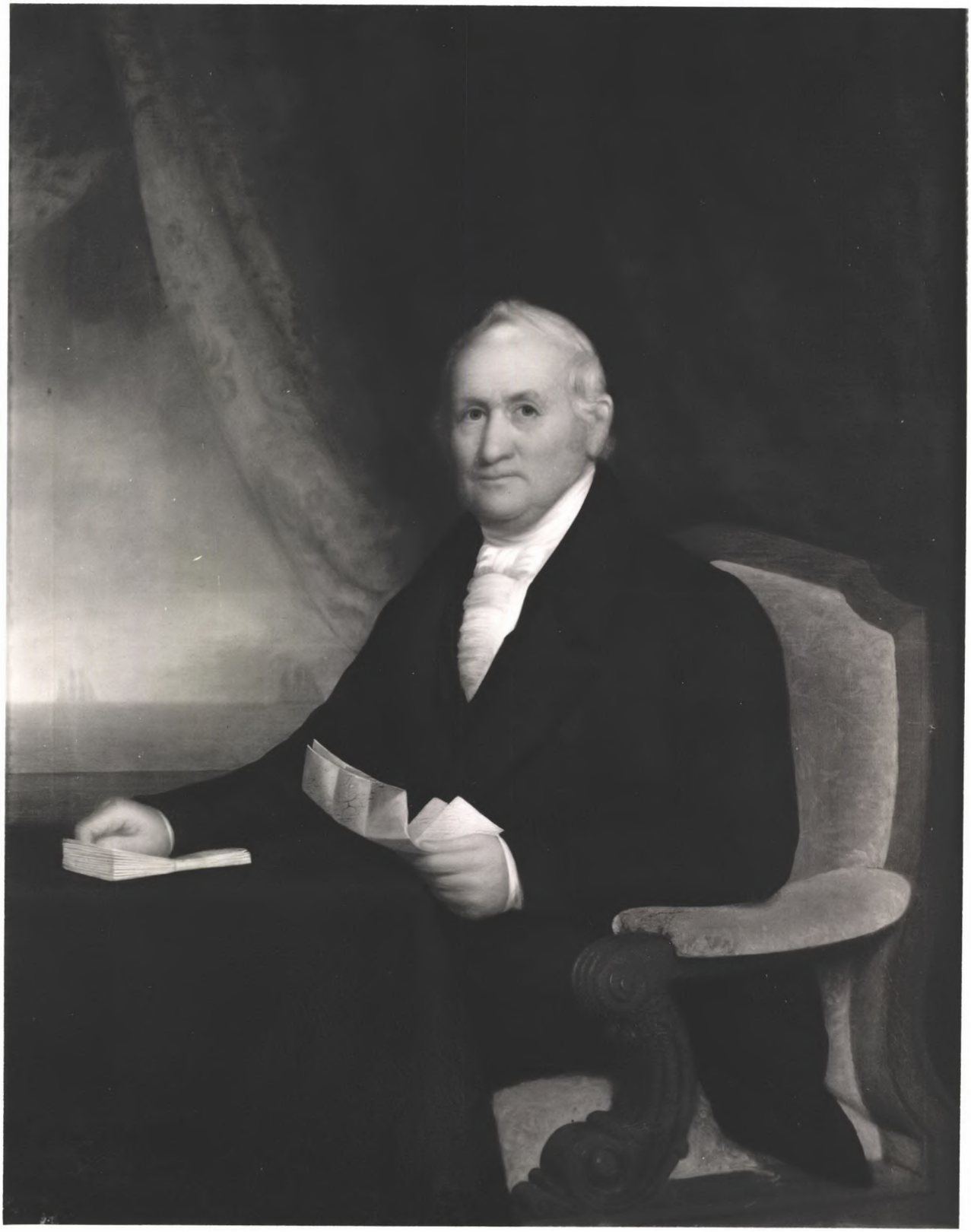
After the Collector had issued permits of landing, the importers were free to dispose of their goods.(27) Receivers of the large shipments re-exported heavily, but traders like Knapp, who got only small and miscellaneous assortments of goods, kept them or sold them in Salem. Drawbacks to the amount of $11,278 were claimed by J. & T. H. Perkins and debentures were accordingly issued in their favor at the Custom House. Through these certificates of re-exportation in the Customs Records we find that 167 cases of the "silks" consigned to the Perkinses, after their removal to Boston, were again carried abroad for sale.(28) Far-flung places on the globe - Buenos Aires, Palermo, Pernambuco, Havanna, St. Thomas, Trieste, Bermuda, Gibraltar and London - months later received the much transported cases of silk. The Perkinses did most of the foreign reshipping on their own account, but made a few domestic sales to Philadelphia merchants - Samuel Archer, Perit & Cabot and Solomon Moses - who later re-exported to foreign countries.

The teas went a similar course. Re-export debentures worth $15,500 were issued on 1,500 chests of tea.(29) Some one thousand chests and boxes returned to foreign lands in Peabody's own vessels. Hiram Putnam carried 900 chests in the ship China to Europe, while South America received 120 chests from the ship Augustus, S. E. Giddings master. These foreign reshipments entitled the Salem merchant to $10,000 in drawbacks.(30) Other American merchants bought at least 500 chests to send abroad and hence received $5,500 in drawbacks at the Custom House.

Ropes, Read & Co., J. Thayer and Josiah Gould, all Boston firms, stowing some of Peabody's tea in the brigs, Calliope, Octavia, Four Brothers and Mermaid, eventually sent it from Boston to Amsterdam, Malta, Spain, South America, and the "Cape de Verds". Robert Brookhouse, John W. Rogers and Gideon Tucker, fellow-townsmen of Peabody, who did considerable business in South America, also procured some of the Leander's tea for their trade. Other customers of Peabody's were D. W. C. Olyphant of New York, whose establishment was derisively called "Zion's Corner" because its owner refused to deal in opium, and William Fowler of Alexandria, Virginia, who had a market in Montevideo. (31)

The round of transactions required to get rid of the Leander's cargo is but one example to demonstrate the role of Salem merchants as middlemen in American foreign trade. The role in which they served could doubtless be corroborated by a study of the Customs Records relating to several of the Leander's contemporaries. In the decade of the 1820's, however, the record of the Leander is the shining example. The re-export business to South America has an even broader significance. The Monroe Doctrine had only recently been pronounced for political purposes, but it appears not improbable that American merchants had found ample economic reasons as well to accept the new unilateral pact with open arms.

Joseph Peabody, 1757-1844, Merchant of Salem, Owner of the Brig Leander, 1821-1840. The portrait, by Charles Osgood after James Frothingham, 1849, is in the Peabody Museum of Salem.



II

THE SECOND VOYAGE TO CHINA

The speed with which Peabody sent the Leander back again to the Far East suggests that the first voyage had been remarkably profitable. In a word Canton was still a buyer's market for tea, America a seller's, and Roundy the man to exploit the situation for Peabody. So anxious, in fact, was the Salem merchant to repeat the success of the first voyage that he did not wait even to assemble a full outward cargo for China, but instead he put aboard a sufficient amount of specie to cover the cost of a return cargo. "Seventy-five Hggs. & Boxes contg. One hundred & seventy thousand dollars" was quite a sum to carry in one bottom.(32) Small wonder then that the Leander went to sea camouflaged as a pigmy man-of war! After the vessel's stores of beef, pork, bread, sugar, tea and gin had been carried aboard,(33) the hull and rigging generally overhauled, a new crew hired, and proper clearance secured once again from the customs officials,(34) the Leander was ready for the long voyage. Captain Roundy weighed anchor and rode out of Salem harbor on the afternoon of May 11, 1825. That evening Thatcher's Island Light bore to the north some ten miles as the Leander headed for the Equator.

Again into the unknown disappears the Salem brig until eleven months later, April 13, 1826, when she dropped anchor in the home harbor. A cargo to the value of $190,000 was entered at the Custom House, of which all but $10,000 was consigned to

Peabody or to the partnership of Peabody and Deland. The bulk of this importation was: 4,400 chests and boxes of teas, 261 cases of silk goods and 218 boxes and trunks of merchandise. The minor allotments to ship's officers, crew and the Salem merchants - Joseph J. Knapp, Sr., Michael Shepard and John Andrews - ran as a whole to teas and silk goods, but also included fishing lines, "silk waddy", firecrackers, Cassia and Anniseed oil, china pictures, "pith paper", ivory pearl manufactures and gammon board counters. When the last goods had been taken off the vessel, on April 28, cash had been paid or bond given for duties in excess of $92,000. Thus the Leander had become the first vessel to pay over $90,000 in customs revenue on a single inward cargo. (35)

The goods from the Far East, once landed at Derby Wharf, were ready for domestic distribution or foreign re-exportation. A sizeable yet somewhat diminished proportion of the second cargo left the United States, and accordingly, through drawbacks, reduced the actual revenue produced to the Customs. In the round of re-exportation that followed, the sum of $2,000 in drawbacks was returned by the Collector of Customs on 130 cases of silks and nankeens, and $3,500 on 800 chests of tea. Represented among the re-exporters were the Boston firms of T. K. Jones, George & T. Searle, the New York mercantile houses of A. L. Marvin, Burkle Brothers, E. Copeland, Samuel Penny & Sons, G. G. & S. Howland and W. Pearce & Sons.

Samuel Chad of Charleston, South Carolina, and, of course, Salemites - Joseph Peabody, Michael Shepard, Richard Wheatland and Captain Roundy - did still more of the reshipping.(36) They sent, among other vessels, with some chests of the teas and cases of silk as part of their cargoes, the patriotically named brigs, Lady Washington, Monroe and General Jackson to St. Thomas, Vera Cruz, the "Grand Canary", Africa, "the North-west", Trinidad, Surinam, Matanzas, Europe, South America and India. In addition Peabody took out drawback certificates to the value of $11,000 on 500 chests of tea which went to Alexandria, Virginia. He did likewise on 160 cases of silks on which he paid $7,500 in duties. The latter were shipped to New York. He never, however, claimed money returns for the re-export of these teas and silks. In spite of the aspect of a brisk business in foreign reshipments of stocks of teas and silks, by far the greater part of the Leander's cargo from the second voyage to China, it appears, remained at home for domestic consumption.

III

THE THIRD VOYAGE TO CHINA

During the years 1823 to 1826 the Leander was without doubt at her prime as a money-making merchantman. The blue and white pennant of the house of Peabody waved over her fore skysail for many years to come, but never again was she to go out and come back with such consistently valuable cargoes. Peabody's profit-winning master, Charles Roundy, was to sail her only once more, a triangular voyage to Matanzas and Marseilles in 1826, leaving with a prosaic store of fish, flour and nails, and returning with a tempting supply of claret, cordials and cream of tartar.(37) In 1827 Roundy received the command of Peabody's new ship Sumatra and on four more voyages to Canton was to maintain and even enhance his reputation as one of Salem's most enterprising shipmasters.(38)

Yet the Leander saw China once more before her major confinement to the Atlantic trade. A voyage to Smyrna, or "Turk town" as Americans liked to say, in the fall of 1827 served as a preliminary to the third Far Eastern voyage. On the trip into the Mediterranean, Nehemiah Haskell, the second mate, kept a diary as he did also on the succeeding passage to China.

As the Leander beat and tacked east through the Mediterranean, Gibraltar, Pantellaria and Cape Matapan were welcome landmarks to Second Officer Nehemiah Haskell. For the contemporary reader, with the inland sea a battleground in World

War II, such place names have an even more vital meaning. Still the seamen were to bring back memories of this voyage such as no other crew of the brig could have. They witnessed the clash of civilizations. The Leander was at anchor in the harbor of Valletta, Malta, when the British ships of the line, 94 guns strong, returned from Navarino where the destruction of the Turkish and Egyptian fleets had assured Greece of her independence. The sails of the British vessels were in shreds and the whole harbor became a floating hospital.(39) Such was the confusion in the eastern Mediterranean that "Pirates were all on the go".(40)

The Leander sailed east from Malta in Dutch, British and American convoys and as she neared the coast of Asia Minor Haskell took note of "the ships of all nations with their broadsides on Turk towns".(41) On November 13, 1827, Peabody's brig "passed the castle" outside of Smyrna, where lay "about 50 sail". It was at this time or on March 2, 1828, when the vessel again sailed past the castle homeward bound, that some native artist, most likely, received a commission to make a painting, the first of two known pictures of the Leander.(42) The brig sailed back through the troubled Mediterranean with a cargo of opium, lead, figs, raisins, salt, "spunges" and otto of rose,(43) and reached Salem, May 28, 1828. No harm had come to her, save the loss at Valletta of her spritsail yard, carried away by the British frigate Falcon.

The Brig Leander before the Castle of Smyrna, 1827 or 1828. The original painting is in the residence of Benjamin Shreve, 29 Chestnut Street, Salem, Massachusetts.


Leander of Salem James Silver Commander made in Smyrna by order of Jno Currier Sailer

One month later, June 27, Nathan Smith put his signature to the Outward Foreign Manifest of the Leander, bound this time "for the port of India." One hundred and ninety-eight cases of opium, 647 pigs of lead, and 2 pipes of 4 proof brandy were the principal items in the vessel's cargo.(44) Of these commodities, the Leander had just brought 153 cases of the opium and 316 pigs of lead from Smyrna.(45) The brandy, consigned to Tucker Deland, Peabody's partner, had come into Boston on the brig Duxbury from "Rochelle."(46) Another vessel of Peabody's, the brig Mexican, had carried into Salem the additional lead from Smyrna. Her master, Jonathan Batchelder, later commanded the Leander. Boston vessels - the Sarah Oster, the Lenedos, and the Sultan - supplied Peabody with the forty-five cases of opium the Leander needed to complete her list for China.(47) On these foreign goods destined for re-exportation $11,500 in drawbacks were refunded to the Salem merchant. The cargo had a value of $95,000.(48)

Fourteen men aboard the Leander watched Bakers Island outside of Salem Harbor fall to starboard on Saturday, June 28, 1828. Nathan Smith was sailing the vessel again, but, as in the Smyrna venture, the commercial transactions remained in the hands of James Silver, who was commander or supercargo. The first mate answered to the name of James Kimball. For him the place as master of the Leander was still in the future. Nehemiah Haskell, the diarist, an Ipswich man, again held

the rank of second mate. The crew were all new men from Salem, except Kurear, the steward. A Chinaman, Athei, had been a seaman on the second passage to Canton. Now John Freemen, of "Black complexion and woolly hair", was aboard as cook. Youngest of the seamen was Peter Silver, sixteen years of age, one of Peabody's foremost masters-to-be.(49)

From first to last, the weather was a major preoccupation of all fourteen men. Haskell, who kept his journal from day to day, found the winds now strong, now light, often moderate, on many occasions warm. Other times his entries were less favorable. The breezes were baffling or the Leander was making "hardly steerage way".(50) For the seamen, good weather or bad, life meant constant activity on the rigging. Every time the wind shifted a few points they were sent scurrying aloft. When the seas were moderate, the order would go forth to set the light sails, whether jib, flying jib, royals or sky sails.(51) When strong breezes and passing squalls threatened, Smith had several alternative actions for his men. The spencer might be brailed, all light sails bent, and the vessel "braced sharp up". If a real storm approached, all studding sails would be taken in, the foretopsail "double reefed" and the main topsail "close reefed". The entry - "handed the main sail" - meant the storm was at its worst, but soon thereafter would come the heartening news "wore ship and made sail". On the whole, however, reasonably good weather prevailed on the eastward

passage, and four months out of Salem Haskell could write "our good luck still continues".(52)

When the wind held steady and the Leander was running fast on a broad reach, there was little need for men aloft. Still the crew had no idle hands. Smith would have the watch paint the stern boat, carpenter the vessel, or set up the backstays. A day out from Salem all hands were employed getting in and stowing the anchors and clearing the deck of ground tackle. Minor accidents demanding immediate attention from the seamen were bound to happen. Early in the voyage the lower studding sail was split. When a month later, "the starboard leach rope of the foretopsail parted", Haskell "unbent him and bent another".(53)

Steadily the Leander pushed her lonely way south and east through the waters of two hemispheres. Two days out "spoke an English Bark bound east", but for months after no lands nor ships were sighted. The log is a monotonous succession of course, weather and rigging observations. "Crossed the Tropic" wote Haskell on July 20 and on August 17 came the words "crossed the meridien of Greenich".(54) September was only varied by striking a whale on Sunday the seventh. On October 5 Christmas Island came into view, the first land seen since Cape Cod dropped astern.

Thereafter it is the familiar tale of Canton-bound vessels. At six o'clock on the morning of October 6 the Leander

made Java Head. Past the "Isle of Crakaton" and through the Straits of Sunda she sailed. On October 7 the Governor of Angier dined on board and the next day the brig came to anchor before the town. Under sail again on the ninth, Haskell worried over seaman William Manning, very bad with "Colera Morbas", but "he took 300 drops of Launden and stopped it".(55) The Island, the Straits and the peak of Gaspar were sighted and passed October 14, 15 and 16. More shipping is now in evidence and scarcely a day went by but a sail stood to the north or south. On October 16 the brig spoke the ship Bashaw, Forbes master, coming from Gibraltar with opium. The equator was crossed on October 18 and at ten o'clock the same morning eight sails could be seen. The islands - St. Julien, East Barren and Anambas West slipped by and on October 23 Haskell wrote "We are in the Palawan Passage".(56) Two days later they saw land, the present-day Indo-China, and "a Company's ship on the wind".(57) On November 3 the Leander took a pilot at Lantsa. She was 137 days out of Salem.

Surprisingly enough the brig did not go to Canton or the anchorage at Whampoa; Instead she headed for Linten Island, "the smuggling ground" at the mouth of the Boaca Tigris. There Commander Silver took a boat for Canton while the others set to work on the Leander. Scraping and carpentering came first, then painting. The yard mast and yards were sent down. The foremast and the mainmast were stripped, the topsail unbent. The crew caulked the deck, rattled the rigging, fitted blocks

for all parts of the brig, blackened the bends, and turned the pins. For a good part of a month Smith kept the crew thus engaged.

Thereafter attention centered chiefly on the commercial activities of Silver. He made at least three separate trips to Canton to see Peabody's business agent, W. H. Low, a partner in the well-known American firm of Russell and Company.(58) Once he returned on "Cushing's sailboat".(59) John P. Cushing was the wealthiest and most highly respected foreign merchant in China. Another time Silver came down on the Sumatra with Captain Roundy and went on to Portugese Macao. With the notation of Haskell's on December 18, "news of probabilities from Canton" the commercial dealings began. On Christmas Day the Leander took on 2,000 quintals of rice from the ship Edward. Two weeks later, on January 6, the 647 pigs of lead were sent aboard the ship Louise bound for Canton. By the middle of January the opium began to go. On the Lord's Day, March 1, the last of 96 cases were delivered to "Levant". The drug was discharged at a price of $650 a chest. During this period commercial activity was stopped only for a Christmas tea party, an event at which Haskell complained "the table was not long enough", and for the firing of two guns on February 22.(60)

The sales at Canton completed, the next step was the search for a return cargo. Having loaded 1,000 pints of

"Paddy" and the same quantity of rice from the ship Providence. Smith hired a pilot on March 2 and three days later came to at Whampoa. The rice and "Paddy" were sold immediately. On March 18 coolies were at work loading 662 chests of tea. The next week the brig "took in a large chop of teas, silk and Nankeens".(61) Pilots were on board again March 26, and two days later the Leander discharged them as she headed south on the solitary journey home. The brig had remained in China four months and a half.

Long swells from the northeast accompanied the Leander through the South China Sea and on April 22 Haskell could see the trees on Sumatra. The second officer had less to say on the homeward course, although he did find time to write that "Smith gets quite crabbed lately because I took him up when he off'd me crackers".(62) "Isle de France N. Clear" was the observation May 16. Past the Cape of Good Hope and feeling her way north the Leander met "strong trades" in June and Haskell was able to write "continues a fine chance".(63) As the voyage wore on into July a few vessels were seen or hailed. On the nineteenth the Leander spoke an English ship bound to Liverpool, which supplied her with six bottles of brandy, six of rum, a few oranges, newspapers and limes. A week later she "saw a fisherman"(64) and exchanged pork for fish. The voyage was nearing its close.

At two o'clock in the afternoon of July 27 the vessel

made Chatham, causing Smith to write "spoke the morning star of Chatham Light".(65) Seven hours later Cape Cod light was sighted and at 2 A. M. the next morning Race Light. At seven o'clock the morning of July 28 a pilot came aboard to take the Leander into Salem Harbor. In the afternoon "she was hauled into the wharf".(66) The last words of Haskell in his journal ran "Smith shiny, first time seen so for 2 years since I was with him".(67) The master had apparently been making speedy use of the liquor secured from the English vessel.

When Smith had sobered up enough to produce the foreign manifest inwards, the customs officials went to work. Devereux Dennis found the "large chop of teas" came in number to 3,644 boxes and chests, all of which he marked. As usual, John Saunders, Surveyor of the Port, issued the certificates for these teas. Jonathan Holman, Weigher and Gauger, found a net weight for the teas of 194,594 pounds, after tare and draft had been given due allowance. On the tea according to weight and the merchandise by its value Collector Miller levied duties amounting to $84,000. The teas bore a specific duty of $61,000 and the merchandise valued at $84,000 paid the remainder ad valorem. It was not only a valuable cargo, but a numerous one as well. The return of merchandise made by the Surveyor as he supervised the unloading of the brig was over four feet long.(68)

The distribution of the teas and silks follow the well-known pattern.(69) The Leander carried 23 cases of the silks to Smyrna in August, 1829, consigned to W. Lee & Sons.(70) These were worth a drawback of $727. Ten more cases of silks drew drawbacks of $744. The New York firm of H. & D. Cotheal sent one case aboard the brig Aurora to San Juan. Benjamin Grit of the same city saw two cases off to Carthegena on the schooner Horatio. From Salem the ship Catherine carried a case to South America. The Cotheals also sent one of nankeens to the Rio Grande aboard the schooner Ned. On the schooner Texas bound for "Mexico" went two cartons purchased by J. Halsey & Co., of New York, while from New Orleans J. Kohn & Bordier shipped two cases to the Rio Grande on the schooner Mexican. These shipments to the Rio Grande and "Mexico" are weathervanes in American political and economic expansion. Before 1830 trade is opening with the Mexican province of Texas.

Peabody himself sent 443 cases and boxes of silks and nankeens to New York, taking out drawback certificates, but apparently never claiming payment for re-export. Sixteen hundred chests of the tea, however, can be followed down in the Customs Records. Other American firms besides Peabody's accounted for forty-nine boxes and chests, worth drawbacks of $500. The Boston firm of P. H. Flint sent twenty boxes to Surinam, while Hawes, Grey & Co., of the same city shipped fifteen to "St. Catherine's". From Salem went the Lady Sarah with

fourteen chests sold to S. W. Shepard. Peabody ordered 850 chests to New York, but they were not re-exported. He did, however, receive $4,000 from the government on 750 chests. The brig Dawn sailed 100 chests to South America, the brig Cambrian 294 of Hyson and Gunpowder to Matanzas. The Leander on voyages to Smyrna and Matanzas accounted for the rest.

The Leander's days of full flower in the China trade had come to an end, yet she was to have a long Indian summer on shorter routes of enterprise. Under James Silver, Jonathan Batchelder, and James S. Kimball, she made thirteen voyages in the next decade for Joseph Peabody. In 1837 she was one of two American vessels at Zanzibar when Richard Palmer Waters of Salem, the first foreign consul ever sent to that port, arrived to take up his duties. Waters carried a commission from President Jackson and was loyally saluted by the small fleet from home as he stepped ashore. In November, 1840, the Leander passed from Peabody's hands into those of David Pingree, another Salem merchant. For four years she did service in the African trade until she was condemned at Gambia in 1844.

In twenty-three years the Leander had made twenty-six voyages to Europe, Asia, and Africa. She was a small vessel, yet typical and worthy of the period when American maritime activity approached a world renown it has never since enjoyed.

NOTES

I

1. Essex Register, July 28, 1821; see also Salem Gazette, July 27, 1821.

2. Salem Customs Records, Ship Certificate, July 30, 1821, Register for the Years 1819, 1820 1821, Permanent No. 40, August 27, 1821.

3. Essex Register, September 1, 1821.

4. "Joseph Peabody", Dictionary of American Biography. There is no good biography or short study of Peabody. All his personal and business papers have been destroyed.

5. Account of Property, Joseph Peabody, Courtesy of Dr. Walter Muir Whitehill, Peabody Museum of Salem.

6. Salem Customs Records, Entry of Merchandise for Benefit of Drawback, October 11, 1823. See also ibid., October 14, 15 20, 23.

7. Salem Customs Records, The United States to Gabriel Holman, Weigher at the Port of Salem, September, 1823.

8. See Appendix I, B.

9. Salem Customs Records, Entry of Merchandise for Benefit of Drawback, October 11, 14, 15, 20, 23, 1823.

10. Ibid., W. R. Lee, Collector, to John Saunders, Surveyor, October 15, 20, 1823.

11. Ibid., 1823, List of Persons Composing the Crew of the Brig Leander; see also Appendix II, A.

12. "An Act for the Government and Regulation of Seamen in

the Merchants Service", The Laws of the United States of America, I (Philadelphia, 1796), 134-143.

13. Ibid., 142.

14. Ibid., 143.

15. The wages which the crew received are unknown.

16. Salem Customs Records, Permit of Landing, April 15, 1826.

17. Salem Customs Records, 1825, Bill of John Ingersoll, Inspector. Ingersoll received payment at the rate of $3.00 a day.

18. Ibid., Bill of Devereux Dennis, Inspector and Measurer at the Port of Salem. Dennis received 2½ cents for each chest.

19. Ibid., Bill of John Saunders, Inspector of the Revenue for the Port of Salem.

20. Ibid., The United States to John Burley, Weigher and Gauger at the Port of Salem.

21. Ibid., Foreign Manifest Inwards of the Brig Leander. See also Appendix I, D.

22. Ibid., Abstract of Goods, Wares, and Merchandise with the Duties, thereon, imported into the district of Salem & Beverly in vessels of the United States, in the quarter ending the thirty-first day of March, 1825.

23. Ibid., Entry of Merchandise imported by Joseph Peabody in the Brig Leander.

24. Ibid., Entry of Merchandise imported by J. & T. H. Perkins in the Brig Leander.

25. Salem Customs Records, 1825, Bonds due from Samuel Cabot, November, 1825, January, September, 1826.

26. Ibid., Entries of Merchandise imported by Joseph Knapp, Charles Roundy, Nathan Smith and Thomas Johnson in the Brig Leander.

27. Ibid., Return of Merchandise from on board the Brig Leander.

28. Salem Customs Records, 1825, 1826, Certificates on the Exportation of Goods from a District other than the District of Original Importation.

29. Ibid., see also ibid., Entries of Merchandise for Benefit of Drawback.

30. Ibid.

31. Peabody also sent 1500 chests of tea to Boston, New York and Baltimore, either "by waggon" or by the sloop Lark and schooner Nancy. These consignments were not re-exported.

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32. Salem Customs Records, 1825, Outward Foreign Manifest of the Brig Leander; see also Appendix, I, E. The specie was probably Spanish silver dollars. Generally American merchants relied heavily on this unit of currency. The Customs Records have a number of consular certificates giving the value of other currency in terms of the "United States or Spanish Dollar". In this manifest of the Leander the dollars are listed in the foreign merchandise column.

33. Salem Customs Records, 1826, Foreign Manifest Inwards of the Brig Leander, April.

34. Salem Customs Records, 1825, Outward Foreign Manifest of the Brig Leander, Entry of Merchandise to be Exported by Joseph Peabody in the Brig Leander, Return of Goods Shipped for Exportation in the Brig Leander. See Appendix II, C for the crew list. The seamen were all new, but the officers Roundy, Smith and Johnson sailed again.

35. Salem Customs Records, 1826, Foreign Manifest Inwards of the Brig Leander, Return of Merchandise from on board the Brig Leander, Entries of Merchandise Imported by Joseph Peabody, Joseph J. Knapp, Sr., Charles Roundy, Nathan Smith, Thomas Johnson, John Andrews, Michael Shepard, George Felt, Thomas Magoun, John Kurier in the Brig Leander; Abstract of Goods, Wares, and Merchandise with the Duties, thereon, imported into the District of Salem & Beverly in vessels of the

United States in the quarter ending the thirtieth day of June, 1826; The United States to Devereux Dennis, Inspector & Marker at the Port of Salem, to John Saunders, Inspector of the Revenue for the Port of Salem, to James Brown, Inspector and Measurer at the Port of Salem, to Peter E. Webster, "for own services in apprising tea & Cassia damaged on board Brig Leander".

36. Salem Customs Records, 1826, 1827, Entries of Merchandise for Benefit of Drawback, Certificates on the Exportation of Goods from a District other than the District of original importation.

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37. See Appendix I, G, H.

38. Charles S. Osgood and H. M. Batchelder, Historical Sketch of Salem (Salem, 1879), pp. 134, 140.

39. Nehemiah Haskell, Journal of a voyage from Salem to Malta, Smyrna, and return, 1827-1828.

40. Ibid.

41. Ibid.

42. The painting of the Leander in the Shreve House on Chestnut Street, Salem, has the caption, "Leander of Salem James Silver Commander, made in Smyrna by order of J- Corrier Sailor". Only on the 1827-1828 voyage of the Leander to Smyrna was James Silver "coMLander" or supercargo. See Nehemiah Haskell, Journal of a voyage from Salem to Malta, Smyrna and return, 1827-1828. A John Kurear or Kurier, a Portugese, was on voyages of the Leander after 1825. Salem Customs Records, 1827, Crew List of the Brig Leander; see also Appendix II, B, C.

The Shreve painting has a flag blowing from the spencer gaff. The national symbol has thirteen stripes and, according to the number of the states in the Union in 1827, twenty-four stars. During most of the nineteenth century the arrangement of the stars was not stereotyped. The Leander's first has twenty-four stars patterned on the field of blue into one large star. George H. Preble, History of the Flag of the

United States of America (Boston, 1830), p. 347.

43. See Appendix I, K.

44. Salem Customs Records, 1828, Outward Foreign Manifest of the Brig Leander.

45. Ibid., Entry of Merchandise for Benefit of Drawback.

46. Ibid.

47. Ibid., see also ibid., Return of Goods Shipped for Exportation in the Brig Leander.

48. Ibid., Owner, Shipper or Consigners Manifest of the Brig Leander. See Appendix I, L.

49. See Appendix II, C.

50. Nehemiah Haskell, Journal of a Voyage from Salem to Canton and return, 1828-1829.

51. Ibid.

52. Ibid.

53. Ibid.

54. Ibid.

55. Ibid.

56. Ibid.

57. Ibid.

58. Salem Customs Records, 1829, Certificate of Charles N. Talbot, Consular Agent of U. S. A. at Canton.

59. Nehemiah Haskell, Journal of a Voyage from Salem to Canton and return, 1828-1829.

60. Ibid.

61. Ibid.

62. Nehemiah Haskell, Journal of a voyage from Salem to Canton and return, 1828-1829; Nathan Smith, Journal of a voyage from Canton to Salem, 1829.

63. Ibid.

64. Ibid.

65. Nathan Smith, Journal of a voyage from Canton to Salem, 1829.

66. Nehemiah Haskell, Journal of a voyage from Salem to Canton and return, 1828-1829.

67. Ibid.

68. Salem Customs Records, 1829, Foreign Manifest Inwards of the Brig Leander; see also Appendix I, M; The United States to Stephen Burchmore, Inspector for the Port of Salem, to Jonathan Holman, Weigher and Gauger at the Port of Salem, to Devereux Dennis, Inspector and Marker at the Port of Salem, to John Saunders, Inspector of Revenue for the Port of Salem; Abstract of Goods, Wares, and Merchandise with the Duties, thereon, imported into the District of Salem & Beverly in vessels of the United States in the quarter ending the thirtieth day of September, 1829; Return of Merchandise from on board the Brig Leander.

69. Salem Customs Records, 1829, 1830, Entries of Merchandise for Benefit of Drawback, Certificates on the Exportation of Goods from a District other than the District of original Importation.

70. Salem Customs Records, 1830, Consular Certificate of Landing, Smyrna, January 29, 1830.

APPENDIX

I

CARGOES OF THE BRIG *LEANDER*, 1822-1831

A

Foreign Manifest Inwards, from Smyrna, May 1822

One hundred and ten chests of opium

Two thousand, one hundred and forty kilos. of salt

Five chests of opium

One box of oranges

Three chests of opium

Three hundred and twelve casks of raisins

Two hundred and twenty-nine drums of figs

Three barrels of wine

Forty-one balse of wool

Fifty-eight bundles of hides

Eight boxes of oranges

Twelve drums of figs

Four bales of "spunges"

Three drums of figs

Salem Customs Records, 1822

B

Foreign Manifest Inwards, from "Gottenburg", August, 1823

Eleven thousand, six hundred and seventy-seven bars of iron

Fifty-eight bars of iron

Two hundred bones of steel

Salem Customs Records, 1823

C

Entry of Merchandise intended to be exported by Joseph Peabody to India, October, 1823

Forty pipes 4th proof brandy

Four thousand gunny bags

One hundred and four boxes sperm candles

Two hundred and six drums of figs

Two hundred and thirty-five pieces of furniture

Twenty-five hundred and five bars iron

Forty-five cases of opium

Twenty-four half chests oil

One hundred forty boxes raisins

One hundred and twenty-nine kegs of Salmen

Two boxes saffrons

Four cases opium

Sixty kegs of tobacco

Forty casks of ten half-casks claret wine

Twelve boxes specie

Salem Customs Records, 1823

D

Foreign Manifest Inwards, from Canton, March, 1825

Four hundred chests Bohea tea

Four hundred and thirteen (w), two hundred and eighty-one (h) chests Souchong

Six hundred and forty-six chests Hyson Skin tea

Four hundred and seventy-four (w), four hundred (h) Young Hyson tea

Two hundred and forty-two (w), two hundred (h) Hyson tea

Twelve Gunpowder tea

Twenty-six Imperial

Two hundred ten catty boxes Hyson tea

Four hundred ten catty boxes Young Hyson tea

Two hundred five catty boxes Young Hyson tea

Twenty-five catty boxes Young Hyson tea

Two thousand and twenty Matts contg. Cassia

Four boxes Chinese preserves

Three boxes Black tea

One box merchandise

Four boxes Gunpowder tea

Two hundred and thirty-two cases merchandise

Two chests Young Hyson tea

Five ten catty boxes Young Hyson tea

Three boxes Black tea

Three boxes Gunpowder tea

Two boxes Chinese preserves

Six chests Young Hyson tea

Four ten catty boxes Young Hyson tea

Three boxes Black tea

Three Gunpowder tea

Two boxes Chinese preserves

Three chests Young Hyson tea

One chest Hyson tea

Three chests Hyson Skin tea

Three ten catty boxes Young Hyson tea

One chest Hyson tea

One chest Young Hyson tea

Two chests Young Hyson tea

Four ten catty boxes Young Hyson tea

Two chests Hyson Skin tea

One ten catty box Young Hyson tea

Five chests Young Hyson tea

Five chests Hyson Skin tea

Ten catty boxes Young Hyson tea

Four rolls window blinds

One box Black tea, one box silks

Two chests Young Hyson tea

Six chests Hyson Skin tea

Eight cases merchandise

One case merchandise

Six boxes firecrackers

One box merchandise

Two boxes Gunpowder tea

Two boxes Chinese preserves

One box Hyson tea

One box Black tea

One box Chinaware

Two boxes Black tea

One bundle canes

Three boxes firecrackers

One bundle floor Matts

Twenty-one chests Young Hyson tea

Ten chests Hyson tea

Fifteen one-half chests Souchong tea

Six chests Hyson Skin tea

Ten one-half chests Young Hyson tea

Two boxes Chinese preserves

Four boxes Black tea

Two boxes Gunpowder tea

Nine cases merchandise

Six boxes Cassia oil

Two bundles sticks

Five boxes firecrackers

Two trunks merchandise

Four Bundles Window blinds

One box contg. picture

Three boxes of sweetmeats

Four boxes Black tea

D

Five boxes Green tea

Two boxes Black tea

Two Boxes Chinaware

Salem Customs Records, 1825.

E

Outward Foreign Manifest, to Batavia, May, 1823

Seventy-five Hggs. & Boxes contg. One Hundred & seventy thousand dollars & vessels stores.

Salem Customs Records

F

Return of Merchandise, From Canton, April, 1826

Four hundred and ninety chests of Young Hyson tea

Four hundred and ninety chests of Hyson tea

Seven hundred and twenty-seven chests of Hyson Skin tea

Two hundred and ten half chests of Young Hyson tea

One Hundred and forty-one half chests of Hyson tea

Twenty half chests of Imperial tea

Fourteen hundred boxes of Imperial tea

One hundred boxes of Gunpowder tea

One hundred boxes Gunpowder tea

One hundred half chests Souchong tea

Six hundred boxes of Hyson tea

Four chests Hyson tea

Two chests Young Hyson tea

Two hundred and sixty-one cases of silk goods

Forty-five boxes of chinaware

Two hundred and eighteen boxes of merchandise

One trunk merchandise

Two thousand three hundred and eighty-two Matts Cassia

Two boxes of chinaware

Four cases Cassia oil

Four cases Annicced (?) oil

Seventeen cases silk goods

Twenty-two cases of silks

Twenty boxes of nankeens

Two boxes of China ware

Thirty-seven cases silks

Forty-one boxes of merchandise

Three trunks of merchandise

One box of merchandise

Two boxes of Chinaware

Three cases of silks and merchandise

Three cases of silks and merchandise

One trunk of firecrackers

Two cases of silk goods

One trunk of merchandise

Four packages of Cassia oil

Four packages of Anniceed oil

One package of stone ware

Two packages of pith paper

Two packages of silk waddy

Two packages of firecrackers

Six packages of firecrackers

One package of firecrackers

Two packages of firecrackers

Two packages of fans

One package of horn dressing combs

One package of fishing lines

One package of ivory pearl manufactures

One package of China Ware

Three packages gammon Board Counters

Two packages of China pictures

One packages of Sundries

Thirty rolls of bamboo blinds

One package silk goods

Four packages Imperial and Gunpowder tea

One package Gunpowder tea

Nine packages Gunpowder tea

Three packages Black tea

Four packages Black tea

Two packages Hyson tea

Two tubs of candy

One box of preserves

One box of china ware

One box of Black tea

Two rolls of pocket sticks

Eight cases of silk goods

One case fans

One case combs

Two trunks crackers

Four rolls blinds

Four chests Young Hyson tea

One box Gunpowder and Imperial tea

One box Gunpowder and Imperial tea

One box Gunpowder and Imperial tea

Two boxes Gunpowder tea

Three boxes Black tea

Two boxes Hyson tea

Four cases silks

Four chests Young Hyson tea

Two cases silks

Two trunks firecrackers

Four rolls Bamboo blinds

Two boxes China Ware

Four chests Young Hyson tea

Two cases merchandise

Two trunks merchandise

Nine cases silks

One trunk fireworks

One box combs and fans

One trunk Fireworks

One box of turtle sheets

Six cases of silks

Fifteen cases of silks

Ten boxes firecrackers

One case crapes

Two cases of silks

One box contg. 16,0000 firecrackers [*sic*]

Owner, Shipper or Consigner's Manifest, bound for Matanzas, Cuba, May, 1826

One case combs

Fifty-three casks of fish

Fifty Bbls. of flour

One case fans

Fifty Bbls. mackerel

Three boxes nankeens

Sixty-five cases of nails

Ten cases of silks

Forty-three Bales Russian duck

Ten boxes Hyson tea

Eleven boxes of Imperial and Gunpowder tea

Salem Customs Records, 1826

Foreign Manifest Inwards, from Marseilles, October, 1826

Two hundred and one casks of claret wine

Four hundred boxes of claret wine

Fifty boxes cordials

Fifteen casks of Cream of Tartar

Five cases of argol

Five casks of sugar of lead, twenty bales of corks

Twenty cases of Verdigris

Seventy-six thousand, seven hundred and twenty-two killos. salt

Two boxes of capers (?), Two boxes olives

One box of oil, one box of perfume

Two boxes of Brandy fruits, one jar of sweetmeats

Four boxes of muscat wine

One box of capers, one box of olives

One box of oil, one box of perfume

Two boxes of brandy fruits, one jar sweetmeats

Three boxes muscat wine

One box of cakes, one box of olives

One box of oil, one box of perfume

Two boxes of brandy fruits, three boxes of muscat wine

One cask of Cream of Tartar, two casks of Verdigris

One box of oil, two boxes of muscat wine

One box of oil, two boxes of perfumery

Three boxes of claret wine, three boxes of muscat wine

Four boxes of raisins

Salem Customs Records, 1826

I

Foreign Manifest Inwards, from Smyrna, June, 1827

One hundred and eighty chests opium

Sixty-nine bails of wool

Three casks and parcels of old copper

One thousand sixty-three drums of figs

One thousand nine hundred and seventy-five kilo. salt

Fifteen chests of opium

One bale copals

One carpet

Two hundred and ten drums of figs

One basket of nuts

Salem Customs Records, 1827

J

Outward Foreign Manifest, to Europe, August, 1827

Seventy-five hundred and sixty-one bags and twenty Bbls. coffee

Twelve casks and four Bbls. cloves

One cask nutmegs

Forty-four chests Indigo

One hundred and nineteen boxes white sugar

Seventy-seven boxes brown sugar

Eleven cases of silks

One pipe brandy

Salem Customs Records, 1827

K

Foreign Manifest Inwards, From Smyrna, May, 1828

One hundred and forty-one boxes of opium

Sixty-one drums raisins

Three hundred and seventeen pigs lead

One hundred and eight casks oil

Two boxes Otto Roses

One drum of Scamoney

Twenty-four hundred and four kettles salt

Two boxes opium, one bail hearth rugs

Two boxes opium

One box Otto Rose

Nine drums raisins

Eight drums figs

Parcel of old copper

Ten flower pots

One hundred drums figs

Twenty drums raisins

Three sacks spunges

Ninety-nine drums figs

Seventeen drums raisins

Two bails spunges

One carpet

Thirty-four drums of figs

One carpet

Two drums of figs

Salem Customs Records, 1828

L

Owner, Shipper or Consigner's Manifest, to India, June, 1828

One hundred and ninety-eight cases of opium

Six hundred and forty-six pigs of lead

Two pipes of brandy

Salem Customs Records, 1828

M

Return of Goods, from Canton, July, 1829

Five hundred and eighty-two chests Young Hyson tea

Two hundred and eighty half chests Young Hyson tea

Three hundred and twenty-six chests Hyson tea

Three hundred and nineteen chests Hyson Skin tea

Four hundred and twenty chests Souchong tea

Two hundred and fifteen half chests Souchong tea

One hundred chests Bohea tea

Sixty chests Tonkay tea

Ninety-three chests Tonkay tea

Five hundred ten catty boxes Gunpowder tea

Two hundred five catty boxes Gunpowder tea

Five hundred ten catty boxes Hyson tea

Five thousand three hundred and fifteen Mats cassia

One hundred and forty-one cases silks

One hundred and twenty boxes blue nankeens

One hundred and forty-five boxes yellow nankeens

Ten cases yellow nankeens

Twenty cases blue nankeens

Fifteen cases silk

One case shell combs

Three cases heart buttons

Two boxes combs

One box picture

Fourteen cases silks

Five boxes firecrackers

One box Chess men

Two boxes pearl buttons

Five boxes and one bundle nankeens

Two boxes of Gamboys

Three boxes of China Ware

Seventeen bundles window blinds

One box lacquered ware

Three caddys tea

One chest Hyson, Five boxes Black tea

Two boxes Sweetmeats

One bag of coffee

One box images

One box pearl buttons

One box tortoise shell combs

Four boxes China ware

Three chests Young Hyson tea

One box ivory work

Two boxes nankeens

Two boxes silks

Two boxes chinaware

Two boxes silks

Two boxes China Ware

One trunk combs

One box silks

Sixteen half chests Young Hyson tea

One case pearl buttons

M

Seven cases silks

One case nankeens

Two trunks firecrackers

One box shell combs

Seventeen bundles window blinds

One box pearl buttons

Ten boxes gunpowder tea

Ten boxes Young Hyson tea

One case Young Hyson tea

One box contg. six pots of ginger

One trunk of firecrackers

One box of firecrackers

One box of China Ware

Salem Customs Records, 1829

N

Outward Foreign Manifest, to Malta, August, 1829

Two hundred boxes of white sugar

Two hundred boxes of brown sugar

Forty-five chests indigo

Seven thousand five hundred and thirty-seven bags of coffee

Fifty half chests of Souchong tea

Fifty boxes Imperial tea

One hundred and fifty boxes Gunpowder tea

Fifty half chests and one hundred and fifty boxes Byson tea

Fifteen hundred Matts cassia

One hundred and eighty-two bags pepper

Ten Seroons Cochineal

Fifteen bags Pimento

Fifteen boxes nankeens

Eight cases silks

Forty thousand cigars

One box chessmen

Ten packages combs

One box lacquered ware

Three shawls

Two pipes brandy

Salem Customs Records, 1829

Foreign Manifest Inwards, from Smyrna, April, 1830

One hundred and sixty-eight chests of opium

Two boxes Otto Rose

Three thousand one hundred and two killos. salt

Ten chests opium

Eight chests opium

Two bails spunges

One hundred and ninety-five drums of figs

Two boxes Otto Rose

One bag of almonds

Twelve chests opium

Two chests opium

Six bails spunges

Four chests of opium

Twenty-four bails of spunges

One box of wine

Ten drums of figs

One half a barrel of wine

Two boxes oranges

Three bails of spunges

One box opium

Salem Customs Records, 1830

Outward Foreign Manifest, to Matanzas, April, 1830

Two hundred bbls. mackerel

One hundred and seven bails sheeting

One hundred and four casks fish

One hundred and fifty boxes gunpowder tea

One hundred and fifty empty hhgs.

Sixteen bbls. flour

One cask onions

One hundred and eight casks nails

Salem Customs Records, 1830

Foreign Manifest Inwards, from Matanzas, June, 1830

Two hundred and four boxes of white sugar

One hundred and ninety-six boxes brown sugar

One thousand three hundred and seventy bags coffee

Forty boxes brown sugar

Twenty boxes white sugar

Fifty bags coffee

Four boxes white sugar

Four boxes brown sugar

Seventy-eight bags of coffee

Two boxes of brown sugar

One small box of sugar

One box of sweetmeats

One barrel of molasses

Sixty-one bags of coffee

One box brown sugar

Salem Customs Records, 1830

Outward Foreign Manifest, to Malta and markets, June 1830

Fifteen hundred and fifty-five bags of coffee

Two hundred and ten boxes of white sugar

Two hundred and two boxes of brown sugar

Five hundred and thirty-eight boxes of Hyson tea

Five hundred and thirty-seven boxes of Souchong tea

Six hundred and thirty-three Mats Cassia

Forty-six chests Indigo

Seven seroons Cochineal

One case silks

Seventy cigars

Four chests Indigo

Salem Customs Records, 1830

Foreign Manifest Inwards, from Cronstadt, October, 1831

Sixteen hundred and seventy-three bars of iron

One pack of hemp

One pack of sailcloth

One bale Russian sheeting

One bale Russian duck

One bale diapers

One package sailcloth

Three bales Russian sheeting

One pack of sailcloth

One bale Russian sheeting

One bale raven duck

One bale diapers

One bale Russian sheeting

One bale raven duck

Four packages quills

One feather bed

One part barrel brown sugar

One part barrel brown sugar

Two barrels molasses

Salem Customs Records, 1831

APPENDIX

II

CREW LISTS OF THE BRIG *LEANDER* ON THE THREE VOYAGES TO CANTON

A

1823-1825 Voyage to Canton

Master, Charles Roundy

First Mate, Nathan Smith

Second Mate, Thomas M. Johnson

Seaman, John Peterson

Seaman, Joseph H. Reiheart (?)

Seaman, Charles Converse

Seaman, John Miller

Seaman, Benjamin Wallis, Jr.

Seaman, Josiah M. Standley

Seaman, Gustavus Stewart

Cook, John Smith

Seaman, John Lee

Steward, John Wright

Salem Customs Records, Crew Lists, 1823

B

1825-1826 Voyage to Canton

Master, Charles Roundy

First Mate, Nathan Smith

Second Mate, Thomas M. Johnson

Seaman, George Felt

Seaman, Benjamin W. Shepard

Seaman, Pinson Steele

Seaman, Elias Grant

Seaman, John Kurear (?)

Seaman, Thomas Magoun

Seaman, Athei

Cook, Juan Antonio Isaac

Seaman, John Beckford

Steward, Peter Williams

Salem Customs Records, Crew Lists, 1825

C

1828-1829 Voyage to Canton

Master, Nathan Smith

First Mate, James Kimball

Second Mate, Nehemiah Haskell

Seaman, Joseph Poole

Seaman, William P. Blanchard

Seaman, Oliver S. Holmes

Seaman, Stephen Wilson

Seaman, John Goldsmith

Seaman, William Manning, Jr.

Seaman, Michael Brace

Seaman, Peter Silver

Steward, John Kurear?

Cook, John Freemen

Salem Customs Records, Crew Lists, 1828

APPENDIX

III

COMMENTARY ON TYPES OF CUSTOMS DOCUMENTS IN USE DURING THE 1620S

Salem Customs Records, 1821-1831

In the preparation of this monograph the records of the "District of Salem & Beverly, Port of Salem", have been a prime manuscript source. A brief discussion of these documents may prove a useful guide to their future use.

A. Documentary material relating to an American vessel outward bound on a commercial voyage to a foreign port.

Outward foreign manifest. This document lists by quantity the cargo of an American vessel bound to a foreign port. It also carries the statement of the master, sworn to before the Collector, that the entire cargo is listed, that all the duties have been paid on any foreign merchandise being re-exported, that the Collector will be notified if more goods are laden on board, that there is no intention of relanding the goods in the United States etc.

Owner, Shipper or Consigner's Manifest. The quantities and values of the cargo of the American vessel bound to a foreign port are listed. There is also the sworn statement of the merchant shipping the cargo that the values and quantities are such as stated and that the purpose is truly to export the cargo to the stated foreign port.

Return of Goods shipped for exportation. A document drawn up by the Weigher and Gauger of the port, giving the foreign goods laden under his supervision on board the vessel about to head for a foreign port. The original source of the foreign goods, their vessel of importation, and the master

thereof are given.

Crew Lists. A separate documentary collection which furnishes several items of information about each member of the crew of a vessel bound on an outward voyage: the station on the vessel, the place of birth, the place of residence, of what country citizen or subject and a description of person which includes age, height, complexion and color of hair.

Consular Certificates. The merchant in the foreign port to whom the goods of Salem origin are consigned and the master of the vessel certify that the goods as described were landed in the foreign port. The American consul stationed at the foreign port declares the statements of the master and merchant deserve full faith and credit. This category does not bulk as large in the records as the previous documents. As one could guess from the nature of Salem trade most of the certificates come from Latin America, a number from Europe and the Mediterranean. At this time the American consular service was not highly developed in the Far East, hence almost a complete absence of certificates from areas where Salem merchants traded so heavily.

B. Documentary material relating to an American vessel arriving in Salem from a commercial voyage abroad.

Foreign Manifest Inwards. The reverse document of the outward foreign manifest. The cargo of the incoming vessel is enumerated quantitatively and the master of the vessel swears to its truth.

Entry of Merchandise. A document delivered to the Collector by every person to whom any part of a vessel's incoming cargo is consigned. The quantity and costs of the imported goods are stated. The cost figures are placed in columns, according to the type of duty paid, specific or ad valorem by percentage. The cost of the goods free of duty are also listed. The consignee, of course, swears to the true nature of the costs and quantities. On the basis of this information the Collector levied duties.

Return of Merchandise. A document which is filed in the Customs Records with the entries of merchandise. It is a list drawn up by an Inspector of the port, stating the quantities of the vessel's cargo "unladen under my inspection". This document usually lists in greatest detail the incoming cargo.

Wine, Tea, Spirits Certificates. They are in the size of a present day dollar bill. The collector issued one for each quantitative unit of wine, tea or spirits imported. Thousands of certificates would be issued on a sizeable cargo of tea, one for each chest or box.

Return of the Cargo of Salt or Cod. The Surveyor states the amount and weight of such imported commodities.

Return of Seamen. The master completing a voyage writes down the names of his crew, their time of entry into his service, their time of discharge, the time span of employment, and the amount of the wages held back, probably for medical service.

C. Documentary material relating to the re-export of foreign goods on which duties have been paid.

Entry of Merchandise for Benefit of Drawback.

This is a form which was filled out by a Salem merchant who was about to re-export foreign goods on which duties had been paid. The purpose of the submission of the said form to the Collector was to ask for the return of the duties, or drawback as they were called. The quantities of the goods, their foreign origin, the vessel which brought the commodities to Salem, the importer, the port of foreign destination to which the said goods are about to go, the exporter, the vessel of carriage, the master thereof and the amount of drawback, all are given. It is understandable that this type of document would bulk very large in the Customs Records of the 1820's, given Salem's role as a middleman in American commerce.

Certificate on the Exportation of Goods, from a District other than the District of original Importation.

When foreign goods imported into Salem were re-exported abroad again from an American port other than Salem, the re-exporting American merchant, if he were to receive drawbacks,

had to file an application with the Salem Custom House. The quantities of the goods, their foreign origin, the vessel which brought the commodities to Salem, the importer, the coasting vessel, master and merchant bringing the goods to the second American port, the port of foreign destination to which said goods are about to go, the exporter, the vessel of carriage, the master thereof, the bondsmen and the amount of drawbacks due, all were included. This document was usually called a "debenture". Boston, New York and Philadelphia were the cities most often sending such debentures to Salem, but Baltimore, Charleston and New Orleans had occasional entries.

Entry of Domestic Spirits for Drawback.

The title is sufficiently elucidating. The exporter, master, vessel, foreign port of destination and amount of drawback are given. This is distinctly a minor document.

D. Statistical Material on Salem's Commerce.

Abstract of Goods, Wares and Merchandise with the Duties thereon imported into the District of Salem & Beverly in Vessels of the United States in the quarter ending ——

At the end of each quarter the above document was prepared in the Salem Custom House. The total amount of duties was given, and the proportions which were ad valorem and specific. Each of these divisions was further broken down. Information was provided on the total value of the merchandise paying ad valorem duties and the revenue which accrued on this

category was itemized according to percentage. As to the goods bearing specific duties, the quantities and kinds were listed as well as the amount of revenue which each article brought.

Abstract of Goods, Wares and Merchandise of the Growth, Produce and Manufacture of the United States Exported from the District of Salem & Beverly in American Vessels in the quarter ending ——— Another quarterly report which presents the quantities, values, and kinds of American goods exported. Destinations are given now by continents, now by countries, sometimes by ports.

Abstract of Goods, Wares and Merchandise of the Growth, Produce & Manufacture of Foreign Countries Exported from the District of Salem & Beverly in American vessels for the quarter ending ——— Provides the same kind of information as the previous document.

Abstract of American Vessels entered in the District of Salem & Beverly from Foreign Countries during the quarter ending ——— The headings on this document are: Date of Entry, Denomination and Name of Vessel, From Whence, Tons, Officers & Crew.

Abstract of American Tonnage Cleared in the District of Salem & Beverly for Foreign Countries for the quarter ending ——— Besides the tonnage certain broad place divisions whither the vessels are going are presented.

Abstract of Debentures Paid in the District of Salem & Beverly for Drawback of Duties Commencing ---- and ending ---- "to whom issued", "to whom paid", "amount" and "when paid" are the captions which give the vital information.

E. Financial Papers of the Collector of Customs

First there are the bills of revenue officers, whether weigher, gaugers, measurers, inspectors, surveyors or clerical force. Usually the bills are made out on forms which describe the nature of the service and state the charge.

The United States - Their Account Current with ---- Collector for the District of Salem & Beverly Commencing ---- & ending ----. A generalized statement of the expenditures, receipts and claims outstanding of the general government.

Summary of Duties in the District of Salem & Beverly for the quarter ending ----. As the title indicates, the duties on imported merchandise are given. One may also find here fees on tonnage of vessels, passports and clearances. An additional item is the amount of "Marine Hospital Money received". The various expenditures are listed ---- debentures paid, salaries of revenue officers, account of revenue boat, bounty on pickled fish, discount allowed on duties promptly paid, contingencies, drawbacks on domestic refined sugar, etc. A third category includes amount of debentures issued on merchandise exported and on domestic distilled spirits, bounty

payable on pickled fish exported and drawbacks on merchandise "exported from this district which were imported into others".

Statement of Commissions, fees and emoluments of ---- Collector of the Customs for the District of Salem & Beverly received in the quarter ending ----; and of his actual disbursements for clerk hire, stationary, fuel & other expenses incident to the office, during said period. Self-explanatory.

There are also a series of documents, which afford in greater detail the expenditures of the Customs Service on such items as revenue boat, payment to inspectors, weighers, etc., on account of contingencies, on account of appraisements, etc. The documents are usually headed: Abstract of Disbursements on account of ----.

Of course the original bills of local tradesmen, mechanics and carpenters, which the government is recorded as meeting in the above documents, can be found at regular intervals in the records.

F. Documents on Coastwise Trade

Coastwise or Coasting Manifest. A fairly frequent document, which states, what any manifest does, either the incoming or outgoing cargo of an American vessel engaged in coastwise trade.

Certificate of Goods Transported by Land or Certificate Coastwise. When foreign articles were to be brought by land or by sea from other American ports to Salem, a permit to transmit had to be given by the Collector of the port of original importation. This certificate of permission was entered at the Salem Custom House when the goods arrived. The quantities and values of the commodities were specified, to the accompaniment of certification by the Collector, usually of Boston, New York or Philadelphia, that duties had been paid or bond given before the goods left port.

G. Fishing Records.

Entry of Pickled Fish for Benefit of Bounty. The quantities of the said fish and the amount of bounty are listed.

Fishing Articles. The agreement between the master and crew of the fishing schooners as to the terms and conditions under which the crew will go to sea. Each year's records have two or three folders of these.

The following is the form of such agreement:

"It is hereby agreed, between ---- the Master or Skipper of the Fishing Schooner ---- of the burthen of ---- tons and ---- feet and the Fisherman thereof, now bound from ---- on a Fishing Voyage That in consideration of the said Master or Skipper, and Fisherman, being entitled to Five Eighths Parts of the Fish which may be caught on board said schooner during their service on

board the same, and also to Five Eighths Parts of the Money which, by law, is allowed to said schooner during the same term, after deducting the general supplies and other supplies, according to the usage and custom of Marblehead they severally shall and will perform their duty on board the schooner aforesaid, during the term for which they herein engage. And the said Master or Skipper doth hereby agree with and hire the said Fishermen agreeably to the terms aforesaid for and during the fishing season ending the last day of November next, and until the voyage or voyages of said season shall be completed. And the said Fishermen oblige themselves faithfully to perform their duty on board said schooner during said season; and in all things and at all times, to fulfil the lawful commands of said Master or Skipper. And the said Master or Skipper, and the said Fishermen, mutually hold themselves bounden by the rules, orders and regulations set forth in an Act of Congress for the government of Fishermen, in which it is enacted, 'That if any Fishermen, having engaged himself for a voyage or for a fishing season, in any fishing vessel, and signed an agreement therefor as aforesaid, shall thereafter, and while such agreement remains in force, and to be performed, desert or absent himself from such vessel, without leave of the Master or Skipper thereof, or of the Owner of his Agent, such deserter shall be liable to the same penalties as deserting Seamen and Mariners are subject to in the Merchant's service; and may, in like manner, and upon the like complaint and proof, be apprehended and detained and all costs of process and commitment, if paid by the Master or Owner, shall be deducted out of the share of Fish, or proceeds of any fishing voyage, to which such deserter had or shall become entitled. And any Fisherman, having engaged himself as aforesaid, who shall, during said fishing voyage, refuse or neglect his proper duty on board the fishing vessel, being thereto ordered or required by the Master or Skipper thereof, or shall otherwise resist his just commands, to the hindrance or detriment of such voyage, beside being answerable for all the damages arising thereby, shall forfeit to the use of the Owner of such vessel his share of the allowance which shall be paid upon such voyage, as is herein granted.'

And it is further agreed, in conformity to said act, that the Five-Eighths of all the Fish taken as aforesaid, and which shall accrue to the Master or Skipper, and Fishermen, according to the foregoing terms, shall be divided

among them in proportion to the quantities or number of said Fish, they may have respectively caught, and that the Five Eighths of the Money allowed by law to said schooner, accruing to said Master or Skipper, and the Fishermen, according to the terms aforesaid, shall be divided among them in such proportions as the Fish they shall respectively have taken, may bear to the whole quantity of fish taken on board said schooner during said season".

Fishing Bounty. The receipts from those masters of schooners "in the Bank and other Cod Fisheries". The master acknowledges payment of the bounty, granted according to the tonnage of the vessel.

H. Miscellaneous Documents

Ship Certificate. The Surveyor of the port agrees to a limited description of a new vessel and the master swears to the truth of such description.

Seaman Certificate. The Collector of the port agrees to a personal description of a seaman and certifies as to his American citizenship.
