

2024 Update of SHIP CANCELLATIONS On Civil War-Era Revenues

By Bill Halstead, ARA, APS

In 1967 and 1968 editions of *The American Revenuer*, Dr. Hugh P. Shellabear published the original listings of ship cancellations on Civil War-era revenue stamps.

In a 1985 edition of *The Revenuer*, Jay Miller published the first update of Shellabear's work. His listings included some 150 cancel types used by 62 companies, plus 14 cancels for individual ships.

My 2022 update, greatly aided by sources and auction listings, etc., found on the Internet, expanded the survey by some 44 new companies and 117 new cancel types. And, although owner firms were identified for three cancels originally cited under individually-owned ships, that update expanded the Individual Ship section from 11 to 76 cancels.

Importantly, it provided a first-ever census of ship cancels known on some 660 particular stamps or documents.

Now, only two years later, 4 new companies, 26 new company cancels and 79 new company stamps have been added. And, another 19 Individual Ship cancels have been identified.

Internet source information led to correction of some earlier survey errors caused, no doubt, by lack of access to such a wealth of research tools.

At the same time, published material from the era sometimes yielded conflicting information. And, some vessels were owned and operated by multiple companies over time – which also made some determinations difficult.

Way's Packet Directory, 1848-1994, compiled by Frederick Way, Jr., was an invaluable aid in determining some ships' owners and, when multiple ships with the same name were known, to which company a cancel could be attributed.

A search of *Vessel-Named Markings on United States Inland and Ocean Waterways, 1810-1890*, by James W. Milgram, M.D. (1984, published by The Collectors Club of Chicago), led to the addition of some 33 cancels to the survey update.

It should be noted that many of those cancels were not on stamps themselves, but rather on documents such as bills of lading, receipts, etc.

These items are listed because they represented taxable transactions, and such cancels are included in the well-known survey of railroad cancels on U.S. revenue stamps, for example.

Dr. Milgram's book included many ship-like cancels with full dating that were on covers (envelopes) of the period. Although these cancels may have been used on taxable documents, the cover/envelope versions are all that are known.

While such cancels are not part of the survey, 168 have been included in an Appendix as related material of possible interest to collectors.

Index of Ship Companies

Italic = New company and/or new cancel not listed in 1985 Miller Survey.

A-1 American Steamship Co. (*old A-4*)
A-2 American Steamship Co.
of Philadelphia (American Line) (*old A-1*)
A-3 American Transportation Co. (*old A-5*)
A-4 Atlantic & Mississippi Steamship Co.
(*old A-2*)
A-5 Atlantic Mail Steamship Co. (*old A-3*)
A-6 Atlantic Steamship Co.
A-7 Austin's Steam Boat Line (*old A-6*)
B-1 Baltimore & Havana Steamship Co.

B-2 Baltimore & Philadelphia
Steamboat Co. (Ericsson Line) (*old B-1*)
B-3 Baltimore & Savannah Steamship Co.
B-4 Baltimore Steam Packet Co.
(Old Bay Line, New Line) (*old B-2, B-5*)
B-5 Bismarck Transportation Co.
B-6 Boston & Colonial Steam Ship Co.
B-7 Boston, Newport & New York
Steamboat Co. (*old B-6*)
B-8 Bridgeport Steam Boat Co.
B-9 Buffalo & Detroit Transportation Co. (*old B-7*)
B-10 Burlington Steamboat Co. (*old B-3*)

Index of Ship Companies (cont'd)

- C-1 California, Oregon & Mexico
Steamship Co. (*old C-1*)
- C-2 California Steam Navigation Co. (*old C-6*)
- C-3 Camden & Philadelphia Steam Boat
Ferry Co.
- C-4 Carter Line
- C-5 Central American Transit Co. (*old C-2*)
- C-6 Chicago, Fulton & River Line
(*Diamond Jo Line Steamers*)
- C-7 Coleman's California Line (*old C-7*)
- C-8 Columbia Transportation Co.
- C-9 Commercial Steam Boat Co.
(Daily Line) (*old C-8*)
- C-10 Comstock's Clipper Line (*old C-3*)
- C-11 Continental Line of Steamers
- C-12 Cromwell's New-York & Portland Steamship Line
- C-13 Cumberland County Steamboat Co.
(*old C-4*)
- C-14 Cunard Steamship Co. (Cunard Line)
(*old C-5*)
- D-1 Dean Line
- D-2 Detroit & St. Clair Rivers
Towing Association (*old D-2*)
- E-1 Eastern Packet Co.
- E-2 Empire Transportation Co.
- E-3 Erie Transportation Co.
- G-1 General Transatlantic Co. (French Line)
(*old G-1*)
- G-2 Glidden & Williams Line of California Packets
- G-3 Goodrich Transportation Co.
- G-4 Green Bay Transit Co.
- H-1 Hamburg America Packet Co.
- H-2 Harlem & Spuyten Duyvil Navigation Co.
- H-3 Harlem & New York Navigation Co.
- H-4 Hartford & New York Steamboat Co.
(*old H-3*)
- H-5 Hartford & New York Steamboat
& Transportation Co. (*old H-4*)
- H-6 Hawaiian Packet Line (*old H-2*)
- H-7 Hudson River Day Line (*old H-1*)
- I-1 International Steamship Co. (*old I-2*)
- K-1 Kennebec Steamship Co.
- K-2 Keystone Line
- L-1 Liverpool & Great Western
Steamship Co. (Guion Line) (*old L-2*)
- L-2 Liverpool, New York & Philadelphia
Steamship Co. (*Inman Line*)
- L-3 Lorillard's Steamship Line (*old L-1*)
- L-4 Louisville & Evansville Mail Line Co.
- M-1 Maryland Steamboat Co.
- M-2 Memphis & St. Louis Packet Co.
- M-3 Merchants' & Miners'
Transportation Co. (*old M-3*)
- M-4 Merchants' Steamship Co.
of Bristol, RI (*old M-1*)
- M-5 Merchants' Steamship Line
- M-6 Mississippi Valley Transportation Co.
- M-7 Montreal Ocean Steamship Co.
(Allan Line) (*old M-2*)
- M-8 Morgan Line
- N-1 Narragansett Steamship Co. (*old N-1*)
- N-2 National Steam Navigation Co. (*old N-2*)
- N-3 National Steamship Co. (*old N-2B*)
- N-4 National Transportation Co.
- N-5 Neptune Steamship Co. (*old N-3*)
- N-6 New York & Baltimore
Transportation Co. (*old N-5*)
- N-7 New York & Bremen Steamship Co.
- N-8 New York & Havre Steamship Co. (*old N-6*)
- N-9 New York & Philadelphia Steamboat Co.
(*old N-7*)
- N-10 New York & West Indies
Mail Steam Packet Co.
- N-11 New York Mail Line (Star Line
or New York Mail Steamship Co.)
(*old N-14*)
- N-12 North American Steamship Co. (*old N-8*)
- N-13 North Shore Staten Island Ferry Co.
(*old N-15*)
- N-14 North Western Packet Co. (*old N-11*)
- N-15 North Western Union Packet Co. (*old N-12*)
- N-16 Northern Line Packet Co.
- N-17 Northern Transportation Co. (*old N-9*)
- N-18 Northern Transportation Co. of Ohio
(*old N-10*)
- N-19 Norwich & New York Transportation Co.
(Norwich Line) (*old N-13*)
- O-1 Old Dominion Steamship Co. (*old O-1*)
- O-2 Old Line Liverpool Packets
(Black Ball Line) (*old B-4*)
- O-3 Ontario Steamboat Co. (*old O-2*)
- O-4 Oregon Steam Navigation Co.
- P-1 Pacific Mail Steamship Co. (*old P-1*)
- P-2 People's Line (*old P-2*)
- P-3 People's Transportation Co. (*old P-6*)
- P-4 Philadelphia & Southern Mail
Steamship Co. (*old P-3*)
- P-5 Portland & New York Steamship Co.
(*old P-7*)
- P-6 Portland Steam Packet Co. (*old P-4*)
- P-7 Powhatan Steamboat Co.
- P-8 Providence & New York Steamship Co.
(*old P-5*)

Index of Ship Companies (cont'd)

- Q-1 *Queens County Ferry Co.*
R-1 *Rice & Thaxter's Packets Co.*
(Philadelphia & Boston Regular Line)
S-1 *St. Louis & Peoria Packet Co. (old S-1)*
S-2 *Sanford's Independent Line*
S-3 *Schuyler's Line of Steam Tow Boats*
(Old S-3)
S-4 *Star Line of New York Packets (old S-2)*
S-5 *Stephens & Condit Transportation Co.*
S-6 *Southern Line, New York and New Orleans*
Steamships
U-1 *Union Transportation Co.*
U-2 *United States Lines (old U-1)*
U-3 *United States Steamship Co.*
W-1 *Washington, Alexandria*
& Georgetown Steam Packet Co. (old W-1)
W-2 *Washington Line*
W-3 *Western Transportation Co. (Buffalo)*
W-4 *Western Transportation Co. (New York)*
W-5 *Willamette Steamboat Co.*

Index of Individual Ships

- | | | | |
|------------|---|------------|--|
| Type IS 1 | <i>Bark Achilles</i> | Type IS 37 | <i>Ship "Herald of the Morning"</i> |
| Type IS 2 | <i>Ship Alice Ball</i> | Type IS 38 | <i>Bark John Howe</i> |
| Type IS 3 | <i>Ship Amazon</i> | Type IS 39 | <i>Brig "John Shay"</i> |
| Type IS 4 | <i>Brig Americus</i> | Type IS 40 | <i>Bark Kate Stamler</i> |
| Type IS 5 | <i>Steamship Andalusia</i> | Type IS 41 | <i>Prussian Ship 'Klawitter'</i> |
| Type IS 6 | <i>(Ship) 'Arracan'</i> | Type IS 42 | <i>Brig L. F. Munson</i> |
| Type IS 7 | <i>S.S. Berlin</i> | Type IS 43 | <i>Str. Legal Tender</i> |
| Type IS 8 | <i>Bark Bessie Simpson</i> | Type IS 44 | <i>(Steamer) Leni Leoti</i> |
| Type IS 9 | <i>Ship Bridgewater</i> | Type IS 45 | <i>Steamer Lorena</i> |
| Type IS 10 | <i>Bark "Burnside"</i> | Type IS 47 | <i>Bark Magna Charter (old IS-14)</i> |
| Type IS 11 | <i>Ship Calcutta</i> | Type IS 48 | <i>Steamer Mary Houston</i>
(old IS-3) |
| Type IS 12 | <i>Ship Caroline T(ucker)</i> | Type IS 49 | <i>Stmr. "Melita"</i> |
| Type IS 13 | <i>Br. St. Sp. Caspian</i> | Type IS 50 | <i>Schr. Minden (old IS-8)</i> |
| Type IS 14 | <i>Schr. Castor (old IS-7)</i> | Type IS 51 | <i>Bark Mira</i> |
| Type IS 15 | <i>City of Cairo</i> | Type IS 52 | <i>Am. Bg. Monica</i> |
| Type IS 16 | <i>City of N.(ew) O.(rleans)</i> | Type IS 53 | <i>Bark Navasota</i> |
| Type IS 17 | <i>Ship Coburg</i> | Type IS 54 | <i>Br. Bk. Netherton</i> |
| Type IS 18 | <i>Brig Dirigo</i> | Type IS 55 | <i>Br. Brig Petrels (old IS-6)</i> |
| Type IS 19 | <i>Bg. Dudley</i> | Type IS 56 | <i>Steamer Peytona</i> |
| Type IS 20 | <i>Brig E. P. Swett</i> | Type IS 57 | <i>Steamer Potomac</i> |
| Type IS 21 | <i>Steamer Eagle (old IS-2)</i> | Type IS 58 | <i>(Bark) Prince Alfred</i> |
| Type IS 22 | <i>Steamer Edinburgh (old IS-1)</i> | Type IS 59 | <i>Bark Princess Alice</i> |
| Type IS 23 | <i>Brig "Edward"</i> | Type IS 60 | <i>Steamer Quaker City</i> |
| Type IS 24 | <i>S.B. Ella Hughes</i> | Type IS 61 | <i>Br. Ship Queen</i> |
| Type IS 25 | <i>Steamer Ella May</i> | Type IS 62 | <i>Steam Tug River Queen</i>
(old IS-4) |
| Type IS 26 | <i>Bark Excelsior</i> | Type IS 63 | <i>(?) Revival</i> |
| Type IS 27 | <i>(Br. Bk.) Fannie Hamilton</i> | Type IS 64 | <i>(S.S.) S. B. Victor</i> |
| Type IS 28 | <i>Ship Fannie McHenry</i> | Type IS 65 | <i>Brig Sarah (old IS-9)</i> |
| Type IS 29 | <i>Steamer Fanny Troupe (old IS-12)</i> | Type IS 66 | <i>Br. Schr. Shark</i> |
| Type IS 30 | <i>Br. Bark Florence</i> | Type IS 67 | <i>Brig Sophie</i> |
| Type IS 31 | <i>Steamer Frank Pargoud</i>
(old N-4) | Type IS 68 | <i>Brig South Boston</i> |
| Type IS 32 | <i>Brig Gambia</i> | Type IS 69 | <i>Steamer Swallow</i> |
| Type IS 33 | <i>Brig Geo. Latimore</i> | Type IS 70 | <i>Am. S.S. Union</i> |
| Type IS 34 | <i>Bark "Gertrude"</i> | Type IS 71 | <i>(?) Virginia</i> |
| Type IS 35 | <i>Steamer (Gen.) H. E. Paine</i> | Type IS 72 | <i>Br. Bgue Voyager</i> |
| Type IS 36 | <i>Steamer Harvest Moon</i> | Type IS 73 | <i>Steamer Youngs</i> |

Index of Individual Ships (cont'd)

<i>Type IS 74</i>	<i>Brig</i> “Charles Albert”	<i>Type IS 83</i>	<i>Bark</i> N. K. Clements
<i>Type IS 75</i>	<i>Ship</i> Clyde	<i>Type IS 84</i>	<i>S.S.</i> N. America
<i>Type IS 76</i>	<i>(Ship)</i> Continental	<i>Type IS 85</i>	<i>S. S.</i> Oregon
<i>Type IS 77</i>	<i>Steamer</i> Enterprise (<i>init.s.: Theodore Shupan</i> [?], <i>agent</i>)	<i>Type IS 86</i>	<i>(Ship)</i> Paragon
<i>Type IS 78</i>	<i>Brig</i> “Eolus”	<i>Type IS 87</i>	<i>Brig</i> Rival (<i>H. Applegit</i> [?], <i>Master</i>)
<i>Type IS 79</i>	<i>Br. Bk.</i> “Kate”	<i>Type IS 88</i>	<i>Ital. Bark</i> Roma
<i>Type IS 80</i>	<i>(Ship)</i> Macaulay	<i>Type IS 89</i>	Star of the West
<i>Type IS 81</i>	<i>Brig</i> Mazatlan	<i>Type IS 90</i>	<i>Br. Brig</i> “Thames”
<i>Type IS 82</i>	<i>Steamer</i> Missouri	<i>Type IS 91</i>	<i>Steamer</i> Thomas H. Allen (<i>Mack Hammett, agent</i>)

Ship Company Cancels



A-1 (old A-4)



A-2 (old A-1A)



A-2A (old A-1)

*Left 7
1872
Am 9 30
5 40 D
7m*

A-2B



A-3 (old A-5)



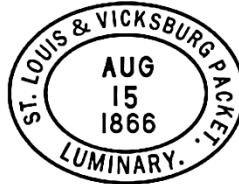
A-4 (old A-2)



A-4A (old A-2A)



A-4B



A-4C



A-5 (old A-3)



A-5A (old A-3A)

*S. Havana
July 1872*

A-5B



A-6



A-7 (old A-6)

*Bx H.S.S. Co.
February 1/70*

B-1



B-2 (old B-1)

*B.S.S. Co.
Nov 24
1868*

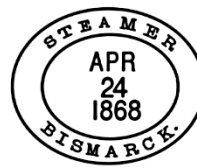
B-3



B-4 (old B-2)



B-4A (old B-5)



B-5

*NM
27
1866*

B-6



B-7 (old B-6)



B-7A (old B-6A)

*W. A. H.
Sept. 30
1864*

B-7B

*Waltay
Jan*

Oct 1871

B-7C

W. A. Hayes. Treas.

*Cru
Oct 7 1867*

B-7D

*W. A. A. A. A.
Sept. 8. 1864.*

B-7B-1

*W. A. Hayes Treas
June 23 1870*

B-7C-1

Jan 18. 1869.

B-7C-2

*July 1st
1864
C. W.*

B-7D-1 (old B-6B)

*Jan 9. 1864.
Cru*

B-7D-2



B-7E

B-C



B-8

Ship Company Cancels



B-10 (old B-3)



C-1 (old C-1)

S S,
Oregon
Aug 3
1864

C-1A (old C-1A)

S S,
Oregon
S. S. Oregon
Feb 17, 1865

C-1A-1

J. S. & Co. & Co.
Feb 14, 1865

B-9 (old B-7)



C-2



C-2A (old C-6)

Aug 2/64
20 45

C-3



C-4



C-5 (old C-2)



C-5-1

PC
Dr
23/6

C-5A



C-6

W. S. L. Co.
April 30/64

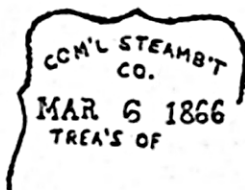
C-7 (old C-7)

WTC + C
416.63

C-7-1

April 1, 1861
Y & S

C-8



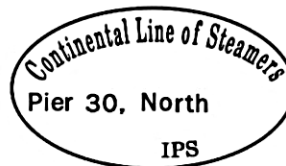
C-9 (old C-8A)



C-9A (old C-8)



C-10 (old C-3)



C-11

W. S. L. Co.
S. S. L. Co.
W. S. L. Co.

C-12

4 B
9th mo
29 =
1865

C-13 (old C4)



C-14 (old C-5A)



C-14A (old C-5B)



C-14B (old C-5C)



C-14C (old -C-5)



C-14D (old C-5D)

Tring allas
May 26th 1871
n. s.

C-14E

S S
Luba
9.26.71

C-14F (old -IS-5)

"Nagawa"
June 11. 1863

C-14G

Ship Company Cancels

D-K



D-1



D-2 (old D-1)



D-2A (old D-1A)



D-2A (old D-1A)

*NR
3/20
1865*

E-1a



E-2



E-3



G-1



G-1-1 (old G-1-1)



G-1-2 (old G-1)



G-1-3 (old G-1-2)



G-1A (old G-1B)



G-1B (old G-1A)



G-1C



G-2



G-2A



G-3



G-4



H-1

*ELLS
1864*

H-2



H-3



H-4 (old H-3)



H-4A



H-4A-1



H-4B (old H-3B)

*Ann
Leay
Nov 2
1866*

H-4C

*RDS
May 7
\$11-85
1873*

H-5 (old H-4)

SMYRNIOTE

H-6 (old H-2)



H-6A



H-7 (old H-1)



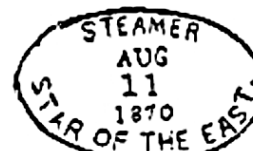
I-1 (old I-2)



K-1



K-1A



K-1A-1



K-1B

Ship Company Cancels

September 14 1865
Stapleton & Co.
Stapleton Line

K-2



L-1 (old L-2A)



L-1A



L-1B (old L-2B)



L-1C



L-1C-1

S.S. Guion
February 4/13

L-1D



L-2



L-2A



L-2B (old L-1)



L-3 (old L-1)



L-3A (old L-1A)



L-3A-1 (old L-1B)



L-4

MS Co

Apr 12

1890

Howard B. Clegg
Oct 3. 1869 Phila

X

M-1

M-1A



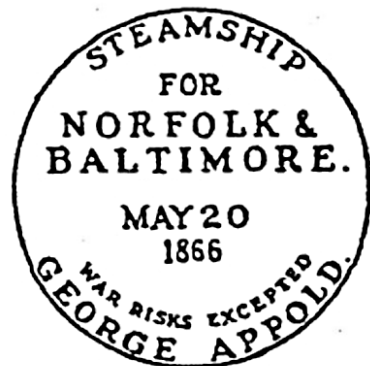
M-2



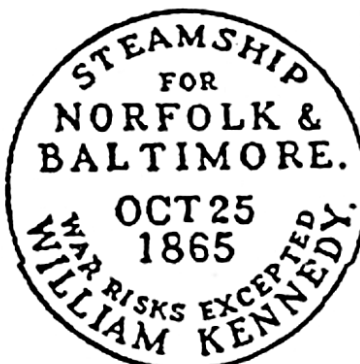
M-2A



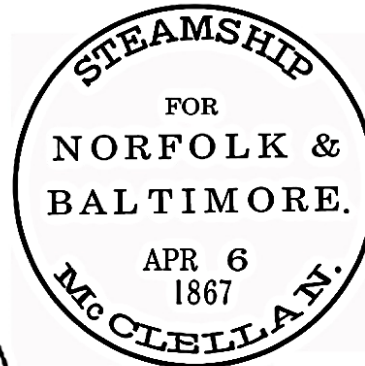
M-2B



M-3 (old M-3)



M-3-1 (old M-3A)



M-3A

Merchants' Steam
Ship Co of Bristol
July 3/66

M-4A (old M-1)



M-4 (old M-1)



M-4B

M-N

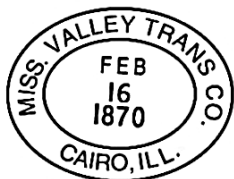
7th Bm/4
Sh X

M-7B

Ship Company Cancels



M-5



M-6

Feb. 10. 1872
C R B Sec

M-6A



M-7 (old M-2)



M-7A (old M-2A)



M-8



N-1 (old N-1)



N-1A (old N-1A)



N-1B (old N-1E)

N 11/10
Apr 1870

N-1C (old N-1B)

N 11/10
Apr 1870

N-1C-1 (old N-1D)

N 11/10
Apr 1870

N-1C-2 (old N-1C)



N-2 (old N-2C)



N-2-1 (old N-2)



N-2-2 (old N-2A)



N-3 (old N-2B)



N-3-1



N-4



N-5 (old N-3)



N-5A (old N-3B)



N-5B (old N-3A)



N-5C (old N-3E)



N-5D (old N-3C)

N.Y.C. of R.R.
Aug 1. 1863

N-5E (old N-3D)

N 11/10
Apr 1870

N-5F



N-6 (old N-5A)



N-6-1 (old N-5A-1)



N-6-2 (old N-5)



N-7



N-8 (old N-6)

N.Y. & H.
27 July 1865

N-8A

N.Y. & H.
27 July 1865

N-8B

9



N-9 (old N-7)



N-10



N-11 (old N-14)

Ship Company Cancels



N-11A (old N-14A)



N-12

95.
Nov 25
1865

N-11B



N-12A (old N-8)

Mass
67-101

N-12B



N-13 (old N-15)



N-14 (old N-11A)



N-14-1



N-14-2 (old N-11)



N-14-3



N-14A



N-15 (old N-12)



N-15A (old N-12B)



N-15B



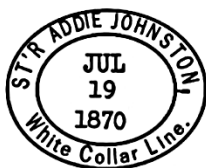
N-15C (old N-12A)



N-15D (old N-12C)



N-15E



N-15F



N-15G



N-15H



N-15i



N-15J



N-15K



N-15L



N-16



N-16A



N-16B



N-17 (old N-9A)



N-17A (old N-9)



N-18 (old N-10)



N-19 (old N-13B)



N-19A (old N-13)



N-19B (old N-13C)

Ship Company Cancels



N-19C (old N-13D)



N-19D



N-19E (old N-13A)

*N.Y. Trans
Company
April 27th/63*

N-19F

*CC
20th
x*

N-19G (old N-13E)



O-1 (old O-1)



O-2 (old B-4)

*Steam Ship
Columbia
June 3 1863*

O-2A

*Ship Local Western
for Liverpool New
York April 29 1863
Cleared by
Charles H Marshall*

O-2B



O-3 (old O-2A-1)



O-3-1



O-3-2 (old O-2A)



O-3-3 (old O-2A-2)



O-3-4 (old O-2A-3)



O-3A



O-3B (old O-2)



O-3B-1 (old O-2-1)



O-4 (old L-2)



P-1



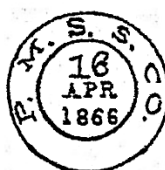
P-1-1 (old P1-F)



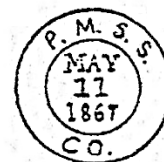
P-1A



P-1B (old P-1D)



P-1B-1 (old P-1D-1)



P-1B-2 (old P-1Z)



P-1C (old P-1E)



P-1D (old P-1)



P-1E (old P-1C)



P-1E-1 (old P-1B)



P-1F (old P-1A)



P-1G



P-1H



P-1H-1

*P. M. S. S. Co.
17 S. K. H. O'Brien
Sept 20 1869*

P-1-i

*P.M.S.S. CO
July 20 1864*

P-1-i-1

Ship Company Cancels

ALASKA ALASKA AMERICA ARIZONA

P-1J (old P-1G)

P-1J-1 (old P-1G-1)

P-1K (old P-1H)

P-1L (old P-1-i)

CHINA COLORADO CONSTITUTION

P-1M (old P-1J)

P-1N (old P-1K)

P-1-o (old P-1L)

COSTA RICA GOLDEN CITY GREAT REPUBLIC

P-1P (old P-1M)

P-1Q (old P-1N)

P-1R (old P-1-o)

HENRY CHAUNCEY HENRY CHAUNCEY

P-1S (old P-1P)

P-1S-1 (old P-1P-1)

JAPAN JAPAN JAPAN.

P-1T (old P-1Q-2)

P-1T-1 (old P-1Q-1)

P-1T-2 (old P-1Q)

MONTANA NEW YORK OCEAN QUEEN

P-1U (old P-1R)

P-1V (old P-1W)

P-1W (old P-1S)

OREGONIAN RISING STAR SACRAMENTO

P-1X (old P-1V)

P-1Y (old P-1T)

P-1Z (old P-1U)

ALASKA
ALASKA
ARIZONA
ARIZONA
ALASKA
ALASKA

P-1AA (old P-1X)

ALASKA
ALASKA
MONTANA
ALASKA

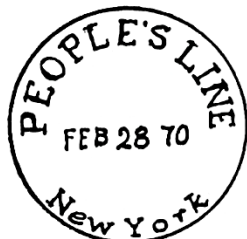
P-1BB (old P-1Y)

MONTANA
GREAT RE

P-1CC

HENRY CHAUNCEY
RISING STAR
RISING STAR
RISING STAR

P-1DD



P-2 (old P-2)



P-2A (old P-2A)



P-2A-1 (old P-2B)

P-2B



P-3



P-3-1 (old P-6)



P-3A

S Y Church
Oct 15 1867

P-3B



P-4 (old P-3)



P-4A (old P-3A)



P-5 (old P-7)

Ship Company Cancels



P-6 (old P-4)



P-6A



P-6B



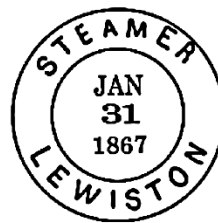
P-6B-1



P-6B-2



P-6C



P-6D



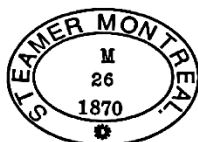
P-6D-1



P-6E (old IS-11)



P-6E-1



P-6E-2



P-7



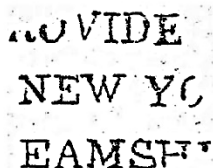
P-8



P-8A (old P-5)



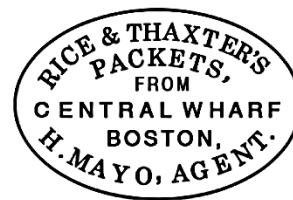
P-8B (old P-5A)



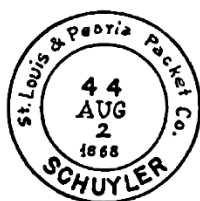
P-8C (old P-5B)

*Cancelled
23rd August 1864.
A.N. Howard Jr.*

Q-1



R-1



S-1 (old S-1)



S-2



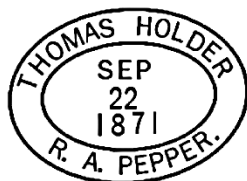
S-2-1



S-2-2



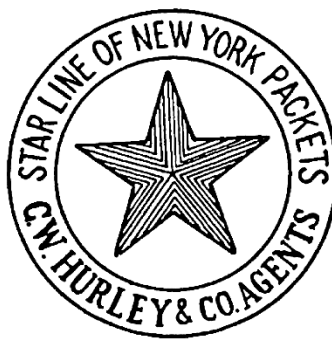
S-2A



S-2B



S-3 (old S-3)



S-4 (old S-2)



S-5



S-5B



S-2C



S-3-1



S-5A

Cancelled

S-6



U/IS-12

Ship Company Cancels

U-1



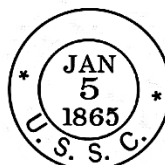
U-1A



U-1B



U-2 (old U-1)



U-3

red sub
recited in l
pts of the
Wash. Alex. & Georgetown
Steam Packet Co.

W-1 (old W-1)

Wood Nuburn 98
3 June 1863
Ship Monarch of the
Sea

W-2



W-3



W-4

Mar 31/1868
N. H. Kern

W-5

Mar 31/1868
J. L. Swin

W-5A

Individual Ship Cancels

Bark Achides
July 17/63

IS-1

Ship Achides
July 1863

IS-2

Ship Amoyoor
April 21 1863

IS-3

Ship
Pig American
Sept 13/72

IS-4



IS-5

Aracau
July 1872

IS-6

Ship
5 2 71

IS-7

Ship Berlin
2 7 72

IS-7-1

Bark Bessie
Lumpum
Apr - 9 1867

IS-8

Ship Brederon
July 26/1863

IS-9

December 23/65
Bark "Quinside"

IS-10

Ship Calcutta
Las Humbor
Joker

IS-11

Ship Caroline
Sept 26/

IS-12


Individual Ship Cancels

Cashier
5119-72

IS-13

Ben Sch Sh Cashier
8-172

IS-13-1

Schr

Caston

IS-14 (old IS-7)



IS-15

Ship Cashier
4/27/68

IS-16

Brig
Sing
Oct
12
1871

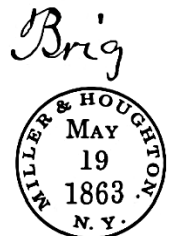
IS-18

19th Sept
City of No. O.
1871

IS-17

Pop Dudley
6-19-71

IS-19



ED
Erretz

IS-20



IS-21 (old IS-2)



IS-22 (old IS-1)

Charter Party
Brig
"Eduard"
Sept. 3/64

IS-23

S. B. ELLA HUGHES
WM, DIX, CAPTAIN
WM, S. BOWMAN, CLERK

IS-24



IS-25

Brig Encelcion
Philo

IS-26 1. 1867

Pranguey
Fannie Houghton
Aug 3 1864

IS-27

April 27/66.
Br. Bk. "Fannie Houghton"

IS-27-1

Ship Fanny McGarry
Decem 24/62

IS-28



IS-29 (old IS-12)



Br Bark
Florence

IS-30



IS-31 (old N-4)

Br. Lancia
7-31-71

15

IS-32

Br. Lancia
8-26-71

IS-33

Individual Ship Cancels

April 7/66.
Bark "Gertrude"

IS-34



IS-35



IS-36

Ship "Herald of the Morning"
at B. & A.
Sun 7th 1864

IS-37

Bark "John Horne"
April 18th 1863
J. & C. D.

IS-38

Bark



Kate
Stamille,

IS-40

W. S. & Co
Prussian
Ships
Klaumke
John A. Str.

IS-41

Port of
L. & J.
Munroe
Nov
6/41

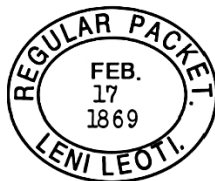
IS-42

June 27th 1865
Bark John & Co

IS-39



IS-43



IS-44



IS-45

Brig Louisa
February
27th 1871-

IS-46

Bark Magna Charter
March 15th 1871

IS-47 (old IS-14)



IS-48 (old IS-3)

Apr "Melita"
H. & A. A. Paris 13

IS-49

C. & R.
Feb 21/63

IS-49A



IS-50 (old IS-8)

Bark Maria
Oct 10th
1867

IS-51

Am Bg Monroe
828-71

IS-52

Individual Ship Cancels

Brig
Kavorat
Dec
1
1871

IS-53

W.H. Northcott
7-11-71

IS-54



Brig
Petrels

IS-55 (old IS-6)



IS-56

Sept 21/72
Primer Alfred

IS-58



IS-57

Primer Alfred
8/13/72

IS-59

C.C.S.
1867

IS-60

Cancelled
23 August 1866
A.M. Hancock

IS-61

C.C.G.
June 16
1869

IS-62

Reverie
6-12-71

IS-63



IS-64

Brig
Sarah



IS-65

Br Schr Shark
9-2-71

IS-66

By Neptune
4 12 72

IS-67

Brig Sarah Barker
Mch 31/63

IS-68



IS-69



IS-70

VIRGINIA

IS-71

Br. Bque. Voyager
2nd July 1871

IS-72



IS-73

Addendum

June 17/66
Brig "Charles Albert"

IS-74

Shiplake
June 17/66

IS-75

Continental
June 4/67
785100

IS-76

TS
6
26
47

IS-77

Brig "Eolus"
June 14/66

IS-78

PMH/Kali
9 2 2 71

IS-79

Macaulay
7. 3. 72

IS-80

Brig Mayallum
Oct 26. 1864

IS-81



IS-82

Bank
W. C. Clemens
April 29/68

IS-83

S. S. N. American
7 31. 71

IS-84

S. S. Oregon
May 17. 1865

IS-85



IS-86

Nov
5/64

Fla
Aug 1/66

IS-87

7/23/66
Na

IS-87-1

Star Bank Rome
March 24th
1863

IS-88

July 14/66
Star of the Star

IS-89

Br Brig
"THAMES"
Aug 2. 1865

IS-90



IS-91

Appendix

Cancels in this section are from *Vessel-Named Markings on United States Inland and Ocean Waterways 1810-1890*, by James W. Milgram, M.D. (©1984 by The Collectors Club of Chicago). These are full-dating cancels that are known only on covers (on the fronts of envelopes). While they may well have been used on documents that recorded taxable transactions, none are known on such items. These are just 158 of some 1,578 markings in the Milgram book.

But because they are similar to many ship cancels on U.S. revenue stamps of the Civil War era, they are included here for collectors who might be interested in related material.

Cancels are on covers but not on stamps, except for four that are noted. Most names of ships are those that were owned by individuals; vessels owned by ship companies are noted.



A. G. Brown



Alabama



Alaska



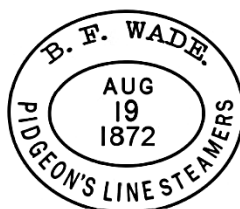
Anna E.



Annie Laurie



Armada



Chicago, Sarnia
& Grand Trunk Line
B. F. Wade
(error) should be
Pidgeon's Line



B. L. Hodge No. 2

Barnett Line
Barnett

Merchants
& Peoples Line
Bart Able



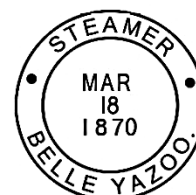
Merchants
& Peoples Line
Bart Able



American
Steamer Co.
Bay Queen



Belle Lee



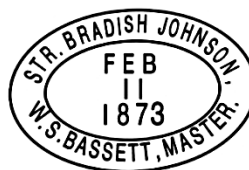
Patriot Line
Belle Yazoo



U.S. Mail Line
Ben Franklin



Ben Stickney

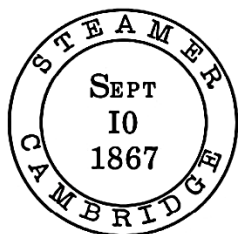


Bradish Johnson



Narragansett
Steamship Co.
Bristol

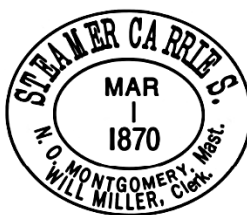
Appendix



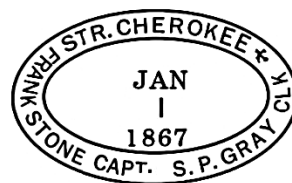
Cambridge
known on #U 58



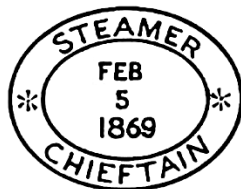
Camden



Carrie S.



Cherokee



Peoples Line
Chieftain



Memphis & St. Louis
Packet Co.
City of Chester



American Steamboat Co.
City of Newport



American Steamboat Co.
City of Newport



American
Steamboat Co.
City of Newport



City
of Richmond



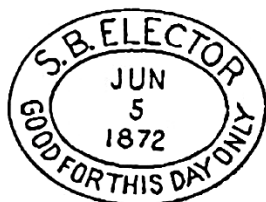
Pacific Mail
Steamship Co.
Colorado



D. L. Talley



Oregon Steam
Navigation Co.
Dalles



Pittsburgh,
Brownsville
& Geneva Packet Co.
Elector



Pittsburgh,
Brownsville
& Geneva Packet Co.
Elisha Bennett



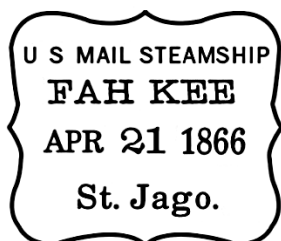
Pittsburgh,
Brownsville
& Geneva Packet Co.
Elisha Bennett



Emma No. 2



Express



Fah Kee



Fannie
Dugan



Fashion



Fashion

Appendix



Gen. J. A. Quitman



Genl. Quitman



Golden Era



Golden Era



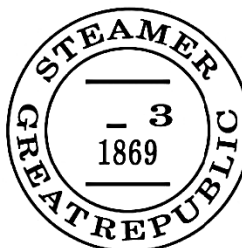
Gov' Allen



Gov. Allen



Granite State



Great Republic



Grey Eagle



Guerriere



Guide



Henry Ames



Henry Ames



Illinois



Illinois



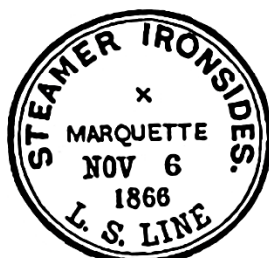
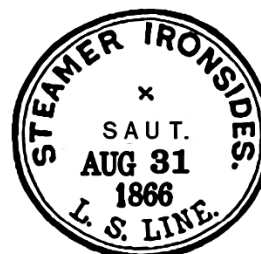
Illinois



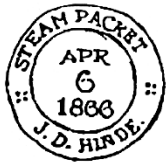
Illinois



Iron City

Lake Superior Line
IronsidesLake Superior Line
Ironsides

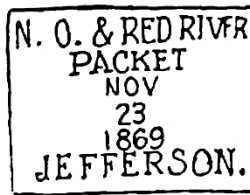
Appendix



J. D. Hinde



Jas. White



Jefferson



Jenny Whipple



Joab Lawrence



John Kilgour



Joseph Pierce

Sanford's
Independent Line
Katahdin

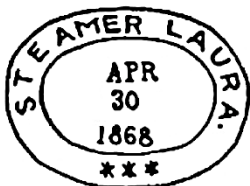
(known on Scott #U58)

North Western
Union Packet Co.
KeokukEngleman
Transportation Co.
Lac La BelleEngleman
Transportation Co.
Lac La BelleEngleman
Transportation Co.
Lac La Belle

Lady Grace



Lancaster



Laura

Atlantic
& Mississippi
Steamship Co.
Leviathan

Lilian



Lilly



Lily



Lizzie

Morgan Line
Louise

Louisville

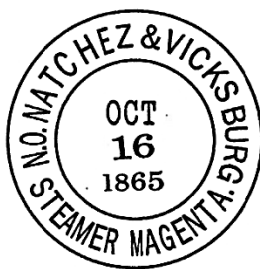
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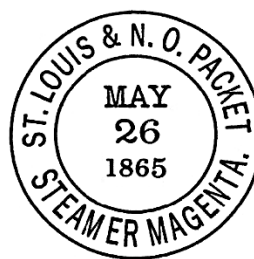
Atlantic & Mississippi
Steamship Co.
Luminary



Magenta



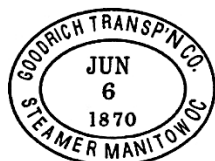
Magenta



Magenta



Magenta



Goodrich
Transportation Co.
Manitowoc



Mayflower



Meteor



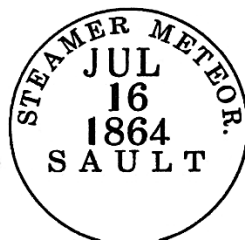
Meteor



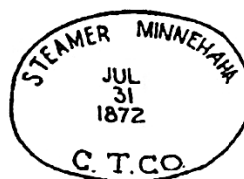
Meteor



Meteor



Meteor



Champlain
Transportation Co.
Minnehaha



Missouri



Mist



Mittie Stephens



Mittie Stephens



Montpelier
(known on Scott #65)



Montpelier



Natchez



National



National



News Boy

Appendix



Atlantic & Mississippi
Steamship Co.
Olive Branch



Ouachita Belle



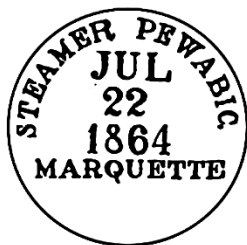
Pauline Carroll



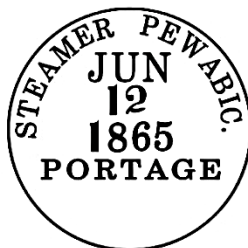
Lake Superior Line
Pewabic



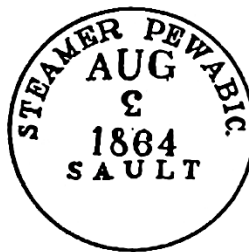
Lake Superior Line
Pewabic



Lake Superior Line
Pewabic



Lake Superior Line
Pewabic



Lake Superior Line
Pewabic



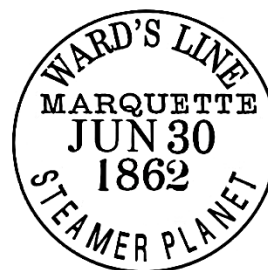
Planet



Goodrich
Transportation Co.
Planet



Ward's Line
Planet



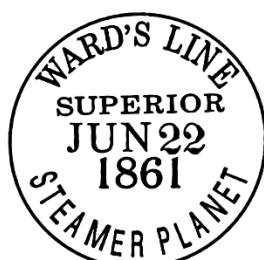
Ward's Line
Planet



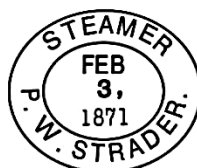
Ward's Line
Planet



Ward's Line
Planet



Ward's Line
Planet



Memphis &
Cincinnati Packet Co.
P. W. Strader



R. E. Lee



R. E. Lee



R. R. Hudson



Reindeer



Reindeer



Reindeer

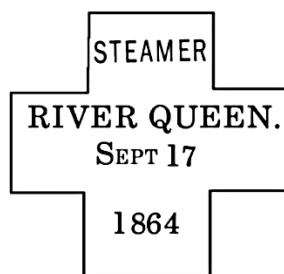
Appendix



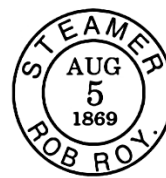
Richmond



Richmond

River Queen
known on #65

River Queen



Rob Roy



Robt. E. Lee

Chicago, Grand Trunk
& Sarnia Line
S. D. Caldwell

St. Charles



St. Francis



St. Francis



St. Mary



St. Mary

Cincinnati-New Orleans
Packet Co.
St. NicholasHannibal & St. Joseph
Rail Road Co.
Sallie List

Sallie V



Sarah



Saratoga



Stonewall



Success



T. L. McGill



Teazer

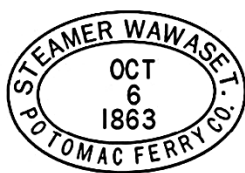


Texas

Atlantic & Mississippi
Steamship Co.
W. R. ArthurAtlantic & Mississippi
Steamship Co.
W. R. Arthur

Wade Hampton

Appendix

**Waverly**Potomac Ferry Co.
Wawaset**Welcome****White Rose**New Orleans &
Bayou Sara Mail Line
Wild WagonerPenobscot Valley
Steamship Co.
Wm. Tibbetts

2024 Upated Census of Ship Cancellations

A-1 AMERICAN STEAMSHIP CO. (old A-4) BOSTON, MA (org. about 1863)

A group of Boston capitalists formed this company because they were displeased with the Cunard Mail Line's use of New York as a main port, with only occasional stops in Boston. But it never was overly successful – partly because Cunard promised more stops in Boston.

Pres. – Edward S. Tobey. Treas. – Joseph W. Balch. (from 1864 annual report)

Type A 1 Black cancel D. C. 22 x 14 mm
(old A-4) 25¢ Cert.; 50¢ Mort.; \$1 F.E.; \$1 I.E.; \$2.50 I.E.

A-2 AMERICAN STEAMSHIP CO. of PHILADELPHIA (American Line) (old A-1) (formed December 1870)

This company commenced passenger and cargo service in 1872 to Queenstown, Ireland, and Liverpool, England, mostly with chartered ships such as the *Illinois*, *Indiana*, *Ohio* and *Pennsylvania*.
Pres. – Herman J. Lombaert. Secy. – Edmund J. Smith.

Type A 2 Black cancel S. C. 25 mm
(old A-1A) 2¢ B.C.o.

Type A 2A Blue cancel D. E. 30 x 20 mm
(old A-1) 25¢ 2nd Issue; 50¢ 2nd Issue;
\$1 2nd Issue

Type A 2B Manuscript cancel 5 ll horizontally
+ initials of G. E. S. D., Treas.
\$3 3rd Issue

A-3 AMERICAN TRANSPORTATION CO. (old A-5) NEW YORK, NY (formed in late 1830s in Buffalo, NY)

This company initially utilized a large number of canal boats, but soon added steamers to its operations.

Type A 3 Black cancel D. C. 22 x 14 mm
(old A-5) ---

ABBREVIATIONS

D. C. – double circle
S. C. – single circle
D. E. – double ellipse
S. E. – single ellipse

A. – Agreement
B.C.bl. – Bank Check, blue
B.C.o. – Bank Check, orange
B.L. – Bill of Lading
B. – Bond
Cert. – Certificate
C.P. – Charter Party

Cont. – Contract
Conv. – Conveyance
E.G. – Entry of Goods
Ex.bl. – Express, Blue
Ex.o. – Express, orange
F.E. – Foreign Exchange
I.E. – Inland Exchange
Ins. – Insurance
I.R. – (U.S.) Internal Revenue
L. – Lease
L.I. – Life Insurance
Man. – Manifest

Mort. – Mortgage
O.P. – Original Process
P.T. – Passage Ticket
P.C. – Playing Cards
P.A. – Power of Attorney
P.W. – Probate of Will
Prop. – Proprietary
Prot. – Protest
S.B. – Surety Bond
Tel. – Telegraph
W.R. – Warehouse Receipt

Italic = New company and/or new cancel not listed in 1985 Miller Survey.

A-4 ATLANTIC & MISSISSIPPI STEAMSHIP CO. (old A-2)

NEW ORLEANS, LA

This company operated along the Mississippi and Ohio Rivers and their tributaries. Destinations included Cairo, IL; St. Louis; Louisville and Paducah, KY; Yazoo City, MS; Little Rock, AR; Nashville, TN; Cincinnati, OH, and St. Paul, MN. It had the most extensive agencies and connections of any steamship company in the world during the 1860s. The firm sold its ships in 1869, and with them the new owners formed the St. Louis & New Orleans Packet Co.

Pres. – John G. Roe. (from company flyer)

Type A 4 Blk. cancel D. C. 22 x 14 mm
(old A-2) + Steamer *Missouri*
2¢ B.C.o.

Type A 4A Blk. cancel D. C. 35 x 25 mm
(old A-2A) + Wm. M. Johnson, Agent
(known on railroad doc;
not on stamp)

Type A 4B *Blue cancel D. C. 28 x 18 mm*
+ (*Steamer Continental*)
known on document; not on stamp

Type A 4C *Blue cancel D. E. 28 x 19 mm*
+ (*Steamer*/Luminary)
2¢ B.C.o.

Re “St. Louis & Vicksburg Packet” in the A-4B and A-4C cancels: Route destinations were often used in ads, etc., with no mention of the actual company that was supplying the service.

A-5 ATLANTIC MAIL STEAMSHIP CO. (old A-3)

(formed 1863)

Cornelius Vanderbilt and other New York capitalists launched this company, using ships owned by the “Commodore” himself. The company sold its ships to the Pacific Mail Steamship Co. in 1865, allowing that firm to form the largest shipping company on the continent. But the Atlantic Mail Steamship Co. remained intact as a corporation and continued its New York-Havana run for some years.

Type A 5 Black cancel S. C. 21 mm
(old A-3) \$20 Conv.; \$25 Mort.

Type A 5A Blue cancel S. E. 28 x 21 mm
(old A-3A) 5¢ A.

Type A 5B *Manuscript cancel 2 ll vertically*
(*S.S. Havana*)
\$5 2nd Issue

A-6 ATLANTIC STEAMSHIP CO.

Type A 6 *Black cancel S. E., fluted edges 38 x 20 mm, known incomplete*
2¢ B.C.o.; 2¢ I.R.

Research turned up no information on such a company, per se. But a Boston city directory of the period lists agents for an “Atlantic SS Co.”, and a New York city directory lists a “North Atlantic SS Co.” There was a New York & Washington Steamship Co. (note the bottom of the cancel), but no “Atlantic” tie-in reference could be found. I believe this might also be an Atlantic Mail (A-5) cancel.

A-7 AUSTIN'S STEAM BOAT LINE (old A-6)

Sources indicate that this may have been largely a towboat line run by owner Jerry Austin, who maintained a fleet of such vessels operating between Albany and New York City.

Type A 7 Black cancel D. C. 22 x 15 mm
(old A-6) ---

(known) = known only in that form.

B-1 BALTIMORE & HAVANA STEAMSHIP CO.*(founded 1866)**In the 1870s the company was prominent in bringing Cuban refugees to New Orleans.**Pres. - George S. Brown. Secy. - Henry M. Warfield. (from 1870 document)**Type B 1 Manuscript cancel 2 ll vertically
25¢ Ins. (known on doc)***B-2 BALTIMORE & PHILADELPHIA STEAMBOAT CO. (Ericsson Line) (old B-1)**
(inc. 1844)

The company was formed to provide steamboat service between Baltimore and Philadelphia via the Delaware & Chesapeake Canal. It operated until 1935.

Type B 2 Black cancel D. C. 22 x 14 mm
(old B-1) 2¢ B.C.o.; 2¢ I.R.

B-3 BALTIMORE & SAVANNAH STEAMSHIP CO.

The only information found on this company was that it was purchased in 1876 by the Merchants' & Miners' Transportation Co. (M-3). It was misidentified as the Baltimore Steamship Co. in "Attempting to Get a 1985 Survey Ship-Shape and Steaming Ahead," The American Revenuer, First Quarter 2020 (Vol. 73, No. 1).

*Type B 3 Manuscript cancel 3 ll horizontally
2¢ B.C.o. (known on doc)***BALTIMORE, NORFOLK & RICHMOND STEAMERS (New Line) (old -B-5)**

While information is not conclusive, there is no indication that the company name ascribed to this cancel ever existed as a formal title. Furthermore, any internet search for the New Line, related to Baltimore, invariably turns up the Baltimore Steam Packet Co. So, the old B-5 cancel has been included in that company's listing.

B-4 BALTIMORE STEAM PACKET CO. (Old Bay Line, New Line) (old B-2, B-5)
BALTIMORE, MD (org. 1839)

Originally, this was the Maryland & Virginia Steam Boat Co., which was dissolved and re-formed under the above name in 1839. This company was founded to run steamers primarily from Baltimore to Norfolk, VA, and Richmond, VA, on the James River. It was in existence until 1962. Pres. - Moor N. Falls. (1848-1867). Pres. - John M. Robinson. (1867-1893, from internet sources)

Type B 4 Black cancel D. C. 22 x 14 mm
(old B-2) 25¢ B.

Type B 4A Black cancel S. C. 30 mm
(old B-5) 2¢ I.R.

Formal name of the Black Ball Line (old B-4) was Old Line Liverpool Packets. It is now under O-2.

B-5 BISMARCK TRANSPORTATION CO.

At least one of the vessels operated by this company is known to have run a regular St. Louis-New Orleans route.

*Type B 5 Blue cancel D. E. 29 x 19 mm
(Steamer Bismarck)
2¢ I.R. (known on document)*

B-6 BOSTON & COLONIAL STEAM SHIP CO.

(ch. 1865)

One of this company's main purposes appears to have been making runs between Boston and Prince Edward Island, Canada.

Treas. - Henry Mayo. (from 1866 document)

Type B 6 *Manuscript cancel 4 ll horizontally
(initials of Henry Mayo, Treas.)
25¢ Cert. (known on doc)*

B-7 BOSTON, NEWPORT & NEW YORK STEAMBOAT CO. (old B-6)

(ch. May 1863)

This company purchased the famous Fall River Line by acquiring the Bay State Steam Boat Co. With the Old Colony R.R. Co.'s extension completed in 1864, the Boston, Newport moved its terminus from Fall River, MA, to Newport, RI. In 1869 it was bought by the Narragansett Steamship Co. Pres. – Alexander Holmes. Secy. – William A. Hayes. (from 1864 document)

Treas. – Charles Merriam. (from 1863 document) Treas. – Henry Mayo. (from 1866 document)

Type B 7 Black cancel D. C. 22 x 14 mm
(old B-6) (Wm. A. Hayes, Treasurer)
2¢ B.C.o; 2¢ I.R.; 25¢ Cert.
(all known on doc)

*The B-7 cancel is identical to the **Type D-8A** cancel of the Dighton & Somerset Railroad, where Hayes was also known to have served as treasurer (as early as 1863, as seen on a document). Research has yet to establish the periods he was involved with the two companies.*

Type B 7A Blue cancel D. C. 29 x 19 mm
(old B-6A) (Wm. A. Hayes, Treasurer
+ "Boston, Mass")
25¢ Cert. (known on doc);
\$10 C.P.; \$10 P.W.

Type B 7B *Manuscript cancel 3 ll horizontally
(inits. of William A. Hayes, Treas.)
2¢ B.C.o. (known on doc)*

Type B 7B-1 *As B-7B, but 2 ll vertically
25¢ Cert. (known on doc)*

Type B 7C *Manuscript cancel 3 ll horizontally
(W. A. Hayes, Treas.)
\$5 C.P.*

Type B 7C-1 *As B-7C but 2 ll vertically
\$2.50 I.E*

Type B 7C-2 *As B-7C-1, but horizontally,
"Treasurer"
\$25 Mort. (known w/combo
"New York Warehouse"
handstamped cancel)*

Type B 7D *Manuscript cancel 2 ll vertically
(initials of Charles Merriam, Treas.)
25¢ Cert. (known on doc in combo
w/B-7E)*

Type B 7D-1 *As B-7D, but 3 ll, dating on top
(old B-6B) 25¢ Cert.; 25¢ P.A.
(both known on doc)*

Type B 7D-2 *As B-7D-1, but 2 ll
25¢ Cert. (known on doc)*

Type B 7E *Embossed cancel S. C. 40 mm
25¢ Cert. (known on doc)*

Because they are not on documents and thus are not verifiable, it is possible that Types B-7B, 7B-1, B-7C, B-7C-1 and B-7C-2 are Dighton & Somerset Railroad cancels. But while Hayes was that railroad's treasurer for a period, he is only known to have used his initials on the two known types of RR manuscript cancels – one on a 2¢ stamp and one on 2¢ and 25¢ stamps.

B-8 BRIDGEPORT STEAM BOAT CO.

(inc. May 23, 1866)

This company was primarily engaged in transporting passengers and freight between Bridgeport, CT, and New York City.

Italic = New company and/or new cancel not listed in 1985 Miller Survey.

B-8 BRIDGEPORT STEAM BOAT CO. (cont'd)

Type B 8 *Blue cancel D. C. 22 x 14 mm*
(Steamer Bridgeport)
known on document; not on stamp

B-9 BUFFALO & DETROIT TRANSPORTATION CO. (old B-7)

Only information found for this company was that it owned a vessel named the *Saginaw* from Apr. 14, 1864, to Apr. 15, 1867.

Type B 9 Manuscript cancel 2 ll vert.
 (old B-7) (initials of T. D. D., Secy. & Treas.)
 --- (presumably known on doc)

B-10 BURLINGTON STEAMBOAT CO. (old B-3)

It appears the company was owned or controlled by the Burlington & Rutland R.R. Co. – J. M. Haven was known to be treasurer for both organizations. It operated on Lake Champlain. Pres. – John B. Paye. Treas. – J. M. Haven. (from 1869 document)

Type B 10 Embossed cancel D. C. 37 x 23 mm
 (old B-3) ---

C-1 CALIFORNIA, OREGON & MEXICO STEAMSHIP CO. (old C-1)

This company was formed in 1864 as the successor to the Oregon & California Steamship Co. When the Pacific Mail Steamship Co. decided to concentrate on its trans-Pacific service, its coastal trade was usurped by the San Francisco-based California, Oregon & Mexico line.

Type C 1 Black canc. D. C. 22 x 14 mm
 (old C-1) 2¢ B.C.o.; 2¢ I.R.; 10¢ B.L.;
 50¢ O.P.; \$2 Conv.; \$2 P.W. imp.

Type C 1A Manuscript cancel 4 ll horiz.
 (old C-1A) (S. S. Oregon)
 30¢ F.E. imp. (known on strip of 3)
Type C 1A-1 As C-1A, but 2 ll vertically
 \$1 P.A. imp. (known on each stamp
 of block of 4)

C-2 CALIFORNIA STEAM NAVIGATION CO. (old C-6)
 (formed 1854)

This company was created when cutthroat competition on the Sacramento River caused owners to pool their interests. By 1865 the firm was known for its disregard for human life where profits were involved – as when the dangerously overloaded *Brother Jonathan* struck a reef enroute to Portland, OR, and some 166 persons were drowned. The California Pacific Rwy. Co.'s attempt to use its own ships bankrupted both companies, and they were taken over by the Central Pacific R.R. Co. in 1871.

Type C 2 *Blue cancel D. C. 22 x 14 mm*
 2¢ B.C.o.

Type C 2A Blue cancel D. E. 28 x 19 mm
 (old C-6) 2¢ B.C.o.; \$5 Man. imp.

C-3 CAMDEN & PHILADELPHIA STEAM BOAT FERRY CO.
 (inc. Mar. 5, 1836)

This company was among many that operated steam ferries across the Delaware River.
Pres. – Benjamin Fish. Treas. – William H. Gatzmer. (from 1866 document)

C-3 CAMDEN & PHILADELPHIA STEAM BOAT FERRY CO. (cont'd)

Type C 3 Manuscript cancel 3 ll horizontally
(initials of William H. Gatzmer, Treas.)
25¢ Cert. (known on doc)

C-4 CARTER LINE

This company operated on the Mississippi River from St. Louis to New Orleans and on the Red River from Shreveport, LA, to a number of river towns.

Type C 4 Blue cancel D. C. 22 x 14 mm
(Str. Henry M. Shreve)
known on document; not on stamp

Re "Vicksburg Packet" in the cancel: Route destinations were often used in ads, etc., with no mention of the actual company that was supplying the service.

C-5 CENTRAL AMERICAN TRANSIT CO. (old C-2)
(org. 1860)

This company made regular runs from New York City to Nicaragua to connect with steamships operating on the Pacific Ocean. In 1866 it sold its fleet to the North American Steamship Co. V. Pres. – Pickering Clark. Secy. – A. J. Hamilton. (from 1867 document)

Type C 5 Black cancel D. C. 22 x 14 mm
(old C-2) 5¢ I.E. (known on pair);
25¢ Cert. (known on doc)
Blue cancel
25¢ Cert. (known on doc)

Type C 5-1 As C-5, but Blue S. C. 20 mm
\$2 P.W.

Type C 5A Manuscript cancel 3 ll horizontally
(initials of Pickering Clark, Pres.)
25¢ Cert. (known on doc)

C-6 CHICAGO, FULTON & RIVER LINE (Diamond Jo Line Steamers)

Wheat trader and entrepreneur Joseph "Diamond Jo" Reynolds largely paid other boatmen to transport his grain, but when his business got large enough he started buying vessels and building his own. He reentered steamboating by forming the Chicago, Fulton & River Line. The company's four steamers and accompanying barges operated in connection with the Chicago & North-Western Rwy. at Fulton, IL. Although it was always known as the Diamond Jo, the company did not incorporate under that name until 1883.

Type C 6 Blue cancel D. E. 25 x 18 mm
(Steamer Diamond Jo)
known on document; not on stamp

C-7 COLEMAN'S CALIFORNIA LINE (old C-7)
(est. about 1854)

This line of clipper ships was founded by William T. Coleman in New York. Although it was not the first or the longest-lived, it was the most renowned of the clipper ship companies.

Type C 7 Manuscript cancel 2 ll horizontally
(old C-7) (initials of William T. Coleman & Co.)
10¢ Cont.; 10¢ I.E.
(both known on doc)

Type C 7-1 As C-7, but Red, vertically,
numeral mo., day, yr.
10¢ B.L.; 10¢ I.E.
(both known on doc)

C-8 COLUMBIA TRANSPORTATION CO.*(inc. 1862)*

This company's stock certificates indicate it was headquartered in Washington Territory. The company would transport persons to the West Coast during the Gold Rush, picking up and delivering passengers traveling on the Panama Railroad in South America and bringing them to California and the Washington Territory. Pres. - Thomas L. Smith. Secy. - Joseph M. Fletcher. (from 1863 doc)

Type C 8 Manuscript cancel 2 ll vertically
(initials of Thomas L. Smith, Pres.)
 25¢ E.G. imp. (known on doc)

C-9 COMMERCIAL STEAMBOAT CO. (Daily Line) *(old C-8)*

PROVIDENCE, RI (ch. June 1852)

This company owned and chartered vessels and used them as a line of steamers from Providence, RI, to New York, with numerous stops in Massachusetts, etc.

Type C 9 Black cancel Medallion
(old C-8A) app. 32 x 35 mm, incomplete

Type C 9A Blk. canc. D. C. 22 x 14 mm
(old C-8) 2¢ Ex.o.

C-10 COMSTOCK'S CLIPPER LINE *(old C-3)**(inc. 1864)*

This line, owned by Cornelius Comstock & Co., began operation about 1860. With the advent of steamships, most of the amazing clipper ships had disappeared by the late 1850s, but the company provided employment for many of those vessels before its dissolution in 1873.

Type C 10 Black cancel Rectangular Label 42 x 21 mm
(old C-3) 2¢ I.R. (known on doc)

C-11 CONTINENTAL LINE of STEAMERS

Information on this company is a bit iffy. There are listings in New York City directories for a "Continental Line," including some with "pier 30 N.(orth) R.(iver)" - but most of these are in directories in the 1890s and later. A Continental Mail Steamship Co. of paddle-wheel steamers was formed in June 1866 to provide service between New York and Antwerp, Belgium. But it made only two roundtrip voyages before ceasing operations in October 1866.

Type C 11 Blue cancel S. E. 38 x 22 mm, incomplete
 2¢ B.C.o.

C-12 CROMWELL'S NEW-YORK & PORTLAND STEAMSHIP CO.

Although this company's full name implied an East Coast presence, it maintained wharves in New Orleans and may have sailed to Texas ports. (See also S-4 listing)

Type C 12 Manuscript cancel 3 ll horizontally
(initials of Henry B. Cromwell & Co.)
 2¢ B.C.o. (known on doc)

C-13 CUMBERLAND COUNTY STEAMBOAT CO. (old C-4)

(inc. Apr. 3, 1866, although may have been in business as early as 1845)

This company was chartered in New Jersey. It appears to have run between Bridgeton, NJ, and Philadelphia.

Pres. – Daniel Williams. Secy. – Wilmon Bason. (from 1865 document)

Treas. – Charles C. Grosscup. (from internet sources)

Type C 13 Manuscript cancel 4 ll horizontally
(old C-4) (initials of Wilmon Bason, Secy.)
25¢ Cert. (known on doc)

C-14 CUNARD STEAMSHIP CO. (Cunard Line) (old-C5)

(founded in 1840 as the British & North American Royal Mail Steam Packet Co.)

As one of the oldest and strongest of British transatlantic steamship firms, Cunard started service July 4, 1840. One well-known source has the firm changing its name to the Cunard Steamship Co. Ltd. in 1878, but that year obviously is a typographical error. Cunard sailed from Liverpool, England, to New York and Boston, as well as to the Mediterranean and Caribbean. At its peak during the revenue stamp period, Cunard ran some 30 ships – but it also chartered many others.

Type C 14 Blue cancel D. E. 32 x 24 mm
(old C-5A) 50¢ E.G.; 50¢ O.P.;
50¢ 2nd Issue

Clear cancel corrects street number to "111".

Type C 14A Blue cancel D. C. 28 x 20 mm
(old C-5B) 50¢ 2nd Issue; \$1 2nd Issue;
\$1 3rd Issue

Type C 14B Black cancel S. E. 39 x 22 mm
(old C-5C) 50¢ Conv.
Blue cancel
50¢ O.P.; 50¢ 2nd Issue

Type C 14C Black cancel D. C. 22 x 15 mm
(old C-5) \$1 E.G.; \$1 F.E.; \$1 I.E.;
\$2 Conv.; \$2 Mort.; \$2 P.W.;
\$3 C.P.; \$3 Man.; \$5 C.P.;
\$5 Man.; \$5 Mort.; \$5 P.W.;
\$10 P.W.

Type C 14C (cont'd)

Blue cancel
\$3 Man.

Type C 14D Blk. cancel D. E. 30 x 20 mm
(old C-5D) 50¢ Conv.; \$2 Mort.

Type C 14E Manuscript cancel 3 ll vertically
(Brig Atlas + "W. B. S.")
\$5 Conv.

Type C 14F Manuscript cancel 4 ll horizontally,
(old IS-5) 3rd line is underline
(S.S. Cuba)
\$1 E.G. (known on block of 4
[4 cancels])

Previously known only as a ship name.

Type C 14G Manuscript cancel 2 ll vertically
(RMS) "Niagara"
25¢ Ins. imp.

D-1 DEAN LINE

This company primarily ran a Cincinnati-Memphis route. In 1867 it began a Cincinnati-Marietta, OH, route. Owner Thompson Dean named the packet in the cancel for his son. A boiler on the Harry Dean exploded on Jan. 4, 1868, killing five persons and sinking the ship.

Type D 1 Black cancel D. C. 22 x 15 mm, incomplete
(Steam Packet Harry Dean)
2¢ B.C.o.

D-2 DETROIT & ST. CLAIR RIVERS TOWING ASSOCIATION (old D-1)

This was a Great Lakes company which towed sailing vessels between Detroit on Lake Erie and Port Huron, MI, on Lake Huron. Its Tug Boat *Champion* set a record when it towed 11 vessels some 70 miles.

D-2 DETROIT & ST. CLAIR RIVERS TOWING ASSOCIATION (cont'd) (old D-1)

Type D 2 Blue cancel S. E. 30 x 23 mm
(old D-1) + E. Trowbridge, Treas.
2¢ B.C.o.

Type D 2A Blue cancel D. C. 22 x 14 mm
(old D-1A) (E. Trowbridge, Treas.)
2¢ B.C.o.; 2¢ I.R.

E-1 EASTERN PACKET CO.
PORTLAND, ME (ch. 1865)

Treas. - M. N. Rich. (from 1865 document)

Type E 1 Black cancel D. C. 22 x 14 mm
25¢ Cert.

Type E 1a Manuscript cancel
(initials of M. N. Rich, Treas.)
2¢ I.R. (known on doc)

EGG HARBOR CITY & NEW YORK STEAM BOAT & TRANSPORTATION CO.

A cancel for this company was listed in a survey update published in 2020 as "Attempting To Get a 1985 Survey Ship-Shape and Steaming Ahead," The American Revenuer, First Quarter 2020 (Vol. 73, No. 1). Information found later indicates the firm only constructed vessels and wagons to transport cargo and passengers for the Camden & Atlantic Railroad Co., which was a link between the Egg Harbor City (NJ) area and New York City. Therefore, the cancel is not listed this survey.

E-2 EMPIRE TRANSPORTATION CO.

This multimodal freight transportation company was founded by Joseph D. Potts in 1865. It owned a small fleet of boats which plied the Great Lakes to collect and deliver grain and produce to Erie, PA, for overland shipment. The firm also owned 5,000 railroad tank cars devoted to carrying oil. And, it owned 520 miles of oil pipeline. By the mid-1870s it hauled about 3-million barrels of oil annually.

Type E 2 Blue cancel D. E. 30 x 22 mm
2¢ I.R. (known on strip of 3)

E-3 ERIE TRANSPORTATION CO.

This company is difficult to pin down precisely. It is listed under "Transportation" in one St. Louis directory of the period, but not under "Steamboat." Another St. Louis source does not list it under "Steam Packet" companies, but rather under "Miscellaneous Companies." And yet an 1865 Evansville newspaper ad extols the Erie for items shipped "from New York to Evansville." Given the company name, the likelihood that shipments from New York probably traveled on the Great Lakes to Chicago and then overland south to Evansville, and that the company had an office in St. Louis (on the Mississippi River), it seems probable that the Erie employed watercraft.

Type E 3 Black cancel D. E. 22 x 14 mm
2¢ I.R.

G-1 GENERAL TRANSATLANTIC CO. (French Line) (old G-1)
(founded in 1855)

In 1857, Napoleon III proposed a subsidy for a French fleet that would trade with the United States, the West Indies and Brazil. This firm, originally called the General Maritime Co., got that concession in 1861 and at first operated between French and Algerian, German and Belgian ports. But in 1861 it changed its name to the above and undertook its first contracts to carry mail from France to America (where it opened New York City service in 1864), the Antilles and Mexico.

Type G 1 Black cancel S. C. 20 mm
50¢ L.I. pp.

G-1 GENERAL TRANSATLANTIC CO. (French Line) (cont'd) (old G-1)

Type G 1-1 As G-1, but horizontal bars
(old G-1-1) in place of day, smaller lettering
\$1 P.A.; \$2 Conv.; \$2 Mort.;
\$2 P.W.; \$3 C.P.

Type G 1-2 As G-1-1, but no dating or bars
(old G-1) \$1 I.E.; \$2 Conv.; \$2 Mort.;
\$2 P.W.; \$3 C.P.

Type G 1-3 As G-1-2,
(old G-1-2) but ms. mo., day added
\$2 Conv.; \$3 C.P.

Type G 1A Blk. canc. D. E. 31 x 23 mm
(old G-1B) 10¢ Cont. ultr.; 10¢ P.A.;
\$1 F.E.; \$2 Mort.; \$5 Mort.
Blue cancel

\$1 F.E.; \$2 Mort.; \$3 C.P.;
\$3 Man.; \$5 P.W.

Type G 1B Blk. canc. S. E. 26 x 20 mm
(old G-1-A) \$1 I.E.; \$2 Mort.

Blue cancel

\$1 I.E.; \$1 L.; \$2 Conv.;
\$3 C.P.; \$3 Man.

Type G 1C Black cancel S. E. 35 x 28 mm
\$1 I.E.

G-2 GLIDDEN & WILLIAMS LINE of CALIFORNIA PACKETS

Glidden & Williams was a Boston-based clipper ship packet line which ran ships primarily between Boston and California in the 1850s and 1860s. It was a partnership formed by William T. Glidden and John M. S. Williams in 1849. Over the years, Glidden & Williams owned more than 50 ships, although not all at the same time due to losses and sales. In its heyday the firm ran about one ship per month to California. It also ran ships to other destinations, including China.

Type G 2 Blue cancel D. C. 22 x 14 mm
2¢ B.C.o.; 2¢ I.R. (both known on doc)

Type G 2A Blue cancel D. E. 28 x 21 mm
\$1 F.E.; \$2 Mort.; \$2.50 I.E.

**G-3 GOODRICH TRANSPORTATION CO.
(founded in 1868)**

This company quickly merged (April 1868) with the Inglemann Line. It operated in the Great Lakes region, principally in Michigan. There is a report that Capt. A. E. Goodrich was operating a vessel under the above company name between Chicago and Green Bay, WI, as early as 1855.

Type G 3 Blue cancel D. E. 28 x 25 mm
2¢ I.R. (known on piece)

**G-4 GREEN BAY TRANSIT CO.
(inc. 1862)**

Incorporated as the Lake Forwarding Co., this company was in service as early as 1863. It ran steamers between Green Bay, WI, and Escanaba, MI, until 1872, when competing railroads prevailed.

Type G 4 Blue cancel D. C. 22 x 14 mm
2c I.R.; 5¢ Cert.

**H-1 HAMBURG AMERICA PACKET CO.
(formed in 1847)**

This company mainly sailed from Hamburg, Germany, to New York via Southampton, England. By 1872 the company had extended its service to include Baltimore, the West Indies, Mexico, South America, China, Japan and Australia.

Type H 1 Black cancel S. E. 45 x 33 mm
known on document; not on stamp

H-2 HARLEM & SPUYTEN DUYVIL NAVIGATION CO.

In 1864, the company had one steamer and seven employees and reported \$16,976 in revenue (about \$220,750 in 2021 dollars).

Pres. – Lewis G. Morris. Secy. – G. L. Dashwood. (from 1864 annual report)

Type H 2 *Manuscript cancel 6 ll horizontally; 4 are underlines
(initials of G. L. Dashwood, Secy.; signature & title crossed out on doc)
25¢ Cert. (known on doc)*

H-3 HARLEM & NEW YORK NAVIGATION CO.

This company was identified incorrectly as the Hartford & New York Navigation Co. in “Attempting To Get a 1985 Survey Ship-Shape and Steaming Ahead,” The American Revenuer, First Quarter 2020 (Vol. 73, No. 1). The company operated several ferries around the island of Manhattan.

Type H 3 *Black cancel S. C. 20 mm
10¢ B.L. (known on strip of 3 and pair); 25¢ Cert.*

H-4 HARTFORD & NEW YORK STEAMBOAT CO. (old H-3)
(org. 1841)

This company succeeded the Connecticut River Steamboat Co. in 1841. It owned the S.S. *City of Hartford*. In 1865 it commissioned a ship, eventually christened *State of New York*, that was the largest (1,471 tons) and costliest craft (\$200,000 – some \$2.6 million in today’s dollars) on the Connecticut.

Secy. – A. N. Warner. (from 1866 document) Treas. – A. W. Warner. (from cancel)

Type H 4 *Black cancel S. E. 33 x 24 mm
(old H-3) + “A. W. Warner, Treas.”*

Type H 4A *Black cancel D. C. 30 x 19 mm
(Steamer Silver Star)
known on document; not on stamp*

Type H 4A-1 *As H-4A, but Blue 22 x 14 mm
known on document; not on stamp*

Inexplicably, the original survey included the old H-3A cancel despite its 1877 date – well after the survey period. It has been eliminated.

Type H 4B *Blk. canc. D. C. 30 x 19 mm
(old H-3B) (Steamer Sunshine)*

--- (presumably known on doc)

Type H 4C *Manuscript cancel 4 ll horizontally
(initials of A. N. Warner, Secy.)
25¢ Cert. (known on doc)*

H-5 HARTFORD & NEW YORK STEAMBOAT & TRANSPORTATION CO. (old H-4)

It is not clear whether this company was associated with or is some sort of successor to the H-4 firm above. A source indicates that a Hartford Transportation Co. was incorporated in 1873 (date in the cancel), and that it was organized by a Charles C. Goodrich in 1877 as a steamboat line and tow boat company.

Type H 5 *Manuscript cancel 4 ll horizontally
(old H-4) (initials of R. D. S.)
--- (presumably known on doc)*

H-6 HAWAIIAN PACKET LINE (old H-2)

This line was running between Boston and Honolulu, HI, and San Francisco and Honolulu at least in 1864 and 1865. In addition to the *Smryniote*, it employed at least two other ships, the *Onward* and the *A. A. Eldridge*.

H-6 HAWAIIAN PACKET LINE (cont'd) (old H-2)

Type H 6 Red Printed Line
(old H-2) ([Bark] Smyrniote)
50¢ L. pp.

Type H 6A Black cancel D. C. 22 x 13 mm
(William Blanchard & Co., agents)
50¢ O.P. (known on doc)

H-7 HUDSON RIVER DAY LINE (old H-1)
(founded 1855)

This was the premier steamboat line on the Hudson River from the 1860s through the 1940s. Its elegant and speedy steamers carried millions of passengers between New York City and Albany, with stops at the major towns in between.

Type H 7 Black cancel D. C. 22 x 14 mm
(old H-2) (Day Line Steamers)
2¢ I.R.
Blue cancel
2¢ I.R.

Formal name of the Inman Line (old I-1) was the Liverpool, New York & Philadelphia Steamship Co. Its cancel is now under L-2.

I-1 INTERNATIONAL STEAMSHIP CO. (American Line) (old I-2)
(org. 1860)

The owners of the Portland Steam Packet Co. (P-6) bought out the Calais (ME) Steamboat Co. and the Eastport (ME) Steamship Co. to form this line. Its primary purpose was to provide a link between Boston and Portland, ME, to St. Johns, Newfoundland.

Type I 1 Black cancel D. C. 22 x 14 mm, known incomplete
(old I-2) (W. H. Kilby, Agt. Boston)
--- (presumably known on doc)

K-1 KENNEBEC STEAMSHIP CO.

Formerly the Kennebec & Boston Steam Navigation Co. (est. 1835-6), this company is known to have had the Star of the East passenger steamer built for its fleet.
Pres. - E. K. Handley. Treas. - William W. Baker. (from 1866 document)

Type K 1 Black cancel S. C. 35 mm
(Steamer Eastern Queen)
known on document; not on stamp
Type K 1A Black cancel D. C. 29 x 19 mm
(Steamer Star of the East)
known on document; not on stamp

Type K 1A -1 As K-1A, but S. E. 33 x 20 mm
(old IS-10) ---
Previously known only as a ship name.
Type K 1B Blue cancel
S. E. & S. C. 28 x 20 mm & 13 mm
(William W. Baker, Treas.)
25¢ Cert. (known on document)

K-2 KEYSTONE LINE (Empire Line)

This company ran between Providence, RI, and Philadelphia. It may have also made runs to Havana, Cuba. In 1872 it was acquired by the Boston & Philadelphia Steamship Co.

Type K 2 Manuscript cancel 3 ll vertically, 1 crossed out, + 5 diagonal marks
25¢ E.G.

L-1 LIVERPOOL & GREAT WESTERN STEAMSHIP CO. (Guion Line) (old L-2)

(founded in 1866; all but L-1C, L-1D "Williams & Guion")

Known for its fast ships, this company primarily plied the Liverpool-to-New York route via Queenstown, Ireland. In 1870, after the Cunard and Inman companies refused to carry mail except at what were deemed exorbitant rates, the Liverpool & Great Western firm was awarded a contract to carry U.S. mail on a weekly basis to Queenstown.

Old L-2 now listed as O-4.

Type L 1 Blk. cancel D. E. 30 x 23 mm
(old L-2A) \$2 Mort.

Blue cancel
50¢ Conv. ultr.; 50¢ S.B. ultr.;
\$1 I.E.; \$2 Mort.;
30¢ 2nd Issue

Type L 1A Blue cancel D. E. 36 x 23 mm
70¢ F.E.; 1¢ 2^d Issue; 6¢ 3^d Issue;
60¢ 3^d Issue; \$5 3^d Issue

Type 1B Black cancel D. C. 22 x 14 mm
(old L-2B) 2¢ B.C.o.; 3¢ F.E.; 6¢ I.E.;
10¢ Cert.; 20¢ I.E.; 25¢ Cert.;
60¢ I.E.; \$1 I.E.; \$1 Man.;
\$2 Conv.; \$3 C.P.; \$3.50 I.E.

Type 1B (cont'd)

Blue cancel
\$1.30 F.E.; \$1.90 F.E.;
10¢ 2nd Issue

Type L 1C Blue cancel D. C. 20 x 14 mm
30¢ I.E.; 60¢ I.E.; 70¢ F.E.;
\$1.90 F.E.; 4¢ 2^d Issue

Type L 1C-1 As L-1C, but D. E. 28 x 20 mm,
no dating
1¢ 2^d Issue; 4¢ 2^d Issue;
15¢ 2^d issue; 30¢ 2^d Issue;
40¢ 2^d Issue; 60¢ 2^d Issue;
70¢ 2^d issue; \$2 2^d Issue

Type L 1D Manuscript cancel 3 ll vertically
(S. S. Guion)
\$5 Man. imp.

L-2 LIVERPOOL, NEW YORK & PHILADELPHIA STEAMSHIP CO. (Inman Line)

(formed in 1850 as the Liverpool & Philadelphia Steamship Co.)

Two founding partners were Quakers and resigned in 1852 over transporting military troops, leaving William Inman as the owner. The company name was changed in 1857 to the above title to cater to the growth of the New York trade. At its peak the firm ran some 20 ships and was one of the three largest 19th-century British passenger shipping companies on the North Atlantic, along with the White Star and Cunard Lines.

Type L 2 ? cancel D. C. 22 x 14 mm
+ John G. Dale, Agt.

—
Illustrated in 1968 ARA Revenuer article but no stamp
or color cited; not in 1985 survey.

Type L 2A Blue cancel D. E. 32 x 23 mm
+ John G. Dale, Agt., 15 C...
\$2 Conv.; \$2 Mort.

Type L 2B Blk. cancel D. C. 23 x 14 mm
(old L-1) (Inman Line Co. Steamers)
50¢ Conv.

L-3 LORILLARD'S STEAMSHIP LINE (old L-1)

(est. 1867)

This company's ships ran what was known as the Outside Line from Philadelphia to New York City and ran a New York-Wilmington, NC, route: the Lorillard & Wilmington Fast Freight Line.

Type L 3 Blue cancel S. C. 33 mm
(old L-1) 2¢ I.R. (known on doc)

Type L 3A Blue cancel
(old L-1A) T. C. 35 x 22 x 13 mm
50¢ Conv.; \$2.50 I.E.; \$3 Man.

Type L 3A-1 As L-3A, but S. C. 33 mm
(old L-1B) 2¢ I.R.; 30¢ I.E.; \$1.30 F.E.;
\$2 Conv.; \$2.50 I.E.

Several cancel examples make it clear that L-3A and L-3A-1 actually read "PIERS 33 & 34," rather than "PIER 35 &..." as in the Miller Survey, so the cancel images have been changed to reflect that fact.

L-4 LOUISVILLE & EVANSVILLE MAIL LINE CO.

Way's Packet Directory lists this vessel as having been built for the *Louisville & Henderson Mail Line*, but its listing mentions its first trip as having "arrived at Evansville...." More to the point, a *Louisville City Directory* of the period lists only the above-titled company.

Type L 4 Black cancel S. C. 28 mm
(Str. Morning Star + "Phil. Beverly, Clerk")
known on document; not on stamp

M-1 MARYLAND STEAMBOAT CO.

Originally the *Individual Enterprise Line*, this company took the above name in 1868. It ran a number of boats on the Chesapeake Bay and the Choptank River.
Pres. - Edward F. Folger. Treas. - Howard B. Ensign. (from 1869 document)

Type M 1 Manuscript cancel 4 ll horizontally,
4th line is "X"
25¢ Ins. (known on doc)

Type M 1A Manuscript cancel 2 ll vertically
(Howard B. Ensign, Treas.)
25¢ Cert.; 25¢ P.A.
(both known on same doc)

M-2 MEMPHIS & ST. LOUIS PACKET CO.

Founded in 1859, this company principally provided service to the two cities in its name and points in between. While the onset of the Civil War forced many steamboat owners to cease operations, the *Memphis & St. Louis* managed to remain in business by operating on the parts of the Mississippi River occupied by Union forces. In 1874, the company adopted a giant anchor as its symbol (and presumably changed its name at that time). In any case, by the mid-1870s it was known as the *Anchor Line*.
Secy. - W. D. Love. (from 1866 document)

Type M 2 Black cancel S. C. 32 mm
+ W. D. Love (Secy.), "Per Steamer
Marble City"
2¢ B.C.O. (known on document)

Type M 2A Blue cancel D. C. 33 x 28 mm
+ (Str. City of Vicksburg)
known on document; not on stamp
Type M 2B Blue cancel D. E. 27 x 22 mm
(Steamer City of Alton)
known on document; not on stamp

M-3 MERCHANTS' & MINERS' TRANSPORTATION CO. (old M-3)
(inc. April 24, 1852)

This service initially operated as a cargo and passenger line between Baltimore and Boston, but it extended availability to Providence, RI, in 1859. After a period of post-Civil War decline, the company slowly recovered and added ships, and in 1876 purchased the Baltimore & Savannah Steamship Co. to enter the cotton trade between Savannah, GA, Charleston, SC, and New York.

Type M 3 Blue cancel S. C. 47 mm
(old M-3) ([Steamer] George Appold)

Type M 3A Blue cancel S. C. 47 mm
([Steamer] McClellan)
known on document; not on stamp

Type M 3-1 As M-3,
(old M-3A) but ([Steamer] William Kennedy)
2¢ I.R. (known on doc)

Italic = New company and/or new cancel not listed in 1985 Miller Survey.

M-4 MERCHANTS' STEAMSHIP CO. of BRISTOL, RI (old M-1)

(ch. May 1865)

This company was formed via a consolidation of the old Stonington Line and the Neptune Steamship Co. in May 1865. Misfortune (three ships lost) forced it into bankruptcy in December 1866. Pres. – G.(?) Howland. Treas. – (?) McWilliams. (from 1866 documents)

Type M 4 Black cancel D. C. 22 14 mm

(old M-1) 20¢ I.E.; 25¢ Cert.; 25¢ P.A.;
\$2.50 I.E.; \$3 C.P.; \$5 C.P.;
\$10 P.W.; \$25 Mort.
Blue cancel
\$2.50 I.E.

Type M 4 (cont'd)

Red cancel
25¢ Cert.; 60¢ I.E.

Type M 4 A Manuscript cancel. 3 ll vertically

(old M-1A) ---

Type M 4 B Embossed cancel. D. C. 38 x 36 mm,
known incomplete
25¢ Cert.

M-5 MERCHANTS' STEAMSHIP LINE

NEW YORK, NY

A newspaper ad of the period indicates this line used at least five vessels and made trips to New Orleans. The company was reorganized as the Providence & New York Steamship Co. under a new charter in May 1867.

Type M 5 Blue cancel D. E. 32 x 23 mm

known on document; not on stamp

M-6 MISSISSIPPI VALLEY NAVIGATION CO.

ST. LOUIS, MO

A company business card of the period refers to a St. Louis-to-New Orleans route, but it seems reasonable to assume the firm's vessels traveled upriver from St. Louis to Cairo, IL (note the cancel) – given that Cairo was a major inland port because of the confluence of the Ohio and Mississippi Rivers there.

Pres. – Harry T. Hayes. Secy. – Charles R. Benton. (from 1872 document)

Type M 6 Blue cancel D. E. 30 x 20 mm

2¢ I.R.

Type M 6 A Manuscript cancel 2 ll vertically

(initials of Charles R. Benton, Secy.)

25¢ Ins. (known on doc)

M-7 MONTREAL OCEAN STEAMSHIP CO. (Allan Line) (old M-2)

(founded 1854)

This company was known more familiarly as the Allan Line because it was owned by two Allan brothers from Canada – Hugh and Andrew. It prospered when Hugh Allan offered to take over Canadian mail service to England. Its ships, some 50 during sailing's peak era, primarily traveled between Quebec, Canada, and Liverpool, England. It also provided fortnightly service to St. Lawrence River ports in the summer and made monthly runs to Portland, ME, in the winter.

Type M 7 Black cancel D. C. 22 x 14 mm

(old M-2) + H. & A. Allan
50¢ L.I. (known on doc);
\$1 P.A.; \$1 P.W. (known on doc);
\$5 C.P.

Type M 7A Black cancel Octagon

(old M-2A) 28 x 22 mm
+ Washington Line

Type M 7A (cont'd)

of Packets,
Bisel & Searle, Agts.,
and Elizer Jones, Manager

Type M 7B Manuscript cancel 3 ll vertically

(initials of F. James [?] Leal, agent)

5¢ Cert. (known on doc)

M-8 MORGAN LINE

The Morgan Line, established by railroad and shipping magnate Charles Morgan as the Southern Mail Steamship Co. before its dissolution in 1863, ran a fleet of ships among Gulf ports from Mexico to Florida.

Type M 8 *Blue cancel D. E. 32 x 26 mm*
+ Steamer Frances
known on document; not on stamp

N-1 NARRAGANSETT STEAMSHIP CO. *(old N-1)*
(founded 1866)

This venture began late in 1866 when capitalists from Boston, Providence, RI, and New York City teamed to purchase ships from the bankrupt Merchants' Steamship Co. of Bristol, RI. In 1869 the company absorbed the Boston, Newport & New York Steamboat Co.

Type N 1 Black cancel D. C. 22 x 14 mm
(old N-1) \$5 C.P.
Blue cancel
 2¢ I.R.; 10¢ P.A.; 25¢ Cert.;
 \$1 F.E.

Type N 1A Blue cancel D. E. 28 x 19 mm
(old N-1A) 2¢ I.R.; 10¢ Cert.; \$1 I.E.;
 \$1 L.I.; \$2.50 I.E.

Type N 1B Blue cancel D. E. 32 x 23 mm
(old N-1E) 2¢ I.R.

Type N 1C Manuscript cancel 2 ll vertically
(old N-1B) ---

Type N 1C-1 As N-1C, but day added,
(old N-1D) then /yr.

Type N 1C-2 As N-1C, but 3 ll, no dating
(old N-1C) ---

N-2 NATIONAL STEAM NAVIGATION CO. (National Line) *(old N-2)*
(est. 1863)

Several English merchants and ship owners established this line with the intent to run boats between Liverpool, England, and the Southern states, thereby capitalizing on the lucrative cotton trade. But when this approach was delayed, the ships were sent to New York in 1864 to compete with the Cunard and Inman Lines on the New York-Liverpool run. The company was dissolved in August 1867 and reorganized as the National Steamship Co. (N-3)

Type N 2 Black cancel D. C. 22 x 14 mm
(old N-2C) 50¢ O.P.; \$2 Conv.; \$2 Mort.

Type N 2-1 As N-2, but Blue,
(old N-2) sans serif type, "Limited"
 2¢ B.C.o.; \$2 Mort.

Type N 2-2 As N-2-1, but smaller letters
(old N-2A) 2¢ B.C.o.; 2¢ I.R.

Old N-2B was previously misidentified. See N-3.

N-3 NATIONAL STEAMSHIP CO. *(old N-2B)*
(previously misidentified as an N-2 cancel)

This was the successor to the disbanded National Steam Navigation Co. (N-2)
 Secy. – Edward K. Hayward. (from 1867 document)

Type N 3 Blue cancel D. C. 22 x 14 mm
(old N-2B) 10¢ I.E.
Red cancel
 2¢ B.C.o. (known on doc);
 10¢ 2nd Issue

Type N 3-1 As N-3, but Blue cancel, no dating
 10¢ Cont. ultr.

NEW ORLEANS & VICKSBURG TUESDAY PACKET (old N-4) *This "company name" was found to be simply line-of-travel information, etc. See "Steamer Frank Paragould" in Individual Ships.*

N-4 NATIONAL TRANSPORTATION CO.

No information could be found on this company, but the "Pier 2 North (River)" in the cancel suggests that it at least made regular visits to New York City.

Type N 4 *Blue cancel S. E., fluted border 44 x 23 mm
2¢ I.R.*

N-5 NEPTUNE STEAMSHIP CO. (old N-3)
(begun in the 1850s)

A disagreement between two owners caused one, Benjamin Buffum, to organize this company. In 1864 it was formally chartered and it bought the Commercial Steamboat Co., and in 1866 it joined with the old Stonington Line to form the short-lived Merchants' Steamship Co. of Bristol. RI. The Neptune ships ran from Providence, RI, to New York City.

Type N 5 Black cancel S. E. & S. C.
(old N-3) 30 x 25 mm & 14 mm
2¢ B.C.o.

Type N 5A Black cancel D. C. 22 x 14 mm
(old N-3B) 2¢ B.C.bl.; 2¢ B.C.o.; 2¢ I.R.

Type N 5B Black cancel D. C. 22 x 15 mm
(old N-3A) 2¢ B.C.bl.; 2¢ B.C.o.; 2¢ I.R.;
5¢ A.; 25¢ Cert.; 25¢ E.G.;
25¢ Ins.; 25¢ P.A.; \$1 P.A.;
\$1.30 F.E.; \$2 P.W.; \$2.50 I.E.;
\$5 Mort.; \$5 P.W.; \$20 Conv.;
\$25 Mort. imp.; \$25 Mort.;
\$50 I.R.
Blue cancel
\$5 C.P.

Type N 5B-1 *As N-5B, but no dating
25¢ Ins.*

Type N 5C Black cancel D. C. 21 x 14 mm
(old N-3E) 2¢ B.C.bl. (known on doc);
2¢ B.C.o.; \$25 Mort. imp.

Type N 5D Black cancel S. C. 23 mm
(old N-3C) 2¢ I.R. (known on doc)

Type N 5E Manuscript cancel 2 ll vertically
(old N-3D) ---

Type N 5F *Black cancel 1 line vertically
(handstamped signature
of Waldo A. Peake,
for the company)
2¢ B.C.o.; 2¢ I.R.
(both known on doc)*

N-6 NEW YORK & BALTIMORE TRANSPORTATION CO. (old N-5)

This was an inland waterway company that used the Chesapeake & Delaware Canal between Baltimore and the Delaware River and the Delaware & Raritan Canal to the Hudson River and New York City.

Type N 6 Blk. cancel D. C. 22 x 14 mm
(old N-5A) 2¢ B.C.o. (known on doc)

Type N 6-1 As N-6,
(old N-5A-1) but dating inverted & reversed
2¢ I.R.

Type N 6-2 As N-6, but S. C. 20 mm
(old N-5) 1¢ Ex.; 2¢ B.C.o.; 2¢ I.R.;
5¢ F.E.

N-7 NEW YORK & BREMEN STEAMSHIP CO.
(inc. Jan. 24, 1867)

This company was formed as a means of salvaging the assets of the bankrupt North American Lloyd Steamship Co. But the new venture did not prosper, and the firm was dissolved Feb. 27, 1868.

Type N 7 *Blue cancel S. C. 25 mm
5¢ F.E.; 25¢ Cert.*

N-8 NEW YORK & HAVRE STEAMSHIP CO. (old N-6)

Shellabear noted that there was some doubt as to this cancel's identity because three lines used Havre as their French terminal port. He surmised that it may have actually belonged to the New York & Havre Steam Navigation Co. (The latter was established in 1848 to ply between New York and Havre, with stops at Southampton, England. It soon obtained a contract to carry United States mails.) Secy. – Morton L. McKenzie. (from 1866 document)

Type N 8 Blue cancel D. E. 32 x 22 mm
(old N-6) \$2 Conv.; \$5 C.P.

Type N 8A Manuscript cancel 2 ll vertically
25¢ Cert. (known on doc)

Type N 8B Manuscript cancel 2 ll vertically
25¢ Cert. (known on doc)

N-9 NEW YORK & PHILADELPHIA STEAMBOAT CO. (old N-7)
(possibly org. in 1850)

Shellabear noted that the company operated on what was usually referred to as the New York, Cape May (NJ) & Philadelphia route.

Type N 9 Red cancel S. C. 22 mm
(old N-7) 2¢ I.R.

The discovery of a stamp bearing a cancel for this company, along with research confirmation of the correct company name (Steamboat, not Steamship), indicates the Miller Survey illustration was incorrect.

N-10 NEW YORK & WEST INDIES MAIL STEAM PACKET CO.

It appears this may well have been an "Americanized" name for operations conducted since 1842 by the Royal Mail Steam Packet Co.

Type N 10 Black cancel D. C. 22 x 14 mm
25¢ Cert.

N-11 NEW YORK MAIL LINE (Star Line or New York Mail Steamship Co.) (old N-14)

This company's main port in the South was Savannah, GA; it also serviced New Orleans.

Type N 11 Black cancel S. C. 22 mm
(old N-14) 1¢ Tel.; 10¢ B.L.; \$2 Mort.;
\$2.50 I.E.
Red cancel
30¢ F.E. imp. (known on pair);
30¢ I.E.

Type N 11A Black cancel D. C. 22 x 14 mm
(old N-14A) 2¢ B.C.o.; \$1 P.A.
Type N 11B Manuscript cancel 3 ll horizontally
(initials of J. Dunn, for the company)
2¢ I.R. (known on doc)

N-12 NORTH AMERICAN STEAMSHIP CO. (old N-8)

Originally the Central American Transit Co., it was reorganized and renamed as above in 1866. It took control of the old firm's fleets in both the Atlantic and Pacific Oceans, giving it through service. All went well until it tried to invade the port of Panama, the territory of the Pacific Mail Steamship Co. A rate war ensued and the North American went bankrupt.

Type N 12 Black cancel D. C. 21 x 13 mm
\$2 Mort.

N-12 represents an "educated guess," given that the cancel only offers "N. A." as a possible "North American."

N-12 NORTH AMERICAN STEAMSHIP CO. (cont'd) (old N-8)

Type N 12A Black cancel D. C. 22 x 14 mm
(old N-8) \$20 Conv.; \$25 Mort.
Blue cancel
\$50 I.R.

Type N 12B *Manuscript* cancel 2 ll diagonally
25¢ Cert. (known on doc)

N-13 NORTH SHORE STATEN ISLAND FERRY CO. (old N-15)

It appears that "North Shore" is a corporate or location term for the Staten Island ferry owned and run by the Vanderbilt family in conjunction with its railroad interests.

Type N 13 Embossed cancel D. C. 48 x 35 mm
(old N-15) 25¢ Cert. (known on strip of 4)

N-14 NORTH WESTERN PACKET CO. (old N-11)
(org. 1864)

Originally the Galena Packet Co.; reorganized under Capt. William F. Davidson to protect against "irresponsible competition" on the upper Mississippi River from La Crosse, WI, to St. Paul, MN.

Type N 14 Black cancel D. C. 21 x 13 mm
(old N-11A) + Str. *Itasca*
2¢ B.C.o.; 2¢ Cert.bl. imp.;
2¢ I.R.

Type N 14-1 *As N-14, but 22 x 14 mm*
+ Str. *Kentucky*
known on document; not on stamp

Type N 14-2 *As N-14-1, but*
(old N-11) + Str. *Milwaukee*
2¢ B.C.o. (stamp not known
by Miller)

Type N 14-3 *As N-14-1, but*
+ Str. *War Eagle*
known on document; not on stamp

Type N 14A Black cancel D. C. 22 x 14 mm
(Steamer Northern Belle)
2¢ B.C.o.

See also N-15J.

N-15 NORTH WESTERN UNION PACKET CO. (White Collar Line) (old N-12)
(org. May 1866)

In 1864 the North Western Packet Co. proposed to run its boats through to St. Louis, which made it an active competitor to two other firms. In May 1866, according to one report, it bought all of the property of the La Crosse & Minnesota Steam Packet Cos. to form the above-named company.
Treas. – William B. Rhodes (from 1869 doc)

Type N 15 Blue cancel S. E. 29 x 23 mm
(old N-12) + "Seavey & Langley Agents"
2¢ B.C.o.

Type N 15A Blue cancel D. E., lines close,
(old N-12B) 44 x 25 & 43 x 24 mm
+ "Seavey & Langley" Agents
5¢ F.E.

Type N 15B *Blue cancel D. E. 30 x 22 mm*
+ Steamer *Milwaukee*
known on document; not on stamp

Type N 15C Blue cancel S. C. 33 mm,
(old N-12A) + "C. T. Thompson Agt."
2¢ B.C.o.

Type N 15D Black cancel D. C. 22 x 14 mm
(old N-12C) 2¢ B.C.o.

Type N 15E *Blue cancel D. E. 30 x 23 mm*
+ Str. *Nellie Kent*
known on document; not on stamp

Type N 15F *Blue cancel D. E. 27 x 22 mm*
+ Steamer *Addie Johnson*
known on document; not on stamp

Type N 15G *Blue cancel D. E. 27 x 22 mm*
(Steamer *Bill Henderson*)
known on document; not on stamp

Type N 15H *Blue cancel D. E. 32 x 22 mm*
(Steamer *Davenport*)
known on document; not on stamp

N-15 NORTH WESTERN UNION PACKET CO. (White Collar Line) (cont'd) (old N-12)

Type N 15i Blue cancel D. E. 31 x 23 mm
(Steamer Lake Superior)
known on document; not on stamp

Type N 15J Black cancel D. C. 22 x 14 mm
(Steamer Northern Belle)
known on document; not on stamp

Same as N-14A, but date is for period after company name was changed to the title above.

Type N 15K Blue cancel D. C. 22 x 14 mm
(Steamer Pembina)
2¢ B.C.o. (known on doc)

Same as N-16A, but date is for period after company name was changed to the title above.

Type N 15L Blue cancel D. E. 33 x 22 mm
(Steamer Sucker State)
known on document; not on stamp

Research findings indicate the N-15 and N-16 listings are for the same company; the N-17 company name was changed to the N-16 title in May 1866. The company name has been changed from "North West" to "North Western", based on new information.

N-16 NORTHERN LINE PACKET CO.

There was an intense rivalry between the Northern and the North Western Union Packet Co. In 1869 the two companies divided river trade to prevent losses; both ran boats from St. Louis to St. Paul, MN. In 1871 the companies agreed on a schedule of prices for the upriver trade; a rate war was thus forestalled, but the agreement only lasted one year. In 1873 the two companies merged to form the Keokuk Northern Line.

Type N 16 Black cancel D. C. 34 x 33 mm
(Steamer City of Keithsburg)
2¢ B.C.o. (known on document)

Type N 16A Blue cancel D. E. 33 x 25 mm
(Steamer Lake Superior)
(known on doc; not on stamp)

Type N 16B Blue cancel D. C. 22 x 14 mm
(Steamer Pembina)
2¢ I.R. (known on document)

N-16B same as N-15K, but date is for period when the vessel was owned by the Northern Line Packet Co. prior to its absorption into the North Western Union Packet Co.

**N-17 NORTHERN TRANSPORTATION CO. (old N-9)
(formed in 1851)**

This company, actually started in the late 1820s, initially used 11 vessels to ply the Great Lakes on a route from Oldenburg, NY, to Chicago, with numerous intermediate stops. It expanded its fleet rapidly and remained viable for 24 years, until a decline in freight rates forced it to sell most of its ships.

Type N 17 Black cancel D. C. 22 x 14 mm
(old N-9A) 2¢ Ex.o. (not known by Allen)

Type N 17A Black cancel D. C. 22 x 13 mm
(old N-9) 2¢ B.C.bl.; 5¢ A.; 5¢ F.E.

N-18 NORTHERN TRANSPORTATION CO. of OHIO (old N-10)

This was a Great Lakes company, apparently headquartered in Cleveland, that dealt mostly with freight shipping. The discovery stamp was attached to a document through which the firm secured a mortgage on all its real estate as well as some 21 vessels – indicating the firm was in deep financial trouble.

Type N 18 Blue cancel D. E. 29 x 19 mm
(old N-10) 50¢ Conv. ultr.; \$1 I.E.

*Italic = New company and/or new cancel not listed in 1985 Miller Survey.
(known) = known only in that form.*

N-19 NORWICH & NEW YORK TRANSPORTATION CO. (Norwich Line) (old N-13)
(org. 1860)

The company was organized in 1860 to operate passenger and freight steamers between New York City and New London, CT, and Norwich, CT. Its ultimate purpose was to form a connection for the Norwich & Worcester Rail Road Co., which later purchased it. Its ships included the *City of Boston* and the *City of New York*.

Type N 19 Black cancel D. E. 26 x 18 mm
(old N-13B) ---

Type N 19A Black cancel D. C. 22 x 14 mm
(old N-13) 25¢ P.A.

Type N 19B Black cancel D. C. 22 x 14 mm
(old N-13C) 25¢ Cert. imp.; 25¢ P.A.

Blue cancel
2¢ I.R.

A newfound image appears to simply complete the N-13C cancel shown in the Miller Survey.

Type N 19C Black cancel S. C. 20 mm
(old N-13D) 25¢ Cert. imp.; 25¢ Cert. pp.;
25¢ Cert.

Type N 19D Blue cancel D. C. 28 x 20 mm,
known incomplete
2¢ I.R.

Type N 19E Black cancel D. E. 32 x 23 mm
(old N-13A) (Steamer *City of Boston*)
--- (presumably known on doc)

Type N 19F Manuscript cancel 3 ll vertically
25¢ Cert. imp.

Type N 19G Manuscript canc. 3 ll diagonally,
(old N-13E) 3rd line is "X"
(initials C. C. I., Tr.)
--- (presumably known on doc)

O-1 OLD DOMINION STEAMSHIP CO. (old O-1)
(org. June 1867)

Formed by consolidation of the A. L. McReady Co. and the New York & Virginia Steamship Co., this company ran seagoing vessels between Norfolk, VA, and New York City, with smaller boats connecting to numerous Virginia ports. It was in existence well into the 20th century.

Type O 1 Blue cancel D. C. 22 x 14 mm
(old O-1) 2¢ I.R.

O-2 OLD LINE LIVERPOOL PACKETS (Black Ball Line) (old B-4)
(founded in 1818)

This was the first packet company to run a regular service across the Atlantic Ocean, between New York City and Liverpool, England. It also ran a regular packet service from Liverpool to Australia at the time of the gold rush Down Under. And, it traded in the Crimea, India, China and New Zealand. Taken over by Charles H. Marshall & Co. around 1858, it flourished until 1866 when, as a lender to the failed Barned's Bank, it was forced to sell many of its ships. It ceased operation in 1878.

Type O 2 Black cancel S. C. 22 mm
(old B-4) + C. H. Marshall & Co.
2¢ I.R.; 10¢ Cert.; 10¢ Cont.

Type O 2A Manuscript cancel 3 ll vertically
(Steam Ship Columbia)
\$5 Man. imp.

Type O 2B Manuscript cancel 5 ll vertically
(Ship Great Western,
+ "cleared by Charls H. Marshall")
\$5 Man. imp.

O-3 ONTARIO STEAMBOAT CO. (old O-2)

This company was in existence from the late 1850s through 1864. Its home port was Oswego, NY, and its stops included ports on Lake Ontario and the upper St. Lawrence River. Some of its larger ships were sent down the St. Lawrence during flood runoffs in the Springs of 1860 and 1863 and were sold for coastal trade.

O-3 ONTARIO STEAMBOAT CO. (cont'd) (old O-2)

Type O 3 Blk. canc. Diamond 23 x 23 mm
(old O-2A-1) 25¢ Cert.; 25¢ E.G.; 50¢ Conv.;
\$1 F.E.

Type O 3-1 As O-3,
but hyphens in place of day
25¢ Prot.

Type O 3-2 As O-3-1, but hyphen after year
(old O-2A) 25¢ Cert.; 25¢ E.G.; 50¢ Conv.;
50¢ S.B.; \$1 Conv.

Type O 3-3 As O-3, but "10" instead
(old O-2A-2) of dating
25¢ Cert.; \$1 I.E.

Type O 3-4 As O-3, but no dating
(old O-2A-3) 25¢ Cert.

Type O 3A Black cancel S. C. 20 mm
25¢ E.G.

Type O 3B Black cancel D. C. 22 x 14 mm
(old O-2) 25¢ Cert.; 25¢ P.A.; 50¢ Conv.;
\$1 I.E.; \$1 P.A.

Type O 3B-1 As O-3B,
(old O-2-1) but day inverted & reversed
25¢ P.A.

O-4 OREGON STEAM NAVIGATION CO.

(inc. Dec. 29, 1860)

The company operated steamships between San Francisco and Oregon ports along the Columbia River at Astoria, Portland and The Dalles, serving the lumber and salmon fishing industries. Its fleet included as many as 37 vessels through 1871.

Type O 4 Black cancel D. E. 27 x 18 mm
(old L-2) (Steamer Idaho)
5¢ Ex.

Shellabear ascribed this cancel to the Liverpool & Great Western Steamship Co. But that firm largely plied Atlantic Ocean routes and its Idaho was not built until 1869 (the cancel is dated May 12, 1868), whereas the Oregon company's Idaho was built in 1860.

P-1 PACIFIC MAIL STEAMSHIP CO. (old P-1)

(founded in 1848)

Chartered to execute a mail contract between the Panama Rail Road and the territory of California, it purchased the ships of the Atlantic Mail SS Co. in 1865 to form the largest shipping company on the continent. But completion of the transcontinental railroad quickly cut into the firm's dominance. V. Pres. – F. W. G. Bellows. Secy. – Theodore G. Johnson. (from 1867 document)

Type P 1 Black cancel D. C. 22 x 14 mm
4¢ Prop. (slightly different typeface
may indicate yet another variety);
\$2 Mort. imp.

Type P 1-1 As P-1, but Blue, "Agency of"
(old P-1F) and "New York"
\$1 L.; \$1 P.W.; \$10 P.W.

Type P 1A Blue cancel D. C. app. 26 x 18 mm,
incomplete
5¢ A.; 10¢ B.L.;
10¢ I.E. (known on doc)

Type P 1B Black cancel D. C. 22 x 14 mm
(old P-1D) 2¢ B.C.o.; 2¢ I.R.; 10¢ P.A.;
25¢ Cert.; \$2 Conv.; \$50 I.R.

Type P 1B-1 As P-1B, but
(old P-1D-1) day, then mo., year; no asterisk
25¢ P.A. (stamp not known before)

Type P 1B-2 As P-1B-1, but Blue,
(old P-1Z) sans serif type, "Co." at bottom
2¢ I.R.; 5¢ Cert.

Type P 1C Blue cancel Rect. 17 x 20 mm
(old P-1E) 2¢ B.C.o.; 25¢ Cert.; 25¢ P.A.
Red cancel
2¢ B.C.o.

Type P 1D Blue cancel D. E. 28 x 18 mm
(old P-1) 5¢ Ex.; 25¢ Cert.

Type P 1E Blue cancel D. E. 30 x 21 mm
(old P-1C) 5¢ Cert.; 5¢ Ex.

Type P 1E-1 As P-1E, but 28 x 20 mm,
(old P-1B) name on top, "ST." & "Dep't"
25¢ Cert. (known on pair)

Type P 1F Blue cancel D. E. 28 x 18 mm
(old P-1A) 2¢ I.R.; 4¢ Prop.; \$2 Mort.

P-1 PACIFIC MAIL STEAMSHIP CO. (cont'd) (old P-1)

Type P 1G *Blue cancel D. E. 32 x 24 mm*
50¢ Mort.

Type P 1H *Blue cancel D. E. 32 x 24 mm*
50¢ Conv.; \$20 Conv.

Type P 1H-1 *As P-1H, but no "Agent"*
50¢ Conv.

Type P 1-i *Manuscript cancel 4 ll vertically*
+ "S. K. Holman"
\$10 Conv.

Type P 1-i-1 *As P-1-i, but 2 ll, no added wording*
\$3.50 I.E.

Types P 1J to P 1DD, Pacific Mail Steamship Co. Straightline Cancels

(Blue cancels unless otherwise noted)

Type P 1J **ALASKA** 42 mm wide
(old P-1G) \$1 Conv.; \$1 F.E.; \$1 I.E.;
\$1 L.I.; \$2 Conv.; \$2 Mort.;
\$3 C.P.; \$3 Man.; \$5 P.W.

Type P 1J-1 *As P-1J, but 33 mm wide*
(old P-1G-1) \$1 L.I.

Type P 1K **AMERICA** 39 mm wide
(old P-1H) \$1 Conv. imp.; \$1 F.E.;

\$2 Conv.; \$2 Mort.;
\$5 C.P. imp.; \$5 C.P.;
\$5 P.W.; \$2 2nd Issue

Type P 1L **ARIZONA** 42 mm wide
(old P-1-i) \$1 F.E.; \$1 I.E.; \$1 L.; \$1 L.I.;
\$2 Conv.; \$2 Mort.; \$3 C.P.;
\$3 Man.; \$1 3^d Issue

Type P 1M **CHINA** 35 mm wide
(old P-1J) \$1 Conv.; \$1 F.E.; \$1 I.E.;
\$2 Conv.; \$2 Mort.; \$3 Man.

Type P 1N **COLORADO** 41 mm wide
(old P-1K) 50¢ O.P.; \$1 F.E.; \$1 I.E.;
\$2 Conv.; \$3 C.P. imp.;
Black cancel
\$5 P.W.

Type P 1-o **CONSTITUTION** 51 mm wide
(old P-1L) \$1 Conv.; \$1 F.E.; \$2 Conv.

Type P 1P **COLORED 26 A** 45 mm wide
(old P-1M) \$1 F.E.; \$1.50 I.E.; \$2 Mort.;
\$3 Man.

Type P 1Q **GOLDEN CITY** 48 mm wide
(old P-1N) \$1 F.E.; \$1 I.E.; \$2 Conv.

Type P 1R **GREAT REPUBLIC** 53 mm wide
(old P-1-o) \$1 Conv.; \$1 F.E.; \$1 I.E.;
\$2 Mort.; \$3 Man.; \$5 C.P.

Type P 1S **HENRY CHAUNCEY** 63 mm
(old P-1P) \$1 Conv.; \$1 E.G.; \$1 F.E.;
\$1 I.E.; \$1 L.I.; \$2 Conv.;
\$2 Mort.; \$3 C.P.; \$3 Man.;
\$1 2nd Issue; \$2 2nd Issue;
\$3 2nd Issue; \$1 3rd Issue;
\$2 3rd Issue; \$3 3^d Issue

Type P 1S (cont'd)

Magenta cancel
\$2 2nd Issue; \$1 3rd Issue

Type P-1S-1 *As P-1S, but 49 mm wide*
(old P-1P-1) \$2 2nd Issue; \$1 3^d Issue

Type P 1T **JAPAN** 36 mm wide
(old P-1Q-2) \$1 F.E.; \$2 Mort.; \$3 C.P.;
\$3 Man.

Type P 1T-1 *As P-1T, but 29 mm wide*
(old P-1Q-1) \$1 F.E.; \$1 I.E.

Type P 1T-2 *As P-1T, but 25 mm wide*
(old P-1Q) + period
\$1 F.E.; \$1 I.E.; \$1 L.I.;
\$2 Conv.; \$2 Mort.; \$3 Man.;
\$5 C.P. imp.; \$5 C.P.;
Black cancel
\$5 P.W.

Type P 1U **MONTANA** 45 mm wide
(old P-1R) \$1 F.E.; \$1 I.E.; \$2 Conv.;
\$2 Mort.

Type P 1V **NEW YORK** 46 mm wide
(old P-1W) \$1 F.E.; \$2 Mort.

Type P 1W **OCEAN QUEEN** 53 mm wide
(old P-1S) \$1 Conv.; \$1 E.G.; \$1 I.E.;
\$2 Conv.; \$2 Mort.; \$3 C.P.;
\$1 2nd issue; \$2 2nd Issue;
\$1 3rd Issue; \$2 3rd Issue;
\$3 3^d Issue

Red cancel

25¢ 2^d Issue; \$1 2^d issue;
\$2 2^d issue; \$3 3^d Issue

Type P 1W-1 *As P-1W, + "Boston Agency" in ms.*
\$3 3^d Issue

Type P 1X **OREGONIAN** 37 mm wide
(old P-1V) \$1 F.E.; \$1 I.E.

Type P 1Y **RISING STAR** 44 mm wide
(old P-1T) \$1 Conv.; \$1 E.G. \$1 F.E.;
\$2 Conv.; \$2 Mort.; \$3 C.P.;
\$3 Man.; \$1 2nd Issue;
\$2 2nd Issue; \$3 2^d Issue;
\$5 2nd Issue; \$1 3rd Issue;
\$2 3rd Issue

P-1 PACIFIC MAIL STEAMSHIP CO. (cont'd) (old P-1)**Type P 1Y (cont'd)**

Black cancel

\$2 Mort.

Magenta cancel

\$1 2nd Issue; \$2 2nd Issue;\$5 2nd Issue**Type P 1Z SACRAMENTO** 47 mm wide

(old P-1U)

\$1 Conv.; \$1 F.E.; \$1 I.E.;

\$5 P.A.

Type P 1AA ALASKA/ARIZONA Mix

(old P-1X)

\$1 F.E.; \$2 Mort.

Type P 1BB ALASKA/MONTANA Mix

(old P-1Y)

\$2 Mort.; \$1 3rd Issue**Type P 1CC GREAT REPUBLIC/****MONTANA Mix**

\$1 Conv.

Type P 1DD HENRY CHAUNCEY/**RISING STAR (Maroon) Mix**

\$2 Mort.

P-2 PEOPLE'S LINE (old P-2)

(inc. 1854)

Although organized in 1854 as, oddly enough, the New Jersey Steamboat Co., this company's line eventually ran from New York City to Albany, NY, with some boats stopping at Troy, NY.

Type P 2 Blue cancel S. C. 32 mm

(old P-2)

Type P 2A Black cancel S. E. 30 x 25 mm

(old P-2A)

Type P 2A-1 As P-2A, but

(old P-2B)

Octagon 28 x 25 mm,

clc "Steamboats"

5¢ Cert.; 5¢ I.E.

(both known on passes)

Type P 2B

Manuscript cancel 3 ll horizontally

(initials of John C. Hewitt [G. F. A.])

2¢ I.R. (known on doc)

P-3 PEOPLE'S TRANSPORTATION CO. (old P-6)

(inc. 1860)

This company controlled river trade in Oregon until 1871, when it was sold. It ran boats on both the Columbia and Willamette Rivers until 1863, when it reached a compromise with the Oregon Steam Navigation Co., agreeing to confine its trade to the Willamette above Portland, OR. The firm was sold in 1871 to Ben Hollady.

Secy. – Samuel F. Patton. (from 1865 doc)

Type P 3 Black cancel D. C. 22 x 14 mm

25¢ Cert.

Type P 3-1 As P-3,

(old P-6)

but day inverted & reversed,

no "Salem, O." at bottom

25¢ Cert.

It is suspected that the old P-6 cancel also contained "Salem, O." but was too faint to read.

Type P 3A Blue cancel D.C. 28 x 20 mm,

incomplete

2¢ I.R.

Type P 3B Manuscript cancel 2 ll vertically

(S. Y. Church, [Secy.?!])

25¢ P.A. (known on doc)

P-4 PHILADELPHIA & SOUTHERN MAIL STEAMSHIP CO. (old P-3)

(org. March 1866)

This company's purpose was to carry freight and passengers between Philadelphia and the "Great Southern Ports": Wilmington, NC; Charleston, SC; Savannah, GA, and New Orleans. It apparently existed until 1881.

Pres. – S. Flanagan. Secy. – William J. Malcolm (from 1868 document)

P-4 PHILADELPHIA & SOUTHERN MAIL STEAMSHIP CO. (cont'd) (old P-3)

Type P 4 Blue cancel D. C. 22 x 14 mm
(old P-3) 25¢ Cert.

Type P 4A Black cancel D. C. 22 x 14 mm
(old P-3A) (W. J. Malcolm, Secretary)
25¢ Cert.;
25¢ Ins.; 25¢ P.A.
(both known on doc)

P-5 PORTLAND & NEW YORK STEAMSHIP CO. (old P-7)

This semi-weekly line used the S.S. *Dirigo* and the S.S. *Franconia* while running between New York and Portland, ME.

Type P 5 Blue cancel D. E. 28 x 22 mm
(old P-7) 25¢ Cert. (known on doc; stamp not known by Miller)

P-6 PORTLAND STEAM PACKET CO. (old P-4)
(inc. Mar. 31, 1845)

A group of shipping interests formed this company to compete with the railroads. It brought the first propeller ships to Maine and was active in the Portland, ME-Canada trade.

Type P 6 Black cancel S. E. 24 x 18 mm
(old P-4) (initials of company)
2¢ I.R. (known on doc)

Type P 6A Blue cancel D. C. 30 x 21 mm
2¢ I.R. (known on doc)

Type P 6B Black cancel D. C. 31 x 30 mm
(Steamer Forest City)
known on document; not on stamp

Type P 6B-1 As P-6B, but Blue 22 x 14 mm
known on document; not on stamp

Type P 6B-2 As P-6B, but D. E. 42 x 38 mm
known on document; not on stamp

Type P 6C Red cancel D. C. 22 x 14 mm
(Steamer John Brooks)
known on document; not on stamp

Type P 6D Black cancel D. C. 32 x 20 mm,
known incomplete
(Steamer Lewiston)
5¢ F.E.

Type P 6D-1 As P-6D, but 31 x 30 mm,
known on document; not on stamp

Type P 6E Blue cancel D. C. 22 x 14 mm
(old IS-11) (Steamer Montreal)
known on document; not on stamp

Previously known only as a ship name.

Type P 6E-1 As P-6E, Black, but S. C. 34 mm,
serif lettering
known on document; not on stamp

Type P 6E-2 As P-6E, Black,
but D. E. 28 x 20 mm
known on document; not on stamp

P-7 POWHATAN STEAMBOAT CO. (Powhatan Line)

This company started service in 1845 between Baltimore and Norfolk, VA, and Richmond, VA, interchanging freight and passengers with the Old Bay Line (Baltimore Steam Packet Co.). It eventually operated five vessels.

Type P 7 Black cancel D. C. 22 x 14 mm
2¢ B.C.o. (known on doc, cancel reads "Steam Boat" but doc has company title as "Steamboat")

Italic = New company and/or new cancel not listed in 1985 Miller Survey.

(known) = known only in that form.

P-8 PROVIDENCE & NEW YORK STEAMSHIP CO. (Neptune Line) (old P-5)
(ch. May 1867)

This line began as the Merchants' Steamship Line but was chartered under the above name in 1867. If Shellabear is accurate, it would appear the Merchants' Steamship Line continued under its own name (see Type M-5). The Providence & New York was primarily a freighting concern until 1871, when it established a passenger service. In 1875 it merged with the Stonington (CT) Steamship Co. to form the Providence & Stonington Steamship Co.
Treas. – G. Williams. (from 1872 document)

Type P 8 Blue cancel D. E. 30 x 21 mm
+ (Steamer) Galatea
known on document; not on stamp

Type P 8A Blue cancel D. C. 22 x 14 mm
(old P-5) + "Isaac Odell, Agent"
2¢ I.R.

Type P 8B Blue cancel D. E. 25 x 18 mm
(old P-5A) + "Pier 27 N. R."
2¢ I.R. (known on doc)

Red cancel
2¢ I.R.

Type P 8C 3 printed Black lines, incomplete
(old P-5B) 2¢ I.R.

Q-1 QUEENS COUNTY FERRY CO.

One of this company's stops was at 92nd Street on the East River in New York City.
Pres. – A. W. Winand. Secy. – A. V. Winand. (from 1866 document)

Type Q 1 Manuscript cancel 3 ll vertically
(A. W. Winand, Pt.)
25¢ Cert. (known on doc)

R-1 RICE & THAXTER'S PACKETS CO. (Philadelphia & Boston Regular Line)

Type R 1 Embossed cancel S. E. 42 x 28 mm
+ "H. Mayo, Agent"
2¢ I.R. (known on doc)

S-1 ST. LOUIS & PEORIA PACKET CO. (old S-1)
(org. Feb. 3, 1868)

By 1870 this company employed five vessels, including the *Schuyler*.
Pres. – J. S. McCune. (1868, from internet sources)

Type S 1 Blue cancel D. C. 29 x 19 mm
(old S-1) + (Steamer) *Schuyler*

S-2 Sanford's Independent Line
(org. 1845)

Soon after its inception, this company formed a joint operation with the *Kennebec Steamship Co.* using the above name. In 1852 they split, with Sanford's running vessels in the *Penoscobot, ME*, area. It appears to have been based in *Bangor, ME*, and later it ran regular service between *Bangor and Boston* and between *Boston and Philadelphia*. And, it connected *Boston* with several ports in *Maine*.

Type S 2 Black cancel S. C. 34 mm
(Steamer *Katahdin*)
known on document; not on stamp

Type S 2-1 As S-2, but Blue 22 mm,
sans-serif lettering, *Katahdin* at top,
#65, 3¢ postage

S-2 Sanford's Independent Line (cont'd)

Type S 2-2 *As S-2-1 but ms. 2^d day digit superimposed known on document; not on stamp*

Type S 2A *Blue cancel D. C. 30 x 20 mm, + "Thos. Holder, Clerk" known on document; not on stamp*

Type S 2B *Blue cancel D. E. 32 x 23 mm ("Thomas Holder, R. A. Pepper," used by R. A. Holder, who signed as "received for the proprietors") known on document; not on stamp*

Type S 2C *Blue cancel D. C. 30 x 20 mm, "Tyler R. Wasgatt Jr., Clerk" known on document; not on stamp - 2¢ I.R. is on document*

S-3 SCHUYLER'S LINE of STEAM TOW BOATS (old S-3)

ALBANY, NY (founded early 1840s)

This company at its peak employed 18 tow boats on the Hudson River. What is remarkable is that its founder, Thomas Schuyler, was a Black former slave whose family succeeded in a number of businesses and rose to prominence in Albany.

Pres. – D. L. Babcock. Secy. – Thomas W. Olcott. Treas. – Samuel Schuyler. (from 1873 document)

Type S 3 *Black cancel D. C. 22 x 15 mm (old S-3) ---*

Type S 3-1 *As S-3, but month obliterated, ms. day and last two year digits superimposed 2¢ I.R. (known on doc)*

S-4 (RED?) STAR LINE of NEW YORK PACKETS (old S-2)

This one is a mystery. The cancel says only "Star Line," yet Shellabear believed it actually was the Red Star Line, based on his reading of a book passage: "All the ocean packet lines...were still running when the (Civil) war ended... -- Black Ball; the Red Star...", etc. Trouble is (as noted for the N-11 listing, etc.), there was more than one shipping concern that was known as the Red Star Line.

Type S 4 *Blue cancel D. C. 47 x 33 mm (old S-2) \$1 Conv. (known on strip of 3)*

S-5 STEPHENS & CONDIT TRANSPORTATION CO.

Founded in 1818 as the (John H.) Stephens & (John W.) Condit Whaling & Sealing Co., this firm was reorganized in April 1862 using the above name. It was based in Newark, NJ, but operated primarily in New York waters.

Type S 5 *Black cancel S. C. 19 mm \$1.50 I.E.; \$5 P.W.; \$10 Mort.*

Type S 5A *Black cancel D. C. 20 x 13 mm, known incomplete 2¢ B.C.o.*

Type S 5B *Black cancel D. E. 30 x 20 mm \$2.50 I.E.*

S-6 SOUTHERN LINE, NEW YORK & NEW ORLEANS STEAMSHIPS

Henry B. Cromwell & Co. (see C-12 listing) began operating two steamships, the George Washington and the George Cromwell, shortly after the Union's capture of New Orleans in 1862.

Type S 6 *Manuscript cancel 1 line vertically (initials of George A. Fosdick & Co., agent) 2¢ I.R. (known on doc)*

U-1 UNION TRANSPORTATION CO.

In 1863, this company (at the behest of the Pittsburgh, Ft. Wayne & Chicago Rwy., which wanted direct access to New York City) began operating a through freight service from the Midwest that connected to the Raritan & Delaware Bay Rail-Road, whose northernmost link was at Perth Amboy, NJ, an important ferry slip on the route south from New York City. The fact that one of its cancels has the wording "Pier No. 1 N(orth) R(iver, New York City)" indicates the firm employed watercraft.

Type U 1 Blue cancel S. E. 33 x 22 mm
25¢ Cert.

Type U 1A Black cancel D. C. 20 x 13 mm,
known incomplete
2¢ B.C.o.

Type U 1B Black cancel D. C. 20 x 15 mm,
known incomplete
2¢ B.C.o.

U-2 UNITED STATES LINES (old U-1)

Type U 2 Blue cancel D. E. 33 x 24 mm
(old U-1) 25¢ Cert.

U-3 UNITED STATES STEAMSHIP CO.
(founded 1865)

Based in New York City, this firm built a fleet of state-of-the-art steamships for global shipping that appears to have numbered at least 17 vessels. It was run by business tycoon Charles Endicott II, who was also involved in steel mills, gold mines and railroads.

Type U 3 Black cancel D. C. 22 x 14 mm, known incomplete
2¢ B.C.o.

W-1 WASHINGTON, ALEXANDRIA & GEORGETOWN STEAM PACKET CO. (old W-1)
(inc. Mar. 3, 1829)

This was a line that operated on the Potomac River near the nation's capital.

Type W 1 Black Printed cancel 5 ll, incomplete
(old W-1) 2¢ I.R.

W-2 WASHINGTON LINE
NEW YORK, NY

One of this line's vessels, Monarch of the Sea, made numerous voyages to bring immigrants to America, including the first group of Mormons from Europe.

Type W 2 Manuscript cancel 4 ll vertically, + numerous short underlines
(Ship Monarch of the Sea + "Wood N...Co.[?]")
\$5 Man. imp.

W-3 WESTERN TRANSPORTATION CO.
BUFFALO, NY

As early as the 1830s, this company operated a line of canal boats between Albany, NY, and Buffalo, NY, that connected to a number of steamships and schooners and the Ohio Line on the Ohio Canal.

Type W 3 Black cancel S. C. 20 mm
25¢ Cert. imp.

W-4 WESTERN TRANSPORTATION CO.
NEW YORK

It is not entirely clear that this was a separate company from the W-3 organization, but an 1880 letterhead refers to "The Office of The Western Transportation Company and New York Central Rail Road Line of Screw Steamers" (as opposed to the canal boats run by the Western Transportation Co. of Buffalo).

Type W 4 Black cancel S. C. 20 mm
2¢ B.C.o.; 5¢ I.E.

WHITE LINE TRANSPORTATION CO.

Previously listed in "Attempting to Get a 1985 Survey Ship-Shape and Steam Ahead," The American Revenuer, Second Quarter Vol. 73, No. 2, the only reference found indicates it probably was a freight operation that utilized the tracks, etc., of several railroads in New York. Therefore, it has been eliminated.

W-5 WILLAMETTE STEAMBOAT CO.

Pres. - N. Haun. Secy. - Samuel L. Stevens. (from 1868 document)

Type W 5 Manuscript cancel 2 ll vertically
(N. Haun, Pres.)
25¢ B. (known on doc)

Type W 5A Manuscript cancel 2 ll vertically
(initials of Samuel L. Stevens, Secy.)
25¢ E.G. (known on doc)

Individual Ships

Type IS 1 Manuscript cancel 2 ll vertically
(Bark **Achilles**)
\$3 Man. imp.

Type IS 2 Manuscript cancel 3 ll vertically
(Ship **Alice Ball**
+ "W. Roper Jr.")
\$5 Man. imp.

Type IS 3 Manuscript cancel 3 ll vertically,
middle line is split underline
(Ship **Amazon**)
\$5 Man. imp.

Type IS 4 Manuscript cancel 3 ll vertically
(Brig **Americus** + "H & S")
5¢ 3^d Issue

Type IS 5 Black cancel D. C. 18 x 16 mm,
known incomplete
(Steamship **Andalusia**)
2¢ I.R.

Type IS 6 Manuscript cancel 3 ll vertically,
bottom line is underline
([Ship] **'Arracan'**)
\$10 2^d Issue

Type IS 7 Manuscript cancel 3 ll vertically,
middle line is underline
(S.S. **Berlin**)
\$1 Conv.

Type IS 7-1 As IS-7, but "St. Sp.";
bottom line is underline
\$5 2^d Issue

Type IS 8 Manuscript cancel 3 ll vertically
(Bark **Bessie Simpson**)
\$3 Man.

Type IS 9 Manuscript cancel 2 ll vertically
(Ship **Bridgewater**)
\$5 Man. imp.

Type IS 10 Manuscript cancel 4 ll vertically,
2^d & 4th lines are underlines
(Bark **"Burnside"**)
\$5 P.W.

Type IS 11 Manuscript cancel 3 ll vertically
(Ship **Calcutta**
+ "Jas. Hamilton, C[?]shr"
& New York customs canc. Type 2)
\$5 C.P.

Type IS 12 Manuscript cancel 2 ll diagonally
(Ship **Caroline T[ucker]**)
\$2 Conv. imp. (known on pair)

Type IS 13 Manuscript cancel 3 ll vertically,
middle line is underline
([Br. Steam Ship] **Caspian**)
\$5 3^d Issue

Individual Ships (cont'd)

- Type IS 13-1** As IS-14, but 2 ll,
"Br. St. Sp." added
\$5 2^d Issue
- Type IS 14** (Schr. **Castor**
(old IS-7) + "Miller & Houghton"
handstamp)

- Type IS 15** Blue cancel D. C. 28 x 22 mm
(Steamer **City of Cairo**)
known on document; not on stamp
- Type IS 16** Manuscript cancel 3 ll vertically
(City of N.O. [New Orleans])
\$10 Mort.
- Type IS 17** Manuscript cancel 3 ll vertically
(Ship **Coburg**) + initials "J. E. K."
\$5 Man. imp.
- Type IS 18** Manuscript cancel 5 ll horizontally
(Brig **Dirigo**)
\$5 2^d Issue
- Type IS 19** Manuscript cancel 2 ll vertically
(Bg. **Dudley**)
- Type IS 20** Manuscript cancel 3 ll horizontally
(Brig **E. P. Swett** +
"Miller & Houghton" handstamp)
\$1 Conv. imp.
- Type IS 21** Black cancel S. C. 26 mm
(old IS-2) (Steamer **Eagle** + "Capt. Booth")
2¢ B.C.o.; 2¢ I.R.
(both known on doc)
- Type IS 22** Black cancel S. C. 26 mm
(old IS-1) (Steamer **Edinburgh**
+ "Capt. Thompson")

- IS 21 and IS-22 were previously ascribed to
packet companies (Types W-1 and W-2) – but
such affiliations could not be confirmed. Way's
Packet Directory indicates Capt. Booth owned the
Eagle and Capt. Thompson's brother owned the
Edinburgh.
- Type IS 23** Manuscript cancel 6 ll horizontally,
3 ll are underlines
(Brig "**Edward**" + "Charter Party")
\$3 Man. imp.
- Type IS 24** Blue cancel 3 printed ll
(S.B. **Ella Hughes** + "Wm. Dix, Captain
& William S. Bowman, Cl'k")
2¢ I.R.
- Type IS 25** Blue cancel D. E. 29 x 23 mm
(Steamer **Ella May**)
known on document; not on stamp
- Type IS 26** Manuscript cancel 3 ll vertically
(Brig **Excelsior** + "Phila.")
\$3 Man. (known in combo w/
Philadelphia Customs cancel
Type 3)
- Type IS 27** Manuscript cancel 4 ll vertically,
bottom line is underline
(Barque **Fannie Hamilton**)
\$5 Man.
- Type IS 27-1** As IS-27, but 4 ll (2^d & 4th
are underlines), "Br. Bk.",
\$5 Mort.
- Type IS 28** Manuscript cancel 2 ll vertically
(Ship **Fannie McHenry**)
\$5 Man. imp.
- Type IS 29** ? cancel D. C. 22 x 14 mm
(old IS-12) (Steamer **Fanny Troupe**
(several sources say it is "Troup")

- Type IS 30** Manuscript cancel 3 ll horizontally,
bottom line is underline
(Br. Bark **Florence**
+ "Miller & Houghton" handstamp)
\$3 Man. imp.
- Type IS 31** Black cancel D. E. 28 x 18 mm
(old N-4) (Steamer **Frank Pargoud**)
2¢ I.R.
Blue cancel
2¢ I.R.
- Way's Packet Directory indicates this vessel was
built for its owner and captain.
- Type IS 32** Manuscript cancel 3 ll vertically,
bottom line is underline
(Br. **Gambia**)
\$1 Conv.
- Type IS 33** Manuscript cancel 3 ll vertically,
middle line is underline
(Brig **Geo. Latimore**)
\$1 E.G.
- Type IS 34** Manuscript cancel 4 ll vertically,
2^d & 4th ll are underlines
(Bark "**Gertrude**")
\$5 C.P.
- Type IS 35** Blue cancel D. E. 26 x 18 mm
(Steamer [Gen./] **H. E. Paine**)
2¢ B.C.o.
- Type IS 36** Black cancel S. C. 28 mm
(Steamer **Harvest Moon**)
known on document; not on stamp

Individual Ships (cont'd)

- Type IS 37** Manuscript cancel 3 ll vertically
(Ship "**Herald of the Morning**")
+ initials "N. B. A.")
\$20 Conv. imp.
- Type IS 38** Manuscript cancel 3 ll vertically
(Bark **John Howe**,
+ initials "T. H. D")
\$5 C.P. imp.
- Type IS 39** Manuscript cancel 3 ll vertically,
middle line is 2 underline marks
(Brig "**John Shay**")
\$5 P.W.
- Type IS 40** Manuscript cancel 3 ll horizontally
(Bark **Kate Stamler**
+ "Miller & Houghton" handstamp)
\$5 Conv. imp.
- Type IS 41** Manuscript cancel 5 ll horizontally
(Prussian Ship '**Klawitter**'
+ initials "W. S...[?]" and "John Ash")
\$3 Man.
- Type IS 42** Manuscript cancel 5 ll horizontally
(Brig **L. F. Munson**)
\$5 2^d Issue
- Type IS 43** ? cancel S. C. 32 mm
+ Str. **Legal Tender**,
"Capt. Jno. D. Ellis"
known on document; not on stamp
- Type IS 44** Blue cancel D. E. 28 x 20 mm,
known incomplete
+ ([Steamer] **Leni Leoti**)
2c I.R. (known on doc)
- Type IS 45** Blue cancel D. C. 16 x 10 mm
(Steamer **Lorena** + "S. Sluman Capt.")
known on document; not on stamp
- Type IS 46** Manuscript cancel 3 ll vertically
(Brig **Louisa**)
\$3 C.P.
- Type IS 47** Manuscript cancel 2 ll vertically,
(old IS-14)
ship name underlined
(Bark **Magna Charter**)
\$5 C.P.
- Type IS 48** Black cancel D. E. 38 x 35 mm
(old IS-3)
(Steamer **Mary Houston**)
2c I.R. (known on block of 4)
- Type IS 49** Manuscript cancel 2 ll vertically
(Stmr. "**Melita**" + "H & A"
for Howland & Aspinwall,
agents)
\$5 Man. imp.
- Type IS 49A** Manuscript cancel 2 ll vertically
(initials of Charles A. Whitney,
for the agents)
\$1 I.E. imp. (known on doc)
- Type IS 50** Manuscript cancel 3 ll horiz.,
(old IS-8)
1 line is underline
(Schr. **Minden**
+ "Miller & Houghton" handstamp)
\$1 Mort. imp.
- Type IS 51** Manuscript cancel 3 ll vertically
(Bark **Mira**)
\$3 Man.
- Type IS 52** Manuscript cancel 3 ll vertically,
middle line is underline
(Am. Bg. **Monica**)
\$3 Man.
- Type IS 53** Manuscript cancel 4 ll horizontally
(Brig **Navasota** ["Navosato" on stamp
apparently is a mistake])
\$5 C.P.
- Type IS 54** Manuscript cancel 2 ll vertically
(Br. Bk. **Netherton**)
\$1 E.G.
- Type IS 55** Manuscript cancel 3 ll horizontally
(old IS-6)
(Br. Brig **Petrels**
+ "Miller & Houghton" handstamp)
\$1 Conv. imp.
- Type IS 56** Black cancel D. C. 22 x 14 mm
(Steamer **Peytona**)
2c I.R.
- Type IS 57** Black cancel D. C. 22 x 15 mm
(Steamer **Potomac**
+ "Muhlman, Master")
2c B.C.o.
- Type IS 58** Manuscript cancel 3 ll vertically,
middle line is wavy underline
([Bark] **Prince Alfred**)
\$5 P.W. imp.
- Type IS 59** Manuscript cancel 4 ll vertically,
2^d & 4th ll are underlines
([Bark] **Princess Alice**)
\$3 3^d Issue
- Type IS 60** Manuscript cancel 4 ll vertically
(Steamer **Quaker City**
+ initials of C. C. Duncan,
charterer & manager)
2c I.R. (known on doc)
- Type IS 61** Manuscript cancel 3 ll vertically
(Br. Ship **Queen**;
initials of A. W. Winand, Pt.)
\$5 Man. imp.

Individual Ships (cont'd)

Type IS 62 Manuscript cancel 3 ll horizontally
(old IS-4) (initials of C. E. G.
for Steam Tug **River Queen**)

Type IS 63 Manuscript cancel 4 ll vertically,
2^d & 4th ll are underlines
(**Revival**)
\$1 Conv.

Type IS 64 Black cancel S. C. 22 mm
([S.S./S. B. Victor])
2¢ B.C.o. (known on doc)

Type IS 65 Manuscript canc. 2 ll horizontally
(old IS-9) (Brig **Sarah**
+ "Miller & Houghton" handstamp)

Type IS 66 Manuscript cancel 3 ll vertically,
middle line is underline
(Br. Schr. **Shark**)
\$1 Conv.

Type IS 67 Manuscript cancel 3 ll vertically,
middle line is underline
(Bg. **Sophie**)
\$3 C.P.

Type IS 68 Manuscript cancel 2 ll vertically
(Brig **South Boston** + initials "J. R.")
\$1 E.G. imp.

Type IS 69 Black cancel S. C. 23 mm
(Steamer **Swallow**)
2¢ B.C.o. (known on document)

Type IS 70 Black cancel D. C. 22 x 13 mm
(Am. S.S. **Union** + "G. S. Scott")
2¢ I.R.

Type IS 71 Straightline
(**Virginia**)

Type IS 72 Manuscript cancel 2 ll vertically
(Br. Bgue. **Voyager**)
\$5 C.P. imp.

Type IS 73 Black cancel S. C. 29 mm
(Steamer **Youngs**)
known on document; not on stamp

Addendum

Type IS 74 Manuscript cancel 4 ll vertically,
2 ll are underlines
(Brig "**Charles Albert**")
\$3 C.P.

Type IS 75 Manuscript cancel 3 ll diagonally
(3^d line is squiggly underline)
(Ship **Clyde**)
\$5 Man. Imp.

Type IS 76 Manuscript cancel 3 ll vertically,
([Ship] **Continental**)
\$5 C.P. imp.

Type IS 77 Manuscript cancel 3 ll horizontally,
(Steamer **Enterprise**,
initials of Theodore Shupan [?], agent)
2¢ I.R. (known on doc)

Type IS 78 Manuscript cancel 4 ll vertically,
2 ll are underlines
(Brig "**Eolus**")
\$3 C.P.

Type IS 79 Manuscript cancel 2 ll vertically,
(Br. Bk. "**Kate**")
\$1 I.E.

Type IS 80 Manuscript cancel 2 ll vertically,
([Ship] **Macaulay**)
\$5 3^d Issue

Type IS 81 Manuscript cancel 2 ll vertically
(Brig **Mazatlan**)
\$1 E.G.

Type IS 82 Blue cancel S. C. 25 mm
(Steamer **Missouri**, J. Y. Hurd, Master)
known on doc, not on stamp

Type IS 83 Manuscript cancel 4 ll diagonally
(Bark **N. K. Clements**)
\$3 Man.

Type IS 84 Manuscript cancel 2 ll vertically
(S.S. **N. America**)
\$1 E.G.

Type IS 85 Manuscript cancel 2 ll vertically
(S.S. **Oregon**)
\$1 P.A. imp. (known on block of 4)

Type IS 86 Ms. cancel 3 ll, 1 line diagonally,
2 ll horizontally,
([Schooner] "**Paragon**"
+ "Miller & Houghton" handstamp)
\$1 P.T.

Type IS 87 Manuscript cancel 3 ll horizontally
(initials of H. A. Applegit[?], Master,
Brig **Rival**)
2¢ I.R. (known on doc)

Addendum (cont'd)

Type IS 87-1 *As IS-85, but 2 ll,
numeral mo./day/yr. on top line
2¢ B.C.o. (known on doc)*

Type IS 88 *Manuscript cancel 3 ll horizontally
(Ital. Bark **Roma**)
\$3 C. P. imp.*

Type IS 89 *Manuscript cancel 3 ll horizontally
(Ship **Star of the West**)
\$5 Man. imp.*

Type IS 90 *Manuscript cancel 3 ll horizontally
(Br. Brig "**Thames**")
5¢ A. (known on customs doc)*

Type IS 91 *Blue cancel D. E. 25 x 18 mm
(Steamer **Thomas H. Allen**
[Mack Hammett, Agt.]
2¢ I.R. (known on doc)*