

# Pacific Mail cancels

Panama run, the ship was kept as a spare and then laid up for good in 1869. No cancels have been found by collectors.

The China Line operated between the ports of San Francisco and Hong Kong, China, touching at the port of Yokohama, Japan.

The 3,728-ton *Colorado* was copper-sheathed and launched in May 1864. It was the fastest steamer of that time. Eventually, it was laid up in 1878.

Blue cancels are on the \$1 Foreign Exchange and \$2 Conveyance. A black cancel is found on the \$5 Probate Will.

*Great Republic* of 4,100 tons was caught in a typhoon in the China Sea in 1870 and was so strained it was placed on coastal runs. It broke up on a sand bar in the Columbia River on April 19, 1879.

Blue cancels are found on the \$1 Foreign Exchange and Inland Exchange and \$3 Manifest.

(Please turn to page 38)

(Continued from page 34)

The 4,100-ton *China* was launched in December 1866 and continued on the China run until 1883. Blue cancels are found on the \$1 Foreign Exchange, \$1 Inland Exchange and \$2 Mortgage.

*America* of 4,100 tons was the largest ship in the China Fleet. In August 1872, while tied to its mooring in Yokohama, it caught fire, and the lives of 59 passengers were lost.

Blue cancels were found on the \$1 Foreign Exchange, \$2 Conveyance, \$5 Charter Party, \$5 Charter Party imperforate and \$5 Probate Will.

The 4,100-ton *Alaska* made its maiden voyage in August 1868 and remained in service until 1882.

Blue cancels were found on the \$1 Foreign Exchange, Inland Exchange and Life Insurance, \$2 Conveyance and Mortgage and \$3 Manifest and Manifest imperforate.

*Japan* of 4,100 tons was launched in December 1867. On its second voyage in December 1868, it left Yokohama for Hong Kong with two cabin and 427 steerage passengers. It caught fire and sank, with the loss of 414 lives, off Breaker Point near Japan.

A black cancel was found on the \$5 Probate Will, and blue cancels on the \$1 Foreign Exchange, Inland Exchange and Life Insurance, \$2 Conveyance and Mortgage, \$3 Manifest and \$5 Charter Party.

The 2,000-ton *Herman* was bought at auction in 1866. On Feb. 18, 1869, when bound for Shanghai, it struck off Point Kwazu and went down with the loss of 350 lives. No cancels have been reported by collectors.

The company also maintained a small Shanghai Branch Line between Yokohama and Shanghai.

The 1,917-ton *Costa Rica* operated on this line, with a blue cancel on the \$3 Manifest reve-

nue stamp being found by collectors.

*Oregonian* of 1,914 tons was purchased by the company and remained on the branch line until sold to the Japanese in 1875. Blue cancels were found on the \$1 Foreign Exchange and Inland Exchange stamps.

The original research in this area was done by Dr. H.P. Shellabear, using such references as *Early American Steamships* by Erik Heyl and *Side-Wheelers Across the Pacific* by John Haskell Kemble.



# Pacific Mail steamship cancels exist 1/82

## Revenue Review

By Dr. Daniel Hoffman

The Pacific Mail Steamship Co. was the largest American-owned company of its time, with capitalization in excess of \$2 million. It owned three main fleets of wooden sidewheel steamships carrying trade and passengers in the Atlantic and Pacific oceans.

The Revenue Act of 1862 required the company to use various types of revenue stamps, resulting in numerous cancels on stock certificates, receipts, checks, etc.

Prized by collectors are the straightline cancels found on dollar value revenue stamps. These are single-line Roman capital cancels, with each letter 4 millimeters in blue, red or black, with the length depending on the number of letters in the name of the steamship.

The ships of the Atlantic Line (they were occasionally transferred to a different line or laid up in port when traffic

was slow) traveled trimonthly between New York City and Aspinwall (Colon), Panama.

The 2,793-ton *Arizona* made its maiden voyage March 1, 1866, and eventually saw service on the China and Pacific lines before being sold to the Japanese in 1877.

Cancels are found in blue on the \$1 Foreign Exchange, Inland Exchange and Life Insurance stamps, \$2 Conveyance and Mortgage stamps and the \$3 Charter Party and Manifest stamps.

The *Henry Chauncey* of 2,657 tons began service Nov. 1, 1865. The ship was badly burned Aug. 16, 1871, but rebuilt and placed back in service until scrapped in 1877.

Blue cancels are found on the \$1 Conveyance and Life Insurance, the \$2 Conveyance and Mortgage, the \$3 second issue and \$1 and \$2 third issue revenues.

The 2,217-ton *New York* was launched June 16, 1864, and purchased by the company in 1865. In 1875, it was purchased by the Japanese. No cancels on dollar value revenues have been reported by collectors.

The 2,700-ton *Ocean Queen* was built in 1857 and purchased by the company in 1865. After 1869, the ship made few trips and was sold for scrap in 1873.

Red cancels have been found on the \$1 and \$2 second issue values, and blue cancels on the \$1 Entry Goods and Inland Exchange, \$2 Conveyance and Mortgage, \$3 Charter Party and \$2 third issue revenue stamps.

*Rising Star* of 2,727 tons was built in 1865 and purchased by the company in 1867. In 1875 it was sold to John Roach and Co., then scrapped in 1877.

A red cancel is found on the \$2 second issue, and blue cancels on the \$1 Entry Goods, \$2 Conveyance and Mortgage, \$3 Charter Party, \$1 and \$2 second issue and \$1 and \$2 third issue.

*Northern Light* of 2,057 tons was built in 1851 and was acquired and sold almost at once to Russell Sturgis of New York. No cancels are reported.

*Ariel* of 1,700 tons was purchased in 1865. Transferred to the Shanghai Branch Line it struck a reef at full speed and

sank in 20 minutes in October 1873. Cancels have not been reported by collectors.

The ships of the Pacific Line operated trimonthly between San Francisco and Panama.

The 3,675-ton *Constitution* was built in 1861 and placed on the Pacific Line run from 1862-1869. It burned at sea in October 1877. Blue cancels are found on the \$1 Foreign Exchange and \$2 Conveyance.

*Golden City* of 3,590 tons was launched in June 1863. It saw service until Feb. 22, 1870, when in a dense fog it ran aground and broke up near Magdalene Bay. Blue cancels were found on the \$1 Inland Exchange and \$2 Conveyance.

The 2,683-ton *Sacramento* was launched in May 1864 and continued in service until it ran into a reef near Point Antonio on Dec. 5, 1872, and broke up. Blue cancels are found on the \$1 Foreign Exchange and Inland Exchange stamps.

*Montana* of 2,677 tons was launched in February 1865 and completed in 1866. Finally, in 1877, it was scrapped after being placed on coastal service.

Blue cancels are found on the \$1 Foreign Exchange and Inland Exchange and \$2 Conveyance and Mortgage stamps.

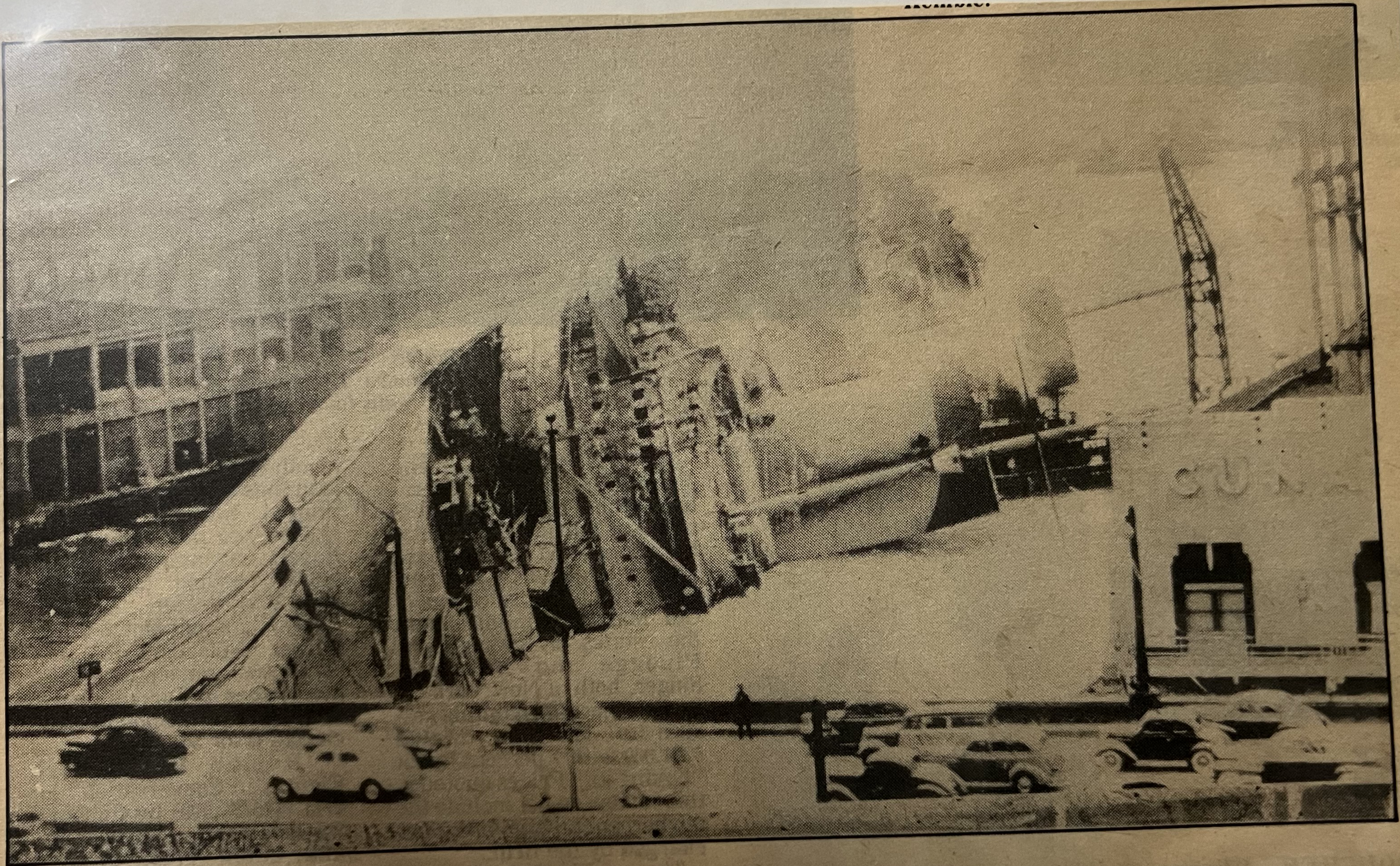
*Golden Age* of 1,870 tons was purchased by the company in 1854 and placed on this run. In 1875 it was sold to the Japanese. No cancels have been reported by collectors.

The 1,621-ton *St. Louis* was launched in February 1854, served on the run from 1861-1869, and then put on local coastal runs until dismantled in 1878. No cancels have been found by collectors.

*California* of 1,057 tons, built in 1848, was owned by the company from 1848-1870 and 1872-1874. It was the first American steamer to navigate the Straits of Magellan. In 1869, it was sent to San Francisco for use in local runs. No cancels have been reported by collectors.

The 1,616-ton *Sonora* was launched in October 1853. Placed on the San Francisco-





**THE PACIFIC MAIL STEAMSHIP COMPANY'S CALIFORNIA** was built in New York in 1848 for mail service between Panama and San Francisco. On her first voyage to San Francisco, the entire crew, with the exception of her captain and the third assistant engineer, deserted to join the Gold Rush. F.B.C. Bradlee Collection.



## PACIFIC MAIL STEAMSHIP COMPANY.

*Atlantic Line.*—Tri-monthly, between New York and Aspinwall, New Grenada.  
Steamships: Henry Chauncey, 2,657 tons; Arizona, 2,793 tons; New York, 2,217 tons; Ocean Queen, 2,700 tons; Rising Star, 2,727 tons; Northern Light, 2,057 tons; Ariel, 1,700 tons; and tug Clara Clarita, 250 tons—total, 17,101 tons.

*Pacific Line.*—Tri-monthly, between Panama and San Francisco, Cal.; touching at Acapulco, and once a month at Manzanillo, Mexico.

Steamships: Constitution, 3,675 tons; Golden City, 3,590 tons; Sacramento, 2,633 tons; Montana, 2,677 tons; Golden Age, 1,870 tons; St. Louis, 1,621 tons; California, 1,057 tons; Sonora, 1,616 tons; and tugs Tobago, 189, and Ancon, 300 tons—total, 19,268 tons.

*China Line.*—Monthly, between San Francisco, Cal., and Hong Kong, China, 6,200 to 6,600 miles, touching at Yokohama, Japan.

Steamships: Colorado, 3,723 tons; Great Republic, 4,100 tons; China, 4,100 tons; America, 4,100 tons; Alaska, 4,100 tons; Japan, 4,100 tons; and spare steamer Herman, 2,000 tons—total, 26,228 tons.

*Shanghai Branch Line.*—Monthly, between Yokohama, Japan, *via* Nagasaki, Japan and Shanghai, China, 1,125 miles.

Steamship: Costa Rica, 1,917 tons.

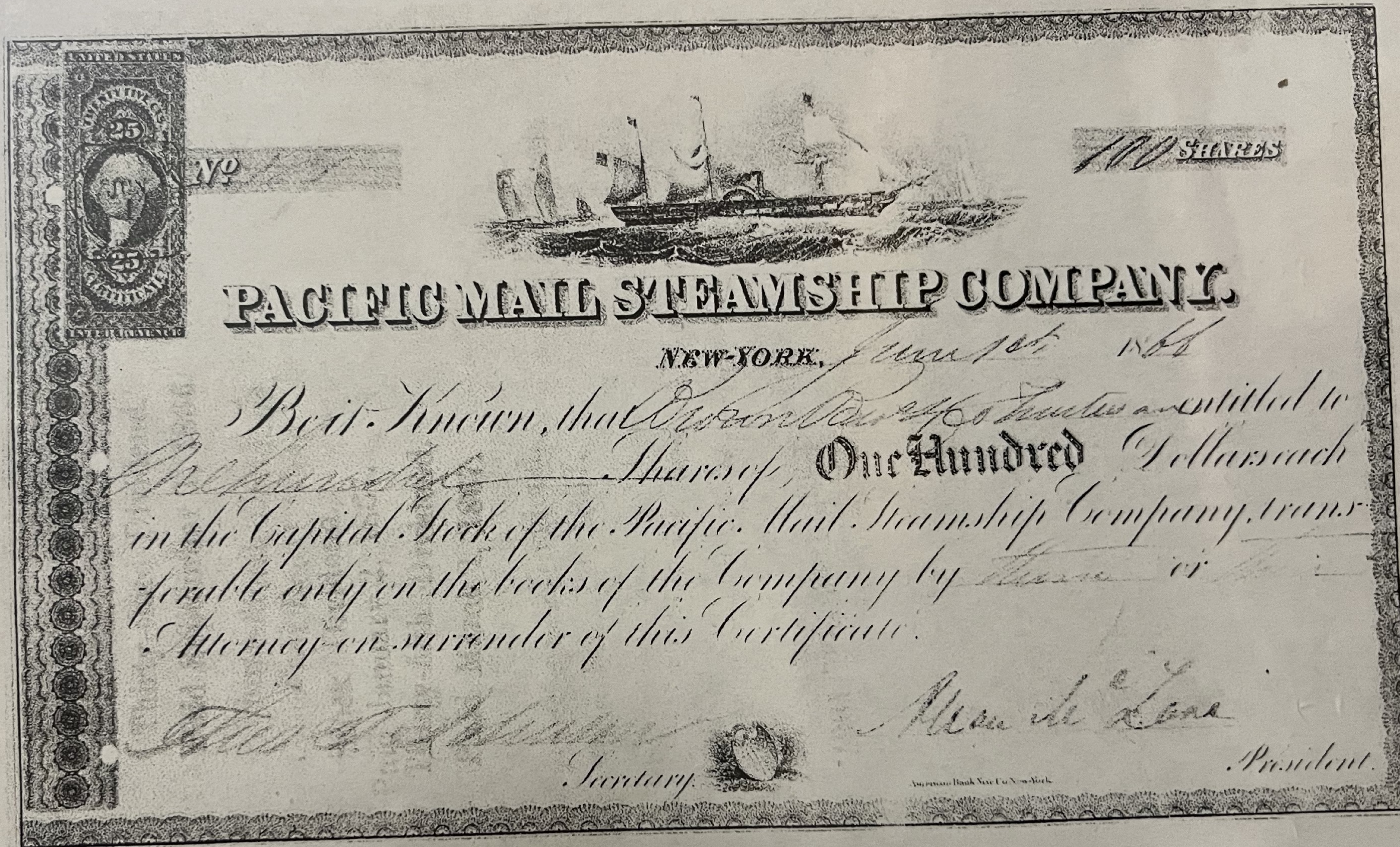
—making a total of 26 steamships and 64,514 tons.

The Company's business in freight and passengers during the year ending January 31, 1868, was shown in the following statement:

	General.	China.	Total.
<i>Passenger Business—</i>			
Through passengers, outward.....	19,128	2,924	22,052
"    "    inward.....	8,161	1,451	9,612
Total through passengers.....	27,239	4,375	31,614
Way passengers, outward.....	2,116	120	2,236
"    "    inward.....	2,492	216	2,708
Total way passengers.....	4,608	336	4,944
Total passengers, out and in.....	31,897	4,711	36,608
<i>Merchandise Freight Business—</i>			
Through tonnage, outward.....	29,309	3,570	32,879
"    "    inward.....	16,690	6,744	22,834
Total through tonnage.....	45,309	10,314	55,713
Way tonnage, outward.....	9,666	603	10,269
"    "    inward.....	5,169	2,150	7,219
Total way tonnage.....	14,735	2,753	17,488
Total merchandise freight, out and in.....	60,134	13,067	73,201
<i>Treasure Freight Business—</i>			
Inward for New York.....	\$30,019,688	.....	.....
"    for foreign ports.....	10,734,487	.....	\$40,754,175
Through value.....	.....	\$3,370,657	.....
Local value.....	.....	752,759	4,123,416
Total treasure moved.....	\$40,754,175	\$4,123,416	\$44,877,591



## Steamships to the California Gold Rush



Even before gold was discovered in 1848 in California, transportation by sea between the East and West coasts was in great demand. The Pacific Mail Steamship Company, chartered on April 13, 1848, often had as many as nine vessels operating at once between New York and San Francisco. After the company acquired the Atlantic Steamship Company in 1865, the Pacific Mail Steamship Company held

1124. Pacific Mail Steamship Co., 1866, blk. on wht., sidewheel steamer, 100 shs., ABNCo., R44, signed by Allan McLane as pres., I/C, h/c, lt. soil, rare. Est, \$1,000

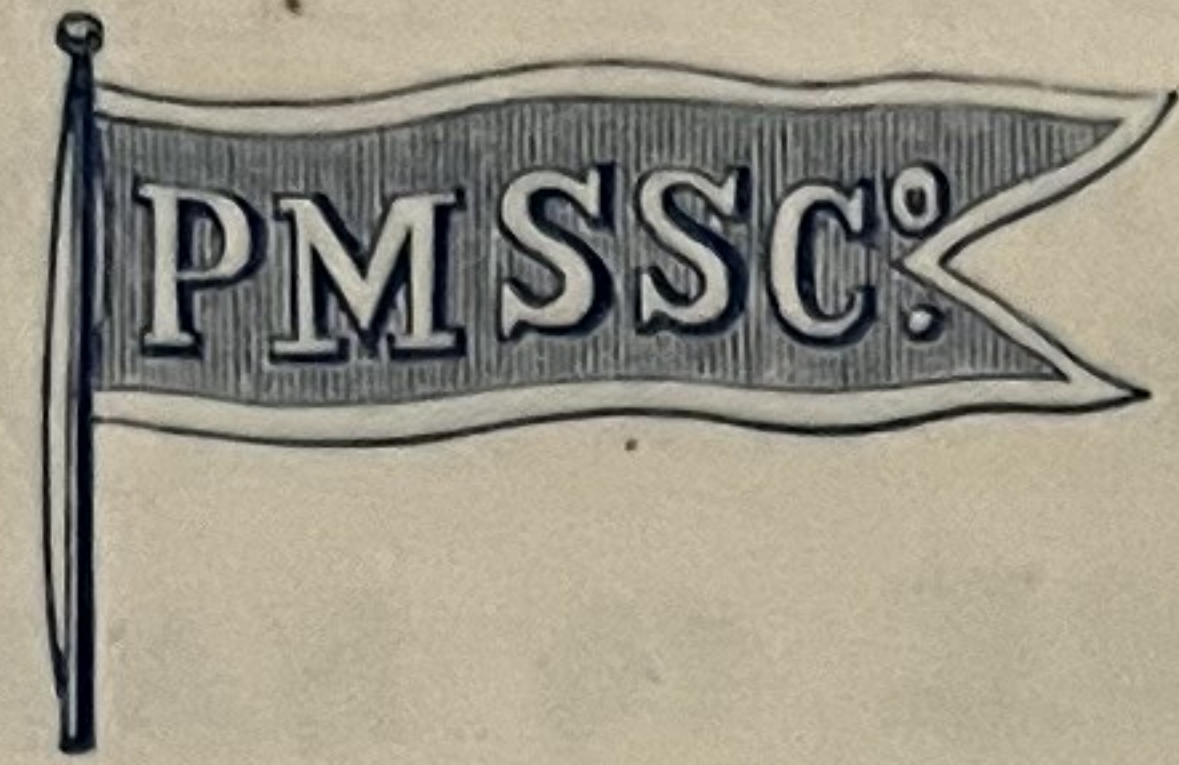
In 1847 the US government let bids for two oceanic mail lines, one from New York to Panama and the other from Panama to San Francisco and Oregon. After the bids were awarded, the Pacific Mail Steamship Co. was incorporated in 1848 with a capital stock of \$500,000, and three sidewheel steamers were built for its Pacific route. The first to be completed and leave for San Francisco was the California, closely followed by the Oregon and the Panama. Surprisingly, the California sailed without passengers, as only rumors of gold had been heard at that time. However, by the time it had rounded Cape Horn and arrived in San Francisco, the rumors had become fact and the California had picked up 1,500 passengers enroute, becoming the first gold rush vessel to arrive in the Bay. After a difficult first few years, the company chose Allan McLane to lead it. His brother, Louis, was then president of Wells Fargo & Co., and the business world liked the appointment. PMSS became the most prominent West Coast shipping line, and held that distinction until completion of the trans-continental railroad in 1869.

Named for his Scots great-grandfather, Allan McLane's family reads like a Who's Who of America. His grandfather, also named Allan, was a Revolutionary War hero from Delaware, and his father, Louis, was a Congressman and successful attorney. Allan's brother, Robert, was also a Congressman; another brother, George, was a noted Indian fighter killed on the frontier in 1861; and his sister married Alexander Hamilton's youngest son. Allan himself graduated a midshipman in 1842, married Ben Franklin's great-granddaughter, and was one of the most influential shipping pioneers in western history.

The consignor reports that only three Pacific Mail Steamship stock certificates are currently known to exist.



# Pacific Mail Steam Ship Co's

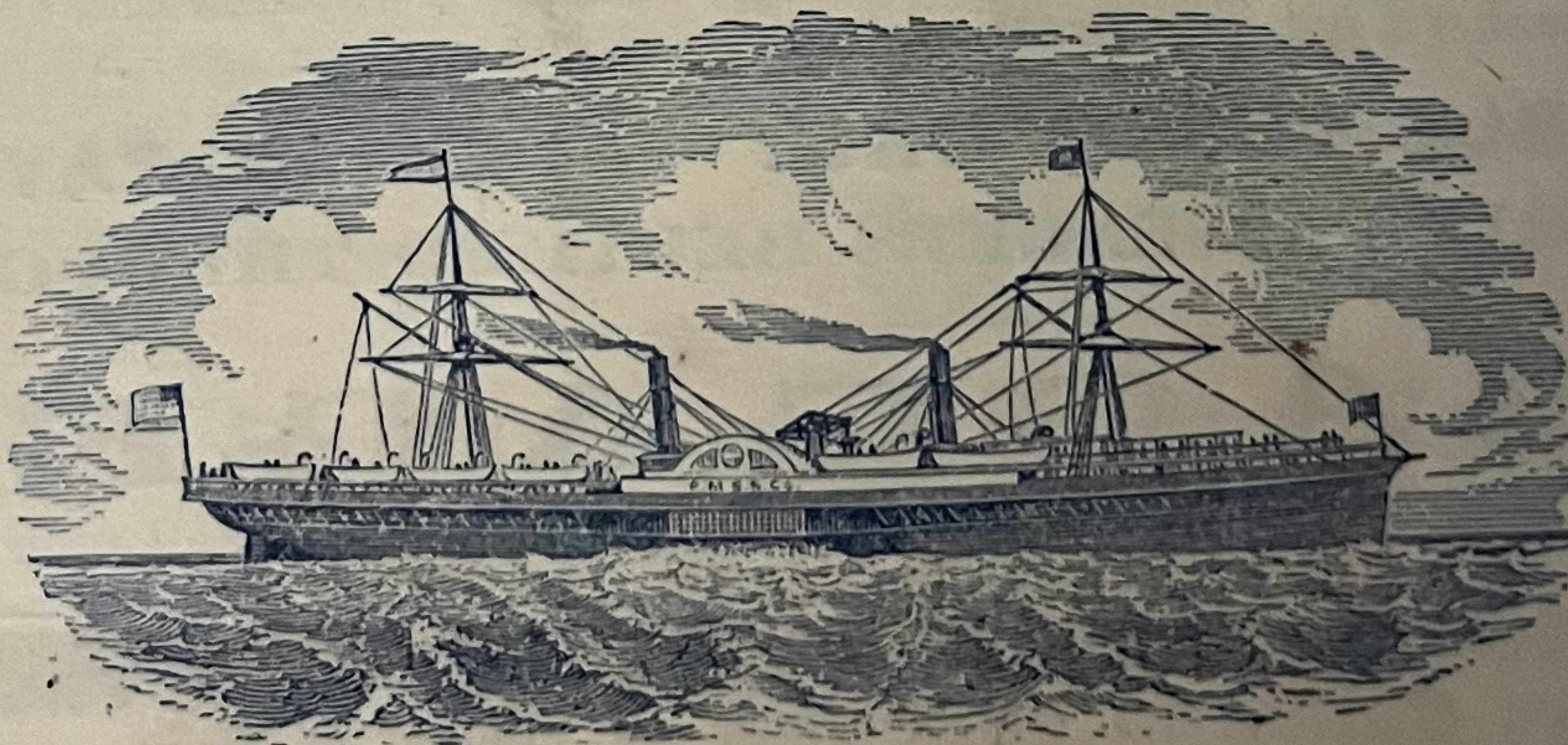


**THROUGH LINE TO  
CALIFORNIA, JAPAN & CHINA,  
Via PANAMA & SAN FRANCISCO,  
*Carrying the U. S. Mail.***

## **STEAMERS ON ATLANTIC AND PACIFIC OCEANS:**

ARIZONA,  
HENRY CHAUNCEY,  
NEW YORK,  
OCEAN QUEEN,  
RISING STAR,  
COSTA RICA,  
NORTHERN LIGHT,  
ARIEL,  
CHAMPION,  
AMERICA (building),

COLORADO,  
CONSTITUTION,  
GOLDEN CITY,  
SACRAMENTO,  
GOLDEN AGE,  
ST. LOUIS,  
MONTANA,  
CELESTIAL EMPIRE,  
GREAT REPUBLIC,  
JAPAN (building).



Also Connecting at the Isthmus of Panama with Steam Ships for  
**NEW ZEALAND & AUSTRALIA,  
WEST COAST OF SOUTH AMERICA,  
CENTRAL AMERICA &c., &c.**

**F. R. BABY, Agent,**

OFFICE, PIER 42 NORTH RIVER,

FOOT OF CANAL STREET,

**NEW YORK.**



**Pacific Mail Steam Ship Company's  
CHINA LINE,**

From San Francisco to Yokohama and Hong Kong.

**THROUGH TICKETS ISSUED,**

And Passengers BERTHED THROUGH, at the following Rates,  
INCLUDING RAILROAD FARE.

	1st Cabin.	2d Cabin.	Steerage.
New York to San Francisco, payable in Currency,	\$ 300	\$ 200	\$ 100
San Francisco to Yokohama, in Gold, or its equivalent,	250	170	
San Francisco to Hong Kong, " " "	300	200	

Children in same Proportion as New York to San Francisco.

**BAGGAGE.**

250 pounds Baggage allowed each adult, First or Second Cabin Passenger.  
100 pounds to each Steerage Passenger. For all over this weight, 20 cents per  
pound must be paid to the Purser on board.

Merchandise or Bedding will not be taken as Baggage.

*For Passage Tickets, or further information, apply at the Office, on the  
WHARF, PIER 42, NORTH RIVER, FOOT OF CANAL STREET, NEW YORK.  
F. R. BABY, Agent.*

*New York, ..... 186*

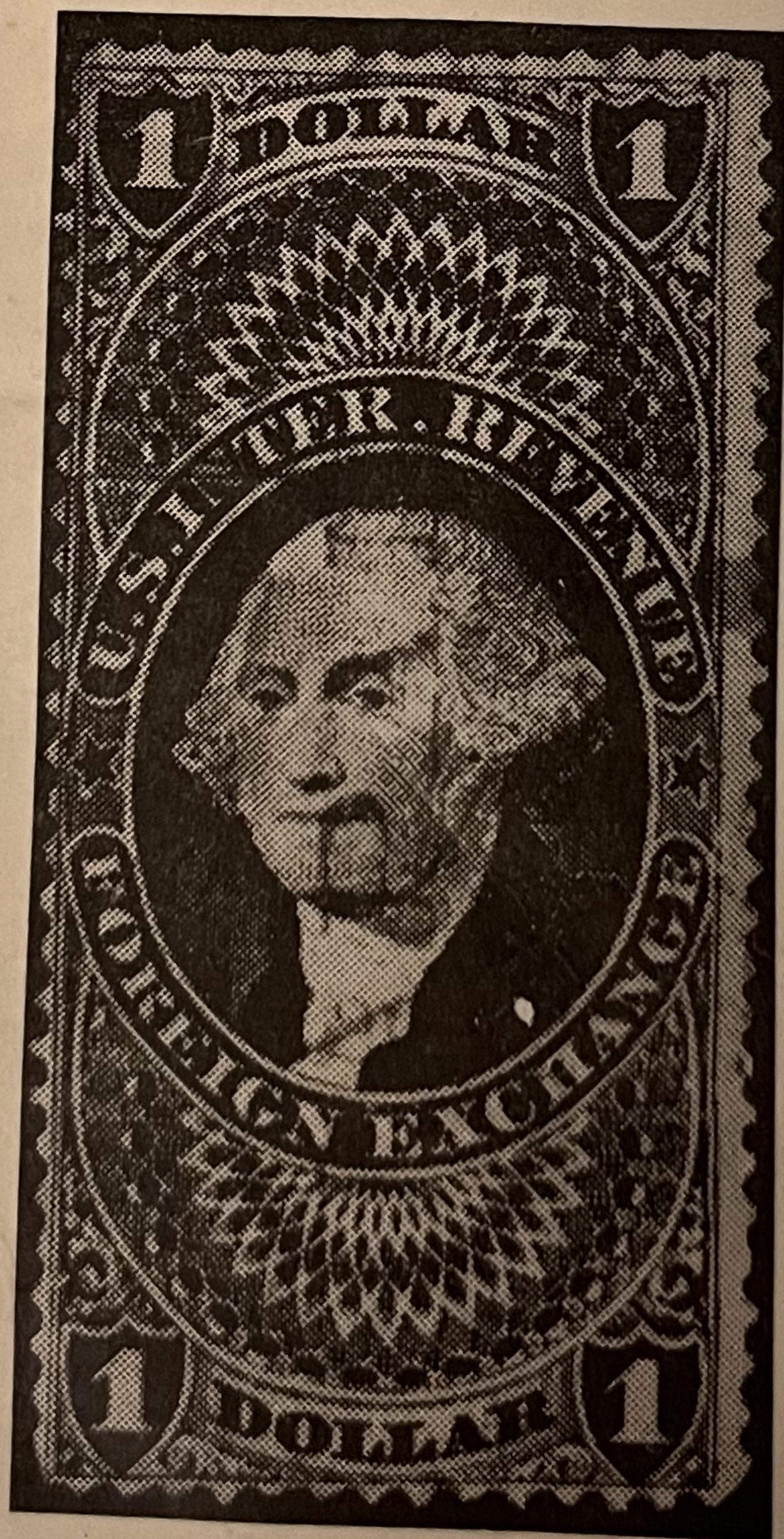


THE PACIFIC MAIL STEAMSHIP COMPANY

Straight Line Cancels on the

1862-72 Revenues

by Dr. H. P. Shellabear





**A Listing of Straight Line Steamship Cancels of the P. M. S. S. Co.**

Steamship	Color	Cancel	Up	Struck Down
<b>ARIZONA</b>				
\$1 For. exch.	blue		x	
\$1 Inland exch.	blue	(x)		
\$1 Life ins.	blue	(x)		(x)
\$2 Conveyance	blue	(x)		
\$2 Mortgage	blue	(x)		x
\$3 Charter pty.	blue	(x)		
\$3 Manifest	blue	(x)		
\$1 Third issue	blue			(x)
<b>HENRY CHAUNCEY</b>				
\$1 Conveyance	blue		x	
\$1 Life ins.	blue		x	
\$2 Conveyance	blue	(x)		(x)
\$2 Mortgage	blue	(x)		
\$3 Second issue	blue		x	
\$1 Third issue	blue	(x)		
\$2 Third issue	blue	(x)		(x)
\$2 Second "	Red	(x)		
Page 124	blue	(x)		
\$1 Entry of Goods	blue	(x)		
\$3 Manifest	blue	(x)		
\$1 Foreign Exch	blue	(x)		
\$3 Charter party	blue	(x)		

\$1 Conveyance			(x)	
\$3 Third issue	blue			(x)
\$1 Third issue	blue		(x)	
<b>OCEAN QUEEN</b>				
\$1 Entry goods	blue	(x)		(x)
\$1 Inland exch.	blue			(x)
\$2 Conveyance	blue	(x)		x
\$2 Mortgage	blue	(x)		
\$3 Charter pty.	blue	(x)		x
\$1 Second issue	red	(x)		
\$2 Second issue	red			x
\$2 Third issue	blue	(x)		
\$2 Second "	blue	(x)		
<b>RISING STAR</b>				
\$1 Foreign Exchange	blue	(x)		(x)
\$1 Entry goods	blue	(x)		(x)
\$2 Conveyance	blue	(x)		(x)
\$2 Mortgage	blue	(x)		x
\$3 Charter pty.	blue		x	
\$1 Second issue	blue	(x)		
\$2 Second issue	blue	(x)		x
\$2 Second issue	red		x	(x)
\$1 Third issue	blue	(x)		(x)
\$2 Third issue	blue	(x)		(x)
\$3 Manifest	blue	(x)		
\$3 Second issue	blue	(x)		
<b>NEW YORK</b>				
\$1 For. exch	blue		x	x

<b>SONORA</b>				
none reported				
<b>ALASKA</b>				
\$1 Foreign exch.	blue		(x)	(x)
\$1 Inland exch.	blue		(x)	(x)
\$1 Life ins.	blue		x	(x)
\$2 Conveyance	blue		(x)	x
\$2 Mortgage	blue		(x)	x
\$3 Manifest	blue		(x)	
\$3 Man. imperf.	blue		(x)	

<b>AMERICA</b>				
\$1 Foreign exch.	blue		(x)	(x)
\$2 Conveyance	blue			(x)
\$5 Charter pty.	blue		(x)	
\$5 C. P. imperf.	blue			(x)
\$5 Probate will	blue		(x)	
\$1 Manifest	blue			x
<b>CHINA</b>				
\$1 Foreign exch.	blue		(x)	(x)
\$1 Inland exch.	blue			(x)
\$2 Mortgage	blue			x

<b>GREAT REPUBLIC</b>				
\$1 Foreign exch.	blue		(x)	(x)
\$1 Inland exch.	blue			(x)
\$3 Manifest	blue		x	
\$1 Conveyance	blue		(x)	
<b>COLORADO</b>				
\$1 Foreign exch.	blue		x	(x)
\$2 Conveyance	blue		(x)	
\$5 Probate will	black		x	

<b>JAPAN</b>				
\$1 Foreign exch.	blue		(x)	(x)
\$1 Inland exch.	blue		x	(x)
\$1 Life ins.	blue		(x)	
\$2 Conveyance	blue		(x)	
\$2 Mortgage	blue		(x)	
\$3 Manifest	blue		(x)	
\$5 Charter pty.	blue			x
\$5 Probate will	black		x	(x)

<b>COSTA RICA</b>				
\$3 Manifest	blue		x	
\$2 Mortgage	blue		(x)	
\$1 Foreign exch.	blue		(x)	(x)
\$1 Inland exch.	blue		(x)	

<b>HERMANN</b>				
none reported				

**Friedberg Prices**  
List #71 9/1/88

A strong group of steamship cancels.

0051

- 99. R69c VF strike of blue straightline ALASKA (Pacific Mail Steamship Co.) 100.00
- 100. R68c XF strike of blue straightline AMERICA (Pac. Mail Steamship Co.) 150.00
- 101. R69c XF strike of blue straightline ARIZONA (Pac. Mail Steamship Co.) 125.00
- 102. R69c VF strike of blue straightline CHINA (Pac. Mail Steamship Co.) 50.00
- 103. R68c VF strike of blue straightline COLORADO (Pac. Mail Steamship Co.) \$200
- 104. R68c XF strike of blue straightline GREAT REPUBLIC (Pac. Mail) hstp. 125.00
- 105. R69c blue straightline JAPAN (Pacific Mail) hstp. 50.00
- 106. R145 VF strike of blue straightline OCEAN QUEEN (Pac. Mail) 125.00
- 107. R69c VF strike of blue straightline OREGONIAN (Pac. Mail) 200.00
- 108. R118 XF strike of blue straightline RISING STAR (Pac. Mail) 125.00

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No. *100*

*100* SHARES



# PACIFIC MAIL STEAMSHIP COMPANY.

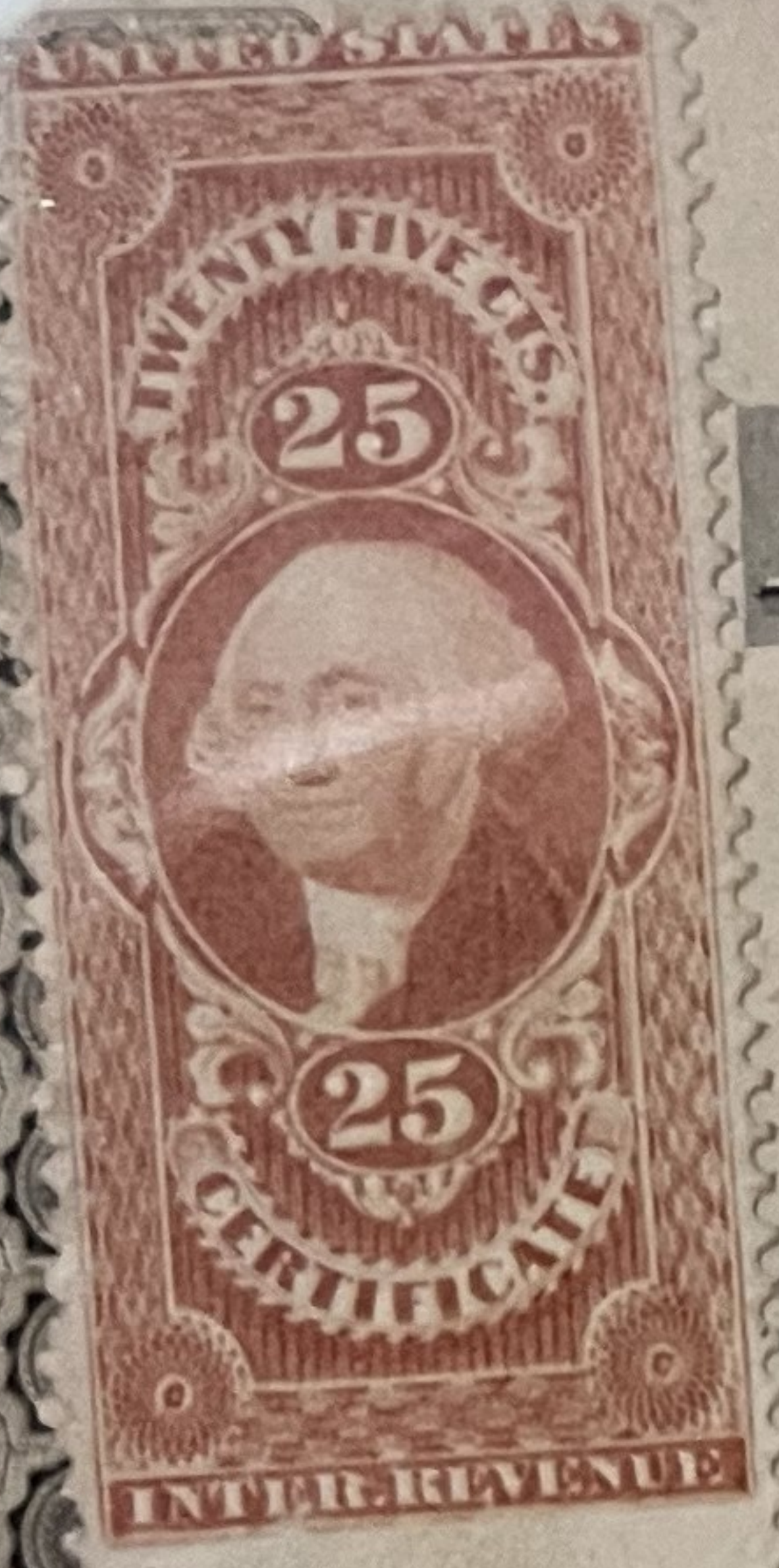
NEW-YORK, Dec. 19<sup>th</sup> 1865

Bert. Lincoln, that James B. Coir Trust as entitled to  
*One Hundred* Shares of *One Hundred* Dollars each  
in the Capital Stock of the Pacific Mail Steamship Company, trans-  
ferable only on the books of the Company by *them* or their  
Attorney in surrender of this Certificate.

*Wm. S. Johnson*  
Secretary

*Man. A. Lane*  
President

American Bank Note Co. New-York



Warranted by the assured free from loss  
or expense arising from riot or civil  
commotion, or from seizure or detention  
the consequences of any attempt

Sum Insur  
\$ 100

*Lucy*

*BB*



*Duplicate Jan 3/86*

**Know all Men by these Presents, THAT WE,**

BROWN BROTHERS & Co., in trust, for Value Received, have, by these presents do bargain, sell and assign unto

\_\_\_\_\_ and \_\_\_\_\_ assigns, subject to the conditions of an agreement between ourselves and others, dated October 11th, 18

\_\_\_\_\_ Shares

of the Capital Stock of the **PACIFIC MAIL STEAMSHIP COMPANY**, standing in our name on the Books of said Company, and represented by this Certificate.

Any Dividend that we may receive upon the said Shares will be paid for us by said Company only to the holder of this Certificate, upon presenting the same and submitting it to have the payment of the Dividend stamped thereon.

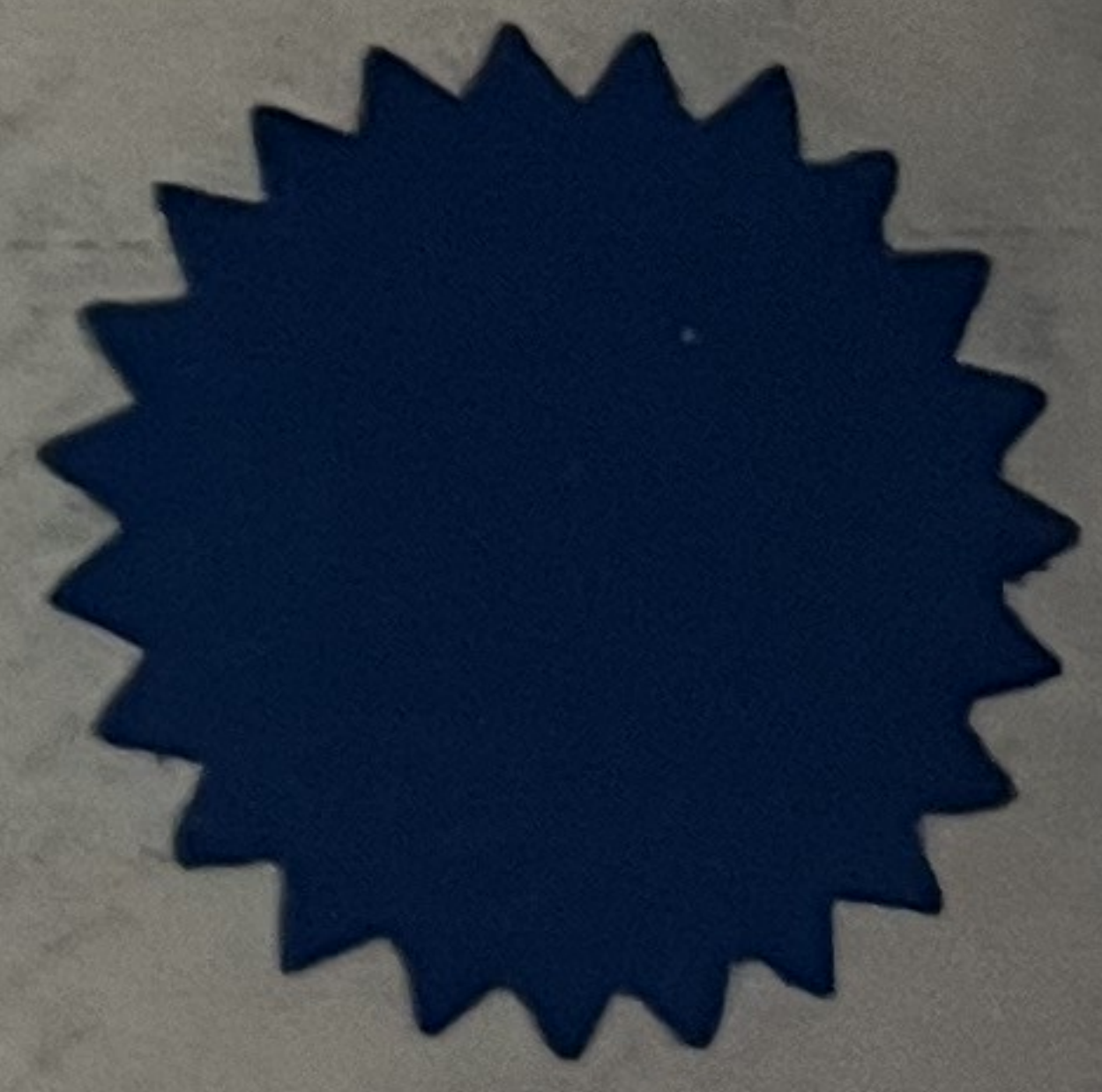
WITNESS our hand and seal, the \_\_\_\_\_ day of \_\_\_\_\_

A. D. 186

In presence of

*Brown Brothers & Co.*

*Richard J. Lewis*



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*August*

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GRANTED



B B

By the Columbian Insurance Company.

(No. 11670)

R. W. Sears

ON ACCOUNT OF

Whom it may concern

In case of loss to be paid to him or Order

Do make Insurance, and cause

to be insured, at and from

August first 1862 at noon - Until August first 1863 at noon

Sum Insured,

\$ 6500

If on a passage at the end of the term, the risk to continue at pro rata premium, until arrival at port of destination. Prohibited from loading grain in bulk, and prohibited from the River and Gulf of St. Lawrence between September 1 and May 1. Prohibited from the Black Sea between October 1 and May 1.

upon the good Ship called the Golden City whereof is Master for this present voyage, or by whatsoever other name or names, the said vessel or Master thereof, is, or shall be named or called: beginning the adventure upon the said as aforesaid, and to continue during the voyage aforesaid, on the vessel until she shall be arrived and moored at anchor twenty-four hours in safety, and on the property until landed. And it shall be lawful for the said vessel, in her voyage, to proceed and sail to, touch and stay at, any ports or places, if thereunto obliged by stress of weather, or other unavoidable accidents, without prejudice to this insurance. The said is valued at

Twenty six thousand dollars

Touching the adventures and perils which the said Columbian Insurance Company are contented to bear, and take upon them in this voyage, they are of the Seas, Fire, Enemies, Pirates, Assailing Thieves, Restraints and Detainments of all Kings, Princes or People, of what nation or quality soever, Barratry of the Master, (unless the insured be owner of the vessel,) and of the Mariners, and all other losses and misfortunes, which have or shall come to the damage of the said which insurers are liable by the rules and customs of insurance in Boston; provided, that the insurers shall not be liable for any partial loss on Hemp and Flax, unless the loss amount to twenty per cent. on the whole aggregate value of such articles; nor for any partial loss on Saltpetre, Gunny Cloth, Gunny Bags, Twine, Jute, and East India Hemp and Skins, unless the loss amount to ten per cent. on the whole aggregate value of such articles; nor for any partial loss on Sugar, Flax-Seed, Bread, Tobacco, and Rice, unless the loss amount to seven per cent. on the whole aggregate value of such articles; nor for any partial loss on Salt, Grain, Fish, Fruit, Hides, Skins, or other goods that are esteemed perishable in their own nature, unless it amount to seven per cent. on the whole aggregate value of such articles, and happen by stranding; nor for leakage of Molasses, Oil, or other articles, unless it be occasioned by stranding or collision with another vessel; nor for any partial loss on other goods, or on the vessel, or freight, unless it amount to five per cent. exclusive in each case of all charges and expenses incurred for the purpose of ascertaining and proving the loss; but the owners of such goods shall recover on a general average. It is also agreed that the insurers shall not be liable for partial loss or damage to Bar, Bundle, Rod, Hoop, Plate and Sheet Iron, Wire of all kinds, Tin Plates, Steel, Cassia in mats, Linseed in pockets, and goods stowed loose.

Provided, and it is expressly agreed, that the Insurers shall not be liable for damage or injury to Goods by dampness, or by being spotted, discolored, mouldy, or rusted, unless the same be caused by actual contact of sea-water with the articles damaged, occasioned by sea perils.

And that the Company shall not be answerable for loss or damage, by wet, breakage, leakage, or exposure to the elements, of goods insured as on Deck; nor for any other loss on same unless it amount to twenty per cent. and then for the excess above fifteen per cent. only.

In case of damage, by perils of the sea, to Dry Goods, Cutlery, or other Hardware, the loss shall be ascertained by a separation and sale of the portion only of the contents of the packages so damaged and not otherwise, and the same practice shall obtain as to all other merchandise as far as practicable. And in case of any loss or misfortune, it shall be lawful for the insured, his factors, servants, and assigns, to sue, labor and travel for, in and about the defence, safeguard and recovery of the said or any part thereof, without prejudice to this insurance; to the charges whereof, the said COLUMBIAN INSURANCE COMPANY will contribute, in proportion as the sum insured is to the whole sum at risk. Having been paid the consideration for this insurance by the assured or his assigns, at and after the rate of

Seven & One halfp. cent.

To add one per cent. if in the North Sea between October 1 and March 1; one per cent. for each passage into the Bay of Fundy between September 1 and May 1; one per cent. for each passage to or from Mexico and Central America; one per cent. for each passage with cargo of Guano, Coal, Salt, Iron, Copper Ore, Marble, or Slate; and to add one per cent. for each voyage into the Black Sea between May 1 and October 1. To add 1-2 per cent. for each passage traversing the Hurricane Latitudes between July 15 and October 15. If there be any Lume on board, fifty per cent. to be added to the premium for the passage.

And it is hereby agreed, that if the insured shall have made any other insurance upon the aforesaid, prior in date to this Policy, then the said COLUMBIAN INSURANCE COMPANY shall be answerable only for so much as the amount of such prior insurance may be deficient towards fully covering the property at risk, whether for the whole voyage, or from one port of lading or discharge to another; and the said COLUMBIAN INSURANCE COMPANY shall return the premium, or a ratable part thereof, upon so much of the sum by them insured, or for such part of the voyage as they shall be exonerated from by such prior insurance, provided, that no return premium shall be made for any passage, whereon the risk has once commenced. And in case of any insurance upon the said date to this Policy, the said COLUMBIAN INSURANCE COMPANY shall nevertheless be answerable to the full extent of the sum by them herein insured, without right to claim contribution from such subsequent insurers; and shall accordingly be entitled to retain the premium by them received, in the same manner as if no such subsequent insurance had been made. And in case of loss such loss shall be paid in sixty days after proof and adjustment thereof, the amount of the premium note, if unpaid, and all sums due to the Company, from the insured, when such loss becomes due, being first deducted, and all sums coming due being first paid or secured to the satisfaction of the said Company, they discounting interest for anticipating payment. It is also agreed, that in case of capture or detention, the insured shall not have the right to abandon therefor, until proof is exhibited of condemnation, or of the continuance of the detention, (by capture or other arrest) for at least ninety days; and that the insured shall not abandon in consequence of the port of destination being blockaded, but the vessel shall, in such case, have liberty to proceed to another port not blockaded, and there end the voyage, or wait a reasonable time for the blockade of the original port of destination to be raised; and that the acts of the insured or insurers, in recovering, saving, and preserving the property insured in case of disaster, shall not be considered a waiver or an acceptance of an abandonment.

It is also agreed that the insurers shall not be answerable for any charge, damage, or loss, which may arise in consequence of seizure, or detention, for, or on account of illicit, or prohibited trade, or trade in articles contraband of war; but the judgment of a foreign consular, or colonial court, shall not be conclusive upon the parties, as to the fact of there having been articles contraband of war on board, or as to the fact of an attempt to trade in violation of the laws of nations. It is also agreed that this Policy shall be void in case of its being assigned, transferred, or pledged, without the previous consent in writing of the insurers. It is also agreed, that the insured shall not have the right to abandon the vessel for the amount of damage merely unless the amount which the insurers would be liable to pay, under an adjustment of a partial loss, shall exceed half the amount insured; and in case of a total loss of the vessel with salvage, the amount allowed out of the salvage to the officers and crew for wages earned, or services rendered previously to the loss, shall be considered as so much of the salvage applied to the use of the ship owners, even although the same should be allowed or paid under the name of salvage, and not as wages, and shall accordingly be deducted in adjusting the loss. It is further agreed, that if any dispute shall arise, relating to a loss on this Policy, it shall be submitted to the judgment and determination of arbitrators mutually chosen, whose award in writing shall be conclusive and binding on all parties. The Company are not liable for wages or provisions, except in general average; and on Fishing Risks the Company not liable for Wages or Provisions; nor for Cables, or Anchors.

Not liable for Copper or other Sheathing, after it has been on thirty months. WARRANTED free from capture, seizure, or detention, or the consequence of any attempt thereat; the clause herein embodied, touching said perils or adventures, to the contrary notwithstanding.

In witness whereof, The President of the said COLUMBIAN INSURANCE COMPANY, hath hereunto subscribed his name, and caused the same to be countersigned by their Secretary, in New York, this Eighteenth day of August one thousand eight hundred and sixty two

\$ 6500 Sixty five hundred dollars

W. Whimel Secretary

Thos. Lind President

Warranted by the assured free from loss or expense arising from theft or civil commotion, as from delay in delivery or the consequences of any attempt thereat.

Premium,

\$ 487.50

Policy

\$ 488.50



SHIP COMPANY

Pacific Mail Steam Ship Company,



\$

San Francisco

187

# The Bank of California

Pay to the order of



Dollars

Cash<sup>r</sup>

Agent

**1. No. 590**





No. *[Redacted]*

*100* SHARES



# PACIFIC MAIL STEAMSHIP COMPANY.

NEW-YORK, *Dec 19<sup>th</sup> 1865*

Be it known that *James B. [Redacted]* is entitled to *One Hundred* Shares of *One Hundred* Dollars each in the Capital Stock of the Pacific Mail Steamship Company, transferable only on the books of the Company by *them* or *their* Attorney on surrender of this Certificate.

*Wm. S. Johnson*  
Secretary.

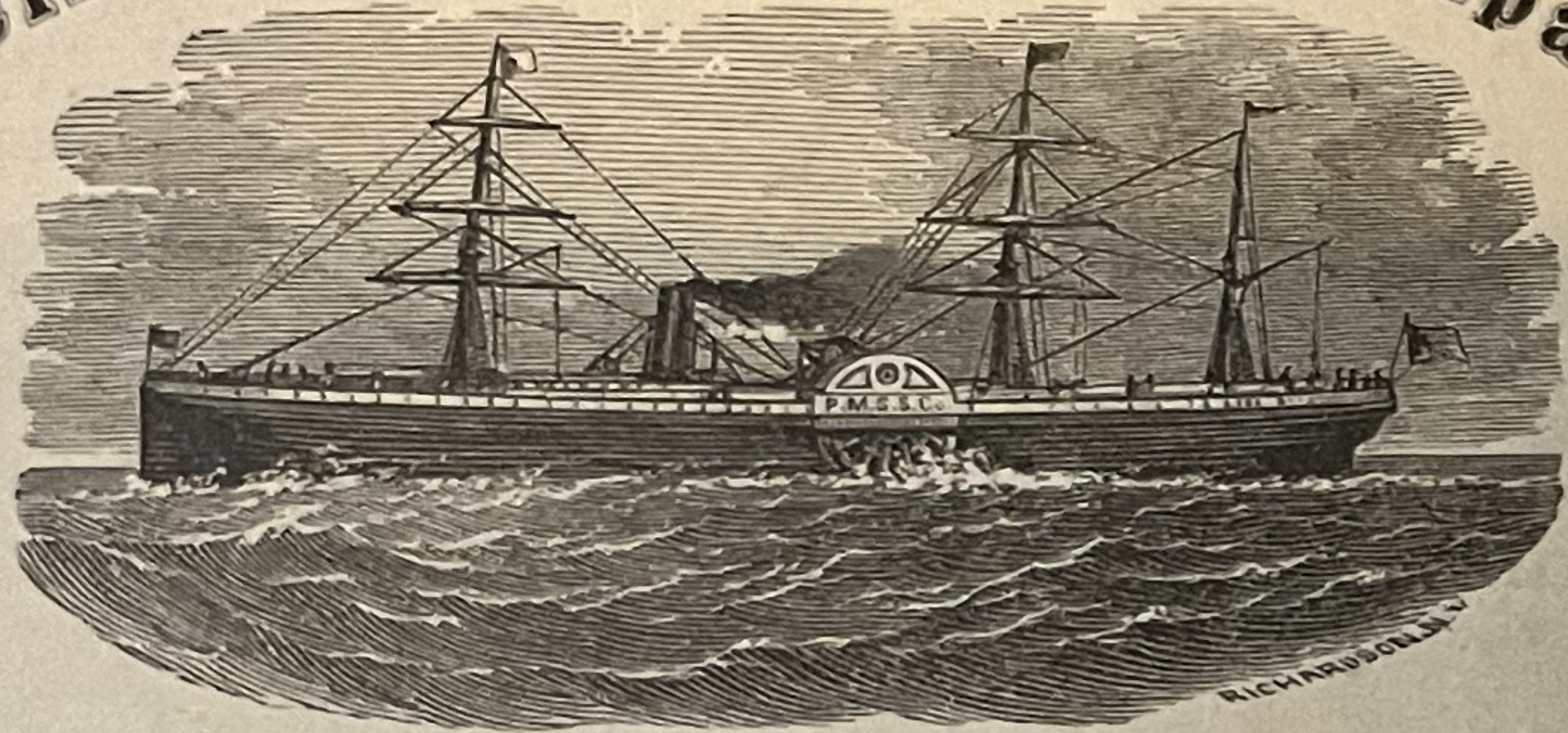
*Man [Redacted]*  
President.

American Bank Note Co. New-York.



# San Francisco to Panama.

Pacific Mail Steamship Company.



D. B. Panama

feet, @	per foot, \$	
22 pkgs. 3213 lbs. @ 3/4	per lb.	\$ 24.10
485	1	\$ 4.85
		\$

5 per cent. Primage, \$

Shipped, in apparent good order and condition by

*A. H. Filcomb*  
*Colorado*

The PACIFIC MAIL STEAMSHIP COMPANY'S Steamer  
is Commander, now lying in the Port of San Francisco and bound for Panama—To say:

(20) Twenty - Six Potatoes. (2) Two Bales Hay

Marks *D. B. Panama*  
Packages Merchandise (contents unknown), and being marked and numbered as above, to be carried upon said Steamer (with leave with or without pilots; to tranship to any other of said Company's Steamers, to lighter from Steamer to Steamer, and from ports) unto the Port of Panama (the restraints of governments, acts of God, enemies, privateers, letters of marque or reprisal, vermin, barratry, collisions or fire at sea or in port, accidents to or from machinery, boilers or steam, or any other accidents, lighterage, or steam navigation of what nature or kind (never excepted); and there in like apparent good order and condition to be delivered at the ves

*Diego Briggs* or his or their assigns, freight for the same with five per cent prim

Said freight to be considered as earned, lost or not lost. The Pacific Mail Steamship Company, on the happening of to have the right to forward the above mentioned packages to the port of destination by other conveyances, either their own or those of the Steamship Company, and shall receive extra compensation for such service, whether performed by their own vessels or those of s dered to aforesaid goods or merchandise during this voyage by a vessel or vessels of The Pacific Mail Steamship Company, su if such salving vessel or vessels belonged to strangers.

It is expressly understood that the above mentioned merchandise shall be received within reach of the vessel's tackles by the consi Steamer at the Port of Panama, or the same may be landed and stored, or stored in hulks, or put in lighters, at the expense and ri

And it is expressly stipulated and agreed, that in case any claim shall arise against The Pacific Mail Steamship Company Goods or Merchandise are on the voyage from San Francisco to the Port of Panama, such claim shall be preferred at the Company at Panama, within ten days after the landing or delivery thereof. And in case such claim, whatever it may be, s the place hereinbefore designated, such loss or damage shall be deemed to be waived and The Pacific Mail Steamship Comp

And it is further stipulated and agreed, that in all cases of loss of any portion or the whole of said Goods or Merchandise, the value of such Goods or Merchandise at the original Port of Shipment, at the time of shipment, and that all claims for either partial and adjusted upon the same basis of value.

It is further expressly understood, that the Pacific Mail Steamship Company is not accountable for weight, leakage, br age from the effects of climate or decay, or caused by other cargo in contact or otherwise, when properly stowed; nor from unavoiada will not become liable for any value exceeding one hundred dollars (\$100.00) upon each of the above named packages, unless othe Bill of Lading. Any of the above mentioned Merchandise taken on deck to be at the risk of the shipper, owner, or consignee.

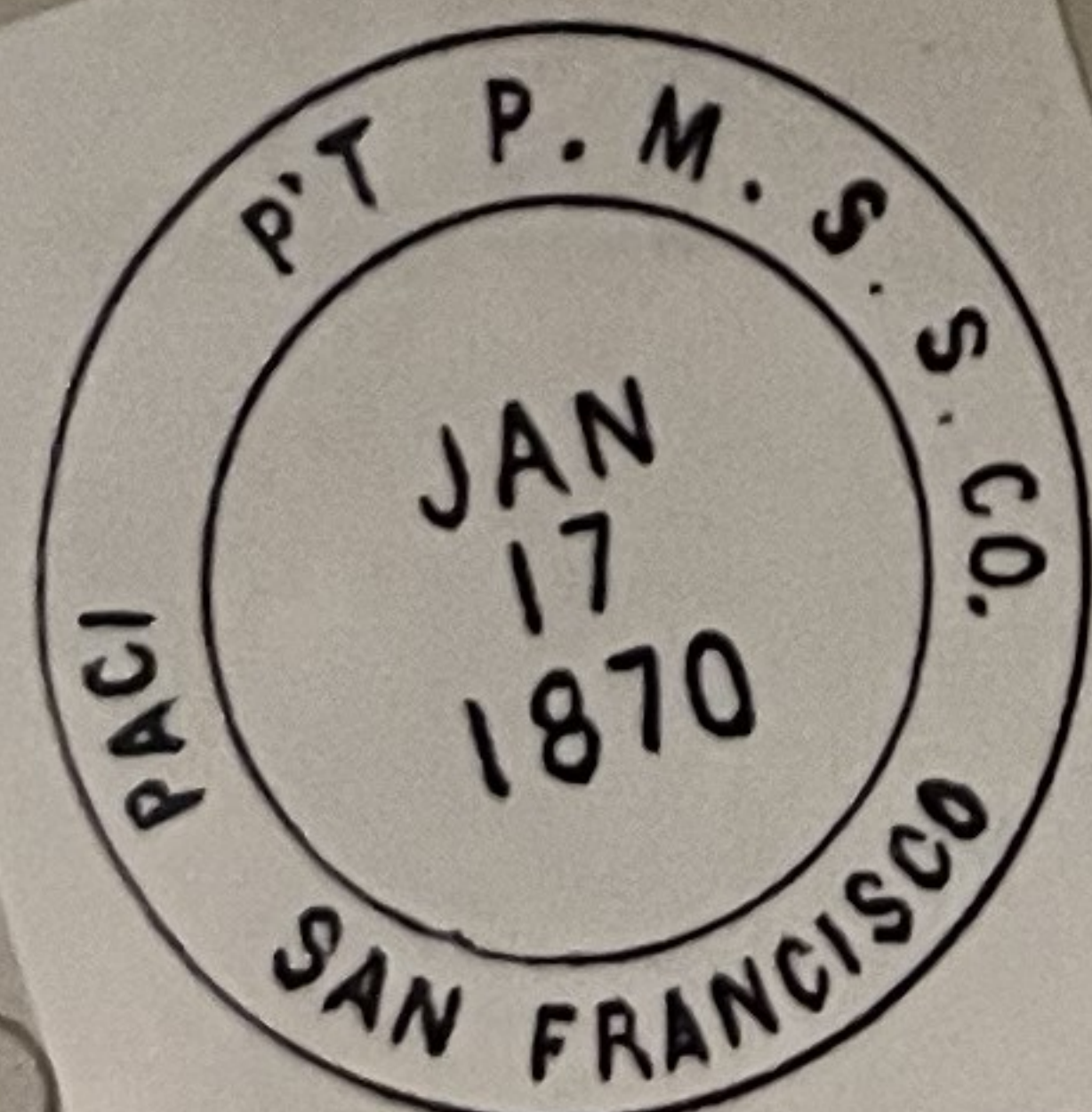
Glass, Crockery, or articles contained in Glass or Crockery, or Castings, or any article whatever of a fragile nature, taken only a

The said goods or merchandise are shipped and received upon the condition of the stipulations and provisions hereinbefor extent only of the liabilities herein stated to be assumed.

In Witness Whereof, the Agent of said Steamer hath signed *3* Bills of Lading, all of this ten the others are to stand void.

Dated at San Francisco, this *17<sup>th</sup>* day of *July*

For PACIFIC MAIL STEAMS





PACIFIC MAIL STEAMSHIP COMPANY  
PACIFIC LINE

CONSTITUTION

CONSTITUTION: Built in 1861. Released by the U. S. Government, after Norfolk was occupied, she left New York for San Francisco June 19, 1862. On arrival she was at once placed on the San Francisco-Panama run, continuing on until the opening of the trans-continental railroad in 1869. Laid up for lack of business for steamers her size, she was occasionally used for trips to Mexican ports and the Columbia river and Puget Sound ports. She burned at sea in October 1877.

CONSTITUTION

P-I-L



**PORT OF NEW YORK.**

SUN RISES, 5h. 34m. . . . . SETS, 6h. 26m.  
HIGH WATER, 11h. 5m.

9/3/1833

CLEARED,

Ships Constitution; Wilson, Liverpool, J. H. Howland & Son; Howard, [Ham.] Flor, Hamburg, G. W. Livingston & Co.; H. Allen, Wilson, Charleston, Geo. Sutton, Br. barque Woodman, Tripp, Quebec, P. Remsen & Co.; —Brigs Countess of Lonsdale, [Br.] Groene, Quebec, by Tucker & Lauries; Emerald, [Br.] Beckwith, Windsor, N. S.; Bud, Gerts, Portland; Johannes, [Prus.] Kohn, New Bedford; Emilie, Charlotte, [Prus.] Dahns, do.; Urania, [Br.] Bergh, Rotterdam, by Boorman, Johnston & Co.; Courier, Brown, Charleston; —Schooners Coraelia, Chester, Petersburg; Mexican, Griswold, Hartford; Fancy, Stow, Colerain, Va.; Columbia, Smith, Alexandria; Othello, Hamilton, Norfolk.

Could the Pacific Line ship be named after this Atlantic Line ship?



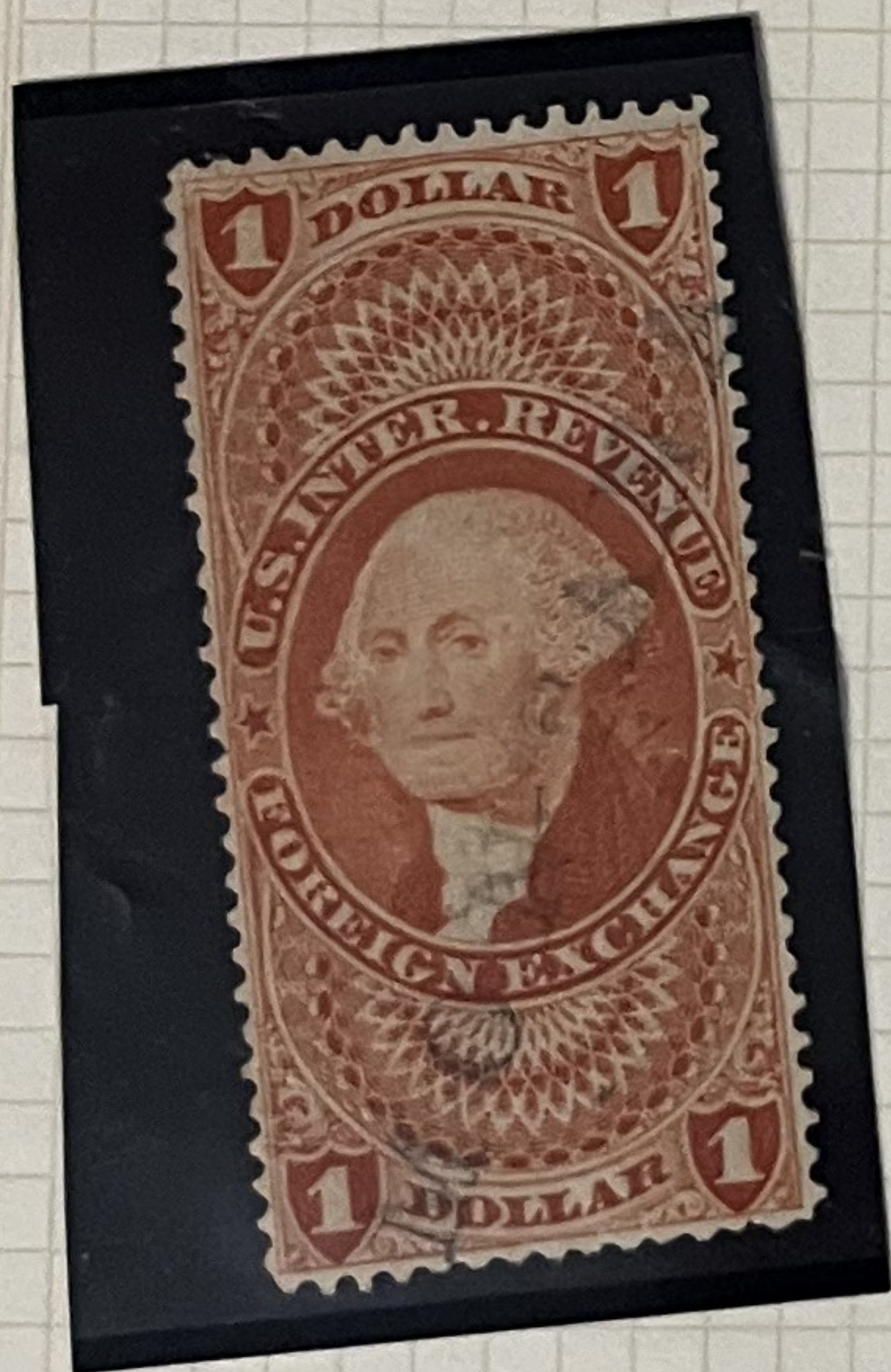
PACIFIC MAIL STEAMSHIP COMPANY  
PACIFIC LINE

MONTANA

MONTANA: Launched Feb. 25, 1865, but not completed until 1866. Left New York in the summer of 1866, arriving in San Francisco in October 1866. First run from San Francisco to Panama, Oct. 30, 1866. She continued on this run until 1869. (June 9, 1869). Then put on local runs. Continued in coastal service until 1877, when she was scrapped.

MONTANA

P - I R



Up

Down





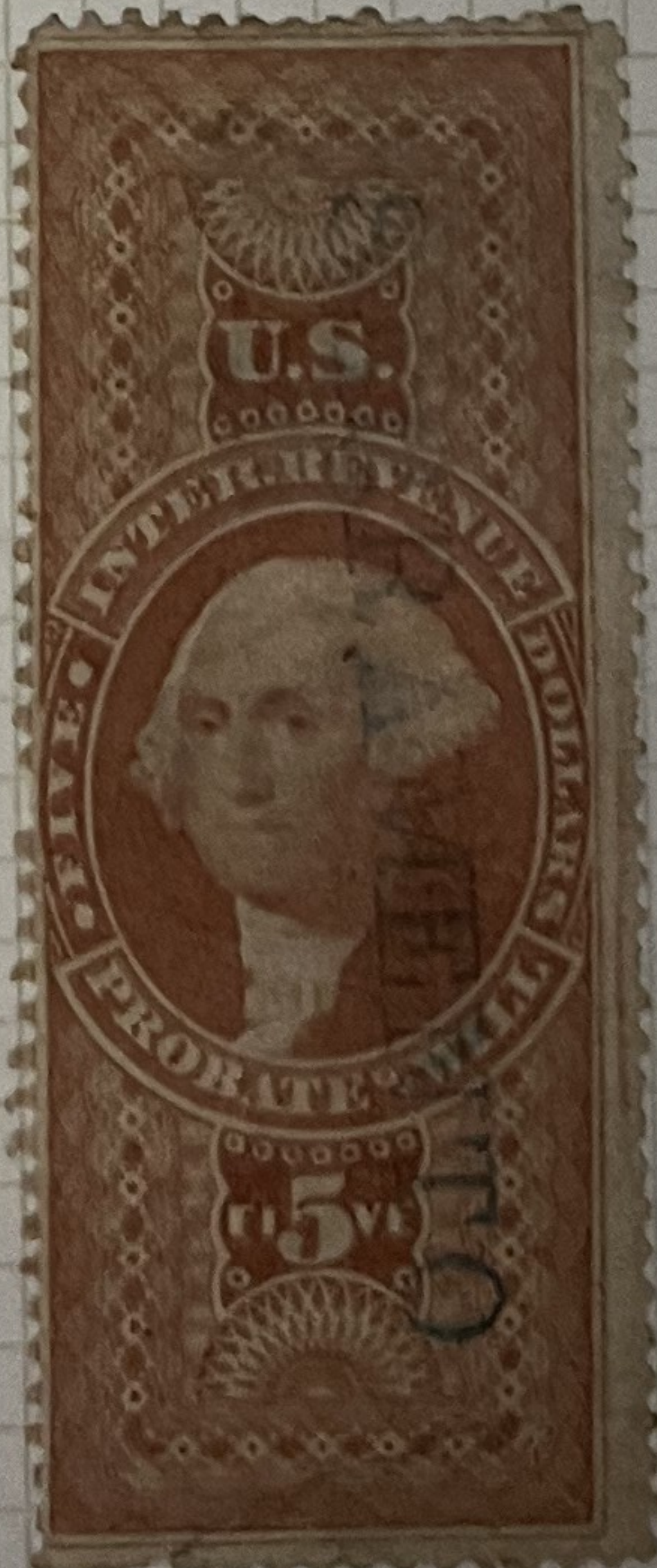
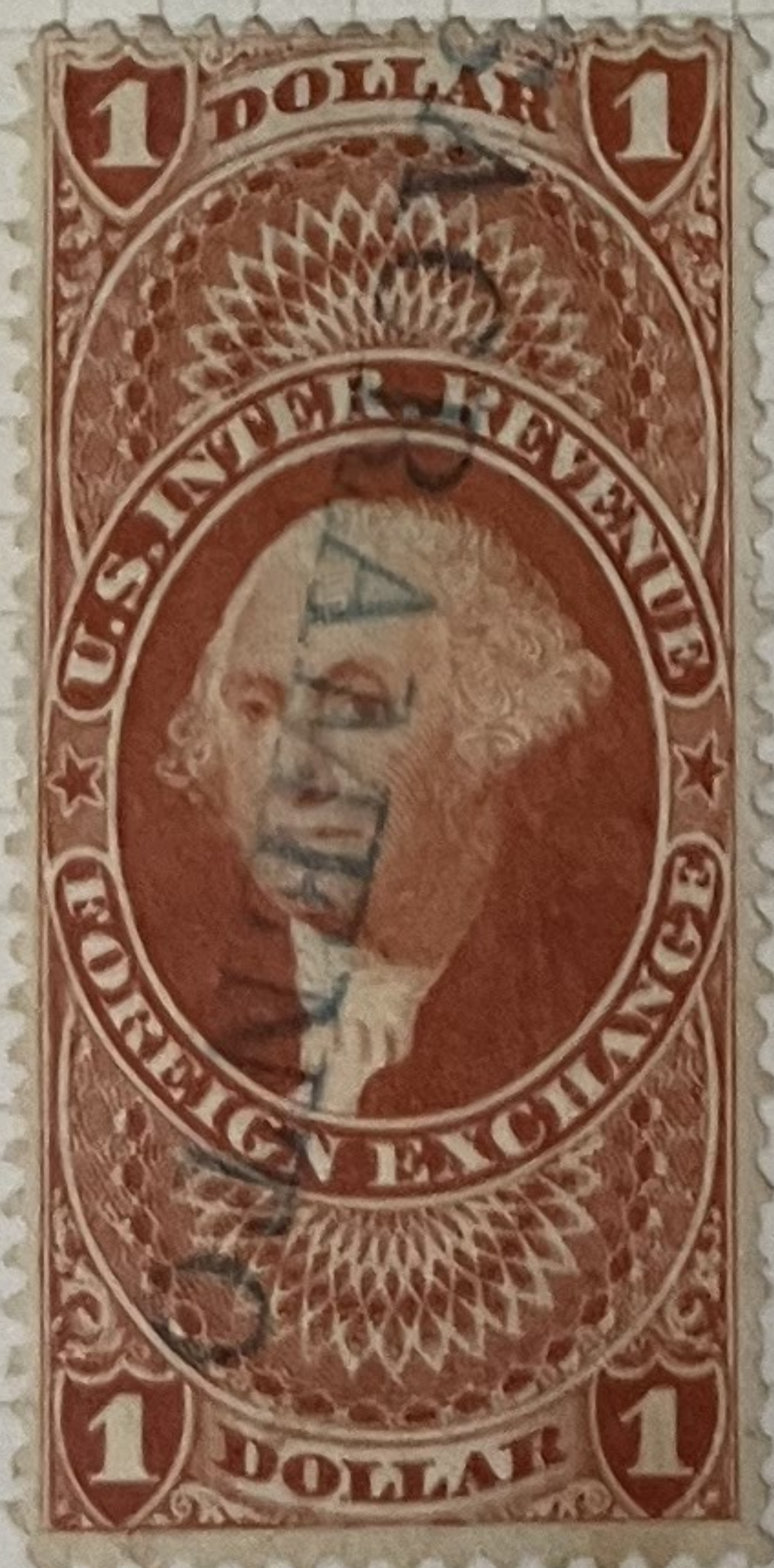
PACIFIC MAIL STEAMSHIP COMPANY  
PACIFIC LINE

SACRAMENTO

**SACRAMENTO:** Launched May 8, 1864. Left New York on her maiden voyage to San Francisco on June 14, 1864. Arrived in September 1864, and went at once on the San Francisco-Panama run, and continued on it until 1869, and was then transferred to local service. Ran on a reef near Point Antonio, Dec. 5, 1872 and broke up. Passengers were rescued by the S. S. MONTANA.

SACRAMENTO

P - 1 U

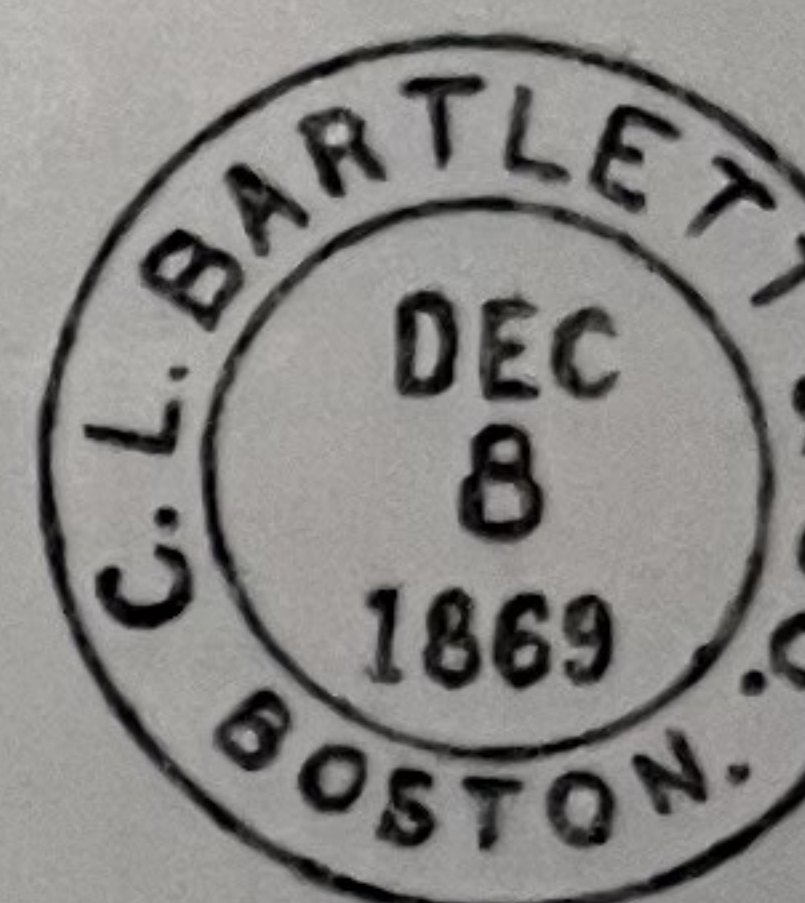




PACIFIC MAIL STEAMSHIP COMPANY  
CHINA LINE

ALASKA

ALASKA: Maiden voyage, New York to Aspinwall Aug. 2, 1868, and continued shuttling back and forth until the end of 1870. Sent to the Pacific ocean about the same time as the ARIZONA. Arrived in San Francisco in March 1871. Placed at once on the San Francisco-Hongkong run, making stops in both directions at Yokohama. Replaced in 1877 on the China run, except for one round trip in 1879. Made many trips between San Francisco and Seattle and also to Alaska until 1882.



ALASKA

ALASKA  
ARIZONA

ALASKA  
ARIZONA

ALASKA

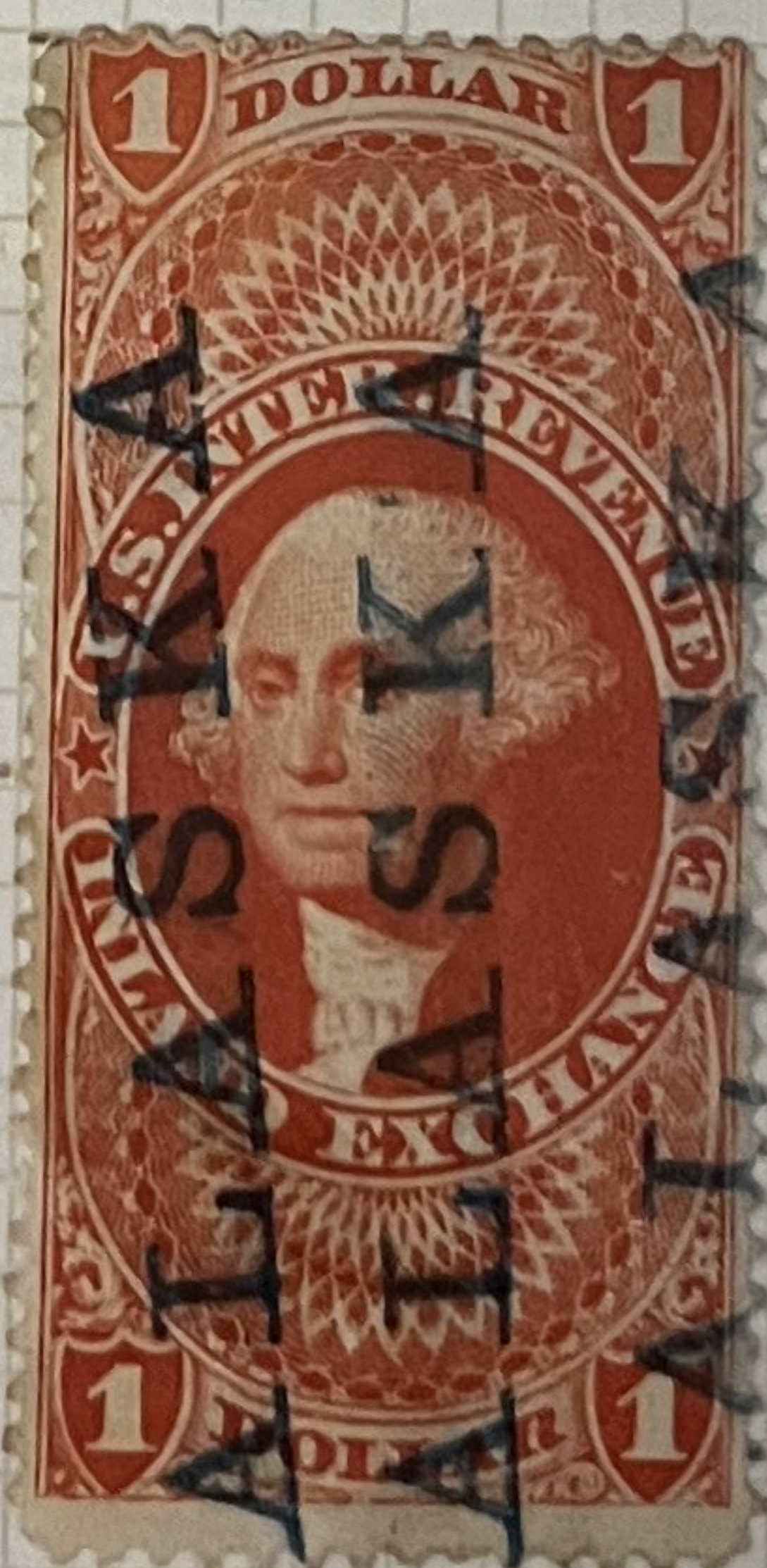
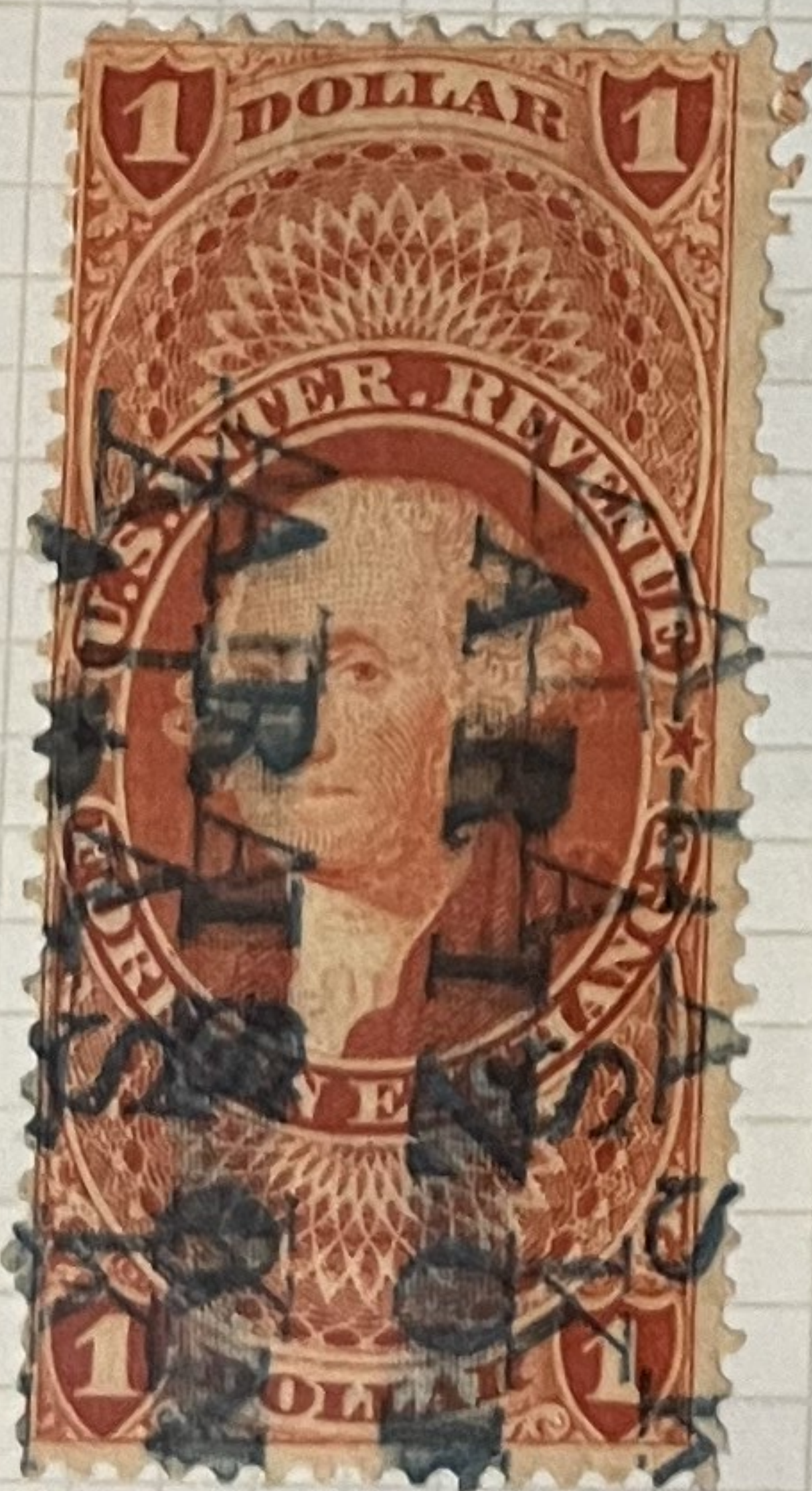
OR

ALASKA

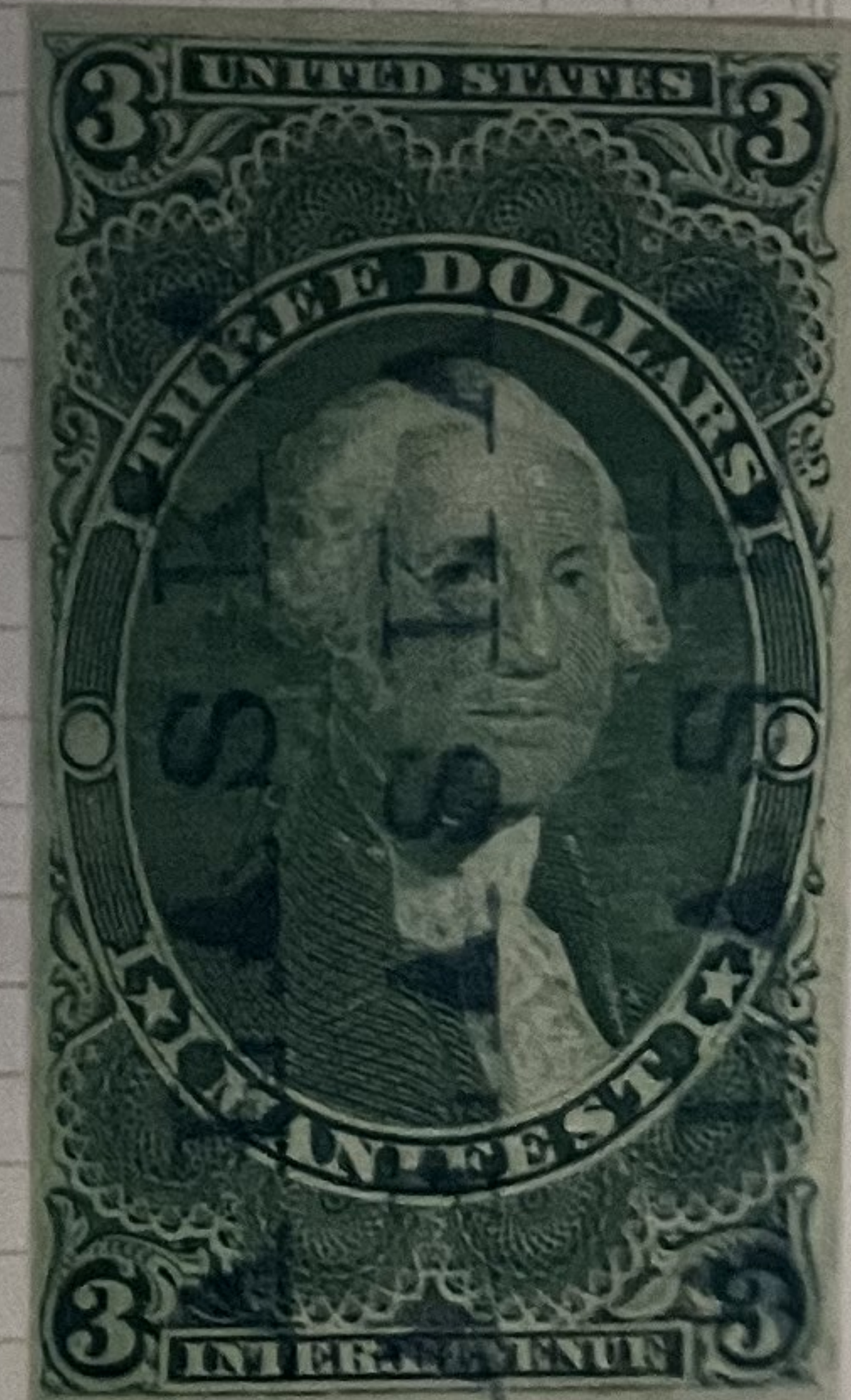
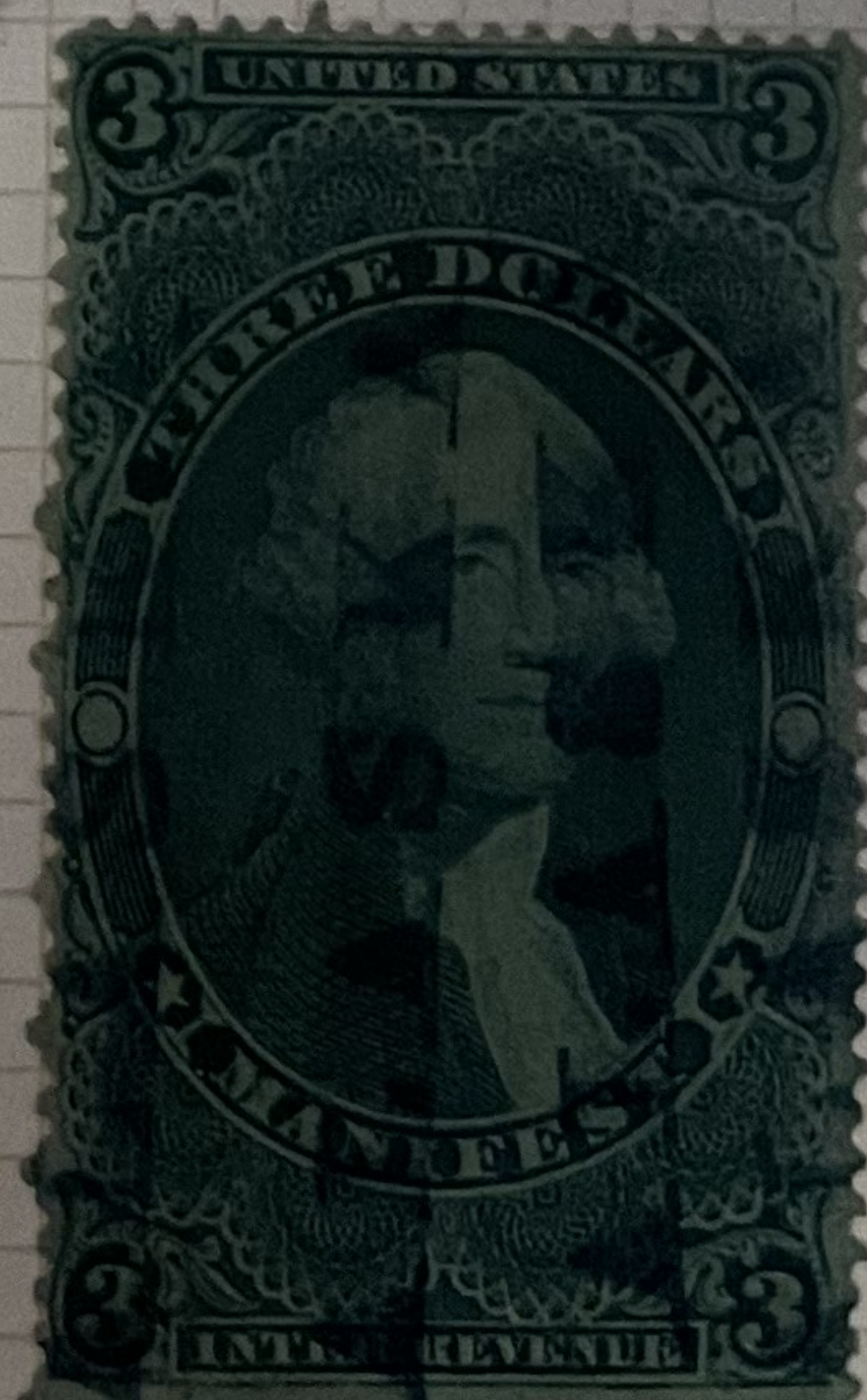
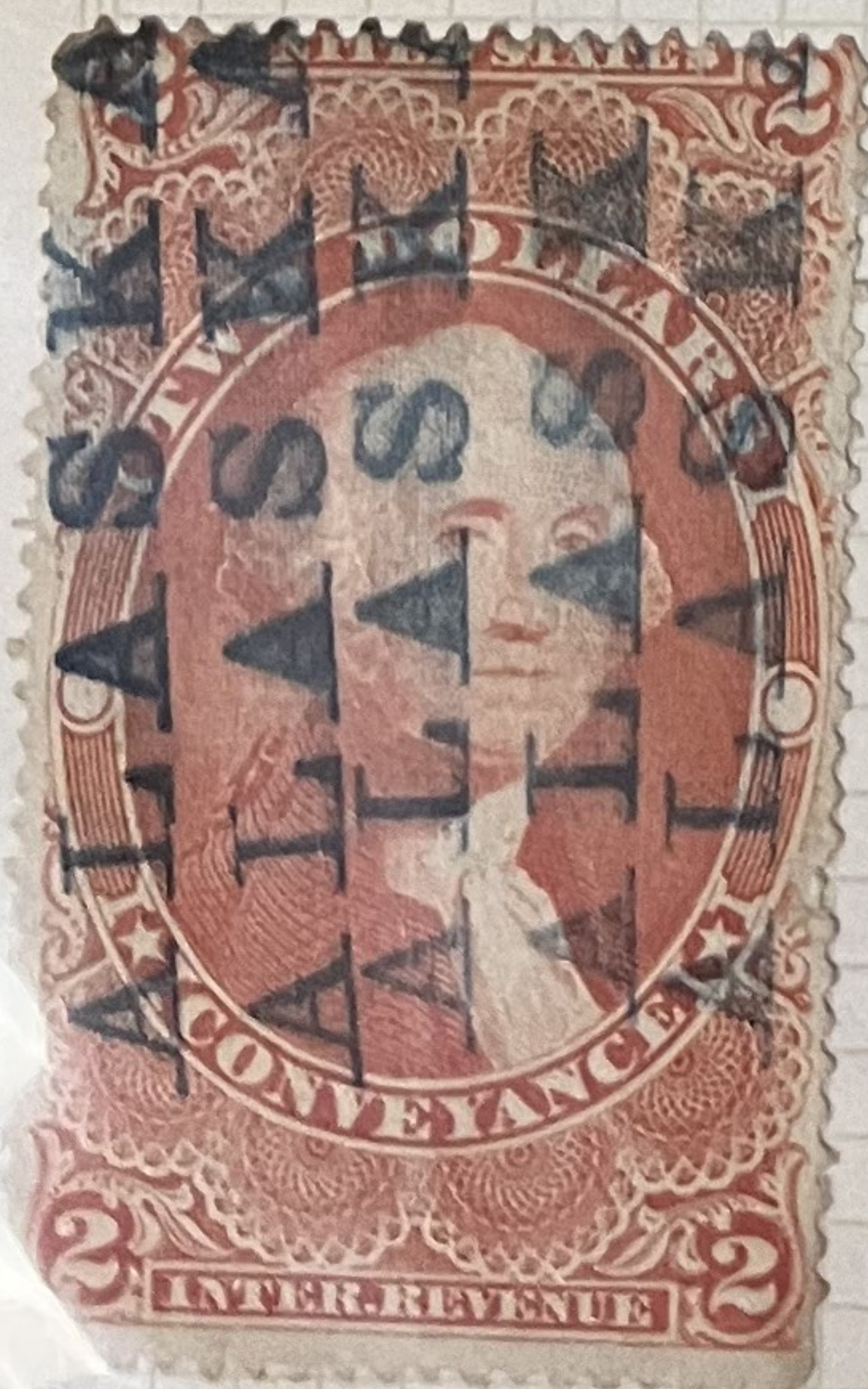
P-1 G

P-1G-1

Very  
RARE



2 Different BOATS



July 4 1869  
Short NAME

Imperf.

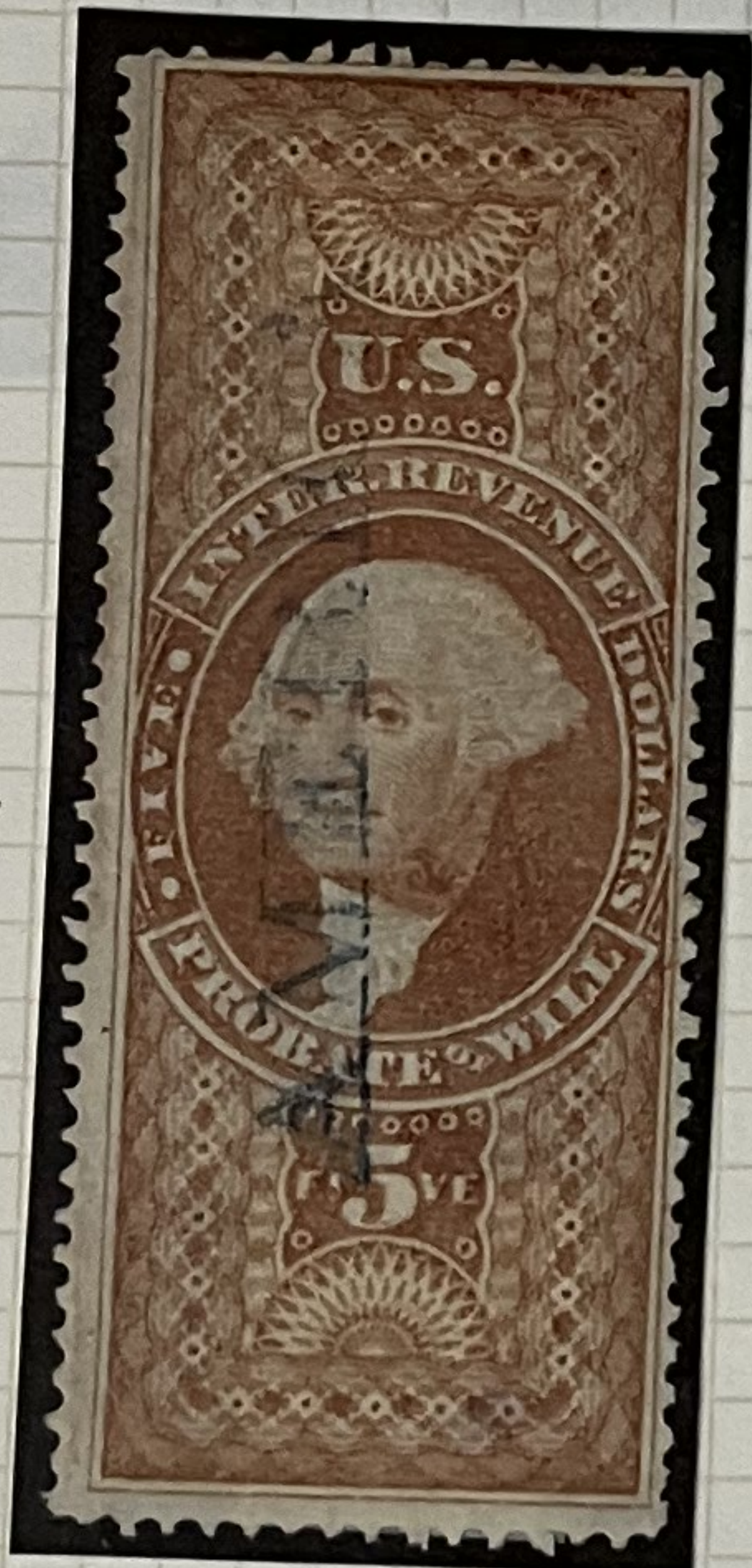


PACIFIC MAIL STEAMSHIP COMPANY  
CHINA LINE

AMERICA

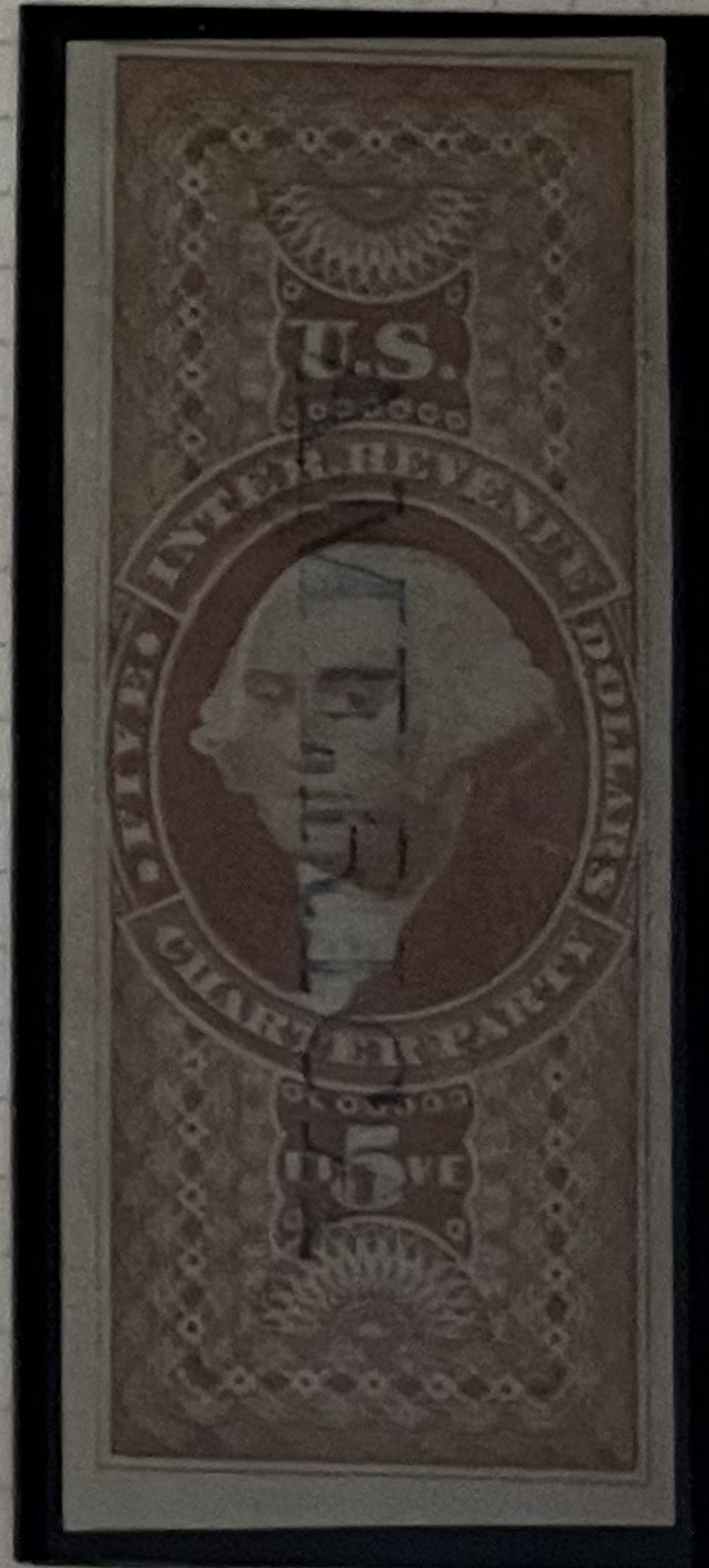
AMERICA: Largest ship in the China fleet. On April 28, 1869, she began her trial runs off Sandy Hook, and shortly thereafter went to the Pacific ocean via the Cape of Good Hope. Scheduled

out of Hongkong Sept. 18, 1869, on her first regular trans-Pacific run. Continued without incident until the summer of 1872. On Aug. 1872, while tied to her moorings in the harbor at Yokohama, and having just discharged her passengers and cargo for Japan, she caught fire and burned out completely. 59 lives of passengers going on to Hongkong were lost.



AMERICA

P - 1 H



Up

Down







China, 1866-1867

*Reproduced from lithographs in the M. H. de Young Memorial Museum, San Francisco*



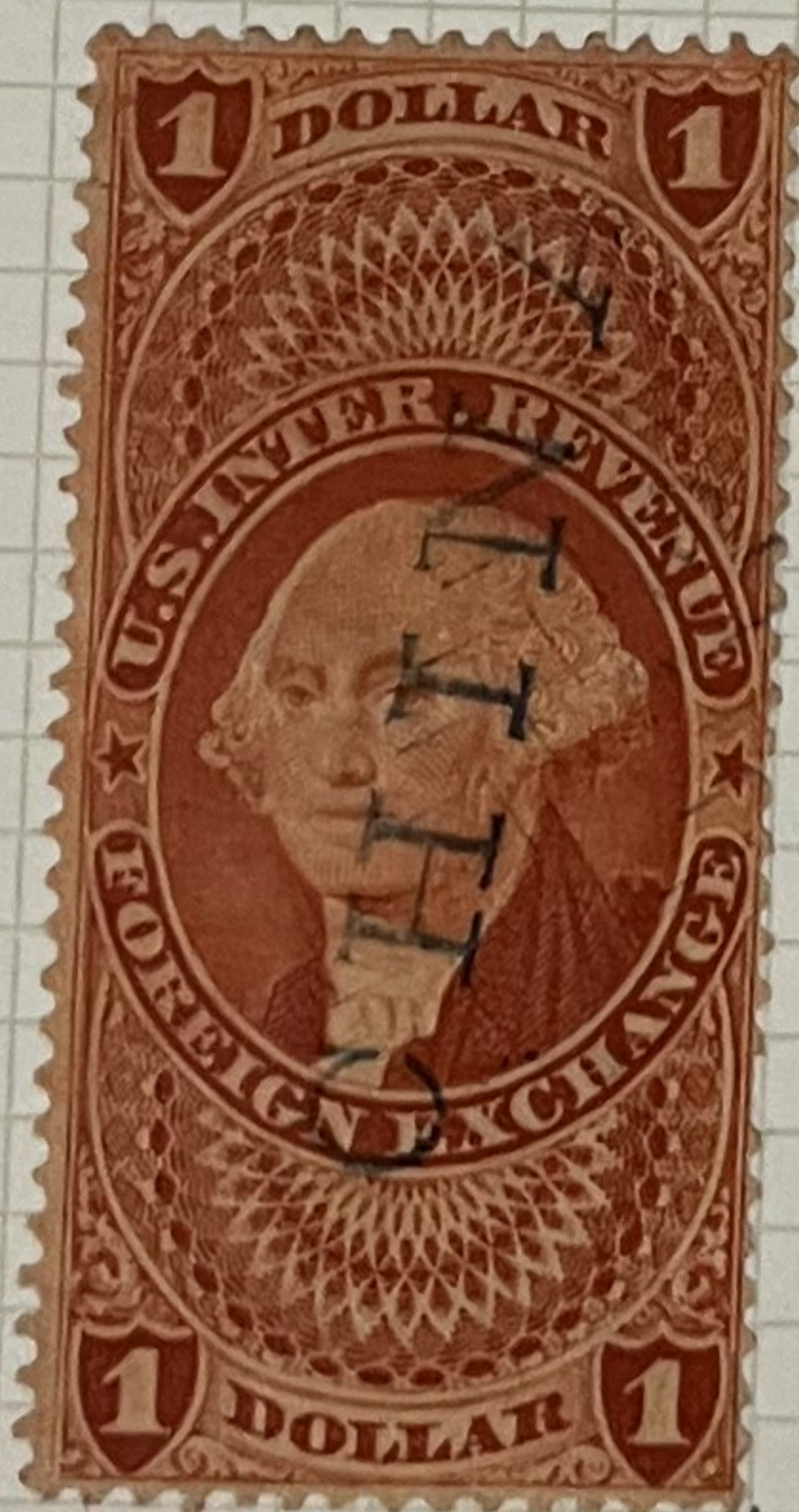
PACIFIC MAIL STEAMSHIP COMPANY  
CHINA LINE

CHINA

CHINA: Launched Dec. 8, 1866, and left New York for San Francisco, July 1, 1867, arriving Sept. 29, 1867. She was immediately placed on the trans-Pacific run. Stops were made in both directions at Honolulu and Yokohama, the terminus being Hongkong. The Honolulu stops were soon discontinued, the U. S. Post Office subsidy permitting the substitution of the formation of the Shanghai Branch line instead. The CHINA continued on the China run until 1883.

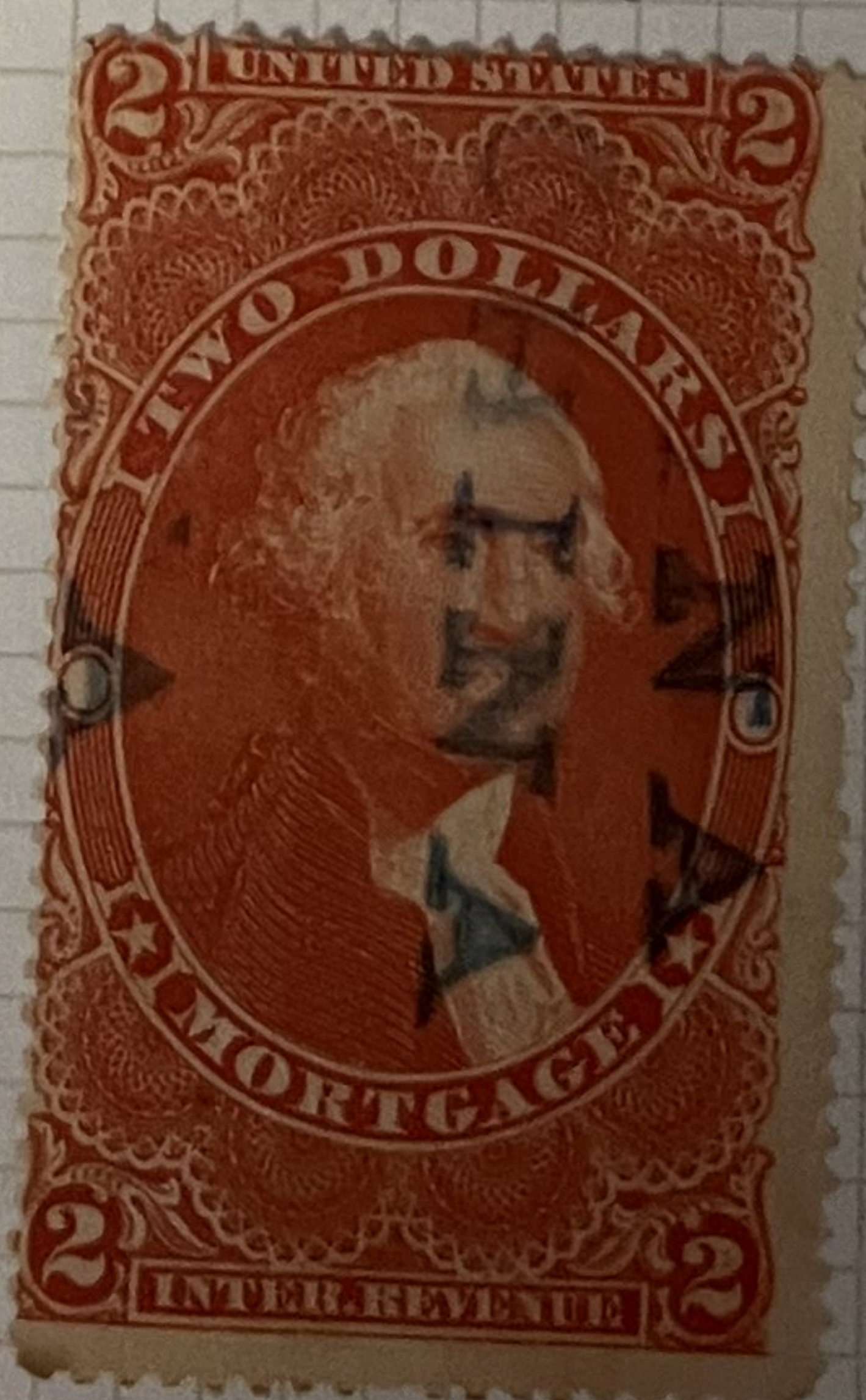
CHINA

P-1 J

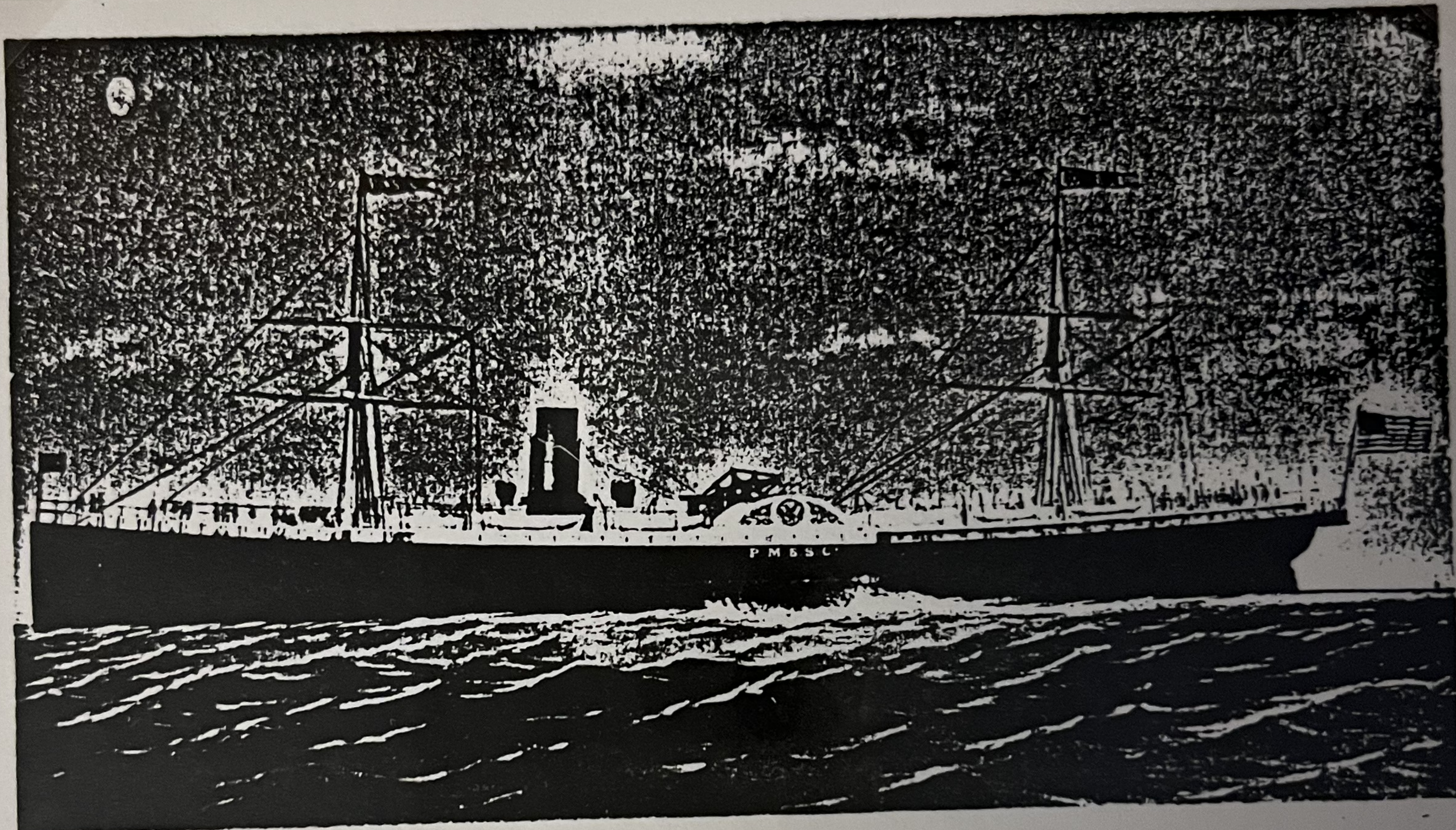


Up

Down







*Colorado, 1863-1864, as originally built, before the changes in rig and hull  
which preceded her entry into the trans-Pacific service  
Reproduced from a lithograph in the M. H. de Young Memorial Museum, San Francisco*



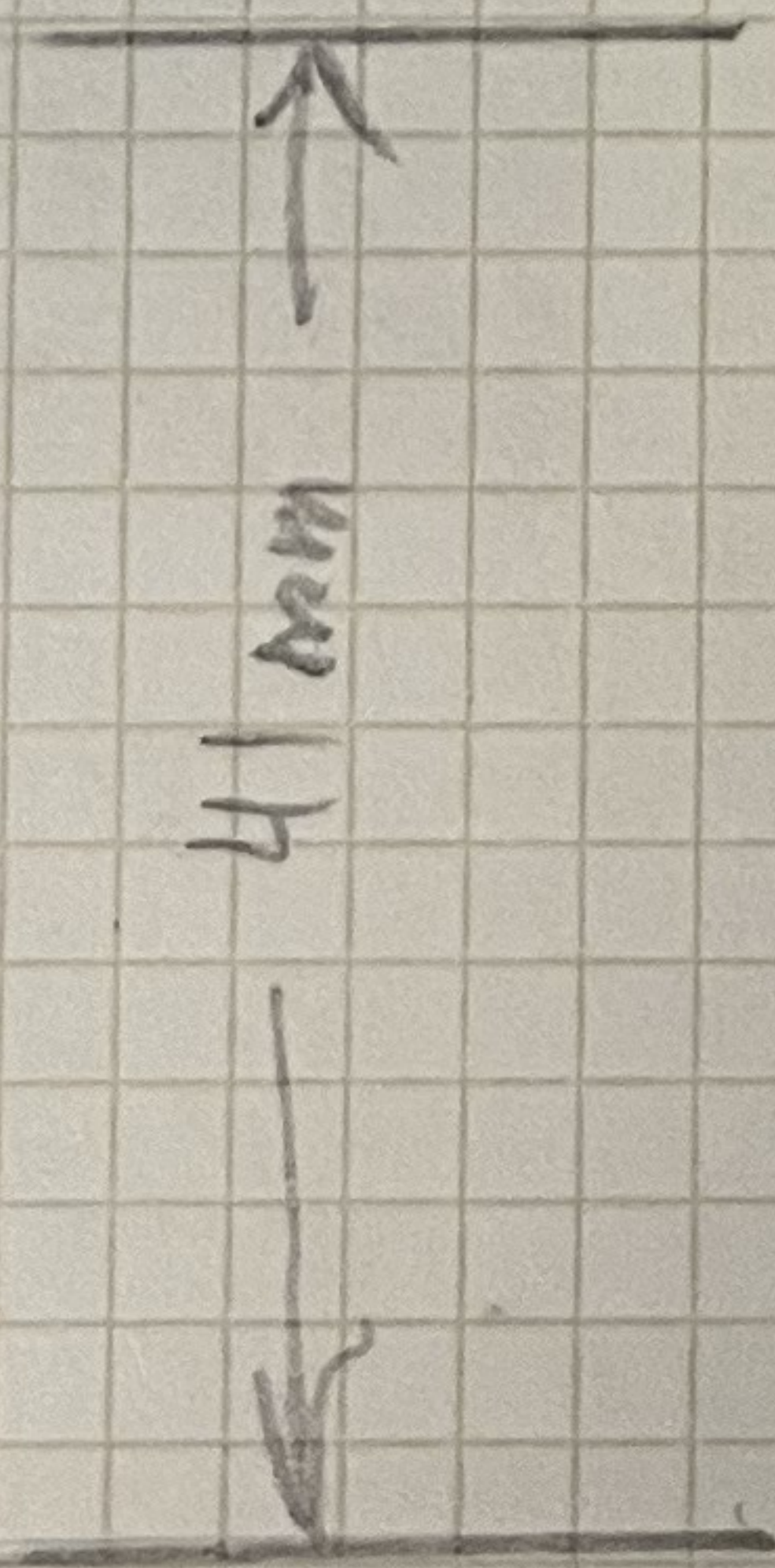
PACIFIC MAIL STEAMSHIP COMPANY  
CHINA LINE

COLORADO

COLORADO: Launched May 21, 1864. She was copper sheathed. Left New York for San Francisco April 1, 1865, by way of Cape Horn. She was the fastest steamer of that time. She ran between San Francisco and Panama until 1866. At the end of 1866, the contract between the U. S. Government and the P.M.S.S.Co., for carrying the mail to the Orient, had been signed. On Jan. 1, 1867, the COLORADO inaugurated the new service. She made two round trips in 1867 and continued until early 1869 on this run. (In fact there is a record of trips as late as 1875). However, she was assigned back to the San Francisco-Panama runs, and then later to local runs to Mexico. Laid up in 1878.

COLORADO

P - I K





PACIFIC MAIL STEAMSHIP COMPANY  
CHINA LINE

GREAT REPUBLIC

GREAT REPUBLIC: On May 18, 1867, she left New York for San Francisco and arrived Aug. 2, 1867. On Sept. 3, 1867, she left for Hongkong, the second steamer assigned to the China run. In 1870 she was caught in a terrific typhoon in the China Sea, and so badly strained that she was brought back and placed on coastal runs. She broke up on a sand bar in the Columbia river on April 19, 1879.

GREAT REPUBLIC

P - 1-0



Up



Down





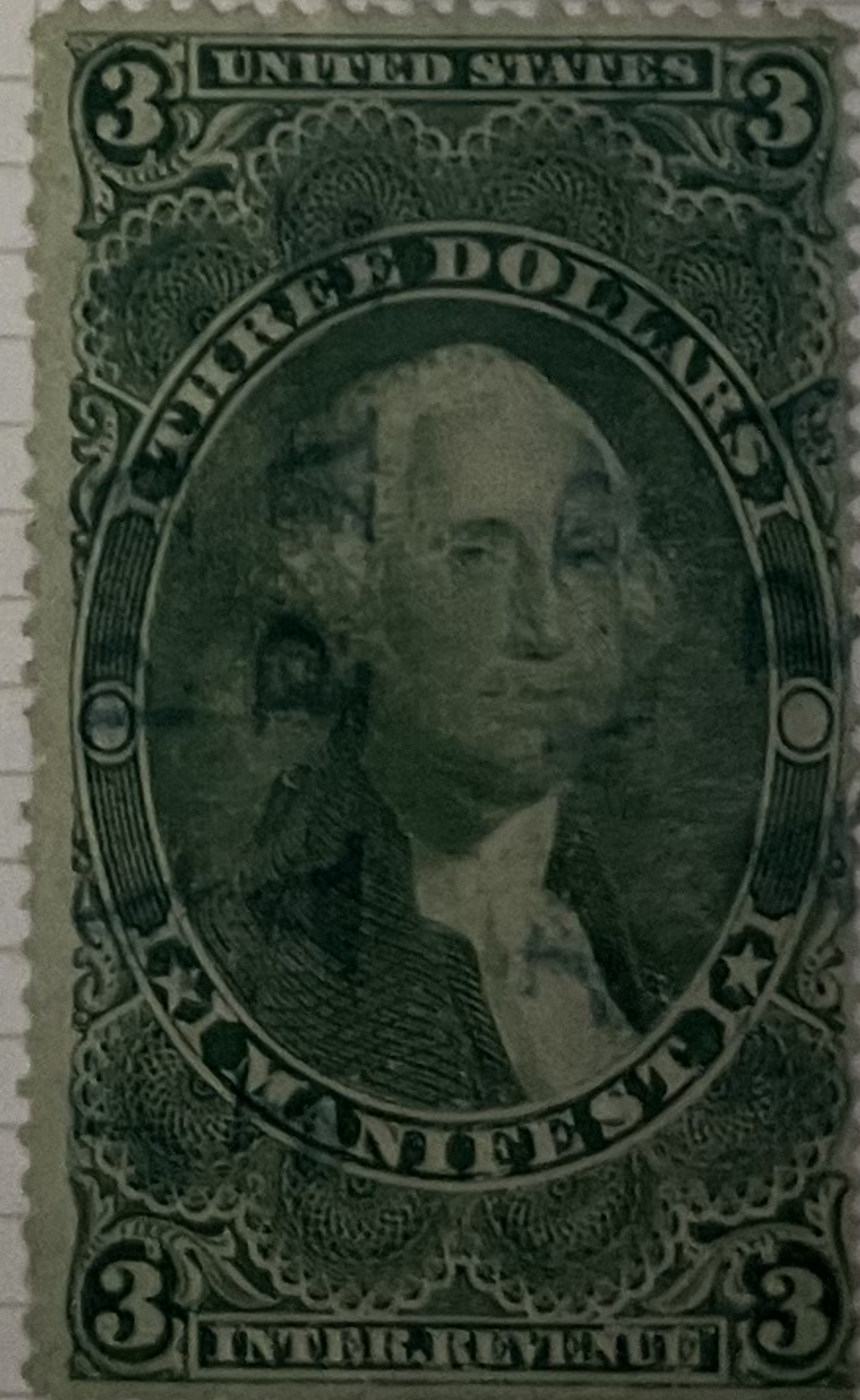
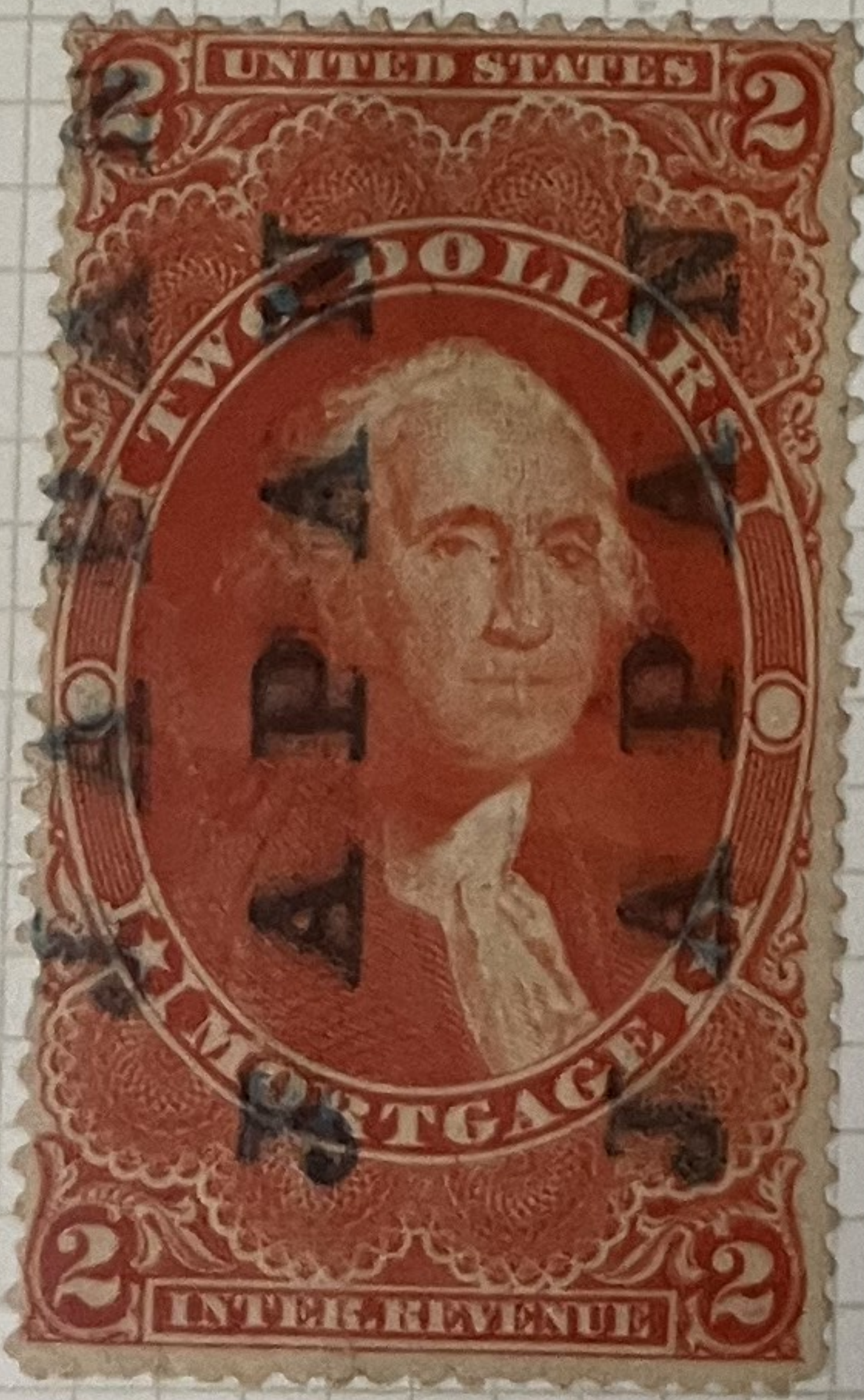
PACIFIC MAIL STEAMSHIP COMPANY  
CHINA LINE

← 35 1/2 →  
↓ 41 ↓  
**J A P A N**  
No  
Period  
**P-10-2**



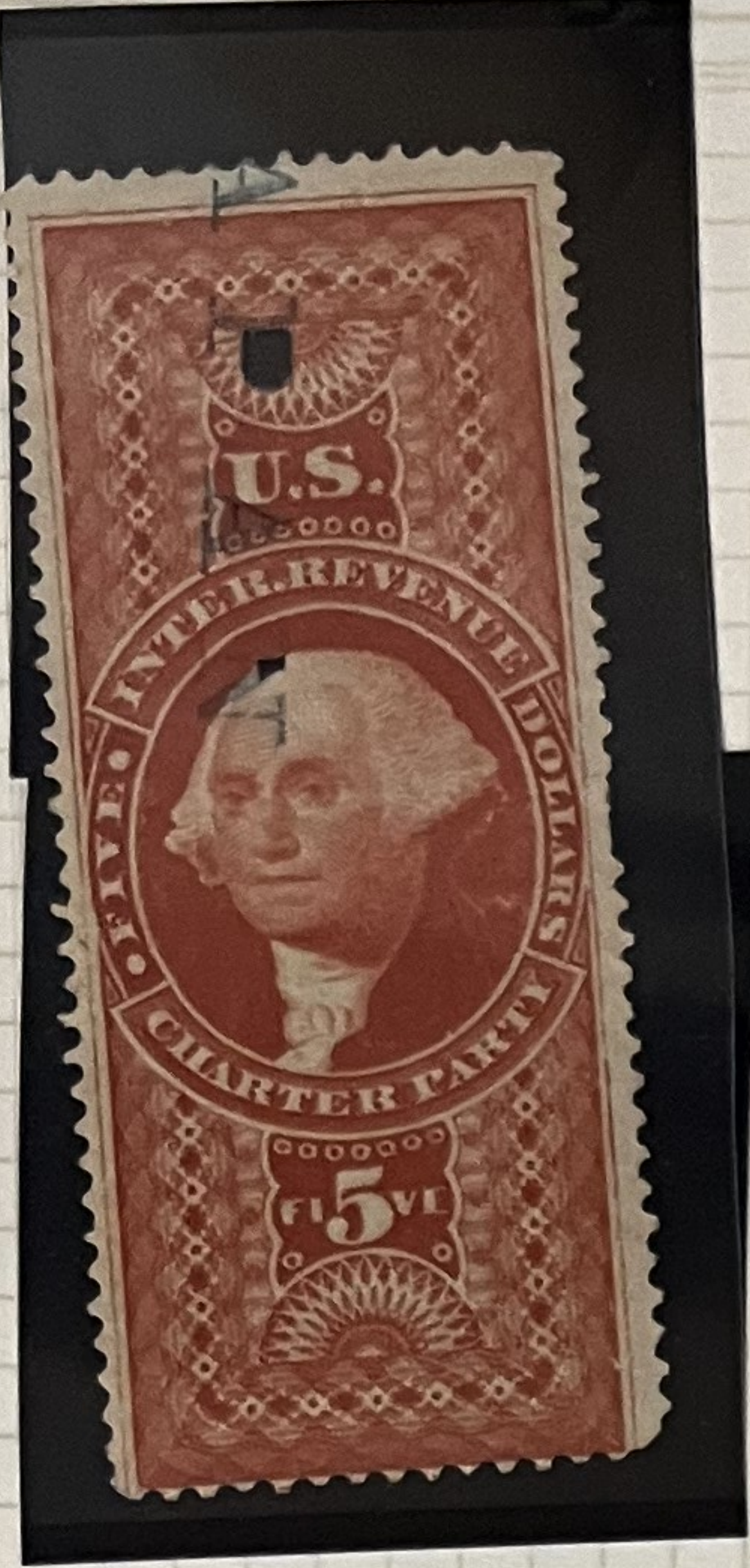
Up

Down





PACIFIC MAIL STEAMSHIP COMPANY  
CHINA LINE



JAPAN

JAPAN: Launched Dec. 17, 1867. Left for San Francisco April 11, 1868. Arrived July 3, 1868, and at once put on the China run. She made one round trip. On her second voyage on Dec. 11, 1868, she left Yokohama for Hong-kong, with two cabin passengers and 427 steerage passengers, mostly Chinese returning from the United States, with money belts loaded with gold and silver coins. She caught fire off Breaker Point, near Japan, and burned completely and sank, with loss of 414 lives.



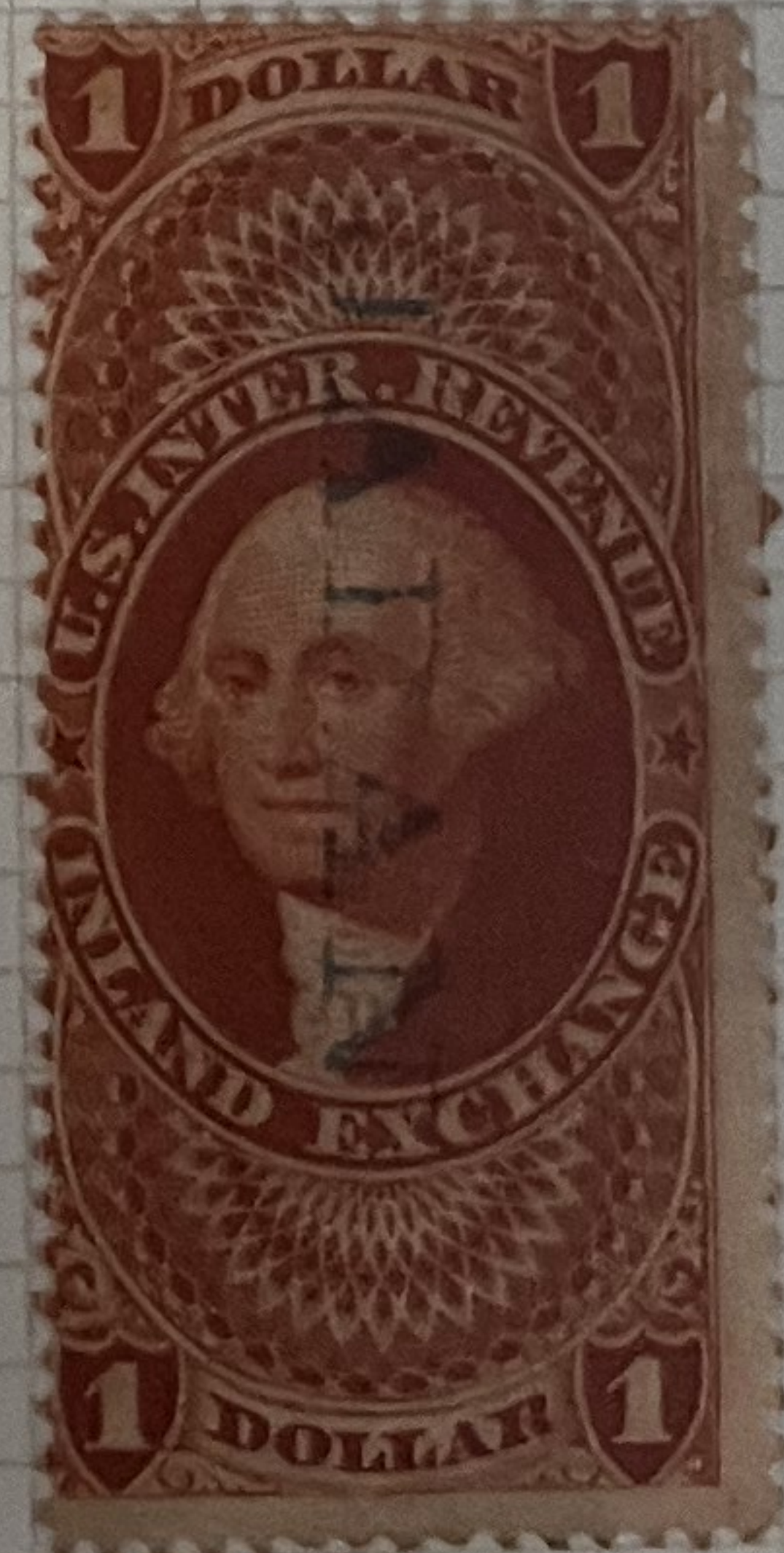
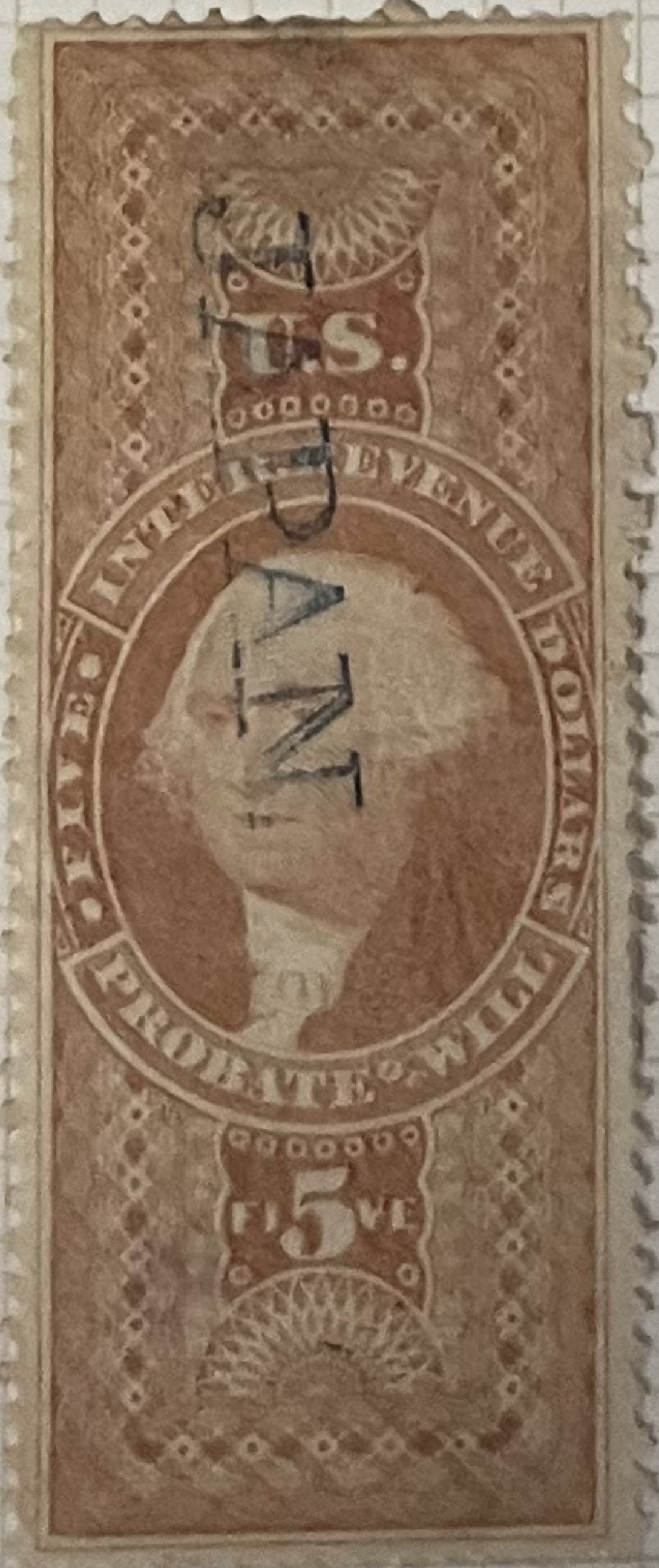
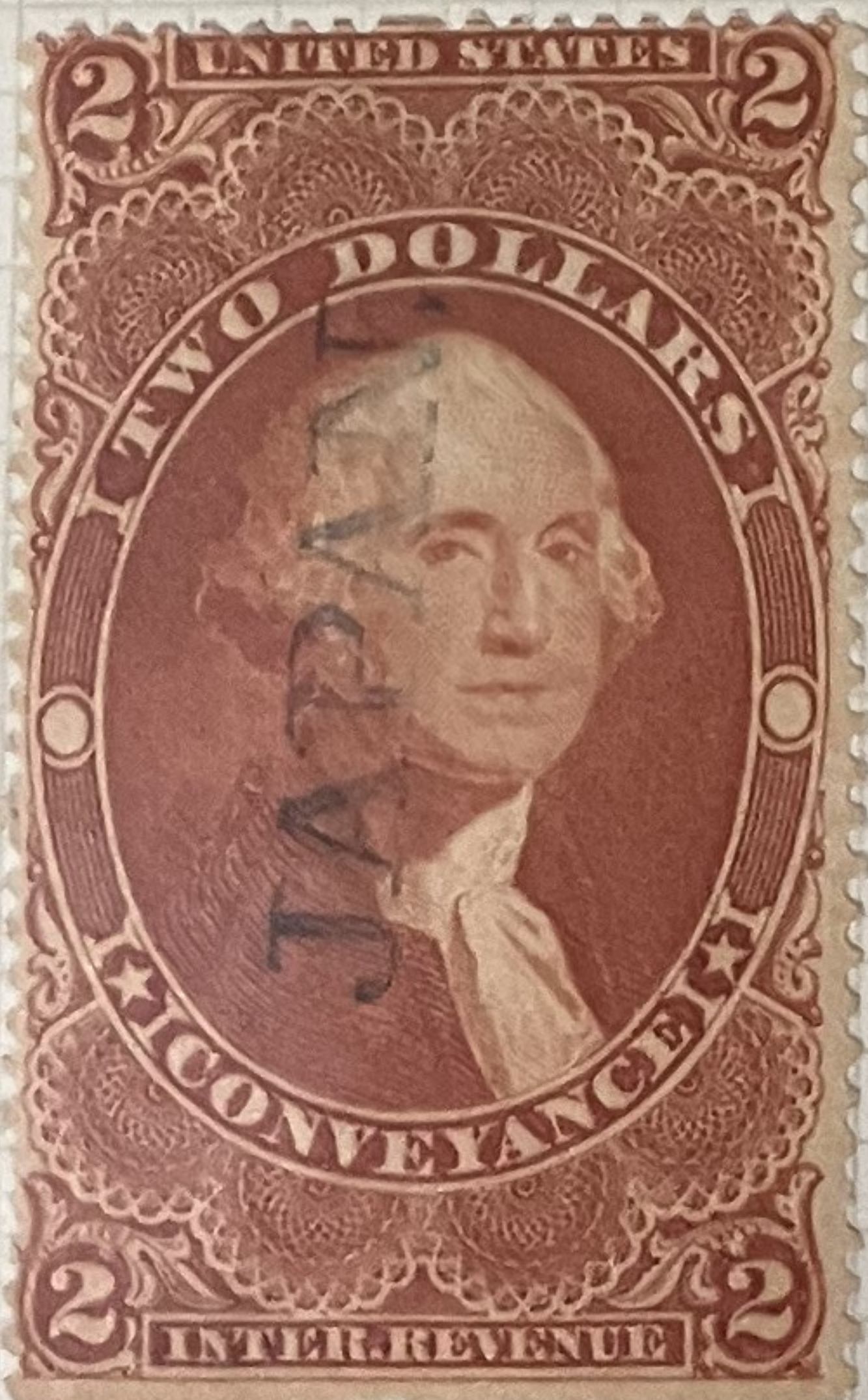
← 24 1/2 →  
JAPAN. Period  
P-10

← 26 1/2 →  
JAPAN No Period  
P-10-1



Up

Down



OFFICE DEBOL



PACIFIC MAIL STEAMSHIP COMPANY  
SHANGHAE BRANCH LINE

COSTA RICA

COSTA RICA: A propellor steamship, 1457 tons. Bought by the P.M.S.S. Co. from the Panama R. R. Co. in 1872. For six months in 1873 the P.M. S.S.Co. endeavored to build up a San Francisco-Honolulu line by running the Costa Rica on this route, but when returning on her fifth trip from Honolulu, she went aground in dense fog in the Golden Gate and was considerably damaged. (The above data from Erik Heyl "Early American Steamships.") This disagrees with John Haskell Kemble, who states:

COSTA RICA: Side wheel steamer, 1950 tons. Operated for Vanderbilt from New York to Aspinwall from July 1864 until the summer of 1865, when she was purchased by the P.M.

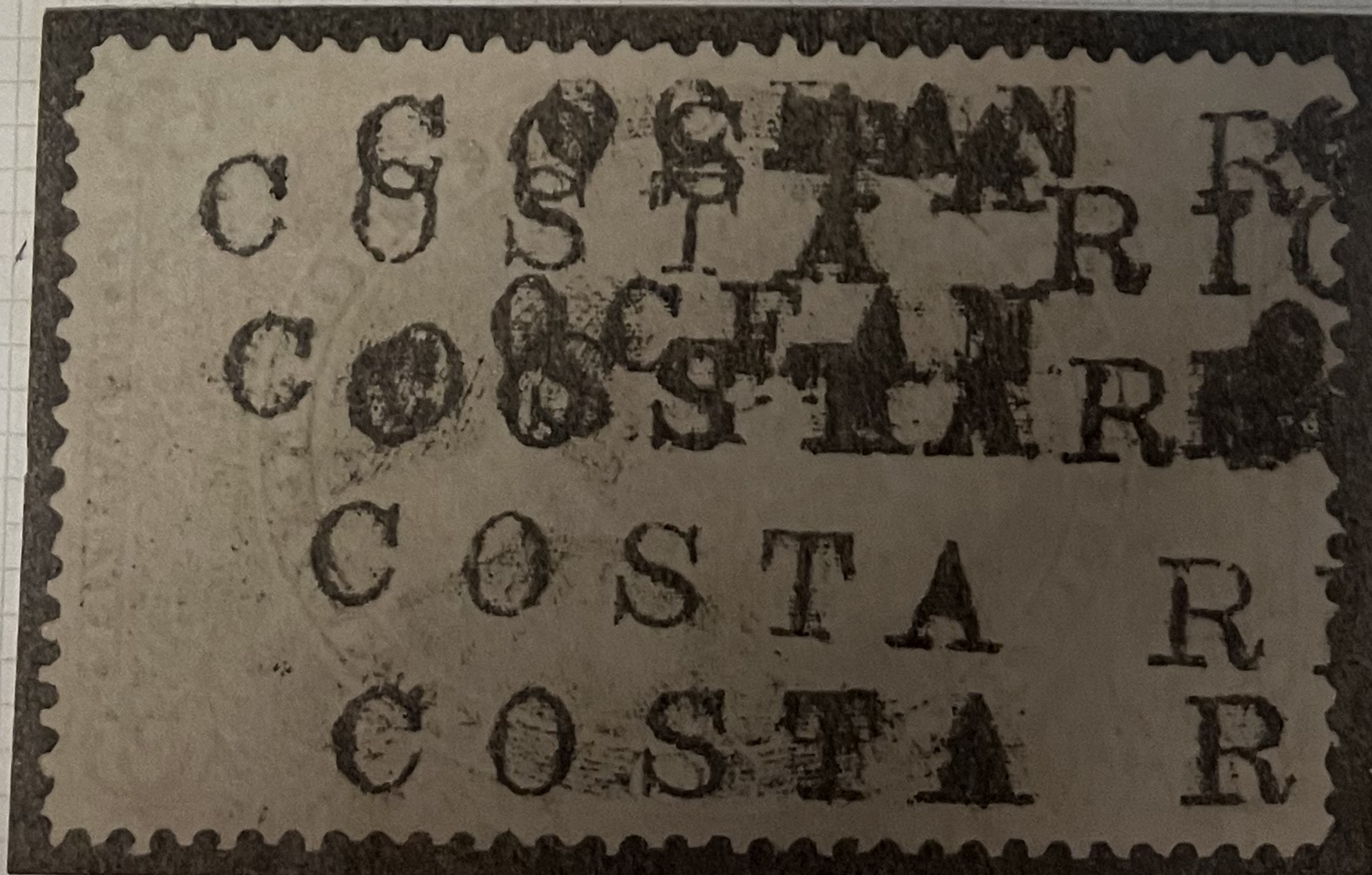
S.S.Co. Sailed April 1, 1867 via Cape of Good Hope. Arrived Yokohama July 20, 1867. Ran on the Shanghae Branch line until sold to the Japanese in 1875. (Possibly there were two ships with the same name, both owned by the P.M.S.S.Co., though it would seem dubious.)

COSTA RICA

P - 1 M ✓



up



\$2 Mortgage  
up



PACIFIC MAIL STEAMSHIP COMPANY  
SHANGHAE BRANCH LINE

OREGONIAN

OREGONIAN: Wooden sidewheel steamer 1914 tons. Built for service between San Francisco and Portland, but after arriving in San Francisco in December 1866, and with trade poor, she was sold to the North American S. S. Co. June 22, 1867, and operated between San Francisco and Panama from November 1867 until November 1868. Sold to the P.M.S.S.Co. and sailed from San Francisco Aug. 4, 1869, making one voyage in the China run. Arrived Hongkong Sept. 5, 1869. Entered the Shanghae Branch line service and remained until sold to the Japanese in 1875.

OREGONIAN

P-IV



Up



Down





PACIFIC MAIL STEAMSHIP COMPANY  
ATLANTIC LINE

ARIZONA

ARIZONA: Maiden voyage — New York to Aspinwall, Mar. 1, 1866. Continued on this line until the end of June 1869. Transferred to the Pacific line in 1871. She made one voyage on the China Line in 1871 and then returned to the Pacific line until 1876. Used in coastal trade in 1876-77, and then sold to the Japanese.



ARIZONA

P-11



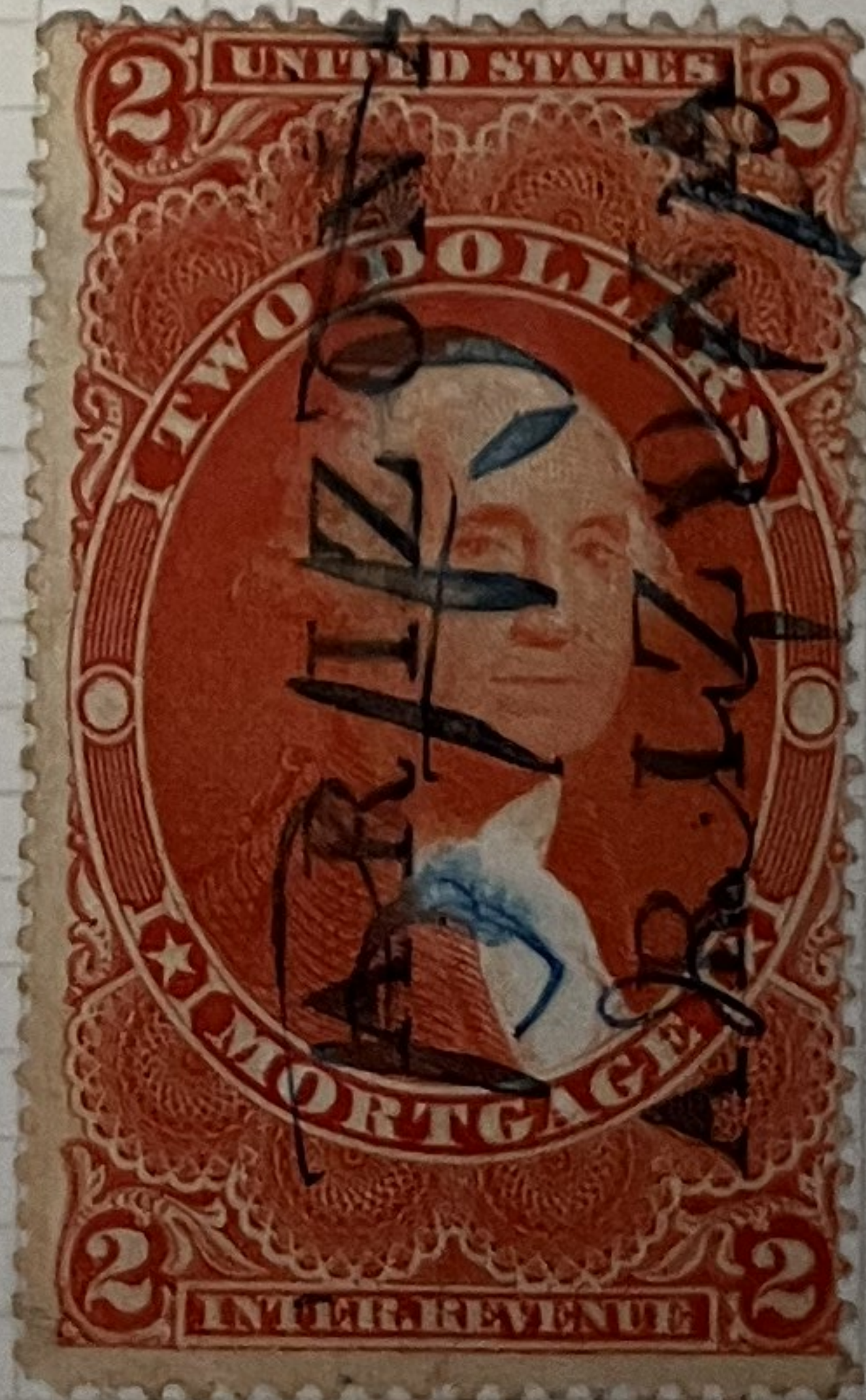
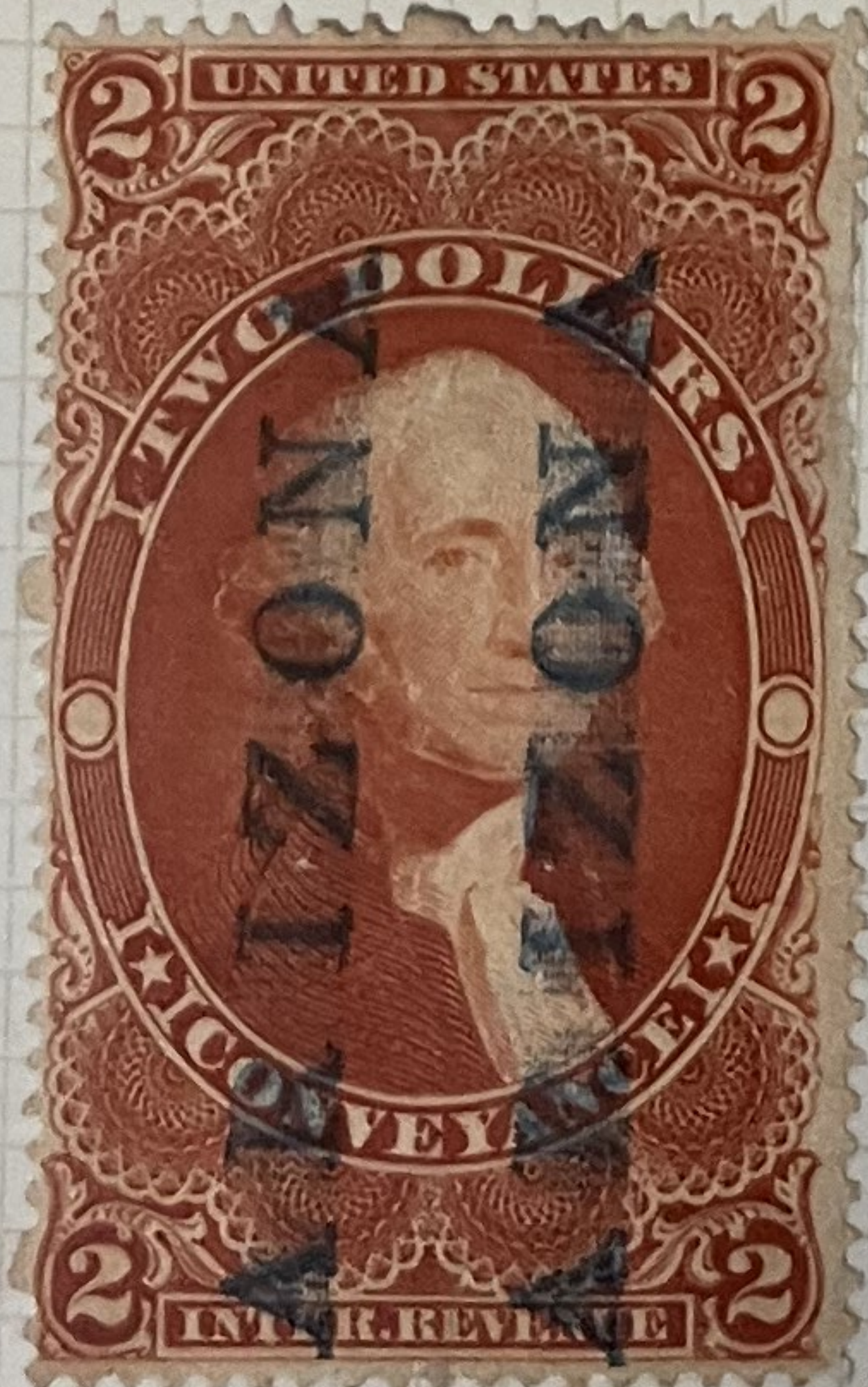
Up



Up

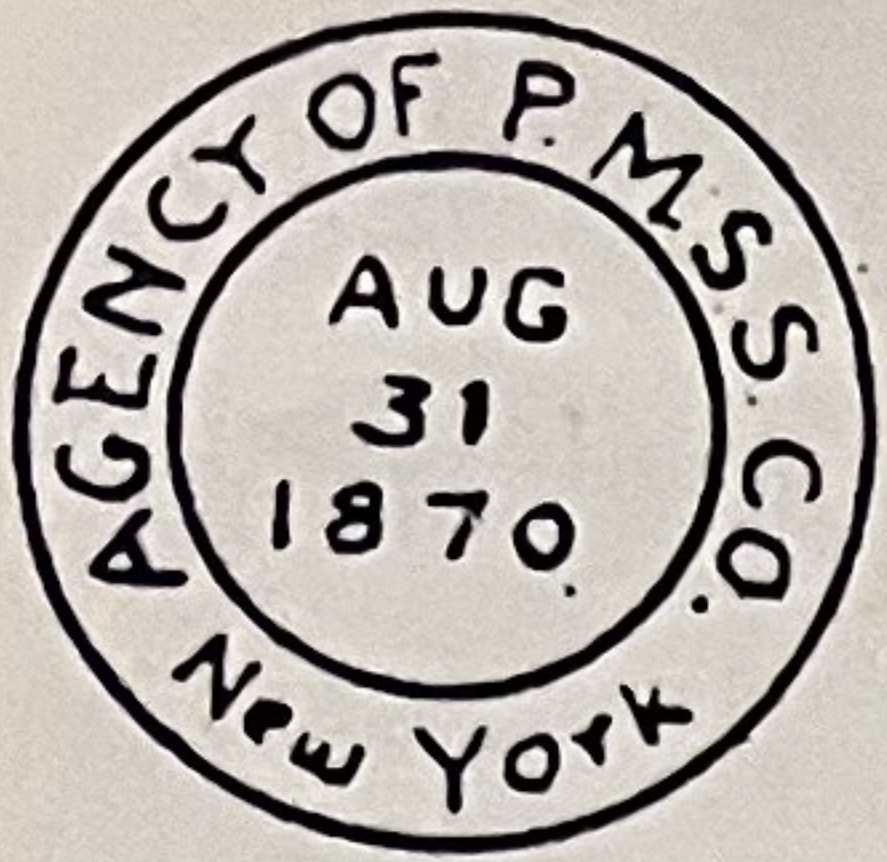


Down





PACIFIC MAIL STEAMSHIP COMPANY  
ATLANTIC LINE



P-1F

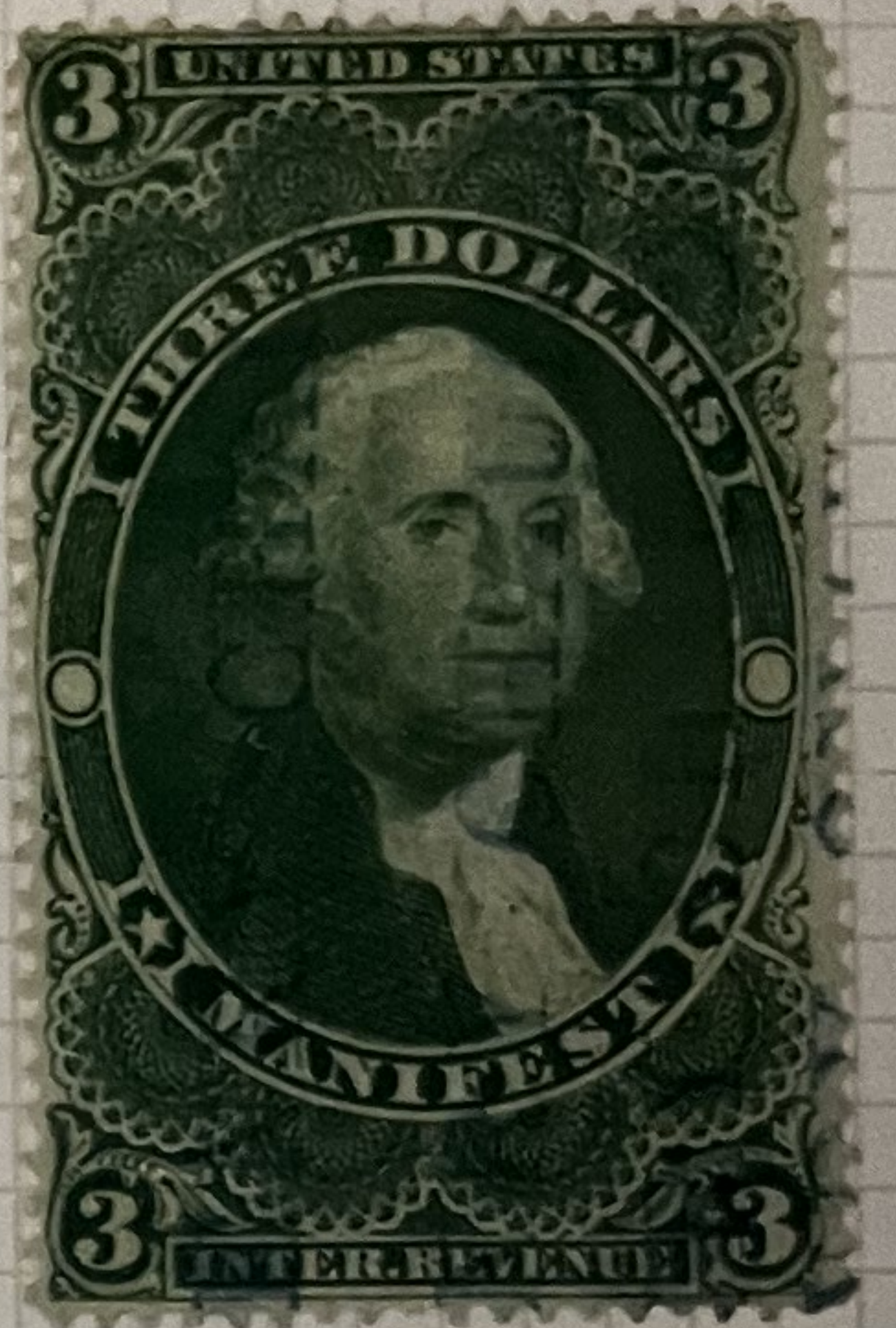
HENRY CHAUNCEY

HENRY CHAUNCEY: Maiden voyage—New York to Aspinwall, Nov. 1, 1865. Regularly and continuously employed until Aug. 16, 1871, when south bound to Aspinwall, fire broke out and she was badly burned, but was rebuilt and put back in service until 1877. She was then scrapped.

*Henry Chauncey was one of the founders of the P.M.S.S. Co.*

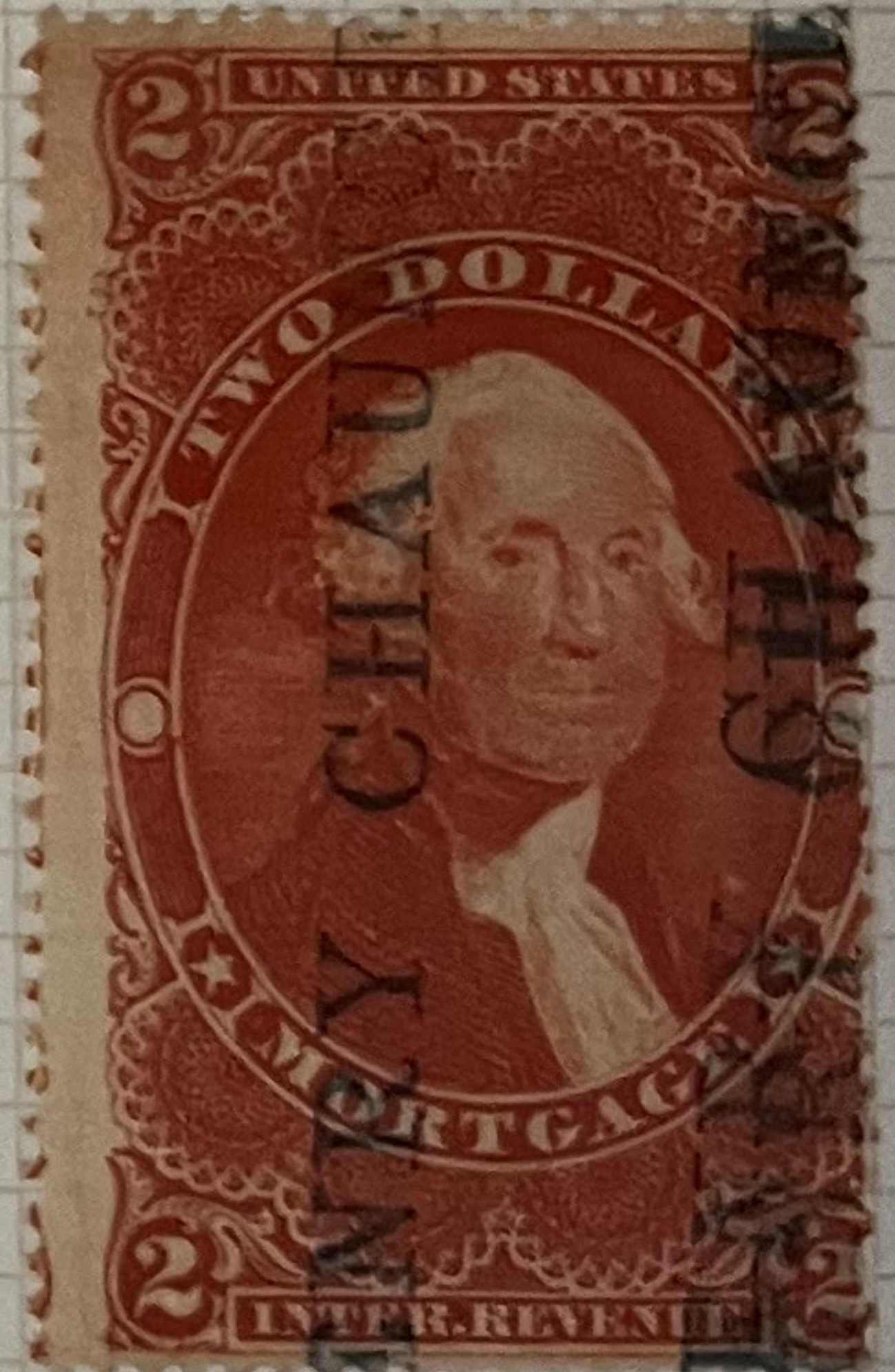
HENRY CHAUNCEY

P-1P



*up  
2x1/5  
St. line +  
P-1F*

*up*

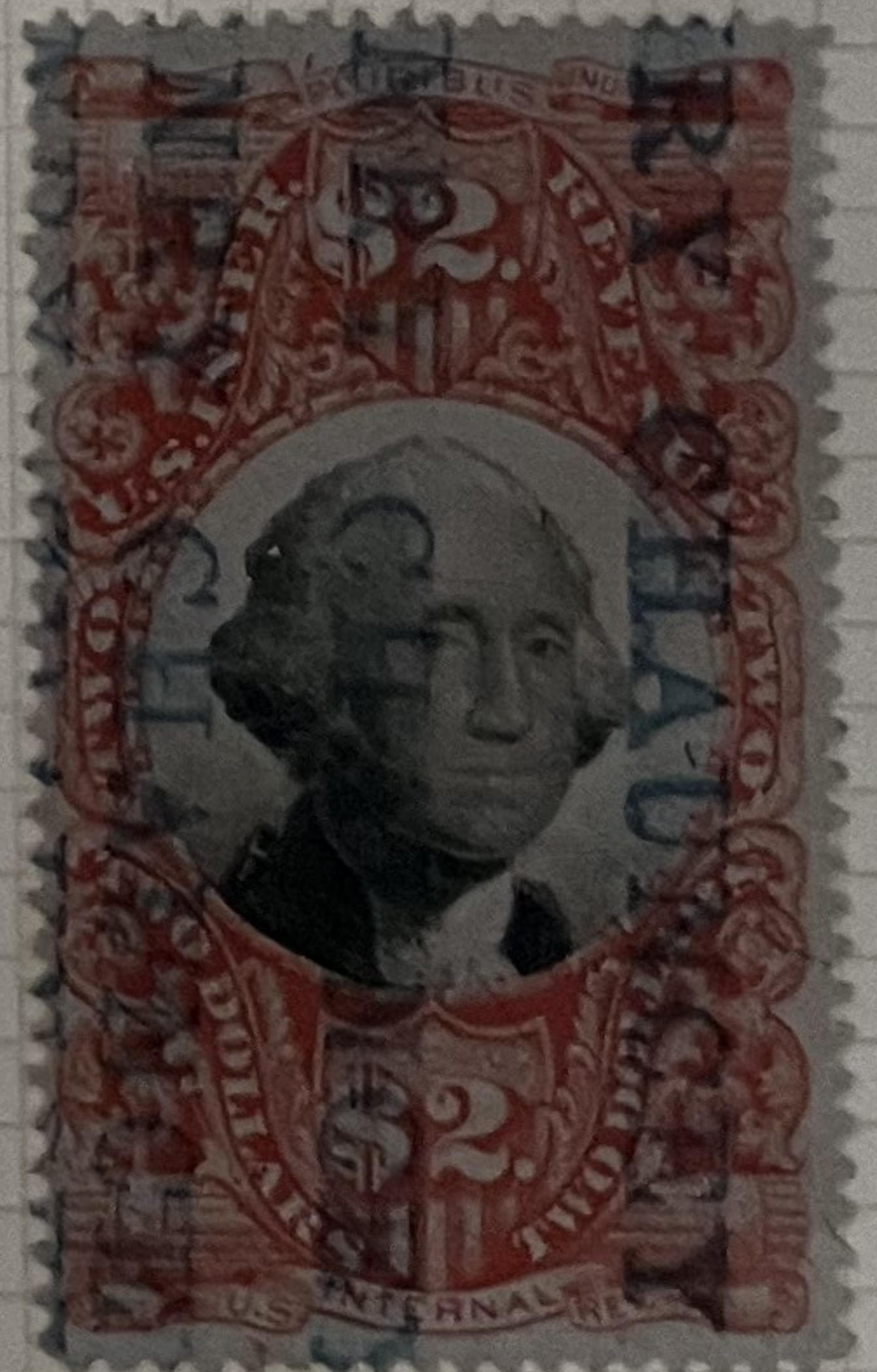


*Down*

*Up  
3 strikes*

*Up  
2 strikes*

*Up*



*Up  
4 strikes*

*Down  
4 strikes*



PACIFIC MAIL STEAMSHIP COMPANY  
ATLANTIC LINE

NEW YORK

*New York*. Wooden, side-wheel steamer. 2,217 43/100 tons (1865), 292.6 x 41.7 x 26.5 feet. Vertical beam engine built by Allaire Iron Works, diameter of cylinder 90 inches, length of stroke 12 feet, diameter of paddle-wheels 35 feet, 1,800 horsepower. Built by Jeremiah Simonson, Brooklyn, for Cornelius Vanderbilt. Launched 16 June 1864. Operated by Vanderbilt for two voyages between New York and Aspinwall beginning in September 1865. Sold to Pacific Mail, and continued in this service for her new owners until April, 1867. Sailed from New York 3 August 1867 and arrived at Hongkong 16 October having called at St. Vincent's, Capetown, Port Louis, Mauritius and Singapore (sixty-two steaming days). Arrived Yokohama 3 November 1867. Made one round voyage across the Pacific in 1868 in place of *Great Republic* when latter vessel had broken her shaft. Sold to Mitsubishi Mail S. S. Co. in 1875 and renamed *Tokio Maru*. Surveyed at Shanghai as late as 1878. *New York Herald*, 3 August, 4 November 1867. *Steamer Alta*, 11 January, 22 May, 6 July, 22 August, 22 September 1868. (Plate 4).

NEW YORK

P-1W



1.00 Foreign Exchange

NEW YORK Pacific Mail Steam Ship Co.

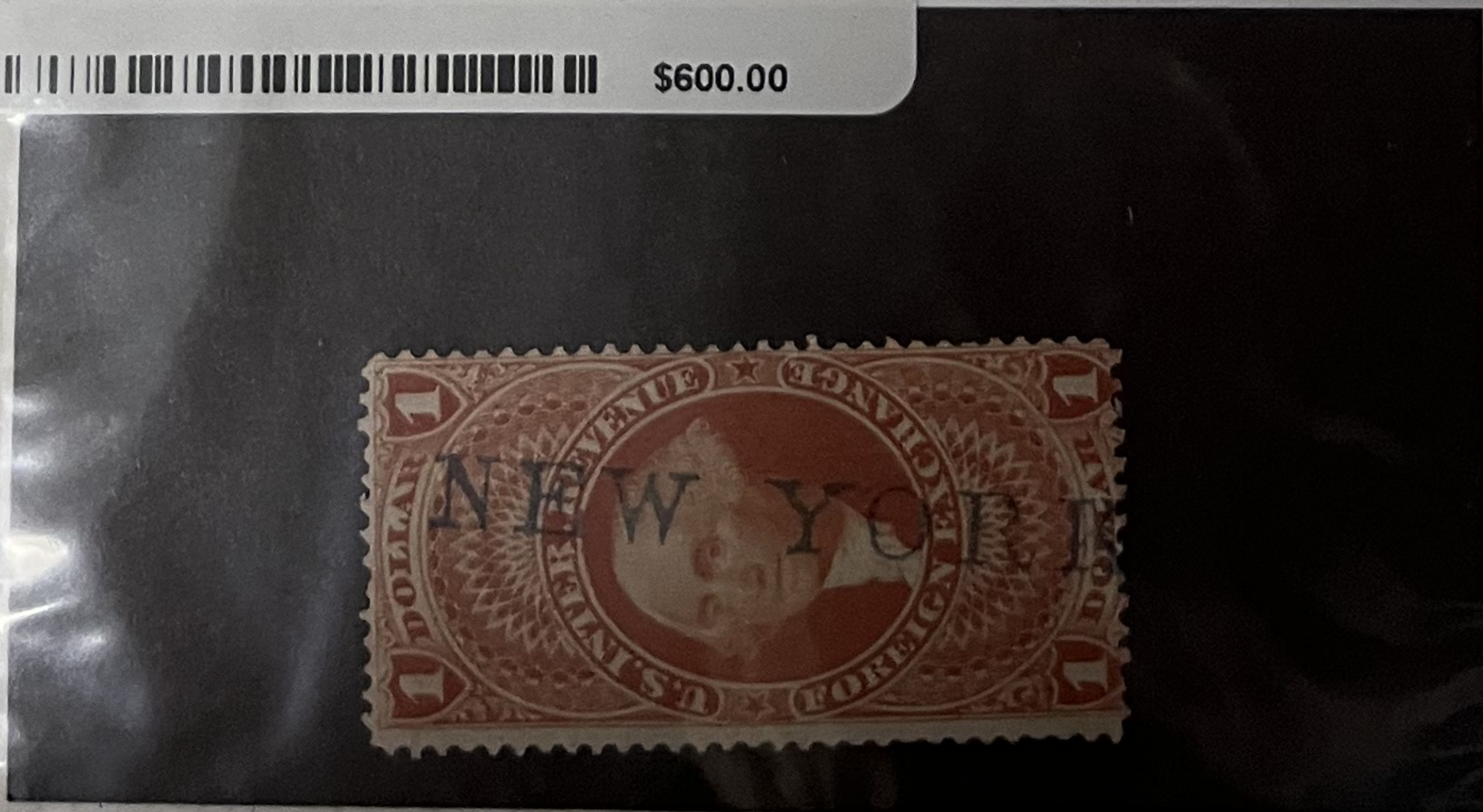
P-1W, R68c

INV-197447

blue h/s reading down, F



\$600.00



Eric Jackson

www.ericjackson.com

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PACIFIC MAIL STEAMSHIP COMPANY  
ATLANTIC LINE

OCEAN QUEEN

OCEAN QUEEN: This ship was built in 1857 but was purchased by the P.M.S.S.Co. from the Atlantic Mail S. S. Co. in 1865. She was continued on the New York-Aspinwall run until 1869, when she was laid up for lack of business. It was chartered for a single trip to Europe in 1870, but again laid up until 1873, when it was sold for scrap. There is some doubt as to this data as there are several

stamps with this cancel and a dating of Oct 14/71. It is possible that it may have made one or two voyages during the year 1871, which are not included in the data.



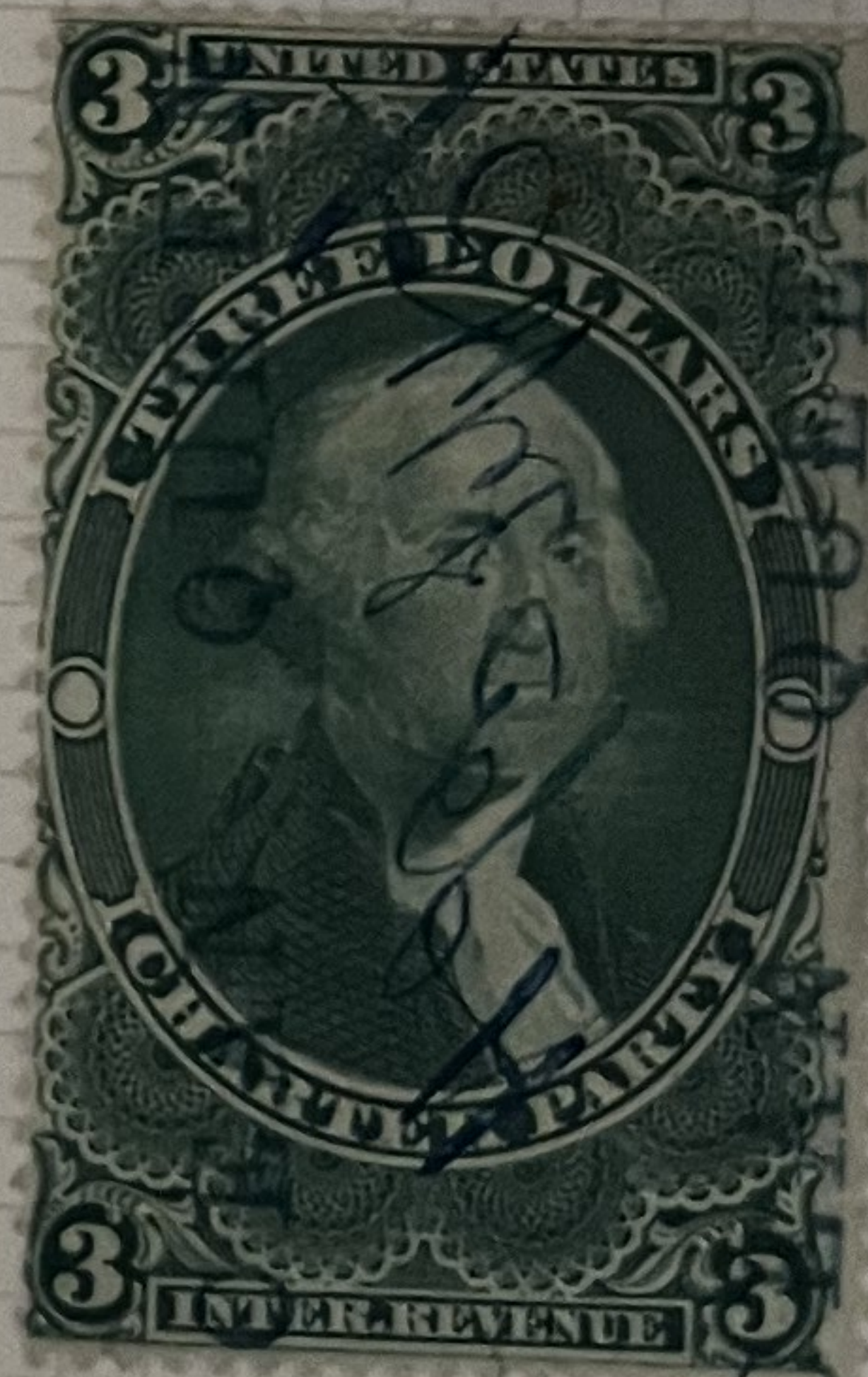
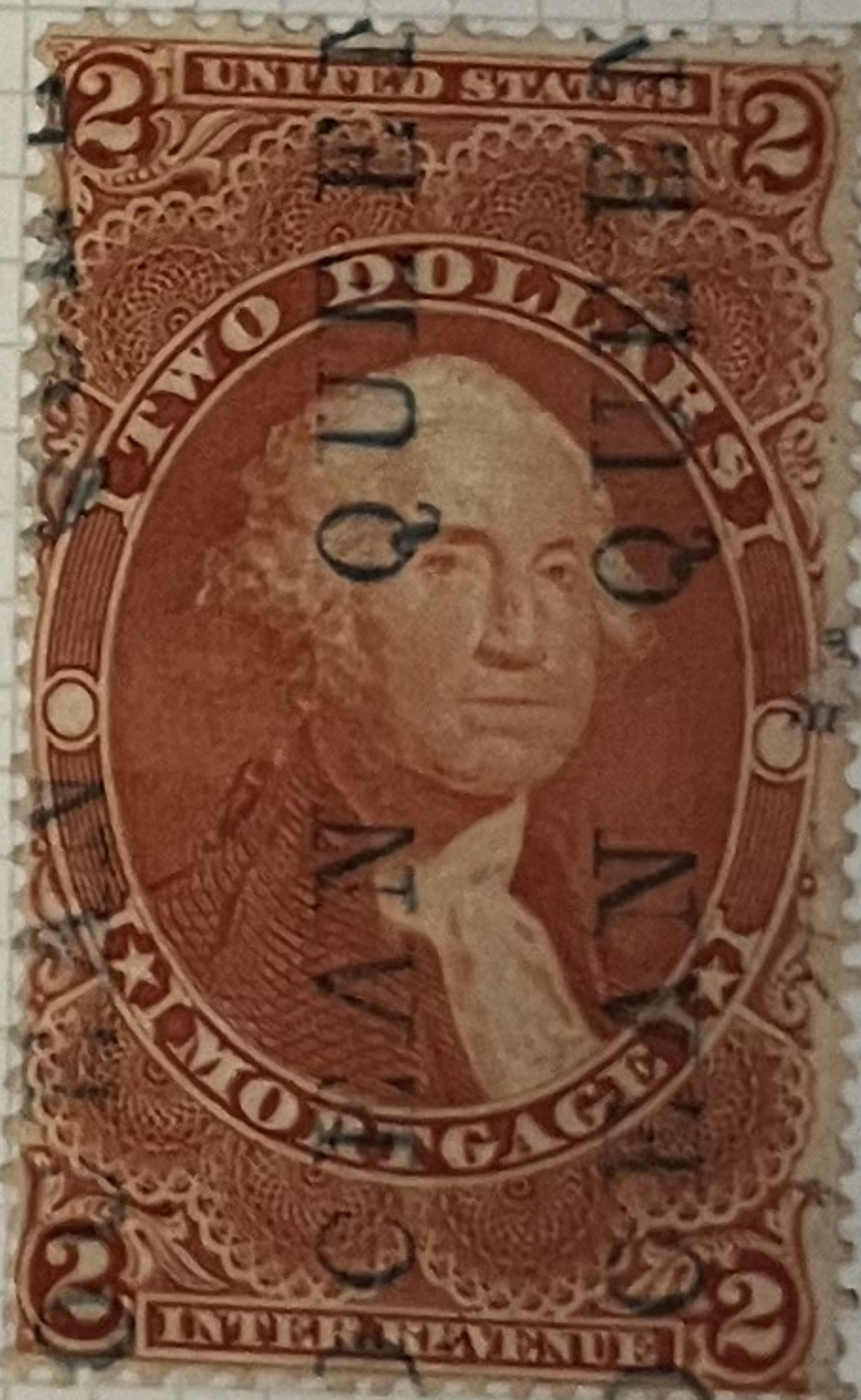
RARE  
The only 25c of any line known.

OCEAN QUEEN

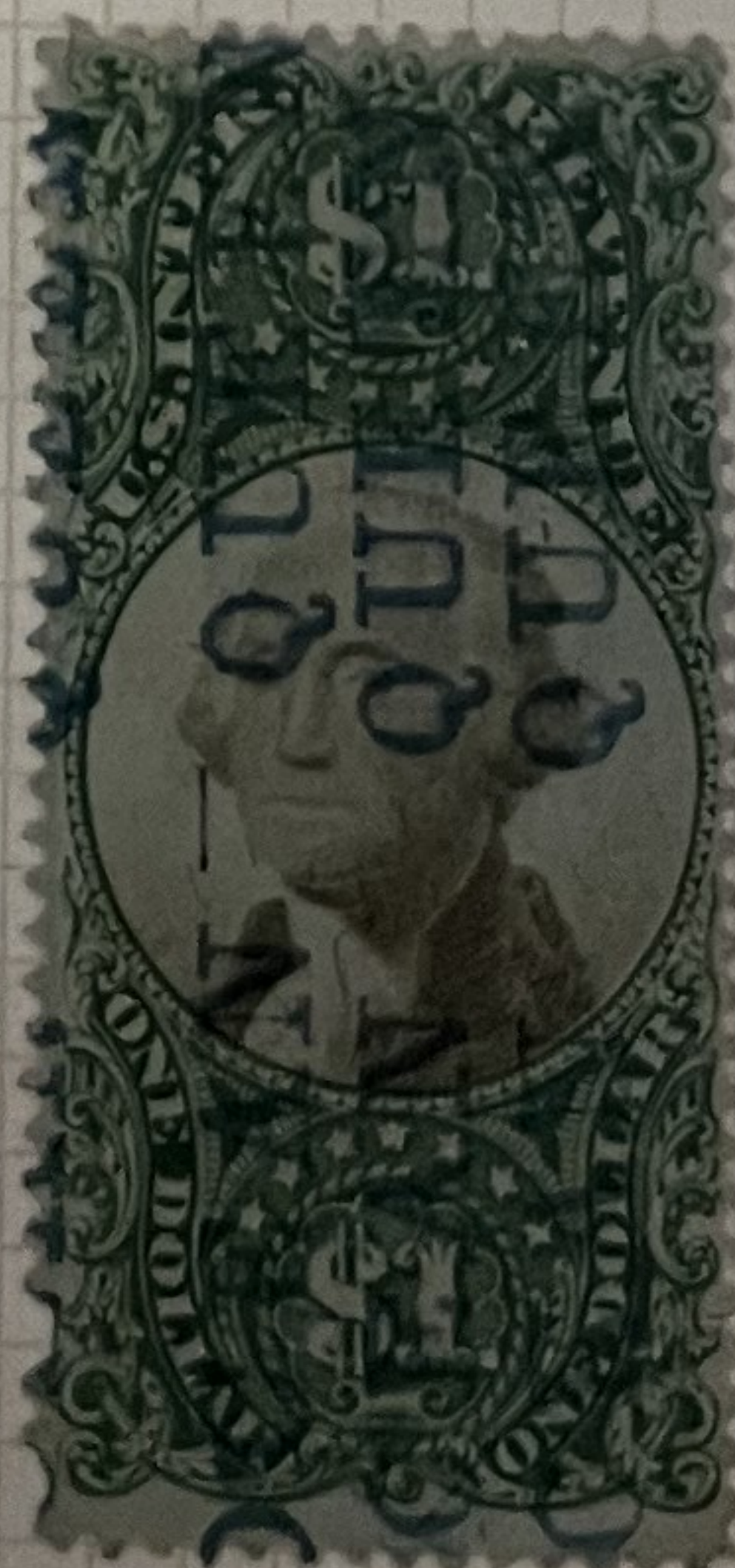
P - 1 S



Down

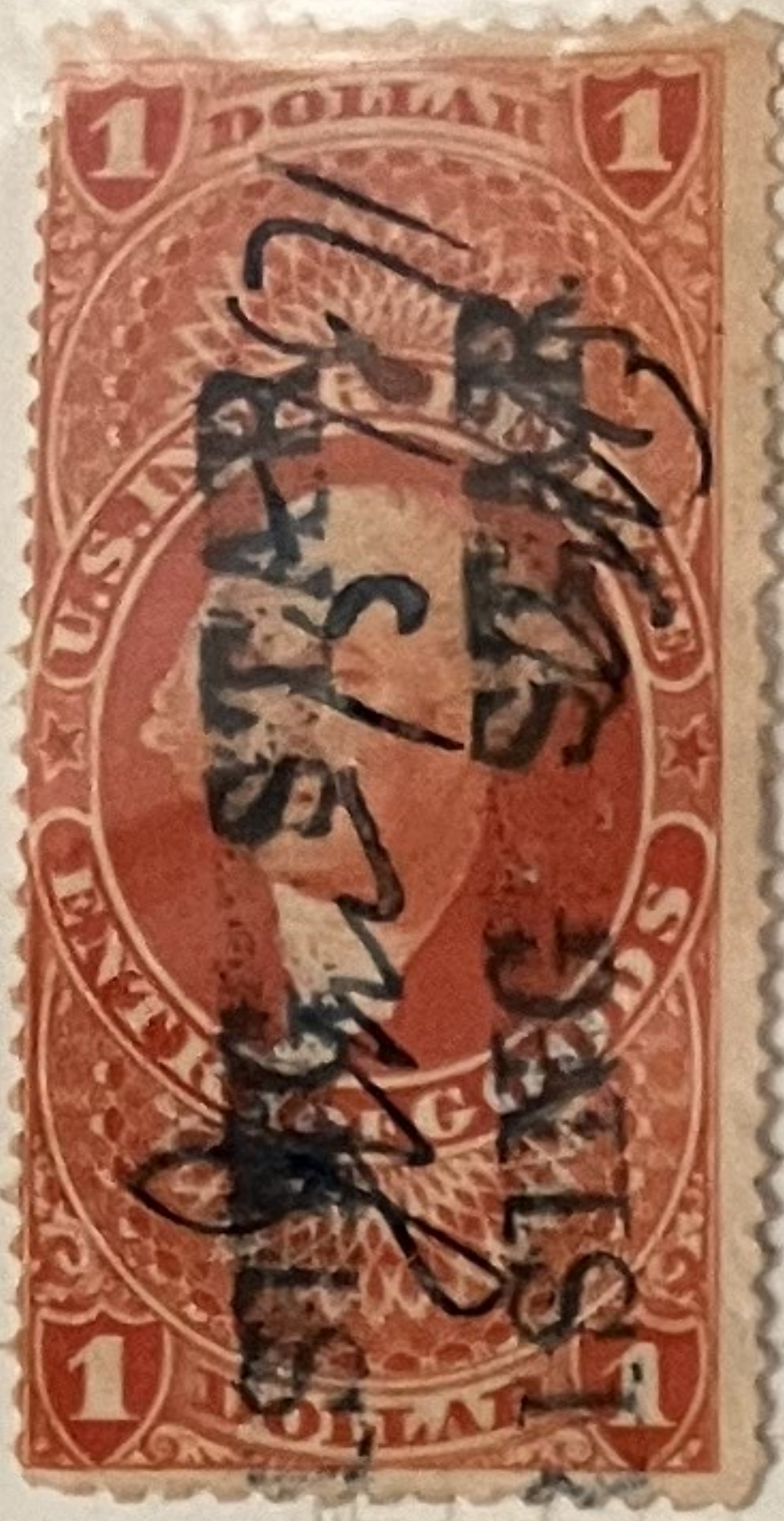


Up



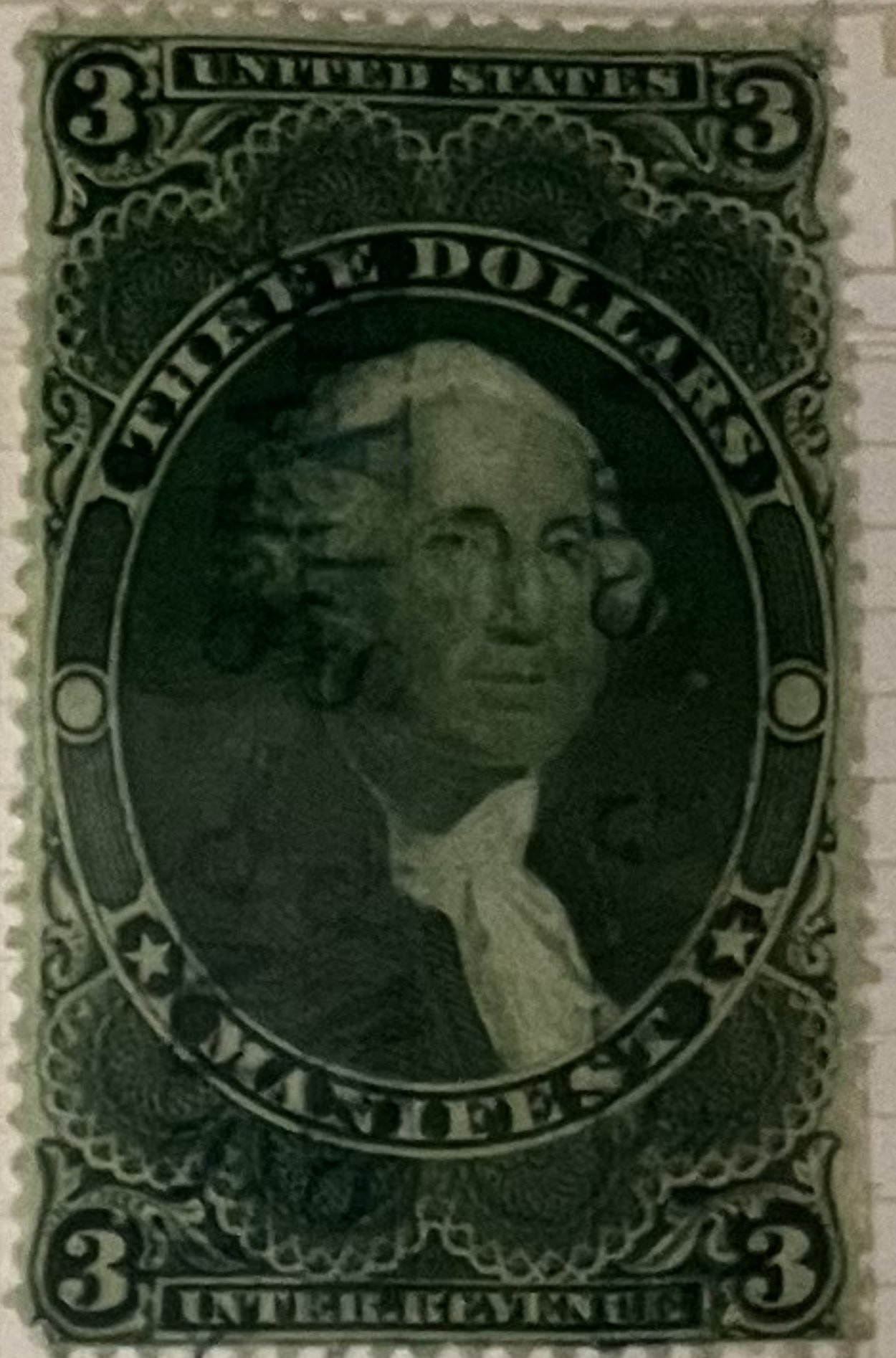


PACIFIC MAIL STEAMSHIP COMPANY  
ATLANTIC LINE



Up

Down



Up

RISING STAR

RISING STAR: Built in 1865 for the New York Mail S. S. Co. (Star Line). Purchased from this company in 1867 by the P.M.S.S.Co. Placed on the New York-Aspinwall run in 1867 and continued until 1869. Chartered for one trip to Europe and return in March 1870, and again laid up in New York until 1875, when she was sold to John Roach & Co. Scrapped in 1877.



Up



Down

RISING STAR

P - IT



Up



Up



Up



Down



Up



Up  
2 strikes



Up  
3 strikes



Down



Up  
4 strikes



Up  
5 strikes



Down



PACIFIC MAIL STEAMSHIP CO.



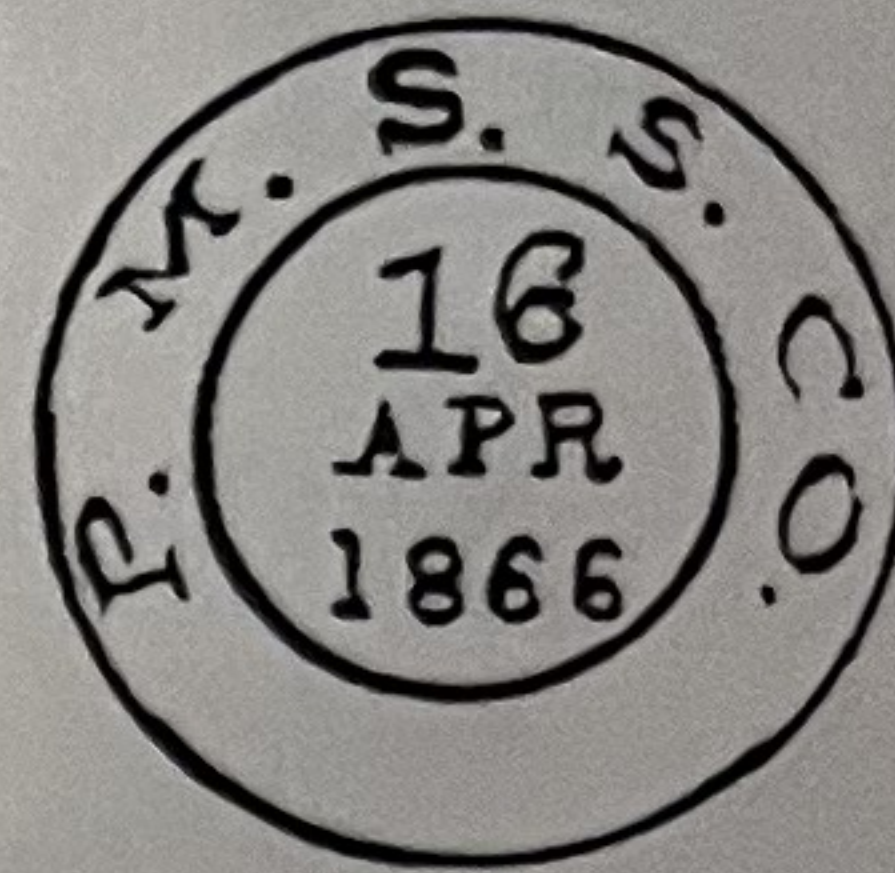
P-1A



Pacific Mail Steamship Co.

Chartered by the Legislature of the State of New York, Apr. 13, 1848, for 20 years, with a capital of \$400,000, later increased to \$2,000,000. In September 1865 the company purchased the ships of the Atlantic Mail S. S. Co. for \$2,000,000 in stock of the company. The company thus had fleets in both the Atlantic and Pacific oceans.

Type	Size mm
F1 Blue cancel D.E.	28x22
P1a Blue cancel D.E.	28x22
P1b Blue cancel D.E.	30x24
P1c Blue cancel D.E.	29x23
P1d Black cancel D.C.	23x14
P1e Red cancel Rectangle	18x19
Blue cancel Rectangle	18x19
Black cancel Rectangle	18x19
P1f Black cancel D.C.	22.5x14
P1g Straight line cancel	Alaska
P1h Straight line cancel	America
P1i Straight line cancel	Arizona
P1j Straight line cancel	China
P1k Straight line cancel	Colorado
P1l Straight line cancel	Constitution
P1m Straight line cancel	Costa Rica
P1n Straight line cancel	Golden City
P1o Straight line cancel	Gt. Republic
P1p Straight line cancel	Henry Chauncey
P1q Straight line cancel	Japan 24 mm length



P-1D-1?



- P1q-1 As above, but 28 mm length
- P1q-2 As above, but 35 mm length
- P1r Straight line cancel Montana
- P1s Straight line cancel Ocean Queen
- Red cancel on 2nd issue stamps
- P1t Straight line cancel Rising Star
- Red cancel on 2nd issue stamps
- P1u Straight line cancel Sacramento
- Straight line cancel Oregonian
- block letters

(All cancels blue, except as noted, and one instance of Japan in black and Oregonian always in black.)



P-1E



**F. DORFMAN**  
 Catalog No. *R44c*  
*P.M. Steam Ship Co.*

Net Price *3.00*

30 AMHERST DRIVE  
 MASSAPEQUA, L. I., N. Y.