

# AN UPDATED LISTING OF SHIP CANCELLATIONS ON CIVIL WAR REVENUES

BY JAY L. MILLER, ARA

Almost twenty years ago, Dr. Hugh P. Shellabear published his original listing of ship cancellations on Civil War revenues. What is provided herein is a systematic update to this work. Since a substantial number of new cancels have been identified, I have chosen to incorporate these drawings with Dr. Shellabear's sketches rather than simply providing drawings of the newly uncovered cancels. I hope that this will result in this listing being more useful to the cancel collector.

In this listing a new cancel category has been provided for cancels of individual ships where the parent company is as yet unidentified. These cancels are denoted with the "IS" designation.

For me, a particularly exciting part of working on this update has been adding to the number of listed Pacific Mail Steamship Company cancels. These cancels, especially the straight line ship name varieties, have always been very popular with collectors. To facilitate the use of this listing for identifying these straight line cancels, or for determining if a new variety has been found, I have included the lengths of the various cancels. The height of the letters in the ship names are approximately 4 mm in all cases except for the letters in "CHINA" which are marginally larger.

I am hopeful that this will not become a static listing, but rather will be ever growing as more collectors uncover ujlistered cancels. If new cancels are found I would appreciate being contacted so that these discoveries can be included in a planned addendum.

Finally, this update would not be complete without mentioning those ARA members who helped with this project. Thanks go to Steve Rorer, Coleman Leifer, Don Dustin and Brian Bleckwenn. A special thanks to Henry Tolman II for his help, kind words, and prodding when needed.

## LENGTH OF PMS COMPANY STRAIGHT-LINE STEAMSHIP CANCELS

Cancel	Ship name	Length (in mm)
P-1G	Alaska	42
P-1G-1	Alaska	33

## PACIFIC MAIL STEAMSHIP COMPANY'S Through Line to California,

Touching at Mexican Ports, and carrying the U. S. Mail.

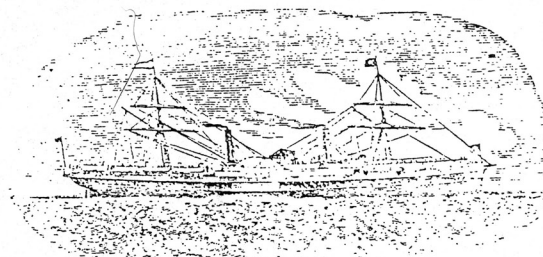
THROUGH IN TWENTY-TWO DAYS.

Steamships on the Atlantic:

Arizona,  
Henry  
Chauncey,  
New York,  
Rising Star,  
Ocean Queen,  
Northern  
Light,  
&c., &c.

Connecting on the Pacific with:

Golden City,  
Constitution,  
Montana,  
Sacramento,  
Golden Age,  
St. Louis,  
&c., &c.



One of the above large and splendid Steamships will leave **Pier No. 42, North River, foot of Canal Street, at 12 o'clock, noon, on the 1st, 11th, and 21st** of every month (except when those dates fall on Sunday, and then on the preceding Saturday), for **ASPENWALL**, connecting, *via* Panama Railway, with one of the Company's Steamships from Panama for **SAN FRANCISCO**, touching at **ACAPULCO**. Those of the 1st touch at **MANZANILLO**.

**Families in Second Cabin and Steerage** taken at reduced passage rates.

An allowance of **ONE-QUARTER** on through rates to clergymen and their families, and school-teachers, going to practice their vocations.

One hundred pounds baggage allowed to each adult. Baggage-Masters accompany baggage through, and attend to ladies and children without male protectors. Baggage received on the dock the day before sailing, from steamboats, railroads, and passengers who prefer to send down early.

Departures of **1st** and **21st** connect with Steamers for **SOUTH PACIFIC** and **CENTRAL AMERICAN PORTS**.

Departure of **11th** of each month connects with the New Steam Line from Panama to **AUSTRALIA** and **NEW ZEALAND**.

Through Tickets from New York to any of the ports above named furnished on application.

The Company's New Line from **San Francisco to Japan and China**, carrying the U. S. Mail, is now in operation. Departure from New York of March 11th connects with Steamship "Colorado," leaving San Francisco April 21, for ports in Japan and China.

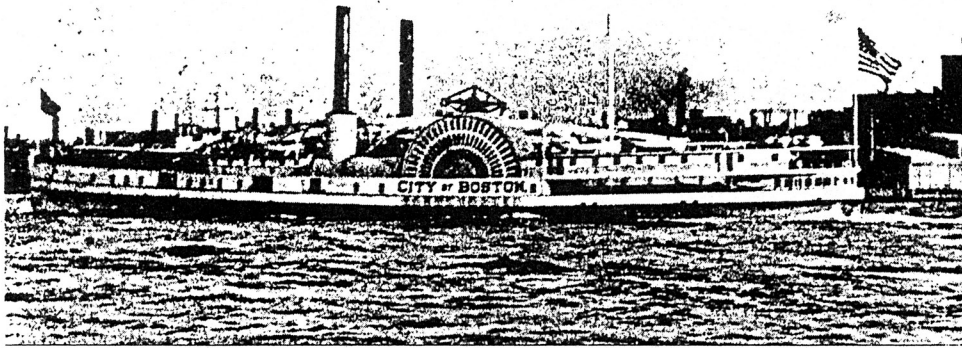
For Passage Tickets, or further information, apply at the Company's Ticket Office,

On the Wharf, Pier 42, North River, ft. of Canal St., New York.

F. R. BABY, Agent.

An advertisement for the Pacific Mail Steamship Company from *Appleton's Railway & Steam Navigation Guide* (April, 1869).

P-1H	America	39
P-1I	Arizona	42
P-1J	China	35
P-1K	Colorado	41
P-1L	Constitution	51
P-1M	Costa Rica	45



*The City of Boston*, built in 1861 by Samuel Sneed of New York for the Norwich & New York Transportation Co. She had a wooden hull (301 X 40 ft., 1,497 Tons) and a vertical beam engine. She was involved in 4 major accidents one requiring the replacement of most of her bottom. When steamboat service between New York and Norwich ended in 1896 she was removed from service and broken up in 1898.

P-1N	Golden City	48
P-10	Great Republic	53
P-1P	Henry Chauncey	63
P-1P-1	Henry Chauncey	49
P-1Q	Japan	25
P-1Q-1	Japan	29
P-1Q-2	Japan	36
P-1R	Montana	45
P-1S	Ocean Queen	53
P-1T	Rising Star	44
P-1U	Sacramento	47
P-1V	Oregonian	37
P-1W	New York	46
P-1X	Alaska/Arizona	42/42
P-1Y	Alaska/Montana	33/40

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A-2	Atlantic & Mississippi Steamship Company
A-3	Atlantic Mail Steamship Company
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A-5	American Transportation Company
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B-1	Baltimore & Philadelphia Steamboat Company
B-2	Baltimore Steam Packet Company
B-3	Burlington Steamboat Company
B-4	Black Ball Line (Old Line Liverpool Packets)
B-5	Baltimore & Richmond Steamers (The New Line)
B-6	Boston, Newport & New York Steamboat Company
B-7	Buffalo & Detroit Transportation Company
C-1	California, Oregon & Mexico Steamship Company
C-2	Central Transit Company
C-3	Comstock's Clipper Line
C-4	Cumberland County Steamboat Company
C-5	Cunard Mail Line
C-6	California Steam Navigation Company
C-7	Coleman's California Line
C-8	Commercial Steam Boat Company
D-1	Detroit & St. Clair Rivers Towing Association
G-1	General Transatlantic Company (French Line)
H-1	Hudson River Day Line
H-2	Hawaiian Packet Line
H-3	Hartford & New York Steamboat Company
H-4	Hartford & New York Steamboat & Transportation Company
I-1	Inman Line
I-2	International Steamship Company
L-1	Lorillard's Steamship Line

L-2	Liverpool & Great Western Steamship Company (Guion Line)
M-1	Merchants' Steamship Company of Bristol, R.I.
M-2	Montreal Ocean Steamship Company
M-3	Merchants' & Miners' Transportation Company
N-1	Narragansett Steamship Company
N-2	National Steam Navigation Company
N-3	Neptune Steamship Company
N-4	New Orleans & Vicksburg Tuesday Packet
N-5	New York & Baltimore Transportation Company
N-6	New York & Havre Steamship Company
N-7	New York & Philadelphia Steamship Company
N-8	North American Steamship Company
N-9	Northern Transportation Company
N-10	Northern Transportation Company of Ohio
N-11	North West Packet Company
N-12	North West Union Packet Company
N-13	Norwich & New York Transportation Company
N-14	New York Mail Line
N-15	North Shore Staten Island Ferry Company
O-1	Old Dominion Steamship Company
O-2	Ontario Steamboat Company
P-1	Pacific Mail Steamship Company
P-2	People's Line
P-3	Philadelphia & Southern Mail Steamship Company
P-4	Portland Steam Packet Company
P-5	Providence & New York Steamship Company
P-6	People's Transportation Company
P-7	Portland & New York Steamship Company
S-1	St. Louis & Peoria Packet Company
S-2	Star Line of New York packets
S-3	Schuyler's Line
U-1	United States Line
W-1	Washington, Alexandria & Georgetown Steam Packet Company

#### Cancels for Individual Ships

IS-1	Steamer Edinburgh—An Ohio River packet between Wheeling, WV and Cincinnati, OH
IS-2	Steamer Eagle—An Ohio River packet between Wheeling and Parkersburg, WV and Marietta, OH
IS-3	Steamer Mary Houston—Side-wheel packet between Louisville and New Orleans
IS-4	Steam Tug River Queen—Operated on Lake Erie
IS-5	Steamship Cuba
IS-6	Brig Petrels
IS-7	Schooner Caston
IS-8	Schooner Mindon
IS-9	Brig Sarah

- IS-10 Steamer Star of the East
- IS-11 Steamer Montreal
- IS-12 Steamer Fanny Troupe
- IS-13 Bark Burnside
- IS-14 Bark Magna Carta



A-1



A-1A



A-2



A-2A



A-3



A-3A



A-4



A-5



A-6



B-1



B-2



B-3



B-4



B-5



B-6



B-6A

July 1st  
1864  
C. W.

B-6B

J. D. & Co. & H.  
July 14, 1865

B-7



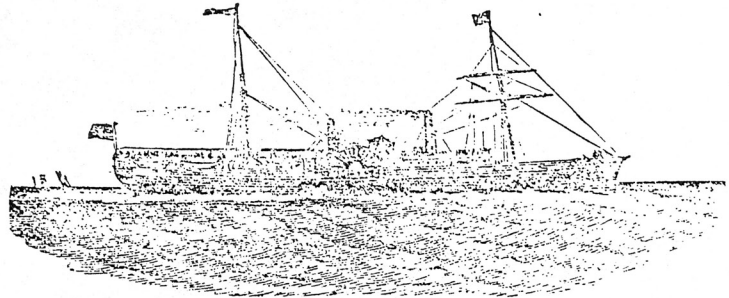
C-1

# Empire Line for Savannah,

Every Saturday, from Pier 13, North River.

Foot of Cedar Street,

Punctually at 3 o'clock, P. M.



1867.

The well-known and favorite side-wheel Steamships

SAN JACINTO,.....JOSHUA ATKINS, Commander,  
SAN SALVADOR.....K. S. NICKERSON, Commander,

Sail every Saturday, punctually, at 3 P. M.,

From Pier 13, North River, foot of Cedar Street.

## PASSAGE TICKETS ISSUED TO

Savannah, Ga.,.....\$25.00	Eufaula, Ala.,.....\$35.00	Tallahassee, Fla.,.....\$40.75
Augusta, ".....27.00	Montgomery, Ala.,.....41.00	Quincy, ".....42.50
Macon, ".....31.00	Mobile, ".....51.00	Jacksonville ".....56.00
Columbus, ".....35.00	New Orleans, La.,.....55.00	Picolata, ".....58.00
Atlanta, ".....34.00	Lake City, Fla.,.....38.25	Pilatka, ".....39.00
Albany, ".....35.00	Monticello, ".....39.50	Enterprise, ".....43.00

Including First Cabin Stateroom on the Steamers, and all charges, except for meals on the Railroads.

Through Bills of Lading given for Freights to all points in Florida, Georgia, Alabama, and Tennessee.

Rates and Classification will be furnished by the undersigned.

Shippers may feel assured of no delay to their goods in being forwarded, and as the importance of trade demands, additional Steamers, equally suitable to all the requirements, will be placed on the route.

Goods forwarded through New York and Savannah Free of Commission.

Freight received daily at the Covered Pier, 13 North River. Bills of Lading furnished and stored on the Pier.

GARRISON & ALLEN, 5 Bowling Green, N. Y.

FEBRUARY 18TH, 1866.

B. H. HARDEE, Agent, Savannah, Ga.

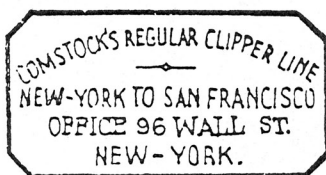
An advertisement for the Empire line sailing between New York City and Savannah, Georgia. (From Appleton's Railway & Steam Navigation Guide of April, 1869)

SS,

Oregon

Aug 3

1864



74 B  
9 1/2 mo  
29 =  
1865



C-1A

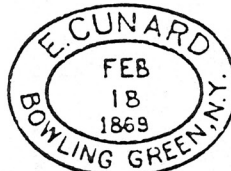
C-2

C-3

C-4

C-5

C-5A



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

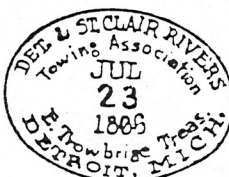
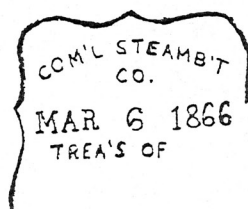
C-5B

C-5C

C-5D

C-6

C-7



C-8

C-8A

D-1

D-1A

G-1

G-1-1



SMYRNIOTE

G-1-2

G-1A

G-1B

H-1

H-2



R. S. S.  
May 7  
11 1/2 S  
1873



H-3

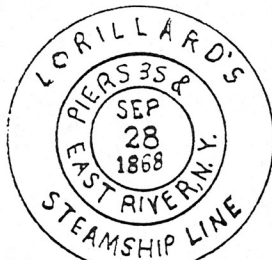
H-3A

H-3B

H-4

I-1

I-2



L-1

L-1A

L-1B

L-2

L-2A





L-2B



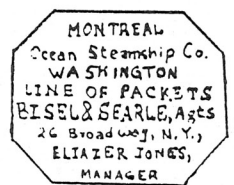
M-1

*Merchants' Steam  
Ship Co of Bristol  
July 3/66*

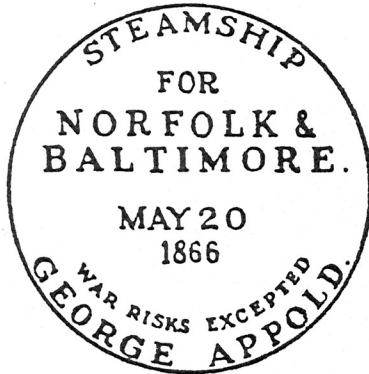
M-1A



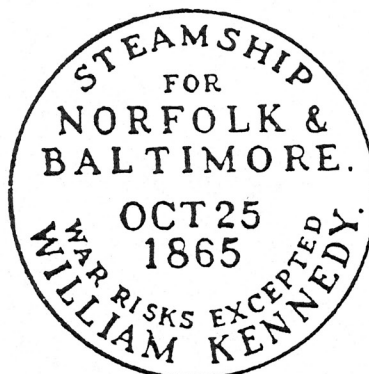
M-2



M-2A



M-3



M-3A



N-1



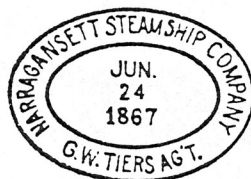
N-1A

*msls  
april 1870*

N-1B

N-1C

*msls  
Oct 3/6*



N-1D

N-1E



N-2



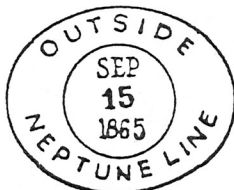
N-2A



N-2B



N-2C



N-3



N-3A



N-3B



N-3C

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

N-3D



N-3E



N-4



N-5



N-5A



N-5A-1



N-6



N-7



N-8



N-9



N-9A



N-10



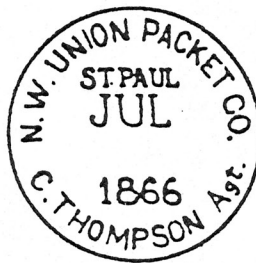
N-11



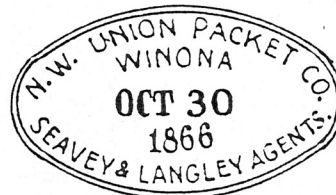
N-11A



N-12



N-12A



N-12B



N-12C



N-13



N-13A



N-13B



N-13C



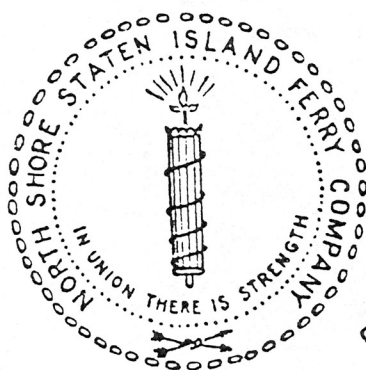
N-13D

*Oct 20 1867*

N-13E



N-14



N-15



O-1



O-2



O-2-1



N-14A



O-2A



O-2A-1



O-2A-2



O-2A-3



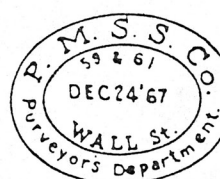
P-1



P-1A



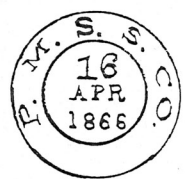
P-1B



P-1C



P-1D



P-1D-1



P-1E



P-1F

ALASKA ALASKA AMERICA

P-1G

P-1G-1

P-1H

ARIZONA CHINA COLORADO

P-1I

P-1J

P-1K

CONSTITUTION

P-1L

COSTA RICA

P-1M

GOLDEN CITY

P-1N

GREAT REPUBLIC HENRY CHAUNCEY

P-1O

P-1P

HENRY CHAUNCEY

P-1P-1

# JAPAN JAPAN JAPAN MONTANA

P-1Q

P-1Q-1

P-1Q-2

P-1R

OCEAN QUEEN RISING STAR SACRAMENTO

P-1S

P-1T

P-1U

OREGONIAN

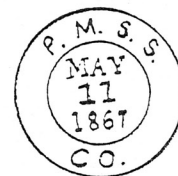
P-1V

NEW YORK

P-1W

ALASKA  
ALASKA  
ALASKA  
ALASKA  
ALASKA

ALASKA  
ALASKA  
ALASKA  
ALASKA



P-1X

P-1Y

P-1Z



P-2



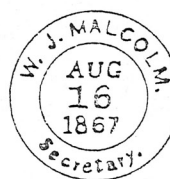
P-2A



P-2B



P-3



P-3A



P-4



P-5



P-5A

VIDE  
NEW YORK  
EAMSH

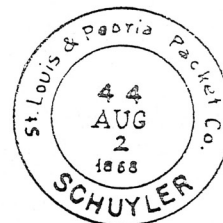
P-5B



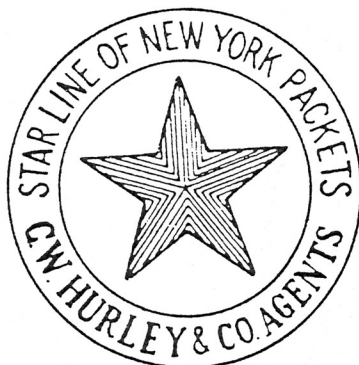
P-6



P-7



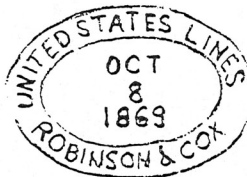
S-1



S-2



S-3



U-1

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

W-1



IS-1



IS-2

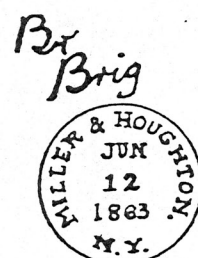


IS-3

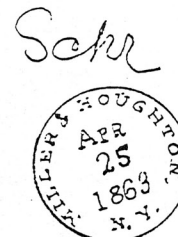
669  
June 16  
1869  
S S  
Cuba  
9.26.71

IS-4

IS-5



IS-6



IS-7



IS-8

Brig  
Peters

Schr  
Caston

Schr  
Minden

Brig  
Sarah



IS-9



IS-10

December 23/65  
Bark "Buinside"

IS-13



IS-11



IS-12

Park Magna Charter  
March 12th 1841

IS-14

## Irish Postal Forgeries

According to an article in the September, 1985, issue of *Gibbon's Stamp Monthly*, the Republic of Ireland made a third printing of their £1 Architecture definitive postage stamp. This printing on white paper with white gum is quite scarce as it appeared just two months before the stamp was withdrawn from both general and philatelic sale on November 14, 1984. No prior notice of withdrawal was given.

For several months forgeries of this stamp had been circulating in connection with the Telephone and TV license Savings Books Schemes. These schemes allowed easy payment of telephone bills and annual television license

fees. £1 (for telephone) and 50p or £1 (for TV licenses) savings stamps were available but definitive postage stamps could also be used. The stamps were placed on a savings card and later turned into the Post Office to pay one's telephone bill or TV license. As the result of widespread use of forged £1 stamps for this fiscal purpose that the Post Office suspended the schemes and withdrew the stamps.

The forgery was printed on a very thin translucent paper and was line perforated as opposed to the comb perforation used on the government produced issues.

(A thank you is extended to member David Sher for alerting us to this item...Editor)

## First Provisional Issue Varieties

by John L. Slane, ARA

In the April issue of *The American Revenuer* (1985; 39:55) I showed a number of printing varieties that I have observed in multiple copies. Two previous articles from TAR were pointed out to me ("1898 'I.R.' Overprint Variety" by Terence Hines, 1979; 33:13 and "1898 'I.R.' Overprint Variety-overinking" by Tom Lampkins, 1979; 33:229). These attribute these varieties to either under- or over-inking.

The illustration in both articles were not very clear therefore I cannot determine if they were a match to any variety I illustrated. However, since I have three or five copies of each variety illustrated, I cannot believe that they are just due to inking. Inking varieties would not be so consistent and clear.

Since the editor found a copy of the one cent with the same gash in the left leg of the letter R, I also looked through my one cent stamps for varieties similar to those I observed on the two centers. I found one. Illustrated here is a pair with the left stamp containing the dot on the right leg of the letter R variety. This is identical to the variety found



on the two cent as illustrated in my first article (the one in the upper left of the illustration). However, this copy does not have a straight edge at the bottom but rather is the stamp above the plate number, thus again showing that this was a stamp in the bottom row.

I do not see how these consistent varieties can be explained simply as inking varieties.