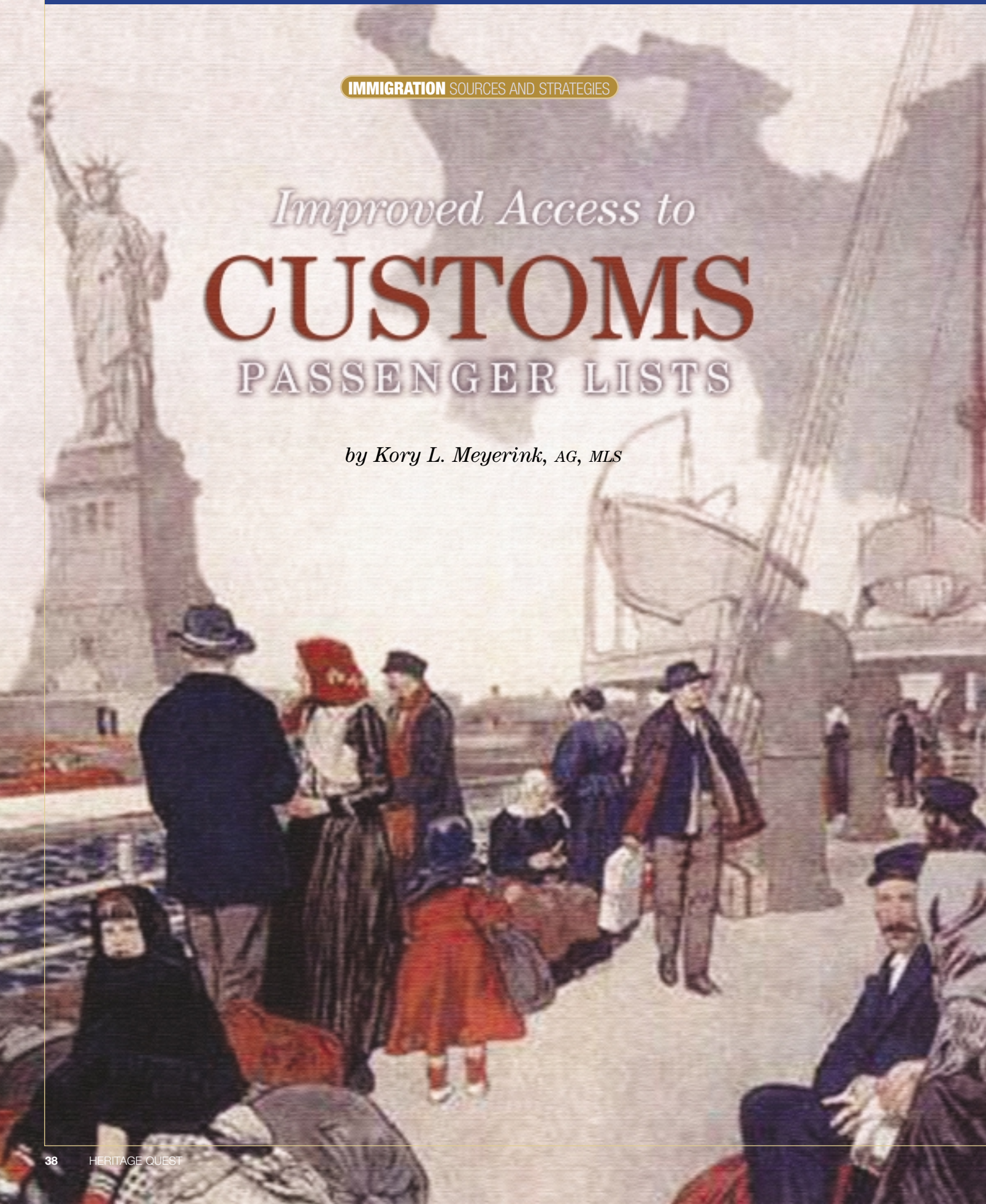
IMMIGRATION SOURCES AND STRATEGIES

Improved Access to CUSTOMS PASSENGER LISTS

by Kory L. Meyerink, AG, MLS



When the U.S. Congress decided to regulate passenger arrivals, in 1819, the government office charged with the task was the U.S. Customs Office. Lists created during this period, beginning in 1820, are usually termed "Customs Passenger Lists." While, for decades, many of these lists have been indexed, recent abstracts and modern publishing venues have given us new improved tools of access to even more of these lists.

Slowly, quietly, and almost without fanfare, abstracts of many Customs Lists, naming some ten million passengers, have been published in recent years. Some have been published in the traditional method, in printed volumes, while others have appeared on CD-ROM. Some have had the benefit of publication in both mediums, and are now on the Web as part of a subscription site.

This discussion does not extend to the Ellis Island passenger lists, as they are not Customs Passenger Lists. Specifically, Customs Passenger Lists refers to the lists mandated, and eventually kept, by the Customs office until the new Bureau of Immigration took over that function in the 1890s—the date varied from port to port.

During the nineteenth century, particularly the first half, ships carrying immigrants landed at, literally, dozens of ports in North America. Most were along the Atlantic shore, but ports on the Gulf of Mexico, as well as the West Coast, also saw thousands of immigrants. Several problems arise from this situation that often make it difficult for researchers to find a specific person's (or family's) arrival.

Since there is no "master index" to all these ports, the first problem for the researcher is selecting which port to search first. The second problem is accessing those port lists. Yes, they have been microfilmed, but not all of them have been indexed. Thirdly, researchers have often searched the available indexes for the early Customs Passenger Lists, without success. Inevitably, several questions arise:

- Did the arrival list, listing my ancestor, not survive?
- Are the indexes complete?
- Did the indexers correctly interpret and transcribe the foreign names on the lists?
- Do I have correct information about the arrival date, the port, or even the names and ages of the immigrants I am seeking?
- Do I know enough about the immigrant and his or her family to recognize them on a passenger list?

While not all of these questions can be answered here (notably the last two questions), these new tools, combined with some old tools, now make it easier to answer, at least in part, many of these questions.

Customs Passenger Lists refers to the lists that were mandatory by law—and eventually kept by the Customs office.

Survival of Passenger Lists

Although the keeping of passenger lists was mandated by the U.S. Congress beginning with 1 January 1820, the maintenance of those lists was not prescribed by the same law. Indeed, one chief purpose of the law was to provide statistics to Congress about the number and nature of the immigrants (how many, from where, and etc.). Another purpose was to improve ship conditions, such as eliminating overcrowding of passenger ships.

The law also required that the masters of vessels arriving from abroad submit a list of all passengers to the collector of the customs district where the ship arrived. Then, the customs collectors were to deliver quarterly copies of those lists to the Secretary of State, who then reported statistics from the lists to Congress.[1]

Therefore, for many years, the actual passenger lists apparently remained at the various ports, under the authority of the collectors of customs. There, any number of harmful actions could occur: loss, theft, destruction, decay, etc. The requirement to send copies to the Secretary of State ended in 1874, at which point only statistical reports were sent—to the Secretary of the Treasury.

Then, what became of the original lists, or the copies, or the quarterly abstracts? Eventually, most surviving lists were turned over to the National Archives; however, the Archives was not established until 1935, over a century after some of these lists, copies, and abstracts were originally made—plenty of time for many lists to go missing.

Indeed, many key lists were destroyed, sometimes by accident, and sometimes deliberately, since no further use of them was anticipated. Others have been lost or misfiled over the years. Loss was clearly greatest for the original records kept at the ports of entry. Most Pacific Coast lists are missing, notably San Francisco where fires destroyed them in 1851 and 1940. For Boston, there are no original lists from before 1883. Early Baltimore lists were apparently lost to a fire in 1897.[2] If these problems exist with the larger ports, how much more loss might there be with smaller

ports, whose smaller quantity of lists could have easily been lost, destroyed, or misfiled over the years?

Most of the known, surviving original lists, as well as the copies and abstracts did end up in the custody of the National Archives, a fortunate thing for researchers, where they were microfilmed in the 1940s.[3] The Archives used the copies and abstracts to fill gaps in the original lists, resulting in a collection of passenger lists as complete as is possible. Until now, there has been no means of accurately assessing just how many actual names were missing from these microfilmed collections. According to John Colletta, "Some authorities say the National Archives may lack up to 10 percent of the total number of passenger lists created between 1820 and 1954; others suggest that up to 40 percent may be lacking. No one knows for sure."[4]

This is a serious concern to immigration researchers. If 10 percent, 20 percent, or more of the passenger lists don't exist, then perhaps one out of every four (or fewer) immigrants can't be found in the surviving lists!

A new study described below suggests that the problem is not as great as some have conjectured.

Completeness of Indexes

Although card indexes for many arrivals at all ports have been available on microfilm for decades, it has been difficult to determine how accurate, and—of equal importance—how comprehensive those indexes are. However, recently-published indexes, both in book and CD-ROM format, provide information needed to answer such questions.

During the late 1930s to early 1940s, the federal government's Works Projects Administration (WPA) employed thousands of civilians, through the Historical Records Survey, to improve access to historical records, including many government records. Part of their work consisted of indexing a variety of records, including passenger lists. These indexes were created on cards, and were based on the lists then in the possession of the federal government. In some cases, presumably, not all the lists now available on microfilm were available to the indexers. Indeed, for the aborted index to New York arrivals, the pre-1847 index is based on the copies of the original lists.[5]

The fifty-year gap (1847 to June 1897) in the index to the New York arrival lists is well known to immigration researchers, and clearly shows the incomplete nature of that index. Its reliance on copies of the lists suggests it may not even be complete for the pre-1847 years.

So, regardless of whether these were alphabetical indexes, or were arranged by Soundex rules, the suspicion lingers in the mind of the

DIGITAL PHOTO RESTORATION

Scanning and Restoration of your Black &White and Color Originals: Prints, Negatives or Slides

Professional Results

Reasonable Rates

Fast Turnaround Time

Real Photographic Prints

Flexible Options for the Best Results at the Lowest Cost

Info and additional examples at: www.dgrenier.com
restore@dgrenier.com (360) 491-8395

SCANDINAVIAN RESEARCH

Native Norwegian, speaks all Scand. languages.
Thorough and reasonable
SASE for information
Torhild Shirley, 383W 1000N, Logan UT 84321

Genealogical Record Search
L.D.S. Genealogical Library
Salt Lake City
Rate $5.00 per hour
HARRY SHUPE
1128 E. 5600 S., Salt Lake City, UT 84121

ITALIAN TRANSLATION
BY JULIET VIOLA, M.A.

AFFORDABLE — PROFESSIONAL

Find out what those Italian letters and certificates say. Handwritten records welcome. For a free price quotation, mail a good copy of your documents:

1908 Grant Street Berkeley, CA 94703-1510
or fax (510) 883-1355
E-mail **julietviola@attbi.com**
http://home.attbi.com/~julietviola.com

ITALIAN ↔ ENGLISH
TRANSLATION SINCE 1983

New
Oregon Burial Site Guide
Compiled by Dean H. Byrd
Co-compiled by Stanley R. Clarke
and Janice M. Healy
For more information visit our web site:
www.aracnet.com/~healyth/obsg.html
or write to:
Stoney Way LLC
P.O. Box 5414
Aloha, Oregon 97007-5414

researcher: If the persons I'm looking for are not in the index, might they still be on the list? Or, is that arrival list missing for some reason?

Early Immigration Statistics

Of course, indexes created in the twentieth century can be no more complete than the existing lists. If a passenger list was lost, along with the transcript and abstract, there is no way now to index those missing names. How, then, can one determine the extent of loss of passenger-list records?

Government statistics can provide some important information. Since the Secretary of State had to make reports to Congress within a year of a ship's arrival, his reports should be a fairly reliable guide to the number of passenger arrivals (immigrant aliens as well as returning citizens).

Enter William J. Bromwell, who gathered and published key immigration statistics from the first 35 years of American passenger lists.[6] His lists, published in 1856, provide an annual summary of the total arrivals at U.S. ports, separated by gender and port of arrival. He also includes the total number arriving each year according to country of birth.

Compiled from statistics created when the lists were new, the handwriting style common, and the writing crisp, Bromwell's tables provide an excellent way to check the completeness of the surviving passenger lists on microfilm. However, it is only now, with newer indexes, that we can compare the number of names in the indexes with the number of passengers originally reported over 150 years ago.

Entering Bromwell's data into a spreadsheet can allow a determination to be made of the number of arrivals, at any given port, for any set of years. This then allows a comparison of the number of names indexed in the recently published books and CD-ROMs for any particular port. The annual port totals appear in the accompanying table [see table 1].

Table 1: Passenger Lists Published in Book Form

Publisher[8]	Port/ Ethnic Group	Years	Names in book(s)	Total arrivals
GPC (rpt)	all ports	1820	10,241	10,311
GPC	New York City	1820-1829	85,454	82,970
GPC	New York City	1830-1832	65,000	59,731
GPC	Philadelphia	1800-1819	40,000	unknown
GPC	Baltimore	1820-1834	50,000	41,845
GPC	Charleston, S.C.	1820-1829	6,200	4,066
GPC	Providence, R.I.	1798-1808; 1820-1874	abt. 4,000	unknown
SR	Germans, 2 vols	1840-1845	abt. 97,000	136,406
SR	Germans, 9 vols	1850-1855	abt. 700,000*	744,843
GPC	Irish (NYC only)	1846-1851	651,931	unknown

* includes many non-Germans

The general totals from this table provide some interesting information. Not only was New York City the major port of entry, but also, even at this early date, it accounted for two-thirds of arriving passengers. The second most popular port, New Orleans, may be a surprise for many, especially considering Philadelphia's prominence during the colonial days. Also significant is the fact that about one in every twenty arrivals was at one of the dozens of minor ports. Such ports, although generally indexed, are often overlooked by immigration researchers.

It is also important to note that these statistics only pertain to immigration through 1855. After that date, New York City took on even greater significance, while the minor ports were used to an increasingly lesser extent. (See Table 4). A study of that data will have to await a researcher willing to extract similar data from congressional reports.

Passenger List Publications

During the past decade, three major genealogical publishers have been issuing transcripts of the arrival lists for various U.S. ports. Actually, better described as abstracts since they do not contain all of the information in the lists, they are, none the less, fairly comprehensive in the individual data they provide. Each published list, while appearing in various formats, almost always includes the name, age, origin, and destination of each included passenger. Also included are the ship name, the date and port of departure, and the date and port of arrival.

The Genealogical Publishing Company (GPC) of Baltimore, Maryland, has focused on publishing information port by port from the earliest years of the available lists. Generally their lists are in one alphabetical sequence for the time period covered, with the ship name, port, and arrival date as elements in the

tabular presentation of the data.

Scholarly Resources (SR) in Wilmington, Delaware has focused on printing multiple-volume sets, covering arrivals of specific ethnic groups, usually regardless of the port of arrival. Produced in conjunction with the Balch Institute Center for Immigration Research at Temple University in Philadelphia, their format is to produce each ship's list as a transcript of passengers, in the order of the lists, limited to only those who fit the ethnic scope of the publication. These volumes are part of a mandate, accepted by the Balch Institute when they received the lists, which was to eventually provide the National Archives with an index to the 50-year New York gap. One other key limitation to the Balch Institute collection is that it is limited to the five major ports, and does not include the State Department transcripts for any port.[7] Thus, their published transcripts cannot be identical to the information on the microfilms of the passenger lists.

The third publisher is Genealogy.com (of Family Tree Maker CDs), now a division of A&E Networks. They have been producing many lists on CDs that are now also available through their Internet site, www.genealogy.com. Their publications include transcripts created by uncredited organizations for all of the five major ports, through at least 1850, as well as electronic editions of the multi-volume ethnic publications created by the Balch Institute.

These publishers have seemingly made all of the pre-1850 lists available in multiple formats, and sometimes from different compilers (transcribers). Since these publications tout the number of names in their collections, it is now a fairly simple process to compare the names in the publications with the number of immigrants counted by Bromwell almost 150 years ago.

The pleasant surprise is that, for most ports, these publications appear to have included virtually all of the counted arrivals. Thus, these publications seem to document:

- All passengers on all the extant lists.
- U.S. residents returning from abroad.
- That very few lists were lost.
- More arrivals than previously shown in the statistics for some ports.

A few observations about these publications are in order. First to be discussed are the passenger lists published in book form [see table]. For the books published by GPC, there appear to be more names in the books than actual counted passenger arrivals (according to Bromwell). For example, the book listing New York arrivals in the 1820s includes over 85,000 names, yet Bromwell's numbers suggest just under 83,000 persons arrived through New York in that decade. The two numbers for the 1830-1832 New York arrivals differ by an even greater amount (just over 5,000). The Baltimore, and Charleston, South Carolina, lists also seem to show more arrivals than originally reported to Congress (and summarized by Bromwell).

There are many possible explanations for such differences:

- It is possible that, as with some census indexes, names were entered more than once if there was any question of the proper spelling.
- The lists used for the publications may have included duplicate lists (State Department transcripts and/or quarterly abstracts) which were also transcribed for publication, possibly resulting in duplicate entries for some passengers.

- The numbers may have been poorly compiled by Bromwell, or poorly totaled by the publisher.
- A few lists may have come to light, and were collected by the National Archives, which were not used when the original figures were forwarded to Congress.

Unfortunately, the publisher's introductions to these volumes do not provide any explanation of how these transcriptions were prepared. Therefore, none of these suggested explanations can be ruled out. In any event, it seems quite clear that there is no real evidence of missing lists. Therefore, for these ports and time periods, it seems almost certain that there should be a record of virtually every arrival (whether foreign or domestic birth).

However, the ethnic-oriented publications are a different case. These titles rely on the transcribing done by the Balch Institute whose criteria were not always fully inclusive of every immigrant of a particular ethnic group. Several discussions are available in print about the incomplete nature of these ethnic series.[9]

Exact numbers of ethnic arrivals are also difficult to come by. Irish-born immigrants were not fully separated in the original lists. Those from Northern Ireland were grouped with English, Welch, and Scots as "Great Britain and Ireland." It is believed that about a million persons left Ireland during the famine, yet the published list of Famine Immigrants documents only about two-thirds of that number.

The post-1850 German coverage is discussed below, while the 1840-1845 publication with only about 71 percent of the German arrivals, requires more explanation. Since only the original lists were transferred to the Balch Institute, and only for the five major ports, the missing German names for this time period may be in the arrival lists of smaller ports, or in missing originals from the major ports. Of the five major ports, both Baltimore and New Orleans have many gaps in their original records, and were also favored by many German arrivals.[10] While the microfilm editions of the passenger lists for these ports utilize copies and quarterly abstracts (and city lists for Baltimore) to fill these gaps, the "fillers" were not among the lists used by the Balch Institute in preparing their abstracts.

Therefore, these artificially low numbers (in the German collections) do not suggest missing lists, but rather incomplete transcribing. Diligent researchers will turn to the various microfilmed card indexes for the ports of interest, or to the electronic publications discussed below.

Table 2: CD-ROM Port of Arrival Collections

As published by Genealogy.com

CD#	Port	Years	Names on CD	Total arrivals*
256	Boston	1821-1850	161,000	199,223
273	New York City	1820-1850	1.6 million	1,650,675
359	Philadelphia	1800-1850	abt. 140,000*	136,353
259	Baltimore	1820-May 1852	89,000	155,924+
260	Baltimore	1851-1872	138,000	unknown
358	New Orleans	1820-1850	273,000	278,246
N/A	Total 5 ports	1820-1850	2,263,000	2,411,832

* for the 1820-1850 time period
\+ to the end of 1851

Electronic Publications

The sheer numbers of arrivals documented in these passenger lists suggest that traditional book volumes would be an expensive and cumbersome way to publish such data. Paper and binding costs continue to escalate, while electronic costs continue to diminish. Multiple volume sets must either be indexed in each individual volume (requiring an index search of many volumes), or in separate indexes, after all the volumes are published (making users wait for the index).

Therefore, publishers have turned to electronic publication for large databases, and American arrival records are among the largest. Most such publications are issued either on CD-ROM or the Internet (DVD publications may soon appear). Many are now appearing in both formats. However, there are important differences between these formats when seeking a specific passenger.

At this point, the only passenger-list abstracts on CD have been Family Tree Maker CDs (from Genealogy.com) and the abstracting of the lists was done by those, other than the publisher, who are often not credited on the publication. Some of the CDs include material previously published in the books noted above. Others, however, have no comparable book version. As the table below shows, all of the five major

ports are now abstracted through 1850, and some to later dates.

Genealogy.com is also the only major company that has published extensive passenger list databases on the Internet. Other sites may have a few lists, but none has provided the decades worth of lists by port of arrival or by ethnic group as has Genealogy.com. Presumably the company's abstracted database is the same for both the CD-ROM and Internet publications. With books, the chief concerns are if the passenger's name was correctly read by the indexer, and if the researcher will recognize the name. On the other hand, the different retrieval software used between CD and Web site presents a much more serious problem.

With a database on CD, the user can usually call up a portion of the list (generally by alphabetical order), and then browse for the surname(s) of interest. This can be a very useful way to locate names, for which the researcher cannot predict the spelling. Some software is so sophisticated that it allows for advanced search routines, such as boolean searches (using "and," "or," "not," etc.), proximity searches (two terms within a certain number of words), wildcards, truncation, and fielded data queries (persons of a certain age range, or departing from a specific port, etc.).

While current immigration CD-ROM collections do not use advanced search techniques, the ability to browse the name list is an advantage over most Web searches. Many Web sites offer only exact name matches, especially those at Genealogy.com. Others also offer a Soundex search, but even that approach does not bring all variants of a surname together (consider Thompson, T512 vs. Thomson, T525). And the Soundex search results may include hundreds of entries for a common name, quite distinct from your name, but, sharing the same Soundex code. Very few other search options exist for Web-based databases.

Further, most Web sites do not permit ready viewing of the name list for a specific database. Therefore, one cannot readily check, for example Irish arrivals, to see if John O'Mallay might also appear under OMally, O Malley, O'Mallory, Mally, Maly, etc. For that matter, even the given name John may appear in a database in several ways: J. Jon, Jonathan, Jhon (mistyped), Jahn, etc.

These search problems are left to the researcher to solve. Added to the uncertainty of list survival, many researchers, not finding their immigrant, simply walk away, believing there is no documentation.

Now, with a much better idea of how complete these transcribed lists are, researchers can modify (and expand) their search strategies to improve the chances of finding the lost immigrants. As the table on CD-ROM Port of Arrival Collections (see Table 2) shows, there is about a 94 percent chance that an immigrant, arriving at one of the five major ports, should be on the appropriate CD (and therefore, on the comparable Internet collection as well). Of the 2.4 million arrivals at those ports through 1850, about 2.26 million are named on a CD passenger list collection.

The numbers for port of arrival databases on CD provide some interesting insights. Two ports, popular New York City as well as Philadelphia, suggest there were probably no missing lists for the pre-1850 period. In any event, the number of names claimed to be on the CD comes very close to the number of counted arrivals through those ports.

Three other ports require some explanation. New Orleans appears to be missing only about two percent of its arrival lists. Considering the amount of original lists lost for New Orleans, this is very significant, and speaks to the importance of the National Archives having included the copies and quarterly abstracts on the microfilm publications for all of these ports. The ports missing the largest percentage of arrivals are Baltimore (only 57 percent of arrivals) and Boston (81 percent of arrivals). These ports (along with New Orleans) suffered the greatest

Table 3: CD-ROM Ethnic Group Collections

As published by Genealogy.com

CD#	Ethnic Group	Years	Names on CD
355	Germans	1850-1874	2 million
356	Germans	1875-1888	1.5 million
357	Irish (Boston, NYC)	1846-1865	1.5 million
264	Irish	1846-1851 (Boston) 1866-1886 (NYC)	1.5 million
362	Irish/British (& others)	1866-1873	200,000
353	Italians	1880-1893	413,000
360	Russians/Jewish	1850-1896	430,000

loss of original records. While these abstracts were compiled from the microfilm copies (not the originals transferred to the Balch Institute), it appears that the microfilm collections, even with the added copies and abstracts, are not complete for these two ports.

A comparison of the numbers for the book abstract of Baltimore arrivals (1820-1834) suggests that most of the missing Baltimore arrivals may be after 1834. However, it is also possible that the unknown compilers of the Baltimore CD-ROM arrival lists did not use the separately microfilmed quarterly abstracts of the Baltimore arrival lists.[11] In any event, a researcher concerned with Baltimore arrivals should check that source as well.

The issues are not as clear for the more recent databases of ethnic group arrivals (see Table 3). First, exact numbers of arrivals are not readily available for post-1855 arrivals. Further, different definitions of ethnic groups are used between the original lists and the published abstracts. The Customs Passenger Lists generally used the column showing the country of birth. However, many Germans were born in France, and Hungarians in Austria, for just two examples. Database developers often used a different definition for selecting names to include in a database. The problems relating to the Irish "Famine Immigrants" lists have been discussed on page 43.

Another key example is the series of *Germans To America* whose first five years (1850-1855 in nine book volumes) only included the passenger lists for ships which showed at least 80 percent of the passengers to have German surnames, yet all of the passengers (including non-Germans) were transcribed into those volumes. Later volumes changed the criteria, ostensibly including all persons who described themselves as Germans, regardless of the percentage on the ship's list, but no others. This then raises the question about Germans who claimed to have been born in France, or some other country. It also still does not address any missing original lists, since the compiler of these volumes has only had access to (or at least, only used) the original lists.

Despite the lack of information about the total number of immigrants within these time periods for any particular ethnic group, it is still clear that millions of immigrants are now more easily found through these CD-ROM collections than they have been in the past. Indeed, all of these CD "ethnic" collections include passengers arriving in New York during the previously unindexed years of 1846-1897, along with other years and other ports.

Table 4: Passenger Arrivals to the U.S. (including native born)

Year	Boston	NYC	Philadelphia	Baltimore	N Orleans	Other Ports	TOTAL
1820	961	3834	2050	1262	911	1293	10311
1821	1013	4038	1783	1409	591	2810	11644
1822	1002	4116	802	720	438	1471	8549
1823	672	4247	463	562	1058	1263	8265
1824	737	4889	1273	610	1014	1104	9627
1825	858	7662	363	1365	429	1181	12858
1826	1170	6908	2275	1434	1100	1021	13908
1827	1858	12602	3556	1706	1341	714	21777
1828	1496	19860	3500	1951	1958	1419	30184
1829	1595	14814	1468	1691	3044	1901	24513
1830	1520	13748	1890	3943	2287	1449	24837
1831	1417	10737	3808	3711	3191	1016	23880
1832*	3344	35246	4747	9979	4397	3941	61654
1833	3240	39440	4216	4619	4785	3625	59925
1834	2931	46053	4170	6913	4035	3846	67948
1835	3168	32715	1705	3566	3552	4010	48716
1836	3258	58617	2507	6129	4966	5495	80972
1837	3673	51676	4194	6623	8683	10110	84959
1838	2070	24935	2159	5234	7434	3327	45159
1839	3046	47688	3949	6081	10306	3596	74666
1840	5361	60609	4079	7271	11085	3802	92207
1841	8634	55885	3016	4511	10700	5059	87805
1842	8021	74014	3369	5310	12922	7344	110980
1843*	3654	38930	2297	2953	6055	2640	56529
1844	6355	59762	4886	5006	3899	4856	84764
1845	10281	76514	5767	7031	15537	4766	119896
1846	13998	98863	7236	9337	22148	7067	158649
1847	20745	145830	14777	12018	34803	11309	239482
1848	22152	160994	9824	7091	19299	10123	229483
1849	29490	213736	15511	8072	25209	7665	299683
1850*	31503	221713	13713	9227	51069	53679	380904
1851	25187	294445	18556	8589	52011	10040	408828
1852	21831	303153	17959	14148	32302	7950	397343
1853	25832	294818	19211	11368	43028	6725	400982
1854	27483	327976	15032	13154	51169	25660	460474
1855	17735	161490	7581	6830	20388	16452	230476
TOTALS	317,291	3,032,557	214,692	201,424	477,144	239,729	4,482,837
% at port:	7.1%	67.6%	4.8%	4.5%	10.6%	5.3%	100%

* Years so marked represent changes in the beginning of the reporting year, from September to December and back. Therefore, some of these years may include just nine months, or fifteen months of data.

Conclusion

With all of the very useful advances we have seen with genealogical research in recent years, including major press conferences for large datasets, it is surprising that more has not been said about the ten million names of immigrants now readily available for searching. With

both CD-ROM and Internet access, it is becoming easier and easier to find immigrants on the Customs Passenger Lists.

Of course, not all of the Customs Passenger Lists have been abstracted. However, of the "nearly twenty million persons"[12] on these lists, slightly over half are now in electronic form. How does this compare with the Ellis Island lists available at www.ellisisland.org? The Ellis Island lists include more than 20 million arrivals, so the ten million on these CD-ROMs (and Internet) amount to almost half as many, yet with much less fanfare. On the other hand, those ten million names from the Customs Lists are for immigrants who arrived in the U.S. about 50 to 100 years before the Ellis Island arrivals. Therefore, there are more generations, thus likely even more descendants, of those ten million immigrants, today, than there are of the Ellis Island arrivals.

It must be noted that this study is really only a comparison of numbers, and therefore relies on the numbers that Bromwell assembled, as well as the numbers provided by the publishers in their introductory or promotional material for their products. However, as this study has shown, at least for the early years, there appears to be very little loss of the actual lists. Therefore, it would be wise to check these electronic collections if your immigrant ancestors fall into any of the following groups, even if earlier research failed to identify them:

- Arrived by 1850 (especially at the five major ports)
- Arrived at Baltimore by 1872
- Was German, arriving between 1850 and 1888
- Was Irish, arrival, between 1846 and 1886
- Was Italian, arriving between 1880 and 1893
- Came from the Russian Empire (especially Jews) between 1850 and 1896

To summarize, in order to maximize your chance of finding an immigrant, search the appropriate CDs as well as the Internet. Also use a wide variety of spellings, and watch for a broad time period. Further, if you are aware of several immigrants of a family, search for all of them.

Do your homework. Learn as much as possible about the immigrant(s) and then search the electronic abstracts with care. It is surprising what new finds this "miracle" of modern technology will uncover for you. ■

Kory L. Meyerink, AG, MLS, FUGA is the editor and primary author of *Printed Sources: A Guide to Published Genealogical Records*. A professional researcher and senior partner at ProGenealogists, Inc., he lives in Salt Lake City, and is the former publications coordinator for the Family History Library, and past president of the Utah Genealogical Association. Accredited in four different areas, Kory has written extensively in magazines and journals during his 20 years in genealogy. A popular lecturer at national and state conferences, he also teaches for Brigham Young University at their Salt Lake City extension. You can reach him at kmeyerink@progenealogists.com.

Endnotes

1. Michael Tepper. *American Passenger Arrival Records* (Baltimore: Genealogical Publishing Co., 1988), p. 61.
2. Tepper, p. 62, 65.
3. For a full discussion of Customs Passenger Lists in the National Archives, including the status of original lists, copies, and transcripts, see the *Guide to Genealogical Research in the National Archives* 3rd ed. (Washington, D.C.: National Archives Trust Fund Board, 2000).
4. John P. Colletta. *They Came In Ships*, 2nd ed. (Salt Lake City: Ancestry, 1993), p. 37.
5. Tepper, p. 63-64.
6. William J. Bromwell. *History of Immigration to the United States, Exhibiting the Number, Sex, Age, Occupation, and County of Birth of Passengers Arriving in the Unites States* (New York: Redfield, 1856).
7. Tepper, p. 61-62.
8. Publisher abbreviations stand for: GPC: Genealogical Publishing Company (Baltimore) and SR: Scholarly Resources (Wilmington, Delaware).
9. Key discussions are summarized in the "Immigration Sources" chapter of *Printed Sources: A Guide to Published Genealogical Records*, ed., Kory L. Meyerink (Salt Lake City: Ancestry, 1998) p. 513-515.
10. Tepper, p. 76, 79.
11. According to Tepper (p. 77), the separately maintained Baltimore City lists were used for the microfilm compilation of Baltimore arrivals, and the quarterly abstracts were not used. They are available on a separate National Archives microfilm publication, M596.
12. Tepper, p. 60.

PASSENGER LISTS

Searches are now available of every existing passenger list of ships arriving at ANY port (NYC & others) 1600's – 1900's for your ancestor's arrival.
Ship histories/photos also available.

Send self-addressed stamped envelope for complete information.
P.D. Schweikle, 142 E. Maple, Van Wert, OH. 45891

Ship Passenger List Microfilm Research Made Easy!

The CD Does the Work for You!

Passenger Indexes & Lists: Gulf & East Coast Ports (excl. NY) 1820-1948 Version 1.0

This CD-ROM is an essential tool when searching microfilmed Ship Passenger Lists. Typically, searching Ship Passenger Lists often involves the necessity view several catalogs or sections of a catalog to find a microfilm number for the indexes to the lists. Once this information has been obtained from the index film, then it is back to the catalog to locate a microfilm number for the images of the Ship Passenger List.

This arduous process can now be simplified with this CD-ROM by doing the following:

- Insert the CD and answer the questions or statements as they appear on the computer.
- After responding to the questions on your computer screen, you will be given the microfilm number for the index film.
- Depending upon what is obtained from the index entries, repeat the process to get the microfilm number for the images of the Ship Passenger List for the emigrant information you are seeking.

This program references the National Archives film numbers and the film numbers for the Family History Library in Salt Lake City and Family History Centers. Reqs- DOS or Windows 3.1 or higher, CD-Rom drive.

V.D.S., Bill Balter, 10908 Landon Ln., Tampa, FL 33635, $9.95 + $2.50 s/h.

Magnabrite®

Light Gathering Magnifiers

You've seen the Magnabrite® magnifiers at the genealogy conferences. You can now order them directly from Heritage Creations - and subscribers get them at a discount!

$134.95 Subscribers
115mm (4.5") Magnifier
Item H3526, add $4.90 s/h
Retail: $149.95

$44.95 Subscribers
89mm (3.5") Magnifier
Item H3279, add $4.90 s/h
Retail: $49.95

$26.95 Subscribers
64mm (2.5") Magnifier
Item H3278, add $4 s/h
Retail: $29.95

The Magnabrite® is the original light gathering magnifier. It is a superbly crafted, solid acrylic 4x magnifier with a unique characteristic: this affordably priced, American made magnifier actually intensifies the light that passes through it, making the magnified subject clearer and nearly four times brighter. There are no bulbs or batteries; innovative optical engineering and precision lens grinding are the power behind its performance. Magnabrite® is pre-focused, so it stays in focus at all times. To use, simply glide the Magnabrite® over any surface - focus is automatic.

Precision-Machined, Optical Quality Acrylic

The Magnabrite® 4X Light Gathering Magnifier is made of crystal-clear solid acrylic, precision machined and polished in the same manner as camera lenses and other fine optics. The base of the magnifier is slightly concave to reduce the risk of scratching or damaging the lens surface.

View Subjects From Any Angle!

The Magnabrite® has what optical experts call an infinite eyepoint. This means your eye can be any distance from the magnifier, at nearly any angle, without affecting focus or clarity. For example, there's no need to hunch over when viewing genealogical documents or photographs, and best of all, several people can view the subject at the same time. For the genealogist on a road trip - you can even read your road map at night by the dim light from your dome light!

Magnabrite® 51mm (2") Magnifier (not shown), Item#: H3527, $19.95, HQ Subscribers $17.95, add $4 s/h
The 64mm, 89mm, and 115mm magnifiers come with a USA made 100% flannel drawstring bag. The 51mm is in a clear plastic box.

Price code H104
Save 10%

HeritageCREATIONS
Start your family tree with us

425 North 400 West - Suite 1A, North Salt Lake, Utah 84054 • Toll-free order line 866-783-7899 • E-mail sales@heritagecreations.com

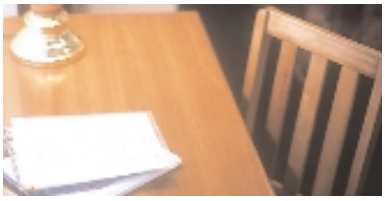
Historic Charm

Nestled in the heart of downtown Salt Lake, the Carlton Hotel blends classic European Style with a personal touch you won't find in traditional hotels. We cater specifically to genealogy guests and offer them a special discount rate that includes made-to-order breakfasts, complimentary airport transportation and daily shuttle service to and from the Family History Library. For guests staying seven or more consecutive nights, we also offer a special weekly rate. To find out how you can enhance your stay without enlarging your budget, call the Carlton Hotel today.

Modern Convenience

CARLTON HOTEL
140 East South Temple Salt Lake City, Utah

ASK ABOUT THE
CARLTON HOTEL GENEALOGY GUEST CLUB
and its frequent stay benefits.

RESERVATIONS: 800.633.3500 PHONE: 801.355.3418

1. Family History Library
2. Temple Square