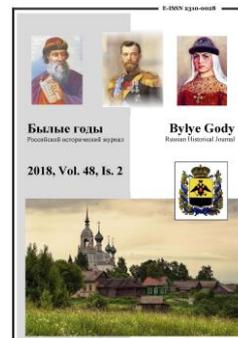


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## Formation and Operation of Customs Agencies in Crimea at the Initial Stage (1783–1822)

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### Abstract

The study of various aspects of the history of customs business in Russia is among the priority tasks facing modern historical science: the search for new economic instruments logically leads to the restoration of the functions of the customs authorities as a regulator of international economic relations, stabilization of the financial system, etc. The events of "Russian spring" attach particular relevance to it, when in 2014 the Crimean Peninsula was returned to the Russian Federation, resulting in formation of Crimean customs in the structure of the Federal customs service of the Russian Federation. Complex integration processes, problems of adaptation of power structures at all levels and the Crimean society as a whole to the modern Russian realities force to turn to the historical experience of nation-building, the interaction of political and social institutions of society, the history of everyday life. On the eve of the 235th anniversary of the entry of Crimea into the Russian Empire it is appropriate to draw a certain historical parallel between the events of past two hundred years and the present time.

The main purpose of the research is to study the activities of the customs authorities of the Crimean Peninsula in 1783–1820, including the analysis of the legal basis of the Crimean customs and material, technical and financial support of the Crimean customs authorities. The first chronological date is connected with the entry of the Crimean Peninsula into the Russian Empire and fundamental changes in the customs sphere, which directly affected the Crimean Peninsula: customs institutions were reorganized or created anew, the regime of "Porto Franco" was introduced etc. The end date is connected with the beginning of activity of essentially new establishments – the border customs guard, introduced at the end of 1820s – and acceptance of the Customs tariff of 1822.

Direct sources were the documents stored in the Russian state historical archive and the State archive of the Republic of Crimea. Also the documents of the departments of local history and departments of rare books of the largest Crimean libraries were attracted – A. H. Steven scientific library "Taurica", I. Franko scientific library, scientific library of V. I. Vernadsky Crimean Federal University, Simferopol.

The use of a set of general scientific methods (typology, comparison, etc.) made it possible to ensure the reliability of the results on the problem studied. In this paper, we have used interdisciplinary and comprehensive approaches to the study of the topic, which allowed us to illustrate the actions of Russian authorities aimed at the integration and development of Crimea in the early years after the region's entry into the Russian State.

**Keywords:** Russian Empire, XVIII – XIX centuries, the Crimean Peninsula, the customs authorities.

### 1. Introduction

Modern customs bodies of the Republic of Crimea have begun their history since the end of the 18<sup>th</sup> century. In 1783, Crimea officially became the part of the Russian Empire, and the ruling circles used the current situation to develop new methods of management and regulation in all spheres of life in the acquired

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territories. Crimea, which for several centuries has played a key role in domestic and foreign trade in the Azov-Black Sea region, has to revive its positions in the modern Russian reality. The study of the historical experience of previous generations can indicate the origins of possible contemporary problems in integration processes and the possible ways of their solving.

## 2. Materials and methods

The basis of this study comprises published and unpublished sources, concentrated in the Crimean libraries and archives (State Archive of the Republic of Crimea (*Gosudarstvennyi Arkhiv Respubliki Krym – GARK*), A. Steven's Scientific Library "Taurika", I. Franko Scientific Library, Scientific Library of V.I. Vernadsky Crimean Federal University, Simferopol.) Some materials from the funds of the Russian State Historical Archive (*Rossiiskiy Gosudarstvennyi Istoricheskiy Arkhiv – RGIA*), St. Petersburg, are also attracted. In particular, the profile funds (hereinafter –f.) of the Crimean customs outposts, which began their activity in the 1780s – early 19<sup>th</sup> century, are informative in GARK (f. 221 "*Feodosiyskaya Portovaya Tamozhnya*" (Feodosia Port Customs), f. 369 "*Kozlovskaya (Gyozlevskaya)/ Yevpatoriyskaya portovaya tamozhnya Tavricheskoy oblastnoy kazennoy palaty*" (Kozlovskaya (Gyozlevskaya) / Eupatoria Port Customs of the Taurida Regional Official Chamber.) The most important for studying the history of creation of customs bodies in Taurida region, formed in 1784, were materials deposited in the f. 799 "*Tavricheskoye Oblastnoye pravlenie*" (Taurida Regional Board), f. 801 "*Yekaterinoslavskiy i Tavricheskiy general-gubernator P.A. Zubov*" (Ekaterinoslav and Taurida Governor General P.A. Zubov), f. 802 "*Komanduyushchiy sukhoputnymi voyskami, raspolozhennymi v Krymu i yuzhnykh guberniyakh i flotami v Chernom i Kaspiyskom moryakh O.A. Igelstrom*" (Commander of the ground forces located in Crimea and southern provinces and fleets in the Black and Caspian Seas O.A. Iglstrom), etc. For example, there are documents in the f. 799, reflecting the stages of setting up customs bodies of the Taurida region, data on the formation of official and service personnel of Crimean customs, information on the age, national, confessional composition of a customs house, as well as information on their functions and activities.

In the Russian State Historical Archive, in f. "*Pervyy departament Senata*" (The First Department of the Senate) (*RGIA, F. 1341*) documents has been preserved on the first steps of the central authorities in the area of creating and regulating the activities of the Crimean customs: "*O tamozhennykh knigakh*" (On Customs Books) of 1797, "*Ob uchrezhdenii na Tavricheskom poluostrove porto-franko*" (On the establishment of porto-franco on the Taurida Peninsula) of 1798, "*Ob uprazhnenii tamozhen v Krymu*" (On the abolition of customs in the Crimea) of 1799, etc. In the fund "*Kantselyariya nachalnika Peterburgskogo tamozhennogo okruga departamenta tamozhennykh sborov Ministerstva finansov*" (Office of the Chief of the St. Petersburg Customs District Department of Customs Fees of the Ministry of Finance) (*RGIA, F. 143*) there are decrees of the Senate, customs circulars (1892–1921), in the "Committee of Ministers (1802–1906)" (*RGIA, F. 1263*) – information on the strengthening of the customs guard, on the establishment of customs offices in the Taurida Gubernia (in particular, in the settlement of Yalta), about the opening of a commercial port in Kerch, the construction of the building of the Eupatoria Customs, etc.

The study has used a combination of scientific methods: multifactority and integration, periodization, typology, comparison, etc., which in unity ensure the reliability of the results on the problem under study. The study is of an interdisciplinary nature, based on the principle of comparativistics, which will allow to reveal various levels of informative source, as well as to compare the information of various sources on a particular problem under study. Interdisciplinary and complex approaches to the study of the topic have been applied in this work, which allowed illustrating the actions of Russian power structures, aimed at the integration and development of Crimea in the first decades after the region entered the Russian state.

## 3. Discussion

There is a certain imbalance in the study of the activities of the domestic customs authorities in the domestic historiography. Despite the large number of scientific papers devoted to individual aspects of the research, it is possible to state the presence of important but insufficiently explored subjects. This is partly due to the fact that different historiographic directions use a different technique, naturally coming to different results; in addition, entire groups and even source categories have not yet been introduced into scientific circulation. After joining of the Crimean Khanate to the peninsula, state construction was actively conducted according to the Russian model. The activities of the Russian customs authorities established in the Crimea received occasional coverage in the context of studying the development of foreign trade in the Azov-Black Sea region (*Pospelova, 2012*), possible ways of reforming customs (*Golovko, 2014*), the experience of state building (*Prokhorov, 1996*).

The largest group consists of monographs and small volumes of work, which highlight certain subjects of the activities of customs authorities, some aspects of customs policy, etc. Typical are the works of T.V. Pavlina (*Pavlina, 2004*), N.P. Stakhova (*Stakhova, 2006*), E.A. Solonchenko (*Solonchenko, 2007*), T.S. Minayeva (*Minaeva, 2009*), G.A. Tretyakova (*Tretyakova, 2011*), etc. There are some studies of source-researching nature (*Razdorsky, 2009; Cherkasov et al., 2017*).

Issues of customs regulation, development of foreign trade operations (*Anderson, 1958*), (*Hantala, 1963*), European market research (*Attman, 1973*) attracted the attention of foreign scientists (*Knoppers, 1976*). There are individual works in the regional historiography that cover the legal aspects of the activities

of Crimean customs institutions ([Radayde, 2012](#)), features of Feodosia ([Biryukov, 2015](#)) and Eupatoria ([Borshchik, 2017](#)) customs.

The history and activities of the Russian customs authorities are of obvious interest to the scientific community, as evidenced by the number of participants in the thematic International Conference "Trade, Merchant and Customs in Russia in the 16<sup>th</sup> – 19<sup>th</sup> Centuries", which has repeatedly received support from scientific foundations (RGNF, 2009, in Kursk, and RFFI, 2017 in N. Novgorod). However, until recently, a detailed study of the activities of the customs bodies of the Russian Empire in general and the Crimean peninsula in particular has not been undertaken.

#### 4. Results

This study is an attempt to highlight the main functions and directions of work of Crimean customs institutions in the late 18<sup>th</sup> – early 19<sup>th</sup> centuries. The chronological framework is determined by the most important events in the organization of the Crimean customs service: in 1784, the Russian Empress Catherine II signed a decree, which became a guide to the formation of the first Crimean customs; in 1822, during the reign of Alexander I, a new Customs Tariff was adopted, which played a key role in Russia's foreign policy.

The second half of the 18<sup>th</sup> century, connected with the reign of Catherine II, is rightly considered to be the most important stage in the field of territorial acquisitions in Russia. In 1783, the Crimean Peninsula entered the state, as contemporaries of these events reported: "The bounties, promises, orders, everything was used so as to cleanse the way to Crimea without bloodshed... In this peace treaty, the Empress of All Russia became the possessor of such a country that in time will flourish" ([RGIA, F. 1285. Op. 2. D. 62.L. 3, 5 rev.](#)).

From this moment up to the present, the peninsula has always taken an important place in the trade and customs policy of the country due to its geographical location and extremely favorable natural and climatic conditions. Initially, the prospects for the development of these territories were outlined: "And since the Crimea is a part of the Russian Empire, various means have been used to revive its former glory and restore the great bargaining of the Genoese" ([RGIA, F. 1285. Op. 2. D. 62. L 7](#)).

In January 1784, the Manifesto "*O svobodnoy torgovle v gorodakh Khersoni, Sevastopole i Theodosii*" (On Free Trade in the Cities of Kherson, Sevastopol and Feodosia) was published, where Catherine II proclaimed that "our care of the spread of trade between our subjects and others with them through the Black and Mediterranean Seas has achieved the desired success", and therefore, "Our seaside cities of Sevastopol, known to the present under the name of Aht-Yar, endowed with an excellent sea landing, and Theodosia, which are named in the reasoning of their profitability, are commanded to open for all nations, living in friendship with the Empire of Ours, in favor of their trade with Our loyal subjects." Further, the document "solemnly" declared that "all the peoples mentioned, in their own or hired vessels under their flags can sail or move freely, safely and unhindered to and from those cities, load their ships, and from there sail away or depart at their own will, acting according to tariffs and customs regulations, as it concerns to the payment of the duty for imported and exported goods" ([Full Collection of Laws of Russian Empire, \*Polnoye Sobraniye Zakonov Rossiyskoy Imperii\* – PSZ RI, V. 22. No. 15935](#)). There is an opinion that it was this standard that became the guide for the formation of customs institutions in Crimea ([Pospelova, 2012](#)).

Pre-Soviet funds of the Crimean customs service have been preserved in the State Archive of the Republic of Crimea, its documents state that in 1784, Feodosia port customs ([GARK, F. 221](#)) and Gezlev (Kozlovskaya) (later Eupatorian) port customs were established ([GARK, F. 369](#)). According to the decree "*Ob ustroystve novykh ukrepleny na granitsakh Yekaterinoslavskoy gubernii*" (On the Arrangement of New Fortifications on the Borders of the Ekaterinoslav Province) dated February 10, 1784, the city of Sevastopol was founded, "...where is now Akhtiyar and where should be the Admiralty, the shipyard for the first rank of ships, the port and the military settlement" ([PSZ RI, V. 22. No. 15929: 21–22](#)). Initially, Sevastopol was considered exclusively as a naval outpost of the Russian Empire on the southern borders of the country, then, "The government, seeing the invalidity of the bargains used to approve this trade and trying to bring it to some degree of power and strength without which it is impossible to resist, was decided to move The Board of Kherson Shipping to Akhtiyar, to provide extensive buildings along the bank of the river for trade" ([RGIA, F. 1285. Op. 2. D. 62. L. 5 rev. – 6](#)).

In addition to their main functions, other important state tasks were assigned to the customs agencies of the Crimean peninsula. Besides the collection of customs duties, control over the import and export of goods and the conduct of statistics, the movement of the population across the border was monitored and the external borders of the country were protected. In addition, employees of the Crimean customs, their families and relatives were mostly immigrants from different provinces of the Russian Empire. They took an active part in the settlement and economic development of the newly acquired region ([Golovko, 2005](#)).

Naturally, the government paid much attention to reformation of the domestic customs system, striving to make it unified and turn into an effective mechanism for implementing state policy in the sphere of foreign trade ([RGIA, F. 1285. Op. 2. D. 62](#)).

"*Polozheniye o tarife Krymskogo poluostrova, izdannogo Shagin-Gireyem i ordera Krymskogo poluostrova na peregon skota po tarifu*" (Regulations on the Tariff of the Crimean Peninsula, Issued by Shagin-Girey and the Order of the Crimean Peninsula for cattle haul according to the Tariff) were taken as

the basis for the activities of the customs institutions created in Crimea (GARK, F. 221. Op. 1. D. 1). This document, dated September 15, 1783, gave an idea of the amount of customs duties, which ranged from two to ten percent. In other words, according to this document, customs duties ranged from two to ten percent. Note that this provision was based on the earlier, in 1775, accepted tariff for customs agencies on the coast of the Black and Azov Seas.

On August 4, 1775, the report of Count B.K. Minich "*O pravilakh privoza i otvoza tovarov pri portakh Chernogo morya*" (On the rules of import and export of goods at ports of the Black Sea) was Supremely approved with the application "Tariff for these ports." In particular, it was noted, "for all the Turkish, Levant and Greek products brought to the Black Sea ports, and from there Russian goods exported back, duties are to be reduced fourfold against the current St. Petersburg duty of 1766, to encourage the bargaining in, leaving all European goods with the same tariff as before, as well as those goods that are being sold at a duty." The resolution stated, "To be therefore; and to communicate with the Governor-General Count Potemkin as to where to establish ports and customs outposts, following his definition" (PSZ RI, V. 20. No. 14355).

A similar standard "*O deystvii novogo Tarifa vo vnov uchrezhdennykh tamozhnyakh...*" (On the operation of the new Tariff in newly established customs...) was approved by the Senate decree of February 5, 1776 that was liberal enough; it declared a significant reduction in customs fees or their total cancellation for certain types of goods. That document mentions Kerch for the first time, which was chosen as the "customs that are appointed" (PSZ RI, V. 20. No. 14431).

In 1781, a treaty was concluded between Russia and the Ottoman Port, "concerning trade on the Black Sea". With joining of Crimea in 1783, "Russia's trade in the Black Sea expanded with the accession of the Crimean ports, and it began to concentrate mainly in them" (Lashkov, 1897: 26).

On September 5, 1782, a new tariff was signed "*O sbore poshlin s provozimyykh i vyvozimyykh iz Konstantinopolya rossiyskimi kuptsami tovarov, postanovlennyi mezhdu Rossiyskoy Imperiyey i Portoy Ottomanskoy*" (On collection of duties from goods imported from Constantinople by Russian merchants, agreed upon between the Russian Empire and the Ottoman Port) (PSZ RI, V. 21. No. 15506). This standard was "often called the Black Sea" standard, because "it concerned the interests of Crimea most of all, and here, in Crimea, it was to get the most use" (Lashkov, 1897: 26). In the new tariffs, the purpose being to encourage trade on the shores of the Black and Azov Seas, it was provided to cut the duties by one-fourth compared to other regions of Russia: "For the advantage and benefit of both Empires, there is free and unhindered navigation for merchant ships belonging to the two contacting powers in all seas, washing their lands, and the Brilliant Port allows those precisely merchant Russian ships, what other states are bidding in its harbors and everywhere they use, free passage from the Black sea into the White Sea, and from the White Sea to the Black Sea... The Brilliant Port also allows its subjects to the Russian Empire to have commerce in the areas both on dry roads and on waters by ship-making..." (PSZ RI, V. 45. Tariff Book: General Supplement to Tariffs (1753–1825): 37).

The customs tariff of 1782 reduced on average to 2% the imposition of imported raw materials, as well as duty of 20% on luxury goods, and 30–40% on goods produced in Russia in sufficient quantities. Most of the imported goods were taxed at 10% (Minaeva, 2009: 73–74).

On August 10, 1785, Prince G.A. Potemkin's report addressed to Empress Catherine II proposed to take measures relating to the Crimean trade: "The duty on imported goods is so small on the peninsula that it hardly enough to keep the guards. If it would be pleasing to your Imperial Majesty, would you kindly remove it from the Taurida peninsula at all. The guards will be reduced and many people from abroad will be attracted"(GARK, F. 535. Op. 1. D. 1594. L. 3–4; Notes of the Odessa Society of History and Antiquities, *Zapiski Odesskogo Obshchestva Istorii i Drevnostey* – ZOOID, 1872: 212–213). This project was realized: at the same time, on August 13, 1785, a decree was issued, according to which "all piers on the peninsula" were exempted from payment of customs duties from January 1, 1786, for a period of five years, and the customs guard was transferred behind Perekop (Druzhinina, 1959: 145). In connection with the abolition of internal customs duties in Taurida region, trade received a serious impetus for development, and its revival in the southern regions of the empire was observed in the mid-1780s, when Russia concluded profitable trade agreements with Austria and France (Druzhinina, 1959: 143–145, 184).

On June 11, 1784, the authority of the ruler of Taurida region was officially transferred to the general-anshef and the actual state counselor V.V. Kakhovsky; after that the head of the "Crimean government" Count O.A. Iglestrom sent a circular warrant to the lower courts, which prescribed, that in those places of the peninsula, "where there are piers, he should be informed about ships getting to and from, goods exported and imported, people put in quarantine" (GARK, F. 799. Op. 1. D. 1. L. 3; GARK, F. 802. Op. 1. D. 3. L. 2–54). The director of the Crimean customs was appointed collegiate assessor K.I. Mavroeni, who since 1777 owned the repayment of Gezlev, Balaklava and Kefia customs (GARK, F. 801. Op. 1. D. 48. L. 1–3). With the opening of the attendance places at the Taurida Regional Treasury Chamber (the main administrative body, which was engaged in fiscal activities and subordinated directly to the governor of the region), among others, the Customs Expedition was created. Its structure initially looked like this: K.I. Mavroeni, who on December 25, 1785, was appointed to the Taurida Regional State Chamber as an advisor to customs affairs, was in charge of the customs of the Crimean peninsula. At the same time, the Provincial Secretary T. Kafteyev was appointed to the Customs Expedition; interpreter was appointed second lieutenant Stavrocyrull. Clerk V. Paskhalov was appointed to the post of secretary (GARK, F. 792. Op. 1. D. 5. L. 6 rev., 7, 9 rev.). In subsequent years, the

post of adviser of the Expedition of Customs Affairs at the Taurida Regional Treasury Chamber was occupied by the college assessor M.M. Karatsenov (in 1790–1793), Second-Major D. Baikov (formally in 1793) and the court counselor Ya.N. Sverbeev (in 1794–1796) (Makidonov, 2011). All customs offices of the peninsula were subordinate to the customs expedition. The staff of the latter was almost the same type (with the exception of Perekop and Kagalnitskaya customs, where the staff had fewer ranks than in all the rest).

In the reign of the Russian Emperor Paul I (1796–1801), the Taurida *Oblast* (Region) was abolished, and the Taurida *Guberniya* (Province) was formed. Domestic customs business underwent serious changes. The innovations in the customs sphere touched upon the Crimean Peninsula first of all. The growth of foreign trade and numerous abuses in customs institutions, corruption and bribery forced Paul I to abolish customs expeditions in the provincial government chambers in 1796 and to resume the activities of the Commerce Collegium with the reassignment of all customs institutions to it. The customs expedition in the Crimea was closed by decree of Paul I on November 9, 1796, and with it the customs of the peninsula were disbanded. Thus, customs institutions were gradually removed from the control of regional and local government.

Thus, in the years of 1796–1798, the Expedition of the state economy, guardianship of foreigners and rural home economics thoroughly investigated the "natural position" of Taurida. It was noted in the All-Humble Report of the Expedition that the separation of the "Taurida Peninsula from Novorossiysk can produce a great slowness in the reports and an imminent halt in civil and merchant affairs ... for the sake of warning of the inconveniences that are hampering the precise and speedy execution of Your Majesty's All-Humble intent, Taurida peninsula should be separated from the dependence of the Novorossiysk provincial authorities and should be in full control of the Expedition of the state economy of special public place", and "the entire free both domestic and foreign trade", was under the responsibility of the fellow Trustee (RGIA. F. 1341. Op. 1. D. 13. L. 37).

In 1798, the law "O ustanovlenii na poluostrove Tavrisheskom porto-franko srokom na 30 let i o darovanii raznykh vygod zhitelyam sego ostrova i priyeezhayushchim tuda inostrantsam" (On the establishment of porto-franco for 30 years on Taurida peninsula and on granting various benefits to the residents of this island and to foreigners coming there) was adopted (PSZ RI, V. 25, No. 18373: 64–68). The introduction of the porto-franco regime, i. e. duty-free trade on the peninsula, led to the reduction of customs institutions, as it was said, "As a result of this, we are ordering our Commerce Board, in our assumption, to encourage and distribute trades and crafts, to destroy all the existing border posts from seas and foreign lands, port outposts and customs, to close at all Balaklava, Sudak and other small wharfs that used to be before." All foreign trade operations were supposed to be conducted through the customs of Eupatoria and Feodosia, internal bargaining to be carried out through the northern Crimean customs in Perekop and at the Genichesk crossing. Privileges for residents and settlers were considered in the twelve articles of that decree, "granted to us by the Taurida Peninsula the right, liberty and freedom of commerce" (RGIA. F. 1341. Op. 1. D. 161. 134 l.) As a rule, the advantages of introducing the porto-franco led to a rapid growth of trade operations, which, in turn, contributed to a more dynamic economic development of the territories of several port cities compared to other regions of the country.

However, the experience of the introduction of port-franco on the territory of the Crimean peninsula, due to various reasons – economic, political, demographic – was unsuccessful. So, according to P.I. Sumarokov, "Kafa benefits from the use of the port-franco, the right for which also had Athenians in the remote ages. Tsaregrad and Anatolian merchants bring here wines, raisins, dates, wine berries, cinnamon, cloves, cotton paper and various fabrics. From here wheat, rawhide leather, sheep's wool, cow's butter and the like are taken", but "because of the emptiness of this region, the scarcity of the inhabitants, lack of offices in Kafa, and the small-scale import of goods from Russia... the trade in Kafa as throughout the Crimea, is not in a blooming state" (Feodosia Museum of Antiquities). It is not surprising that the porto-franco regime, announced for 30 years, did not last long and was abolished in 1799. In the future, the idea of establishing port-franco in Feodosia was thought more than once, but the matter did not move further than statements of offers. Nevertheless, the presence of a significant number of projects on the development of the Black Sea trade testifies to the awareness of existing problems in the industry and the desire of foreign and domestic statesmen, officials, entrepreneurs, etc. to outline the main ways of its development. For example, one of the projects submitted to Alexander I in 1803 by Colonel Lambro Cachioni again concerned the introduction of the porto-franco regime in Feodosia. According to the author of the project, "Crimean commerce practically did not exist", because "it was more profitable to carry and change coins in Crimea than goods"; there were no local insurance companies, which significantly slowed turnover: entrepreneurs were forced to insure their goods and vessels in other places (Golovko, 2014).

It is known that initially the border with the Crimean Khanate passed along the Azov Sea, where there were two customs – Perekopskaya and Arabatskaya; after the entry of Crimea into the Russian Empire, these customs institutions lost their international status and became internal, virtually without work. It was this circumstance that became the reason for the All-Humble Report of the President of the Commerce Collegium, Prince G.P. Gagarin "Shtaty tamozhnyam, zastavam i tamozhennomu prismotru na Tavrisheskom poluostrove" (Staff in customs, outposts and customs supervision on the Taurida Peninsula) and the subsequent decree of December 22, 1799 "O vosstanovlenii tamozhen i zastav na Tavrisheskom poluostrove" (On the restoration of customs and outposts on the Taurida Peninsula). In the Annex to the document "Staff in the civilian part (1715–1800)", staffing of customs, outposts and customs officials was

indicated: Kozlovskaya (Eupatoria), Akhtiyarsk (Sevastopol) and Kefia (Feodosiya) customs – 46 people each, Kerch and Enikalei outposts – 8 people each; other established posts were stipulated: customs supervision of supervisors – 3 people, checkers – 65 people, customs inspector – 1 person, and 1 secretary attached to him. Particular sums of money were supposed to be spent on the restoration of the customs institutions of the Taurida province: "as to Kozlovskaya, Akhtiyar and Kefia customs: it was required for office work and other needs – 250 rubles; for the maintenance and repair of boats – 920 rubles; for the repair of customs buildings – 400 rubles; total amount with salaries for each customs – 5702 rubles. As to the Kerch customs and Enikalskaya outpost: for office work and other needs – 100 rubles; for the maintenance and repair of boats – 340 rubles; for the repair of customs buildings – 100 rubles; total amount with salaries for each customs – 1,416 rubles. Total for the Taurida Peninsula – 26593 rubles." (PSZ RI, 44. Staff book: 572).

It should be noted that further on the reorganization of customs authorities was carried out repeatedly and was justified by the effective fulfillment by the customs authorities of the primary tasks of the domestic and foreign policies of the Russian state. One of these standards was the Manifesto "*Uchrezhdeniye Tamozhennogo upravleniya po Yevropeyskoy torgovle*" (Establishment of the Customs Office for European Trade) signed on June 24, 1811. It regulated the composition of the customs bodies of the Russian Empire, defined the rights and duties of the heads of customs districts and other customs officials, and provided for benefits in the service and measures of responsibility. According to the text of Ch. 1 "Establishment of customs districts", Feodosiyskiy customs district was formed on the territory of the Crimean peninsula, consisting of Feodosia and Eupatoria customs and Balaklava, Enikalskaya, Kerch and Buga outposts (PSZ RI, V. 31. No. 24684: 680–685).

Chapter IX "Composition and Objects of the Department of Foreign Trade" of the Manifesto "*Obshcheye uchrezhdeniye ministerstv*" (General Institution of Ministries), adopted on June 25, 1811, stated that this department consisted of two departments: external relations and customs, which was in charge of matters related to customs administration.

The customs department was entrusted with a wide range of duties: "information on the state of customs districts, customs and outposts throughout the state; urgent statements about incoming and outgoing ships, on imported and exported goods on them; collection of general and local maps of border and coastal places throughout the customs line, with the indication of large and small roads, both current and closed, border rivers and waterways, as well as sea shores, convenient for mooring ships and unloading goods; monitoring of serviceability and fidelity of duties; cases of confiscation and sale of goods and neutral trade; cases related to customs buildings concerning supplying them with everything necessary; the supply of customs and outposts with stamps and books; cases on the hiring and dismissal of officials, ministers and brokers, on the awards and their assignment; investigative cases on complaints and denunciations about the crime of office; management of printing house for printing price-lists, types of trade, etc." (Borshchik, 2017).

Naturally, the exceptional importance of the state duties, imposed on employees of Russian customs, implied certain requirements for them. The government tried very carefully to appoint customs officers; when determining the official at the customs house and presenting to the next rank, not only his track record was considered, but also "the actions of those officials when they were in the past with the previous posts and with what diligence they performed the tasks assigned to them." Nevertheless, the shortage of qualified personnel in the Crimean customs authorities was quite sharply felt. The authorities tried to solve this problem in a complex way: from inviting foreign specialists and increasing salaries to assigning these state functions to local governments (Radayde, 2012).

In 1822, a new customs tariff was adopted, which in the first half of the 19<sup>th</sup> century was repeatedly revised. There is an opinion that the 1822 tariff itself, and the activities of the customs authorities of this period in general, were closely related to foreign policy problems even in the interests of national industry and trade. Returning to the Kingdom of the Polish Customs Autonomy, preserving certain customs privileges for Prussia, etc., customs regulation measures became an effective lever in solving foreign policy issues, in particular, avoiding international isolation (Stakhova, 2006). For the Crimean customs authorities this standard was of no small importance – for the further development of the Black Sea trade, "import and release" trade through the Kerch port was allowed. The further development of customs institutions on the Crimean peninsula was characteristic for the first decades of the 19<sup>th</sup> century. In 1819, the Alushta customs transit point was opened (GARK, F. 245), in 1822 – the Kerch port customs of the Azov customs district (GARK, F. 368).

## 5. Conclusion

Presently, scientific and practical interest for studying the role and functions of customs bodies, their place in the state structure and management is increasing, which objectively requires a comprehensive study of the history, experience, traditions of Russian customs. The solution of modern state tasks is directly related to the national security of the country, namely: the creation of common economic space, the formation of common financial and commodity markets, integration into the world economy and the international trading system, etc., is impossible without an adequate state customs policy conducted by Russian customs organs. In this respect, the study of the historical experience of the creation and functioning of the customs institutions of the Russian Empire can positively affect not only the understanding of the role

and place of customs bodies in the public administration system, but also the development of innovative approaches to their activities.

The study of the historical experience of the organization of state institutions of the Russian Empire allows us to come to a number of important conclusions. It can be stated that the customs policy of the Russian Empire in the second half of the 18<sup>th</sup> – the first decades of the 19<sup>th</sup> century was subordinated to the interests of state construction, strengthening of international authority, ensuring national security, etc. Such ambitious tasks required considerable financial resources, and the customs authorities had to guarantee their regular supply.

Unification and liberalization of customs tariffs during that period were aimed at maximizing fiscal benefits and stimulating the volume of trade transactions. Nevertheless, in the regulation of the customs sphere, the ruling circles did not always have the necessary deliberation in decision-making: the creation / dismissal of customs offices and districts, the introduction / abolition of the regime of "porto-franco", etc.

These common features for the Russian customs policy became characteristic for customs institutions of the Crimean peninsula.

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## Организация и деятельность таможенных учреждений в Крыму на начальном этапе (1783–1822 гг.)

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**Аннотация.** Изучение различных аспектов истории таможенного дела России принадлежит к числу приоритетных задач, стоящих перед современной исторической наукой: поиск новых экономических рычагов логично приводит к восстановлению функций таможенных органов как регулятора внешнеэкономических связей, стабилизации финансовой системы и пр. Особую актуальность придают события «русской весны» 2014 г., вернувшие Крымский полуостров в состав Российской Федерации, в результате чего в структуре Федеральной таможенной службы РФ была образована Крымская таможня. Сложные интеграционные процессы, проблемы адаптации к современным российским реалиям властных структур всех уровней и крымского социума в целом заставляют обращаться к историческому опыту государственного строительства, взаимодействию политических и социальных институтов общества, истории повседневности. В канун 235-летия вхождения Крыма в состав Российской империи уместно провести некую историческую параллель между событиями двухсотлетней давности и настоящим временем.

Основная цель исследования – изучение деятельности таможенных органов Крымского полуострова в 1783–1820-е гг., в том числе анализ нормативно-правовой базы деятельности крымских таможен и материально-техническое и финансовое обеспечение крымских таможенных органов. Первая хронологическая дата связана с вхождением Крымского полуострова в состав Российской империи и коренными изменениями в таможенной сфере, напрямую коснувшиеся Крымского полуострова: здесь были реорганизованы или созданы заново таможенные учреждения, введен режим «порто-франко» и пр. Конечная дата связана с принятием Таможенного тарифа 1822 г.

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Непосредственными источниками стали документы, хранящиеся в Российском государственном историческом архиве (РГИА) и Государственном архиве Республики Крым (ГАРК). Привлечены документы краеведческих отделов и отделов редкой книги крупнейших крымских библиотек – научной библиотеки им. А.Х. Стевена «Таврика», научной библиотеки им. И. Франко, научной библиотеки Крымского федерального университета им. В.И. Вернадского, г. Симферополь.

Использование совокупности общенаучных методов (типологизации, сравнения и пр.) позволило обеспечить надежность результатов по изучаемой проблеме. В настоящей работе нашли применение междисциплинарный и комплексный подходы к изучению темы, что позволило проиллюстрировать действия российских властных структур, направленные на интеграцию и развитие Крыма в первые годы после вхождения региона в состав Российского государства.

**Ключевые слова.** Российская Империя, XVIII–XIX вв., Крымский полуостров, таможенные органы.