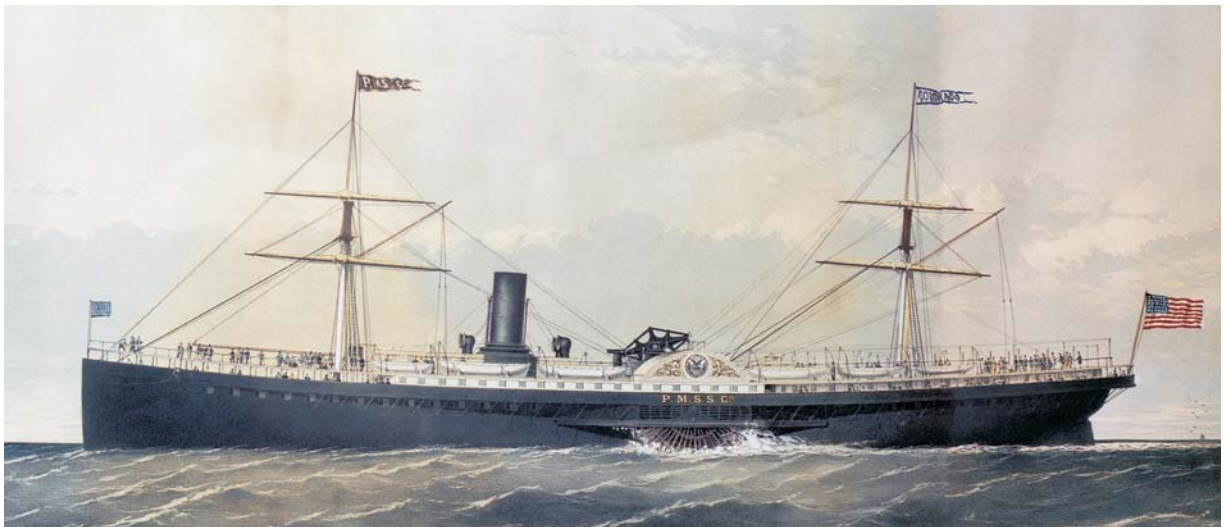


The United States Post Offices in China and Japan

1867 to 1874



Richard C. Frajola
Michael O. Perlman
Lee C. Scamp

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The Collectors Club 2006



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Preface

The function and operation of the United States post offices in Japan and in Shanghai, China are intimately linked. The seminal event that joined them was the inauguration, on January 1, 1867, of a direct steam packet service from San Francisco to Yokohama, Japan and onward to Hong Kong, China. This service was provided by the Pacific Mail Steam Ship Company (PMSS), which held a lucrative mail contract from the United States Post Office Department to carry monthly mails on the trans-Pacific route. Mails from the western United States could now reach Asia in just under a month while mail from the eastern United States took under two months. After the transcontinental railroad across the United States was completed in May 1869, the transit time for mail from the east coast to Asia was reduced further.

Previously, the only regular mail service between the United States and China and Japan relied on foreign mail systems. When these foreign mail lines were used, a letter from California to Japan typically took four months while a letter from New York took three months. The PMSS trans-Pacific service, provided by American owned and operated steamers, ensured that the United States could command a near-dominant position in the burgeoning Asian trade markets.

In the period between 1867 and 1875, the United States established postal agencies at Yokohama, Hiogo, Nagasaki and Hakodate, Japan as well as Shanghai, China. Each of these agencies evolved from a consular office under the direction of the State Department to a postal agency regulated by the Post Office Department. In a similar fashion, all relied on mail service provided by the PMSS.

Previous literature on this subject has focused on either the United States post office in Shanghai, China or just the offices in Japan. By integrating the study of the two, and combining that with an examination of how mail carried by the PMSS steamers was handled, the authors found that significant new insights emerged. Patterns of usage become more evident when data from the larger, combined sample is analyzed. The nucleus of this book is the study of these patterns, including postal markings, integrated with the sailing date information.

The postal markings applied at San Francisco to mail received from Asia have been egregiously misunderstood in the past. The wider sample of covers examined here provides data that allows these markings to be examined more critically. For example, the oval "China and Japan Steam Service" marking is shown conclusively to have been applied at San Francisco. The reason for its use, and the change in how the marking was used after 1869, is examined. Also, a solution to the enigma of the credit markings applied at San Francisco to some of the mail from Asia to Great Britain is provided. In certain periods, and on certain types of loose letters received from steamers, mail that originated in Japan was cancelled at San Francisco. Some early authors have mistaken these cancels for Japanese origin markings.

Sailing date information is crucial to this study. The PMSS operated branch-line steamers that connected Shanghai with Nagasaki, Hiogo and Yokohama as well as branch line steamers that connected Hakodate and Yokohama. Mails that originated at Shanghai were transferred at Yokohama to the trans-Pacific steamers also operated by PMSS. Although *Japan Crossings* listed San Francisco arrival dates of the trans-Pacific PMSS voyages, full arrival and departure dates as well as dates for the connecting branch-line steamers were lacking. This book includes sailing date information for both the trans-Pacific PMSS trips and the branch-line steamers in the

appendices. This information provides the warp and the weft upon which the story of how the mails were handled is woven. United States postal agencies and post offices were instructed to date postmarks for the date of onward transmission of mail. For the postal agencies in Japan and China, those postmark dates reflect the date of the PMSS steamer departure. Although some branch-line sailing date information is incomplete, the missing dates are mostly the less significant branch-line steamers that did not connect with the trans-Pacific mails departing Yokohama. Much of this sailing date information was contributed by Lee Scamp, who has compiled this information over a period of many years.

Another component of this book is the attribution of postal markings to a particular office. This has been a point of confusion in the past, particularly relating to the cancels employed by the United States offices in Japan. Examination of a large census of covers has resulted in some of the attributions being corrected. For example, before the arrival of a datestamp in Hiogo, stamps were cancelled there with a mute cancel before mail was transmitted to Yokohama. At Yokohama, the mail was postmarked in transit. Only by correctly categorizing the mute Hiogo cancels can we identify the usage. All significantly different reported postal markings employed at the United States offices in China and Japan are illustrated. However, the reader is advised to rely on the images of the markings on the illustrated covers rather than the tracings for comparison purposes.

After a discussion of the handling of mail to and from China and Japan prior to 1867 in Chapters 2 and 3, this book examines the PMSS in depth. Included is information about the company as well as the mail contracts, postal rates, and postal markings associated with mail carried by PMSS steamers. This chapter, as well as the next that details the postal agreement between the United States and Hong Kong, sets the stage for the chapters that follow by providing the common foundation upon which all of the American offices in Asia handled mail.

Each of the following chapters is devoted to a particular office. In addition to comments on the general historical development of the particular office, covers are presented chronologically and are keyed to the trip lists. Postal markings are illustrated as they were introduced.

After the inauguration of the PMSS service in 1867, until the United States Japan postal convention became effective in 1875, the mail from the United States inbound to Shanghai or Japan was not subject to any postal treaty. As a result the covers were handled at the normal steamship rate of ten cents without any exceptional markings or features related to the carriage. Such usages, although carried by PMSS westbound steamers as listed in Appendix B, are generally not included in this book.

All of the United States post offices in Japan were closed after December 31, 1874 although the Yokohama office continued to make up mails from and to Hong Kong. At this date the only United States postal agency in China was at Shanghai. Although additional agencies functioned in China after 1875, including the Shanghai Agency until December 31, 1922, the 1875 date makes a logical end point for this volume. A second volume, covering the period from 1875 through 1922, is planned.

The authors would like to extend their particular thanks to Jane Dallison for providing the numerous tracings in the book and to Elaine Boughner for editorial assistance. We would also like to thank the following individuals or firms who have assisted with this book by providing illustrations of covers in their possession or who have critically reviewed certain sections. A large portion of the cover images shown in this book have been provided by a generous sponsor who prefers to remain anonymous. If any names have been omitted, please accept our apology for the omission. Any errors or omissions are the responsibility of the authors alone.

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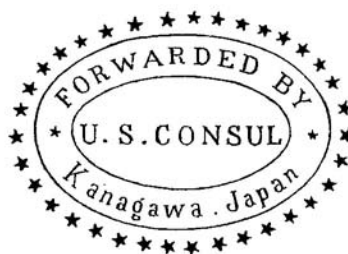
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Chapter One

Introduction



The advent of mail service by American steamers, operating on routes not dominated by European owned lines, required new solutions and systems. Mails had to be made-up and processed by American agents, resident in foreign countries. Prior to the inauguration of American packet mail service between San Francisco and Hong Kong, via Japan, in 1867, American consuls had often been called upon to arrange mail transportation and mail forwarding in foreign countries.

Early Consular Mail Antecedents

The United States consuls in New Grenada (Colombia) were typical. Their services were required after 1849 when the United States started contract mail service, by American steamers, connecting New York City and San Francisco. The United States Mail Steamship Company operated on the Atlantic Ocean between New York City and Chagres (Aspinwall), New Grenada while the Pacific Mail Steam Ship Company (PMSS) provided service on the Pacific Ocean between Panama City, New Grenada and San Francisco. American mail agents were needed at both coasts so that they could supervise the transit of mail and complete the communication link between the east and west coasts of the United States. In addition, mails were received from British ships serving both coasts of South America that required onward transmission by American steamers.

Resident American consuls, under the direction of the United States Department of State, were pressed into service. This was an expansion of the postal duties delineated in Section 6 of an Act approved March 3, 1845, "To Provide for the transportation of mail between the United States and foreign countries, and other purposes" which reads:

Sec. 6 And be it further enacted, That the Postmaster General, or the Secretary of State, be, and he is hereby authorized to empower the consuls of the United States to pay the foreign postage of such letters, destined for the United States, as may be detained at the ports of foreign countries for the non-payment of postage; which postage shall be by the consul marked as paid by him, and the amount thereof shall be collected in the United States, as other postage, on delivery of the letters, and repaid to said consul, or credited on his account at the State Department.

In New Grenada, the American consuls took on increased responsibility for the mail, including the supervision of mail that transited the country, and were designated by the United States Post Office Department as mail agents. These consuls, with dual appointments from the State Department and the Post Office Department, received additional compensation for their increased duties. To complement the work of the resident mail agents, additional agents were often appointed by the Post Office Department to serve on the mail steamers.

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The initial success of using consuls as mail agents in Panama resulted in the repetition of the pattern when additional American steamship routes were added. When the PMSS inaugurated service to Asia, American consuls were once again pressed into service as mail agents.

Prior to 1867, the United States had established consulates at several places in China and Japan, but none served any substantial postal function beyond the forwarding of mail. Such mail forwarding included mail that was to be sent by, or was received from, the various foreign postal systems then in operation as well as mail received from, or sent by private ships or naval vessels.

At American consulates in Japan and China the changes necessitated by the new PMSS mail service were gradual. The terms of an 1867 postal treaty between the United States and Hong Kong passed the mail handling responsibilities at Hong Kong to the Hong Kong post office while increasing the demand made upon the United States consular office in Shanghai. In Japan, the American consuls took on additional responsibilities as mail agents when the service commenced. These mail agent services evolved and United States post offices were eventually established in Japan at Yokohama, Hiogo, Nagasaki, and Hakodate as well as in Shanghai, China. Each of these United States post offices abroad employed standard postal devices supplied by the Post Office Department. The offices in Japan were closed, except for the exchange of mails between Yokohama and Hong Kong, from December 31, 1874 when the Japanese Foreign postal system took over. The office in Shanghai remained open until December 31, 1922. The office at Shanghai has the distinction of being the first United States post office established abroad.

Postal Rates

The postal rates for mail carried by the PMSS will be briefly summarized here and are dealt with in more detail in the relevant chapters, particularly Chapter 4. During the period under study the basic rate for a letter to one-half ounce between either Japan or China and the United States was ten cents. Those weighing over one-half ounce were charged an additional rate for each additional one-half ounce in weight. If a letter was destined beyond the United States, this ten cent rate was added to the rate in effect between the United States and the particular foreign destination. No registry service was available at this time.

The postal rate for printed matter (newspapers) during the 1867 to 1874 period, carried between either Japan or China and the United States, was two cents each. Like the letter mail postal rates, this rate was added to the postal rate between the United States and the foreign country of address if sent beyond.

The postal rates for mail between offices in Asia varied. Initially, the ten cent per one-half ounce rate applied to all such mail. In April 1870 special reduced rates were introduced. Letters between Shanghai and any of the offices in Japan became six cents per one-half ounce and letters between offices in Japan became three cents per one-half ounce.

Postal Markings

This book attempts to illustrate all of the postal markings, including cancellations, that have been found used on American mail that originated from the United States postal agencies in China and Japan before 1875. Tracings of the markings are shown in the appropriate chapter arranged by date of introduction and in the summary tables which appear in Appendix E. These illustrations should not be taken as entirely accurate and reference should in all cases be made to the cover images. Markings deteriorated over time and are often incompletely struck, or struck with uneven pressure, on a given cover. As a result, some markings that may have been produced from the same device may appear in many variations. Some of these may even have been designated as new devices in error. The authors have employed a numbering system that incorporates a three letter designation for the office that employed the marking as well as an alpha-numeric suffix that incorporates the type of marking. So, "YOK-Can1" denotes the first cancel used at Yokohama, "HIO-Pmk1" the first postmark used at Hiogo, and "SHA-CG1" the first Consul General marking used at Shanghai. Although postmarks are usually considered to include only markings that incorporate both the office and the date, this convention has not been followed in some instances.

Sailing Date Information

PMSS steamer sailing date information through 1875 may be found in Appendices A, B and C. Appendix A lists the eastbound sailing dates for steamers that departed Hong Kong and traveled, via Yokohama, to San Francisco. Each trip before 1875 is designated with a trip number (ET1 to ET123) and these trip designations are used in the individual chapters when specific covers are discussed. It should be noted that not all of the listed trips were performed by vessels owned by PMSS. Some additional trips were made by vessels that were subcontracted or under charter to the PMSS. Some private, non-contract sailings, also appear in the trip listings and are so noted.

San Francisco arrival postmark dates are often used by collectors to determine which ship carried a specific cover. Please keep in mind that ships that arrived in San Francisco after 1875 are not included in these listings and they cannot be used as the sole determinate when the possibility exists that a cover may have been carried after 1874.

Appendix B lists the westbound sailing dates for steamers that departed San Francisco and traveled, via Yokohama, to Hong Kong. Again, each trip is designated with a trip number (WT1 to WT120).

Appendix C lists the sailing dates for the PMSS branch line steamers that operated between one or more of the ports of Hong Kong, Shanghai, Nagasaki, Hiogo, Yokohama, and Hakodate. The trips have not been numbered as the data is incomplete. The most important trips between Shanghai and Yokohama that carried mail for onward transmission from Yokohama have been highlighted in the table and the connecting trans-Pacific trip noted.

The specific dates listed in all of the sailing tables have been harvested from a number of sources. These include, as listed in the Bibliography, the Postmaster General Reports, Japanese Crossings, Yokohama Port Shipping List, British Post Offices in the Far East, and various newspapers. Often conflicting dates have been reported. Some of these discrepancies are the result of the way newspapers of the era reported sailings. While one might list the date a ship

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cleared, another might use the scheduled departure date, or even a date the ship cleared customs. In each instance, the authors have chosen a single date to use. As a result, the specific dates given may be slightly inaccurate. Such inaccuracies should not be more than a day or two in either direction.

Stamps used at U.S. Postal Agencies in Asia

Very little is known regarding how stamp distribution in Asia was actually accomplished in practice. It has been suggested that the Shanghai office acted as the principal office and that the Japanese offices were subsidiary. The authors have been unable to find anything to support this hypothesis. It seems equally probable that stamps were distributed directly by the Post Office Department or, less likely, from the San Francisco office. After the offices were designated postal agencies, the stamps would have been sent directly from the Post Office Department against an order from the agent.

If the stamp distribution system followed the pattern established in 1858 at Victoria, British Columbia, stamps may even have been available for sale at additional foreign post offices. At Victoria, the Colonial postmaster purchased his stamps from the San Francisco postmaster in advance as an additional service to his patrons whose mail required United States stamps to prepay letters to destination. An 1875 Hong Kong newspaper report mentions that United States stamps were available there and such may have been the case at an earlier date.

From the physical evidence provided by postal artifacts, it is apparent that a somewhat limited range of United States stamps and postal stationery was available at the American offices in Asia. Unfortunately, because of the wide-spread misidentification of stamps in auction catalogs and other records, the authors have decided not to attempt to differentiate the various grilled stamps of the 1861 and 1870 design series, or the National and Continental printings of the 1870 design issues. An overview of the known stamps and postal stationery items that are known used from the United States offices in Japan and China follows.

The 1861 Design Stamps

The one cent stamps of the 1861 design are unknown on cover used from Asia. A single three cent is reported used from Yokohama (Figure 7-1) while several are known applied in transit in the United States. The five cent 1861 design stamp in the brown shade saw limited usage in Asia in 1867 and 1868. The ten cent 1861 design stamps without grill, as well as those with "E" and "F" grills, which were distributed in the U. S. from 1868, are frequently found on covers from Asia. Some of the higher denomination stamps, including the 12 cent and 24 cent are known on covers and there are off cover examples of the 30 cent grilled stamp known used in Asia. The two cent black issue of 1863, both with and without grill, is found most often used on printed circulars. In addition, ten cent postal stationery of the 1861 design is found used from Asia, primarily in the period between 1867 and 1870.

The 1869 Issue

The 1869 issue stamps, particularly the two, three and ten cent values, saw wide use in Asia. Other values of the series including the 30 cent are rare on cover, or unknown. At least one example of the 90 cent off cover is known with a Yokohama cancel.

The 1870 Design Stamps

Most denominations of the 1870 design stamps are recorded used from Asia. The two, three and ten cent stamps saw the heaviest duty while six cent and twelve cent are also frequently found. The authors do not record any examples of the 15 cent, 24 cent or 90 cent values on covers from Asia before 1875, but they may exist. No 1870 issue postal stationery has been recorded used from Asia prior to 1875.



Chapter Two

China Mails to 1867

Early Mails Between the United States and China

The American ship *Empress of Asia* reached Canton, China on August 24, 1784 (the eighth day of the tenth lunar month). This arrival was the first by an American merchant vessel and marked the start of the well-known “China Trade” era. An American consulate was established in Canton, China in 1786.

The earliest reported letter from China to the United States is a letter dated at Canton, China on December 22, 1788 and addressed to Philadelphia. This letter, described by Dr. A.M.T. Cheung for the Hong Kong Philatelic Society, was written by Jeremiah Sparrows while on a trading voyage. It was carried by the sailing ship *Canton*, under the command of Captain Thomas Truxton, around the Cape of Good Hope to Philadelphia. It does not bear any Philadelphia postal markings, as port of entry ship covers were not postmarked until 1792.

Letters that were sent between China and the United States during the period before mid-1845 are uncommon. Letters to the United States were generally carried privately by sailing ships, via the Cape of Good Hope, to Philadelphia, New York, or New England ports. These typically entered the United States mails as ship letters with the appropriate postage due that included two cents for the ship fee if sent beyond the port of entry, or six cents if delivered at that port. One of the most spectacular examples is shown in Figure 2-1.



Figure 2-1. This April 16, 1834 ship letter was sent from Canton, China, via Philadelphia, to New York City. The only known “full rigged ship” handstamp applied to a letter from China.

The letter in Figure 2-1 is dated at Canton April 16, 1834. It was carried by the ship *Globe*, which arrived in Philadelphia on October 6, 1834 after a voyage of almost six months. The letter was postmarked on arrival with a datestamp and a complete strike of the “full rigged ship” illustrated handstamp to indicate ship mail. It was rated in manuscript as a double 12 1/2-cent rate from Philadelphia to New York plus 2-cent ship fee, for a total due of 27 cents. The letter is addressed to Seth Lowe, the founder of the famous firm that made a fortune in the China tea trade.

As ship designs improved, transit times to and from China decreased. The famous Clipper ships were built specifically for the China trade. The *Ann McKim*, a 493-ton ship built at Baltimore in 1833 for Isaac Mc Kim, is considered to be the first American clipper ship built. A letter carried by the *Ann McKim* is shown in Figure 2-2.

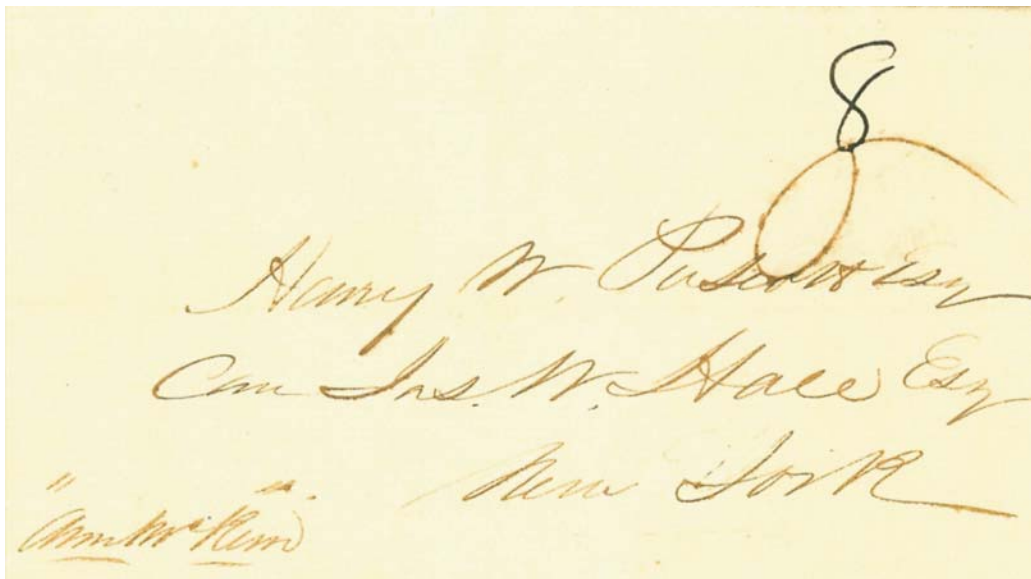


Figure 2-2. An early letter (1845) from Woosung (Shanghai port). Carried by *Ann McKim*, considered to be the first American clipper ship.

This 1845 letter from Woosung, China to New York City entered the mails as a ship letter with a port of entry six-cent ship rate. The recipient probably paid an additional two cents for carrier delivery, making a total of eight cents due.

The most famous of the American clipper ships was the 907-ton *Sea Witch*, which was built for Howland & Aspinwall of New York and was launched from that city on December 23, 1846. A cover carried on the maiden voyage to China is shown in Figure 2-3.

This letter from New York to Canton, dated December 23, 1846, was endorsed to be sent by the *Sea Witch*. It arrived at its destination 92 days later. The *Sea Witch* held the “round the world” speed record for a ship under sail. The cover shown in Figure 2-4 was carried on the return trip from Canton to New York on this record voyage.

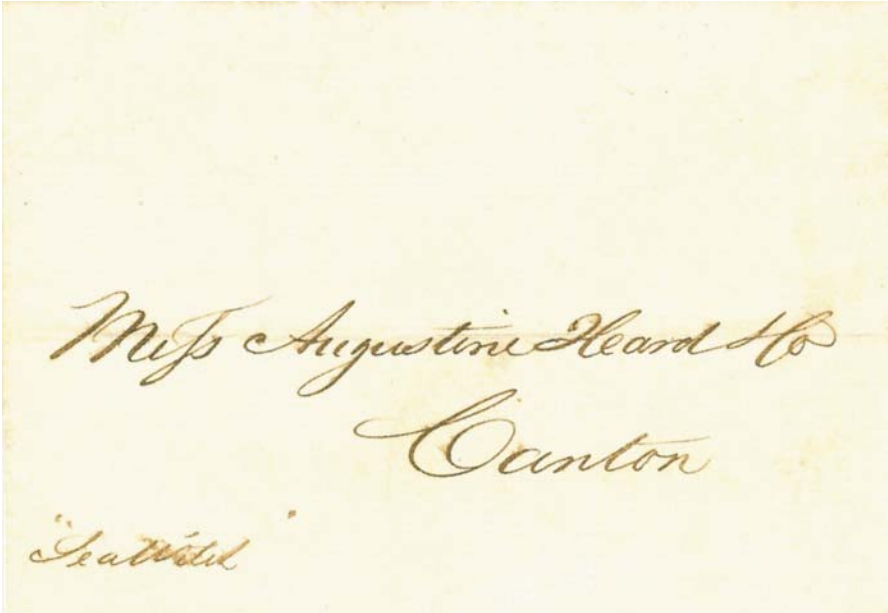


Figure 2-3. December 1846 letter carried on maiden voyage of the clipper ship *Sea Witch*.



Figure 2-4. January 1849 letter carried on speed record-setting voyage from Canton by *Sea Witch*.

The letter was dated at Canton on January 8, 1849 and arrived at New York City on March 25, 1849. The voyage of 14,255 miles from Whampoa (Huangpu) was accomplished in only 79 days.

Mails continued to be carried between the United States and China by sailing ships well after regular mail service became available, using steamers via Great Britain. One final example of clipper ship mail is shown in Figure 2-5.



Figure 2-5. The clipper ship *Hornet* carried this November 11, 1852 letter from Canton to New York. Stamp applied over due handstamp for forwarding to Newport, Rhode Island.

This cover, endorsed to the clipper ship *Hornet*, was carried on a voyage of 117 days from Whampoa to New York City, via the Cape of Good Hope. It arrived in New York and was stamped with a red “6” due port of entry ship-rate handstamp. The recipient’s agent paid the postage due and forwarded the cover with a three-cent 1851 issue to Newport, Rhode Island.

Early Treaties with China

The Treaty of Amity, Peace and Commerce between the United States and China, signed at Wanghia, Macao on July 3, 1844, was the first to open Chinese ports to American residence and commerce. President John Tyler appointed Caleb Cushing as Envoy Extraordinary and Minister Plenipotentiary to China, as well as commissioner to execute such a treaty on May 8, 1843. The United States sought terms similar to those that Great Britain had secured under the Anglo-Chinese Nanking Treaty of 1842 at the end of the First Opium War.

Article II of the treaty included a most-favored-nation provision: “And if additional advantages or privileges of whatever description, be conceded hereafter by China to any other nation, the United States, and the citizens thereof, shall be entitled thereupon, to complete, equal, and impartial participation in the same.”

Article III of the treaty specified cities where Americans could reside: “The citizens of the United States are permitted to frequent the five ports of Kwang-chow (Canton), Amoy, Fuchow (Foochow), Ningpo, and Shanghai, and to reside with their families and trade there, and to proceed at pleasure with their vessels and merchandize to and from any foreign port and either of the said five ports, and from either of the said five ports to any other of them.”

Additional articles authorized the appointment of American consuls at the five port cities, granted an extraterritoriality guarantee for all American residents, allowed trade with all subjects of China, and stipulated the various duties to be paid for imports and exports. The treaty was subject to revision after twelve years.

The port cities opened by the 1844 treaty, as well as the other principal cities of China, are shown in Figure 2-6.



Figure 2-6. A map showing the principal cities of China.

On December 31, 1855 the American consul at Shanghai, R.W. Murphy, submitted a consular return to the Secretary of State that summarized China trade activity since 1844. Consular activity in China was directed from the Shanghai office. Murphy notes that “Since the year 1848, the ports of Canton and Shanghai have changed commercial positions, the latter having exported more tea the last year to the United States than the whole trade amounted to when Canton was the only port open.”

At the time of this report, P.S. Forbes, a member of the famous Forbes family who made their fortune in the China trade, was consul at Canton. Consul Murphy notes, in reference to other Chinese ports, that “Foo-chow (Foochow) is now a port of more commerce with the United States than Canton, and ranks next to the most important, Shanghai.” Consul Caleb Jones at Foochow had reported that there was so much smuggling being carried on, with “connivance of the Chinese officials,” that a true return of imports and exports could not be compiled. Consul Thomas H. Hyatt at Amoy commented that there had been but one American vessel at his port in the previous six months. The port of Ningpo is not mentioned at all, nor included in any of the tables of Chinese imports and exports.

William Reed arrived in China in 1857 to renew the 1844 treaty. At the time China and Great Britain were embroiled in a second Opium War and British troops occupied Canton in December 1857. Although the United States remained neutral, it was able to negotiate a new treaty with China that took advantage of the imposed British treaty signed in Tientsin. The United States–China Treaty of Teintsin was concluded on June 18, 1858. This new treaty, in addition to expanding the number of open port cities, granted permission for an American diplomatic residence at Peking, and extended religious freedom to Christians.

Article XIV of the treaty specified that citizens of the United States were permitted to reside in the port cities of Canton, Chau-chau (Swatow), Amoy, Fuh-chau (Foochow), Tai-wan (Taiwan), Ningpo, Shanghai “and any other port or place hereafter by treaty with other powers or with the United States opened to commerce.”

Interestingly, Article IV of the treaty included specific language regarding communications sent from the American minister to Peking: “He shall have the right to send it through either of the said Governors–General or by general post; and all such communications shall be sent under seal, which shall be most carefully respected.”

Although domestic mail systems were well-established in China prior to 1858, the Imperial Maritime Customs Service developed rapidly after this date and became the primary mail service utilized by foreigners for mail sent to and from inland parts of China. The Chinese government officially designated the Imperial Maritime Customs Service with responsibility for internal Chinese mails in 1865.

Two covers are reported from Envoy Reed and the United States legation that was in China to sign the Treaty of Tientsin. The earlier of the two is shown in Figure 2-7.

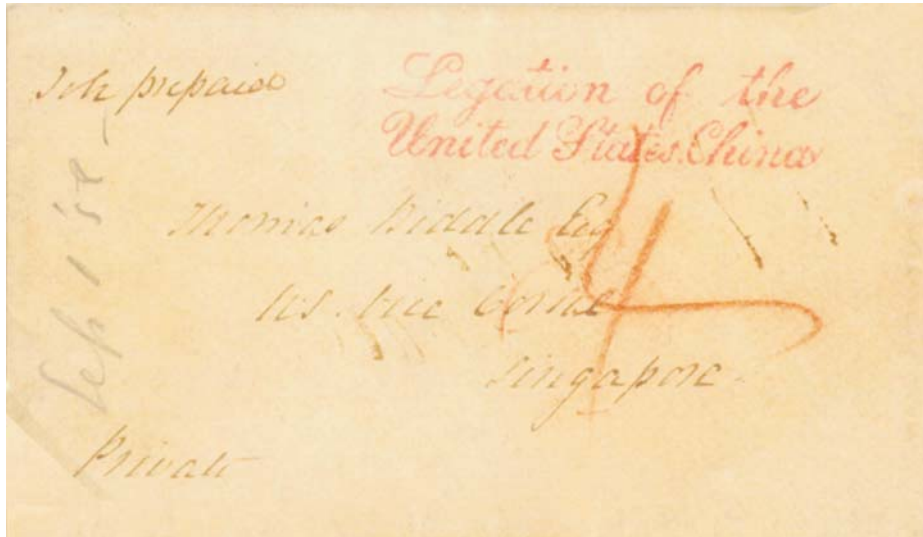


Figure 2-7. Earlier of two known covers bearing “Legation of the United States. China” handstamp sent by U.S. envoy in China to sign the Treaty of Tientsin.

This September 1, 1858 cover, addressed to Thomas Biddle, the U.S. vice consul at Singapore, has a red “Legation of the United States. China” handstamp. It is endorsed “1 ch prepaid” at top, possibly indicating “1 cash.” It entered the British mails at Hong Kong, where it was rated “4” pence, and was postmarked on the reverse with a September 27, 1858 datestamp.

A second cover, also addressed by Envoy William Reed, is shown in Figure 2-8.

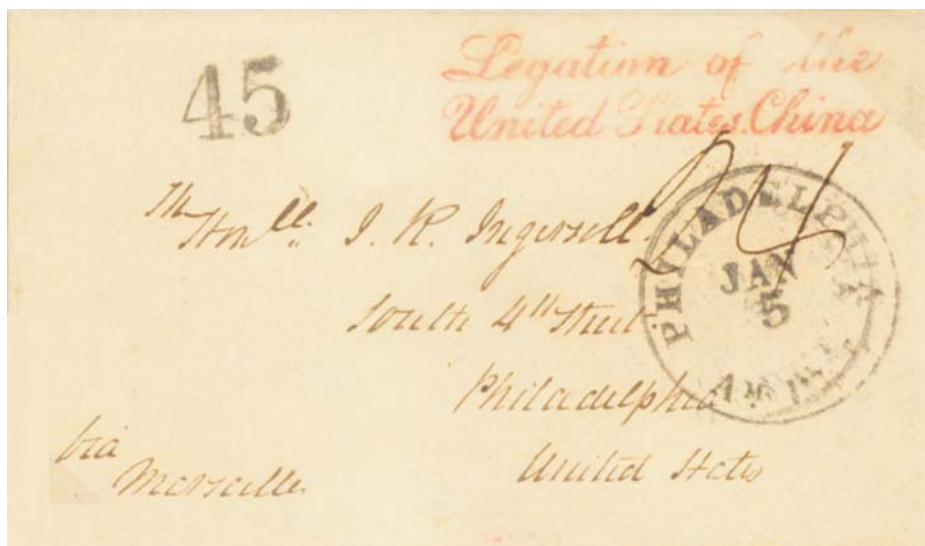


Figure 2-8. Second of two known covers bearing “Legation of the United States. China” handstamp.

This cover bears the same legation handstamp and is addressed to Joseph Reed Ingersoll in Philadelphia. It entered the mails at Hong Kong with an October 26, 1858 backstamp. The letter was carried by British mails, via Marseilles, to England. It was then carried from England by the Havre Line steamer *Fulton*, which arrived in New York City on January 4, 1859. It was exchanged at Philadelphia on the following day with 45 cents postage due.

As mentioned previously, most American mails to and from China between 1849 and 1867 were handled through one of the several foreign post offices. The British, French, and German service for United States mails are described in the following sections.

British Mail Service to China, 1849 to 1867

The largest foreign provider of mail services between the United States and China was Great Britain. Although Great Britain had established regular mail service to China prior to 1849, this service was little used by Americans. Under the terms of the 1848 mail treaty between the United States and Great Britain, effective July 1, 1849, mails from the United States could be sent to any destination served by the British postal system. For mails sent under the provisions of the British treaty where prepayment was optional, the various rates were a combination of the rate to Great Britain, plus British transit fees, plus the prepaid rate of postage from Great Britain to destination. Some destinations for transit mail through Great Britain required prepayment. For those destinations, the entire postal rate had to be prepaid in the United States.

Article XII of the treaty specified that if a letter was carried by American packet to Great Britain, the remainder of the postage would be equal to the amount a British subject would pay for the same destination, except France which was exempted. If the letter was carried by a British packet to England, 16 cents would be added to the rate paid by a British subject to cover the packet postage from United States to England.

In 1849 the British mail rate for a half-ounce letter, sent prepaid via Southampton, to Hong Kong was one shilling (equal to 24 cents by agreement). The half-ounce letter rate from the eastern United States was 45 cents. The total 45-cent rate, if carried by British packet to Great Britain, broke down as 5 cents inland U.S. postage, plus 16 cents packet postage to Great Britain, plus 24 cents postage from Great Britain to Hong Kong. If carried by American packet to Great Britain, the total 45-cent rate broke down as 5 cents inland U.S. postage, 16 cents packet postage to United States, plus 24 cents postage to Hong Kong. Mails could also be sent, with postage due at destination if prepaid five cents per half-ounce letter and sent by British packet, or 21 cents if sent by American packet. It is interesting to note that there was no fully prepaid rate by British mails to Hong Kong in the postal rate charts. The 33-cent rate to places other than Hong Kong was probably also valid for Hong Kong because the initial port of entry in China was Hong Kong.

Postal Rates to China, by British Mails				
Date	Open Mail by Br. Pkt (HK only)	Open Mail by Am. Pkt (HK only)	via Southampton per half ounce	via Marseilles per quarter/half ounce
7/49	21 cents (portion paid by sender)	5 cents (portion paid by sender)	45 cents	65/75 cents
10/54			33 cents	43/53 cents
1/57				39/45 cents
9/61	omitted in rate tables from this date		45 cents	45 cents (half ounce rate)
12/61		51/57 cents		
6/63		53 cents (half ounce rate)		

Mails from the United States to Hong Kong, via Southampton, were sent from New York City or Boston to Great Britain. In 1849 the Peninsular & Oriental Steam Ship Company (P&O) held the contract to handle mail from England to the Far East. Mails departed Southampton on P&O steamers the 20th of each month and were carried, via Gibraltar and Malta, to Alexandria, Egypt (Figure 2-9). Mails were then transported by caravan to Suez and placed aboard P&O steamers that traveled, via Aden, Galle, Penang and Singapore, to Hong Kong. The complete trip from England to Hong Kong took approximately two months. This, added to the time for mails to be transported from the United States to Great Britain, which usually took slightly less than two weeks, and possible delays in connecting with the P&O steamer departures, resulted in a total transit time from the United States to Hong Kong of between two and one-half and three months, or more.



Figure 2-9. A map of P&O line steamer routes to China.

An example of a cover carried by American packet to England is shown in Figure 2-10.



Figure 2-10. This November 21, 1856 letter was carried by American packet from Trenton, New Jersey to Hong Kong.

This cover was sent from Trenton, New Jersey and is correctly prepaid for service by American packet to England with 21 cents in postage. It was sent from New York City on November 22 on the Collins line steamer *Baltic*, which arrived in Liverpool on December 5, 1856. It bears a British December 6 transit date, too late to catch the P&O line steamer that had departed Southampton on December 4. The letter was routed via Marseilles instead, so it was rated "1/4" (one shilling four pence = U.S. 32 cents) due from addressee for a single rate letter from England to Hong Kong. Thus, the total postage was 21 cents prepaid, plus 32 cents due = 53 cents, the half-ounce rate effective 1854-1857, as shown in the preceding table. From Marseilles it was carried by the P&O line steamer *Valetta* that departed on December 12 and arrived in Alexandria on December 22, 1856. After an overland trip to Suez, it was carried by P&O line steamer *Bengal* that departed on December 28, 1856 and arrived in Galle on January 14, 1857. From Galle it was carried by P&O line steamer *Cadiz*, which departed on January 14 and arrived in Hong Kong on February 1, 1857. It was backstamped with a Hong Kong arrival postmark of the same date.

The prepaid postal rate for mail sent via Southampton to China was reduced from 45 cents to 33 cents per half-ounce letter effective October 1854, reflecting the drop of the British rate to Hong Kong from one shilling to six pence that had become effective on May 1, 1854. An example is shown in Figure 2-11.



Figure 2-11. An April 16, 1858 Greenfield, Massachusetts letter sent via Southampton to Shanghai, China.

This letter was mailed from Greenfield, Massachusetts correctly prepaid with 33 cents postage, which included carriage to Shanghai. It was carried by the Vanderbilt European line steamer *North Star*, in American service, that departed New York City on April 17 and arrived in Southampton on May 1, 1858. It arrived in time to catch the P&O line steamer *Pera* departure on May 4. The *Pera* arrived in Alexandria on May 18, 1858. After an overland trip to Suez, the letter was carried on the P&O steamer *Bengal* that departed on May 20 and arrived in Galle on June 4, 1858. It was then carried on the *Pekin* that departed on June 5 and arrived in Hong Kong on June 19, 1858. It was postmarked in transit at Hong Kong with a June 20 backstamp and was placed on the P&O branch-line steamer *Formosa*, which departed on June 22 and arrived at Shanghai on June 26. The recipient docketed the cover that it was received on that date.

The British rate to China was raised back to one shilling on August 20, 1861, resulting in an increase of the rate from the United States, effective on September 1, 1861, to 45 cents.

An alternate route, also available from July 1849, was for mails to be transported via Great Britain to Marseilles, France. From Marseilles, the mail was usually taken by British packets, or rarely French packets, to Alexandria, Egypt. In 1853 P&O line steamers began carrying mail from Marseilles. They connected at Malta with the steamers from Southampton so that the joint mails could be taken from Malta to Alexandria. After overland carriage to Suez, the mails were carried by P&O line steamers to Hong Kong.

Examples of the second 45-cent rate for mail sent via Southampton beginning September 1861, and the 45-cent rate applicable to mail sent via Marseilles, between January 1857 and December 1861, are shown in Figure 2-12 and Figure 2-13 respectively.



Figure 2-12. A letter sent December 19, 1863 from New York City via Southampton to Shanghai.

The usage shown in Figure 2-12 was endorsed via Southampton and carried by American packet, Inman line steamer *Etna* that departed New York on December 19 and arrived in Liverpool on December 31, 1863. It was carried by P&O line steamer *Pera* that departed Southampton on January 4 and arrived in Alexandria on January 17, 1864. After the overland trip to Suez, it was then carried on the *Mooltan* that departed January 20 and arrived in Galle on February 5, 1864. From Galle it was taken on the *Orissa* that departed on February 5 and arrived in Hong Kong on February 25, 1864. It was postmarked in transit with Hong Kong on the arrival date. The cover was then carried by P&O branch-line steamer *Ganges* that departed Hong Kong on February 27 and arrived in Shanghai on March 3, 1864. The cover bears a Shanghai March 3, 1864 arrival backstamp.



Figure 2-13. A letter sent October 1, 1861 from Salem, Massachusetts via Marseilles to Shanghai.

This cover, correctly prepaid at the 45-cent rate, is endorsed “Via Marseilles” and was carried by the British Cunard packet *Europa* that departed Boston on October 2 and arrived in Queenstown on October 12, 1861. The cover arrived in Marseilles in time to catch the P&O line departure of the steamer *Valetta* on October 28. The ship arrived in Alexandria on November 4, 1861. After land carriage to Suez, the letter was carried by steamer *Candia* that departed on November 6 and arrived in Galle on November 22. From Galle it was carried on steamer *Pekin* that departed November 22 and arrived at Hong Kong on December 12, 1861. The cover was backstamped at Hong Kong with a December 13, 1861 datestamp and was placed on the same steamer that then departed Hong Kong on December 15 and arrived in Shanghai on December 21, 1861.

Mails arriving at the British post office in Hong Kong were carried onward to other treaty port offices in China by private ships or P&O operated branch-line steamers. P&O steamer service was inaugurated at Canton and Amoy from 1850; Foochow from September 1854; Shanghai from 1852; and Swatow from 1859.

Mails for the Portuguese Colony of Macau were also handled through Hong Kong.

French Mail Service to China, 1857 to 1867

After the United States – France postal treaty took effect on April 1, 1857, it was possible to send mail in closed mailbags directly to Marseilles. The mails were carried by French Ligne d’Egypte, or British P&O line steamers, from Marseilles to Alexandria, Egypt and overland to Suez. From Suez, the mails were carried to Hong Kong only by P&O Line steamers until November 1862 when the French Ligne d’Indochine began service to Hong Kong. A Hong Kong to Shanghai branch line began operating soon thereafter (Figure 2-14).



Figure 2-14. A map of French-line steamer routes to China.

A cover carried by French mails is shown in Figure 2-15.



Figure 2-15. This June 9, 1865 Boston, Massachusetts to Hong Kong letter was carried by French mails.

This cover, correctly franked for the 30-cent French mail rate, was sent from Boston on June 9, 1865. After carriage to New York City it caught the Saturday, June 10, American packet departure of the Inman line steamer *City of Baltimore*, which reached Liverpool on June 22, 1865. The cover was carried to France and entered the mails on June 23. It was then carried from Marseilles on the Ligne d’Egypte steamer *Said*, which departed on June 29 and arrived at Alexandria on July 9, 1865. After an overland trip, it was then carried by the Ligne d’Indochine steamer *Alphee* that departed Suez on July 27 and arrived at Hong Kong on August 28, 1865.

Postal Rates to China, by French Mails	
Date	via Marseilles per quarter/half ounce
4/57	30 cents / 60 cents

German Mail Service to China, 1852 to 1867

A third alternate route (Figure 2-16) was available after October 1852. The route, by Prussian closed mails, entailed carriage of mails via Aachen, Belgium and Germany to Trieste, Austria. From Trieste, mails were carried by Austrian Lloyd packets to Alexandria, Egypt and then overland to Suez. At Suez, the mails connected with P&O line steamers to Hong Kong. This service was not significantly faster or more reliable than the other services available.

Postal Rates to China, by German Mails			
Date	PCM via Trieste per half ounce	Bremen-Hamburg, via Trieste, per half ounce	Bremen-Hamburg, via Marseilles, quarter/half ounce
10/52	62 cents (38 cents Hong Kong)	not available	not available
7/57	omit	55 cents (30 cents Hong Kong only)	40 cents / 72 cents
5/63	36 cents (Hong Kong only)		

Service via North German Union mails was introduced in July 1857. Mails were carried to Bremen and Hamburg by steamer and then overland to either Trieste or Marseilles. If carried via Marseilles, the mails were then handled by French steamers; if carried via Trieste, they were carried by the Austrian Lloyd Line and then by P&O Line steamers from Suez.

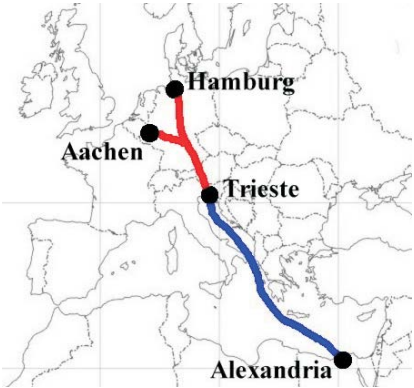


Figure 2-16. A map of the Austrian Lloyd steamer route from Trieste to Alexandria.

CHINA MAILS TO 1867

An example of usage via Trieste is shown in Figure 2-17. The cover, sent from Evansville, Indiana and addressed to Hong Kong, was correctly prepaid for the thirty-cent German mail rate to Hong Kong.



Figure 2-17. A July 1860 Evansville, Indiana to Hong Kong letter carried via Trieste.

The cover bears a New York City red exchange datestamp of July 7, 1860 for carriage on the Bremen packet. It was carried by the North German Lloyd line steamer *New York* that departed that day and arrived in Bremerhaven on July 21. The cover was sent overland to Trieste and bears a Trieste backstamp of July 24 as well as a “15” debit handstamp. The cover was carried by an Austrian Lloyd line steamer from Trieste to Alexandria. At Alexandria the mails were turned over to the P&O line for carriage to Hong Kong. After an overland carriage to Suez it was placed on the P&O steamer *Malta*, which left Suez on August 4 and arrived at Galle on August 18, 1860. The P&O steamer *Pekin* carried the cover from Galle on August 22, via Penang and Singapore, and arrived in Hong Kong on September 8, 1860. It bears a Hong Kong arrival backstamp of the same day.

American Mail Service to China, 1851 to 1867

Between July 1851 and July 1867 it was possible for a person in the United States to send a letter on a private ship crossing the Pacific Ocean by endorsing the letter to be sent “via San Francisco” and paying the postage to San Francisco. At San Francisco the letter would be given to the next ship willing to carry mail to Asia. The ship captain was permitted to collect ship fees at the destination. These mails were irregular and unreliable. A typical example is shown in Figure 2-18.



Figure 2-18. This December 7, 1863 cover from Erie, Pennsylvania to Hong Kong was sent via a private ship and then forwarded to Japan.

This cover was endorsed by the sender for transmittal via San Francisco as a ship letter. It was sent from Erie, Pennsylvania on December 7, 1863. After an overland carriage to San Francisco, it was most likely turned over to Captain Paine of the sailing ship *George Peabody*, which departed for Hong Kong on January 8, 1864. It was received at Hong Kong by Olyphant & Company, which arranged forwarding to Japan. It is docketed as having been received in Yokohama on April 7, 1864.

A less typical example is shown in Figure 2-19.



Figure 2-19. A June 15, 1857 cover from Drytown, California to Shanghai, China. Carried by private ship to Hong Kong where it entered the mails for Shanghai.

This outstanding cover, addressed to Rev. William Aitchison in Shanghai, was sent from Drytown, California, a small mining camp in Calaveras County. It was prepaid with a strip of five of the ten-cent 1855 issue stamps and postmarked on June 15, 1857. The 50-cent prepayment was equal to the highest rate if sent by British mails, and sufficient for the letter to be carried by either British mails via Marseilles (45 cents plus 5 cents from California) or via Southampton (33 cents plus 5 cents from California). The prepayment also overpaid the private ship rate from San Francisco. The sender failed to endorse the cover with a preferred mail service to be used.

The cover was probably received at San Francisco on June 17 or 18 and, as the next departure of a steamer for Panama was not until July 4, the postmaster decided to place the letter on a private ship directly for Asia instead of sending it via Panama to New York City, and onward by British mails to China. The brig *Bonito* bound for Hong Kong departed San Francisco on June 29, and this ship most likely carried the letter. After a long trip across the Pacific, the cover arrived at Hong Kong. As no forwarding agent in Hong Kong is designated on the cover, it is probable that the letter was given to the American consul in Hong Kong. The consul, acting under the provisions of the 1845 Act cited in Chapter 1, or an unknown agent, then paid the Hong Kong postage of four pence for carriage to Shanghai. The cover bears a Hong Kong backstamp dated October 13 1857 and is struck with the crown "Paid at Hong Kong" red handstamp. The P&O steamer *Lady Mary Wood* departed Hong Kong the following day and arrived in Shanghai on October 20, 1857. This cover is the earliest reported trans-Pacific cover from the United States to Hong Kong.



Chapter Three

Japan Mails to 1867



Mails between Japan and the United States are unknown before Perry's 1853 expedition even though American whalers frequented the waters near Japan at a much earlier date. Both the Chinese and the Dutch had previously established cordial commercial ties with Japan, and the Dutch presence resulted in their language becoming the quasi-official foreign language used by the Japanese. When the time came to conclude formal treaties between Japan and the United States, the treaties were bilingual, Dutch and English. A map of the principal ports mentioned in the treaties is shown in Figure 3-1.



Figure 3-1. A map of Japan showing major towns and the relationship to principal China ports.

Perry Expedition Mails

On July 8, 1853 Commodore Matthew C. Perry entered Yeddo Bay (Tokyo Harbor) with an American Naval force comprising two steamers, the USS *Susquebanna* and the USS *Mississippi*, and two sailing vessels, the USS *Saratoga* and the USS *Plymouth*. He was under instructions from President Millard Fillmore to open Japan's ports to American trade.

The surviving mail that is related to Perry's expedition to Japan can properly be considered the earliest postal artifacts of American-Japanese mails. The cover shown in Figure 3-2 contains a letter from Commodore Perry to Lieutenant Commander Maury and bears a handstamped imprint of Perry's flagship, the USS *Susquebanna*. The letter, dated May 28, 1853, was written off the Chinese river Yangtsi Zeay and directs Commander William C. Maury to take his store ship, the USS *Caprice*, to the port of Naha on the island of Loo Choo (Ryukyus Islands).



Figure 3-2. An 1853 cover from Commodore Perry has a handstamp of his flagship, the USS *Susquebanna*.

Mail such as this passed directly between ships of the East India squadron. Additional intra-squadron letters have survived but none bear any postal markings. Many of these are addressed to Dr. James Morrow, an agriculturalist on the expedition.

Commodore Perry returned to Japan in February 1854 with eight ships. The ships that took part in the second expedition, landing on March 8, 1854, were: USS *Powhattan*, USS *Mississippi*, USS *Susquebanna*, USS *Macedonia*, USS *Saratoga*, USS *Vandalia*, USS *Southampton* and USS *Lexington*.

Mail from the United States addressed to members of the second Perry expedition is known and is invariably addressed with the name of the ship and directed to Hong Kong. Upon arrival at Hong Kong, the American consul arranged carriage of the letter to the addressee by naval vessel. An exceptional cover inbound to a member of the second expedition is shown in Figure 3-3. It is the earliest reported example of a cover from the United States to Japan.

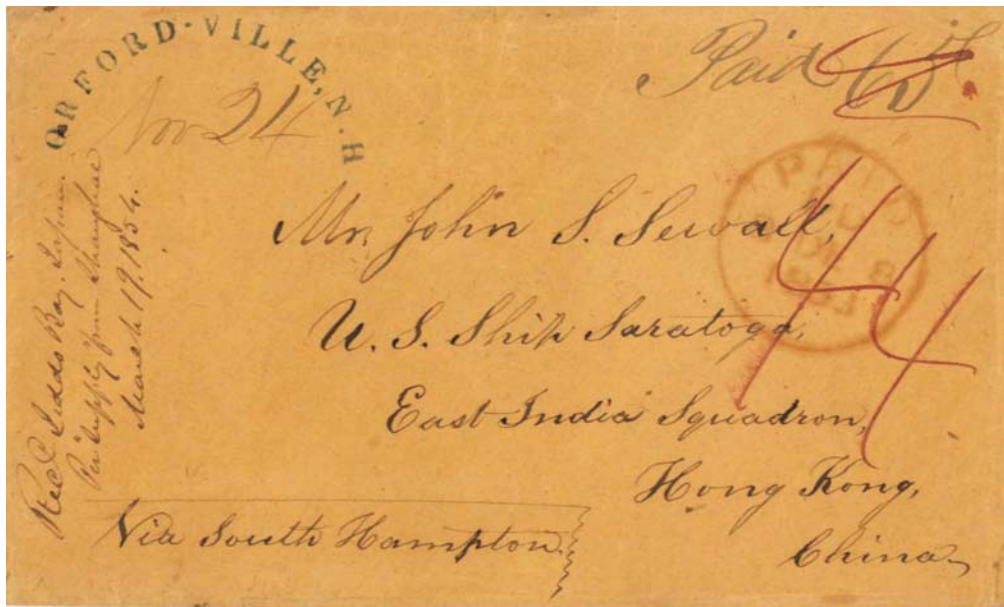


Figure 3-3. A November 23, 1853 cover from New Hampshire addressed to a member of the Perry expedition in Japan. It was carried to Japan by the USS *Supply*.

This cover was sent from Orfordville, New Hampshire on November 24, 1853 and is addressed to John Sewall, onboard the USS *Saratoga*, East India Squadron, at Hong Kong, China. It was directed to be sent by British mails, via Southampton, and was prepaid at the higher rate via Marseilles. It arrived in Hong Kong and was backstamped on February 13, 1854. The addressee annotated the cover at left as having been received “Jeddo Bay, Japan, Per ‘Supply’ from Shanghae, March 19, 1854.” In his journal, Sewall reported that the *Supply* had joined Perry’s forces in Jeddo Bay on that date. Additional covers from the Sewall correspondence survive, but this example was carried on the first vessel to transport mail from Hong Kong to members of the second Perry expedition while stationed in Japan.

Treaties Between the United States and Japan, 1854 to 1858

On March 31, 1854 Commodore Perry and Japanese commissioners met near Kanagawa, Japan and signed the “Convention between the United States of America and Japan,” commonly referred to as the 1854 Treaty of Kanagawa. This convention opened the Japanese ports of Hakodate and Shimoda to American ships, gave American ships permission to purchase coal, and authorized the establishment of an American Consulate at Shimoda.

Townsend Harris was confirmed as consul general of the United States to the Empire of Japan in July 1856 and took up his post the following month. He was directed to seek from Japan a more expansive treaty that included trading rights for Americans. Following an agreement signed in Shimoda in 1857, which allowed American vessels to re-provision at the ports of Nagasaki, Shimoda or Hakodate, Harris was able to negotiate a more comprehensive commercial treaty between the two countries.

On July 29, 1858 the Treaty of Amity and Commerce was signed in Tokyo by Townsend Harris on the part of the United States, and Shogun Iesada Tokugawa on the part of Japan. Usually referred to as the “1858 Treaty of Kanagawa,” this treaty secured more extensive diplomatic and trading privileges for Americans in Japan. In addition to the ports of Shimoda and Hakodate already open to Americans, Article III of the 1858 treaty opened the ports of Kanagawa and Nagasaki from July 4, 1859; the port of Niigata from January 1, 1860; and the port of Hiogo from January 1, 1863. The port of Shimoda, in Yeddo Bay, was to be closed to Americans six months after the port of Kanagawa was opened. Also, Americans were permitted to reside in Edo and Osaka for purposes of trade only.

Mails From Hakodate Before 1867

The Journal of Francis Hall describes a trip by Hall to Hakodate in September 1860. In it he mentions a visit with Elisha E. Rice, the American consul at Hakodate since 1858, and comments further on the fishing village, now grown to a town of 17,000 people, as a stopping place for whale ships and traders going to the Amur River. Two outbound covers from Hakodate are known but no inbound covers are reported.

One cover, shown in Figure 3-4, predates the arrival of Consul Rice by three years and is the earliest reported cover from Hakodate to the United States.



Figure 3-4. A June 1855 cover from Hakodate, via San Francisco, to Philadelphia.

This cover, dated by the sender as being from “Hakodada Japan, June 1855,” was endorsed for carriage by the *Caroline E. Foote*, via San Francisco. From the long transit time, it appears likely that the voyage from Japan to San Francisco probably entailed a layover at Honolulu, Hawaii or another intermediate port. Upon arrival at San Francisco the cover was postmarked with a September 20 datestamp and correctly marked as a ship letter with a two-cent ship fee added to the ten-cent postage due rate to Pennsylvania. It was carried from San Francisco to Panama by steamer, across the isthmus by rail, and from Aspinwall to New York by steamer. It is docketed as having been received on October 17.

The schooner *Caroline E. Foote* that carried this letter was active in the Russian trade and is known to have made additional voyages to Australia. It is perhaps most famous as the schooner that brought fifteen Bactrian camels from the Amur River to San Francisco in 1862.

The second reported cover from Hakodate in the period before 1867 is shown in Figure 3-5. This cover is endorsed by the sender “per Brig ‘Orbit’ From Hakodate Japan” at top left and is addressed to Owego, New York.



Figure 3-5. This 1860 cover from Hakodate, via Portland, Oregon to Owego, New York was carried by the brig *Orbit*.

The brig *Orbit* was a vessel owned by Puget Sound ship owners, Leonard & Green, and operated for several years in the command of M.C. Erskine. This cover was carried outside of the mails to Portland, Oregon where it was posted as a double-rate letter with two copies of the ten-cent 1857 issue and postmarked on August 28 1860.

Between the opening of Japanese ports to Americans and the inauguration of the direct line of the Pacific Mail Steamship service in 1867, most of the surviving mail originated in, or was sent to, Kanagawa, Japan.

Mails From Kanagawa Before 1867

Although scheduled to open on July 1, 1859, the treaty port of Kanagawa actually opened on July 4, 1859 with Eben M. Door serving as the first United States consul general. The consulate was originally opened at Honkakuji Temple, then moved to a site near the Customs House in Kanagawa.

The map in Figure 3-6 shows the proximity of Kanagawa and Yokohama. Although Kanagawa was the port specified by the treaty, the consular office was soon moved to nearby Yokohama, which enjoyed a better harbor. The two names are often used interchangeably. For consistency, and without specificity as to the actual location, Kanagawa will be used when referring to the area before 1867, and Yokohama will be used when referring to the area from 1867.



Figure 3-6. A map of Yeddo Bay (Tokyo Bay).

Prior to the arrival of the first Pacific Mail Steamship Company steamer in 1867, mails between Kanagawa and the United States depended on the infrequent ships that plied between San Francisco and Japan, or on foreign mail services. The British P&O Line began service between Shanghai, Nagasaki, and Yokohama in 1863. The French line followed suit in 1865. Prior to establishment of the P&O service, mail to and from Japan had to be carried by private ships that connected with the British mails in Shanghai or Hong Kong, or with the French mails in Shanghai.

The Francis Hall Correspondence

Many of the earliest surviving covers from Kanagawa to the United States were sent by Francis Hall, and a brief discussion of his activities is in order. Francis Hall left his home in Elmira, New York to travel to Japan as a correspondent for Horace Greeley's *New York Tribune*. He also kept a journal, *The Journal of Francis Hall*, during his stay in Japan. It was published after his return. Francis Hall became a prominent businessman in Kanagawa and in 1862 joined the firm of Walsh and Company, which then became Walsh, Hall and Company. The 1861 woodblock print by Utagawa Hiroshige shown in Figure 3-7 is reported to be a view of the Walsh & Co. building. The firm was the most prominent American commercial establishment in Kanagawa at the time.



Figure 3-7. The Walsh & Company building in Yokohama as shown on a Hiroshige II print.

Luckily for postal historians, Francis Hall usually endorsed his covers with his location, date and his intended mode of conveyance. This group of covers, collectively called the Hall correspondence, is the source of the majority of surviving postal artifacts. The Hall correspondence covers show a variety of mail-handling methods in addition to carriage via British mails through Hong Kong. As a ship chandler, Hall was on friendly terms with the several ship masters who visited Kanagawa and would have been familiar with all of the various options available for sending mail.

British Mail Service From Kanagawa

The earliest reported cover from Kanagawa to the United States is shown in Figure 3-8. It carried a letter to Edward Hall in Ellington, Connecticut. The sender noted across the top of the cover that it was being sent from Kanagawa, Japan in September 1860 and, at lower left, that the cover was to go overland via Southampton.

The cover was carried by private conveyance to Hong Kong where it was placed into the British mails. It bears a Hong Kong October 10, 1860 backstamp. The cover was carried by British Peninsular & Oriental (P&O) line steamer *Madras* to Galle, and the steamer *Nemesis* to Suez, overland to Alexandria, Egypt and then by P&O steamer *Ripon*, which arrived in Southampton on December 3. It was postmarked in London on the following day. From England, it was carried by the American Packet steamer *Etna* of the Inman Line, which departed Liverpool on December 5 and arrived at New York City on December 18, 1860. It was postmarked the following day at New York as having arrived from an American packet. It was rated 33 cents due for an unpaid letter from China, overland and via Southampton, to the United States.



Figure 3-8. A September 1860 cover sent from Kanagawa, via Hong Kong, to Connecticut.

In addition to the post office in Hong Kong, the British operated an office in Shanghai. Letters taken privately from Kanagawa to Shanghai could be placed in the mail there for onward transmission. An example of a Hall correspondence cover that was handled in this fashion is shown in Figure 3-9.



Figure 3-9. A March 2, 1862 cover sent from Kanagawa, via Shanghai and British mails, to Connecticut. The only reported example of the red oval Shanghai paid handstamp.

This cover is endorsed as originating in Kanagawa, Japan on March 2, 1862 to be carried via Marseilles. It was placed in the British mails in Shanghai as a prepaid letter with a red postmark of March 6, 1862 and an oval “Paid in Shanghai” handstamp. It was carried from Shanghai to Hong Kong on the P&O line steamer *Cadiz* that departed March 7 and arrived in Hong Kong on March 10. It was then carried by P&O line steamer *China* that departed on March

15 for Galle and from there by steamer *Colombo* to Suez, where it arrived on April 17, 1862. After overland carriage to Alexandria, it was placed on the P&O steamer *Vectis*, which departed Alexandria on April 20 and arrived at Marseilles on April 26. After carriage by rail across France, the cover arrived in London where it was processed on April 28. It was then placed on the Inman Line steamer *Etna* that departed Liverpool on April 30 and arrived in New York on May 12, 1862.

French Mail Service From Kanagawa

In addition to the British, the French also operated a post office in Shanghai. Figure 3-10 shows an example of a cover that was carried privately to Shanghai and upon arrival was placed into the French post office as an unpaid letter. This cover bears an albino seal of Walsh & Company on the flap. The address appears to have been written by Francis Hall who, prior to the date of this cover, had joined the firm. The cover is further endorsed to go via Marseilles by the Messageries Imperiales (MI), the company that operated the French mail packets.



Figure 3-10. An April 1863 cover from Kanagawa, sent via Shanghai and French mails to New York.

The cover bears a postmark of the French office in Shanghai dated April 20, 1863. The cover was carried by the Ligne d'Indochine branch steamer *Hydaspe* that departed Shanghai on April 20 and arrived in Hong Kong on April 25, 1863. It was then carried by the Ligne d'Indochine steamer *Imperatrice* which departed the following day and arrived at Suez on May 30. After land carriage to Alexandria it departed on French Ligne d'Egypte steamer *Peluse* on June 1 and arrived at Marseilles on June 7. After rail carriage across France to Southampton, the cover was placed onboard the North German Lloyd Line steamer *Bremen*.

Upon arrival in New York City on June 23, 1863, the cover was stamped with the New York depreciated currency due postmark. This marking indicated that the letter had arrived from an American packet and the amount due from the recipient was 60 cents if paid in silver, or 80 cents if paid in fractional currency. The 60-cent rate is correct for mail between the United States and China via French mails. Because the mail treaties in place at the time required all accounting to be in silver, the United States was forced to collect the amount due at a rate sufficient to cover the obligation in silver. Fractional currency was in widespread use in the United States because of a shortage of silver. As the currency notes were valued at 75 percent of silver on the date the cover was processed, both amounts were shown in the marking.

Private Ship Mail From Kanagawa

When available, the fastest service from Kanagawa to the United States was by direct ship crossing the Pacific Ocean. The preceding examples took roughly two months to reach their destinations while trans-Pacific crossings were usually under one month. Many of the ships bound for San Francisco stopped in Hawaii on the voyage, which could further delay any mails carried.

Mails to be carried by private ship could be delivered directly to the ship's captain or purser in Kanagawa by the sender, or by an agent for the sender. Upon arrival in San Francisco, mail was required to be delivered into the post office where it was handled as ship mail.

Private Ship Mail Rates in the United States			
Date	For delivery at port of entry (any weight)	If sent less than 3,000 miles from port of entry	If sent more than 3,000 miles from port of entry
February 1861	5 cents	2 cents plus regular postage (3 cents per half ounce)	2 cents plus regular postage (10 cents per half ounce)
July 1863	4 cents (double 2 cent drop rate)	double regular postage (3c per half ounce)	

The ship letter rates in effect are shown in the table. It should be noted that the rate for delivery at port of entry was not weight dependant, and many correspondents utilized the services of mail forwarders in San Francisco to save money. A heavy packet containing multiple letters could be delivered to a forwarder in San Francisco for the cost of only a single port of entry letter. The forwarder could then post these as individual letters, resulting in significant savings.

The earliest example of a cover carried from Kanagawa to the United States on a private ship is shown in Figure 3-11. This cover from the Hall correspondence is endorsed from Kanagawa on May 8, 1863 to be carried on the *A.A. Eldridge*, via San Francisco, and is addressed to Connecticut. The bark *A.A. Eldridge* was noted in the *Alta California* newspaper as having arrived in San Francisco, with freight valued at \$2,981, on Friday, June 12, 1863 after a 56-day voyage from Shanghai and a 31-day voyage from Kanagawa. This would indicate that the ship departed Kanagawa on May 12, 1863. The cover entered the mails in San Francisco with a June

12, 1863 postmark and “Ship 12” due handstamp. The rate corresponds to a charge of ten cents for a single-weight letter carried over 3,000 miles prior to July 1, 1863 plus the two-cent ship fee. From San Francisco the letter was carried by overland mails to Connecticut and is docketed as having been received on July 4, 1863.

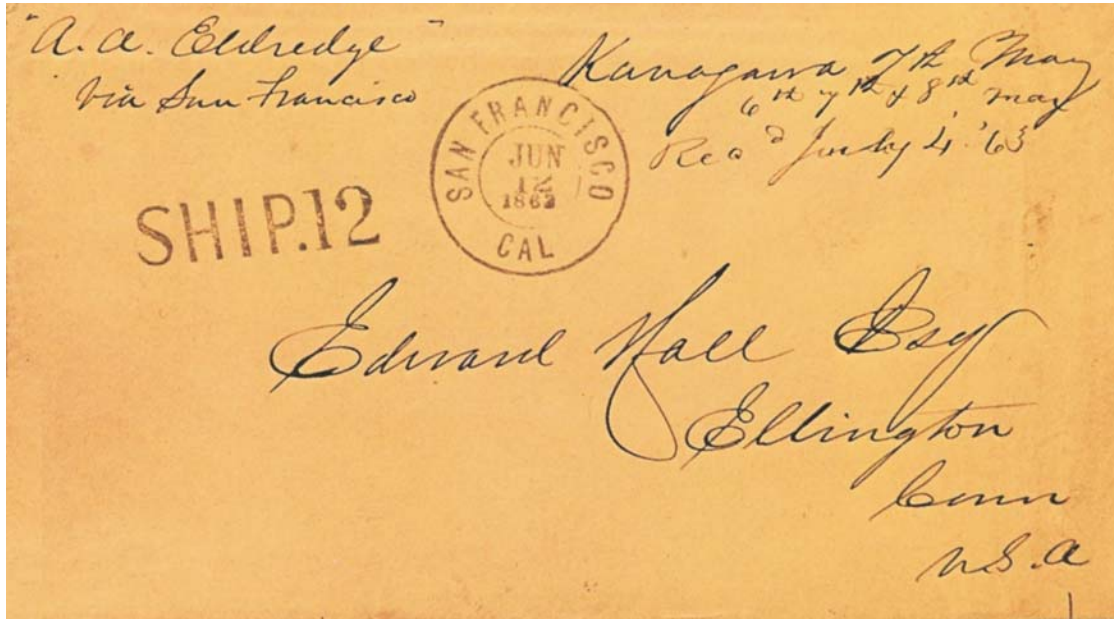


Figure 3-11. This May 7, 1863 cover from Kanagawa to Connecticut was carried on a private ship, *A.A. Eldridge*, via San Francisco.

Another cover from the Hall correspondence is shown in Figure 3-12.



Figure 3-12. A September 5, 1864 cover from Kanagawa to Connecticut that was carried by the *USS Delaware* to San Francisco.

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This cover was carried by the USS *Delaware*. It is endorsed from (Kanagawa) Japan, September 5 (1864), per *Delaware*, via San Francisco. This cover is exceptional for two reasons: first because it is a rare instance of a private letter being carried by a naval vessel, and second because it bears the “Foreign” handstamp and erroneous rate applied at San Francisco. It is quite probable that Francis Hall, working for Walsh and Company, supplied coal and provisions for United States naval vessels in Kanagawa. In such a capacity he would certainly have been in a position to request the ship’s purser to handle letters for him as a favor. The USS *Delaware* arrived in San Francisco on October 14, 1864. The cover should have entered the mails there as a ship letter.

As an inbound ship letter, the cover should have been rated at double the domestic three-cent postal rate, for a total of six cents due. Instead, the San Francisco postmaster rated the cover at the ten-cent rate for a steamship letter. A blanket steamship rate of ten cents had been instituted on July 1, 1864. This rate was to apply only to loose letters received from steamships that had a mail-carrying contract, and the USS *Delaware* had no such contract. Evidently the San Francisco postmaster did not understand the new regulation, as during the period between August 26, 1864 and November 6, 1864 he erroneously charged the blanket steamship rate and applied the “Foreign” handstamp to covers that arrived on non-contract vessels. This cover is the only reported example from Japan that was treated in this fashion.

An example of a correctly rated ship letter, after the rate reduction of July 1, 1863, is shown in Figure 3-13.

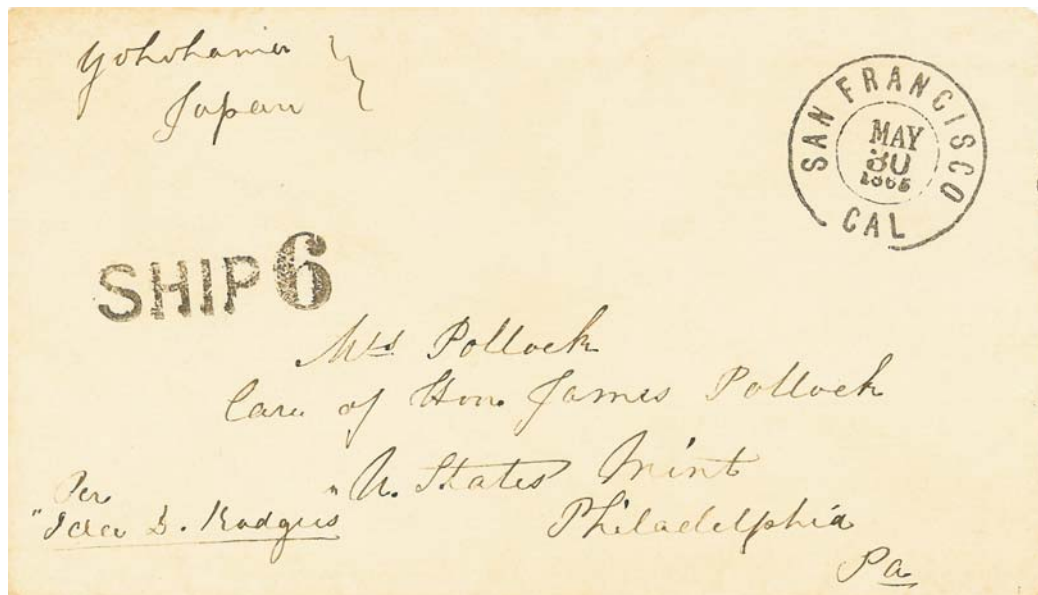


Figure 3-13. An April 20, 1865 cover from Yokohama to Philadelphia that was carried by the ship *Ida D. Rodgers* to San Francisco.

This cover encloses an original letter dated from Yokohama on April 20, 1865. The cover is addressed to the wife of the director of United States Mint at Philadelphia, James Pollock. Her sister, Clara Hepburn, wrote the letter. It describes the first use of anesthesia in an operation in Japan that had been performed by her husband, James Hepburn. The cover is

endorsed from Yokohama, Japan to be carried on the *Ida D. Rodgers*. The brig *Ida D. Rodgers* is reported to have arrived in San Francisco on June 28, 1865 after a 33-day trip from Yokohama. The cover bears a San Francisco postmark of May 30, 1865 as well as the "Ship 6" due handstamp for the correct ship letter rate for a single-weight letter addressed beyond the port of entry. From San Francisco this cover was carried by the overland mail route to the East.

As previously mentioned, another method of handling mail was to utilize the services of a mail forwarder in San Francisco. The cover in Figure 3-14 shows such a usage. This Hall correspondence cover is endorsed from (Kanagawa) Japan on January 31 (1866) to be carried on the *St. Louis*. This cover was bundled with additional covers into a package addressed to Macondray and Company, a San Francisco merchant and forwarder. It was carried by the brig *St. Louis*, which departed Kanagawa on February 3 and arrived in San Francisco on Sunday, March 4, 1866.



Figure 3-14. A January 31, 1866 cover from Kanagawa, sent by the ship *St. Louis* to a San Francisco forwarder for onward transmission to Elmira, New York.

As the ship arrived on a Sunday, the mail was probably not processed until the following day. The bundle of letters, including this cover, was delivered to Macondray, who then applied the requisite United States three-cent postage stamp as well as his blue company cachet, and mailed the letters at the San Francisco post office. In addition, Macondray crossed out the original "St. Louis" directive and marked the cover to be sent via Panama by steamer rather than by the overland route to the East.

Another cover sent to the care of Macondray is shown in Figure 3-15. It is endorsed as originating in Japan on October 3 (1863) to be carried by the ship *Somass* via Vancouver Island and is addressed to the care of Macondray and Company in San Francisco. The cover bears a red manuscript "Forwarded from U.S. Consulate, Victoria, V. I. March 25, 1864, by Bro. Jonathan"

endorsement on reverse. The long period of time between the date of origin and the date of the consul's endorsement may be due to the ship's detainment at an intermediate port, such as Honolulu. The consul in Victoria sent the letter to San Francisco on the steamer *Brother Jonatban*. It entered the mails as an unpaid drop letter at San Francisco with that postmark and "Due 4" handstamp. After paying the four cents due on the cover, and franking it with a three-cent stamp, Macondray remailed it to its final destination in Connecticut.



Figure 3-15. Cover sent from Kanagawa on October 3, 1863 via the American consul in Vancouver Island and a San Francisco forwarder to Connecticut.

Kanagawa Consular Forwarding of Mail

The final method of handling mails from Kanagawa to the United States prior to the regular PMSS steamship service involved the services of a forwarding agent in Kanagawa. Although it is possible that some of the covers illustrated previously were handled anonymously by a forwarder in Kanagawa, the first real evidence that we have of a forwarder operating in Kanagawa is an advertisement in the *Japan Herald* dated January 20, 1864. In this advertisement the U.S. consul at Kanagawa, George S. Fisher, advertised that he would act as a forwarding agent for mail.

George S. Fisher had been nominated as consul at Kanagawa on December 13, 1861 to replace Eben M. Door. Fisher is mentioned in Francis Hall's journal as having arrived at Kanagawa on April 25, 1862. Although some people might consider the United States Consular Post Office in Kanagawa to date from the January 20, 1864 advertisement, we have found no evidence that suggests that Fisher began his mail forwarder operations upon orders from either the State Department or the Post Office Department.



KAN-CG1

The only reported usages of Consul Fisher's fancy oval forwarding handstamp applied before the inauguration of contract steamship service in 1867 are three covers from January 1866. All three of these covers were carried on the same trip of the *Oriflamme*, a steamship owned by the California, Oregon & Mexico Steamship Company. The first is a usage on the Hall correspondence cover shown in Figure 3-16.

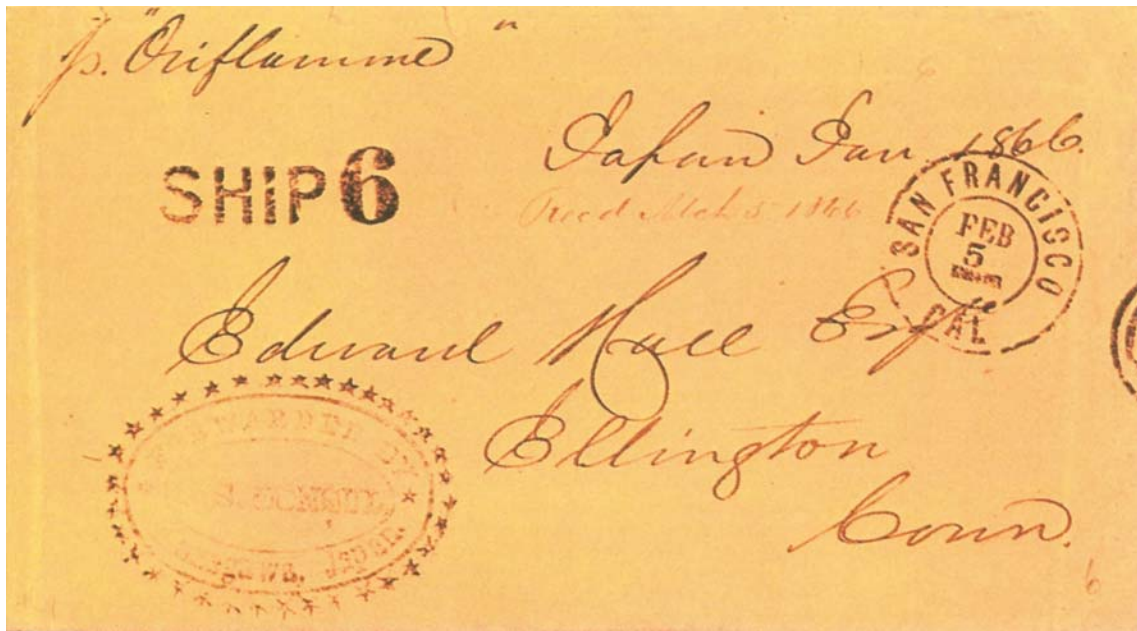


Figure 3-16. This January 1866 cover from Kanagawa to Connecticut bears the earliest reported usage of the consul forwarding handstamp.

The cover was endorsed as being from (Kanagawa) Japan in January 1866 to be carried on the *Oriflamme*. The steamer departed Yokohama approximately January 6, 1866 and arrived in San Francisco on February 5, 1866. At San Francisco the cover entered the mails as a ship letter and bears a San Francisco February 5, 1866 postmark and correct "Ship 6" postmark. Without instructions to the contrary, it would have been carried from San Francisco as part of the daily overland mail. It is docketed as having been received on March 5, 1866.

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The second cover is addressed to Lynchburg, Virginia and is shown in Figure 3-17. It is docketed as having contained a letter from the Reverend James H. Ballagh dated January 5, 1866. Ballagh was one of the first Presbyterian missionaries to arrive in Japan and he lived in the house of James Hepburn, the sender of the cover shown in Figure 3-13. This cover was handled exactly like the cover shown in Figure 3-14 and bears Fisher's forwarding handstamp, a San Francisco February 5 (1866) postmark and "Ship 6" handstamp.



Figure 3-17. A second cover bearing the consul forwarding handstamp is this item used on January 5, 1866 from Kanagawa to Virginia.

A third cover, not illustrated, bears an imprint of the United States Consulate with manuscript "Kanagawa Japan" beneath. It was carried as a nine times ship rate and has a "ship 54" due endorsement applied at San Francisco.

Mails to Japan Before 1867

American residents in Kanagawa had fewer options available to receive mail than to send mail. Although private ship departure dates for vessels heading to San Francisco would have been well known to residents in Kanagawa, correspondents in the United States would not have the needed information to place letters aboard ships headed to Japan unless they had access to West coast shipping news.

As a result, almost all mail from the United States to Kanagawa prior to the commencement of direct contract mail service in 1867 was handled through the foreign post offices in Hong Kong or Shanghai. Mail was sent to the care of a forwarding agent in one of those two cities, which then placed the letters aboard a vessel heading to Kanagawa. The various postal rates and routes for mail from the United States to Hong Kong from 1862 until 1867 are shown in the following table.

Postal Rates from the United States to Hong Kong, 1859 to 1867			
In effect from 1859	Introduced September 1861	Introduced December 1861	Introduced 1863
33 cents - British Mails via Southampton, per half ounce	45 cents per half ounce		
39 cents - British Mails via Marseilles, per quarter ounce, 45 cents per half ounce	45 cents per half ounce	51 cents per quarter ounce, 57 cents per half ounce	53 cents per half ounce (from June 1863)
30 cents - French Mails via Marseilles, per quarter ounce, 60 cents per half ounce	continued		
38 cents - Prussian Closed Mails via Trieste, per half ounce	continued		36 cents per half ounce (from May 1863)
5 cents- British Open Mail by British packet, 21 cents if by American packet.	discontinued		
30 cents - Bremen - Hamburg Mails, via Southampton	continued		
10 cents - Private ship via San Francisco	continued		3 cents - Private ship via San Francisco (from July 1863)

Mail to Kanagawa Sent Via Hong Kong Forwarders

Much of the surviving mail from the United States to Kanagawa is addressed to Francis Hall. He apparently advised his correspondents in the United States to send letters directed to him to the care of either Olyphant and Company in Hong Kong or to Russell and Company in Shanghai. Typical examples directed to Hong Kong are presented first.

Figure 3-18 is an 1862 Hall correspondence cover from Hartford, Connecticut to Kanagawa. It entered the mails to Hong Kong correctly prepaid at the 45-cent rate for British mail via Southampton as endorsed. It bears a magenta Hartford origin postmark of May 30 with matching cancels on the 10-cent, 5-cent and 30-cent 1861 issue adhesives. The cover was carried from New York by an American packet, the Inman Line steamer *City of Baltimore*, which departed on May 31, 1862. It bears a London transit postmark of June 12 and a red one-penny Colonial credit. The cover was carried on the P&O Line steamer *Ceylon* that departed Southampton on June 20 and arrived at Alexandria on July 3, 1862. After land carriage to Suez, it was carried by P&O Line steamer *Nemesis* that departed July 5 and arrived at Galle on July 20, 1862. It was then

carried by P&O steamer *Columbian* that departed on July 21 and arrived at Hong Kong on August 7, 1862. At Hong Kong it was backstamped with an arrival postmark of the same date and delivered to Olyphant & Co., which then forwarded it to Kanagawa on the next available conveyance.



Figure 3-18. A May 30, 1862 cover from Hartford, Connecticut to Kanagawa that was sent via a Hong Kong forwarder.

Figure 3-19 shows another Hall correspondence cover from Hartford, Connecticut to Kanagawa that was carried by a different method. It entered the mails to Hong Kong correctly prepaid at the 57-cent rate for a half-ounce letter by British mail, via Marseilles and British packets to Hong Kong. It bears a magenta Hartford origin postmark of July 29 with matching cancels on the 3-cent, 24-cent and 30-cent 1861 issue adhesives. The cover was carried from New York by a British packet, the Cunard Line steamer *Persia*, which departed on July 30, 1862. It bears a London transit postmark of August 9 where the red one-penny Colonial credit was noted. The cover was then sent to France and by rail to Marseilles where it was placed onboard the P&O Line steamer *Valetta* that departed on August 13 and arrived at Alexandria on August 19, 1862. After land carriage to Suez, the cover was carried on the P&O steamer *Nubia* that departed on August 20 and arrived at Galle on September 3, 1862. It was then carried on P&O steamer *Emeu* that departed the next day and arrived at Hong Kong on September 21, 1862. The cover bears a Hong Kong backstamp of the same day. It was then delivered to Olyphant & Co., which forwarded it to Kanagawa on the next available conveyance.



Figure 3-19. A July 29, 1862 cover from Hartford, Connecticut to Kanagawa that was sent via a Hong Kong forwarder.

Several additional covers from the United States to Kanagawa, forwarded by Olyphant and Company in Hong Kong, are recorded. Many of these are addressed to the Reverend S.R. Brown.

Mail to Kanagawa Sent Via Shanghai Forwarders

In addition to mail handled through forwarders in Hong Kong, mail for Kanagawa is also known sent to the care of forwarding agents in Shanghai. The various postal rates and routes for mail from the United States to Shanghai from 1859 until 1867 are shown in the table on the following page.

JAPAN MAILS TO 1867

Postal Rates from the United States to Shanghai, 1859 to 1867			
In effect from 1859	Introduced September 1861	Introduced December 1861	Introduced 1863
33 cents - British Mails via Southampton, per half ounce	45 cents per half ounce		
39 cents - British Mails via Marseilles, per quarter ounce, 45 cents per half ounce	45 cents per half ounce	51 cents per quarter ounce, 57 cents per half ounce	53 cents per half ounce (from June 1863)
30 cents - French Mails via Marseilles, per quarter ounce, 60 cents per half ounce	continued		
5 cents- British Open Mail by British packet, 21 cents if by American packet.	discontinued		
55 cents - Bremen - Hamburg Mails via Trieste	continued		
40 cents - Bremen - Hamburg Mails via Marseilles, per quarter ounce, 72 cents per half ounce	continued		
10 cents - Private ship via San Francisco	continued		3 cents - Private ship via San Francisco (from July 1863)

Figure 3-20 is an example of a Hall correspondence cover sent via Shanghai in 1862. Interestingly, it is postmarked nearly the same date as the preceding cover, but this is used from Elmira, New York. Although endorsed to be sent via Marseilles, it was prepaid at only the 45-cent rate via British mails through Southampton. This was spotted when the cover was sorted at New York City and it was marked with the “Insuffly Stamped Via Marseilles” handstamp. After reaching England the cover was handled in the same fashion, and on the same steamers, as the cover in Figure 3-19. It was sent via Marseilles to Hong Kong where it arrived on September 21, 1862. From there it was carried to Shanghai on the P&O Line steamer *Pekin* that departed on October 8 and arrived in Shanghai on October 16. From Shanghai the cover was forwarded by Olyphant & Co., which arranged onward transmission to Kanagawa.



Figure 3-20. A July 23, 1862 cover from New York to Kanagawa that was sent via a Shanghai forwarder.

The majority of inbound Hall correspondence covers sent via Shanghai forwarders were directed to the care of Russell and Company. A typical example is shown in Figure 3-21.



Figure 3-21. An August 20, 1864 cover from New York to Kanagawa that was sent via a Shanghai forwarder.

This cover was mailed from New York City on August 20, 1864 and was correctly prepaid at the 53-cent British mail rate for service via Marseilles. It was prepaid using a pair of the 24-cent 1861 issue stamps and a single 5-cent 1863 issue. As it was carried to England by an American packet, the Hamburg American Line steamer *Saxonia*, 21 cents of the postage was

retained and Great Britain was credited with the 32 cents for carriage to Shanghai. The cover bears a London transit postmark of September 1, 1864 and a red one-penny Colonial credit. The cover was carried to France and by rail to Marseilles. It was then carried on the P&O Line steamer *Euxine* that departed September 12 and arrived at Alexandria on September 19, 1864. After land carriage to Suez, the cover was carried onboard the P&O steamer *Gokonda* that departed on September 21 and arrived in Galle on October 9, 1864. From Galle it was carried on P&O steamer *Emeu* that departed the following day and arrived at Hong Kong on October 26, 1864. From Hong Kong it was carried on the P&O steamer *Aden* that departed October 28 and arrived at Shanghai on November 1, 1864 where it was backstamped with an arrival postmark. From Shanghai, Russell and Company arranged delivery of the cover to Kanagawa.

Perhaps the most spectacular of all the inbound Hall correspondence covers is the four-denomination franking, usage shown in Figure 3-22, that is directed to the care of Russell and Company in Shanghai.



Figure 3-22. An October 28, 1865 double-rate cover from New York to Kanagawa that was sent via a Shanghai forwarder. The only reported 90-cent 1861 issue used to Japan.

This cover was prepaid as a double-weight letter to be sent by British mails via Marseilles. The double 53-cent rate was prepaid using single 90-cent, 10-cent, and 1-cent stamps of the 1861 issue in combination with a 5-cent 1863 issue. It was mailed from Elmira, New York on October 28, 1865. It received a red New York backstamp of November 1, and the manuscript credit for a double rate of “96” cents was applied in red crayon. The cover was carried by British packet, the Cunard Line steamer *Scotia* that departed that day and arrived in England on November 10, 1865. It was marked there with a London transit postmark and a red crayon two pence for Colonial credit. The cover was then sent to France and by rail to Marseilles but missed the November 12 departure of the P&O Line steamer and was laid over until the departure of the *Massilia* on November 28, 1865. After arrival at Alexandria on December 6 and a land carriage to Suez, the cover was carried on the P&O steamer *Bengal* that departed December 10 and arrived at Galle on December 26, 1865. It was then carried on the P&O steamer *Emeu* that departed on December 28 and arrived in Hong Kong on January 15, 1866. From Hong Kong it

was carried on P&O steamer *Ganges* that departed on January 17 and arrived in Shanghai on January 22, 1866 where it was backstamped with an arrival datestamp. From Shanghai, Russell & Co. arranged transport to Hall in Kanagawa.

Internal Mail in Japan

Shown in Figure 3-23 is a “U.S. Legation, Japan” imprint cover that was carried within Japan to an American resident.



Figure 3-23. An 1862 U.S. Legation imprint cover sent from the minister to a Eugene Van Reed at Yokohama.

In the early 1860's Townsend Harris, the United States minister to Japan, and his legation were the only American residents in Tokyo, as the majority of the Americans were living in one of the treaty ports. From handwriting comparison, this envelope appears to have been written by Townsend Harris before he departed Japan on June 30, 1862.

The cover is addressed to E.M. Van Reed, a well-documented early resident of Yokohama. In the early 1860's, Yokohama had a designated section of the city for foreign residents. The "No.93" address is a location in that sector. Born in Reading, Pennsylvania, Reed arrived in Yokohama on June 30, 1859 and worked as a clerk in the American consulate at Kanagawa. He also worked for Augustine Heard & Co. and as a trader. Later he served as consul general of Hawaii. In 1861 Sadahide produced the wood-block print of Van Reed shown in Figure 3-24.



Figure 3-24. This 1861 wood-block print of Eugene Van Reed was produced by Sadahide.

Van Reed failed in his attempt to sign a clandestine private treaty with the prince of Satsuma to handle their foreign trade following the arrest of the Japanese negotiator for Satsuma. As Townsend Harris had not been consulted regarding the matter, and felt Van Reed had usurped his authority, he tried to curtail Van Reed's activities. The letter that was enclosed in this cover may well have involved their ongoing dispute.

Little has been recorded regarding the handling of consular mail within Japan. Americans rarely traveled without Japanese accompaniment and travel was extremely limited. The usual method of conveying messages was by Japanese yakunins (samurai officials). Presumably, this cover was carried by such a courier onboard a Japanese vessel for the short trip from Tokyo to Yokohama.



Chapter Four

Pacific Mail Steamship Company

The Pacific Mail Steamship Company (PMSS) was the first steamship line to operate across the Pacific Ocean connecting the United States with Japan and China. As the primary mail carrier on the route from 1867, the company played an important role in transporting mail to and from the United States post offices in both Japan and China. When eastbound mail from China and Japan reached San Francisco onboard steamers of the PMSS, it was usually processed in a similar fashion regardless of origin. Because of this fact, this chapter will also present a broad outline of the rates and markings applied to these covers as well as a brief history of the service and the company.

The Early History of the PMSS

The PMSS was chartered by William Aspinwall in 1848 to execute a government contract to carry mail between Panama, California and Oregon. The ten-year contract, with compensation of \$199,000 a year, was for a monthly service. The contract had been awarded on November 16, 1847 to Arnold Harris who soon reassigned it to Aspinwall.

Aspinwall, a partner in the important New York mercantile firm of Howland and Aspinwall, envisioned a steamship company that would dominate service on the Pacific Ocean. It was a vision that was to be largely fulfilled within the next twenty-five years.

Between 1848 and 1860, the PMSS was one of several competing steamship companies operating on the Panama City to San Francisco route. The California gold rush resulted in a highly lucrative trade on the route connecting San Francisco, via Panama, with New York, and brought strong competition. However, in February 1860 the PMSS purchased Vanderbilt's steamers operating on the Pacific Ocean, thereby consolidating an operational monopoly. Vanderbilt continued to operate steamers on the Atlantic side connecting Aspinwall and New York until 1865 when PMSS commenced operations on that route as well. A photograph of the company's docks at San Francisco in 1867 is shown in Figure 4-1.



Figure 4-1. This picture shows the PMSS docks at San Francisco circa 1867, with the steamer *Colorado* in the right foreground.

Prior to 1867, the PMSS route on the Pacific Ocean was between Panama and San Francisco, with stops in Acapulco, Manzanillo and Mazatlan, Mexico as well as various California ports. A PMSS branch line operated northward from San Francisco to Portland. Service was monthly from January 1849 until July 1850 when it was increased to a twenty-day service. In 1860, a ten-day schedule was inaugurated and continued until 1871.

The Argument to Establish a Trans-Pacific Mail Service

Postmaster General William Dennison, in his report for 1864, summarized the case for a subsidized steamship mail route from San Francisco to Japan and China as follows:

There are other ocean routes, besides the one to Brazil, which can be safely and profitably occupied by American lines of mail steamers, among which is the route between San Francisco, Japan, and China, at present unoccupied by foreign mail packets, is, perhaps, the most important in a commercial point of view, and may be available in securing to us a large participation in the commerce of the East, the greater portion of which is now enjoyed by Great Britain, through her mail steamship connections via Suez, in the Indian Ocean and China Seas.

The central position of the United States between eastern Asia and Western Europe, affording routes, but little longer, if any, than those now traversed between these distant regions, aided by the superior expedition of railway transportation between the Atlantic and Pacific coasts, will furnish such facilities as will make their adoption a practical necessity for the commercial intercourse between

Europe and the populous countries of eastern Asia. These considerations, and others which will readily suggest themselves, render it important that the Pacific routes properly belonging to us should be occupied by American mail steamers, the profits of which, with the addition of a small subsidy for the mail-service, would justify the establishment of one or more steamship lines which would be remunerative to the proprietors.

Experience has demonstrated the impolicy of appropriating large sums of money out of the public Treasury to gratify a spirit of national emulation in the support of expensive mail service upon routes the profits of which are shared by the steamships of other nations, and without regard to the compensatory benefits to be derived from the development of our national resources, instead of granting incidental aid to such projected steamship-lines to neighboring countries as promise to be self-supporting after their establishment, and open up to our citizens new avenues of profitable trade and commerce.

Congressional debates on the subject took place in February 1865. Senator Jacob Collamer pointed out again the potential linkage of the Pacific mail route with a transcontinental railway when he argued:

There is one part of the world which British enterprise has not yet covered with subsidized mail-steamship lines, and that is the trade across the Pacific Ocean. It is, I believe, almost the only track that is left in this world of which we can avail ourselves without competition ... this commerce (on the Pacific) will be very much increased if we get our railroads made to the Pacific, and in the mean time secure some measure of communication across the Pacific Ocean, between the two continents, making that trade subsidiary to our enterprise and our interest. The door is now open to effect it. If we do not do it soon we lose it forever.

Following debate, an “Act to authorize the establishment of ocean mail steamship service between the United States and China” was approved and signed by President Lincoln on February 17, 1865.

The Mail Contract for Trans-Pacific Service

Postmaster General William Dennison’s report for 1865 announced that the contract had been awarded to PMSS on August 28, 1865.

The contract for the mail steamship service to Japan and China was awarded on the 28th of August last, to the Pacific Mail Steamship Company, whose bid for the required service, at the sum of \$500,000 for twelve round trips per annum, between San Francisco and Hong Kong, touching on the outward and homeward passages, to land and receive mails at the port of Honolulu, in the Sandwich Islands, and the port of Kanagawa in Japan, was the only one received under the advertisement of this Department inviting proposals for the service. The company are to build four first-class sea-going steamships, of from 3,500 to 4,000 tons burden each, Government measurement, and commence service on or before the 1st of January 1867.

In the period between the awarding of the contract and the implementation of the contract, it was decided to drop Honolulu as an intermediate stop. Postmaster General Alexander Randall’s report for 1867 comments on the reason for the change and the impending start of service:

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The company (PMSS) have tendered their first class steamship Colorado to take mails from San Francisco on the 1st of January, 1867, the day named in the law. This ship, which has been withdrawn from Panama and San Francisco line to prepare here for service on the China route, is of the required tonnage, and will, it is believed, fully comply in other respects with the terms of the law and contract, although the report of her inspection by a naval constructor, under instructions lately given by the Secretary of the Navy, has not yet been received.

In the building of steamships for this line, the contractors encountered a practical difficulty, arising out of two conflicting conditions – first, the necessity of constructing ships that make the long voyage of 7,087 miles, between San Francisco and Hong-Kong, by the route named in the law, with safety and success, as regards the main object for which Congress authorized the establishment of the line; and, secondly, the practicability of securing that object without making ships so large as to preclude by their heavy draught the possibility of entering the harbor of Honolulu, which has a depth of water, under favorable circumstances, of barely 21 feet.

... Although the law and the contract executed in pursuance thereof name Honolulu as an intermediate port, the fact appears to be well established by reliable information that the laws which govern the navigation of the Pacific Ocean render it unwise, if not incompatible with the complete success of the enterprise, to require the steamships to touch at the Sandwich Islands on their passage between San Francisco, Japan, and China.

Service for China and Japan, via PMSS steamers from San Francisco, was announced in the December 1866 issue of *The United States Mail and Post Office Assistant*, but there was no mention of how mails from the East were to be sent. However, starting with the March 1867 issue, a listing of mail service departure dates from New York, connecting via Panama, for the China mails began to be listed each month. The schedule for March 1867, shown in Figure 4-2, shows that the Aspinwall steamer scheduled to depart New York on March 11 was to carry the mails destined for China and Japan.

DATE OF DEPARTURE				
Of European, South Pacific and West India Mails, for the Month of March, 1867.				
Name of the Line.	Government belonging to.	Date of Departure from New York.	Date of Departure from Boston.	DESTINATION.
Aspinwall	U. S.	1	1	South Pacific, &c.
Hamburg	U. S.	2	2	Eur. v. South & Hamb.
Dales	U. S.	2	2	Ireland via Queenst'n
Havre	U. S.	2	2	French mail v. Havre
Havana	U. S.	2	2	Havana.
Cunard	Gt. Brit.	6	6	Europe via Liverpool.
Bremen	U. S.	7	7	Ger. States v. Bremen
Nicaragua	U. S.	9	9	Nicaragua.
French	France.	9	9	French mail via Brest
N.G. Lloyd	Bremen	9	9	Ger. States v. Bremen
Havana	U. S.	9	9	Havana.
Aspinwall	U. S.	11	11	S. Pacific, Ast'l, Kingst'n, China, Japan, &c.
Cunard	Gt. Brit.	12	13	Europe v. Liverpool.
Mexican	U. S.	15	15	Havana and Mexico.
Havana	U. S.	16	16	Havana.
Havre	U. S.	16	16	Eur. v. Falmth & Havre
Dales	U. S.	16	16	Ireland, v. Queenst'n
Hamburg	Hamburg.	16	16	Ger. States v. Hamb'g
Cunard	Gt. Brit.	20	20	Europe via Liverpool.
Aspinwall	U. S.	21	21	S. Pac. & Cent. Amer.
N.G. Lloyd	U. S.	21	21	Eur. v. South'n & Br'n
Brazilian	U. S.	22	22	Brazil, W. Ind. ArgCon
Dales	U. S.	23	23	Eur ex't Fr. ml v. Liv'l
French	France.	23	23	French mail via Brest
Hamburg	Hamburg	23	23	Ger. States v. Hamb'g
Havana	U. S.	23	23	Havana.
Nassau	Gt. Brit.	23	23	Havana & Nassau.
Cunard	Gt. Brit.	26	27	Europe via Liverpool.
N.G. Lloyd	U. S.	28	28	Eur. v. South'n & Brem.
Nicaragua	U. S.	29	29	Nicaragua.
Aspinwall	U. S.	30	30	S. Pac. & Cent. Amer.
Dales	U. S.	30	30	Ireland v. Queenst'n
Havre	U. S.	30	30	French mail v. Havre
Havana	U. S.	30	30	Havana.
Hamburg	U. S.	30	30	Eur. v. South'n & Hamb.

Figure 4-2. A March 1867 listing of mail steamer departure dates from New York City shows the Aspinwall line steamer for China and Japan.

A postal rate of ten cents for a half-ounce letter “via San Francisco” to Hong Kong, Japan and China was first listed in the *United States Mail and Post Office Assistant* for the month of August 1867. This reflects the blanket steamship rate rather than a treaty rate. These listings continued unchanged until the January 1868 issue, when the language for each of the three destinations was expanded to read “American packet, via San Francisco.”

China and Japan Branch-Line Service

A statute passed on February 18, 1867 altered the terms of the PMSS mail contract. It repealed the requirement that Honolulu be included as a stop.

... upon the express condition, however, that the contractors for said steamship service shall enter into contract, to the satisfaction of the Postmaster – General, agreeing to establish, within five months from the passage of this act, in lieu of said service released, a branch-line of steamship service, carrying the United States mails between the port in Japan used by the main line of steamships and the port of Shanghai, in China, making continuous regular trips, connecting with the main line both on the outward and homeward voyages ... without additional compensation

The PMSS dispatched steamer *Costa Rica* on April 1, 1867 from New York to fulfill the new contract obligation to operate a branch-line service between Yokohama and Shanghai. The *Costa Rica* started in the branch-line service when it departed Shanghai on July 10, 1867. It operated until 1875 when it was sold to the Japanese subsidized Mitsubishi Mail Steamship firm.

Several additional PMSS steamers were added for branch-line service before 1875. The most important of these were the *New York*, *Oregonian*, *Ariel*, *Arizona* and *Golden Age*.

A listing of PMSS branch-line steamer sailing dates may be found in Appendix C. From a comparison of the sailing and postmark data, it seems certain that the steamers did not carry mail on every trip that connected at Yokohama with the trans-Pacific service.

The Blanket Steamship Rate

All mail carried by the PMSS on the China and Japan route was subject to the so-called “blanket” steamship rate of 1864 because the company was a contract mail carrier. An act of June 30, 1864, which became effective the following day, established a uniform rate of ten cents for letters to one-half ounce received from steamships, or delivered to steamships, that had a contract to carry mail. The text of the pertinent section of the act is:

Sec. 8 – And be it further enacted, That the uniform rate of United States postage, without reference to distance, upon letters and other mailable matter addressed to or received from foreign countries, when forwarded from or received in the United States by steamships or other vessels regularly employed in the transportation of the mails, shall be as follows, viz: ten cents per single rate of half an ounce or under, on letters; two cents each on newspapers; and the established domestic rate on pamphlets, periodicals, and other articles of printed matter; which postage shall be prepaid on matter sent, and collected on matter received: Provided, always, That these rates shall not apply to letters or other mailable matter, addressed to, received from any foreign place or country, to and from which different rates of postage have been or shall be established by international postal convention or arrangement already concluded or hereafter to be made.

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This blanket steamship rate remained in effect until July 1, 1875 when it was reduced from ten cents to five cents. As the PMSS was operating steamers to Japan and China under a mail-carrying contract, letters sent on its steamers could be prepaid ten cents. If received from its vessels, the ten-cent rate was postage due.

Letters that arrived in San Francisco from steamers that did not have a contract to carry mail were subject to applicable ship letter rates, not the blanket steamship rate.

Composite Postal Rates

For letter mail arriving from Japan or China on PMSS steamers, and addressed beyond the United States, the total postal rate was equal to the trans-Pacific rate of ten cents per half-ounce added to the postal rate from the United States to destination. Likewise, newspapers and printed matter postal rates were equal to the steamship rate, generally newspapers at two cents each, plus the rate from the United States to destination. For a listing of the postal rates between the United States and foreign countries during this period, consult the *United States Mail and Post-Office Assistant, 1866-1872* and *U.S. Letter Rates to Foreign Destinations, 1847 to GPU-UPU* by Charles Starnes.

Inter-Consular Postal Rates

When branch-line service was inaugurated in 1867, the blanket steamship rates were in effect for all mails between the various offices in China and Japan. However, special reduced rates were instituted in April 1870. Letter mail between Shanghai and any of the agencies in Japan was rated at six cents per half-ounce. The earliest reported usage of this reduced rate, a May 12, 1870 cover from Nagasaki to Shanghai, is shown in Figure 9-4. Also from April 1870 the letter mail between agencies in Japan was reduced to three cents per half-ounce. The earliest reported usage is the July 15, 1870 letter sent from Hiogo to Yokohama that is shown in Figure 8-7.

The San Francisco Steamship Markings in Use Before 1867

When the PMSS service across the Pacific commenced in 1867 the San Francisco post office was not using a standard style marking to indicate mail received from contract steamships. Such markings were needed to differentiate mail received at the blanket steamship rate from mail received from private ships, subject to ship letter rates, and from mail originating in San Francisco, subject to domestic mail rates. On mail received from the PMSS steamers operating on the Panama route, San Francisco used a series of oval handstamps that indicated the origin of the mailbag. Two of the four markings are illustrated below. Not shown are the similar Steam Mazatlan and Steam Manzanillo markings.



The markings were introduced shortly after the blanket steamship rate went into effect in 1864 and continued in use until 1873. On inbound mail that had not been prepaid, they were used in addition to postmarks and due handstamps or a postmark with integral due amount at the foot. At one time it was erroneously thought that these markings were applied by a route agent onboard the steamer. However, the existence of a cover (see web page: <http://www.frmfoundation.org/SteamPanama/covers/images/sp0107.300.pdf>) that bears both the Steam Acapulco and the Steam Panama markings on the same cover, one cancelling the other, proves that they both had to have been applied at San Francisco. No steamship agent, consular office or foreign port would have had access to both devices. Further, the black ink of these markings invariably matches the black ink used at the San Francisco office for additional markings applied to the same cover.

The fact that these markings were applied at San Francisco rather than elsewhere is important to an understanding of the markings used on PMSS mail from China and Japan. A typical San Francisco postmark with an integral due “10” marking at the foot, such as that used on inbound postage due mail from both the Panama route and the China and Japan route, is shown below.



The markings used at San Francisco on inbound contract steamship mail arriving from the China and Japan route will be discussed, as the markings were introduced on a trip by trip basis.

The Inauguration of PMSS Mail Service

On January 1, 1867 the PMSS steamer *Colorado* departed on schedule from San Francisco. The steamer, painted in the standard PMSS black and white color scheme, is shown in Figure 4-3.

The *Colorado* arrived in Yokohama on January 24, departed on January 25 and arrived in Hong Kong on January 31, 1867. This is designated as “Westbound Trip One” (WT1). A listing of westbound PMSS sailing dates to 1875 is presented in Appendix B. On the return voyage, the *Colorado* departed Hong Kong on February 17, arrived in Yokohama on February 25, departed Yokohama on February 28 and arrived in San Francisco on March 20, 1867. This is designated as “Eastbound Trip One” (ET1). A listing of eastbound sailing dates is presented in Appendix A.

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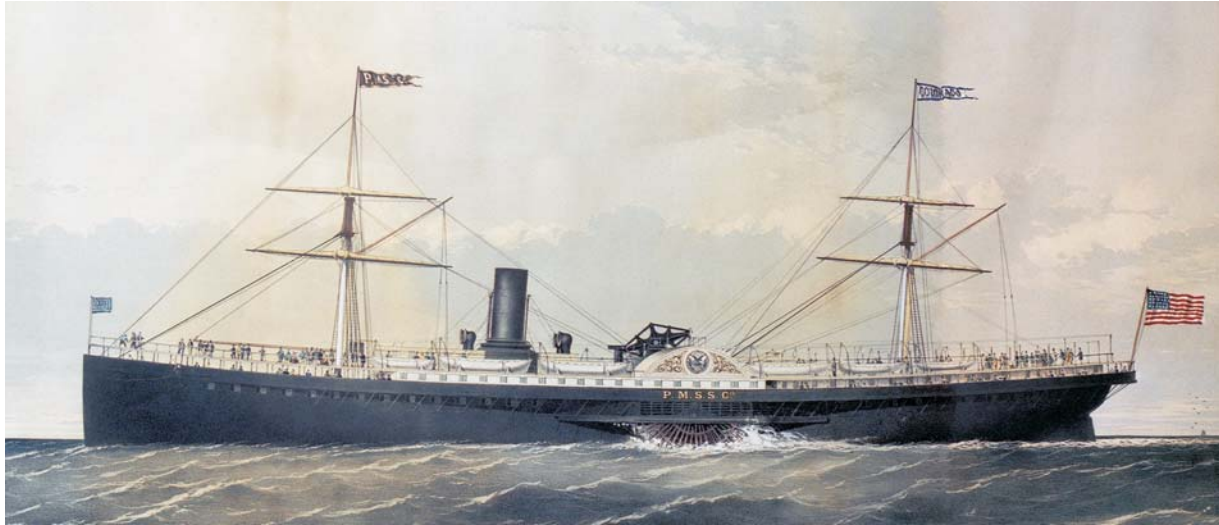


Figure 4-3. The Pacific Mail Steamship Company steamer *Colorado*.

A single cover, shown in Figure 4-4 is reported that was carried on the maiden voyage to Asia.

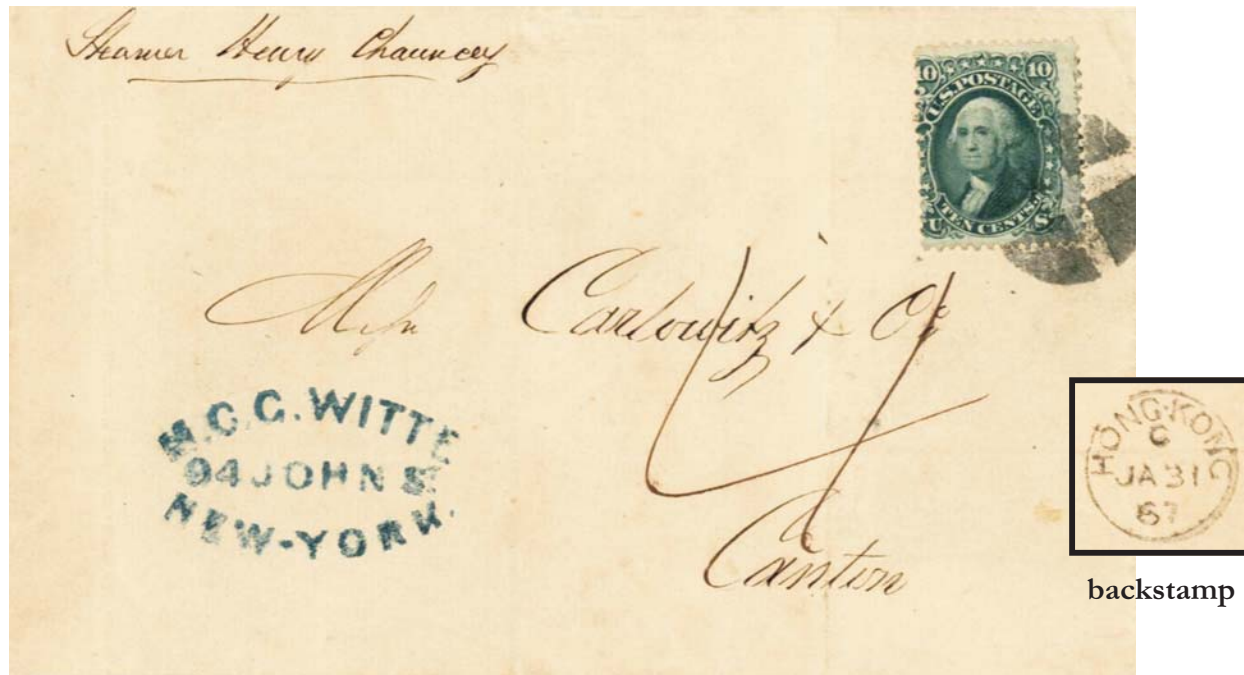


Figure 4-4. Cover carried on the maiden voyage of PMSS *Colorado* to China (WT1).

This letter is datelined from New York City on December 10, 1866. It was carried on the PMSS steamer *Henry Chauncey* from New York on the following day and arrived in Aspinwall on December 18, 1866. After a trip by rail to Panama City it departed on PMSS steamer *Golden City* the same day and arrived in San Francisco on December 31, 1866 in time to connect with the *Colorado* on her maiden voyage. The letter bears a Hong Kong January 31, 1867 arrival

backstamp and was sent onward to Canton, China with four pence due.

The authors record ten covers that were carried on the return maiden voyage. An example that originated in Hong Kong is shown in Figure 4-5.



Figure 4-5. A cover carried on the first return PMSS voyage from Hong Kong, February 17, 1867, to Boston (ET1).

This cover is franked with a Hong Kong eight-cent adhesive that was cancelled at Hong Kong before being placed in the mailbag to be transported on the *Colorado*. The cover was also postmarked in San Francisco with its black datestamp with integral due 10 cents reflecting the blanket steamship rate. It was also struck with the “STEAM CHINA” handstamp (SFC-PMS1) in red. This was the first steamship marking used at San Francisco on mail received from the PMSS trans-Pacific vessels. Mail from Hong Kong addressed to San Francisco was processed on March 20, the day the steamer arrived; all other mail, such as this cover to Boston, was dated the following day to correspond to the date the mails were dispatched on the overland mail route.

STEAM CHINA STEAM CHINA
SFC-PMS1

All ten of the reported covers that were carried on this voyage bear this handstamp. Seven have the handstamp struck in red and three have it struck in black. It is not known why two different colors were employed.

A second cover carried on the first return maiden voyage, but originating in Japan and with the Steam China marking struck in black, is shown in Figure 4-6.

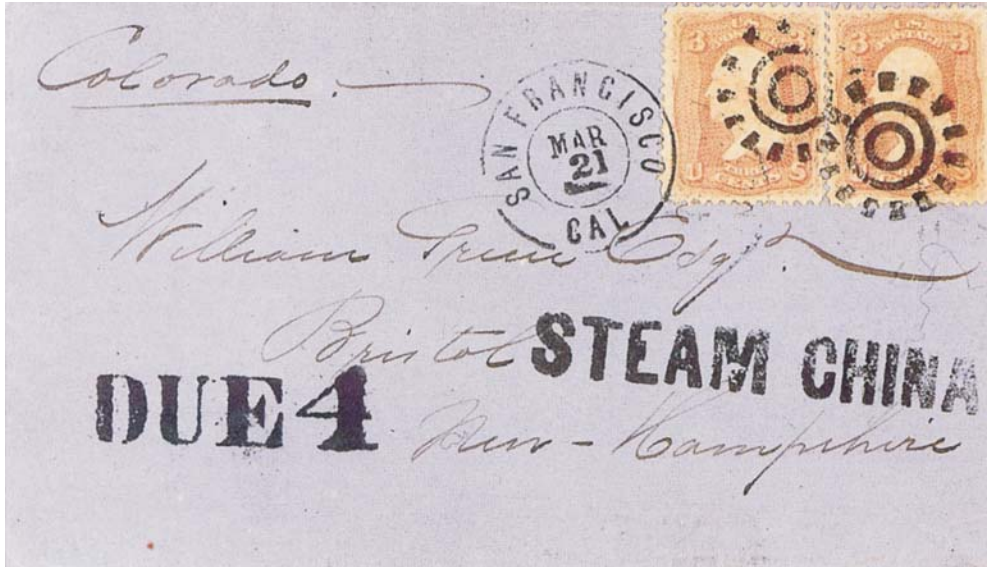


Figure 4-6. A cover carried on the first return PMSS voyage, February 28, 1867, from Yokohama to Bristol, New Hampshire (ET1).

Like the previous example, it was postmarked in San Francisco the day after the steamer arrived. It was struck with the Steam China handstamp in black. In addition, it received a “Due 4” handstamp representing the amount of postage insufficiently prepaid. Note that the ink of the due marking is identical to that of the steamship marking, confirming that both were applied at San Francisco. This example, being partially prepaid, received a San Francisco duplex postmark rather than the due 10 datestamp. This cover is also mentioned in Chapter 7.

The Second PMSS Trip

The *Colorado* remained the only PMSS service vessel on the route and departed San Francisco for Hong Kong on April 3, 1867 (WT2). The return trip of the *Colorado* departed Hong Kong on May 15 and stopped in Shanghai as the *Costa Rica* had not yet arrived to perform the branch line service. The *Colorado* departed Yokohama on May 26 and arrived in San Francisco on June 13, 1867. The authors record four covers that were carried on this trip. All bear San Francisco June 14, 1867 postmarks. Three of the reported covers bear the Steam China handstamp in black while a fourth does not have the handstamp. The example shown in Figure 4-7 was sent without postage and is addressed to Warren, Rhode Island.



Figure 4-7. A May 26, 1867 cover from Yokohama to Rhode Island and forwarded (ET2).

At San Francisco the cover was struck with the Steam China handstamp in black and was postmarked with its integral due 10 postmark, indicating that the blanket steamship rate was unpaid. The ten cents due in the postmark was obliterated and corrected with blue crayon to a “20” cents due notation because it was a double-weight letter. Upon arrival in Warren, Rhode Island, the cover was paid for and forwarded to Lafayette, Indiana by re-mailing with a three-cent stamp.

The Third PMSS Trip

Still the only PMSS steamer on the trans-Pacific route, the *Colorado* departed San Francisco for Hong Kong on July 4, 1867 (WT3). The branch line steamer *Costa Rica* provided service from Shanghai for the first time to connect with the *Colorado* at Yokohama on her eastward voyage. On the return it departed Hong Kong on August 15, Yokohama on August 24 and arrived at San Francisco on September 14, 1867 (ET3). Four covers are known that were carried on this return voyage; three were struck with a “CHINA STEAM” handstamp (SFC-PMS2). This handstamp is a swap of the words in the previous Steam China handstamp. Note the short center bar of the letter “E,” which is identical to the previously used marking. This variant with the words reversed is found only on covers carried on the third trip of the *Colorado*.

CHINA STEAM

SFC-PMS2

Figure 4-8 is an example of a cover from Japan that was carried on this voyage. It bears a ten-cent stamp neatly tied by Consul Fisher's fancy Kanagawa forwarding oval.

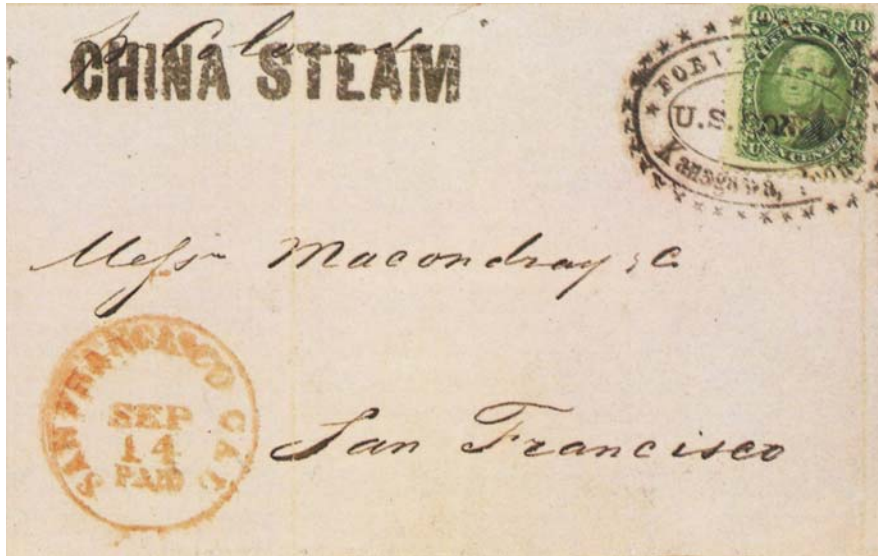


Figure 4-8. The rare China Steam handstamp on an August 24, 1867 cover from Yokohama to San Francisco (ET3).

This cover arrived in San Francisco on September 14, 1867 and was postmarked the same day with its red postmark with “Paid” at the foot. In addition, it was struck with a China Steam handstamp in black.

The Fourth PMSS Trip

The fourth contract sailing of a PMSS steamer was the inaugural voyage of the steamer *Great Republic*. The steamer, shown in Figure 4-9, was the second to be assigned to the China route. The steamer departed New York, bound for California, on May 18, 1867 and arrived on August 2. She departed San Francisco on September 3 and arrived at Hong Kong on October 5, 1867 after an intermediate stop at Yokohama (WT4).

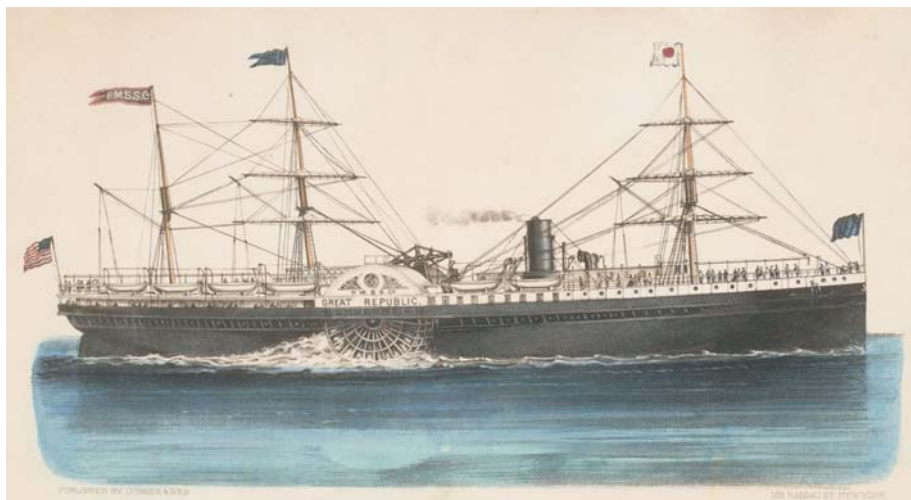


Figure 4-9. The PMSS steamer *Great Republic*.

Returning to California, the *Great Republic* departed Hong Kong on October 15, Yokohama on October 25 and arrived in San Francisco on November 19, 1867 (ET4). The authors record seven covers that were carried on this return maiden voyage. An example used from Japan is shown in Figure 4-10.



Figure 4-10. An October 25, 1867 Yokohama to Boston cover carried by the *Great Republic* (ET4).

The ten-cent 1861 design stamp on this cover was cancelled by the rim of the US Consul Kanagawa oval handstamp. The steamer *Great Republic* arrived in San Francisco on November 19, 1867. Reported usages show San Francisco postmarks dated the day of arrival as well as the next day, November 20. Mail carried on this trip was the first to receive the new “CHINA AND JAPAN STEAM SERVICE” (SFC-PMS3 and CJSS) ornamented oval handstamp.



SFC-PMS3 (CJSS)

Like the previous handstamps applied on inbound PMSS mail and the handstamps used on the Panama Route, the purpose of this marking, applied in San Francisco, was to show that the cover originated outside of the United States and it was used in lieu of a steamship postmark. On covers to be transmitted beyond the United States, these markings signaled that ten cents postage was to be retained by the United States for the steamship carriage above the additional rate to final destination.

This marking is related to the “HAWAIIAN STEAM SERVICE” handstamp also applied at San Francisco. In September 1867 contract mail steamer service, by steamers operated by the California, Oregon and Mexico Steamship Company, was introduced between San Francisco and Hawaii. The San Francisco postmaster apparently ordered two new steam service devices at

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the same time. The China and Japan Steam Service oval (CJSS) and the Hawaiian ornamented oval are very similar in style and the outer double-line ovals are identical in size. The earliest usage of the Hawaiian marking is November 15, 1867 while the earliest usage of the CJSS marking is November 19, 1867.



Both markings are found in shades of red, dark red or magenta. No attempt is made to differentiate these various shades as available written documentation and images are of insufficient reliability. However, in those cases where additional San Francisco red transit markings are found on covers bearing either of these markings, they are invariably in the exact shade of ink as the oval handstamps.

It should be emphasized that the CJSS marking was applied at San Francisco and not by an onboard agent. The authenticity of some CJSS markings has also been questioned in the past. Although there are numerous examples found on loose stamps that are invariably fakes, there are very few, if indeed any, faked covers.

The Fifth PMSS Trip

The fifth contract sailing of a PMSS steamer was the inaugural voyage of the steamer *China*. The steamer, shown in Figure 4-11, was the third to be assigned to the China route. The steamer departed New York bound for California on July 1, 1867 and arrived on September 29. She departed San Francisco on October 14 and arrived at Hong Kong on November 14, 1867 after an intermediate stop at Yokohama (WT5).



Figure 4-11. The PMSS steamer *China*.

Returning to California, the *China* departed Hong Kong on November 26, Yokohama on December 6 and arrived in San Francisco on December 31, 1867 (ET5). Mail arriving in San Francisco from this trip received the CJSS ovals that continued to be used on bagged mail until 1870.

A cover carried on this trip is shown in Figure 4-12. This spectacular mixed-country combination franked cover is the only correctly prepaid cover from Hong Kong to the United States before the treaty was implemented in Hong Kong.



Figure 4-12. A dual-country mixed franking cover sent November 26, 1867 from Hong Kong to Hamilton, New York (ET5).

Prior to the implementation of the 1867 treaty, the only way to totally prepay mail from Hong Kong to the United States was to prepay the Hong Kong postage of eight cents and to also prepay the United States blanket steamship rate of ten cents. Had the United States postage not been prepaid, it would have been rated as due ten cents in the United States, as was the cover shown in Figure 4-5.

This cover bears an oval backstamp of Thomas Hunt and Company, forwarders in Hong Kong. The forwarder applied both the Hong Kong eight-cent and the United States ten-cent stamps and posted the letter at the Hong Kong post office. It was postmarked at Hong Kong with a backstamp of November 26, 1867. As discussed in Chapter 5, the treaty between Hong Kong and the United States was to take effect on November 1, 1867 but was not fully executed by the United States until November 12, 1867. The news that the treaty had been concluded could not have reached Hong Kong prior to the sending of this cover. The cover bears a San Francisco datestamp of January 1, 1868.

PMSS Sailings, 1868 to 1875

The PMSS increased its fleet on the China route after 1867. The *Japan* was added in 1868, the *America* in 1869, and the *Alaska* and *Arizona* in 1871. As with the previous steamers, all were wooden side-wheel steamships. This type of steamer was becoming technologically obsolete in this era, but the PMSS did not adopt iron hulls, compound engines and screw propulsion steamers until 1873.

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In May 1869 the rail link between San Francisco and New York was completed with the joining of railheads in Utah. The direct route from the Orient to Europe across the United States that had been envisioned years before was realized. The map in Figure 4-13 shows the PMSS portion of the route in red, including branch-line service to Shanghai, and the railway link in green. The June 1869 issue of *The United States Mail and Post Office Assistant* was the last issue that listed New York steamer departure dates for the China and Japan mails. The listing of an Aspinwall steamer, carrying the China and Japan mails, departing on the 11th of each month from New York had appeared continuously since it began in the March 1867 issue. This change reflects the use of trains rather than steamers to transport the China and Japan mails to San Francisco after June 1869.



Figure 4-13. A map showing the PMSS route in red and the railway link in green.

Even though the PMSS service was available, some mail was still sent from the United States to Asia utilizing the European mail routes. An interesting cover from New York to the PMSS agent in Hong Kong, sent via French mails, is shown in Figure 4-14.

This cover, mailed October 3, 1868, has a preprinted address to George Bowman, the PMSS agent at Hong Kong, and includes a printed directive that the cover is to be sent overland and via San Francisco. It was mailed on October 3, 1868 with a corrected endorsement, to be sent "Via Marseilles," and prepaid at the 60-cent French mail rate to China for a letter to one-half ounce. The cover was carried by French Line steamer *St. Laurent* that departed New York on October 3 and arrived in Havre on October 15, 1868. It was carried by rail to Marseilles where it was placed on the French Ligne V steamer *Peluse* that departed October 19 and arrived at Alexandria on October 26, 1868. After carriage to Suez, it was placed on the French Line steamer *Imperatrice* that departed on October 26 and arrived in Hong Kong on November 30, 1868.



Figure 4-14. Sent via French mails, this cover was sent October 3, 1868 from New York City to the PMSS agent in Hong Kong.

This cover was sent by a person very familiar with the mail arrangements available. As the PMSS steamer was scheduled to depart San Francisco on the day this letter was mailed, the sender realized that by sending it via Europe it would arrive faster than the November steamer from San Francisco. This cover arrived in Hong Kong on November 30, 1868. Had it gone on the November PMSS sailing from San Francisco, it would have cost only ten cents, but the PMSS *Japan* didn't actually arrive in Hong Kong until December 9, 1868 (WT15). If it had been sent by British mails, via Southampton, and P&O steamers, it wouldn't have arrived until December 11, 1868.

The Inauguration of Semi-Monthly Mail Service

The postmaster general's report of 1868 suggested that the monthly service to China be increased to a semi-monthly service. Postmaster General John Creswell's report of December 1869 presented the case more fully:

The attention of congress was called by my predecessor, in his last annual report, to the expediency of providing for an increase of service on this line on the completion of the Pacific railway across our continent. This great national highway has been opened during the last year to the Pacific Ocean, placing San Francisco in direct, speedy, and certain communication by rail with the commercial cities of the Atlantic seaboard, and the period is not distant when our rapidly-increasing commerce with Japan and China will require employment of additional steamers on this route. The question of providing for an increase of mail service to semi-monthly, on such terms as will under the circumstances be just as well to the contractors as to the Government, is respectfully submitted to the discretion of Congress.

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A House of Representatives committee was appointed in March 1869 to examine and report on the causes of the reduction in American shipping. The committee's report of February 17, 1870 made a strong case that the government should subsidize American steamship lines to a greater extent than previously in order to better compete with foreign subsidized lines. The report recommended:

The granting of such Government aid, by way of postage on mails and by subsidies, as will insure the establishment of lines of American ocean-steamers to the principal foreign ports of the world, thereby enabling our citizens to participate in the profits of trade created by such lines.

President Grant, in his message to Congress of December 5, 1870, mentioned:

That between the Pacific States and China and Japan is about all the carrying trade now conducted in American vessels. I would recommend a liberal policy toward that line of American steamers – one that will insure its success and even increased usefulness.

Before an act was passed authorizing additional compensation for semi-monthly service on the route, the PMSS added the service. The *Memorial Of The Pacific Mail Steamship Company* sent to Congress on February 13, 1875 mentions:

In the month of May, 1872, the Pacific Mail Steamship Company commenced an additional monthly mail-service between San Francisco and Japan and China, which has been maintained regularly, with three exceptions, to the present date; for which service the sea postages on the mails transported have been allowed as full compensation, under provisions of the general law fixing the rates of compensation for the sea-conveyance of mails; so that a regular semi-monthly mail-service is now being performed on the line ...

A June 1, 1872 Act of Congress ordered the postmaster general to advertise and contract with the lowest bidder for the additional monthly mail service, making it a semi-monthly service, to China and Japan, and required the construction of four-thousand ton, iron-hulled steamships by American labor. On August 29, 1872 a contract between the PMSS and the postmaster general was signed. The contract, made for ten years with compensation to PMSS of \$1,000,000 per year, commenced on October 1, 1873 when a semi-monthly schedule was instituted.

To comply with the terms of the contract, the PMSS constructed two new iron-hulled steamers in 1873 for the China route. These were the *City of Peking* (Figure 4-15) and the *City of Tokio*, each of approximately 5,500 tons.



Figure 4-15. The PMSS steamship *City of Peking*.

The PMSS continued to operate semi-monthly service on the China and Japan route through the end of the period. To complete all of the additional trips, it became necessary on several occasions for the PMSS to subcontract for vessels not under its ownership. These per-trip contract vessels are noted as such in the trip list.

The Handling of Inbound Mail at San Francisco, 1868 to 1875

By the time the PMSS' fifth trip was completed, a standard method of handling inbound mails was in place at San Francisco. Mails that were bagged at Hong Kong were to have been prepaid eight cents per half-ounce and stamped with a red "Paid All" datestamp. In San Francisco they were marked with the San Francisco postmark dated with the date of onward transmission. An example is shown in Figure 4-16.

This double-rate cover was franked with two copies of the eight-cent Hong Kong stamps and has a black Hong Kong November 5, 1868 backstamp. In accordance with the treaty, it was struck with the red "Paid All" datestamp the next day to indicate that postage was fully paid. The cover was carried on PMSS steamer *Great Republic* that departed Hong Kong on November 16 and arrived at San Francisco on December 22, 1868 (ET14). At San Francisco the cover received the CJSS oval handstamp and a matching San Francisco December 22 datestamp on the reverse with "Paid All" at the bottom.



Figure 4-16. A cover sent November 5, 1868 from Hong Kong to Stonington, Connecticut (ET14).

San Francisco Credit Markings

A postal convention between the United States and Great Britain that was signed by President Andrew Johnson on November 24, 1868, effective January 1, 1869, included an article that affected correspondence from Japan, via PMSS steamers to San Francisco, and addressed to the United Kingdom. Article XV of this convention stipulated that:

The British Post Office shall account to the United States Post Office for the sum of two cents upon every single paid letter sent through the United Kingdom in ordinary mails addressed to the United States, and the United States Post Office shall account to the British Post Office for the sum of one penny (two cents) upon every single paid letter sent through the United States in ordinary mails addressed to the United Kingdom.

As a result, the United States credited Great Britain for two cents on single-rate prepaid letters that originated outside the United States and that were addressed to the United Kingdom. In effect, the United States retained all of the postage except the two cents allowed to England for its inland postage. Mails originating in Hong Kong and Shanghai were regulated by the separate treaty between the United States and Hong Kong and were not subject to this article.

However, mails from Japan were not regulated by the treaty with Hong Kong and therefore became subject to the two-cent credit for letters addressed to the United Kingdom. When the San Francisco post office acted as an exchange office for British mails, a separate account for transit mail had to be kept. The convention set forth forms to be used for letter-bills to be made up by the exchange offices. Form "D," line 8, provided a place to enter such letters opposite "Paid letters in transit through the United States (at 2 cents per half ounce each)" text.

San Francisco introduced single and double-rate credit handstamps for use on such mails. Theoretically these, or equivalent manuscript markings, should exist from January 1, 1869, but the known examples the authors have found are from a year later. The earliest example is shown in Figure 4-17.



Figure 4-17. A “2” credit handstamp was applied to the front of this cover sent December 25, 1869 from Hiogo to London (ET27).

This cover was sent from Hiogo, Japan to London, England on December 25, 1869 and was carried on PMSS steamer *America* that arrived in San Francisco on January 23, 1870 (ET27). At San Francisco it was backstamped with a magenta datestamp and a matching numeral “2” credit handstamp was applied to the front. The letter would have been bagged as closed mail to England and sent with a letter bill that showed the two-cent credit to the United States.

A single example is known that shows a numeral “4” credit handstamp. This cover, which is also the latest reported usage of a credit handstamp on this route, originated in Yokohama, Japan and is addressed to Manchester, England. It departed Yokohama on March 24, 1871 and was carried by PMSS steamer *America* that arrived in San Francisco on April 15, 1871 (ET42). It was postmarked the next day with a magenta San Francisco Paid datestamp as well as matching numeral “4” credit handstamp. The single-rate postage from Japan to England in 1871 was 16 cents, 10 cents for trans-Pacific carriage plus six cents for United States to England. This cover correctly prepaid 32 cents as a double-rate cover, and the “4” credit handstamp reflects the credit for the double rate.

Only a few covers showing these credit handstamps are known. In addition, manuscript “2” and “4” credit notations are recorded. Additional covers from Japan to the United Kingdom during the period of use of the credit markings that do not bear such transit credits are known. A typical example is shown in Figure 4-18.

This cover, as all of the other known usages from Japan to the United Kingdom prior to 1874 that do not show credits, was handled through the New York City exchange office rather than the San Francisco exchange office.



Figure 4-18. A December 23, 1870 Yokohama to London, England (ET39) cover carried by the PMSS steamship *America*.

This cover bears a Yokohama, Japan origin datestamp of December 23, 1870 and was carried on the PMSS steamer *America*, which arrived in San Francisco on January 17, 1871 (ET39). Rather than being processed in San Francisco in a closed bag for England, this cover was placed directly into the overland mail to New York City. At New York City it was exchanged as a regular domestic-origin cover without any credit markings.

Although most of the few recorded examples of covers from Japan to Great Britain after 1871 show similar handling by the New York City exchange office, at least two covers from 1874 bear San Francisco exchange markings yet do not show any credit endorsements. Richard Winter suggests as a possible explanation that such covers were properly credited on the waybills but that the covers were no longer marked individually. An example of such a usage is shown in Chapter 7, Figure 7-49.

Mails were bagged separately at Shanghai and Yokohama for carriage to San Francisco. These were not treaty mails and could be sent either prepaid or collect under the provisions of the ten-cent blanket steamship rate. Mails from the United States Consular Post Office in Shanghai bear origin postmarks and cancels. However, between January 1868 and the first use of the Yokohama datestamp postmark in July 1870, the stamps on mail from Japan were sometimes left uncanceled. It is sometimes difficult to differentiate cancels used in Japan from cancels used in San Francisco.

The standard practice at San Francisco during this period was to use its duplex device on covers arriving from PMSS steamers. If the stamps were uncanceled when received, the duplex was struck in a position so that the killer portion of the device obliterated the stamp. If, however, the stamp had already been cancelled in Asia, the duplex was usually struck so that the killer portion of the device struck off the cover. However, in exceptional cases, it appears that San Francisco did not use a duplexed device, but rather just the datestamp portion or possibly a duplex device with the killer portion without ink. It is these anomalous cases that make accurate interpretation difficult on occasion.

Late Usages of CJSS Handstamp

San Francisco used its CJSS handstamp regularly on inbound, bagged mail received prior to 1870. Loose letters were usually not marked. Commencing in January 1870 the system was apparently reversed. Bagged mail no longer received the CJSS handstamp. The few reported usages of the CJSS marking after January 1870 are all on covers that were received at San Francisco as loose letters. None bear Japan or China origin postmarks and most of the known examples have letters dated onboard PMSS steamers, or lack indication of origin. A typical late usage, which was postmarked at San Francisco on September 2, 1871, is shown in Figure 4-19.



Figure 4-19. A typical late usage of the CJSS oval is on this September 2, 1871 cover (ET47).

The latest reported usage of the CJSS oval bears a San Francisco postmark of June 28, 1873 (ET81) and is on a cover with five copies of the two-cent 1870 design stamps used to Norwich, Vermont.

It should be noted that government mail agents served briefly on some PMSS steamers on the trans-Pacific route as well as on the San Francisco to Honolulu route. According to the November 15, 1869 Postmaster General's report, these agents were removed in April 1869: "As the employment of mail agents on board of these steamers appeared to be of little practical benefit ... The duties which they discharged are now performed without charge by the pursers of the steamers."

In general, there was no real need for San Francisco to use the marking after it began using more standard design steamship markings in 1872. The earliest form, shown on following page, is reported used from March 24, 1872 until December 1874.

The San Francisco Steamship Postmark

The marking shown below was intended to be used on loose letters received from steamers that were operating under a contract to carry mail. Its use was not limited to mail received from the trans-Pacific route. However, the San Francisco office was not discriminatory in its use. Covers exist, such as that shown in Figure 4-20, that show the correct usage of the marking.



This cover, sent by the PMSS agent in Hakodate, Japan and bearing the only reported example of his handstamp, did not enter the mails until it reached San Francisco on March 24, 1872. The stamp was originally placed over the handstamp and has now been moved to show the full strike. It was handled as a loose letter upon the arrival of the contract PMSS steamer *Great Republic* (ET56). At San Francisco it received the steamship cancel and the stamp was cancelled with the normal San Francisco cancel.

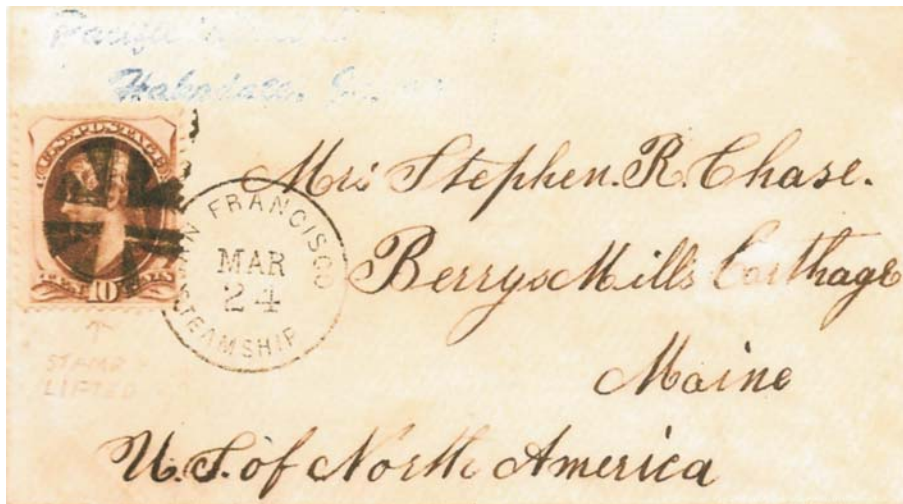


Figure 4-20. A Pacific Mail Steamship Company, Hakodate, Japan agent handstamp on loose letter to Maine. The cover entered the mails on March 24, 1872 at San Francisco as a loose steamship letter. (ET56)

An example of the marking typically used is shown in Figure 4-21. This cover, sent from Yokohama on November 2, 1873, was included in the regular bagged mail that was sent on the PMSS contract steamer *Great Republic* that departed on that date. Upon arrival at San Francisco it was postmarked with its steamship postmark dated November 24. This datestamp was used irregularly instead of the regular postmark.



Figure 4-21. Cover from Yokohama with atypical application of the San Francisco steamship postmark on November 24, 1873 (ET91).

An additional atypical usage of the steamship marking on private ship mail is shown in Figure 4-22.



Figure 4-22. Cover from Yokohama that shows the improper usage of the San Francisco steamship marking on a private ship letter.

PACIFIC MAIL STEAMSHIP COMPANY

This cover, addressed to the Japanese consul at San Francisco was posted in the British Post Office at Yokohama on April 13, 1874. The pair of Hong Kong four-cent stamps, prepaying the correct eight-cent rate for carriage by a PMSS steamer, was cancelled with the blue “Y1” barred cancels. The cover was carried on the *Vasco de Gama* that departed Yokohama on April 13 and arrived at San Francisco on May 1, 1874 (ET101). This steamer was owned and operated by the China Trans-Pacific Steamship Company and was not operated under a subcontract, or charter, from the PMSS so was not a contract mail steamer. The fact that this trip was operated as a private ship trip is substantiated by an April 1874 British Post Office notice that stated:

A private ship mail will close at the British Post Office, for San Francisco, per steamer Vasco de Gama, at 8 p.m. on Monday, the 13th instant.

At San Francisco the cover was incorrectly marked with the steamship postmark dated May 1 and rated as ten cents due. As a private ship letter, the cover should not have received a steamship postmark. However, the effective ten cents due postal rate was the same for private ship mail as it would have been for an unpaid steamship letter. The last sentence of the June 30, 1864 blanket steamship act, Section 8, states:

That these rates shall not apply to letters or other mailable matter, addressed to, received from any foreign place or country, to and from which different rates of postage have been or shall be established by international postal convention or arrangement already concluded or hereafter to be made.

The San Francisco post office apparently interpreted this provision to protect the mail contractors, such as the PMSS, from unfair competition at the lower private ship mail letter rate. The private ship mail letter rate would have been six cents while the treaty rate was ten cents.

Additional PMSS Handstamps

In addition to the agency and consular postal markings discussed elsewhere in this book, markings applied by PMSS pursers or agents are known. Shown in Figure 4-23 is a loose ten-cent 1869 issue stamp with such a marking.



Figure 4-23. Steamer *Costa Rica* PMSS cancel on ten-cent 1869 issue stamp.

The stamp is neatly cancelled with a “Steamer Costa Rica / P.M.S.S. Co” handstamp. A loose thirty-cent “F” grill stamp of 1868 with an incomplete strike, name of steamer portion missing, is also known. In addition, Michael Laurence reports another ten-cent 1869 issue stamp with a similar cancel, but for the PMSS steamer *Alaska*. No examples on full cover are known.

The steamer *Costa Rica* served only in branch-line service while the *Alaska* served in the trans-Pacific service. One possible explanation for the use of these cancels is that they were applied by ship pursers to letters handed to him for entry into mail at San Francisco. Postal regulations required that such mail, not relating to the cargo, had to bear postage equivalent to the amount required if carried by the government mails.

These may be related to the later "Pacific Mail S.S. Co." straight-line markings. The few reported examples of this handstamp are all found on covers addressed to John Bingham, the United States minister to Japan, at Tokyo in 1874 and 1875. An example is shown in Figure 4-24.



Figure 4-24. Cover carried out of the mails by the PMSS to Yokohama and by Japanese inland post to John Bingham at Tokyo, where it was received on November 28, 1874 (WT117).

This cover was likely carried privately, outside the mails, by the ship purser on the PMSS steamer *Colorado* that arrived in Yokohama on November 26, 1874. Upon arrival, it was delivered into the Japanese postal system for carriage to Tokyo by the Japanese inland post. A "Yokohama, U.S. Consul" manuscript notation on the reverse is written in Japanese. The cover also bears two Japanese datestamps. One is for Yokohama, 27 Nov. 1874, night, the other is the Tokyo arrival datestamp. It is possible that this cover was franked with 2 sen worth of Japanese stamps on the reverse when it was posted to the Japanese inland post. This cover and the example used from Tokyo to Yokohama shown in Figure 7-50 are the only reported examples that show carriage by Japanese inland mail service in conjunction with PMSS steamer service via a U.S. postal agency.

PACIFIC MAIL STEAMSHIP COMPANY

Similar examples of the PMSS handstamp, used after 1875, show entry into the Japanese postal system with additional Yokohama “Ship” handstamps. A typical example is shown in Figure 4-25.



Figure 4-25. A cover sent circa 1875 to John Bingham at Tokyo.

Revenue Stamps with PMSS Cancels

An interesting philatelic adjunct to the study of mail carried by PMSS steamers is its usage of revenue stamps. United States revenue stamps of the 1862 issue were used to pay the tax due on tickets of passage, and the stamps were affixed as proof of payment. The amount of tax varied with the price of the ticket. The stamps were required to be cancelled upon use with either manuscript or handstamped cancels.

For this purpose straight-line cancels with the name of the ship were employed on several of the PMSS vessels that served on the China line. Although no complete tickets with revenues attached have been reported, loose stamps are known. Two examples are shown in Figure 4-26.



Figure 4-26. PMSS steamer cancels on revenue stamps.

For further information on this subject, see the articles that appeared in the *American Revenuer* between 1961 and 1963 by Dr. H.P. Shellabear. A compilation of these articles was published as a pamphlet, *The Pacific Mail Steamship Company Straight Line Cancels on the 1862-72 Revenues*.



Chapter Five



The 1867 Hong Kong Postal Convention

The August 10, 1867 postal treaty between the United States and Hong Kong included language that it was to become effective on November 1, 1867. However, it was not signed by the United States postmaster general until November 12, 1867. From the Hong Kong viewpoint, the convention did not go into effect until mail sent on February 25, 1868. The new treaty set the single-weight letter rate for a one-half ounce letter from the United States to Hong Kong at ten cents. The rate for a similar weight letter from Hong Kong and treaty ports in China to the United States was eight cents Hong Kong, which was equal to the United States ten cents. It should be noted that this rate was the same as the blanket steamship rate that applied to mail sent or received in the United States from the PMSS steamers. After the treaty went into effect, mails could be delivered in Hong Kong and the treaty ports in China without further charges, and mail inbound to the United States would not be charged with additional postage due.

The full text of the August 10, 1867 Postal Convention between the United States and Hong Kong is shown in Appendix D, but its major features will be outlined here.

The purpose of the treaty, which was to take effect on November 1, 1867, was to establish and regulate the interchange of mails between the United States and Hong Kong and dependent Chinese ports, by means of a direct line of United States mail packets plying between San Francisco and Hong Kong, via Yokohama.

New York and San Francisco became exchange offices for the United States. The British General Post Office at Hong Kong became the exchange office for mail to and from Hong Kong and those Chinese ports with which the Hong Kong post office had postal relations. This included the ports of Canton, Amoy, Swatow and Foochow.

The rate of postage for mail matter destined for Hong Kong and the treaty ports, including those from American offices in Shanghai, Japan and the United States, was set at ten cents per single rate on letters of half an ounce, and two cents each on newspapers and prices current.

The rate of postage for mail matter destined for the United States or the American offices in Shanghai and Japan from Hong Kong and the treaty ports was set at eight cents per a single-rate letter of half an ounce, and two cents each for newspapers and prices current.

Each party was to collect and retain its own postage. No postal accounts were kept between the postal departments on mail exchanged between them. Each department was to deliver mail received from the other free of any additional charges. On the part of Hong Kong, this was to include delivery to the treaty ports.

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All mail matter dispatched from either Hong Kong or the United States was to be “plainly stamped with the words ‘paid all’ in red ink, on the right-hand upper corner of the face of the address, and shall also bear the stamp of the mailing exchange office on their face, and that of the receiving exchange office on their back.”

A further requirement was that mail from Hong Kong and the treaty ports had to be endorsed to be carried by the route. This treaty remained in effect until April 1877 when Hong Kong joined the Universal Postal Union.

Treaty Mail Markings and Usages

The treaty between the United States and Hong Kong required the use of “Paid All” markings at the sending exchange offices. These markings were to be struck in red on the front of all mail sent under the terms of the treaty. New York first introduced the “Paid All” handstamp shown below left. It is recorded from November 19, 1867.



An early cover exchanged through New York City under the treaty is shown in Figure 5-1.



Figure 5-1. A December 1867 cover to Amoy China that was exchanged through the New York City office (WT7).

This cover originated in Flatbush, New York and is addressed to Amoy, China, one of the Hong Kong treaty ports, and is correctly endorsed to go by “Pacific Mail Steamship Company” by the sender. It was bagged in New York City and stamped with the New York red “Paid All” straight-line handstamp. It was then sent on the Aspinwall line steamer that departed on December 11, 1867. After carriage, via Panama, to San Francisco, the cover caught the January 13 departure of the PMSS steamer *China*, which arrived in Hong Kong on February 15, 1868

(WT7). At Hong Kong it was backstamped with the Hong Kong postmark and delivered to Amoy, China without further charge.

The New York office discontinued the use of the straight-line “Paid All” handstamp on mail to China by March 1868 and began using the standard-style datestamp with “Paid All” at the foot as shown opposite right. An example of the use of the new marking is shown in Figure 5-2. It is a cover sent from Exeter, New Hampshire on April 28, 1868 that was exchanged at New York City on May 9 for transmission on the Aspinwall steamer departing on May 11, 1868. After carriage across Panama to San Francisco, the cover was carried by the PMSS steamer *Colorado* that departed San Francisco on June 3 and arrived at Hong Kong on July 6, 1868 (WT10). At Hong Kong it was backstamped and sent on to Swatow for delivery without additional charge.



Figure 5-2. Cover from New Hampshire to Swatow, China that was exchanged at the New York City office on May 9, 1868 (WT10).

The San Francisco exchange office introduced the fancy “Paid All” handstamp shown below to use on outbound treaty mail.



An example of a cover that was exchanged by the San Francisco office is shown in Figure 5-3. This cover was sent to Hong Kong from Brooklyn, New York on December 8, 1868. Instead of being processed in New York it was sent by steamer *Alaska* that left New York on

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December 9 to Aspinwall and then per steamer *Sacramento* that departed Panama City on December 18 and arrived in San Francisco on December 30. At San Francisco it was bagged with the mail for Hong Kong and stamped with the San Francisco fancy "Paid All" exchange marking in red. It was then carried on PMSS steamer *Great Republic* that departed January 4, 1869 and arrived in Hong Kong February 11, 1869, where it was backstamped on the day of arrival and delivered by the Hong Kong post office (WT17).



Figure 5-3. A December 1869 cover that was sent through the San Francisco exchange office to Hong Kong (WT17).

The San Francisco office was inconsistent in its use of the "Paid All" marking, which exists applied to non-treaty mail in error. An example is shown below in Figure 5-4.



Figure 5-4. An 1867 cover from Montreal, Canada, via San Francisco, to Japan (WT7).

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This cover, mailed at Montreal, Canada on December 17, 1867 was addressed to be sent, via Panama, to a San Francisco agent for Charles Thorel who was in Yokohama. After carriage from New York City, via Panama, to San Francisco, it was redirected by the San Francisco agent to Yokohama. It was then carried from San Francisco by the PMSS steamer *Cbina* on her second trip, which departed on January 13, 1868 (WT7). Because the cover was addressed to Japan and did not transit Hong Kong, it was not subject to the provisions of the treaty. The use of the “Paid All” handstamp was possibly applied by the San Francisco office to indicate that the steamship blanket-rate postage had been adequately prepaid. The Canadian stamp only paid the letter as far as San Francisco and the additional ten cents for trans-Pacific carriage was likely paid in cash by the agent.

On outbound treaty mail the San Francisco office also used a datestamp with “Paid All” at the foot as shown below. This marking is also found on mail that was not carried by the PMSS.



The use of this marking is also inconsistent, as it is known applied to the reverse of inbound covers from Japan to San Francisco that were not handled as treaty mail (see Figure 8-3 for an example).

After the completion of the rail link from New York to San Francisco, and the discontinuance of the steamer carrying the China and Japan mails from New York in July 1869, there was no longer any need for New York City to serve as an exchange point for outbound treaty mail. Mail could now be sent directly by rail to San Francisco and bagged there for the PMSS steamers. The San Francisco exchange office abandoned the use, or used only infrequently, the required “Paid All” handstamps on outbound treaty mail after June 1869.

Hong Kong also used special treaty mail markings on covers sent to the United States. A red straight-line “PAID-ALL” handstamp as shown below was used on mail Hong Kong carried on the first voyage under the convention from the Hong Kong viewpoint. The cover shown in Figure 5-5 is one of only two recorded examples carried on the PMSS trip. Two later examples are recorded on covers that do not bear Hong Kong origin postmarks.

PAID-ALL

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Figure 5-5. A cover sent February 25, 1868 from Hong Kong to San Francisco shows the Hong Kong treaty mail “Paid-All” marking. (ET7).

This cover, which has had the Hong Kong adhesives torn away, was postmarked at Hong Kong on February 25, 1868. It was marked at origin with a red “PAID-ALL” handstamp as required by the postal treaty. It was carried on the PMSS steamer *China* that departed Hong Kong on February 25 and arrived at San Francisco on March 31, 1868 (ET7). At San Francisco it was struck with the San Francisco April 1 Paid All datestamp as well as the CJSS oval. The San Francisco datestamp is an early usage on PMSS mail but was not required under the terms of the treaty, as only the sending office needed to apply such a mark.

Commencing with the April 19, 1868 departure of the PMSS steamer *New York*, a new circular datestamp with “Paid All” at the foot was employed at Hong Kong. A typical example is shown in Figure 5-6.



This marking was used exclusively on PMSS mail and is frequently found on such covers. This example was posted at Hong Kong on November 6, 1868 and was carried by the *Great Republic* that departed on November 16 and arrived in San Francisco on December 22, 1868 (ET14). Upon arrival it was struck with the oval CJSS marking and backstamped with a matching San Francisco December 22 Paid All backstamp.

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Figure 5-6. This double-rate cover from Hong Kong in 1868 shows the use of its datestamp with “Paid All” at the bottom (ET14).

A folded letter that was carried from Hong Kong to Yokohama under the terms of the treaty is shown in Figure 5-7.



Figure 5-7. This cover from Hong Kong to Yokohama in October 1867 was carried by a PMSS steamer (ET13).

Correctly franked with Hong Kong adhesives, the letter bears a black Hong Kong backstamp of October 15, 1867. It was carried on the PMSS steamer *Great Republic* that departed on that date and arrived in Yokohama on December 22, 1867 (ET13).

The Treaty of 1868

A postal treaty between the United States and Great Britain governing mails to be carried beyond Hong Kong to the Straits Settlements or British East Indies was signed on July 28, 1868 and went into effect on November 1, 1868. This treaty did not alter the terms of the treaty with Hong Kong, but allowed for additional mails made up in further British Colonies to be carried by the PMSS. Such mail is beyond the scope of this book.



Chapter Six



U.S. Post Office in Shanghai, China

On December 23, 1861 George Frederick Seward of Florida, New York, nephew of Secretary of State William Henry Seward, was confirmed as consul of the United States at Shanghai. At age 21, he replaced William L.G. Smith. Seward was nominated to be consul general of the United States at Shanghai on January 7, 1864. He served in this capacity until 1876, and during his tenure he was the person most responsible for mails to and from American residents in China.

As reported by Koffsky in *The Consul General's Shanghai Postal Agency, 1867-1907*, a May 2, 1866 letter from Seward to S. Ledyard Phelps, agent in China for the Pacific Mail Steamship Company, outlined a plan to receive and distribute mail in China. It was sent in duplicate to the State Department.

Koffsky summarized the contents of this letter as follows:

He (Seward) advocated the preliminary distribution of the mails from the United States be made through the ports of Hong Kong and Shanghai, the latter to be served either by a branch line of the Pacific Mail Steamship Company, or by a closed-mail agreement with the British semi-monthly and French monthly steamers out of Hong Kong. All mails for the southern ports (Foochow, Amoy, Swatow, Canton, and the British, Dutch, Spanish, French and Portuguese possessions in the East Indies) would be sent via Hong Kong, while Shanghai would handle those for the northern ports (Peking, Newchwang, Tientsin, Chefoo, Hankow, Kiukiang, Chinkiang, and Ningpo). In each of these cities, the United States consul was to act as postal agent, in return for a 'reasonable allowance' to be determined later and for the right to pay necessary expenses out of postal receipts.

Most of Seward's recommendations were adopted when the postal treaty between Hong Kong and United States became effective in 1867. However, as the treaty stipulated that Hong Kong mails, and mails of the Hong Kong treaty ports, were to be handled by the British postal service, no American postal agents were needed in those cities. Diplomatic dispatches and correspondence from the American consuls in those cities, all of which was supposed to go to Shanghai, was presumably handled directly.

In turn, the postal treaty left the distribution of mails to and from northern China, including the British treaty ports, to the Americans. Rather than institute a new system for this mail distribution, the Americans utilized one of the existing foreign mail systems or the Chinese posts to meet this obligation. Special couriers were used to carry diplomatic mail between Shanghai and the Chinese capital at Peking.

Shanghai Consular Forwarding

Even prior to his appointment as a postal agent in Shanghai, Seward was involved with the forwarding of mails in his capacity as consul. The cover shown in Figure 6-1 was carried on the first mail dispatched on a PMSS steamer.



Figure 6-1. This cover sent from Shanghai to Fisherville, New Hampshire was carried on the first return PMSS trip (ET1).

It is endorsed as being from a sailor onboard the USS *Wachusett* and addressed to New Hampshire. It was stamped at the consular office with a two-line “U.S. Consulate General / Shanghai, China” handstamp (SHA-CG1) in blue.

**U.S. Consulate General
Shanghai, China.**

SHA-CG1

This cover was probably carried by the P&O line steamer *Nepaul* that departed Shanghai on February 17 and arrived in Yokohama on February 21 in time to connect with the first eastbound trip of the PMSS steamer *Colorado* (ET1). The *Colorado* departed Yokohama on February 28 and arrived in San Francisco on March 20, 1867. The cover was processed in San Francisco as an unpaid steamship cover and was marked with its red Steam China handstamp and March 21 postmark with integral 10 due datestamp.

A second marking (SHA-CG2) is also reported used as a consular forwarding handstamp. An example of this marking on a cover to Yokohama is shown in Figure 6-2.

U. S. CONSULATE GENERAL
SHANGHAI

SHA-CG2



Figure 6-2. A transit cover, via Hong Kong and Shanghai, to Yokohama, with U.S. Consulate General Shanghai handstamp and manuscript April 23, 1867 date.

This cover from the United States was sent via British mails to Captain Goldsboro onboard the USS *Susquehanna*, to the care of the American consul at Hong Kong. It arrived in Hong Kong on April 8, 1867 and was delivered to the American consul. The consul backstamped the cover with the handstamp of his office and forwarded the letter. At Shanghai, Consul Seward applied his two-line handstamp (SHA-CG2) and annotated the April 23, 1867 forwarding date. The cover was delivered to the addressee in Yokohama and is noted on the reverse as having been received there on June 7, 1867.

The Shanghai Consular Postal Agency in 1867

The first mails from a PMSS steamer to be received at Shanghai were forwarded from Yokohama by a British steamer that arrived in Shanghai on May 20, 1867. They had been carried to Yokohama aboard the PMSS steamer *Colorado* (WT2) that had arrived at Yokohama on April 30, 1867. Since the *Costa Rica* was not yet in branch-line service, the *Colorado* stopped outside the Yangtsze estuary on May 19, where she picked up mail from Shanghai, then proceeded to Yokohama. Although no cover carried on this trip from Shanghai has yet been found, one cover is recorded from Hong Kong.

U.S. POST OFFICE IN SHANGHAI, CHINA

The PMSS branch-line steamer *Costa Rica* brought the first mails to be completely carried by American vessels when it arrived in Shanghai on August 3, 1867. It carried the mails transmitted from San Francisco onboard the PMSS steamer *Colorado* that had arrived at Yokohama on July 29, 1867 (WT3). Any arriving mails handled by Consul Seward on these first three westbound trips, or on the first three eastbound trips, are properly considered to be pre-agency consular forwarding.

The authorization to establish a Shanghai postal agency was approved by both the postmaster general and the State Department on June 10, 1867. The consul general at Shanghai was “to receive, distribute, deliver, and dispatch the correspondence conveyed by United States packets to and from port.” The accounts for the two consular functions were to be separately kept and the Post Office Department agreed to defray the postal expenses. The appointment of Consul Seward and a letter of instruction from the postmaster general were dated June 14, 1867 and sent to Seward.

The official appointment could not have arrived at San Francisco in time to catch the PMSS *Colorado* that departed on July 4 (WT3). It was undoubtedly carried on the next trip, the steamer *Great Republic*, which departed San Francisco on September 3 (WT4) and arrived at Yokohama on September 26, 1867. The branch-line steamer *Costa Rica* then carried the appointment to Shanghai. It appears that postage stamps and postal stationery entires were also delivered to Shanghai at this time. Willie P. Mangum, the vice consul general at Shanghai, acknowledged receipt of the appointment on October 14, 1867.

Therefore, the commencement of official operations as a United States postal agency dates from the October 14, 1867 acknowledgment. The postal agency was operated out of a room at the consulate at 12 Chinkiang Road in Shanghai. The first eastbound mail after Shanghai became a postal agency was dispatched on the PMSS steamer *Costa Rica* that departed on October 17 and arrived in Yokohama October 24, 1867. The Shanghai mails were carried onward from Yokohama on the PMSS steamer *Great Republic* that departed October 25 and arrived in San Francisco on November 19, 1867 (ET4). Three covers that were carried on this first trip are shown, as they illustrate different methods of handling. All subsequent mails dispatched from Shanghai utilized PMSS branch-line steamers. A table of the sailing dates may be found in Appendix C.

Shown in Figure 6-3 is a ten-cent postal entire bearing the earliest Shanghai marking that can be properly classified as a postmark. It is the same consular device SHA-CG1 shown previously, but it was used on this cover as postmark rather than as a forwarding marking.

The ten cents postal indicium is also cancelled at Shanghai with a blue grid cancel (SHA-Can1). Unfortunately, this cover is not dated, nor is there a San Francisco postmark. However, because it is not likely that the consul in Shanghai would cancel the stamp indicium if



SHA-Can1



Figure 6-3. An 1867 cover from Shanghai to Haverhill, Massachusetts that was carried on the first mail after Shanghai became a postal agency (ET4).

he wasn't already a postal agent and because different style postmarks and cancels were used on later trips, it can properly be attributed as having been carried on trip ET4. It should be noted that this cover is endorsed to be carried via San Francisco and Panama. Upon arrival in San Francisco it would have been held for the next steamer departure rather than placed into the daily overland mail. This may explain why the cover does not bear a San Francisco postmark. The normal practice at San Francisco was to postmark covers with a datestamp indicating date of transmission. As most mail was sent in the daily overland mail, this cover might have been handled as an exception in San Francisco.

A second cover carried on this trip, Figure 6-4, is a wrapper, with original printed circular, dated Shanghai, October 16, 1867.



Figure 6-4. An October 16, 1867 printed circular sent from Shanghai to Hartford, Connecticut (ET4).

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The two-cent 1863 issue stamp was cancelled with the blue SHA-Can1 cancel. The red boxed “Via San Francisco” handstamp was privately applied by the sender. As circular mail was not normally postmarked in transit, this example does not bear a San Francisco transit postmark.

A third cover from Shanghai carried on this trip is shown in Figure 6-5. It was franked with a pair of five-cent 1861 design stamps.



Figure 6-5. This October 17, 1867 usage from Shanghai to San Francisco is the earliest usage of the red CJSS oval handstamp (ET4).

The stamps were cancelled at Shanghai with the same blue SHA-Can1 cancels as the previous examples. However, the cover does not bear any Shanghai origin marking.

Upon arrival in San Francisco the cover was postmarked with its November 19 datestamp, the date of the steamer arrival, and the red CJSS handstamp. This is the earliest reported usage of the CJSS handstamp. Unlike the previous two examples, this cover did not require onward transmission and was postmarked on the day it was delivered in San Francisco. Two covers that originated in Japan (Figures 7-6 and 7-7) were carried on the same trip but bear San Francisco November 20 postmarks. They were postmarked for the day they entered the overland mails.

On November 27, 1867 the PMSS branch-line steamer *Costa Rica* departed Shanghai with the final mail to be dispatched in 1867. It arrived in Yokohama on December 5 in time to catch the departure of PMSS steamer *China* from Yokohama, which departed on December 6 and arrived at San Francisco on December 31, 1867 (ET5). A single cover carried on this trip, shown in Figure 6-6, is reported. It is franked with a ten-cent 1861 design stamp.

This cover bears a black postmark of a new style (SHA-CG3) that includes a date. In addition, the cover has a new-style cancel (SHA-Can3) struck in blue. It should be noted here that this postmark is dated on the day of the steamer departure. At this time it was standard post office procedure to postmark covers with the date of onward transmission. This procedure seems to have been rather strictly adhered to by the Shanghai office.



Figure 6-6. A November 27, 1867 cover from Shanghai to Orford, Iowa (ET5). Carried on the first return voyage of the PMSS *China*.



SHA-CG3



SHA-Can2

This cover was endorsed by the sender to be sent “via Panama” from San Francisco. Like the earlier cover with this endorsement (Figure 6-3), it bears neither a San Francisco transit nor a CJSS handstamp.

The Shanghai Postal Agency in 1868

There were ten mail dispatches from Shanghai during 1868 that connected with steamer departures from Yokohama. All mails were sent on the PMSS branch-line steamer *Costa Rica* operating from Shanghai, via Nagasaki and Hiogo, to Yokohama. At Yokohama the mails were transferred to PMSS steamers bound for San Francisco (ET6 to ET15). A cover from the first trip of 1868 is shown in Figure 6-7.



Figure 6-7. A January 16, 1868 cover from Shanghai to New York City (ET6).

The cover was prepaid with a ten-cent 1861 design stamp that was cancelled in blue with a grid cancel (SHA-Can3). The double-circle datestamp (SHA-CG4), also struck in blue, is similar to the previous type but the text now includes the “P.O.D.” abbreviation for “Post Office Department” and the month has serifs.



SHA-CG4



SHA-Can3

A new standard style postmarking device (SHA-Pmk1), of the type distributed by the United States Post Office Department, arrived in time to be used on the February dispatch of mail from Shanghai. The new postmark reads: “P.O.D. U.S. CON. GEN. SHANGHAI” (Post Office Department United States Consulate General, Shanghai). This device saw long use, remaining as the standard Shanghai postmark until replaced in November 1871. Apparently only the postmark device was received, as the cancels continued to be of apparent local manufacture.

The earliest reported example of this postmark on cover is shown in Figure 6-8. This cover was carried by the PMSS branch-line steamer *Costa Rica* that departed from Shanghai on February 24 and arrived in Yokohama on March 4, 1868. It is the earliest reported example of mail between U.S. consulate offices in China and Japan. The letter was rated under the provisions of the ten-cent blanket steamship rate. A new cancel device, SHA-Can4, was used.



Figure 6-8. A February 24, 1868 cover from Shanghai to Yokohama. This is the earliest reported usage of the standard postmark device.



SHA-Pmk1



SHA-Can4

Another example carried on the same trip to Yokohama, but sent onward to the United States is shown in Figure 6-9.

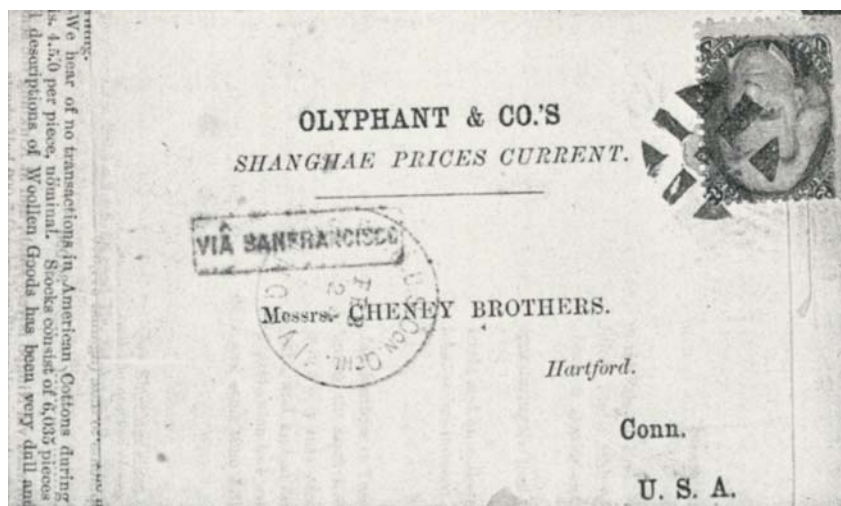


Figure 6-9. A February 24, 1868 cover sent from Shanghai to Hartford, Connecticut (ET7).

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This wrapper bears the same Shanghai postmark (SHA-Pmk1) as the previous example, but the cancel is different. This cancel, SHA-Can5, is also a fancy geometric similar in overall style to SHA-Can3, and may be from the same device but carved to smaller segments. It is possible that a separate cancel device was used for circular-rate mail, but it is also possible that this wrapper was processed on a different day than the previous branch-line cover. As noted previously, postmarks were dated for the date of transmission, not necessarily on the day that they were actually processed.



SHA-Can5



SHA-Can6

A new cancel style, SHA-Can6, is found on mail from the following trip. Figure 6-10 is a cover carried on the branch-line steamer *Costa Rica* that departed Shanghai on April 17 and arrived in Yokohama on April 24, 1868. It was then carried on the PMSS steamer *New York* that departed Yokohama on April 25 and arrived in San Francisco on May 18, 1868 (ET8). This was the only trans-Pacific voyage of the *New York* that had been pressed into service following the failure, due to a broken shaft, of the *Great Republic* on her westward trip.

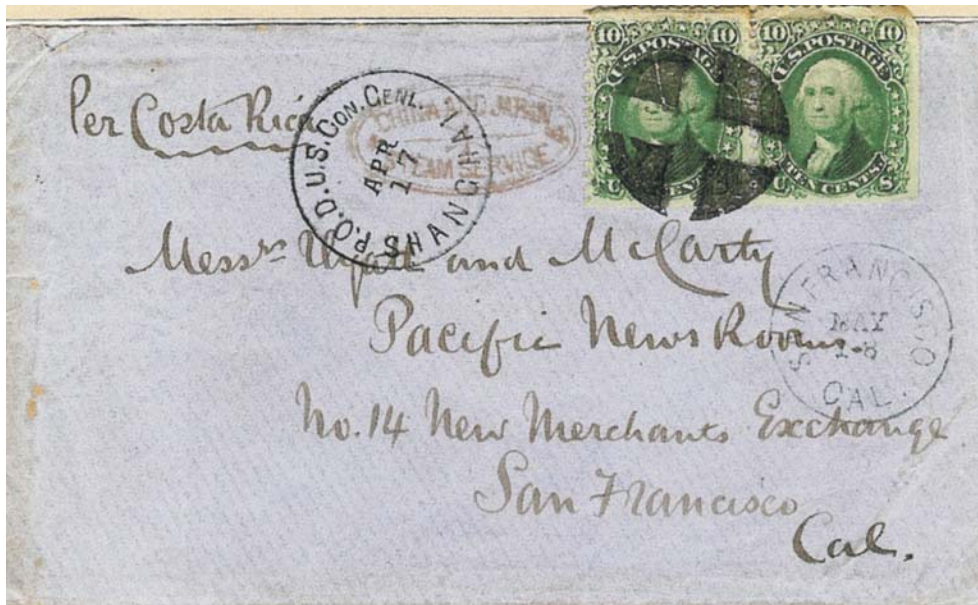


Figure 6-10. An April 17, 1868 cover from Shanghai to San Francisco (ET8).

This cover was prepaid for the double ten-cent rate and is addressed to San Francisco. It was postmarked with the SHA-Pmk1 device dated to correspond with the steamer departure. It also bears a San Francisco postmark dated the same day the ship arrived as well as the red CJSS oval handstamp.

Additional 1868 mail dispatches from Shanghai show the continuation of the SHA-Pmk1 postmark device being used in conjunction with SHA-Can6 cancels. Covers showing this combination of the SHA-Pmk1 postmark and SHA-Can6 and carried on eastbound trips from Shanghai that connected at Yokohama for onward transmission on trips ET9 through ET12 are reported. All are franked with either ten-cent 1861 design or two-cent 1863 issue adhesives, the latter used on circular rate wrappers.

The cover shown in Figure 6-11 is interesting in that it shows a month slug error in the Shanghai postmark.



Figure 6-11. A September 17, 1868 cover from Shanghai to Worcester, Massachusetts with an error month slug used at Shanghai (ET12).

The cover departed Shanghai on September 17, 1868 on branch-line steamer *Costa Rica* and connected at Yokohama with the steamer *Japan* that departed September 29 and arrived in San Francisco on October 20, 1868 (ET12) on her maiden voyage. The Shanghai postmark month designation is in error although the “17” day is correct. It was postmarked in San Francisco the day after it arrived.

The wrapper, shown in Figure 6-12, is another example of the month error. The wrapper contains the original prices current dated at Shanghai on September 15, 1868. Like the previous cover, this wrapper departed Shanghai on September 17, 1868 on the branch-line steamer *Costa Rica* and connected at Yokohama with the *Japan* that departed September 29 and arrived in San Francisco on October 20, 1868 (ET12). As with the previous example, the Shanghai postmark month designation is in error although the “17” day is correct. Note that this wrapper bears a sender handstamp “Panama” as a directive that from San Francisco the sender desired it to be sent via Panama to the destination.



Figure 6-12. A September 17, 1868 cover sent from Shanghai to Hartford, Connecticut (ET12).

These two covers are the latest reported usages of the SHA-Can6 cancel. A cover from the following trip, shown in Figure 6-13, bears manuscript cancels.



Figure 6-13. An October 15, 1868 cover from Shanghai to New York City (ET13).

This cover has an imprint of the consulate general of the United States at Shanghai, China, who at the time was George Seward. It bears a Shanghai October 15 postmark (SHA-Pmk1) and was carried by the *Costa Rica*, which left Shanghai on that date and arrived at Yokohama on October 23, 1868. From Yokohama it was carried on the PMSS steamer *China* that departed on October 31 and arrived in San Francisco on Sunday, November 22, 1868 (ET13). It was postmarked on November 23 in San Francisco and received the red CJSS oval handstamp.

A cover from the December 1868 branch-line steamer departure is shown in Figure 6-14. It is a ten-cent entire that bears a Shanghai December 17 postmark and is cancelled by the old SHA-Can4 device. It was carried on the *Costa Rica* that departed Shanghai on December 17 and arrived at Yokohama on December 25, 1868. From Yokohama it was carried on the *Japan* that departed December 29, 1868 and arrived in San Francisco on January 20, 1869 (ET15). It was postmarked on January 21 in San Francisco and received the red CJSS oval handstamp.



Figure 6-14. A December 17, 1868 cover from Shanghai to Worcester, Massachusetts (ET15).

The Shanghai Postal Agency in 1869

The year 1869 brought a few significant changes to mail handling in the Shanghai office. The PMSS steamer *New York* arrived in Shanghai on January 8 and commenced in branch-line mail service. The steamer *Oregonian* was added in September. However, from surviving covers sent from Shanghai in 1869, it appears that only the *New York* and the *Costa Rica* carried mails that were intended to connect with the PMSS departures from Yokohama (ET16 to ET27). Of greater significance was the completion of the railway link across the United States on May 10, 1869. After completion of this link, mails could be sent from Shanghai, via Yokohama, San Francisco and across the continent by rail to New York City, and thence onward to Europe, faster than any of the competing mail services that employed transport westward from China. In the months preceding the completion, mail was carried by express between the rail termini and the overland mail schedule thereby greatly improved.

U.S. POST OFFICE IN SHANGHAI, CHINA

A cover that was carried on the first mail steamer of 1869 is shown in Figure 6-15.



Figure 6-15. A January 21, 1869 cover from Shanghai to Montreal, Canada (ET16).

This folded letter to Montreal, Canada was posted with a pair of the 10-cent 1861 design stamps, which were cancelled with the SHA-Can4 device. The franking overpaid the 16-cent rate to Canada, 10-cent trans-Pacific rate plus 6 cents to Canada, which had been in effect since April 1, 1868. It bears a Shanghai January 21 postmark and was carried on the first trip of the *New York* to Yokohama that departed on that date. From Yokohama it was carried on the PMSS steamer *China* that departed February 1 and arrived in San Francisco on February 23, 1869 (ET16). It was postmarked at San Francisco the following day and received the red CJSS oval handstamp.

A new cancel was introduced at Shanghai for the March 20, 1869 departure. The cancel shows negative and reversed “20” numerals (SHA-Can7) and is known used only on this single departure. It may have been produced to correspond with the newly scheduled 20th of the month departure dates. An example, also addressed to Montreal, Canada, is shown in Figure 6-16.



SHA-Can7



Figure 6-16. A March 20, 1869 cover from Shanghai to Montreal, Canada with a negative cancel that is recorded only on this trip (ET18).

This cover departed Shanghai on March 20, 1869 on the *Costa Rica* and arrived in Yokohama on March 28, 1869. From Yokohama it was carried on the *Japan* that departed on April 2 and arrived at San Francisco on April 24, 1869 (ET18). Like the previous example used to Canada, this cover shows overpayment of the 16-cent rate and bears the red CJSS oval. The cover has a Montreal arrival backstamp of May 8, 1869. This cover and the previous example were both carried by overland mail even though only the second was endorsed “Per Overland Mail” by sender.

None of the three covers the authors record from Shanghai on this trip received San Francisco transit markings, even though one of them had ten-cent stamps cancelled on arrival with San Francisco barred circle cancels. In contrast to this handling, a cover from Japan arriving on the same trip does bear a San Francisco postmark. This is the result of mailbags from each origin being processed at San Francisco separately, probably by different clerks.

A cover carried by the *Costa Rica* that departed Shanghai on April 20, 1869 is shown in Ishikawa, *Foreign Post Offices in Japan*, on page 72. The stamp is cancelled with SHA-Can5 cancel which indicates that the negative “20” cancel was only employed on the March trip. The trip that departed on April 20 connected with the steamer *China* at Yokohama and arrived at San Francisco on May 20, 1869 (ET19). This was the first mail trip from Asia arriving in San Francisco after the completion of the transcontinental railroad link. The authors do not record any covers carried on the Shanghai May 19, 1869 departure that connected with ET20.

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A branch-line usage letter, shown in Figure 6-17, was carried on the *Costa Rica* that departed Shanghai on June 19, 1869. The cancel on this cover is not sufficiently clear to identify positively.



Figure 6-17. A June 19, 1869 cover from Shanghai to Nagasaki, Japan. The earliest reported usage from Shanghai to another port office by PMSS.

An example of a cover carried on the next trip of the *Costa Rica* is shown in Figure 6-18. The Shanghai postmark is dated July 20, the day the steamer departed for Yokohama. Again, the cancel is not clear enough to positively identify and assign a number to, but may be from a new device. From Yokohama the cover was carried by the *China*, which arrived in San Francisco on August 19, 1869 (ET22). It was postmarked on the same day.



Figure 6-18. A July 20, 1869 cover from Shanghai to Elk Creek, Wisconsin (ET22).

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Mail carried on the following trip of the *Costa Rica* from Shanghai on August 20, 1869 shows the continued usage of postmarks dated on the departure date. A new cancel, SHA-Can8, which was used for a long period of time, is first recorded on mail from this trip. A cover is shown in Figure 6-19.



Figure 6-19. A cover sent from Shanghai on August 20, 1869 to Vermont (ET23).



SHA-Can8

This cover was carried from Yokohama by the *Great Republic* that departed August 28 and arrived in San Francisco on Saturday, September 18, 1869 (ET23). The San Francisco postmark is two days later, September 20. This is likely the result of a late-arriving mail, after the daily mail departure time, that couldn't be transmitted onward until Monday. Covers carried from Shanghai on this dispatch are the latest recorded that were stamped with the CJSS marking in San Francisco. Later usages from Japan and on loose letters are reported.

The authors do not record any covers that were carried on the September 18, 1869 trip of the *Costa Rica*, but a cover from the October 21, 1869 trip is known. It is the first to bear 1869 issue stamps used from Shanghai. Shown in Figure 6-20, this cover is prepaid as a quadruple ten-cent rate.

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This cover is franked with a twenty-four-cent 1861 design adhesive in combination with eight copies of the two-cent 1869 issue. The cancels are heavily struck type SHA-Can8. The postmark date of October 21 corresponds with the sailing of the *Costa Rica* to Yokohama, where it arrived on October 28, 1869. At Yokohama the mails connected in time to catch the departure of the *Japan* on November 2, which reached San Francisco on November 22, 1869. Although the sender had endorsed the cover to be carried on the *America* from Yokohama (ET24), it missed the connecting sailing from Shanghai.



Figure 6-20. An October 21, 1869 cover sent from Shanghai to New York City (ET25).

A cover from the following trip of the *Costa Rica* from Shanghai is shown in Figure 6-21.



Figure 6-21. A November 20, 1869 cover from Shanghai to Appleton, Wisconsin and forwarded to Iowa (ET26).

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This cover was again postmarked to correspond with the departure date. The *Costa Rica* sailed on November 20 and arrived in Yokohama on November 28, 1869. From Yokohama it was carried on the *China* departing December 3 and arriving San Francisco on Saturday, December 25. Like the cover in Figure 6-19, this Saturday arriving cover was not processed until Monday. Atypically for a domestic usage, it received the San Francisco postmark struck in red rather than black.

A letter to Canada that was carried on the final mail dispatch from Shanghai in 1869 is shown in Figure 6-22.



Figure 6-22. A December 21, 1869 cover from Shanghai to Montreal, Canada (ET27).

This letter was postmarked in Shanghai for the December 21 departure of the *Costa Rica*, which arrived in Yokohama on December 30, 1869. It was carried onward by the *America* that departed on January 1 and arrived in San Francisco on January 23, 1870 (ET27). At San Francisco it was struck with its January 24 postmark with a star killer duplex. The underlying Shanghai cancels are type SHA-Can8.

A further example carried on this trip is shown in Figure 6-23. This cover, with Consulate General of the United States, Shanghai, China imprint, was embellished with pen rules around the edges to make a homemade mourning cover. It was handled in the same fashion as the previous example.

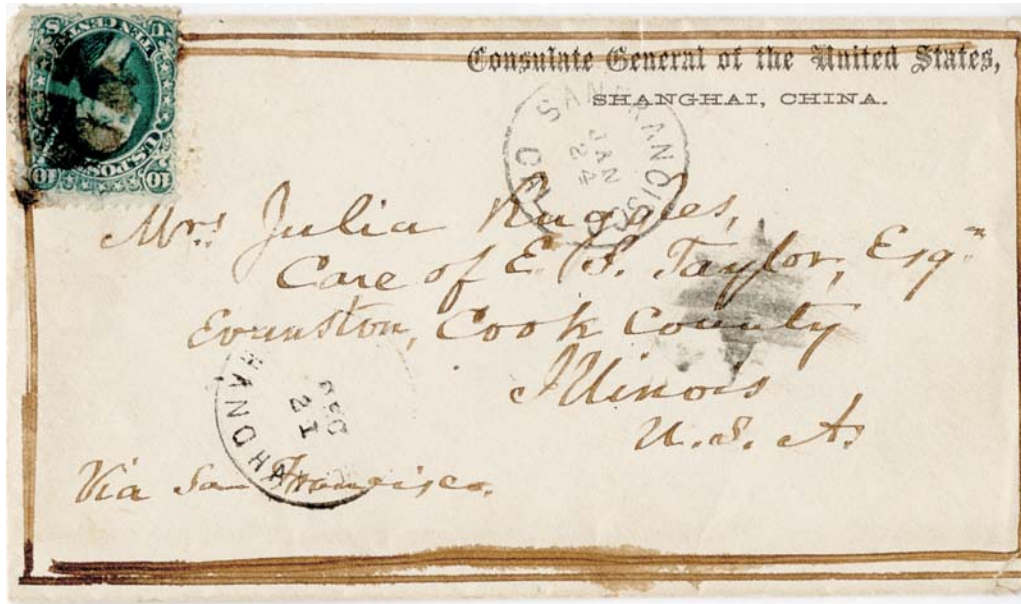


Figure 6-23. A homemade mourning cover sent from Shanghai to Evanston, Illinois in 1869 (ET27).

The Shanghai Postal Agency in 1870

In 1870, despite increased branch-line service between Shanghai and Japan, there was only a monthly service operated from Yokohama to the United States (ET28-39). The same SHA-Pmk1 postmark was used throughout the year. A new cancel, SHA-Can9, was introduced.



SHA-Can9

An example from March 1870 is shown in Figure 6-24. This cover, franked with a ten-cent 1869 issue stamp, was carried on the *New York* that departed Shanghai on March 13 and arrived at Yokohama on March 21, 1870. From Yokohama it was carried on the *America* that departed on March 24 and arrived at San Francisco on April 13, 1870 (ET30). The cover was postmarked on the following day at San Francisco. The Shanghai cancel is double struck at the center and the top of the stamp; the six-point star cancel at the bottom left is part of the San Francisco duplex postmark.

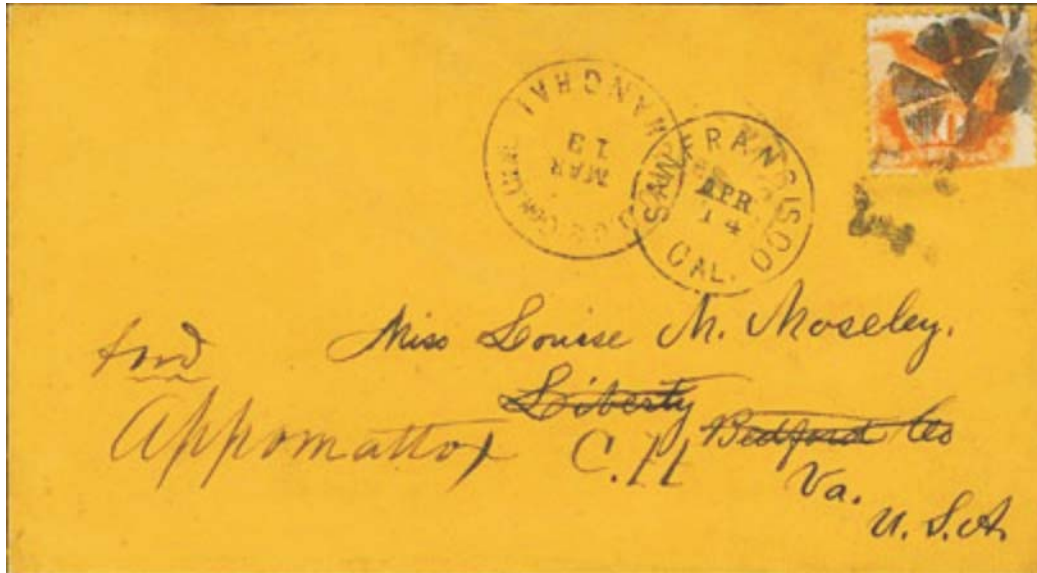


Figure 6-24. A March 13, 1870 cover from Shanghai to Liberty, Virginia and forwarded (ET30).

A ten-cent postal entire carried on the June 11 trip is shown in Figure 6-25 and shows a well-struck example of the SHA-Can9 cancel.

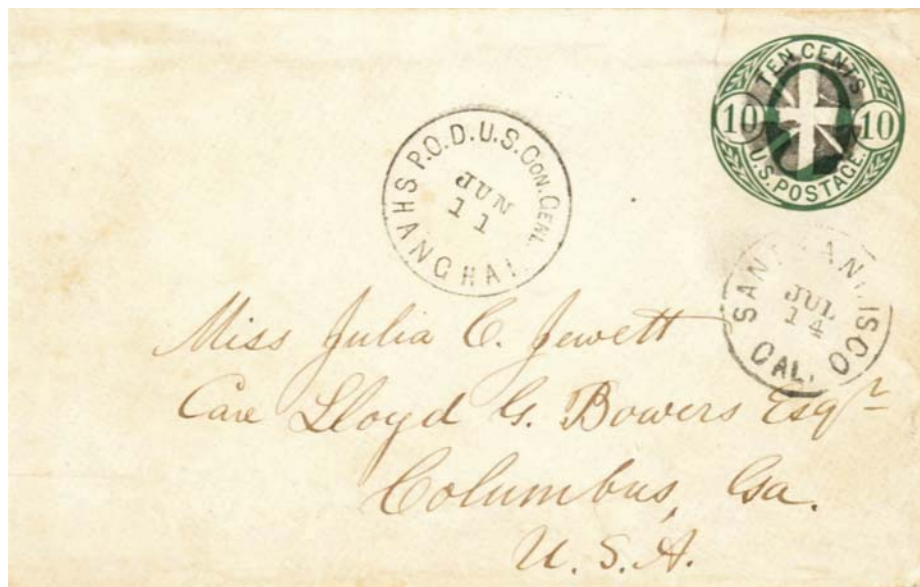


Figure 6-25. A June 11, 1870 postal entire sent from Shanghai to Columbus, Georgia (ET33).

This cover has a Shanghai postmark of June 11 to correspond with the departure date of the *Golden Age*, which arrived at Yokohama on June 19, 1870. From Yokohama it was carried on the *China*, which departed on June 22 and arrived at San Francisco on July 13, 1870 (ET33). It was postmarked there the following day.

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A new cancel, SHA-Can10, appears on a branch-line usage letter from September. Shown in Figure 6-26, this letter bears three copies of the two-cent 1869 issue used from Shanghai to Nagasaki, Japan.



SHA-Can10

This letter is the earliest reported usage of the reduced six-cent rate for mail from Shanghai to a consular office in Japan. However, there is an example of the six-cent rate used May 12, 1870 from Nagasaki to Shanghai (Figure 9-4). This letter is dated Shanghai September 19, 1870 and is endorsed to be carried on the *New York*. The Shanghai postmark is blurred but appears to be September 20. The *Golden Age* made all Shanghai - Yokohama trips to connect with ET31-37. Although the *New York* was not being used for carriage of mail to connect at Yokohama during this period, the Figure 6-26 cover demonstrates that PMSS steamers on non-connecting voyages carried mail between Shanghai and Japan.



Figure 6-26. The earliest reported usage of the reduced rate between China and Japan sent September 20, 1870 from Shanghai to Nagasaki.

A cover from the final departure from Shanghai in 1870 is shown in Figure 6-27. This cover bears a Shanghai December 13 departure dated postmark and was carried on that day by the branch-line steamer *Oregonian* to Yokohama. The ten-cent 1869 issue stamp is cancelled by the SHA-Can9 cancel. From Yokohama it was carried on the *America*, which departed on December 22, 1870 and arrived in San Francisco on January 17, 1871 (ET39). It was postmarked there the following day.



Figure 6-27. A cover sent from Shanghai December 13, 1870 to Jasper, New York (ET39).

The Shanghai Postal Agency in 1871

Covers that originated in Shanghai are reported for almost all of the fifteen trips that departed from Yokohama in 1871 (ET40-ET54). As previously, it appears that all mail from Shanghai that was to be sent eastward from Yokohama was batched for carriage on a single branch-line steamer per Yokohama departure. A new postmark device was introduced and is first reported used on the December trip.

One of the most famous usages from the U.S. postal agency in Shanghai is shown in Figure 6-28. The cancels are type SHA-Can11.



SHA-Can11

This large-size cover, with printed address to A.B. Bradford, bears the “U.S. Consulate General Shanghai” handstamp (SHA-CG2) that was used in the pre-agency period struck at the lower left. This cover was franked for a seven times rate with a pair of the thirty-cent and a single ten-cent 1869 issue stamps and is used to Enon Valley, Pennsylvania. The stamps were cancelled with SHA-Can11 cancels, and the cover was postmarked with the Shanghai January 14 datestamp. The cover was carried by the branch-line steamer *Golden Age* that departed that day and arrived at Yokohama on January 21, 1871. From Yokohama it was carried by the PMSS steamer *Great Republic* that departed January 23 and arrived in San Francisco on February 16, 1871 (ET40). It was backstamped with a San Francisco datestamp of February 17.



Figure 6-28. A spectacular franking of 1869 issue stamps on a cover used January 14, 1871 from Shanghai to Enon Valley, Pennsylvania (ET40).

This cover is discussed by Michael Laurence in *The Chronicle of the U.S Classic Postal Issues*, No. 80, page 219. He notes that it was probably sent by Oliver Bradford, a friend of Seward's who was in Shanghai at the time and was appointed vice consul two months later.

A second cover, carried on the same sequence of steamers, is recorded. A six times rate, this cover, addressed to the Traders Bank at Boston, Massachusetts, is franked with two copies of the twenty-four-cent 1861 design stamps plus two-cent and ten-cent 1869 issue stamps. The postal markings and cancels are identical to the Bradford cover.

A further cover, franked as the Bradford cover with a pair of the thirty-cent and a single ten-cent 1869 issue stamps, but used to Boston Trading Company, Boston, Massachusetts is also reported. It has a Shanghai February 12 (1871) postmark. This cover was carried by the branch-line steamer *New York* that departed Shanghai on February 12 and arrived at Yokohama on February 19, 1871. From Yokohama it was carried on the PMSS steamer *Japan* that departed on February 22 and arrived in San Francisco on March 18, 1871 (ET41).

Covers from the following two departures from Shanghai that connected at Yokohama with trans-Pacific steamers also are recorded. One, a cover to Hayesville, Ohio franked with a ten-cent 1869 issue, has a Shanghai March 13 postmark. This cover was carried by the branch-line steamer *New York* that departed Shanghai on that date and arrived in Yokohama on March 21, 1871. The PMSS steamer *America*, which departed Yokohama on March 21 and arrived in San Francisco on April 15, 1871 (ET42), carried it.

Two covers from the following trip are reported. One, addressed to Jefferson, Iowa, is franked with a ten-cent 1869 issue stamp; the other, to Collins Depot, Massachusetts, is franked with a ten-cent 1861 design stamp and a ten-cent 1869 issue stamp. Both have Shanghai April 12 datestamps and were carried by the branch-line steamer *New York* to Yokohama, arriving April 20, 1871. From Yokohama they were carried by the PMSS steamer *Great Republic* that departed April 21 and arrived in San Francisco on May 13, 1871 (ET43).

A cover carried on the next trip is shown in Figure 6-29.



SHA-Can12



Figure 6-29. A May 12, 1871 mourning cover sent from Shanghai to Elk Creek, Wisconsin (ET44). Carried on the first branch-line connecting voyage of the PMSS *Arizona*.

This mourning cover to Elk Creek, Wisconsin is franked with a ten-cent 1869 issue stamp cancelled with the SHA-Can12 cancel. It was postmarked at Shanghai with a May 12 datestamp and was carried on that date by the branch-line steamer *New York* that arrived in Yokohama on May 20. It was then carried on the PMSS steamer *China*, which departed Yokohama on May 22 and arrived at San Francisco on June 12, 1871 (ET44). It was postmarked in San Francisco the following day.

A second cover from the same correspondence, carried in June 1871, is shown in Figure 6-30. This mourning cover was franked as a double rate with a pair of the ten-cent 1869 issue stamps. The Shanghai datestamp is June 13. The cover was carried on the branch-line steamer *Arizona* that departed that date and arrived in Yokohama on June 21, 1871. It was then carried on the PMSS steamer *America* that departed Yokohama on June 23 and arrived at San Francisco on July 15, 1871 (ET45). A second cover carried on the same trips is recorded. It is addressed to Amenia Union, New York and is franked with a ten-cent 1870 design stamp. In addition to the Shanghai origin postmark, it was postmarked in transit at San Francisco on July 16. This is the earliest reported usage of an 1870 design adhesive from Shanghai, and the stamp has been described as being grilled.



Figure 6-30. A mourning cover sent June 13, 1871 from Shanghai to Elk Creek, Wisconsin (ET45).

A cover from the July 1871 trip is also reported. It is franked with a ten-cent 1869 issue stamp used to Jefferson, Iowa. It was postmarked at Shanghai with its July 12 datestamp and carried by the branch-line steamer *Arizona* that departed that day and arrived in Yokohama on July 19, 1871. It was then carried by the PMSS steamer *Japan* that departed Yokohama on July 22 and arrived in San Francisco on August 13, 1871 (ET46). It was postmarked at San Francisco with an August 14 datestamp.

Twice-monthly PMSS steamer departures from Yokohama to San Francisco commenced in August 1871 (see Chapter 4). There are no reported covers originating in Shanghai that were carried on ET47 from Yokohama. However, two covers with Shanghai August 12 dates, carried on ET48, are recorded. Both are franked with single copies of the ten-cent 1869 issue. One is addressed to Harrisburg, New York and the other to Jefferson, Iowa. They were carried by the branch-line steamer *Arizona* that departed Shanghai on August 12 and arrived in Yokohama on August 21, 1871. They were then carried by PMSS steamer *China* that departed Yokohama August 22 and arrived in San Francisco on September 12, 1871 (ET48). Both bear San Francisco postmarks dated September 13.

The next reported covers from Shanghai are dated for the usual twelfth of the month departure. Both bear ten-cent 1869 issue stamps; one is used to Jefferson, Iowa and one to Harrisburg, New York. The Shanghai October 12 datestamps correspond to the departure date of the branch-line steamer *New York* that arrived at Yokohama on October 20, 1871. From Yokohama both were carried by PMSS steamer *Japan* that departed on October 23 and arrived at San Francisco on November 15, 1871 (ET51). No covers from Shanghai carried on trips ET49 and ET50 from Yokohama are reported.

A cover with a Shanghai October 24 postmark confirms that the new twice-monthly schedule was extended to Shanghai. This cover, franked with a ten-cent 1869 issue stamp is addressed to New York City. It was carried by the branch-line steamer *Costa Rica* that departed on that date and arrived in Yokohama on November 1, 1871. From Yokohama it was carried on the

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PMSS steamer *Alaska* that departed November 3 and arrived in San Francisco on November 29, 1871 (ET52).

The next departure from Shanghai that carried connecting mail was November 11, 1871. A cover, franked with a ten-cent 1869 issue stamp, used to Jefferson, Iowa, is recorded. It bears a Shanghai postmark of November 11 and was carried by the branch-line steamer *Golden Age*, which departed that day. From Yokohama it was carried by the PMSS steamer *Great Republic* that departed on November 23 and arrived in San Francisco on December 17, 1871 (ET53). This cover has a San Francisco datestamp of December 18.

A new postal device was received at Shanghai (SHA-Pmk2) in time to be used on the December 12, 1871 mails.



SHA-Pmk2

This device is the first to indicate that the Shanghai office was in fact a United States postal agency. It appears that the device was originally supplied only with a year-date plug for 1871, as no other year dates are known. The only reported example of the postmark with a year date is shown in Figure 6-31.



Figure 6-31. A December 12, 1871 cover sent from Shanghai to Greenwich, England (ET54).

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This cover, addressed to Greenwich, England, is franked with a ten-cent 1869 issue stamp and a six-cent 1870 design stamp. This correctly prepays the 16-cent rate to England: 10 cents for trans-Pacific service plus 6 cents for carriage to England. The stamps show the continued use of the SHA-Can12 cancel device with the new postmark.

This cover was carried by the branch-line steamer *Oregonian* that departed Shanghai on December 12 and arrived in Yokohama on December 20, 1871. From Yokohama it was carried by PMSS steamer *America* that departed December 23, 1871 and arrived at San Francisco on January 15, 1872 (ET54). It was postmarked at San Francisco the following day.

The Shanghai Postal Agency in 1872

During the first half of 1872 mail arrangements for Shanghai included once a month mail service to Yokohama that connected with the trans-Pacific steamers, which returned to twice per month service in the second half of the year. Seventeen PMSS steamers and one chartered sailing vessel departed Yokohama for San Francisco in 1872 (ET55-ET72). The new postmark device (SHA-Pmk2) continued to be used but with no year date.



SHA-Pmk2 without year date

No attempt will be made to document all of the reported covers from Shanghai from 1872 onward. Dates of usage, mostly the twelfth of each month, will be described and typical examples shown. Mails were postmarked at Shanghai with steamer departure dates in all cases. The branch-line trips that connected at Yokohama with the trans-Pacific steamers will be described and are shown highlighted in Appendix C.

On January 12, 1872 the branch-line steamer *Oregonian* departed Shanghai and arrived in Yokohama on January 20. Mails were then carried on the PMSS steamer *Japan* that departed Yokohama on January 24 and arrived in San Francisco on February 15, 1872 (ET55).

Although mail may exist from the February 12 departure of the *Oregonian*, it appears that it was held over for the February 19 departure of the branch-line steamer *New York*, which arrived in Yokohama on February 27, 1872. Mails were then carried on the PMSS steamer *Great Republic* that departed Yokohama on February 28 and arrived in San Francisco on March 23, 1872 (ET56).

On March 12, 1872 the branch-line steamer *Oregonian* departed Shanghai and arrived in Yokohama on March 22. Mails were then carried on the PMSS steamer *America* that departed Yokohama on March 26 and arrived in San Francisco on April 18, 1872 (ET57).

On April 12, 1872 the branch-line steamer *Oregonian* departed Shanghai and arrived in Yokohama on April 20. Mails were then carried on the PMSS steamer *Japan* that departed Yokohama on April 23 and arrived in San Francisco on May 15, 1872 (ET58).

An example from the May departure is shown in Figure 6-32.



Figure 6-32. A double-rate cover sent May 12, 1872 from Shanghai to Marblehead, Massachusetts (ET59).

This double-rate cover, prepaid with two copies of the ten-cent 1870 design stamps with SHA-Can12 cancels, was carried on the branch-line steamer *Oregonian* that departed Shanghai on May 12 and arrived in Yokohama on May 20, 1872. It was then carried on the PMSS steamer *Great Republic* that departed Yokohama on May 24 and arrived in San Francisco on June 17, 1872 (ET59). The cover was postmarked at San Francisco the following day.

On June 12, 1872 the branch-line steamer *Golden Age* departed Shanghai and arrived in Yokohama on June 20. Mails were then carried on the PMSS steamer *America* that departed Yokohama on June 21 and arrived in San Francisco on July 13, 1872 (ET60). The known covers show San Francisco “steamship” postmarks dated July 14. This was possibly the result of the PMSS commencing service before the contract was awarded and San Francisco treating the mail as non-contract.

An exceptional cover carried on the July 12, 1872 trip is shown in Figure 6-33. This folded letter from an American official in the Customs Service at Shanghai was handled by the Shanghai Custom House post and bears its double-lined oval “Paid” date stamps of June 29, 1872 and July 11, 1872 on the reverse. At this time, mail handled through the Custom House post for subscribers was not marked. This example, which shows both the date of receipt and dispatch, was most likely marked because the sender had special franking privileges. This oval date stamp is otherwise unknown on covers that were handled by the United States postal agency



SHA-Can13

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but is recorded on mail sent through the French and British postal services. It was delivered by the Custom House post to the United States postal agency franked with a pair of the ten-cent 1870 design stamps. At the agency, the stamps were cancelled with SHA-Can13 cancels. This cancel may be from a previous device with wear or damage.



Figure 6-33. A June 29, 1872 cover sent from Shanghai Custom House to Chicago, Illinois (ET62).

It is postmarked Shanghai July 12 to correspond with the departure of the branch-line steamer *Costa Rica* that departed that day and arrived in Yokohama on July 20, 1872. From Yokohama it was carried by the PMSS steamer *Japan* that departed Yokohama on July 22 and arrived in San Francisco on August 14, 1872 (ET62). It was postmarked at San Francisco the following day.

On August 12, 1872 the branch-line steamer *Costa Rica* departed Shanghai and arrived in Yokohama on August 20. Mails were then carried on the PMSS steamer *Great Republic* that departed Yokohama on August 21 and arrived in San Francisco on September 12, 1872 (ET64). On August 29, 1872 the branch-line steamer *New York* departed Shanghai and arrived in Yokohama on September 4. Mails were then carried on the PMSS steamer *China* that departed Yokohama on September 7 and arrived in San Francisco on October 2, 1872 (ET65).

On September 12, 1872 the branch-line steamer *Costa Rica* departed Shanghai for Yokohama. Mails were then carried on the PMSS steamer *Colorado* that departed Yokohama on October 2 and arrived in San Francisco on October 23, 1872 (ET66).

On October 12, 1872 the branch-line steamer *Costa Rica* departed Shanghai and arrived in Yokohama on October 20. Mails were then carried on the PMSS steamer *Japan* that departed Yokohama on October 23 and arrived in San Francisco on November 14, 1872 (ET67). On October 19, 1872 the steamer *Oregonian* departed Shanghai and arrived in Yokohama on October 27. Mails were then carried on the PMSS steamer *Alaska* that departed Yokohama on November 6 and arrived in San Francisco on November 28, 1872 (ET68).

On November 12, 1872 the branch-line steamer *Costa Rica* departed Shanghai and arrived in Yokohama on November 20. Mails were then carried on the PMSS steamer *Great Republic* that departed Yokohama on November 24 and arrived in San Francisco on December 16, 1872 (ET69). On November 27, 1872 the branch-line steamer *New York* departed Shanghai and arrived in Yokohama on December 5. Mails were then carried on the PMSS steamer *China* that departed Yokohama on December 8 and arrived in San Francisco on January 1, 1873 (ET70).

On December 12, 1872 the *Costa Rica* departed Shanghai and arrived at Yokohama on December 19. Mails were then carried by PMSS steamer *Colorado* that departed Yokohama December 24, 1872 and arrived in San Francisco on January 15, 1873.

The Shanghai Postal Agency in 1873

In 1873 the mail arrangements for Shanghai included twice a month mail service to Yokohama that connected with the trans-Pacific steamers. Twenty-two PMSS steamers departed Yokohama for San Francisco in 1873 (ET73 to ET94). The SHA-Pmk2 postmark device without year date continued in use.

A cover carried on the first mail dispatch from Shanghai in 1873 is shown in Figure 6-34.



Figure 6-34. A January 14, 1873 cover from Shanghai to Dexter, Michigan (ET73).

The cover is a double-rate usage and was franked with two copies of the ten-cent 1870 design stamp cancelled with SHA-Can13 cancels. The branch-line steamer *Ariel* carried it on January 14, 1873 from Shanghai. It arrived in Yokohama on January 22. The cover was then carried on the PMSS steamer *Japan* that departed Yokohama on January 24 and arrived in San Francisco on Saturday, February 15, 1873 (ET73). Mails were processed on Monday and received San Francisco February 17 postmarks.

On February 18, 1873 the branch-line steamer *Costa Rica* departed Shanghai and arrived in Yokohama on February 24. Mails were then carried on the PMSS steamer *Alaska* that departed Yokohama on February 24 and arrived in San Francisco on March 21, 1873 (ET74). On February 28, 1873 the branch-line steamer *Golden Age* departed Shanghai and arrived in Yokohama on March 7. Mails were then carried on the PMSS steamer *China* that departed Yokohama on March 10 and arrived in San Francisco on April 3, 1873 (ET75).

On March 12, 1873 the branch-line steamer *Oregonian* departed Shanghai and arrived in Yokohama on March 20. Mails were then carried on the PMSS steamer *Colorado* that departed Yokohama on March 23 and arrived in San Francisco on April 13, 1873 (ET76).

On April 12, 1873 the branch-line steamer *Oregonian* departed Shanghai and arrived in Yokohama on April 20. Mails were then carried on the PMSS steamer *Japan* that departed Yokohama on April 23 and arrived in San Francisco on May 14, 1873 (ET77). The authors do not record any covers that were carried on this trip, so the cancel device that was used is unknown. However, a new SHA-Can14 device was used on the following trip.

This five-point star cancel is often struck, particularly on early examples, so that the circular rim shows. Other strikes do not show the rim.

A cover carried on the May 2, 1873 trip from Shanghai is shown in Figure 6-35.



Figure 6-35. A May 2, 1873 cover from Shanghai to Clarksville, Tennessee (ET78).

This cover, franked with a ten-cent 1871 design stamp, was cancelled with the new star cancel. It is postmarked with the Shanghai agency May 2 datestamp that corresponds to the branch-line steamer *New York* departure date. After arrival at Yokohama on May 10, the cover was transferred to the PMSS chartered steamer *Quang Se* that departed on May 10 and arrived at San Francisco on May 30, 1873 (ET78). At San Francisco it was postmarked on June 1 for onward transmission.



SHA-Can14

An attractive mixed issue franking that was carried on the next trip is shown in Figure 6-36. This cover, franked for double-rate postage, was prepaid with a twelve-cent 1869 issue, as well as six-cent and two-cent 1870 design stamps. All are neatly cancelled with the star cancel. It was postmarked with a Shanghai May 12 datestamp that corresponds with the departure date of the branch-line steamer *Oregonian*, which arrived in Yokohama on May 20, 1873. It was carried on the PMSS steamer *Alaska* that departed Yokohama on May 23 and arrived in San Francisco on June 13, 1873 (ET79).



Figure 6-36. A May 12, 1873 cover from Shanghai to Stony Brook, New York (ET79).

There are no reported covers from Shanghai that were carried from Yokohama on trips ET80 and ET81. A cover, Figure 6-37, that arrived in Yokohama in time to catch the ET81 departure was instead carried on ET82. It was postmarked in Shanghai on May 27, 1873. It should have been carried by the branch-line steamer *Golden Age* which departed Shanghai on that date and should have arrived in Yokohama about June 4. However, the San Francisco datestamp indicates this cover was carried by the PMSS steamer *Colorado* that departed Yokohama on June 23 and arrived in San Francisco on July 13, 1873 (ET82). The delay suffered by this cover indicates that it may have been mis-sorted or mislaid, or the *Golden Age* may have been delayed by bad weather or mechanical problems.

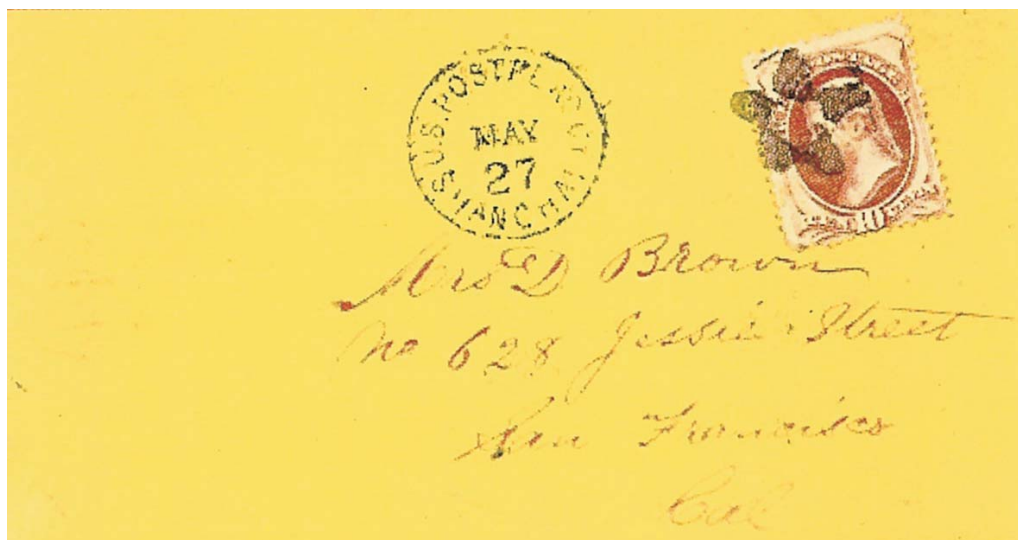


Figure 6-37. A May 27, 1873 cover from Shanghai to San Francisco (ET82).

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On June 28, 1873 the branch-line steamer *Golden Age* departed Shanghai and arrived in Yokohama on July 5. Mails were then carried on the PMSS steamer *Japan* that departed Yokohama on July 8 and arrived in San Francisco on July 28, 1873 (ET83).

On July 13, 1873 the branch-line steamer *Costa Rica* departed Shanghai and arrived in Yokohama on July 21. Mails were then carried on the PMSS chartered steamer *Quang Se* that departed Yokohama on July 22 and arrived in San Francisco on August 12, 1873 (ET84). On July 27, 1873 the branch-line steamer *New York* departed Shanghai and arrived in Yokohama on August 3. Mails were then carried on the PMSS steamer *Great Republic* that departed Yokohama on August 7 and arrived in San Francisco on August 26, 1873 (ET85).

On August 12, 1873 the branch-line steamer *Costa Rica* departed Shanghai and arrived in Yokohama on August 20. Mails were then carried on the PMSS chartered steamer *Macgregor* that departed Yokohama on August 22 and arrived in San Francisco on September 10, 1873 (ET86). On August 27, 1873 the branch-line steamer *New York* departed Shanghai and arrived in Yokohama on September 4. Mails were then carried on the PMSS steamer *China* that departed Yokohama on September 7 and arrived in San Francisco on September 30, 1873 (ET87).

On September 5, 1873 the branch-line steamer *Golden Age* departed Shanghai and arrived in Yokohama on September 13. Mails were then carried on the PMSS steamer *Colorado* that departed Yokohama on September 24 and arrived in San Francisco on October 15, 1873 (ET88). On September 27, 1873 the branch-line steamer *New York* departed Shanghai and arrived in Yokohama on October 5. Mails were then carried on the PMSS chartered steamer *Quang Se* that departed Yokohama on October 8 and arrived in San Francisco on October 27, 1873 (ET89).

On October 12, 1873 the branch-line steamer *Costa Rica* departed Shanghai and arrived in Yokohama on October 20. A cover carried on the Shanghai to Nagasaki leg of the trip is shown in Figure 6-38.



Figure 6-38. An October 12, 1873 cover sent from Shanghai to Nagasaki.

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This cover is franked with a pair of the six-cent 1870 design stamps and was prepaid at the double six-cent rate between United States agencies in China and Japan. A new-style SHA-Can15 eight-segment cancel was used. Other mails to the United States were then carried on the PMSS steamer *Japan* that departed Yokohama on October 22 and arrived in San Francisco on November 12, 1873 (ET90).



SHA-Can15

On October 25, 1873 the branch-line steamer *New York* departed Shanghai and arrived in Yokohama on November 1. Mails were then carried on the PMSS steamer *Great Republic* that departed Yokohama on November 2 and arrived in San Francisco on November 23, 1873 (ET91).

On November 10, 1873 the branch-line steamer *Costa Rica* departed Shanghai and arrived in Yokohama on November 18. Mails were then carried on the PMSS steamer *Alaska* that departed Yokohama on November 20 and arrived in San Francisco on December 16, 1873 (ET92). On November 27, 1873 the branch-line steamer *Oregonian* departed Shanghai and arrived in Yokohama on December 4. Mails were then carried on the PMSS steamer *China* that departed Yokohama on December 8, 1873 and arrived in San Francisco on January 15, 1874 (ET93). This long voyage, 14 days overdue at San Francisco, was the result of a broken piston rod that took eight days to repair. During the repairs the ship was blown 90 miles westward.

On December 12, 1873 the branch-line steamer *Golden Age* departed Shanghai and arrived in Yokohama on December 19. Mails were then carried on the PMSS steamer *Colorado* that departed Yokohama on December 24, 1873 and arrived in San Francisco on January 18, 1874 (ET94).

The Shanghai Postal Agency in 1874

In 1874 the mail arrangements for Shanghai included twice a month mail service to Yokohama that connected with the trans-Pacific steamers. Twenty-nine PMSS steamers departed Yokohama for San Francisco in 1874 (ET94 to ET122). The SHA-Pmk2 postmark device without year date continued in use. The SHA-Can15 device continued in use although some strikes show variations that indicate additional, but very similar, eight-segment devices may have been employed.

No mails from Shanghai have so far been identified as having been carried on ET95, the first trans-Pacific crossing of the *Vasco de Gama*, which was chartered by the PMSS later in the year. On January 12, 1874 the branch-line steamer *New York* departed Shanghai and arrived in Yokohama on January 20. Mails were then carried on the PMSS steamer *Japan* that departed Yokohama on January 21 and arrived in San Francisco on February 12, 1874 (ET96). A cover carried on this trip is shown in Figure 6-39.



Figure 6-39. A January 12, 1874 cover from Shanghai to Chicago, Illinois (ET96).

On February 15, 1874 the branch-line steamer *Costa Rica* departed Shanghai and arrived in Yokohama on February 23. Mails were then carried on the PMSS steamer *Great Republic* that departed Yokohama on February 24 and arrived in San Francisco on March 19, 1874 (ET97).

There are no reported covers from Shanghai that were carried on ET98 or ET99. Mails for ET98 would have been carried by the *New York* to Yokohama and the mails for ET99 by the *Golden Age*.

On March 27, 1874 the branch-line steamer *Costa Rica* departed Shanghai and arrived in Yokohama on April 3. Mails were then carried on the PMSS steamer *Colorado* that departed Yokohama on April 7 and arrived in San Francisco on April 27, 1874 (ET100). Again, there is insufficient data regarding any Shanghai connecting mails that may have been carried on trip ET101.

On April 18, 1874 the branch-line steamer *Acantha* departed Shanghai and was scheduled to arrive in Yokohama on April 26. However, it did not arrive until April 27. It is possible that some mail that had previously arrived from the *Golden Age* was carried on the PMSS steamer *Japan* that departed Yokohama on April 26 and arrived in San Francisco on May 18, 1874 (ET102). The authors do not report any covers from Shanghai carried on this trip.

On May 12, 1874 the branch-line steamer *Golden Age* departed Shanghai and arrived in Yokohama on May 20. Mails were then carried on the PMSS steamer *Great Republic* that departed Yokohama on May 22 and arrived in San Francisco on June 16, 1874 (ET103). A cover carried on this trip is shown in Figure 6-40.



Figure 6-40. A cover from Shanghai sent on May 12, 1874, via Yokohama, to Portland, Maine (ET103).

On May 19, 1874 the branch-line steamer *Acantha* departed Shanghai and arrived in Yokohama on May 27. Mails were then carried on the PMSS chartered steamer *Vancouver* that departed Yokohama on May 31 and arrived in San Francisco on June 18, 1874 (ET104). Although no covers showing Shanghai origin are reported on this trip, such likely exist.

On May 25, 1874 the branch-line steamer *Oregonian* departed Shanghai and arrived in Yokohama on June 3. Mails were then carried on the PMSS steamer *Alaska* that departed Yokohama on June 5 and arrived in San Francisco on June 26, 1874 (ET105). Although no covers showing Shanghai origin are reported on this trip, such likely exist.

On June 10, 1874 the branch-line steamer *Golden Age* departed Shanghai and arrived in Yokohama on June 17. Mails were then carried on the PMSS steamer *China* that departed Yokohama on June 20 and arrived in San Francisco on July 12, 1874 (ET106). A cover that was carried only on the Shanghai to Nagasaki portion of this trip is shown in Figure 6-41.

This cover was sent from Bremen, Germany on April 23, 1874 and was franked as a single-rate cover with 16 groschen in German stamps. It was carried via Marseilles to connect with the French-line steamers to Shanghai and bears a French office Shanghai June 6, 1874 arrival backstamp. The cover was turned over to the agents of the addressee in Shanghai, who franked it with two copies of the six-cent design stamp to pay the double-weight postage between United States offices in China and Japan. It bears the Shanghai office June 10 postmark corresponding with the departure of the *Golden Age* and is docketed as having been received by the recipient on June 14, 1874. Another cover from this same correspondence, but with a single six-cent stamp, is known carried on the July 29, 1874 trip of the *Costa Rica*.



Figure 6-41. A mixed country combination cover sent from Germany to Shanghai and then sent with U.S. stamps from Shanghai to Nagasaki.

There is insufficient evidence to comment on any mails from Shanghai that may have been carried on trips ET107 through ET109.

On July 8, 1874 the branch-line steamer *New York* departed Shanghai and arrived in Yokohama on July 15. Mails were then carried on the PMSS steamer *Colorado* that departed Yokohama on July 19 and arrived in San Francisco on August 8, 1874 (ET110). A rare cover sent on this trip is shown in Figure 6-42.



Figure 6-42. An 1874 cover sent from Ningpo to Tacona, Peru (ET110).

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This cover, with a printed Ningpo, China return address, was franked with 44 cents in postage. The correct rate for a single-weight letter was ten cents for the trans-Pacific carriage plus 22 cents for the rate to Peru. Upon arrival in San Francisco it was marked with that city's "12" credit handstamp and sent by American steamer to Panama and onward to its destination by British packet.

On July 29, 1874 the steamer *Costa Rica* departed Shanghai and connected with trip ET111 at Yokohama. There is insufficient evidence to comment on any mails from Shanghai that may have been carried on trip ET112.

On August 12, 1874 the branch-line steamer *Golden Age* departed Shanghai and arrived in Yokohama on August 18. Connecting mails were then carried on the PMSS steamer *Vancouver* that departed Yokohama on August 18 and arrived in San Francisco on September 5, 1874 (ET113). A spectacular combination cover from France to Shanghai that was carried on the Shanghai to Nagasaki portion of the trip is shown in Figure 6-43.



Figure 6-43. An 1874 folded letter sent from Bordeaux, France to Shanghai and forwarded to Nagasaki, Japan.

This letter was sent from Bordeaux, France on June 25, 1874 addressed to the Pignatel Company in Nagasaki, Japan. It was correctly franked with 130 centimes in French postage. It was carried by French packets to Shanghai and bears an August 5, 1874 French office arrival backstamp. The letter was turned over to the Pignatel agent in Shanghai who franked it with the six-cent 1870 design stamp and posted it at the United States post office. The letter was postmarked on the date of the *Golden Age* departure.

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There are no covers reported from Shanghai that were carried from Yokohama on trips ET114 through ET117.

On October 4, 1874 the branch-line steamer *Nevada* departed Shanghai and arrived in Yokohama on October 12. Mails were then carried on the PMSS steamer *China* that departed Yokohama on October 15 and arrived in San Francisco on November 7, 1874 (ET118). On October 27, 1874 the branch-line steamer *Golden Age* departed Shanghai and arrived in Yokohama on November 3. Mails were then carried on the PMSS chartered steamer *Vancouver* that departed Yokohama on November 9 and arrived in San Francisco on November 30, 1874 (ET119). A cover carried on this trip is shown in Figure 6-44.



Figure 6-44. An October 27, 1874 cover from Shanghai to Wilmington, Delaware (ET119).

On November 12, 1874 the branch-line steamer *Costa Rica* departed Shanghai and arrived in Yokohama on November 20. Mails were then carried on the PMSS steamer *Great Republic* that departed Yokohama on November 23 and arrived in San Francisco on December 18, 1874 (ET120).

On November 26, 1874 the branch-line steamer *Nevada* departed Shanghai and arrived in Yokohama on December 4. Mails were then carried on the PMSS chartered steamer *Vasco de Gama* that departed Yokohama on December 6 and arrived in San Francisco on December 22, 1874 (ET121). A cover carried on this trip is shown in Figure 6-45.



Figure 6-45. A November 26, 1874 cover from Shanghai to Wilmington, Delaware. (ET121).

On December 12, 1874 the branch-line steamer *Costa Rica* departed Shanghai and arrived in Yokohama on December 19. Mails were then carried on the PMSS steamer *Colorado* that departed Yokohama on December 22, 1874 and arrived in San Francisco on January 21, 1875 (ET122). Kemble recorded that the “*Colorado* was driven so far south by bad weather and that Captain H.G. Morse called at Honolulu for coal.” This accounts for her long trip.

The Shanghai office remained open until December 31, 1922. The usages from 1875 and later are beyond the scope of the current book although sailing data for 1875 is included in the appendices. This fact should be kept in mind when trying to establish a year date for a specific cover. Effective July 1, 1875 the trans-Pacific rate was reduced to five cents. Most trans-Pacific covers that bear ten cents postage, excepting overweight usages, will have been sent before that date.



Chapter Seven



U.S. Post Office in Yokohama, Japan

The Interim Period, January 1 to July 27, 1867

On December 31, 1866 Julius Stahel replaced George Fisher as the American consul at Yokohama. Between that date and July 27, 1867, when Stahel received his official instructions as a consular mail agent, there were two Pacific Mail Steamship Company (PMSS) departures from Yokohama.

On January 1, 1867 the PMSS steamer *Colorado* departed from San Francisco as the first contract mail-carrying steamer to operate between Japan and the United States. The steamer arrived in Yokohama on January 22, 1867 and continued on to Hong Kong, arriving January 30, 1867. On the return voyage, the *Colorado* departed Yokohama on February 28 and arrived in San Francisco on March 20, 1867.

The single known cover from Japan that was carried on the return maiden voyage (ET1) is shown in Figure 7-1.

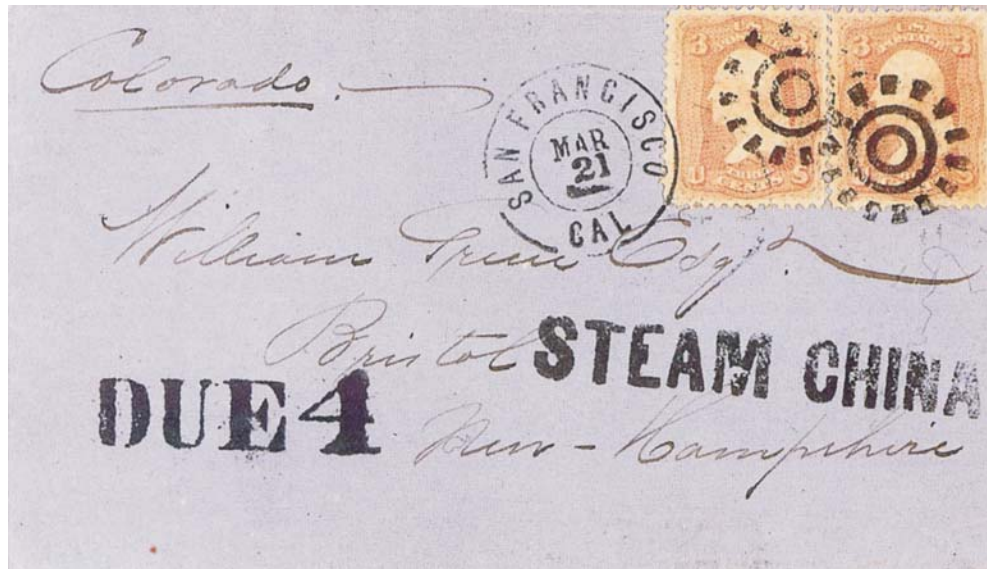


Figure 7-1. From Japan, this cover was carried on the return maiden voyage of PMSS *Colorado* (ET1).

It is addressed to William Green in Bristol, New Hampshire and is franked with a pair of three-cent 1861 issue adhesives. The stamps were applied in Japan but it is not known if they were applied at the consulate from a stock received from the steamer, or if they were privately acquired. Although there are earlier examples of United State stamps on covers from Japan, they

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were applied by forwarding agents in California. This cover entered the mails in San Francisco the day after the steamer arrived, on March 21, 1867. As the blanket steamship rate in effect was ten cents, for mail received from a steamer with a mail-carrying contract, the cover was correctly rated with a “Due 4” handstamp representing the amount of postage insufficiently prepaid. In addition, the cover bears the “Steam China” handstamp in black.

The second return trip of the *Colorado* departed Yokohama on May 26 and arrived in San Francisco on June 13, 1867 (ET2). There are two reported covers from Yokohama that were carried on this trip. One, shown in Figure 7-2, was sent without postage and is addressed to Warren, Rhode Island.



Figure 7-2. A May 26, 1867 cover sent from Yokohama to Rhode Island and forwarded (ET2).

The cover was postmarked in San Francisco on June 14 with an integral due “10” at the foot for the blanket steamship rate. The “Steam China” handstamp was struck in black. The ten cents due in the postmark was obliterated and corrected with a blue crayon to a “20” cents due notation as a double-weight letter. In Rhode Island the cover was paid for and forwarded to Indiana by re-mailing with a three-cent stamp. It bears an additional Warren, Rhode Island postmark.

A second cover, this one prepaid with a pair of five-cent stamps, is shown in Figure 7-3. It is addressed to the Reverend Samuel Robbins Brown at New York City during one of his brief sabbaticals from Japan. The “RMB” initials at the bottom left are those of his wife, Ruth Brown, who remained in Japan.

The cover was correctly prepaid at the ten-cent blanket steamship rate using a pair of five-cent 1863 issue stamps. As with the cover carried on the first trip, it is not known where the stamps were purchased. However, because of additional later examples that exist of the five-cent stamps used from Asia, it is probable that they were purchased from the American consulate office. Upon arrival in San Francisco, the cover was handled as a fully prepaid steamship cover and postmarked on June 14, 1867. This cover does not bear the “Steam China” handstamp that is found on all the other reported covers carried on this voyage. The reason is not known, but



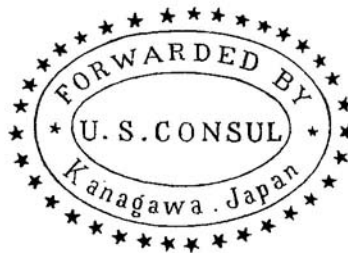
Figure 7-3. Cover sent May 26, 1867 from Yokohama to New York City (ET2).

this is the only reported cover carried on the first two contract sailings that was treated as fully prepaid upon arrival in San Francisco.

It should be noted that none of the covers originating in Yokohama during the interim period bear the consular forwarding oval. It seems probable that any stamps cancelled at Yokohama would not have been accepted at San Francisco as valid because Yokohama did not have official sanction as a postal agency.

The Yokohama Postal Agency, August to December, 1867

The first PMSS sailing from Yokohama after the office was designated as a postal agency departed August 24 and arrived in San Francisco on September 14, 1867 (ET3). The PMSS steamer *Colorado* carried the cover shown in Figure 7-4. This cover and another nearly identical cover are both addressed to Macondray & Company in San Francisco. They bear ten-cent 1861 design adhesives tied by the Kanagawa forwarding oval (YOK-CG1) used as a postmark.



YOK-CG1

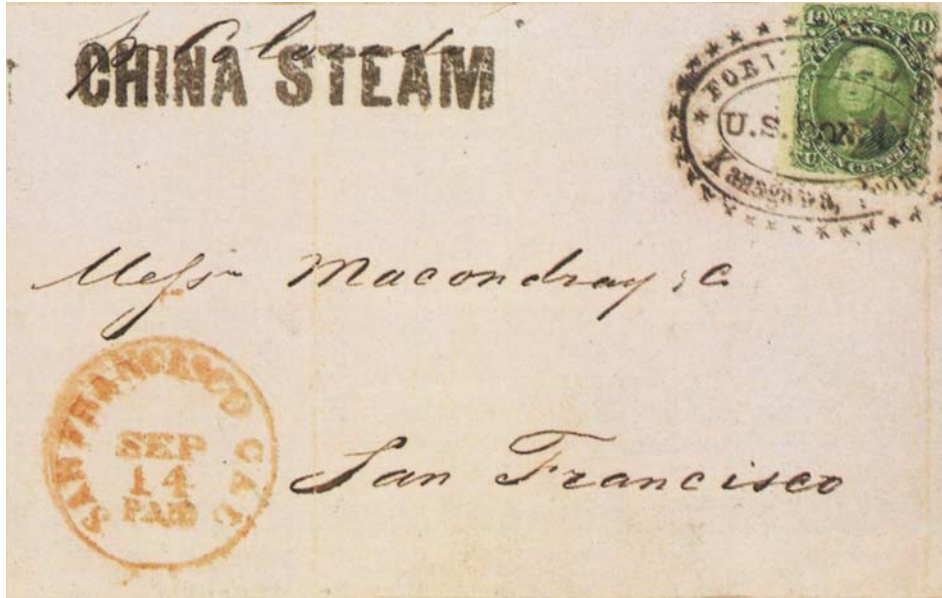


Figure 7-4. Cover sent August 24 1867 from Yokohama to San Francisco (ET3).

The covers were handled similarly at San Francisco and bear orange-red “Sep 14 Paid” postmarks and black “China Steam” handstamps. Only mail carried on this voyage received the “China Steam” variant marking.

Another letter carried on the same trip, shown in Figure 7-5, is the earliest usage from the Yokohama postal agency to a foreign destination.



Figure 7-5. Cover sent August 24, 1867 from Yokohama to Italy (ET3). It is the earliest use from the Yokohama postal agency to a foreign destination.

This letter bears five copies of the ten-cent 1861 design and is used to Milan, Italy. It was correctly franked as a single letter at the 40-cent Prussian closed mail rate to Italy, plus ten cents for the trans-Pacific service. The stamps were cancelled with the YOK-CG1 postmark. At San Francisco the letter was not marked with the "China Steam" handstamp. It was postmarked with a San Francisco September 14 duplex postmark struck at the edge of the letter. The letter was then sent by the overland route to New York City. At the New York exchange office the letter was treated as fully prepaid for the 42-cent French mail rate and received a New York October 5 exchange datestamp with "36" credit. It was carried on the French Line steamer *St. Laurent* that departed that day and arrived in Havre on October 16, 1867. From Havre it was carried overland by rail to its final destination.

The error at the New York City exchange office, allowing this to go at the French mail rate rather than at the correctly prepaid Prussian closed mail rate, was undoubtedly caused because it was assumed by the clerk that the letter had originated in San Francisco. This error could have been avoided had the San Francisco office applied its China Steam marking.

The authors record three covers carried on the next trip (ET4) from Yokohama. Although only one bears the YOK-CG1 postmark, the other two are from known Yokohama correspondences. Figure 7-6 illustrates the cover with the YOK-CG1 postmark.



Figure 7-6. Cover sent October 25, 1867 from Yokohama to Boston (ET4).

The ten-cent 1861 design adhesive is cancelled with the YOK-CG1 postmark. The cover was carried by the PMSS steamer *Great Republic* that departed Yokohama on October 25 and arrived at San Francisco on November 19, 1867. At San Francisco it was marked with the new China and Japan Steam Service (CJSS) handstamp and postmarked for onward transmission on November 20, with the duplex device struck off the edge of the cover so that only the date portion appears.

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An additional cover carried on trip ET4 is shown in Figure 7-7.

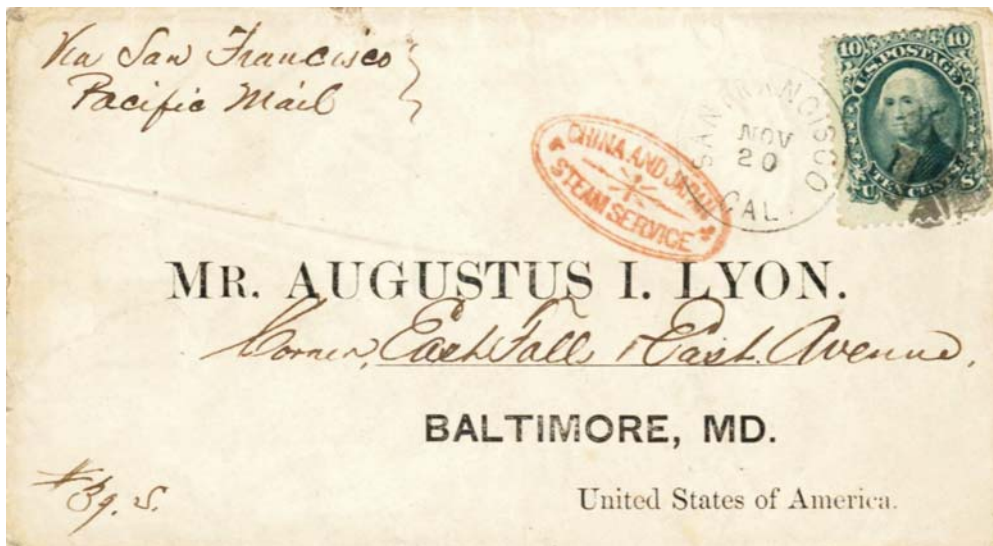


Figure 7-7. Cover sent October 25, 1867 from Yokohama to Baltimore (ET4).

Unlike the previous example, the ten-cent stamp on this cover was not cancelled at Yokohama. Rather, the stamp was postmarked at San Francisco with a full strike of its duplex postmark. This is also the case with another reported cover, addressed to Ruth Kingsley in Tioga, Pennsylvania, that has had the stamp replaced. Both of these covers bear the red CJSS oval handstamp. These two covers were probably loose letters given over directly to the steamer without having passed through the Yokohama office.

There are two reported covers from Yokohama that were carried on the final PMSS trip of 1867. Both bear two copies of the five-cent 1861 design tied by YOK-CG1 postmarks. The first, shown in Figure 7-8, has the same printed address to Baltimore as the cover in Figure 7-7.

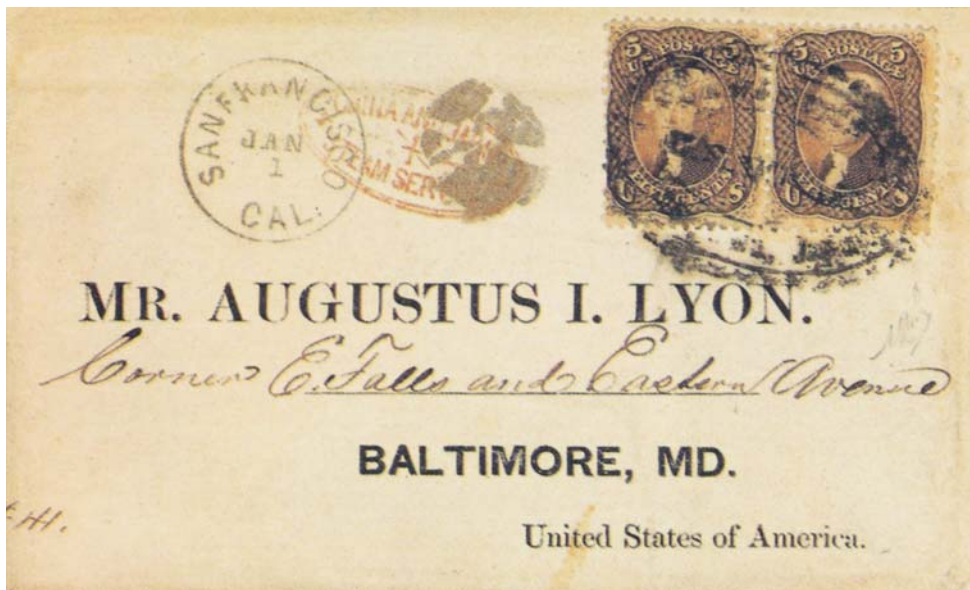


Figure 7-8. Cover sent December 6, 1867 from Yokohama to Baltimore (ET5).

The second cover with similar markings is addressed to Mrs. E.D. Smith at Wilmington, Delaware. These covers were carried by the PMSS steamer *China* that departed December 6, 1867 and arrived at San Francisco on December 31, 1867 (ET5). They received the red CJSS oval handstamp as well as San Francisco January 1 (1868) duplex postmarks struck fully on the covers.

The Yokohama Postal Agency in 1868

Throughout 1868 the Yokohama postal agency operated without a postmarking device and the previous YOK-CG1 device was not used. However, new devices were employed to cancel the stamps.

The cover shown in Figure 7-9 is a loose letter carried from Yokohama on the PMSS *Great Republic* that departed Yokohama on January 26 and arrived at San Francisco on February 16, 1868. It bears the red CJSS oval handstamp.



Figure 7-9. A January 26, 1868 Yokohama loose letter sent to Cambridge, Mass. (ET6).

This cover is franked with a ten-cent 1861 design stamp that is tied by a cross cancel. Although the cancel is similar to later cancels used at Yokohama, it is part of a San Francisco duplex device that was applied on February 17, 1868. In addition to the position of the cancel relative to the datestamp, there is a full strike of this duplex found on a domestic cover of the same date (Richard Frajola Inc. auction, January 25, 1986, lot No. 211) that confirms that it is not a Yokohama cancel.

However, there are two known covers carried on the subsequent voyage from Yokohama that bear a new Yokohama cancel, YOK-Can1.



YOK-Can1

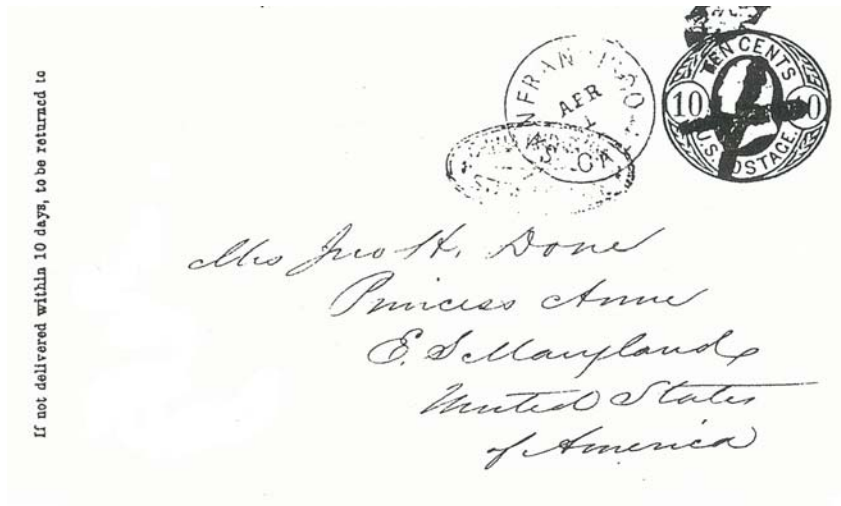


Figure 7-10. Cover sent March 8, 1868 from Yokohama to Maryland (ET7).

The ten-cent postal entire shown in Figure 7-10 was cancelled in Yokohama. It was carried on the PMSS steamer *China* that departed March 8 and arrived in San Francisco on March 31, 1868 (ET7). At San Francisco it was marked with the red CJSS oval handstamp and the San Francisco duplex postmark dated April 1. The cancel part of the duplex device is struck partially off the cover at the top. Another similar cover bearing a ten-cent green 1861 design stamp, addressed to Mason Young, New York City, is also known. The stamp on that cover also bears the YOK-Can1 cancel and the San Francisco duplex struck so that the quartered cork cancel portion appears more fully on the cover. A third cover carried on the same trip, endorsed from the USS *Iroquois* at Yokohama and addressed to Waynesville, Ohio, is known. Unfortunately, the stamp is missing.

A cover from Yokohama carried on the April 1868 trip is shown in Figure 7-11.



Figure 7-11. An April 28, 1868 cover sent from Yokohama to Port Byron, New York (ET8).

This cover bears a sender's April 28, 1868 datestamp of J.D. Carroll & Co., Yokohama, on the reverse. The stamp was not cancelled at Yokohama but was rather handled as a loose letter. The cover was carried by PMSS steamer *New York* that departed April 28 and arrived at San Francisco on May 18, 1868 (ET8). At San Francisco it received the red oval CJSS handstamp, and the stamp was cancelled with the San Francisco duplex postmark of May 19. A second recorded cover, addressed to Low & Bros. in New York City, was carried from Yokohama on this trip.

The authors do not record any covers that can be documented as having originated in Yokohama that were carried between June 5 and August 29, 1868 (ET9-11). One cover is reported from the September trip and is shown in Figure 7-12.



Figure 7-12. A cover sent September 30, 1868 from Yokohama to Leipzig, Germany (ET12).

This letter is used to Leipzig, Germany and has three 1861 design ten-cent adhesives that are cancelled with new-style YOK-Can2 cancels. The franking overpaid either of the German mail rates: 10 cents direct mail or 15 cents closed mail, plus ten cents for the trans-Pacific service. This letter was not processed in a timely fashion upon arrival at San Francisco. Like the previous cover, it was placed in the overland mails on October 21. It bears a red CJSS oval handstamp and a black San Francisco October 21 duplex datestamp struck partially off the edge of the cover. This letter was not exchanged at New York City until November 3.



YOK-Can2

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The authors record two covers that were carried on the following trip. Shown in Figure 7-13 is a ten-cent entire, with a supplemental ten-cent 1861 design adhesive, used to Elmira, New York.



Figure 7-13. Letter sent October 31, 1868 from Yokohama to Elmira, New York (ET13).

The cancel used at Yokohama was a five-segment device (YOK-Can3).



YOK-Can3

This cover was carried by the PMSS steamer *China* that departed Yokohama on October 31 and arrived at San Francisco on Sunday, November 22, 1868 (ET13). It bears a San Francisco duplex postmark of November 23 as well as a red CJSS handstamp. A second cover carried on this trip was sent unpaid. It is endorsed from the USS *Delaware* and addressed to Waynesville, Ohio. It bears a red oval CJSS handstamp, San Francisco November 23 postmark and a crayon double-rate “20” due.

A clearer strike of the YOK-Can3 cancel appears on the two-cent stamps on the undated wrapper shown in Figure 7-14, which likely dates to this period. This wrapper evidently originated elsewhere and was sent privately to Augustine, Heard & Company in Yokohama for forwarding.



Figure 7-14. A circa 1868 Yokohama wrapper to Hartford, Connecticut.

The cover shown in Figure 7-15 was carried from Yokohama on the next trip.



Figure 7-15. Cover sent November 29, 1868 from Yokohama to Elmira, New York (ET14).

This quadruple-rate cover was franked with a strip of four of the 1861 design stamps. The cover was carried by the PMSS steamer *Great Republic* that departed November 29 and arrived in San Francisco on December 22, 1868 (ET14). At San Francisco it was marked with the red oval CJSS handstamp and the San Francisco December 23 duplex postmark. It appears that the cancel portion of the device was struck on the stamps, possibly over original YOK-Can3 cancels.

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A cover carried on the final trip of 1868 is shown in Figure 7-16. This double-rate cover, franked with two copies of the ten-cent 1861 design stamps, was cancelled at Yokohama with YOK-Can3 cancels. It was carried on the PMSS steamer *Japan* that departed December 29, 1868 and arrived in San Francisco on January 20, 1869. At San Francisco it was stamped with the red CJSS oval and a San Francisco January 21 duplex postmark. The cancel portion of the device additionally obliterates the left-hand stamp.



Figure 7-16. Cover sent December 29, 1868 from Yokohama to New York City (ET15).

The Yokohama Postal Agency in 1869

There were eleven PMSS steamer departures from Yokohama in 1869 (ET16 to ET26). The service at Yokohama continued much as it had previously, without a town name postmark device, just devices to cancel stamps. Commencing with trip ET19 that arrived in San Francisco on May 20, 1869, mails that transited the United States were carried entirely by rail since the transcontinental railway had recently been completed.

For trips between February 1 and April 2, 1869 (ET17-18) the YOK-Can3 cancel was used. Covers were postmarked at San Francisco and additionally marked with the CJSS oval handstamp. A ten-cent entire is recorded that was carried on the PMSS steamer *China* that departed Yokohama on February 1 and arrived at San Francisco on February 23, 1869 (ET16). The San Francisco postmark is February 24. The authors record two covers carried on the next trip. Figure 7-17 is a cover franked with a ten-cent 1861 design stamp.

The stamp is cancelled with the YOK-Can3 cancel. It was carried on PMSS steamer *Great Republic* that departed Yokohama on March 4 and arrived at San Francisco on Saturday, March 27, 1869 (ET17). The cover was processed for onward transmission on Monday with a San Francisco March 29 duplex postmark additionally canceling the stamp and with the red CJSS oval handstamp. A second cover carried on this trip is an unpaid cover to Tuckertown, New Jersey. It was struck with a "10" due handstamp at San Francisco and has the same San Francisco postmark and CJSS markings.



Figure 7-17. A March 4, 1869 cover sent from Yokohama to Belleville, New Jersey (ET17).

A cover carried on the following trip (ET18) is very similar to the cover in Figure 7-17. Addressed to Chicago, Illinois, it is franked with a ten-cent 1861 design stamp cancelled by the YOK-Can3. It is additionally postmarked with the San Francisco April 24 duplex postmark with the cancel portion additionally tying the stamp. No covers from Yokohama that were carried on ET19 are known.

The authors record three covers from Yokohama carried on ET20. It is interesting that two different cancels were employed: YOK-Can2 and YOK-Can3. The first of the covers is shown in Figure 7-18.



Figure 7-18. A May 31, 1869 cover sent from Yokohama to New York (ET20).

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This double-rate cover was franked with a pair of ten-cent 1861 design stamps that were cancelled with YOK-Can2 cancels. It was carried on PMSS steamer *Great Republic* that departed Yokohama on May 31 and arrived in San Francisco on June 19, 1869. It was postmarked with a June 21 datestamp and struck with the red CJSS oval.

A second cover, pictured in Figure 7-19, shows the use of the YOK-Can3 cancel on the same trip.



Figure 7-19. A May 31, 1869 cover sent from Yokohama to Providence, Rhode Island (ET20).

The ten-cent 1861 design stamp was cancelled with a heavy strike of the cancel that shows a portion of what appears to be a pentagonal outline. Carried on the same trip as the previous example, it bears the same San Francisco postmark and red CJSS oval. A third cover from Yokohama that was carried on this trip is addressed to Mrs. Bingham at Brooklyn, New York. At least one of the two stamps on the cover is not original. It bears the same San Francisco postmark and red CJSS oval as found on the other covers.

A new cancel device, YOK-Can4, is first reported on two covers carried on ET21.



YOK-Can4

Shown in Figure 7-20 is a Hall correspondence cover with a ten-cent 1861 design stamp used on a ten-cent entire.

The stamp and the entire were separately struck with YOK-Can4 cancels. The cover was carried by PMSS steamer *Japan* that departed Yokohama on July 1 and arrived at San Francisco



Figure 7-20. A July 1, 1869 cover sent from Yokohama to Elmira, New York (ET21).

on July 19, 1869. It was postmarked there on July 20 and struck with its red CJSS oval handstamp. A second cover carried on the same trip is shown in Figure 7-21.



Figure 7-21. Cover sent July 1, 1869 from Yokohama to Lyon, France (ET21).

This cover certainly ranks as the most spectacular usage known from the U.S. postal agency in Yokohama. It is a ten-cent entire additionally franked with pairs of the thirty- and ten-cent 1869 issue. The stamps and the entire are all cancelled with YOK-Can4 cancels.

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The 15-cent postal rate between the United States and France was based on quarter-ounce (7.5 grams) increments rather than the 10-cent per one-half ounce increments imposed for the American mail service between Japan and the United States. As a result, the total rate for a letter from Japan to France was 65 cents for a letter to three-fourths of an ounce (45 cents plus 20 cents) and 80 cents for a letter to one ounce (60 cents plus 20 cents). The sender overpaid the one-ounce letter rate. The cover bears a San Francisco postmark of July 20 and was struck with the red CJSS oval. At the New York exchange office, the cover was processed as a triple-rate cover to France. This is the earliest reported usage of 1869 issue stamps from Japan.

The printed shipping list shown in Figure 7-22 is dated from Hiogo on July 24, 1869.



Figure 7-22. A July 24, 1869 Hiogo (Yokohama cancels) shipping list used to France (ET22).

This folded circular bears two copies of the two-cent 1863 design issue stamps correctly prepaying the two-cent newspaper steamship rate plus the two-cent newspaper rate from the United States to France. The stamps are cancelled in transit at Yokohama with the cross cancel in a worn state (YOK-Can2 late state).



YOK-Can2 late state

It was carried to San Francisco on the PMSS steamer *Cbina* that departed August 2 and arrived in San Francisco on August 19, 1869 (ET22). It arrived in France on September 9, 1869 and was marked with a red “15” due handstamp. Another cover, bearing two copies of the

ten-cent 1868 issue tied by this cancel and addressed to San Francisco, is also known. It bears a San Francisco arrival postmark of August 19.



Figure 7-23. A cover sent September 28, 1869 from Yokohama to Milan, Italy (ET24).

The folded letter to Milan, Italy shown in Figure 7-23 was carried on ET24. It was franked with three copies of the ten-cent 1861 design stamps overpaying both of the German mail rates from the United States to Germany: 14 cents by direct mail and 19 cents by closed mail, plus the ten cents for trans-Pacific service. The stamps are cancelled with YOK-CAN2 late state cancels.

The “Overland Route” handstamp was applied privately by the sender who had originally intended it to be sent via Marseilles from Yokohama. Instead, he posted the letter in the U.S. postal agency. It was carried on the PMSS steamer *America* that departed Yokohama on September 29 and arrived in San Francisco on October 20, 1869 (ET24). At San Francisco it was marked with a magenta CJSS oval handstamp and a matching “San Francisco Paid All” backstamp of October 21. The letter was carried overland to New York City, where it was placed on a steamer for onward transmission to Milan on October 28. It should be noted that despite the usage of the “Paid All” backstamp, San Francisco was not an exchange office for German mail.

A second cover carried on ET24 is shown in Figure 7-24. This cover bears a ten-cent 1869 issue stamp that was most likely cancelled upon arrival in San Francisco. It was carried on PMSS steamer *America* that departed September 29 and arrived at San Francisco on October 20, 1869. It was struck at San Francisco with the CJSS handstamp in magenta but did not receive a San Francisco postmark. This was carried as a loose letter.



Figure 7-24. A September 29, 1869 cover sent from Yokohama to Ridgefield, Connecticut (ET24).

The latest usage from Yokohama in 1869 is the cover shown in Figure 7-25.



Figure 7-25. A December 1869 Yokohama to Shanghai cover forwarded to Canton.

This cover, addressed to the care of Her British Majesty's Consul at Shanghai, was correctly prepaid with a ten-cent stamp of the 1869 issue canceled with the cross cancel (Yoko-Can2 late state). After arrival in Shanghai, the cover was forwarded to Canton, China by British steamer. It bears a Hong Kong December 26, 1869 transit backstamp and manuscript "4" cents due notation.

The Yokohama Postal Agency in 1870

There were thirteen PMSS steamer departures from Yokohama in 1870 (ET27 to ET39). The single most significant change in the way mail was handled was that a Yokohama postmark device, of American style, was received in 1870. The earliest reported usage is July 22. In the period prior to the arrival of the device, previous markings were continued in general but several covers are reported with stamps that were cancelled upon arrival in San Francisco. The use of the CJSS oval on mail arriving at San Francisco was also discontinued at the start of 1870, except on loose letters (see Chapter 4).

A cover from Yokohama to Dublin, Ireland that was carried on the January 1, 1870 departure of the PMSS steamer *America* is known. It is a ten-cent entire additionally franked with a twelve-cent 1861 design stamp. Both were cancelled with YOK-Can2 cancels. Upon arrival at San Francisco, the cover was struck with a magenta “2” credit handstamp (see Chapter 4 for discussion of such credit markings following Figure 4-17).

A similar cover, carried on ET30 is shown in Figure 7-26.



Figure 7-26. A March 24, 1870 cover sent from Yokohama to Dublin, Ireland (ET30).

This cover is a ten-cent postal entire additionally franked with three copies of the two-cent 1869 issue. It was correctly franked at the ten-cent trans-Pacific rate plus six cents for carriage from the United States to Ireland. It was heavily cancelled with YOK-Can2 cancels at Yokohama before being carried by the PMSS steamer *America*, which departed Yokohama on March 24 and arrived at San Francisco on April 13, 1870. The cover was exchanged at San Francisco with a magenta April 14 backstamp and matching “2” credit handstamp.

There are two reported covers carried on ET32. Both were franked with single ten-cent 1869 issue stamps. The first is shown in Figure 7-27. The cover was carried by the PMSS steamer *Great Republic* that departed May 23 and arrived in San Francisco on June 14, 1870. The stamp is cancelled with a quartered cork cancel as well as a San Francisco datestamp of June 15. In the past this cancel has been attributed to Yokohama, based solely on this cover. However, because very similar cancels are known to have been applied at San Francisco to mail that didn't originate

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in Japan, it is not listed here as a Yokohama cancel. If this is correct that it is not a Yokohama cancel, the cover was cancelled in transit at the San Francisco office.



Figure 7-27. A May 23, 1870 cover sent from Yokohama to Kingston, New York (ET32).

A second cover carried on the same trip is shown in Figure 7-28.



Figure 7-28. This cover was sent from Yedo (Tokyo), via Yokohama (May 23, 1870), to Waynesburg, Pennsylvania (ET32).

This cover bears an imprint of the United States Consulate with "Yedo, Japan" added beneath in manuscript. The cover was carried privately from Yedo (Tokyo) to Yokohama, where it caught the steamer. It was most likely given directly to the purser of the PMSS steamer, possibly with additional consular mail, to be handled as a loose letter. At San Francisco it was struck with the CJSS oval in magenta. As discussed in Chapter 4, the use of the CJSS marking at San Francisco had been discontinued prior to 1870, except for mail posted directly to the purser

of the steamer. The cover was postmarked at San Francisco with a June 15 datestamp. The stamp bears a cancel similar to that found on Figure 7-27.

The authors do not record any covers that were carried on ET33. The sole reported cover from ET34 is the earliest to show the use of the new Yokohama postmark (YOK-Pmk1).



YOK-Pmk1

This device is of the style supplied to post offices in the United States as well as later to other offices in Japan. The cover is shown in Figure 7-29.



YOK-Can5

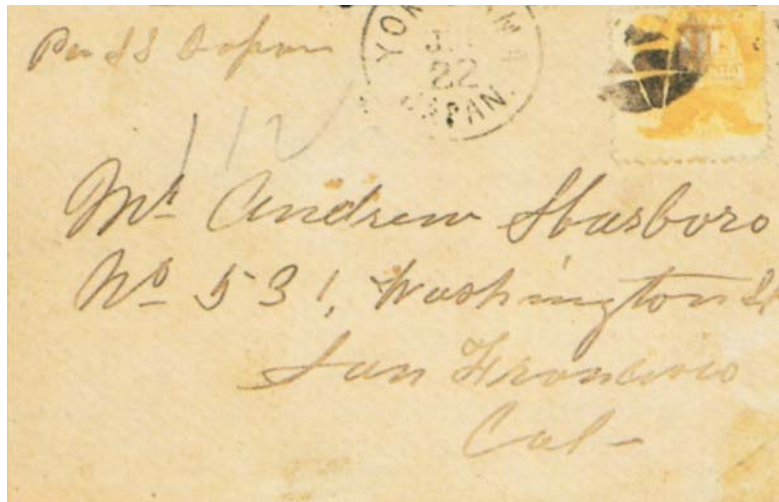


Figure 7-29. Cover sent July 22, 1870 from Yokohama to San Francisco (ET34).

The July 22 Yokohama datestamp is the earliest reported usage of the device. The cover is franked with a ten-cent 1869 issue adhesive with a negative “star” cancel (YOK-Can5). The cancel is listed with some reservations, as it is so atypical for a cancel used in Yokohama and it is the only known example of this cancel on cover. However, based solely on its existence on this cover with a Yokohama postmark, it is listed here as a Yokohama cancel. The cover was carried by PMSS steamer *Japan* that departed Yokohama on July 22, 1870 and arrived in San Francisco on August 12, 1870.

The next reported usage from Yokohama is shown in Figure 7-30. This is a folded prices current and market report dated in type Yokohama September 21, 1870. Although the address band is no longer present, it was most likely used to the United States. It bears a two-cent 1869 issue stamp with an indistinct cancel. If used to the United States, it was carried by the PMSS steamer *Great Republic* that departed September 23 and arrived in San Francisco on October 16, 1870.

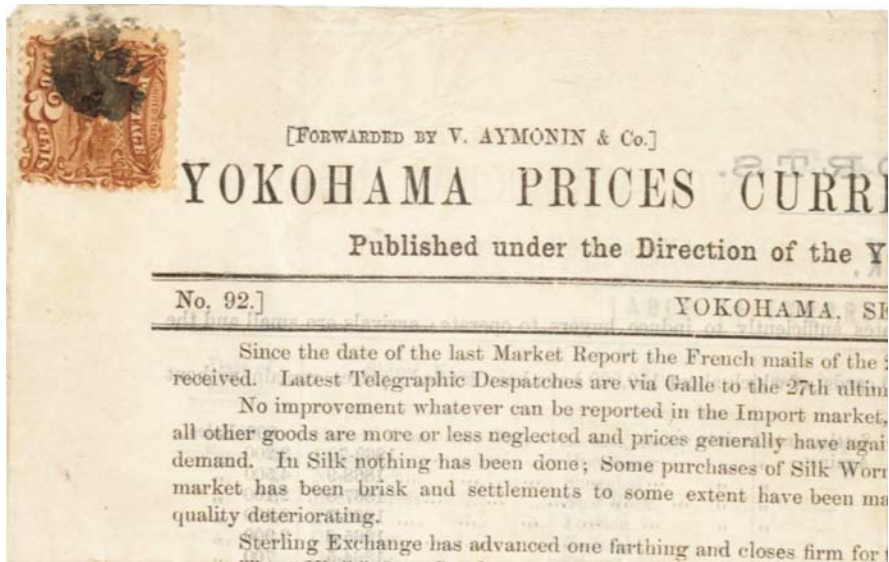


Figure 7-30. A September 21, 1870 folded Yokohama Prices Current (ET36).

A cover carried on the following trip is shown in Figure 7-31.



Figure 7-31. Cover sent October 23, 1870 from Yokohama to Paris, France (ET37).

This letter, franked with an 1869 issue ten-cent stamp and a pair of two-cent stamps, was correctly prepaid at the French open mail rate of four cents plus 10 cents for the trans-Pacific service. It bears a Yokohama October 23 postmark and the stamps are cancelled with indistinct cancels. It was carried by PMSS steamer *China* that departed Yokohama on October 23 and arrived at San Francisco on November 17, 1870. It was carried overland to New York City and then onward to France.

The letter shown in Figure 7-32 is a usage from Yokohama to Nagasaki that is dated November 21, 1870.



YOK-Can6



Figure 7-32. Cover sent November 11, 1870 (although dated November 21) from Yokohama to Nagasaki.

A quartered cork cancel (YOK-Can6) was used to cancel the two copies of the two-cent 1869 issue stamps that were used to overpay the three-cent rate between offices in Japan. This quartered cork cancel can be attributed to Yokohama without reservations. Although the cover bears a Yokohama postmark of November 21, it was likely that this is a date error for November 11. The PMSS branch-line steamer *Oregonian* departed Yokohama on November 11, 1870 bound for Nagasaki and Shanghai, but there are no reported branch-line steamers that left on November 21.

The cover shown in Figure 7-33 bears the same YOK-Can6 cancels.



Figure 7-33. A November 24, 1870 cover sent from Yedo, via Yokohama, to Buffalo, New York (ET38).

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This cover, from the same sender as the cover shown in Figure 7-28, was carried outside of the mails from Yedo (Tokyo) and posted in Yokohama. It is franked with three copies of the ten-cent 1869 issue stamp. The Yokohama postmark (YOK-Pmk1) is dated November 24. It was carried on the PMSS steamer *Japan* that departed on the next day and arrived in San Francisco on December 20, 1870.

The last PMSS steamer to depart Yokohama in 1870 was the *America*, which departed on December 23 (ET39). A cover carried on this trip is shown in Figure 7-34.



Figure 7-34. Cover sent December 23, 1870 from Yokohama to London, England (ET39).

This cover was franked with ten-cent and six-cent 1869 issue adhesives correctly prepaying the six-cent rate to Great Britain plus the ten-cent rate for the trans-Pacific service. The stamps are tied by YOK-Can6 cancels. The *America* arrived in San Francisco on January 17, 1871. The cover then was carried overland to New York City and then to England.

The Yokohama Postal Agency in 1871

There were fifteen PMSS trans-Pacific steamer departures from Yokohama in 1871 (ET40-ET54). The 1870 design stamps arrived and are first recorded used in February.

A cover carried on the first trip of 1871 is shown in Figure 7-35. This cover enclosed a letter dated January 18, 1871 from Hiogo. The ten-cent 1869 issue was cancelled at Hiogo (see Chapter 8) with HIO-Can2. The branch-line steamer *Golden Age* then carried the cover to Yokohama, arriving January 21. At Yokohama it was postmarked with a January 23 steamer departure date and was carried by the PMSS steamer *Great Republic*, which arrived in San Francisco on February 16, 1871.

This cover is an example of the difficulty in ascribing cancels to a particular office. Without additional confirming information based on covers used within Japan, as presented in Chapter 8, the cancel on this cover could easily be incorrectly attributed to Yokohama.



Figure 7-35. A January 1871 cover sent from Hiogo, via Yokohama, to New Jersey (ET40).

An inter-consulate usage from Yokohama to Nagasaki is shown in Figure 7-36. It represents the earliest reported usage of a 1870 bank note issue adhesive from Japan.

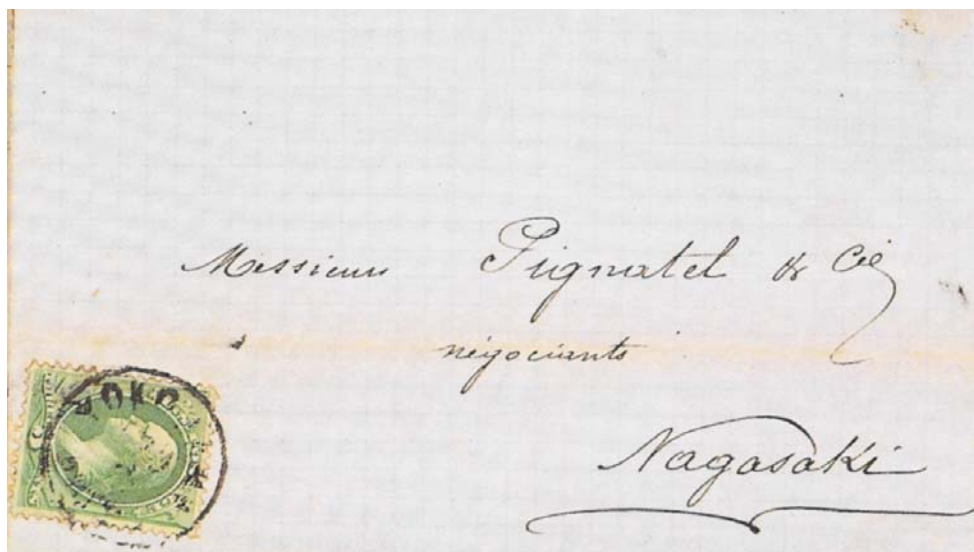


Figure 7-36. Cover sent February 4, 1871 from Yokohama to Nagasaki.

The folded letter is dated February 4, 1871 and was correctly franked for the three-cent rate between offices in Japan. The stamp is tied by a Yokohama postmark of the same date. It was carried on the PMSS branch-line steamer *Golden Age* on the westbound trip from Yokohama to Shanghai that stopped at Nagasaki.

U.S. POST OFFICE IN YOKOHAMA, JAPAN

A cover carried on the March 24, 1871 trip (ET42) is shown in Figure 7-37.



Figure 7-37. A March 23, 1871 cover to West Virginia carried to Yokohama on the USS *Alaska* and then by PMSS steamer to San Francisco (ET42).

This cover, to be described at length in the yet-unpublished Michael Laurence book, has a ten-cent 1869 issue adhesive with a new-style cancel (YOK-Can7). It was additionally postmarked at Yokohama with its March 24 datestamp. The cover was carried on the PMSS steamer *America* that departed that date and arrived in San Francisco on April 15, 1871.



YOK-Can7



YOK-Can8

This cancel was evidently short-lived, as the next reported cover, Figure 7-38, has a new-style cancel (YOK-Can8). This Huth correspondence folded cover was franked with four copies of the six-cent 1870 design issue. The correct single-rate franking on this letter should have been 16 cents (10 cents trans-Pacific plus 6 cents to England), while the correct payment for a double-rate was 32 cents. The stamps were cancelled with YOK-Can8 cancels. Although the strikes appear to be different at first glance, those differences are caused by different pressure in application. The cover was postmarked with a Yokohama May 22 datestamp. It was carried by PMSS steamer *China* that departed on that date and arrived in San Francisco on June 12, 1871.



Figure 7-38. Cover sent May 22, 1871 from Yokohama to London, England (ET44).

A more clearly struck example of the YOK-Can8 cancel ties a three-cent 1870 design stamp to the folded letter shown in Figure 7-39.



Figure 7-39. A May 29, 1871 cover sent Yokohama to Nagasaki.

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The letter is dated May 29, 1871 but the Yokohama datestamp is May 20. Unfortunately, the branch-line departure date for the *Oregonian* in May 1871 is unknown, but it is likely that the date slugs in the Yokohama postmark were not changed correctly.

Two covers are known that were carried on ET46. Both have stamps cancelled by YOK-Can8 cancels. Although these cancels may have been impressed from a new device, a new number has not been assigned. One cover, shown in Figure 7-40, is addressed to Gravesend, Kent, England. It was correctly franked with 16 cents in postage and postmarked at Yokohama with a July 22 datestamp. The second is a cover to Mrs. Smith at Wilmington, Delaware franked with a ten-cent 1869 issue stamp and the same Yokohama July 22 postmark. Both were carried on the PMSS steamer *Japan* that departed that day and arrived in San Francisco on August 13, 1871 (ET46).



Figure 7-40. Cover sent July 22, 1871 from Yokohama to Gravesend, England (ET46).

There are two reported covers to France that were carried on the PMSS steamer trip of September 13. One is shown in Figure 7-41. Both covers are addressed to Lyon, France and have "G. Bolima, Yokohama, Japan" sender's cachets. They are similarly franked with pairs of the two-cent 1870 design and single ten-cent 1869 issue stamps. These frankings correctly prepaid the 14-cent rate: 10-cent trans-Pacific service plus 4-cent open mail rate to France. They were cancelled with YOK-Can9 cancels heavily struck and bear Yokohama datestamps of September 13. They were carried by PMSS steamer *Arizona* that departed on that date and arrived at San Francisco on October 7, 1871.



Figure 7-41. A September 13, 1871 cover sent from Yokohama to Lyon, France (ET49).

The YOK-Pmk1 postmark and the YOK-Can8 cancel continued to be used through the remainder of 1871. One of the most interesting and attractive usages is the branch-line cover shown in Figure 7-42.



Figure 7-42. A cover sent from France to Yokohama and forwarded October 21, 1871 to Nagasaki.

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The cover originated in Morez, France on July 31, 1871 and is franked with two copies of the 40-centime Bordeaux issue. It was short paid for the 1-franc 60-centime rate. It was delivered to the French post office at Yokohama where it was received October 20, 1871, as noted by an arrival backstamp. The Pignatel Company agent who paid the deficiency in postage picked it up there. It was then taken to the United States office for transmission to Nagasaki. It entered the mails there with a 3-cent 1869 issue stamp cancelled with a YOK-Can8 cancel and postmarked with a Yokohama October 21 datestamp. It was carried on the branch-line steamer *Golden Age* that departed on that date bound for Shanghai with stops at Hiogo and Nagasaki.

A cover with an exceptional address is shown in Figure 7-43.



Figure 7-43. Sent via Yokohama October 23, 1871 to poet Henry W. Longfellow (ET51).

This cover bears a Walsh Hall & Co. Yokohama forwarding agent cachet on reverse. It is addressed to Henry Wadsworth Longfellow, the American poet, at Cambridge, Massachusetts. It probably enclosed a letter from his son, Charles Longfellow, who had arrived in Japan earlier in the year. Charles took numerous photographs of Japan during his two-year stay.

The cover was franked with a ten-cent 1870 bank note design stamp that was cancelled with a YOK-Can8 cancel. It also bears the YOK-Pmk1 postmark with a datestamp of October 23. The cover was carried by the PMSS steamer *Japan* that departed that day and arrived in San Francisco on November 15, 1871 (ET51). It was postmarked at San Francisco with its November 15 double-circle datestamp.

A second cover carried on this trip, but posted from Hiogo, was postmarked in transit at Yokohama and is discussed in Chapter 8.

The Yokohama Postal Agency in 1872

The PMSS steamer service was increased and there were eighteen departures from Yokohama to San Francisco in 1872 (ET55 to ET72). Throughout the year 1872, recorded covers from Yokohama show the use of YOK-Can8 cancels in conjunction with the Yokohama YOK-Pmk1 postmark.

The Yokohama Postal Agency in 1873

In 1873 there were twenty-two departures of PMSS steamers, or steamers chartered by the PMSS, from Yokohama (ET73 to ET94). During this year, the Yokohama origin postmark remained the YOK-Pmk1 style and new cancel types were introduced. Because of the poor quality of the strikes of these cancels, and the difficulty in differentiating them, not all be given numbers.

The cover shown in Figure 7-44 was carried on ET77.



YOK-Can9

Figure 7-44. An April 23, 1873 cover sent from Yokohama to Paris, France (ET77).

The cover, franked with two copies of the ten-cent 1870 design stamps is addressed to Paris, France. It was correctly prepaid at the ten-cent trans-Pacific rate plus the ten-cent rate to France. Although the Yokohama postmark has a weakly struck month, it appears to be “May” rather than the correct “April” month. The stamps were cancelled by a quartered cork cancel (YOK-Can9). The cover was carried by the PMSS steamer *Japan* that departed Yokohama on April 23 and arrived at San Francisco on May 14, 1870. The cover was postmarked in transit at San Francisco on May 15 and sent overland to New York, where it received an exchange datestamp before being sent to France.

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A cover from the same correspondence as Figure 7-33, with a consular imprint, is shown in Figure 7-45.



Figure 7-45. Cover sent July 22, 1873 from Yokohama to Buffalo, New York (ET84).

This double-rate cover is franked with three copies of the six-cent and two copies of the one-cent 1870 design stamps. The stamps were cancelled at Yokohama and there is a single strike of its July 22 datestamp. The cover was carried on the PMSS chartered steamer *Quang Se* that departed July 22 and arrived at San Francisco on August 12, 1873 (ET84). It bears a San Francisco transit postmark of August 13.

A cover carried by a different PMSS chartered steamer is shown in Figure 7-46.



Figure 7-46. An August 22, 1873 cover sent from Yokohama to Wiesbaden, Germany (ET86).

U.S. POST OFFICE IN YOKOHAMA, JAPAN

This cover, endorsed for carriage by “S.S. *Mac Gregor*,” is franked with a pair of the ten-cent design stamps, cancelled by YOK-Can10 cancels, and is addressed to Wiesbaden, Germany. The franking overpaid the ten-cent trans-Pacific rate plus either of the two possible rates to Germany: six cents by direct mail or seven cents by closed mail. It was postmarked at Yokohama for the departure date of the steamer *Macgregor*, August 22, and the steamer arrived in San Francisco on September 10, 1873. The cover was exchanged at New York City before carriage, via England, to Germany.



YOK-Can10

The printed circular shown in Figure 7-47 shows a usage from Yokohama without a postmark.



Figure 7-47. An October 1, 1873 printed circular sent from Yokohama to Italy (ET89).

The circular is dated at Yokohama on October 1, 1873 and addressed to Genoa, Italy. It is franked with two copies of the three-cent 1870 design stamps, which correctly prepaid only the circular rate from the United States to Italy. It seems most likely that the circulars were shipped in bulk, under cover, to a forwarder in the United States and processed there for transmission to Germany. It is docketed as having been received on November 23, 1873. The package was carried by the steamer *Quang Se*, under contract to the PMSS, that departed Yokohama on October 8 and arrived at San Francisco on October 27, 1873 (ET89).

U.S. POST OFFICE IN YOKOHAMA, JAPAN

The cover shown in Figure 7-48 is a usage from November 24, 1873 that shows the exceptional use of the San Francisco steamship arrival datestamp applied incorrectly.



Figure 7-48. Cover sent November 2, 1873 from Yokohama to New Brunswick, New Jersey (ET91).

This cover is franked with a ten-cent 1870 design stamp well cancelled by YOK-Can11 cancel. The Yokohama datestamp corresponds to the departure date of the PMSS steamer *Great Republic*. The steamer arrived at San Francisco on November 23, 1873 and was postmarked the next day with the steamship postmark.



YOK-Can11

The Yokohama Postal Agency in 1874

In 1874, the final year of operation of the U.S. postal agency in Yokohama, there were twenty-eight departures of PMSS steamers, or steamers chartered by the PMSS, from Yokohama (ET95 to ET122). During this year the Yokohama origin postmark remained the YOK-Pmk1 style and cancel types remain as those previously introduced.

A cover carried on trip ET97 is shown in Figure 7-49. This cover, correctly franked for a usage to England, was carried on the PMSS steamer *Great Republic* that departed Yokohama on February 24 and arrived at San Francisco on March 19, 1874. It was exchanged at San Francisco with its red March 20 datestamp incorporating the "Paid" designation at the foot.



Figure 7-49. A February 24, 1874 cover sent from Yokohama to Mitcham, England (ET97).

The cover shown in Figure 7-50 is the only reported Japanese – United States combination franking dated before 1875. The illustration is taken from *Inland Routing Markings of Japan in the 1870's* by Jun Ichi Matsumoto, ISJP Monograph 15, June 2003.



Figure 7-50. A cover sent April 2, 1874 from Tokyo, via Yokohama, to New York City (ET100).

U.S. POST OFFICE IN YOKOHAMA, JAPAN

The cover originated in Tokyo on April 2, 1874. It was originally franked with two copies of the Japan 1-sen stamp, one of which is now missing, to prepay the 2-sen rate from Tokyo to Yokohama. It was addressed in Japanese, on the same side with the Japanese stamps, to the U.S. Post Office in Yokohama. Presumably, the sender also affixed the United States ten-cent 1870 design stamp. After it was delivered to the U.S. postal agency at Yokohama by the Japanese inland postal system, the cover was postmarked for the Yokohama departure of the PMSS *Colorado* on April 7. The *Colorado* arrived in San Francisco on April 27, 1874 and the cover was postmarked for onward transmission the following day. For an example of a cover sent the other direction, Yokohama to Tokyo, which was handled by the Japanese inland postal service, see Figure 4-24.

A letter with the same franking as the cover in Figure 7-49 is shown in Figure 7-51 and also shows a usage to England. It was exchanged at San Francisco.



Figure 7-51. A May 22, 1874 cover sent from Yokohama to London, England (ET103).

This cover was carried by the PMSS steamer *Great Republic* that departed Yokohama on May 22, 1874 and arrived in San Francisco on June 16, 1874. It was marked with the San Francisco “Paid” exchange office datestamp on the date of arrival.

A second cover carried on the same trip is shown in Figure 7-52. This cover, from the Cheney Brothers correspondence to Hartford, Connecticut, was franked with a pair of the ten-cent and a single thirty-cent 1870 design stamps that prepaid the quintuple rate.

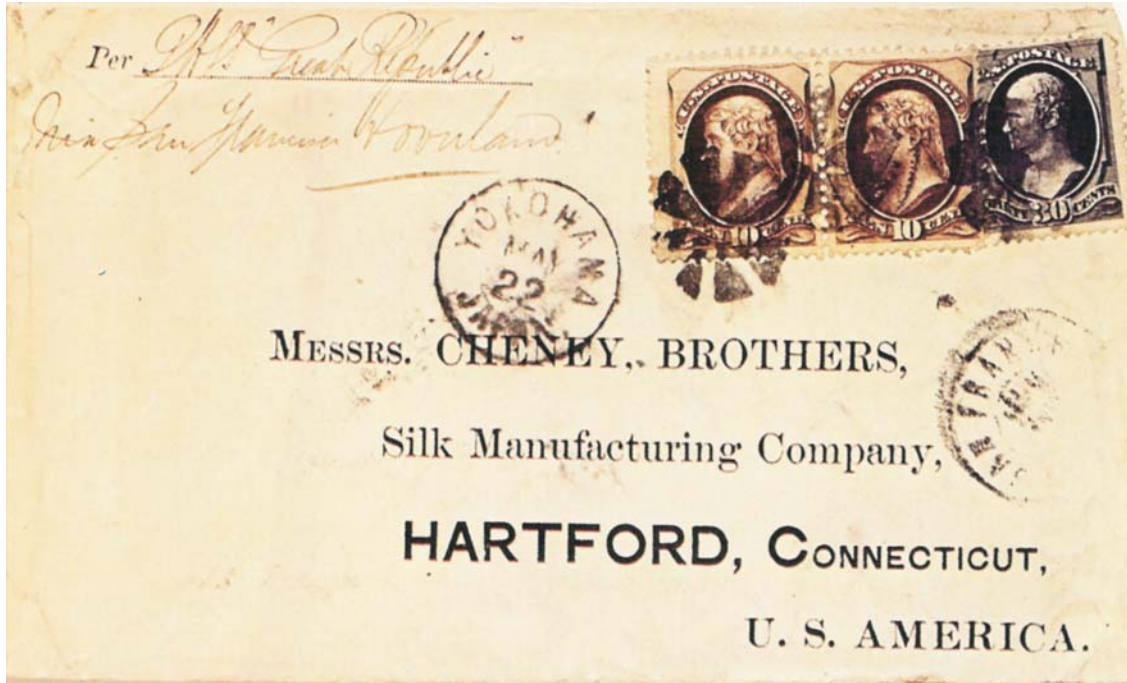


Figure 7-52. A May 22, 1874 cover from Yokohama to Hartford, Connecticut (ET103).

San Francisco did not act as an official exchange office for mail to foreign destinations other than Great Britain. A cover to France is shown in Figure 7-53. This cover is franked with two copies of the six-cent and singles of the one-cent and seven-cent 1870 design stamps. The franking prepaid the ten cents for trans-Pacific carriage as well as the ten-cent rate to France. The cover was carried on the PMSS chartered steamer *Vasco De Gama* that departed Yokohama on June 23 and arrived at San Francisco on July 11, 1874. It was postmarked at Yokohama with the departure date and was postmarked in transit at San Francisco on the arrival date. However, it is not the San Francisco exchange office datestamp. Rather, the cover was sent onward to be exchanged at New York City.



Figure 7-53. Cover sent June 23, 1874 from Yokohama to France (ET108).

Similar to Figure 7-51, a usage to Germany, shown in Figure 7-54, bears a San Francisco transit and a New York exchange office datestamp.



Figure 7-54. A July 19, 1874 cover sent from Yokohama to Frankfurt, Germany (ET110).

This cover was carried on the PMSS steamer *Colorado* that departed Yokohama on July 19 and arrived at San Francisco on August 8, 1874. It was postmarked in transit at San Francisco on August 9 and exchanged at New York City on August 18, 1874.

A further example of this procedure is shown in Figure 7-55.



Figure 7-55. Cover sent August 14, 1874 from Yokohama to Milan, Italy (ET112).

This example is used to Italy. It was carried by the PMSS steamer *Great Republic* that departed Yokohama on August 14 and arrived at San Francisco on September 4, 1874. It was postmarked in transit at San Francisco on September 5 and exchanged at New York City on September 12, 1874.

Presented slightly out of strict chronologic order is the cover shown in Figure 7-56.



Figure 7-56. A July 1874 cover with mixed United States and Hong Kong franking sent by private ship from Yokohama to Connecticut (ET109).

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This is an example of a cover carried on a non-contract ship. If the pencil docket is correct, it enclosed a letter dated July 5, 1874, and was directed to be carried by the *Altona*. The *Altona* was advertised in the *Japan Weekly Mail* as under dispatch for San Francisco carrying her Britannic Majesty's Mail. In the same paper, the British Post Office at Yokohama advertised that "a private ship mail will close for San Francisco per steamer *Altona*." The cover bears a sender's cachet of Walsh, Hall & Co. at Yokohama and was franked with Hong Kong eight cent as well as United States three cent stamps. The Hong Kong stamp paid the outward ship letter postage and was cancelled with the blue "Y1" Yokohama cancel of the Hong Kong treaty port office. It is unclear what the United States stamp was intended to pay.

The *Altona* departed Yokohama July 8 and arrived at San Francisco on July 27, 1874 (ET109). After arrival, the cover was processed with a San Francisco Jul 29 duplex postmark and rated as due "7" cents in blue crayon. This handling illustrates that San Francisco was treating private ship mail from Japan at the ten cent steamship rate.

An anomaly in the 1868 Hong Kong - United States postal convention is that it did not provide for mail originating in Japan to be carried Trans-Pacific under the eight cent rate that applied to mail sent from China and Hong Kong.

A cover from Yokohama in November 1874 is shown in Figure 7-57. This cover, franked with a ten-cent 1870 design stamp, shows the continued usage of the Yokohama postmark device (YOK-Pmk1) and previously used cancels toward the end of the operations. The cover was carried on the PMSS steamer *Great Republic* that departed Yokohama on November 23 and arrived in San Francisco on December 18, 1874. It was postmarked in transit at San Francisco on December 19.

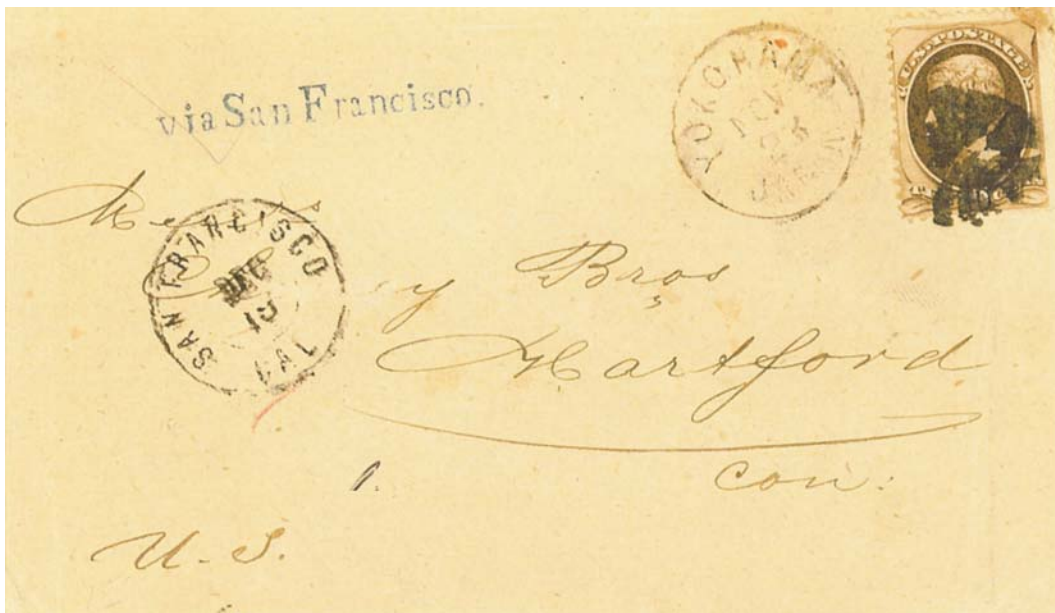


Figure 7-57. A November 23, 1874 cover sent from Yokohama to Hartford, Connecticut (ET120).

U.S. POST OFFICE IN YOKOHAMA, JAPAN

A cover carried on the final PMSS trip from Japan prior to the closing of all of the U.S. postal agencies there is shown in Figure 7-58.



Figure 7-58. A December 22, 1874 cover sent from Yedo, via Yokohama, to Norwich Town, Connecticut (ET122).

This cover, with an imprint of the Finance Department, is endorsed as having been sent from Yoshio Kusaka from Yedo, Japan. It entered the mails in Yokohama without a postmark but with the ten-cent 1870 design stamp cancelled by the typical YOK-CAN5 cancel. It was carried by the PMSS steamer *Colorado*, the same steamer that made the first trip to Japan, on the final voyage from a U.S. postal agency. The *Colorado* departed Yokohama on December 22, 1874 and arrived in San Francisco on January 21, 1875. It was postmarked for onward transmission the following day.

U.S. POST OFFICE IN YOKOHAMA, JAPAN

In accordance with the 1873 United States postal convention with Japan, the Yokohama post office was closed from January 1, 1875 except that it continued to handle mails between Hong Kong and Yokohama. An announcement of the change of service is shown in Figure 7-59.



United States Consulate-General,
Kanagawa (Yokohama), Japan,
January 1, 1875.

U. S. POST OFFICE.

NO MAIL MATTER for the U. S.
will hereafter be received at this
Office.

All letters posted previous to 1st January,
bearing U. S. stamps, will be forwarded.

The letters now in the Post Office for
delivery will be delivered as usual.

THOS. B. VAN BUREN.

HONGKONG MAILS.

THE MAILS between HONGKONG
and YOKOHAMA will be made up
and received, as usual, at the U. S. Post
Office, the undersigned being continued as
U. S. Postal Agent for that purpose.

THOS. B. VAN BUREN.

Figure 7-59. U.S. Post Office in Yokohama Closing Notice dated January 1, 1875.



Chapter Eight



U.S. Post Office in Hiogo, Japan

As mentioned in Chapter 3, Article III of the 1858 Treaty of Kanagawa specified that the port of Hiogo was to be opened to American commerce on January 1, 1863. However, because of political unrest, the port was not actually opened to Americans until January 1, 1868 when the USS *Monocacy* arrived. In 1868 Hiogo (Hyogo) was located adjacent to Osaka and just west of the newly formed city of Kobe (see map, Figure 2-1). Although the designated legal port for American residence was Hiogo, most Americans actually resided in Kobe.

The United States Consuls at Hiogo

T.H. Rose was nominated on July 19, 1867 to be the consul at Hiogo, while T. Scott Stewart was nominated the same day to be consul at both Hiogo and Osaka. Stewart actually was appointed to the position on February 10, 1868 and arrived in Hiogo on July 16, 1868. According to the Dr. Robert Spaulding article in *Japanese Philately*, Volume 26, number 5, October 1971, Stewart wrote a letter from Kobe to the Secretary of State on July 20, 1868 that he had relieved Paul Frank as consular agent. Stewart left Kobe on October 19, 1870 and resigned his commission effective January 1, 1872. Paul Frank had assumed consular duties in Stewart's absence and remained as acting consul until June 3, 1872 when Daniel Turner arrived to replace him.

Turner received his appointment as a consular postal agent in April 1872 and remained in that position until the Hiogo post office was closed on December 31, 1874.

PMSS Branch-Line Service to Hiogo

Mail from Hiogo to Yokohama, including mail for onward transmission to the United States, was picked up by the PMSS branch-line steamers during stops at Hiogo. For example, sailing data taken from an 1869 shipping list shows that on October 16 the PMSS steamer *New York* arrived from Nagasaki and Shanghai (it had departed Shanghai on October 11). The *New York* departed Hiogo for Yokohama on October 17 and arrived there on October 19, 1869. Additional sailing data confirms that the usual transit time between Hiogo and Yokohama by PMSS steamers was two or three days.

Mail to be carried westward from Hiogo to Nagasaki and Shanghai was picked up by PMSS branch-line steamers on their return trips. After a two- or three-day trip coming in from Yokohama, and a single-day stop at Hiogo, the steamers departed for Nagasaki. This was usually a two-day trip from Hiogo to Nagasaki, and a further two- or three-day trip to Shanghai.

U.S POST OFFICE IN HIOGO, JAPAN

Hiogo Consular Postal Service, 1868 – 1872

The earliest postal artifact from the United States consular office at Hiogo is probably the fragment shown in Figure 8-1. It bears two copies of the ten-cent 1861 design stamps and is cancelled with a Hiogo consular cachet (HIO-CG1).

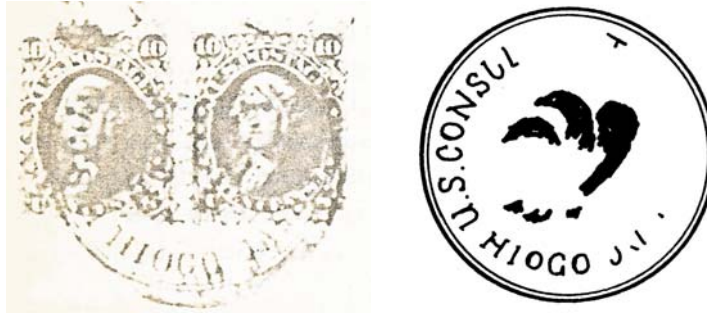


Figure 8-1. The fancy U.S. Consular Ag(ent) Hiogo cachet (HIO-CG1) on piece.

The use of consular handstamps preceded the use of other devices for postal purposes at Shanghai. Such would most likely be the scenario at Hiogo as well. Unfortunately the strike on this unique example of the marking is incomplete.

The earliest reported covers from Hiogo were both used in March 1869. Figure 8-2 is the lesser-known of the two.



Figure 8-2. A March 25, 1869 folded letter from Hiogo to Bradford, England (ET18).

This folded letter was dated at Hiogo on March 25, 1869. It was prepaid with a pair of ten-cent 1861 design stamps and a single two-cent 1863 issue stamp, and is addressed to Bradford, England. The prepayment was correct for the ten-cent trans-Pacific rate plus the twelve-cent rate from the United States to England. The stamps are tied by a double-circle postmark with "HIOGO JAPAN" within the circles (HIO-Pmk1). Although this marking does not bear a date, it is classified here as a postmark rather than a cancel for convenience. The cover was carried by the PMSS branch-line steamer *Costa Rica*, which reached Yokohama on March 28. At Yokohama the stamps were additionally cancelled in transit with the YOK-Can3 "spider" cancel. The mail was transferred to the PMSS steamer *Japan* that departed on April 1 and arrived in San Francisco on Saturday, April 24, 1869 (ET18).

The cover was backstamped at San Francisco on April 27 and traveled by overland mail to New York City. This was just prior to the completion of the railway during the time when mails were carried between the railway termini by Wells Fargo under contract with the post office. During the last week of April 1869 the distance between the western terminus of the Central Pacific Railroad at Corinne, Utah and the terminus of the Union Pacific Railroad at Indian Creek, Utah was only nine miles.

The cover bears a New York City exchange office backstamp of May 8 and was carried on the Inman Line steamer *City of Baltimore*, which departed that date and arrived at Liverpool on May 18, 1869. The cover was postmarked upon arrival at Bradford the following day.



HIO-Pmk1

Some off-cover stamps cancelled with the double circle HIO-Pmk1 postmark used at Hiogo have been discredited in the past as being not genuine. Other than a single crude example attributed to William Hale, which is not at all close to the genuine in appearance and is rarely found, there are no dangerous fakes of this cancel.

The second reported cover carried in the same mails from Hiogo is shown in Figure 8-3. This famous cover was discussed by Stanley Ashbrook in his *Special Services* in June 1953. It is a consular imprint cover with an additional strike of the fancy "Osaca & Hiogo" consulate handstamped cachet. It was sent to the collector of customs at San Francisco. As the addressee was a revenue officer, mail addressed to him was allowed to go free under the Act of July 28, 1866. The cover bears the Hiogo HIO-Pmk1 postmark and was struck at Yokohama with its YOK-Can3 cancel in transit as found on the previous cover. It was carried on the same trip of the *Costa Rica* to Yokohama and then on the same trip of PMSS steamer *Japan*, which arrived in San Francisco on Saturday, April 24, 1869 (ET18). As this cover was addressed locally, it was processed on the day of receipt with the red San Francisco Paid All datestamp. In addition it received the CJSS marking in the same red ink.

U.S POST OFFICE IN HIOGO, JAPAN



Figure 8-3. The famous consulate cover used March 1869 from Hiogo to San Francisco (ET18).

A printed shipping list shown in Figure 7-22 is dated from Hiogo on July 24, 1869 and is discussed in the Yokohama chapter, as it was cancelled in transit.

The shipping list shown in Figure 8-4 is dated October 25, 1869 at Hiogo.

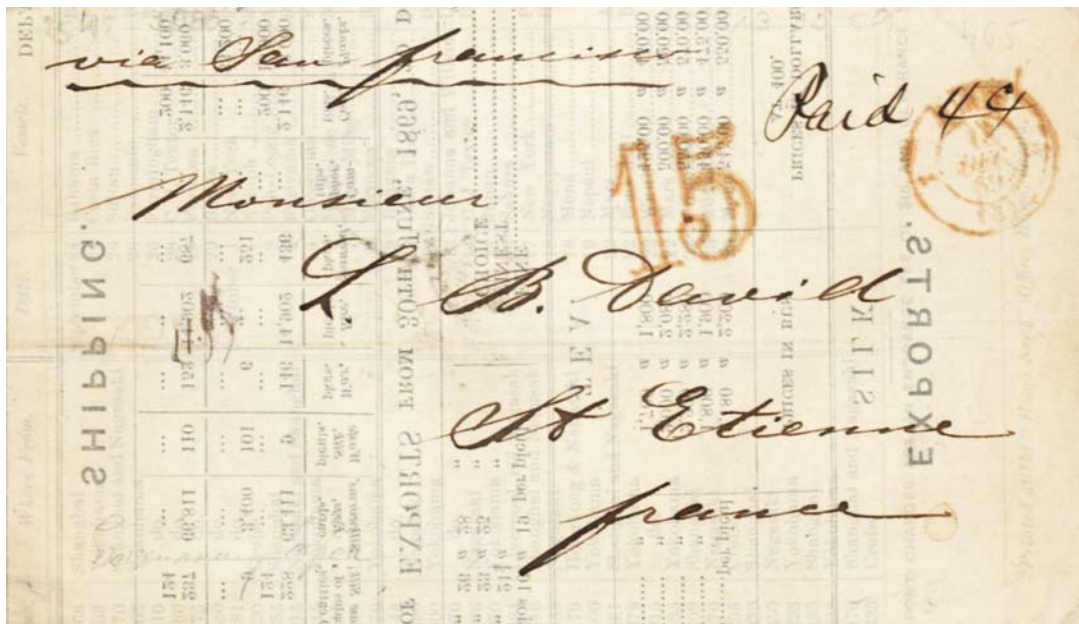


Figure 8-4. An October 25, 1869 printed Hiogo shipping list used to France (ET25).

This is a very late usage to have been sent without stamps and is endorsed “Paid 4c” at top right. It was carried on the branch-line steamer *Costa Rica* that arrived in Yokohama on October 28, 1869. It was then carried to San Francisco on the PMSS steamer *Japan* that departed on November 2 and arrived in San Francisco on November 22, 1869 (ET25). It entered the French mails on December 13 and was struck with its “15” due handstamp.

A branch-line usage folded letter from Hiogo to Yokohama is shown in Figure 8-5.

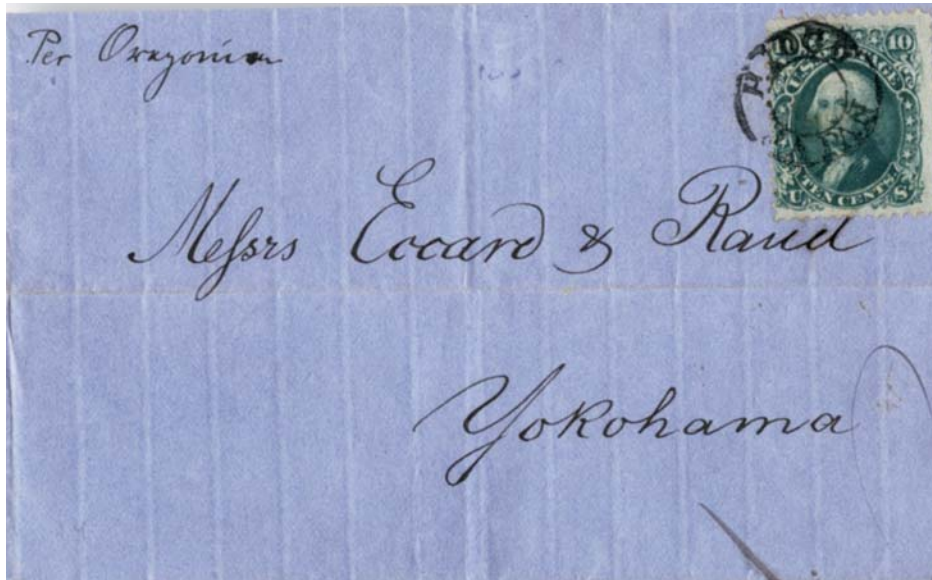


Figure 8-5. A folded December 7, 1869 letter sent from Hiogo to Yokohama.

This letter, dated December 7, 1869 at Hiogo, was carried on the PMSS steamer *Oregonian* on its third trip in branch-line service. The *Oregonian* departed Hiogo on December 8 and arrived at Yokohama on December 10, 1869. The ten-cent rate between United States offices in Japan was still in effect at this date and the cover bears a ten-cent 1861 design stamp with the double-circle HIO-Pmk1 Hiogo postmark.

A cover from Hiogo to England in 1869 is shown in Figure 8-6. This cover has multiple copies of the two-cent 1869 issue stamp; additional stamps are now missing from the reverse. It is endorsed at the bottom left as having originated on December 25, 1869. The stamps are all cancelled with the Hiogo HIO-Pmk1 postmarks. It was carried by the branch-line steamer *Costa Rica* that arrived in Yokohama on December 30, 1869. It was carried on the PMSS steamer *America* that departed Yokohama on January 1 and arrived in San Francisco on January 23, 1870 (ET27). At San Francisco it received the red “2” credit handstamp as discussed in Chapter 4.



Figure 8-6. A December 25, 1869 cover from Hiogo to London, England (ET27).

Also known is a cover from Hiogo, addressed to Mrs. Green, Cedar Cottage, Sutton, England, that was carried on the PMSS *Japan* that departed Yokohama on January 24, 1870 (ET28). It is franked with a pair of the ten-cent 1869 issue and a single two-cent 1863 issue. All of the stamps are cancelled with strikes of the HIO-Pmk1 postmark and, like the example in Figure 8-6, the cover bears a “2” credit handstamp of San Francisco.

The folded letter shown in Figure 8-7 is the earliest reported usage that shows the application of the reduced three-cent rate for a single-weight letter mailed between United States consular offices in Japan.

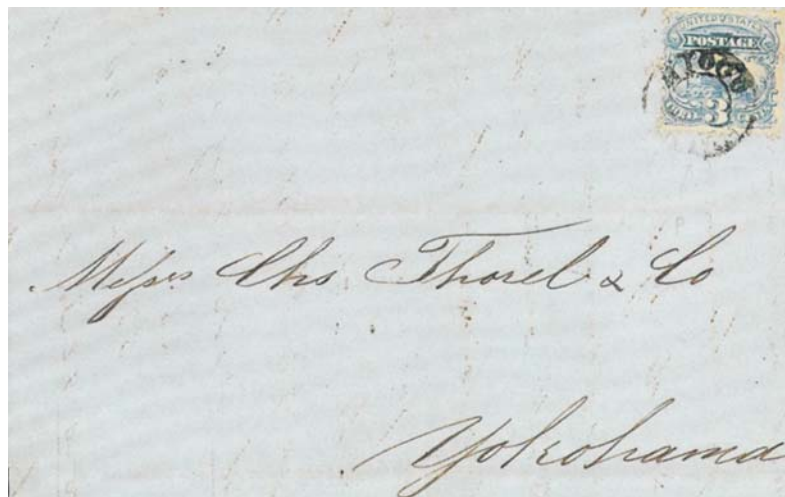


Figure 8-7. The earliest reported usage of the reduced three-cent rate between offices in Japan. The letter was sent July 15, 1870 from Osaka (Hiogo) to Yokohama.

The letter is dated at Osaka (Hiogo) on July 15, 1870 and was prepaid with a three-cent 1869 issue adhesive. The HIO-Pmk1 was used as a cancel. It was carried on the PMSS branch-line steamer *Golden Age*, which arrived at Yokohama on July 20, 1870.

Three additional reported covers from Hiogo, used between September 1870 and March 1871, bear 1869 issue adhesives tied by HIO-Pmk1 postmarks. One is used to Canada, one to Germany, and one to England.

A new style cancel (HIO-Can1) appears on the letter shown in Figure 8-8, used in March 1871.



HIO-Can1



Figure 8-8. A March 29, 1871 folded letter from Osaka (Hiogo) to Nagasaki.

The three-cent 1869 issue adhesive bears a small “X” in circle cancel. The letter is dated at Osaka on March 29, 1871 and is used to Nagasaki. The branch-line steamer *New York* carried it. To the authors’ knowledge, this item has not been expertized.

A related cancel was illustrated in *U.S.A. Consular Post Offices in Japan* by John D. and Sheila Riddell. Their illustration is shown below as Figure 8-9.



Figure 8-9. Possibly authentic Hiogo cancel (HIO-CanX)

U.S POST OFFICE IN HIOGO, JAPAN

If this piece is genuine, it is very atypical. The Hiogo double-circle postmark seems to be a tracing rather than a genuine strike. Also, all of the reported covers with adhesives show the double-circle postmark used to cancel the stamps rather than as a stand-alone postmark. Further, because this piece seems to be the corner of a cover, and the solo use of a two-cent adhesive on a cover is unknown, it is additionally suspect. This cancel, which may be genuine, is not assigned a number in sequence because of these concerns.

The next two reported covers from Hiogo illustrate a change in the way mails were handled. The stamps were cancelled in Hiogo but were additionally postmarked in transit at Yokohama. The first is shown in Figure 8-10.



Figure 8-10. An October 18, 1871 cover from Hiogo to London, England (ET51).

This cover, franked with three copies of the six-cent 1870 design stamp, overpaid the 16-cent rate to England. It bears a sender's cachet of Hiogo, October 18, 1871. The stamps were cancelled at Hiogo with a four-segment cancel, type HIO-Can2.



HIO-Can2

After carriage by branch-line steamer *New York* to Yokohama, the cover was postmarked with a Yokohama transit postmark of October 23. In addition, a single strike of a Yokohama multiple segment YOK-Can8 cancel is visible at the bottom left of the stamp. It was carried by the PMSS steamer *Japan* that departed the following day and arrived at San Francisco on November 15, 1871 (ET51). The cover was carried to New York City where the exchange office postmark was applied.

A second cover carried on the same trip to Yokohama, and on the same trip to San Francisco, is shown in Figure 8-11.



Figure 8-11. An October 18, 1871 double-rate cover from Hiogo to Natick, Massachusetts (ET51).

This double-rate cover bears the same sender's cachet as the previous cover but it is struck on the reverse. It shows similar handling with a Yokohama transit datestamp.

The authors believe that this HIO-Can2 cancel was applied at Hiogo rather than Yokohama because other covers, including the cover shown in Figure 7-43, that were posted in Yokohama on the same date bear only a different style Yokohama cancel. This fact is significant because it can now be extrapolated that covers with the HIO-Can2 cancel, even though without designated origin point and with Yokohama transit postmarks, can now be assumed to have originated in Hiogo.

Hiogo Postal Agency, 1872 – 1874

The folded prices current in Figure 8-12 shows the continued use of this cancel after the Hiogo office became an official postal agency in April 1872.

This prices current is dated August 1872 from Hiogo and bears a pair of the two-cent 1870 design stamp correctly prepaying the printed circular rate to France. The stamps bear HIO-Can2 cancels. After carriage on the branch-line steamer *Costa Rica* to Yokohama, it was carried on PMSS steamer *Great Republic* that departed Yokohama on August 21 and arrived at San Francisco on September 12, 1872 (ET64).



Figure 8-12. A printed prices current sent in August 1872 from Hiogo to France (ET64).

Additional branch-line covers from Hiogo addressed to either Yokohama or Shanghai are reported from this period bearing the HIO-Can2 cancels. A three-cent 1870 design stamp is recorded to Yokohama and a pair of the same issue used to Shanghai.

A market report is shown in the partial image in Figure 8-13. It was used in October 1872 and shows the introduction of a new cancel. This large letter “H” cancel (HIO-Can3) is known in only a few examples.



HIO-Can3



Figure 8-13. The large letter “H” fancy cancel on an October 1872 Hiogo market report used to France (ET67).

There are several variants of the “H” cancel that are known used between October 1872 and August 13, 1873.

A smaller letter “H” cancel, HIO-Can4, is recorded used between April 16 and August 13, 1873. The covers are from a single correspondence to Boston that enclosed original letters dated from Hiogo. The cover shown in Figure 8-14 is the earliest example.

H

HIO-Can4



Figure 8-14. Small letter “H” cancels on cover sent April 16, 1873 from Hiogo to Boston (ET77).

This cover was carried by the branch-line steamer *Oregonian* to Yokohama and then by PMSS steamer *Japan* to San Francisco (ET77). A second cover, Figure 8-15, from the same correspondence bears a single ten-cent 1870 design adhesive used from Hiogo on June 18, 1873. This cancel on this stamp appears to be a cleaner strike of the HIO-Can4 marking. It was carried by the branch-line *Oregonian* to Yokohama. It was then carried on the PMSS steamer *Colorado* that departed on June 23 and arrived in San Francisco on July 13, 1873 (ET82).

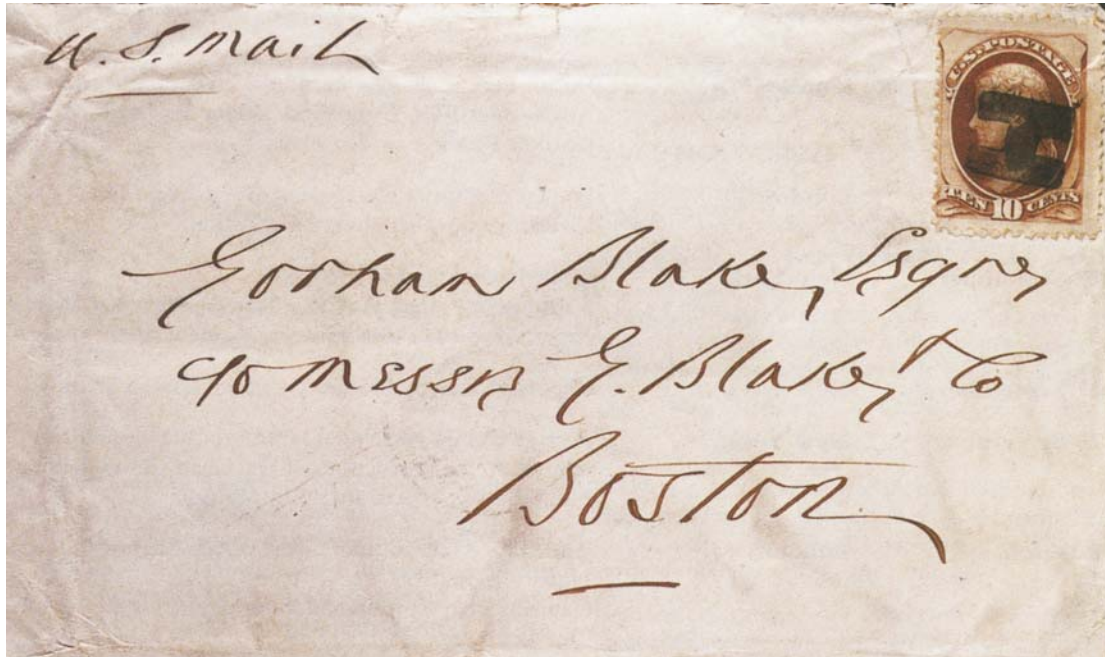


Figure 8-15. A cover sent June 18, 1873 from Hiogo to Boston (ET82).

A cover posted earlier in the month of June 1873 is shown in Figure 8-16.



Figure 8-16. Intermediate size letter “H” cancel on June 1873 cover from Hiogo to Belfast, Ireland (ET80).

The stamps on this cover are cancelled by an intermediate size letter “H” cancel, designated HIO-Can5.



HIO-Can5

The New York exchange office postmark on this cover is not clear, and dating relies on the Belfast arrival backstamp of July 7, 1873. It was most likely carried on the *Macgregor* that departed Yokohama on June 4, 1873 (ET80). Another cover from this same correspondence, shown in Figure 8-17, also may have originated in Hiogo.



Figure 8-17. A September 1873 cover believed to have originated at Hiogo used to Belfast, Ireland (ET87).

This cover, like those shown in Figures 8-10 and 8-11, may have been postmarked in Yokohama in transit and the stamps cancelled at the origin in Hiogo. It is also possible that the cover originated in Yokohama, or just had the stamps cancelled and postmark applied at Yokohama. Without additional evidence, the cancel is not designated here as a Hiogo cancel. The cover was carried by PMSS steamer *China* that departed Yokohama on September 8 and arrived at San Francisco on September 30, 1873 (ET87). It bears the San Francisco exchange office datestamp of the following day.

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The next type postmark reported for Hiogo, HIO-Pmk2, is known in two examples. The earlier of the two is on a printed circular to St. Etienne, France dated at Hiogo on June 1, 1874.



HIO-Pmk2

The second example, shown in Figure 8-18, was sent from Hiogo in July 1874.

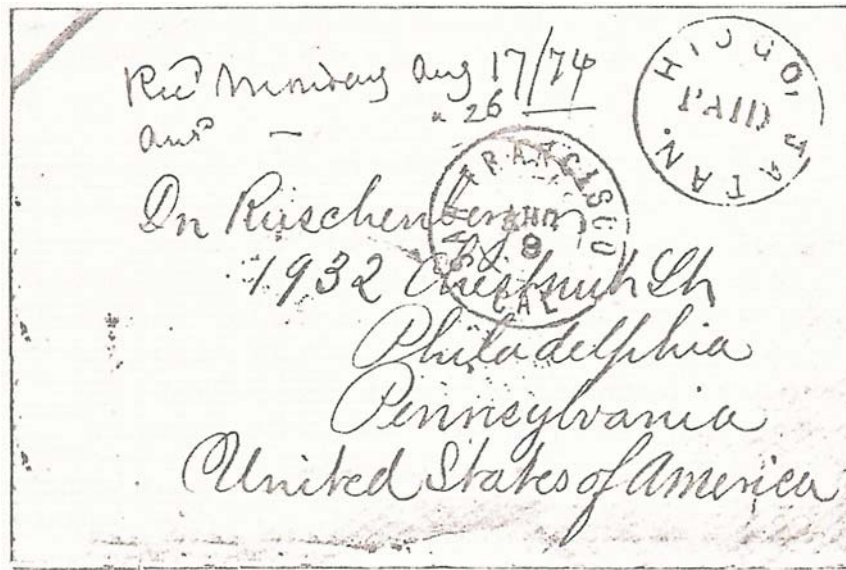


Figure 8-18. A July 1874 cover from Hiogo to Philadelphia (ET110).

This cover was apparently paid in cash and, after receiving the “Hiogo Japan Paid” handstamp, was sent to Yokohama on a branch-line steamer. From Yokohama it was carried on the *Colorado* that departed July 19 and arrived in San Francisco on August 8, 1874 (ET110). These two usages are probably evidence that the agent in Hiogo ran out of adhesive stamps, as payment by postage stamps was mandatory at this time.

The latest reported cover from Hiogo is shown in Figure 8-19. This cover bears a new style Hiogo postmark, HIO-Pmk3, that is an altered HIO-Pmk2 postmark with the “Paid” in the center removed. The stamp was struck with a new style HIO-Can6 cancel as well.



HIO-Pmk3



HIO-Can6

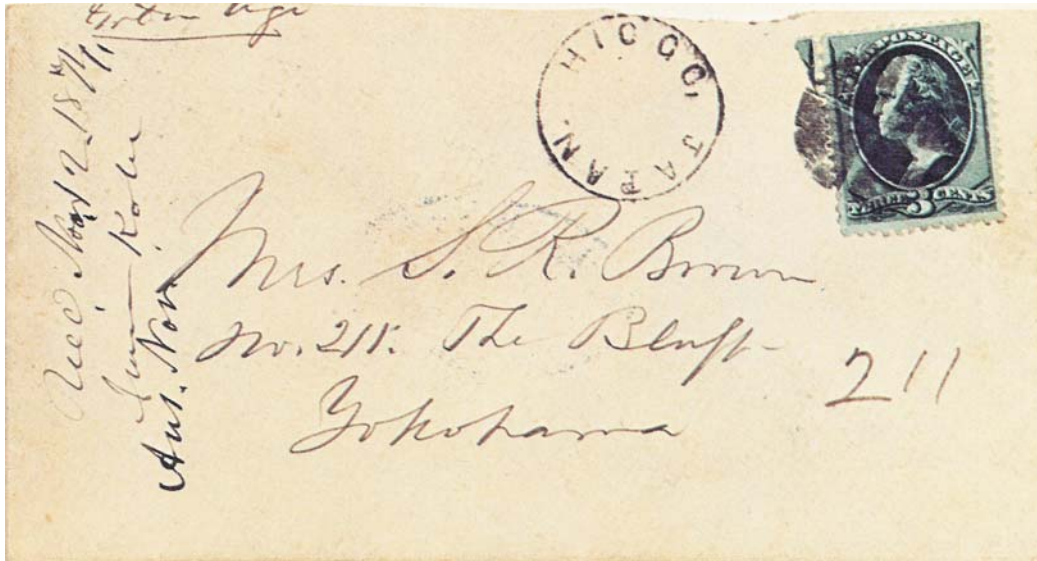


Figure 8-19. A November 1874 cover from Hiogo to Yokohama. It is the latest reported usage.

The cover is docketed at left as being from Kobe (Hiogo) and received on November 12, 1874. The branch-line steamer *Nevada*, which arrived in Yokohama on November 11 likely carried it. The three-cent 1870 design stamp correctly prepaid the three-cent rate for mail between offices in Japan.

Another cover with this combination of postmark and cancel is reported from August 1874. The cover bears a ten-cent 1870 design stamp used to Providence, Rhode Island. It was carried on ET112 and has a September 5 transit postmark. A third cover with the HIO-Pmk3 postmark bears a pair of ten-cent 1870 design stamps. It is used to Hagerstown, Maryland and is undated.

The United States postal agency at Hiogo was closed on December 31, 1874; service was inaugurated by the Japanese Imperial Post the next day. A Foreign Mail Department, under the direction of Percy Symes, assumed the duties of handling mails received from and directed to the steamers at Hiogo.



Chapter Nine



U.S. Post Office in Nagasaki, Japan

As mentioned in Chapter 3, Article III of the 1858 Treaty of Kanagawa opened the ports of Kanagawa and Nagasaki to Americans from July 4, 1859. However, there was already an American presence in Nagasaki by that date even though the foreign settlement area had not been completed.

The United States Consuls at Nagasaki

Townsend Harris, the minister to Japan, chose John G. Walsh, a pre-treaty resident and a partner in the trading firm Walsh & Co., to act as United States consul to Nagasaki in May 1859. Walsh set up the first American consulate in the Japanese section of the city at Hirobaba.

Walsh served, without official recognition, until October 1865 when he was replaced by Willie P. Mangum, nephew of his North Carolina namesake and presidential candidate in 1836. Mangum had originally been appointed in 1861 by President Lincoln to be U.S. consul to Ningpo, China. Upon arrival in Nagasaki, Mangum built a new consulate on Minamiyamate. Other than a brief absence between November 10, 1872 and September 22, 1873, Mangum served as consul until March 1880. During his absence, Charles L. Fisher served as acting vice consul.

The Nagasaki consulate served as a postal agency service from the March 22, 1872 arrival of instructions to Mangum until the office was closed on December 31, 1874. This was the closing date of all United States agencies in Japan, except Yokohama which continued to handle mails between Hong Kong and Yokohama.

Consular Period Mails

As discussed in Chapter 4, the PMSS branch-line steamers operated from Shanghai to Nagasaki, from Nagasaki to Hiogo, and then from Hiogo to Yokohama. The return trip from Yokohama to Shanghai also included intermediate stops in Hiogo and Nagasaki. During this period, the entire trip, including layovers, was usually accomplished in seven to eight days.

The earliest reported usage from Nagasaki is shown in Figure 9-1.

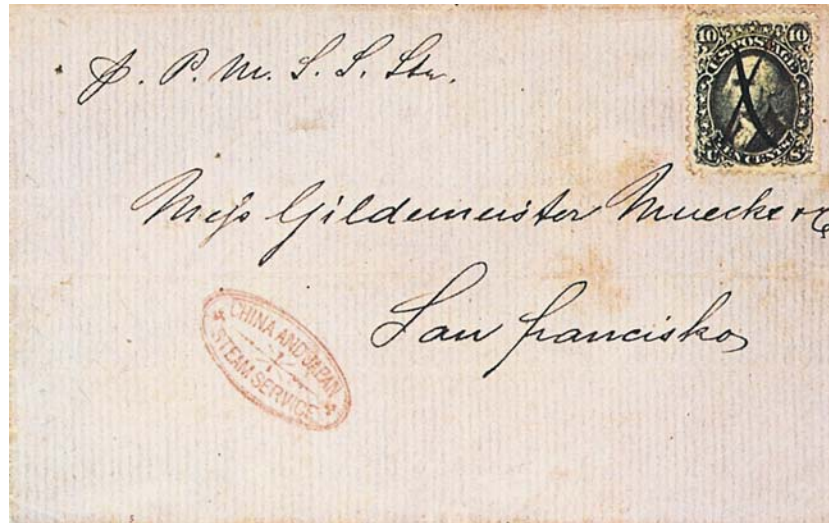


Figure 9-1. A folded May 23, 1868 letter from Nagasaki to San Francisco (ET9). It is the earliest reported usage from Nagasaki by PMSS steamer.

This folded letter, addressed to San Francisco, is dated Nagasaki, May 23, 1868 and was prepaid with a ten-cent 1861 design stamp. The stamp was pen cancelled, presumably at Nagasaki. The branch-line steamer *Costa Rica* carried the letter to Yokohama, where it arrived on June 3, 1868. The letter was then carried by PMSS steamer *China* that departed Yokohama June 5 and arrived at San Francisco on June 26, 1868 (ET9). At San Francisco the letter was struck with the red CJSS oval and has a matching San Francisco Paid All backstamp dated June 26.

What is probably the next earliest reported cover from Nagasaki is shown in Figure 9-2.

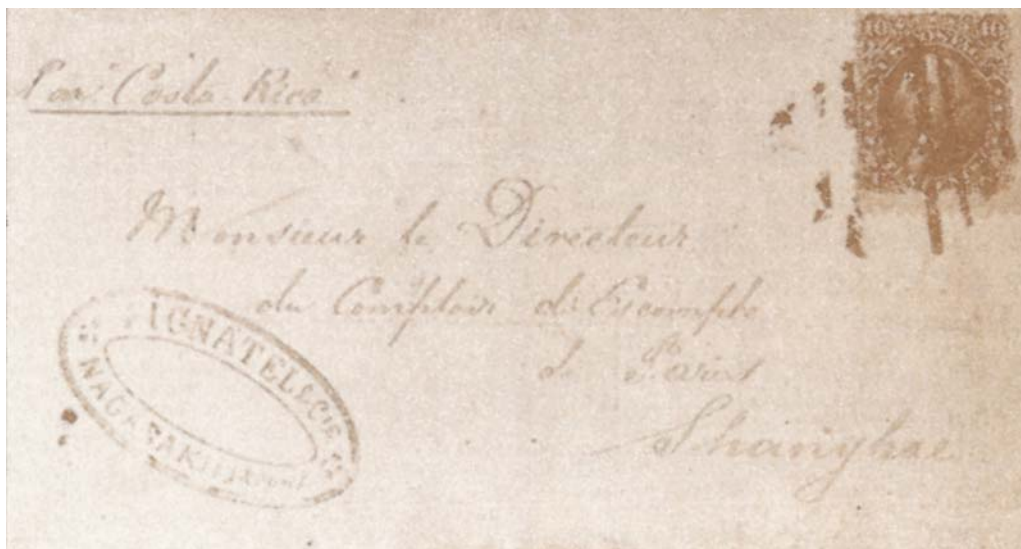


Figure 9-2. A cover sent from Nagasaki to Shanghai.

U.S. POST OFFICE IN NAGASAKI, JAPAN

Unfortunately, the date on the folded letter is unknown to the authors. However, it bears a ten-cent 1861 design stamp tied by a large NAG-Can1 cancel of vertical bars. The sender endorsed the cover to be carried by the branch-line steamer *Costa Rica* and prepaid it at the ten-cent rate, which was in effect prior to April 1870.



NAG-Can1

Another folded letter from the same correspondence is shown in Figure 9-3.



Figure 9-3. A February 3, 1870 folded letter from Nagasaki to Shanghai.

This folded letter is dated at Nagasaki on February 3, 1870. Like the previous example, it is franked with a ten-cent 1861 design stamp. It is endorsed to be carried on the branch-line steamer *New York* which had departed Yokohama on January 27 and arrived in Shanghai on February 8. The long trip suggests that the steamer encountered mechanical problems or a weather delay. The stamp is tied by a split cork NAG-Can2 cancel and correctly prepaid the ten-cent rate.



NAG-Can1

U.S. POST OFFICE IN NAGASAKI, JAPAN

The next reported cover from this correspondence is shown in Figure 9-4.



Figure 9-4. A May 12, 1870 cover from Nagasaki to Shanghai. The stamps were cancelled upon arrival. The earliest reported example of six-cent rate from Japan.

This cover is docketed as having originated in Nagasaki on May 12, 1870. It is endorsed to be carried by the branch-line steamer *Costa Rica* and was franked with three copies of the two-cent 1869 issue stamps to prepay the new six-cent reduced rate between offices in Japan and China. The stamps were cancelled upon arrival at Shanghai with SHA-Can6 cancels. This is likely the result of the cover having been posted too late to be included in the bagged mail from Nagasaki, or posted directly to the ship purser.

Another letter from the same correspondence is shown in Figure 9-5.



Figure 9-5. A July 3, 1870 folded letter from Nagasaki to Shanghai.

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This letter, dated July 3, 1870 from Nagasaki, was franked with two copies of the three-cent 1869 issue prepaying the six-cent rate to Shanghai. It is endorsed to be carried on the PMSS branch-line steamer *Golden Age* although it seems probable that it was actually carried by another steamer. The stamps are cancelled with NAG-Can3 “propeller” cancels.



NAG-Can3

The next reported cover from Nagasaki, shown in Figure 9-6, is the earliest reported usage of a letter “N” cancel device.



Figure 9-6. Large “N” cancels on an August 1871 cover from Nagasaki to Germany (ET48).

This cover was franked with a twelve-cent 1869 issue used in combination with three-cent and two-cent 1870 design adhesives. This franking correctly prepaid the 17-cent rate by North German Union mail to Hamburg (10 cents trans-Pacific plus 7 cents to Germany). The stamps are cancelled with letter “N” cancels (NAG-Can4).



NAG-Can4

U.S. POST OFFICE IN NAGASAKI, JAPAN

After carriage by the branch-line steamer *Arizona*, the cover was postmarked in transit at Yokohama and carried on the PMSS steamer *China*, which departed on August 22 and arrived at San Francisco on September 12, 1871 (ET48). Additional examples of this cancel on cover are reported, including an example on cover to England dated at Nagasaki on October 20, 1872. An example tying a six-cent bank note to piece bears a Nagasaki postmark of July 26.

The latest reported cover from Nagasaki before it became a postal agency on March 22, 1872 is shown in Figure 9-7.



Figure 9-7. A letter dated November 13, 1871 and sent from Nagasaki to London, England (ET53).

This letter was dated at Nagasaki on November 13, 1871 and is addressed to London, England. It correctly prepaid the 16-cent rate to England using 1870 design stamps. After carriage on the branch-line steamer *Golden Age* to Yokohama, the letter was postmarked and the stamps cancelled at Yokohama. It was carried by the PMSS steamer *Great Republic* that departed Yokohama on November 23 and arrived at San Francisco on December 17, 1871 (ET53).

Nagasaki Postal Agency

Nagasaki became a postal agency on March 22, 1872 and the first Nagasaki postmark device, NAG-Pmk1, was evidently received sometime in that year. The earliest reported example, dated December 4, is found impressed as a docket on an inbound 1872 letter to acting Vice Consul Charles Fisher (see *Japanese Philately*, December 1981, Vol. 36, No. 6). The marking is found with day over month as well as month over day.

U.S. POST OFFICE IN NAGASAKI, JAPAN



NAG-Pmk1

The earliest reported example of the postmark on cover is shown in Figure 9-8.



Figure 9-8. Nagasaki postmark of January 24, 1873 on a letter to Yokohama.

This cover is an overpaid three-cent rate between offices in Japan and was carried by the branch-line steamer *Costa Rica* to Yokohama. The ten-cent 1870 design stamp is cancelled with the NAG-Can5 cancel struck in blue. It also bears a Nagasaki January 24 postmark. It was carried by the *Costa Rica* that departed Shanghai on February 15 and arrived at Yokohama on February 23, 1873.



NAG-Can5 and variant

Another example of this postmark used on a cover is shown in Figure 9-9.



Figure 9-9. A May 4, 1873 cover from Nagasaki to New Zealand (ET78).

This letter was sent on May 4, 1873 from Nagasaki to New Zealand and is correctly franked with 26 cents postage, 10 cents trans-Pacific plus 16 cents for United States to New Zealand. It was carried by the branch line steamer *New York* to Yokohama. From Yokohama it was carried by the PMSS chartered steamer *Quang Se* that departed May 10 and arrived in San Francisco on May 30, 1873. After a transcontinental trip to New York, it was carried via England to New Zealand. The is a most unusual routing as the cover nearly traveled completely around-the-world to a destination that would have been better served by the British mail service. The cancels on the stamps on this cover are enigmatic as they appear not to match. As a result, no cancel number has been assigned.

An example of inter-consular mail is shown in Figure 9-10. This letter was sent on August 4, 1873 from Nagasaki to Hiogo and is correctly franked with a three-cent 1870 design stamp prepaying the rate between offices in Japan. It was carried by the steamer *Golden Age* that had departed Shanghai on August 2, 1873. The three-cent 1870 design stamp is cancelled with NAG-Can5 struck in black.



Figure 9-10. An August 4, 1873 cover from Nagasaki to Hiogo.

Another usage between offices in Japan is shown in Figure 9-11. The folded cover is docketed as having originated on October 6, 1873. It was franked by a three-cent 1870 design stamp tied by a new style NAG-Can6 cancel that is similar to the questionable cancel shown in Figure 8-9. It was carried by the branch-line steamer *Golden Age* and arrived at Yokohama on October 12. The cover does not have a Nagasaki postmark.



NAG-Can6

Figure 9-11. An October 6, 1873 letter from Nagasaki to Yokohama.

The next reported cover from Nagasaki is shown in Figure 9-12.



Figure 9-12. A March 17, 1874 cover sent from Nagasaki to Gloucester, Massachusetts (ET100).

This cover bears a Nagasaki postmark struck without a month plug. The cancel is a new type, NAG-Can7. After carriage by the branch-line steamer *Costa Rica* that departed Shanghai on March 23 and arrived at Yokohama on March 28, 1874, the cover was carried by the PMSS steamer *Colorado* that departed Yokohama April 6 and arrived at San Francisco April 27, 1874 (ET100).



NAG-Can7

U.S. POST OFFICE IN NAGASAKI, JAPAN

The latest recorded cover from Nagasaki prior to the closing of the office is shown in Figure 9-13.

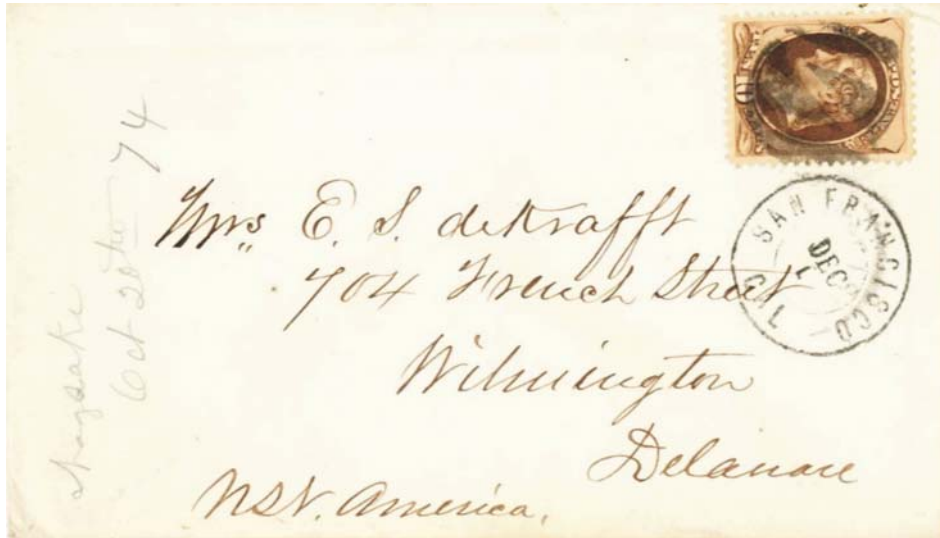


Figure 9-13. An October 20, 1874 cover from Nagasaki to Wilmington, Delaware (ET119).

This cover does not have a Nagasaki postmark. However, it bears a pencil docket at left that it originated in Nagasaki. This, coupled with the fact that the 1870 design ten-cent stamp has a cancellation that is not known used from Yokohama, is reason to believe the NAG-Can8 cancel was applied at Nagasaki.



NAG-Can8

The cover was possibly carried on the branch-line steamer *Costa Rica* that arrived in Yokohama on October 24. It was carried on the PMSS chartered steamer *Vancouver* that departed Yokohama on November 9 and arrived in San Francisco on November 30, 1874 (ET119).

The United States postal agency at Nagasaki was closed on December 31, 1874; service was inaugurated by the Japanese Imperial Post the next day.



Chapter Ten



U.S. Post Office in Hakodate, Japan

As discussed in Chapter 3, the 1854 Treaty of Kanagawa opened the ports of Hakodate and Shimoda to American ships. Hakodate, located on the main route between the Pacific Ocean and Manchuria, was deemed by the United States to be important as a port for the coaling and outfitting of ships. The city name was often spelled as either Hakodadi or Hakodada by foreign residents.

The United States Consuls at Hakodate

Elisha E. Rice, designated as a United States commercial agent, arrived in Hakodate aboard a whaler in the spring of 1858. He served as the first American consul to Hakodate from January 18, 1865 until November 2, 1870, when Ambrose A. Dunn replaced him. Subsequent consuls and vice consuls who served before 1875 are shown in the following list:

Ambrose A. Dunn, consul, November 3, 1870 until May 15, 1871
Nathan Emory Rice, vice consul, May 16, 1871 until July 14, 1871
Elisha E. Rice, consul, July 15, 1871 until October 6, 1871
George E. Rice, vice consul, October 7, 1871 until March 31, 1872
John Hart Hawes, consul, April 1, 1872 until November. 6, 1875

Two covers from Hakodate that predate the postal agency are discussed in Chapter 3.

Hakodate Postal Agency

Prior to 1873, there were only infrequent departures of American vessels from Hakodate. Although it is possible that some mails may have been handled by the consul, no covers are reported between 1865 and 1873. Hakodate became an official United States postal agency in the spring of 1873, coincident with the inauguration of PMSS service connecting Hakodate with Yokohama. The PMSS steamer *Ariel* operated on this branch route until sinking on October 27, 1873. Additional vessels were also employed. According to Dr. Robert Spaulding's article in *Japanese Philately*, October 1972, Vol. 27, No. 3, based on consular reports, there were 26 arrivals of American ships in Hakodate in 1873 and 11 in 1874.

The agency was closed, along with the other United States postal agencies in Japan, except Yokohama which continued to handle mails between Hong Kong and Yokohama, on December 31, 1874.

U.S. POST OFFICE IN HAKODATE, JAPAN

An off-cover example of a two-cent bank note issue, shown in Figure 10-1, bears a blue oval U.S. Consulate postmark (HAK-CG1). This marking is unknown on full cover. It almost certainly preceded the use of the standard postal device.



Figure 10-1. The U.S. Consulate Hakodadi, Japan HAK-CG1 handstamp on a two-cent 1870 design stamp.

A standard style United States post office device, HAK-Pmk1, was evidently issued to the postal agency soon after regular steamer communications were inaugurated. The authors record three covers with the marking.



HAK-Pmk1

The earliest reported example is shown in Figure 10-2.



Figure 10-2. The earliest reported usage of the Hakodate postmark on an April 15, 1873 cover to Walpole, New Hampshire (ET77).

U.S. POST OFFICE IN HAKODATE, JAPAN

This cover bears a ten-cent 1870 design stamp that was cancelled with HAK-Can1 in blue. The tracing of this cancel is only vaguely representative because of the poor quality of the strike on the cover. It has an April 15 postmark in matching blue ink, and the date probably corresponds to the departure of the *Ariel* from Hakodate to Yokohama. From Yokohama the cover was carried by the PMSS steamer *Japan* that departed on April 23 and arrived at San Francisco on May 14, 1873 (ET77). It has a San Francisco transit backstamp of May 15.



HAK-Can1

The second known cover is shown in Figure 10-3. This cover also bears a ten-cent 1870 design stamp with a blue postmark and matching cancel of a different style, HAK-Can2. The cancel on the stamp is only a partial strike and, again, the tracing is only vaguely representative. The postmark is dated May 5. After carriage by a PMSS branch-line steamer to Yokohama, the cover was carried by PMSS steamer *Great Republic* that departed May 22, 1874 and arrived in San Francisco on June 16, 1874 (ET103).



Figure 10-3. A May 5, 1874 cover sent from Hakodate to Coatesville, Pennsylvania (ET103).



HAK-Can2

U.S. POST OFFICE IN HAKODATE, JAPAN

The latest of the three reported usages of the Hakodate postmark is the wrapper shown in Figure 10-4.

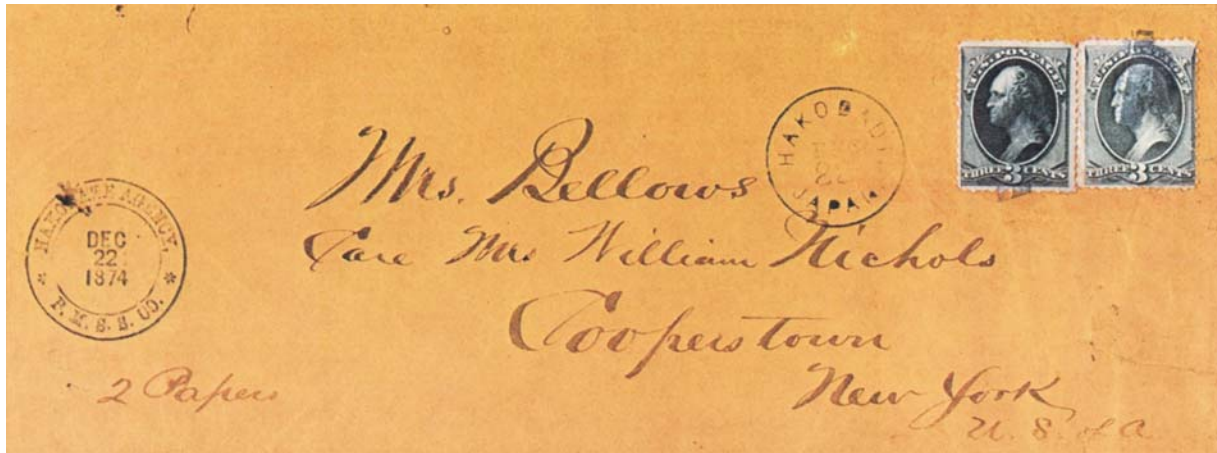


Figure 10-4. A December 22, 1874 wrapper used from Hakodate, to Cooperstown, New York (ET123).

The wrapper carried two newspapers and was prepaid with two copies of the three-cent 1870 design stamps. It bears a datestamp of the PMSS Hakodate agency as well as a blue Hakodate postmark of December 22, 1874. This is just nine days before the closing of the agency. The blue cancels are of a new type, HAK-Can3.



HAK-Can3

The cover was carried on a PMSS steamer to Yokohama and then on the steamer *Altona* that departed Yokohama on January 9 and arrived in San Francisco on January 30, 1875 (ET123). The *Altona* was chartered to replace the PMSS *Japan* that was destroyed by fire on December 17, 1874 during her voyage from Yokohama to Hong Kong. This wrapper was carried on the *Altona* along with the first foreign mail to be dispatched by the Imperial Japanese Post Office on ET123.

In addition to the three outbound covers from Hakodate and one cover carried outside the mails that is discussed in Chapter 4 and shown in Figure 4-20, there is one inbound cover reported. Shown in Figure 10-5, this undated cover is addressed to the care of the American consul at Hakodate.

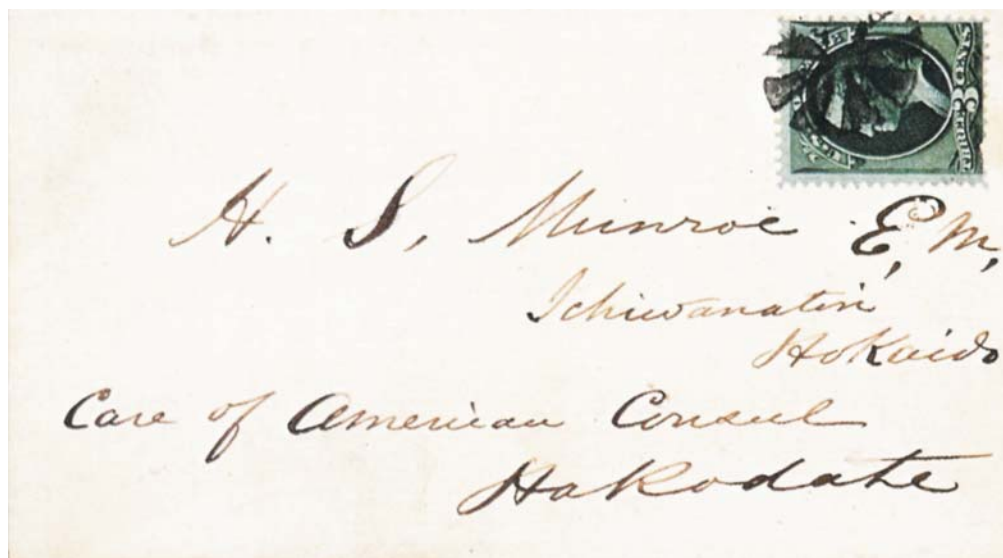


Figure 10-5. An inbound cover from Yokohama to Hakodate, circa 1874.

This cover bears a three-cent 1870 design stamp prepaying the rate between consular post offices in Japan and is tied by a Yokohama style cancel device that is reported used in 1874.

The United States postal agency at Hakodate was closed on December 31, 1874; service was inaugurated by the Japanese Imperial Post the next day.

Appendix A

Eastbound PMSS Trips

Table Of Eastbound PMSS Trips

The following tables provide sailing date information for the mail carrying steamers eastbound from Hong Kong, via Yokohama, to San Francisco. For the period before 1875, each trip is numbered with an "ET" (Eastbound Trip) prefix. These trip numbers are referenced throughout the book. The year of 1875 is beyond the scope of this book but the sailing date information is given without a trip number assignation. It should be noted that the dates may not be precise in all instances.

The "SFC pmk" column lists reported San Francisco postmark dates. San Francisco postmark dates reflect the date the mail was sent onward and multiple dates may exist for any particular arrival. Mail was rarely processed on Sundays and ships arriving on that day are noted.

PMSS Eastbound Sailings Departing Hong Kong 1867-1868

Trip #	Steamer	Dep HK	Arv Yoko	Dep Yoko	Arv SFC	SFC pmk	Notes
ET1	Colorado	Feb 17 67	Feb 25 67	Feb 28 67	Mar 20 67	MAR 20, 21	
ET2	Colorado	May 15 67	May 22 67	May 26 67	Jun 13 67	JUN 14	
ET3	Colorado	Aug 15 67	Aug 22 67	Aug 24 67	Sep 14 67	SEP 14	
ET4	Great Republic	Oct 15 67	Oct 23 67	Oct 25 67	Nov 19 67	NOV 19, 20	
ET5	China	Nov 26 67	Dec 4 67	Dec 6 67	Dec 31 67	JAN 1	
ET6	Great Republic	Jan 16 68	Jan 23 68	Jan 26 68	Feb 16 68	FEB 17	Sunday arrival
ET7	China	Feb 25 68	Mar 4 68	Mar 8 68	Mar 31 68	APR 1	
ET8	New York	Apr 19 68	Apr 25 68	Apr 28 68	May 18 68	MAY 18, 19	
ET9	China	May 26 68	Jun 2 68	Jun 5 68	June 26 68	JUN 26	
ET10	Colorado	July 15 68	Jul 23 68	Jul 26 68	Aug 16 68	AUG 17	Sunday arrival
ET11	Great Republic	Aug 15 68	Aug 23 68	Aug 29 68	Sep 19 68	SEP 19	
ET12	Japan	Sep 15 68	Sep 25 68	Sep 29 68	Oct 20 68	OCT 21	
ET13	China	Oct 15 68		Oct 31 68	Nov 22 68	NOV 23	Sunday arrival
ET14	Great Republic	Nov 16 68		Nov 29 68	Dec 22 68	DEC 23	
ET15	Japan	Dec 16 68		Dec 29 68	Jan 20 69	JAN 21	

APPENDIX A - EASTBOUND PMSS TRIPS

PMSS Eastbound Sailings Departing Hong Kong 1869

Trip #	Steamer	Dep HK	Arv Yoko	Dep Yoko	Arv SFC	SFC pmk	Notes
ET16	China	Jan 18 69	Jan 27 69	Feb 1 69	Feb 23 69	FEB 24	
ET17	Great Republic	Feb 19 69		Mar 4 69	Mar 27 69	MAR 29	pmk Monday
ET18	Japan	Mar 19 69		Apr 1 69	Apr 24 69	APR 24	
ET19	China	Apr 19 69		May 1 69	May 20 69	MAY 20, 21	
ET20	Great Republic	May 19 69	May 29 69	May 31 69	Jun 19 69	JUN 21	
ET21	Japan	Jun 19 69	Jun 30 69	Jul 1 69	Jul 20 69	JUL 20	
ET22	China	Jul 19 69		Aug 2 69	Aug 19 69	AUG 19	
ET23	Great Republic	Aug 19 69		Aug 30 69	Sep 18 69	SEP 20	
ET24	America	Sep 19 69		Sep 29 69	Oct 20 69	OCT 21	
ET25	Japan	Oct 19 69		Nov 2 69	Nov 22 69	NOV 23	
ET26	China	Nov 19 69		Dec 3 69	Dec 25 69	DEC 26	
ET27	America	Dec 18 69		Jan 1 70	Jan 23 70	JAN 23, 24	

PMSS Eastbound Sailings Departing Hong Kong 1870

Trip #	Steamer	Dep HK	Arv Yoko	Dep Yoko	Arv SFC	SFC pmk	Notes
ET28	Japan	Jan 12 70		Jan 24 70	Feb 16 70	FEB 17	
ET29	China	Feb 12 70		Feb 25 70	Mar 19 70	MAR 20	
ET30	America	Mar 12 70		Mar 24 70	Apr 13 70	APR 14	
ET31	Japan	April 12 70		Apr 20 70	May 11 70	(MAY 14)	
ET32	Great Republic	May 12 70		May 23 70	Jun 14 70	JUN 15	
ET33	China	Jun 11 70	Jun 18 70	Jun 22 70	Jul 13 70	JUL 14	
ET34	Japan	Jul 12 70		Jul 22 70	Aug 12 70	AUG 13	
ET35	America	Aug 12 70	Aug 19 70	Aug 22 70	Sep 12 70	SEP 13	
ET36	Great Republic	Sep 12 70		Sep 23 70	Oct 16 70	OCT 17	Sunday arrival
ET37	China	Oct 12 70		Oct 23 70	Nov 17 70	NOV 18	
ET38	Japan	Nov 12 70		Nov 25 70	Dec 20 70	DEC 20, 21	
ET39	America	Dec 12 70	Dec 20 70	Dec 23 70	Jan 17 71	JAN 17, 18	

APPENDIX A - EASTBOUND PMSS TRIPS

PMSS Eastbound Sailings Departing Hong Kong 1871

Trip #	Steamer	Dep HK	Arv Yoko	Dep Yoko	Arv SFC	SFC pmk	Notes
ET40	Great Republic	Jan 12 71		Jan 23 71	Feb 16 71	FEB 16	
ET41	Japan	Feb 11 71	Feb 19 71	Feb 22 71	Mar 18 71	MAR 19	
ET42	America	Mar 13 71	Mar 21 71	Mar 24 71	Apr 15 71	APR 16	
ET43	Great Republic	Apr 12 71		Apr 21 71	May 13 71	MAY 14	
ET44	China	May 12 71	May 19 71	May 22 71	Jun 12 71	JUN 13	
ET45	America	Jun 12 71	Jun 20 71	Jun 23 71	Jul 15 71	JUL 16	
ET46	Japan	July 12 71	Jul 19 71	Jul 22 71	Aug 13 71	AUG 14	Sunday arrival
ET47	Alaska	July 25 71	Aug 2 71	Aug 6 71	Sep 1 71	SEP 1	
ET48	China	Aug 12 71		Aug 22 71	Sep 12 71	SEP 13	
ET49	Arizona			Sep 13 71	Oct 7 71	OCT 7	
ET50	America	Sep 12 71		Sep 23 71	Oct 15 71		Sunday arrival
ET51	Japan	Oct 12 71	Oct 21 71	Oct 23 71	Nov 15 71	NOV 15 16	
ET52	Alaska	Oct 20 71	Nov 1 71	Nov 3 71	Nov 29 71		
ET53	Great Republic	Nov 11 71		Nov 23 71	Dec 17 71	DEC 18	Sunday arrival
ET54	America	Dec 12 71		Dec 23 71	Jan 15 72	JAN 16	

PMSS Eastbound Sailings Departing Hong Kong 1872

Trip #	Steamer	Dep HK	Arv Yoko	Dep Yoko	Arv SFC	SFC pmk	Notes
ET55	Japan	Jan 12 72		Jan 24 72	Feb 15 72		
ET56	Great Republic	Feb 17 72		Feb 28 72	Mar 23 72	MAR 24	
ET57	America	Mar 16 72	Mar 24 72	Mar 26 72	Apr 18 72		
ET58	Japan	Apr 12 72		Apr 23 72	May 15 72	MAY 16	
ET59	Great Republic	May 15 72		May 25 72	Jun 17 72	JUN 18	
ET60	America	Jun 12 72		Jun 22 72	Jul 13 72	JUL 14	
ET61	Colorado	Jun 27 72		Jul 7 72	Jul 28 72		Sunday arrival
ET62	Japan	Jul 12 72		Jul 22 72	Aug 14 72	AUG 15	
ET63	Alaska	Jul 27 72		Aug 8 72	Aug 31 72	AUG 31/ 1	
ET64	Great Republic	Aug 12 72		Aug 21 72	Sep 12 72		
ET65	China	Aug 27 72		Sep 7 72	Oct 2 72		
ET66	Colorado	Sep 21 72		Oct 2 72	Oct 23 72		
ET67	Japan	Oct 12 72		Oct 23 72	Nov 14 72	NOV 15	
ET68	Alaska	Oct 26 72		Nov 6 72	Nov 28 72		
ET69	Great Republic	Nov 12 72		Nov 24 72	Dec 16 72	DEC 17	
ET70	China	Nov 27 72		Dec 8 72	Jan 1 73		

APPENDIX A - EASTBOUND PMSS TRIPS

Trip #	Steamer	Dep HK	Arv Yoko	Dep Yoko	Arv SFC	SFC pmk	Notes
ET71	Scotia			Dec 19 72	Jan 22 73		non PMSS sailing ship
ET72	Colorado	Dec 12 72		Dec 24 72	Jan 15 73		

PMSS Eastbound Sailings Departing Hong Kong 1873

Trip #	Steamer	Dep HK	Arv Yoko	Dep Yoko	Arv SFC	SFC pmk	Notes
ET73	Japan	Jan 11 73	Jan 21 73	Jan 24 73	Feb 15 73	FEB 17	
ET74	Alaska	Feb 12 73	Feb 21 73	Feb 24 73	Mar 21 73	MAR 21	
ET75	China	Feb 27 73		Mar 10 73	Apr 3 73	APR 4	
ET76	Colorado	Mar 12 73	Mar 21 73	Mar 23 73	Apr 13 73		Sunday arrival
ET77	Japan	Apr 12 73	Apr 20 73	Apr 23 73	May 14 73	MAY 15	
ET78	Quang Se	Apr 30 73		May 10 73	May 30 73	JUN 1	PMSS chartered
ET79	Alaska	May 12 73	May 20 73	May 23 73	Jun 13 73	JUN 14	
ET80	Macgregor	May 25 73		Jun 4 73	Jun 25 73		PMSS chartered
ET81	China	May 27 73		Jun 7 73	Jun 27 73	JUN 28	
ET82	Colorado	Jun 12 73		Jun 23 73	Jul 13 73	JUL 14	SFC steamship
ET83	Japan	Jun 27 73		Jul 8 73	Jul 28 73	JUL 28	
ET84	Quang Se	Jul 12 73		Jul 22 73	Aug 12 73	AUG 13	PMSS chartered
ET85	Great Republic	Jul 27 73	Aug 2 73	Aug 7 73	Aug 26 73		
ET86	Macgregor	Aug 13 73		Aug 22 73	Sep 10 73	SEP 11	PMSS chartered
ET87	China	Aug 27 73		Sep 7 73	Sep 30 73	OCT 1	
ET88	Colorado	Sep 12 73		Sep 24 73	Oct 15 73		
ET89	Quang Se	Sep 27 73		Oct 8 73	Oct 27 73		PMSS chartered
ET90	Japan	Oct 11 73		Oct 22 73	Nov 12 73	NOV 14	
ET91	Great Republic	Oct 23 73		Nov 2 73	Nov 23 73	NOV 24	SFC steamship
ET92	Alaska	Nov 8 73		Nov 20 73	Dec 16 73	DEC 17	
ET93	China	Nov 27 73		Dec 8 73	Jan 15 74		
ET94	Colorado	Dec 12 73	Dec 20 73	Dec 24 73	Jan 18 74		Sunday arrival

APPENDIX A - EASTBOUND PMSS TRIPS

PMSS Eastbound Sailings Departing Hong Kong 1874

Trip #	Steamer	Dep HK	Arv Yoko	Dep Yoko	Arv SFC	SFC pmk	Notes
ET95	Vasco de Gama	Jan 9 74	Jan 16 74	Jan 21 74	Feb 8 74	FEB 9	non contract, Sunday arrival
ET96	Japan	Jan 12 74	Jan 21 74	Jan 23 74	Feb 12 74	FEB 13	
ET97	Great Republic	Feb 12 74	Feb 22 74	Feb 24 74	Mar 19 74	MAR 20	
ET98	Alaska	Feb 27 74	Mar 7 74	Mar 10 74	Apr 3 74		
ET99	China	Mar 16 74		Mar 27 74	Apr 21 74		
ET100	Colorado	Mar 27 74	Apr 4 74	Apr 7 74	Apr 27 74	APR 27	
ET101	Vasco de Gama	Apr 4 74	Apr 10 74	Apr 14 74	May 1 74	MAY 1	non contract
ET102	Japan	Apr 15 74	Apr 24 74	Apr 26 74	May 18 74		
ET103	Great Republic	May 13 74	May 21 74	May 22 74	Jun 16 74	JUN 16	
ET104	Vancouver	May 16 74	May 23 74	May 31 74	Jun 18 74	JUN 18	non contract
ET105	Alaska	May 27 74	Jun 3 74	Jun 5 74	Jun 26 74	JUN 28	
ET106	China	Jun 10 74	Jun 17 74	Jun 20 74	Jul 12 74	JUL 13	Sunday arrival
ET107	Granada	Jun 16 74	Jun 22 74	Jun 23 74	Jul 10 74		
ET108	Vasco de Gama	Jun 17 74	Jun 23 74	Jun 25 74	Jul 11 74	JUL 11	non contract
ET109	Altona	Jun 26 74		Jul 8 74	Jul 27 74	JUL 29	non contract
ET110	Colorado	Jul 11 74	Jul 17 74	Jul 19 74	Aug 8 74	AUG 9	
ET111	Japan	Jul 25 74	Aug 1 74	Aug 3 74	Aug 24 74		
ET112	Great Republic	Aug 5 74	Aug 12 74	Aug 14 74	Sep 4 74	SEP 5	
ET113	Vancouver	Aug 10 74	Aug 16 74	Aug 18 74	Sep 5 74		
ET114	Colima	Aug 15 74	Aug 21 74	Aug 23 74	Sep 9 74		
ET115	Vasco de Gama	Sep 3 74	Sep 11 74	Sep 12 74	Oct 2 74		non contract
ET116	Colorado			Sep 12 74	Oct 3 74	OCT 4	
ET117	Japan			Sep 30 74	Oct 21 74		last trip burned
ET118	China	from Yoko		Oct 15 74	Nov 7 74	NOV 8	SFC steamship
ET119	Vancouver	Oct 28 74	Nov 6 74	Nov 9 74	Nov 30 74	NOV 30/ DEC 1	PMSS chartered
ET120	Great Republic	Nov 11 74	Nov 20 74	Nov 23 74	Dec 18 74	DEC 19	
ET121	Vasco de Gama	Nov 25 74	Dec 2 74	Dec 6 74	Dec 22 74	DEC 23	PMSS chartered
ET122	Colorado	Dec 12 74	Dec 19 74	Dec 22 74	Jan 21 75	JAN 22	
ET123	Altona	Dec 28 74	Jan 7 75	Jan 9 75	Jan 30 75	JAN 31	PMSS charter

APPENDIX A - EASTBOUND PMSS TRIPS

PMSS and O&OSS* Eastbound Sailings Departing Hong Kong 1875

Steamer	Dep HK	Arv Yoko	Dep Yoko	Arv SFC	Notes
Alaska	Jan 13 75	Jan 21 75	Jan 24 75	Feb 16 75	
Vancouver	Jan 20 75	Jan 27 75	Jan 30 75	Feb 18 75	
China	Feb 15 75	Feb 24 75	Feb 26 75	Mar 24 75	
Vasco de Gama			Mar 8 75	Mar 27 75	
Great Republic	Mar 1 75	Mar 8 75	Mar 11 75	Apr 4 75	Sunday arrival
Colorado	Mar 15 75	Mar 24 75	Mar 25 75	Apr 15 75	
City of Peking	Apr 1 75	Apr 7 75	Apr 9 75	Apr 28 75	
Alaska	Apr 15 75	Apr 23 75	Apr 25 75	May 16 75	Sunday arrival
City of Tokio	May 15 75	May 21 75	May 23 75	Jun 9 75	
China	Jun 1 75	Jun 9 75	Jun 11 75	Jul 1 75	
Oceanic	Jun 5 75	Jun 11 75	Jun 13 75	Jun 29 75	O&OSS
Great Republic	Jun 15 75	Jun 22 75	Jun 24 75	Jul 15 75	
Belgic	Jul 1 75	Jul 9 75	Jul 12 75	Jul 31 75	O&OSS
City of Peking	Jul 10 75	Jul 15 75	Jul 18 75	Aug 5 75	
Alaska	Jul 15 75	Jul 22 75	Jul 25 75	Aug 15 75	Sunday arrival
Gaelic	Aug 2 75	Aug 11 75	Aug 15 75	Sep 2 75	O&OSS
City of Tokio	Aug 16 75	Aug 22 75	Aug 24 75	Sep 10 75	
Oceanic	Sep 1 75	Sep 9 75	Sep 11 75	Sep 29 75	O&OSS
Colorado	Sep 8 75	Sep 16 75	Sep 18 75	Oct 12 75	
Great Republic	Sep 15 75	Sep 23 75	Sep 26 75	Oct 17 75	Sunday arrival
Belgic	Oct 1 75	Oct 9 75	Oct 12 75	Oct 30 75	O&OSS
China	Oct 15 75	Oct 25 75	Oct 26 75	Nov 18 75	
Gaelic	Nov 1 75	Nov 10 75	Nov 12 75	Dec 4 75	O&OSS
Alaska	Nov 15 75	Nov 23 75	Nov 25 75	Dec 19 75	Sunday arrival
Oceanic	Dec 1 75	Dec 8 75	Dec 10 75	Dec 27 75	O&OSS
City of Tokio	Dec 20 75	Dec 29 75	Jan 4 76	Jan 25 76	

* O&OSS (Occidental & Oriental Steam Ship Company)

Appendix B

Westbound PMSS Trips

Table Of Westbound PMSS Trips

The following tables provide sailing date information for the mail carrying steamers westbound from San Francisco, via Yokohama, to Hong Kong. For the period before 1875, each trip is numbered with an "WT" (Westbound Trip) prefix. These trip numbers are referenced throughout the book. The year of 1875 is beyond the scope of this book but the sailing date information is given without a trip number assignation. It should be noted that the dates may not be precise in all instances.

PMSS Westbound Sailings Departing San Francisco 1867-1868

Trip #	Steamer	Dep SFC	Arv Yoko	Dep Yoko	Arv HK	Notes
WT1	Colorado	Jan 1 67	Jan 24 67	Jan 25 67	Jan 31 67	
WT2	Colorado	Apr 3 67	Apr 29 67	Apr 30 67	May 6 67	
WT3	Colorado	Jul 4 67	Jul 27 67	Jul 29 67	Aug 5 67	
WT4	Great Republic	Sep 3 67	Sep 26 67	Sep 28 67	Oct 5 67	
WT5	China	Oct 14 67	Nov 6 67	Nov 8 67	Nov 14 67	
WT6	Great Republic	Dec 4 67	Jan 3 68	Jan 5 68	Jan 13 68	
WT7	China	Jan 13 68	Feb 7 68	Feb 9 68	Feb 15 68	
WT8	Great Republic	Mar 7 68	Apr 7 68	Apr 9 68	Apr 16	replaced at Yokohama by New York
WT9	China	Apr 18 68	May 11	May 12 68	May 19	
WT10	Colorado	Jun 3 68	Jun 26 68	Jun 30 68	Jul 6 68	
WT11	New York	Jul 3 68	Jul 25 68	Jul 27 68	Aug 4 68	replaced at Yokohama by Great Republic
WT12	Japan	Aug 3 68	Aug 26 68	Sep 1 68	Sep 7 68	
WT13	China	Sep 2 68	Sep 26 68	Sep 30 68	Oct 6 68	
WT14	Great Republic	Oct 4 68	Oct 29 68	Oct 30 68	Nov 6 68	
WT15	Japan	Nov 4 68	Dec 1 68	Dec 3 68	Dec 9 68	
WT16	China	Dec 3 68	Dec 30 68	Jan 1 69	Jan 8 69	

APPENDIX B - WESTBOUND PMSS TRIPS

PMSS Westbound Sailings Departing San Francisco 1869

Trip #	Steamer	Dep SFC	Arv Yoko	Dep Yoko	Arv HK	Notes
WT17	Great Republic	Jan 4 69	Feb 2 68	Feb 4 69	Feb 11 69	
WT18	Japan	Feb 4 69	Mar 4 68	Mar 7 69	Mar 13 69	
WT19	China	Mar 5 69	Mar 31 69	Apr 3 69	Apr 9 69	
WT20	Great Republic	Apr 5 69	Apr 30 69	May 2 69	May 9 69	
WT21	Japan	May 4 69	May 28 69	May 30 69	Jun 5 69	
WT22	China	Jun 4 69	Jun 27 69	Jun 29 69	Jul 6 69	
WT23	Great Republic	Jul 3 69	Jul 27 69	July 29 69	Aug 6 69	
WT24	Oregonian	Aug 4 69	Aug 27 69	Aug 29 69	Sep 5 69	
WT25	Japan	Sep 4 69		Sep 27 69	Oct 5 69	
WT26	China	Oct 4 69	Oct 30 69	Nov 1 69	Nov 8 69	
WT27	America	Nov 4 69	Dec 1 69	Dec 2 69	Dec 9 69	
WT28	Japan	Dec 1 69		Dec 30 69	Jan 7 70	

PMSS Westbound Sailings Departing San Francisco 1870

Trip #	Steamer	Dep SFC	Arv Yoko	Dep Yoko	Arv HK	Notes
WT29	China	Jan 1 70	Jan 31 70	Feb 1 70	Feb 8 70	
WT30	America	Feb 1 70		Feb 26 70	Mar 5 70	
WT31	Japan	Mar 2 70	Mar 26 70	Mar 29 70	Apr 5 70	
WT32	Great Republic	Apr 1 70	Apr 28 70	Apr 29 70	May 6 70	
WT33	China	May 1 70		May 25 70	Jun 1 70	
WT34	Japan	Jun 1 70	Jun 24 70	Jun 26 70	Jul 3 70	
WT35	America	Jul 1 70	Jul 23 70	Jul 26 70	Aug 2 70	
WT36	Great Republic	Aug 1 70	Aug 26 70	Aug 27 70	Sep 3 70	
WT37	China	Sep 1 70		Sep 26 70	Oct 3 70	
WT38	Japan	Oct 1 70	Oct 26 70	Oct 29 70	Nov 4 70	
WT39	America	Nov 1 70		Nov 29 70	Dec 5 70	
WT40	Great Republic	Dec 1 70	Dec 29 70	Dec 30 70	Jan 6 71	
WT41	Japan	Dec 31 70		Jan 28 71	Feb 4 71	

APPENDIX B - WESTBOUND PMSS TRIPS

PMSS Westbound Sailings Departing San Francisco 1871

Trip #	Steamer	Dep SFC	Arv Yoko	Dep Yoko	Arv HK	Notes
WT42	America	Feb 1 71		Feb 28 71	Mar 7 71	
WT43	Great Republic	Mar 1 71	Mar 27 71	Mar 29 71	Apr 5 71	
WT44	China	Apr 1 71		Apr 25 71	May 5 71	
WT45	America	May 1 71	May 25 71	May 26 71	Jun 2 71	
WT46	Japan	Jun 1 71	Jun 25 71	Jun 27 71	Jul 4 71	
WT47	China	Jul 1 71	Jul 24 71	Jul 26 71	Aug 2 71	
WT48	America	Aug 1 71	Aug 23 71	Aug 26 71	Sep 2 71	
WT49	Japan	Sep 1 71	Sep 25 71	Sep 26 71	Oct 2 71	
WT50	Alaska	Sep 6 71		Oct 2 71	Oct 12 71	
WT51	Great Republic	Sep 30 71	Oct 25 71	Oct 28 71	Nov 4 71	
WT52	America	Nov 1 71	Nov 26 71	Nov 28 71	Dec 5 71	
WT53	Japan	Dec 1 71		Dec 31 71	Jan 6 72	

PMSS Westbound Sailings Departing San Francisco 1872

Trip #	Steamer	Dep SFC	Arv Yoko	Dep Yoko	Arrv HK	Notes
WT54	Great Republic	Jan 5 72	Feb 6 72	Feb 7 72	Feb 14 72	
WT55	America	Feb 4 72	Mar 5 72	Mar 6 72	Mar 13 72	
WT56	Japan	Mar 1 72	Mar 26 72	Mar 28 72	Apr 4 72	
WT57	Great Republic	Apr 5 72	Apr 30 72	May 3 72	May 11 72	
WT58	America	May 1 72	May 25 72	May 27 72	Jun 4 72	
WT59	Colorado	May 16 72		Jun 10 72	Jun 17 72	
WT60	Japan	Jun 1 72		Jun 26 72	Jul 4 72	
WT61	Alaska	Jun 17 72	Jul 10 72	Jul 11 72	Jul 19 72	
WT62	Great Republic	Jul 1 72	Jul 24 72	Jul 26 72	Aug 2 72	
WT63	China	Jul 16 72		Aug 10 72	Aug 20 72	
WT64	America	Aug 1 72	Aug 24 72			fire (HK mail lost)
WT65	Colorado	Aug 17 72		Sep 10 72	Sep 16 72	
WT66	Japan	Sep 1 72	Sep 24 72	Sep 26 72	Oct 3 72	
WT67	Alaska	Sep 16 72		Oct 14 72	Oct 21 72	
WT68	Great Republic	Oct 1 72		Oct 28 72	Nov 4 72	
WT69	China	Oct 16 72		Nov 13 72	Nov 20 72	
WT70	Colorado	Nov 1 72		Nov 28 72	Dec 5 72	
WT71	Japan	Nov 30 72	Dec 28 72	Dec 30 72	Jan 6 73	
WT72	Alaska	Dec 17 72	Jan 17 73	Jan 18 73	Jan 25 73	

APPENDIX B - WESTBOUND PMSS TRIPS

PMSS Westbound Sailings Departing San Francisco 1873

Trip #	Steamer	Dep SFC	Arv Yoko	Dep Yoko	Arrv HK	Notes
WT73	China	Jan 6 73	Feb 7 73	Feb 10 73	Feb 17 73	
WT74	Colorado	Feb 1 73	Feb 27 73	Mar 1 73	Mar 7 73	
WT75	Japan	Mar 1 73	Mar 29 73	Mar 30 73	Apr 7 73	
WT76	Alaska	Apr 1 73	Apr 27 73	Apr 29 73	May 6 73	
WT77	China	Apr 16 73	May 13 73	May 15 73	May 22 73	
WT78	Colorado	May 1 73	May 24 73	May 27 73	Jun 3 73	
WT79	Japan	May 20 73	Jun 12 73	Jun 13 73	Jun 20 73	
WT80	Quang Se	Jun 5 73	Jun 20 73	Jul 1 73	Jul 9 73	PMSS chartered
WT81	Great Republic	Jun 16 73	Jul 8 73	Jul 10 73	Jul 18 73	
WT82	Macgregor	Jul 1 73	Jul 27 73	Jul 28 73	Aug 7 73	PMSS chartered
WT83	China	Jul 16 73	Aug 8 73	Aug 10 73	Aug 18 73	
WT84	Colorado	Aug 1 73		Aug 26 73	Sep 4 73	
WT85	Quang Se	Aug 16 73	Sep 5 73	Sep 9 73	Sep 16 73	PMSS chartered
WT86	Japan	Sep 1 73		Sep 27 73	Oct 3 73	
WT87	Great Republic	Sep 16 73	Oct 9 73	Oct 11 73	Oct 17 73	
WT88	Macgregor	Sep 20 73			Oct 19 73	PMSS chartered
WT89	Alaska	Oct 1 73	Oct 26 73	Oct 28 73	Nov 4 73	
WT90	China	Oct 16 73	Nov 10 73	Nov 12 73	Nov 19 73	
WT91	Colorado	Nov 1 73		Dec 1 73	Dec 8 73	
WT92	Japan	Nov 17 73	Dec 14 73	Dec 15 73	Dec 22 73	
WT93	Great Republic	Dec 1 73	Dec 29 73	Dec 31 73	Jan 7 74	

APPENDIX B - WESTBOUND PMSS TRIPS

PMSS Westbound Sailings Departing San Francisco 1874

Trip #	Steamer	Dep SFC	Arv Yoko	Dep Yoko	Arv HK	Notes
WT94	Alaska	Jan 1 74	Feb 5 74	Feb 7 74	Feb 16 74	
WT95	China	Feb 2 74	Mar 4 74	Mar 5 74	Mar 12 74	
WT96	Colorado	Feb 14 74	Mar 10 74	Mar 12 74	Mar 19 74	
WT97	Vasco de Gama	Feb 21 74	Mar 15 74	Mar 17 74	Mar 24 74	no contract
WT98	Japan	Mar 2 74	Mar 27 74	Mar 29 74	Apr 4 74	
WT99	Great Republic	Apr 1 74	Apr 27 74	Apr 28 74	May 5 74	
WT100	Alaska	Apr 18 74	May 13 74	May 14 74	May 21 74	
WT101	China	May 2 74		May 28	Jun 5	
WT102	Vasco de Gama	May 15 74	Jun 5 74	Jun 6 74	Jun 13 74	no contract
WT103	Granada	May 16 74	Jun 6 74	Jun 7 74	Jun 13 74	
WT104	Colorado	May 30 74	Jun 23 74	Jun 24 74	Jul 2 74	
WT105	Japan	Jun 13 74		Jul 7 74	Jul 15 74	
WT106	Vancouver	Jun 25 74	Jul 17 74	Jul 21 74	Jul 31 74	no contract
WT107	Great Republic	Jun 27 74	Jul 20 74	Jul 21 74	Jul 31 74	
WT108	Colima	Jul 14 74	Aug 2 74	Aug 3 74	Aug 11 74	
WT109	Vasco de Gama	Jul 23 74	Aug 14 74	Aug 15 74	Aug 22 74	no contract
WT110	Alaska	Jul 28 74	Aug 21 74	Aug 23 74	Aug 30 74	
WT111	Colorado	Aug 13 74	Sep 7 74	Sep 8 74	(Sep 15 74)	Costa Rica for Yoko-HK
WT112	Japan	Aug 29 74	Sep 23 74	Sep 24 74	(Oct 1 74)	Nevada for Yoko-HK
WT113	China	Sep 5 74	Sep 30 74	Oct 3 74	(Oct 10 74)	Oregonian for Yoko-HK
WT114	Vancouver	Sep 19 74	Oct 12 74	Oct 14 74	Oct 21 74	PMSS chartered
WT115	Great Republic	Oct 3 74	Oct 28 74	Oct 29 74	Nov 5 74	
WT116	Vasco de Gama	Oct 19 74	Nov 8 74	Nov 10 74	Nov 16 74	PMSS chartered
WT117	Colorado	Oct 31 74	Nov 26 74	Nov 28 74	Dec 5 74	
WT118	Japan	Nov 14 74	Dec 10 74	Dec 11 74		burned near Amoy
WT119	China	Dec 1 74	Dec 30 74	Jan 1 75	Jan 8 75	
WT120	Vancouver	Dec 12 74	Jan 6 75	Jan 8 75	Jan 15 75	

APPENDIX B - WESTBOUND PMSS TRIPS

PMSS and O&OSS* Westbound Sailings Departing San Francisco 1875

Steamer	Dep SFC	Arv Yoko	Dep Yoko	Arv HK
Great Republic	Jan 2 75	Feb 5 75	Feb 7 75	Feb 14 75
Vasco de Gama	Jan 16 75	Feb 22 75	Feb 22 75	
Colorado	Feb 2 75	Mar 1 75	Mar 4 75	Mar 11 75
Altona	Feb 11 75			Mar 16 75
City of Peking	Feb 20 75	Mar 13 75	Mar 19 75	Mar 25 75
Alaska	Mar 4 75	Mar 28 75	Mar 29 75	Apr 5 75
City of Tokio	Apr 1 75	Apr 21 75	Apr 23 75	Apr 29 75
China	Apr 17 75	May 12 75	May 14 75	May 21 75
Great Republic	May 1 75	May 28 75	May 29 75	Jun 5 75
City of Peking	May 15 75	Jun 7 75	Jun 8 75	Jun 16 75
Alaska	Jun 1 75	Jun 28 75	Jun 28 75	July 6 75
Colorado	Jun 15 75	Jul 8 75	Jul 10 75	Jul 17 75
City of Tokio	Jul 1 75	Jul 23 75	Jul 24 75	Jul 31 75
Oceanic	Jul 15 75	Aug 3 75	Aug 5 75	Aug 11 75
Great Republic	Aug 2 75	Aug 27 75	Aug 29 75	Sep 5 75
Belgic	Aug 16 75	Sep 7 75	Sep 9 75	Sep 16 75
China	Sep 1 75	Sep 26 75	Sep 28 75	Oct 5 75
Gaelic	Sep 16 75	Oct 11 75	Oct 12 75	Oct 20 75
Alaska	Oct 1 75	Nov 1 75	Nov 2 75	Nov 9 75
Oceanic	Oct 16 75	Nov 7 75	Nov 8 75	Nov 15 75
City of Tokio	Nov 1 75	Nov 23 75	Nov 25 75	Dec 1 75
Belgic	Nov 16 75	Dec 16 75	Dec 17 75	Dec 25 75

* O&OSS (Occidental & Oriental Steam Ship Company)

Appendix C

Branch Line PMSS Trips

Table Of Branch Line PMSS Trips

The following tables provide sailing date information for the branch line steamers that operated between Shanghai and Yokohama and served additional intermediate Japanese ports. The highlighted listings represent those trips that connected with the trans-Pacific mail steamers at Yokohama and in those instances the listing includes the Eastbound Trip number from Yokohama. The year of 1875 is beyond the scope of this book but the sailing date information for only the primary Shanghai to Yokohama is included. It should be noted that the branch-line sailing date information is often incomplete and it is less precise than the dates found in Appendices A and B. Shanghai postmark dates usually reflect the steamer departure date and observed dates are noted.

PMSS Branch Line Sailings Departing Shanghai 1867-1868

Steamer	Dep SHA	Arv Yoko	ET Trip	SHA pmk	Dep Yoko	Arv SHA
Costa Rica	Jul 10 67	Jul 20 67			Jul 28 67	Aug 3 67
Costa Rica	Aug 16 67	Aug 24 67	ET3		Sep 28 67	Oct 4 67
Costa Rica	Oct 17 67	Oct 24 67	ET4		Nov 8 67	Nov 14 67
Costa Rica	Nov 27 67	Dec 5 67	ET5	NOV 27	Jan 4 68	Jan 14 68
Costa Rica	Jan 17 68	Jan 24 68	ET6	JAN 16	Feb 8 68	Feb 14 68
Costa Rica	Feb 24 68	Mar 4 68	ET7	FEB 24	Apr 9 68	Apr 16 68
Costa Rica	Apr 17 68	Apr 24 68	ET8	APR 17	May 12 68	May 19 68
Costa Rica	May 26 68	Jun 3 68	ET9	MAY 26	Jun 29 68	Jul 7 68
Costa Rica	Jul 15 68	Jul 23 68	ET10		Jul 27 68	Aug 3 68
Costa Rica	Aug 15 68	Aug 23	ET11	AUG 15	Aug 27 68	Sep 5 68
Costa Rica	Sep 17 68	Sep 25 68	ET12	(OCT 17)	Sep 29 68	Oct 7 68
Costa Rica	Oct 15 68	Oct 23 68	ET13	OCT 15	Oct 30 68	Nov 5 68
Costa Rica	Nov 15 68	Nov 23 68	ET14	NOV 15	Dec 2 68	Dec 9 68
New York					Dec 31 68	Jan 8 69
Costa Rica	Dec 17 68	Dec 25 68	ET15	DEC 17	Feb 6 69	Feb 14 69

APPENDIX C - BRANCH LINE PMSS TRIPS

PMSS Branch Line Sailings Departing Shanghai 1869

Steamer	Dep SHA	Arv Yoko	ET Trip	SHA pmk	Dep Yoko	Arv SHA
New York	Jan 21 69	Jan 29 69	ET16	JAN 21	Mar 6 69	Mar 14 69
Costa Rica	Feb 20 69	Feb 28 69	ET17		Mar 9 69	Mar 17 69
New York	Mar 16 69	Mar 24 69			Apr 2 69	Apr 10 69
Costa Rica	Mar 20 69	Mar 28 69	ET18	MAR 20	Apr 9 69	Apr 17 69
New York	Apr 13 69	Apr 21 69			May 1 69	May 9 69
Costa Rica	Apr 20 69	Apr 28 69	ET19	APR 20	May 8 69	May 16 69
New York	May 11 69	May 19 69			May 29 69	Jun 5 69
Costa Rica	May 19 69	May 27 69	ET20		Jun 8 69	Jun 16 69
New York	Jun 6 69	Jun 17 69			Jul 8 69	Jul 16 69
Costa Rica	Jun 19 69	Jun 27 69	ET21	JUN 19	Jun 29 69	Jul 7 69
Costa Rica	Jul 10 69	Jul 18 69			Aug 7 69	Aug 15 69
New York	Jul 20 69	Jul 28 69	ET22	JUL 20	Jul 28 69	Aug 4 69
New York	Aug 10 69	Aug 18 69			Aug 23 69	Sep 5 69
Costa Rica	Aug 20 69	Aug 28 69	ET23	AUG 20	Sep 6 69	Sep 14 69
New York	Sep 10 69	Sep 18 69			Sep 28 69	Oct 5 69
Costa Rica	Sep 18 69	Sep 26 69	ET24		(Oct 9)	
Oregonian	Sep 28 69	Oct 6 69			(Oct 20)	
New York	Oct 11 69	Oct 19 69			Oct 31 69	Nov 7 69
Costa Rica	Oct 21 69	Oct 28 69	ET25	OCT 21	Nov 9 69	Nov 17 69
Oregonian		Nov 6 69			Nov 20 69	Nov 28 69
New York	Nov 11 69	Nov 19 69			Dec 1 69	Dec 8 69
Costa Rica	Nov 20 69	Nov 28 69	ET26	NOV 20	Dec 11 69	Dec 19 69
Oregonian	Dec 2 69	Dec 10 69			Dec 21 69	
New York	Dec 13 69	Dec 21 69		DEC 13	Dec 30 69	Jan 7 70
Costa Rica	Dec 21 69	Dec 30 69	ET27	DEC 21		

APPENDIX C - BRANCH LINE PMSS TRIPS

PMSS Branch Line Sailings Departing Shanghai 1870

Steamer	Dep SHA	Arv Yoko	ET Trip	SHA pmk	Dep Yoko	Arv SHA
New York			ET28		Dec 30 69	Jan 7 70
New York					Jan 27 70	Feb 8 70
Oregonian	Feb 2 70	Feb 9 70			Feb 19 70	
New York	(Feb 12)		ET29	FEB 12	Feb 28 70	Mar 7 70
Costa Rica					Mar 10 70	Mar 18 70
Golden Age		Mar 12 70			Apr 1 70	Apr 9 70
New York	Mar 13 70	Mar 21 70	ET30	MAR 13	Apr 2 70	
Costa Rica					Apr 10 70	Apr 17 70
Oregonian	Apr 1 70	Apr 9 70			Apr 18 70	
Golden Age	Apr 12 70	Apr 20 70	ET31	APR 12	Apr 28 70	May 5 70
Golden Age	May 12 70	May 20 70	ET32	MAY 12		
Oregonian		Jun 8 70			May 28 70	Jun 2 70
Golden Age	Jun 11 70	Jun 19 70	ET33	JUN 11	Jun 26 70	Jul 4 70
Oregonian		Jul 8 70			Jul 16 70	Jul 24 70
Golden Age	Jul 12 70	Jul 20 70	ET34	JUL 12	Jul 23 70	Aug 2 70
Oregonian		Aug 7 70			Aug 16 70	Aug 25 70
Golden Age	Aug 12 70	Aug 20 70	ET35	AUG 12		
New York		Sep 7 70				
Golden Age	Sep 13 70	Sep 20 70	ET36	SEP 13	Sep 26 70	Oct 4 70
Golden Age	Oct 13 70	Oct 21 70	ET37	OCT 13		
New York	Sep 20 70				Oct 8 70	Oct 16 70
Oregonian					Oct 18 70	Oct 26 70
Costa Rica					Oct 29 70	Nov 5 70
Oregonian		Nov 9 70			Nov 11 70	Nov 19 70
Golden Age	(Nov 22)	Nov 30 70		NOV 22	Dec 3, 70	
New York			ET38		Nov 26 70	Dec 6 70
Costa Rica	Nov 30 70	Dec 8 70				
New York	Dec 8 70	Dec 16 70			Dec 21 70	Dec 29 70
Oregonian	Dec 13 70 ?	Dec 21 70	ET39	DEC 14	Dec 30 70	
New York	Dec 31 70	Jan 7 71			Jan 28 71	Feb 5 71
Golden Age					Dec 29 70	Jan 5 71

APPENDIX C - BRANCH LINE PMSS TRIPS

PMSS Branch Line Sailings Departing Shanghai 1871

Steamer	Dep SHA	Arv Yoko	ET Trip	SHA pmk	Dep Yoko	Arv SHA
Golden Age	Jan 14 71	Jan 21 71	ET40	JAN 14	Feb 4 71	Feb 12 71
Costa Rica	Jan 23 71	Jan 30 71			Feb 12 71	Feb 20 71
Oregonian	Feb 1 71	Feb 8 71			Feb 21 71	Mar 1 71
New York	Feb 12 71	Feb 19 71	ET41	FEB 12	Mar 2 71	Mar 10 71
Costa Rica	Feb 26 71	Mar 6 71				
Ariel					Mar 8 71	Mar 16 71
Golden Age					Mar 15 71	Mar 23 71
Oregonian	Mar 7 71	Mar 15 71			Mar 22 71	Mar 30 71
New York	Mar 13 71	Mar 21 71	ET42	MAR 13	Mar 29 71	Apr 6 71
Ariel	Mar 23 71	Mar 31 71				
Golden Age	Mar 30 71	Apr 7 71				
Oregonian	Apr 9 71					
New York	Apr 12 71	Apr 20 71	ET43	APR 12	Apr 29 71	May 8 71
Ariel	Apr 21 71	Apr 29 71				
Costa Rica					May 13 71	May 21 71
Oregonian	Apr 28 71	May 12 71				
New York	May 12 71	May 20 71	ET44	MAY 12		
Arizona					May 27 71	Jun 3 71
Costa Rica					Jun 13 71	Jun 21 71
Arizona	Jun 13 71	Jun 21 71	ET45	JUN 13	Jun 26 71	Jul 4 71
Golden Age	Jun 20 71	Jun 28 71			Jul 5 71	Jul 13 71
Costa Rica	Jun 28 71	Jul 5 71			Jul 13 71	Jul 21 71
Ariel	Jul 5 71	Jul 13 71			Jul 19 71	Jul 27 71
Arizona	Jul 12 71	Jul 19 71	ET46	JUL 12	Jul 26 71	Aug 3 71
Golden Age	Jul 19 71	Jul 27 71			Aug 5 71	Aug 13 71
Oregonian	Jul 26 71	Aug 3 71			Aug 14 71	
Ariel			ET47		Aug 19 71	Aug 27 71
Arizona	Aug 12 71	Aug 21 71	ET48	AUG 12		
New York					Aug 26 71	Sep 3 71
Golden Age	Aug 20 71	Aug 28 71				
Oregonian	Aug 23 71	Sep 2 71			Sep 13 71	
Costa Rica	Sep 2 71	Sep 10 71	ET49			
New York	(Sep 12 71)		ET50		Sep 26 71	Oct 4 71
Golden Age	Sep 19 71	Sep 27 71				

APPENDIX C - BRANCH LINE PMSS TRIPS

Steamer	Dep SHA	Arv Yoko	ET Trip	SHA pmk	Dep Yoko	Arv SHA
Oregonian					Oct 4 71	Oct 14 71
New York	Oct 12 71	Oct 20 71	ET51	OCT 12		
Golden Age					Oct 21 71	Oct 29 71
Oregonian	Oct 17 71	Oct 25 71			Nov 6 71	
New York					Oct 29 71	Nov 6 71
Costa Rica	Oct 24 71	Nov 1 71	ET52	OCT 24		
Golden Age	Nov 11 71		ET53	NOV 11	Nov 22 71	Nov 30 71
Oregonian	Nov 18 71	Nov 26 71			Nov 29 71	Dec 8 71
New York					Dec 7 71	Dec 15 71
Costa Rica	Nov 26 71	Dec 3 71			Dec 15 71	Dec 23 71
Golden Age	Dec 3 71	Dec 11 71			Dec 22 71	Dec 30 71
Oregonian	Dec 12 71	Dec 20 71	ET54	DEC 12	Dec 31 71	Jan 6 72

PMSS Branch Line Sailings Departing Shanghai 1872

Steamer	Dep SHA	Arv Yoko	ET Trip	SHA pmk	Dep Yoko	Arv SHA
Oregonian	Jan 12 72	Jan 20 72	ET55		Jan 29	
New York					Feb 6 72	Feb 13 72
Costa Rica					Feb 14 72	Feb 22 72
Golden Age					Feb 22 72	Mar 1 72
Oregonian	Feb 12 72	Feb 21 72			Mar 6 72	Mar 12 72
New York	Feb 19 72	Feb 27 72	ET56	FEB 19	Mar 16 72	Mar 24 72
Costa Rica	Feb 27 72	Mar 5 72			Mar 8 72	Mar 16 72
Golden Age	Mar 4 72	Mar 12 72				
Oregonian	Mar 12 72	Mar 22 72	ET57		Mar 29 72	Apr 6 72
Costa Rica	Mar 19 72	Mar 27 72				
New York	Mar 27 72	Apr 3 72				
Oregonian	Apr 12 72	Apr 20 72	ET58	APR 12	Apr 30 72	May 10 72
Oregonian	May 12 72	May 20 72	ET59	MAY 12	May 25 72	Jun 2 72
New York					Jun 10 72	Jun 18 72
Golden Age	Jun 12 72	Jun 20 72	ET60	JUN 12	Jul 2 72	Jul 10 72
Costa Rica					Jun 26 72	Jul 4 72
New York	Jun 25 72	Jul 2 72	ET61		Jul 10 72	Jul 18 72
Oregonian					Jul 18 72	Jul 26 72
Costa Rica	Jul 12 72	Jul 20 72	ET62	JUL 12	Jul 26 72	Aug 3 72
Golden Age	Jul 19 72	Jul 27 72			Aug 3 72	Aug 11 72

APPENDIX C - BRANCH LINE PMSS TRIPS

Steamer	Dep SHA	Arv Yoko	ET Trip	SHA pmk	Dep Yoko	Arv SHA
New York	Jul 26 72	Aug 4 72	ET63	JUL 26	Aug 10 72	Aug 18 72
Oregonian	Aug 3 72	Aug 11 72			Aug 17 72	Aug 25 72
Costa Rica	Aug 12 72	Aug 20 72	ET64		Aug 25 72	Sep 3 72
Golden Age	Aug 19 72	Aug 27 72				
New York	Aug 29 72	Sep 4 72	ET65	AUG 29	Sep 10 72	Sep 18 72
Costa Rica					Sep 24 72	Oct 3 72
Oregonian		Sep 13 72			Oct 3 72	Oct 11 72
New York	Sep 21 72	Sep 29 72	ET66		Oct 15 72	Oct 22 72
Relief					Oct 22 72	Oct 31 72
Costa Rica	Oct 12 72	Oct 20 72	ET67	OCT 12	Oct 29 72	Nov 6 72
Oregonian	Oct 19 72	Oct 27 72	ET68		Nov 5 72	Nov 13 72
New York	Oct 26 72	Nov 3 72			Nov 13 72	Nov 20 72
Relief	Nov 2 72	Nov 10 72				
Costa Rica	Nov 12 72	Nov 20 72	ET69		Nov 28 72	Dec 6 72
Oregonian	Nov 19 72	Nov 27 72			Dec 7 72	Dec 15 72
New York	Nov 27 72	Dec 5 72	ET70		Dec 12 72	Dec 21 72
Relief					Dec 21 72	Jan 1 73
Costa Rica	Dec 12 72	Dec 19 72	ET72	DEC 12	Dec 29 72	Jan 7 73
New York	Dec 28 72	Jan 4 73			Jan 17	Jan 23
Ariel					Jan 4 73	Jan 12 73

PMSS Branch Line Sailings Departing Shanghai 1873

Steamer	Dep SHA	Arv Yoko	ET Trip	SHA pmk	Dep Yoko	Arv SHA
Relief	Jan 2 73	Jan 10 73			Jan 21 73	Jan 29 73
Oregonian					Jan 28 73	Feb 5 73
Ariel	Jan 14 73	Jan 22 73	ET73	JAN 14		
Costa Rica	Jan 20 73	Jan 29 73			Feb 7 73	Feb 15 73
Golden Age					Feb 14 73	Feb 24 73
New York	Jan 26 73	Feb 3 73			Feb 21 73	Mar 2 73
Relief	Feb 2 73	Feb 10 73				
Golden Age	Feb 4 73	Feb 12 73				
Oregonian	Feb 13 73	Feb 20 73			Feb 28 73	Mar 8 73
Costa Rica	Feb 18 73	Feb 24 73	ET74			
Ariel					Mar 7 73	Mar 15 73
Golden Age	Feb 28 73	Mar 7 73	ET75		Mar 14 73	Mar 23 73

APPENDIX C - BRANCH LINE PMSS TRIPS

Steamer	Dep SHA	Arv Yoko	ET Trip	SHA pmk	Dep Yoko	Arv SHA
New York	Mar 5 73	Mar 13 73			Mar 21 73	Mar 29 73
Oregonian	Mar 12 73	Mar 20 73	ET76		Mar 29 73	Apr 5 73
Arial	Mar 19 73	Mar 27 73				
Costa Rica					Apr 5 73	Apr 12 73
Golden Age	Mar 27 73	Apr 4 73			Apr 12(ø) 73	Apr 20 73
New York	Apr 3 73	Apr 11 73			Apr 19 73	Apr 27 73
Oregonian	Apr 12 73	Apr 20 73	ET77		Apr 28 73	May 5 73
Costa Rica	Apr 17 73	Apr 25 73			May 2 73	May 10 73
Golden Age	Apr 26 73	May 4 73			May 10 73	May 18 73
New York	May 2 73	May 10 73	ET78	MAY 2	May 17 73	May 24 73
Oregonian	May 12 73	May 20 73	ET79	MAY 12	May 24 73	Jun 2 73
Costa Rica	May 21 73	May 29 73	ET80		Jun 6 73	Jun 10 73
Golden Age	May 27 73	Jun 4 73	ET81 or 82	MAY 27	Jun 7 73	Jun 18 73
New York	Jun 4 73	Jun 12 73			Jun 18 73	Jun 24 73
Oregonian	Jun 12 73	Jun 20 73	ET82		Jun 23 73	Jul 6 73
Costa Rica	Jun 19 73	Jun 27 73			Jul 2 73	Jul 8 73
Golden Age	Jun 28 73	Jul 5 73	ET83	JUN 28	Jul 10 73	Jul 19 73
New York	Jul 2 73	Jul 10 73			Jul 17 73	Jul 25 73
Costa Rica	Jul 13 73	Jul 21 73	ET84		Jul 27 73	Aug 4 73
Oregonian	Jul 17 73	Jul 25 73			Aug 2 73	Aug 10 73
New York	Jul 27 73	Aug 3 73	ET85		Aug 9 73	Aug 17 73
Golden Age	Aug 2 73	Aug 10 73			Aug 17 73	Aug 25 73
Costa Rica	Aug 12 73	Aug 20 73	ET86		Aug 26 73	Sep 2 73
Oregonian	Aug 20 73	Aug 28 73			Sep 1 73	Sep 9 73
New York	Aug 27 73	Sep 4 73	ET87		Sep 10 73	Sep 18 73
Golden Age	Sep 5 73	Sep 13 73	ET88		Sep 17 73	Sep 25 73
Costa Rica					Sep 25 73	Oct 7 73
Oregonian	Sep 20 73	Sep 28 73			Oct 2 73	Oct 10 73
New York	Sep 27 73	Oct 5 73	ET89		Oct 11 73	Oct 19 73
Golden Age	Oct 4 73	Oct 12 73			Oct 21 73	Oct 29 73
Costa Rica	Oct 12 73	Oct 20 73	ET90	OCT 12	Oct 29 73	Nov 5 73
Relief					Nov 6 73	Nov 14 73
Oregonian		Oct 26 73			Nov 13 73	Nov 22 73
New York	Oct 25 73	Nov 1 73	ET91	OCT 25	Dec 6 73	Dec 14 73
Golden Age	Nov 4 73	Nov 12 73			Dec 1 73	Dec 8 73
Costa Rica	Nov 10 73	Nov 18 73	ET92		Nov 21 73	Nov 29 73

APPENDIX C - BRANCH LINE PMSS TRIPS

Steamer	Dep SHA	Arv Yoko	ET Trip	SHA pmk	Dep Yoko	Arv SHA
Relief	Nov 23 73					
Oregonian	Nov 27 73	Dec 4 73	ET93			
Costa Rica	Dec 3 73	Dec 11 73			Dec 15 73	Dec 23 73
Golden Age	Dec 12 73	Dec 19 73	ET94		Jan 6 74	Jan 14 74
Oregonian from Hakodate		Dec 20 73			Dec 25 73	Jan 2 74
New York	Dec 20 73	Dec 28 73			Dec 30 73	Jan 8 74
Costa Rica	Dec 30 73	Jan 6 74			Feb 2 74	Feb 10 74

PMSS Branch Line Sailings Departing Shanghai 1874

Steamer	Dep SHA	Arv Yoko	ET Trip	SHA pmk	Dep Yoko	Arv SHA
Oregonian	Jan 6 74	Jan 14 74			Jan 21 74	Jan 29 74
New York	Jan 12 74	Jan 20 74	ET96	JAN 12		
Golden Age	Jan 17 74	Jan 21 74			Feb 7 74	Feb 14 74
New York					Feb 13 74	Feb 23 74
Oregonian	Feb 3 74	Feb 11 74			Apr 20 74	
Costa Rica	Feb 15 74	Feb 23 74	ET97			
Golden Age	Feb 19 74	Feb 27 74			Mar 3 74	Mar 10 74
Acanatha					Mar 7 74	Mar 14 74
Costa Rica					Mar 10 74	Mar 23 74
New York	Feb 27 74	Mar 7 74	ET98		Mar 21 74	Mar 30 74
Golden Age			ET99		Mar 27 74	Apr 5 74
Acantha	Mar 21 74	Mar 29 74			Apr 4 74	Apr 12 74
Costa Rica	Mar 27 74	Apr 3 74	ET100		Apr 12 74	Apr 21 74
New York	Apr 4 74	Apr 12 74	ET101		Apr 18 74	May 6 74
Golden Age	Apr 11 74	Apr 19 74	ET102		Apr 29 74	May 6 74
Acantha	Apr 18 74	Apr 27 74			May 5 74	May 13 74
Costa Rica	Apr 30 74	May 8 74			May 19 74	May 27 74
Oregonian	(Hakodate)	May 8 74			May 13 74	May 20 74
New York	May 8 74	May 14 74			Jun 2 74	Jun 10 74
Golden Age	May 12 74	May 20 74	ET103	MAY 12	May 28 74	Jun 4 74
Acantha	May 19 74	May 27 74	ET104			
Oregonian	May 25 74	Jun 3 74	ET105		Jun 10 74	Jun 18 74
Costa Rica	Jun 2 74	Jun 10 74			Jun 18 74	Jun 26 74
Golden Age	Jun 10 74	Jun 17 74	ET106	JUN 10		
New York	Jun 16 74	Jun 23 74	ET107		Jun 26 74	Jul 3 74

APPENDIX C - BRANCH LINE PMSS TRIPS

Steamer	Dep SHA	Arv Yoko	ET Trip	SHA pmk	Dep Yoko	Arv SHA
Nevada					Jul 2 74	Jul 9 74
Kiangse	Jun 14 74	Jun 22 74	ET108			
Oregonian	Jun 24 74	Jun 30 74	ET109		Jul 4 74	(Hakodate)
Golden Age					Jul 9 74	Jul 17 74
Costa Rica	Jul 3 74	Jul 10 74			Jul 16 74	Jul 23 74
Oregonian		Jul 14 74			Jul 23 74	Jul 30 74
New York	Jul 8 74	Jul 15 74	ET110	JUL 8	Jul 23 74	(Hakodate)
Nevada	Jul 15 74	Jul 22 74			Aug 22 74	Aug 29 74
Golden Age	Jul 22 74	Jul 29 74	ET111		Jul 30 74	Aug 6 74
New York	(Hakodate)	Aug 3 74				
Costa Rica	Jul 29 74	Aug 6 74			Aug 6 74	Aug 14 74
Oregonian	Aug 5 74	Aug 12 74	ET112 or 113		Aug 13 74	Aug 20 74
Golden Age	Aug 12 74	Aug 19 74	ET114	AUG 12	Aug 27 74	Sep 3 74
Costa Rica	Aug 19 74	Aug 27 74				
Oregonian	Aug 26 74	Sep 1 74			Sep 3 74	(Hakodate)
Oregonian	(Hakodate)	Sep 11 74			Sep 12 74	Sep 18 74
Nevada	Sep 3 74	Sep 11 74	ET115 or 116			
Luzon					Sep 8 74	Sep 20 74
Golden Age	Sep 10 74	Sep 18 74			Sep 24 74	Oct 1 74
Oregonian	Sep 20 74	Sep 27 74	ET117		Oct 8 74	(Hio + Naga)
Costa Rica	(Hong Kong)	Sep 28 74	ET117		Oct 2 74	Oct 10 74
Luzon	Sep 24 74	Oct 4 74				
Golden Age	Oct 4 74	Oct 12 74	ET118	OCT 4	Oct 15 74	Oct 22 74
Nevada					Oct 22 74	Oct 29 74
Costa Rica	Oct 15 74	Oct 24 74			Oct 29 74	Nov 7 74
Golden Age	Oct 27 74	Nov 3 74	ET119	OCT 27	Nov 6 74	Nov 13 74
Bellona					Nov 10 74	Nov 18 74
Nevada	Nov 5 74	Nov 11 74			Nov 13 74	Nov 20 74
Oregonian	Nov 8 74	Nov 16 74			Nov 19 74	Nov 27 74
Costa Rica	Nov 12 74	Nov 20 74	ET120		Nov 27 74	Dec 4 74
Golden Age	Nov 19 74	Nov 27 74			Dec 4 74	Dec 11 74
Bellona	Nov 21 74	Nov 29 74				
Nevada					Dec 10 74	Dec 17 74
Nevada	Nov 26 74	Dec 4 74	ET121	NOV 26		
Oregonian	Dec 3 74	Dec 11 74			Dec 17 74	Dec 25 74
Costa Rica	Dec 12 74	Dec 19 74	ET122		Dec 25 74	Jan 1 75

APPENDIX C - BRANCH LINE PMSS TRIPS

Steamer	Dep SHA	Arv Yoko	ET Trip	SHA pmk	Dep Yoko	Arv SHA
Golden Age	Dec 17 74	Dec 25 74				
Nevada	Dec 25 74	Jan 1 75				
Oregonian	Dec 31 74	Jan 8 75	ET123			

PMSS Branch Line Sailings Departing Shanghai 1875 (connecting trips only)

Steamer	Dep SHA	Arv Yoko
Golden Age	Jan 14 75	Jan 22 75
Nevada	Jan 21 75	Jan 29 75
Nevada	Feb 15 75	Feb 22 75
Oregonian	Mar 2 75	Mar 8 75
Nevada	Mar 16 75	Mar 22 75
Oregonian	Mar 30 75	Apr 7 75
Nevada	Apr 15 75	Apr 22 75
Nevada	May 14 75	May 21 75
Oregonian	May 29 75	Jun 6 75
Golden Age	Jun 5 75	Jun 12 75
Costa Rica	Jun 16 75	Jun 23 75
Golden Age	Jun 30 75	Jul 6 75
Nevada	Jul 7 75	Jul 13 75
Costa Rica	Jul 15 75	Jul 22 75
Costa Rica	Aug 5 75	Aug 13 75
Nevada	Aug 14 75	Aug 21 75
Golden Age	Aug 29 75	Sep 5 75
Nevada	Sep 8 75	Sep 15 75
Oregonian	Sep 15 75	Sep 20 75
Costa Rica	Sep 30 75	Oct 7 75
Oregonian	Oct 14 75	Oct 21 75
Costa Rica	Oct 30 75	Nov 6 75
Nevada	Nov 15 75	Nov 22 75
Genkai Maru	Dec 1 75	Dec 9 75
Nevada	Dec 18 75	Dec 25 75

Appendix D

1868 U.S. - Hong Kong Postal Treaty

CONVENTION WITH HONG KONG. AUGUST 10, 1867.

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Postal Convention between the United States of America and the Colonial Government of Hong Kong, China.

ARTICLES of agreement between the Post-Office Department of the United States and the General Post Office at Hong Kong. August 10, 1867.

For the purpose of establishing and regulating the interchange of mails between the United States and Hong Kong and dependent Chinese ports, by means of the direct line of United States mail packets plying between San Francisco and Hong Kong, *via* Yokohama in Japan, it is agreed between the Post Office Department of the United States and the Post Office Department of Hong Kong:

Contracting parties

ARTICLE I. The post offices of New York and San Francisco shall be the United States offices of exchange, and the General Post Office at Hong Kong the office of exchange of the colony of Hong Kong for all mails transmitted under this arrangement.

Offices of exchange established.

ARTICLE II. There shall be an exchange of correspondence between the United States of America and the colony of Hong Kong, by means of United States mail packets, plying between San Francisco and Hong Kong, comprising letters, newspapers, and prices current originating and posted in the United States, and addressed to and deliverable in Hong Kong and those Chinese ports with which the Hong Kong post office has postal relations, including the ports of Canton, Amoy, Swatow, and Foo-chow, and, vice versa, of correspondence originating and posted in Hong Kong and the Chinese ports above designated, and addressed to and deliverable in the United States.

Correspondence to be exchanged.

ARTICLE III. The postage to be levied and collected at the office of mailing in the United States, upon letters, newspapers, and prices current, destined for Hong Kong and the above designated Chinese ports, with which Hong Kong has postal connections, shall be ten cents per single rate of half an ounce or under on letters, and two cents each on newspapers and prices current; and the postage to be levied and collected at Hong Kong and dependent Chinese ports, on correspondence originating in those ports and destined to the United States, shall be eight cents per single rate of half an ounce or under on letters, and two cents on each newspaper or price current. No postal accounts shall be kept between the respective postal departments upon the correspondence exchanged between them under this arrangement, but each department shall deliver the correspondence which it receives from the other free of all postage charge, that is to say, the Hong Kong post department agrees to deliver without charge all letters, newspapers, and prices current, brought by the United States mail packets, addressed to Hong Kong, and, also, to forward without charge all such letters, newspapers, &c., as are addressed to the Chinese ports above named, south of Shanghai; and the United States postal department, on its side, agrees to deliver without charge all letters, newspapers, &c., originating in Hong Kong, or the ports mentioned, and forwarded by said packets addressed to and deliverable in the United States. All letters, newspapers, &c., despatched by either office to the other, under this arrangement, shall be plainly stamped with the words "paid all," in red ink, on the right-hand upper corner of the face of the address, and shall also bear the stamp of the mailing exchange office on their face, and that of the receiving exchange office on their back.

Rates of postage upon letters, newspapers, &c.

No postal accounts to be kept.

Letters, &c. to be stamped "paid all."

ARTICLE IV. The postal department of the United States and of Hong Kong shall each return to the other, monthly, or as frequently as

Letters, &c. not delivered to

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CONVENTION WITH HONG KONG. August 10, 1867.

be returned monthly.

their regulations will allow, all letters, newspapers, &c., without claim, which cannot for any cause be delivered.

Exchange of mails between Japan and Hong Kong.

ARTICLE V. An exchange of mails shall also take place between the United States postal agency at Yokohama, Japan, and the Hong Kong Post Office, by means of United States mail packets, comprising correspondence originating in Japan and addressed to Hong Kong and the Chinese ports above designated, and vice versa, correspondence originating in Hong Kong and dependent Chinese ports and addressed to Japan, subject to the same terms and conditions as those established by Article III. of this convention, with respect to the correspondence exchanged between the United States and Hong Kong and dependent Chinese ports.

Letters from Hong Kong to the United States via San Francisco.

ARTICLE VI. All letters, newspapers, and prices current intended to be forwarded from Hong Kong to the United States by the direct line of United States mail packets running between San Francisco and Hong Kong must be specially addressed to be forwarded by that route.

Regulations, and how terminable.

ARTICLE VII. The two postal departments may by mutual consent make such detailed regulations as shall be found necessary to carry out the objects of this arrangement, such regulations to be terminable at any time on a reasonable notice by either office.

When convention to take effect.

ARTICLE VIII. This convention shall come into operation the first day of November, 1867, and shall be terminable at any time on a notice by either office of six months.

In witness whereof, I have hereto set my hand and the seal of
[L. s.] the Post-Office Department this twelfth day of November, 1867.

ALEX. W. RANDALL,
Postmaster-General.

In witness whereof I have hereunto set my hand and the seal of the colony of Hong Kong, at Victoria herein, this tenth day of August, 1867.

RICHARD GRAVES MAC DONNELL,
Governor and Commander-in-Chief.

Approved.

I hereby approve the foregoing convention, and in testimony
[L. s.] thereof I have caused the seal of the United States to be affixed.

By the President: ANDREW JOHNSON.

WILLIAM H. SEWARD, *Secretary of State.*


WASHINGTON, November 12, 1867.

Appendix E

Postal Marking Summary






Postal Markings identified in the body of the book are listed here for convenient reference. The illustrations are not of sufficient quality to be used for exact matching. Please see cover illustrations in the individual chapters for that purpose. The date of earliest reported usage (EKU) is given as well as latest reported usage (LKU) when available.

San Francisco Postal Markings Used on Arriving PMSS Mail









Marking	Type	Notes
<p>STEAM CHINA</p> <p>STEAM CHINA</p>	SFC-PMS1	EKU: March 20, 1867 LKU: June 14, 1867 in red only ET1 in black ET1-2
<p>CHINA STEAM</p>	SFC-PMS2	EKU: September 14, 1867 only used on ET3
	SFC-PMS3	EKU: November 19, 1867 LKU: June 28, 1873 usage on bagged mail stopped in December 1869, later used on loose letters.

APPENDIX E - POSTAL MARKINGS



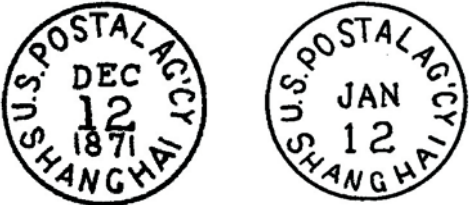



Shanghai Postal Markings

Marking	Type	Notes
U.S. Consulate General Shanghai, China.	SHA-CG1	EKU: February 1867 (ET1) LKU: August 16, 1867
U. S. CONSULATE GENERAL SHANGHAI	SHA-CG2	EKU: April 23, 1867 a late strike on an off cover 12 cent 1870 design stamps exists
	SHA-Can1	EKU: October 17, 1867 (ET4)
	SHA-CG3	EKU: November 27, 1867 (ET5) only known used on this date
	SHA-Can2	EKU: November 27, 1867 (ET5)
	SHA-CG4	EKU: January 16, 1868 (ET6) only known used on this date
	SHA-Can3	EKU: January 16, 1868








APPENDIX E - POSTAL MARKINGS

Marking	Type	Notes
	SHA-Pmk1	EKU: February 24, 1868 LKU: November 1871
	SHA-Can4	EKU: February 24, 1868 LKU: January 21, 1868
	SHA-Can5	EKU: February 24, 1868 possibly a variant of SHA-Can3
	SHA-Can6	EKU: April 17, 1868 LKU: September 17, 1869
	SHA-Can7	EKU: March 20, 1869 only used this date
	SHA-Can8	EKU: August 20, 1869
	SHA-Can9	EKU: March 13, 1870
	SHA-Can10	EKU: September 20, 1870








APPENDIX E - POSTAL MARKINGS

Marking	Type	Notes
	SHA-Can11	
	SHA-Can12	
	SHA-Pmk2	EKU: December 12, 1871 (with year date) EKU: January 12, 1872 (without year date)
	SHA-Can13	EKU: June 29, 1872
	SHA-Can14	EKU: May 2, 1873
	SHA-Can15	EKU: October 12, 1873








Yokohama Postal Markings

Marking	Type	Notes
	YOK-CG1	EKU as forwarding Mark: only January 1866 EKU as postmark: August 24, 1867 LKU as postmark: December 6, 1867
	YOK-Can1	EKU: March 8, 1868
	YOK-Can2	EKU: September 28, 1868
	YOK-Can3	EKU: October 31, 1868
	YOK-Can4	EKU: July 1, 1869
	YOK-Pmk1	EKU: July 22, 1869 LKU: November 23, 1874
	YOK-Can5	EKU: July 22, 1869





APPENDIX E - POSTAL MARKINGS

Marking	Type	Notes
	YOK-CanX	EKU: September 29, 1869 unconfirmed - on fragment of Hiogo newspaper, possibly cancelled at Yokohama
	YOK-Can6	EKU: November 11, 1870
	YOK-Can7	EKU: March 23, 1871
	YOK-Can8	EKU: May 22, 1871
	YOK-Can9	EKU: April 23, 1873
	YOK-Can10	EKU: October 1, 1873
	YOK-Can11	EKU: November 2, 1873








Hiogo Postal Markings

Marking	Type	Notes
	HIO-CG1	ca. 1868
	HIO-Pmk1	EKU: March 25, 1869
	HIO-Can1	EKU: March 29, 1871
	HIO-CanX	possibly authentic
	HIO-Can2	EKU: October 18, 1871
	HIO-Can3	EKU: October 1872
	HIO-Can4	EKU: April 16, 1873



APPENDIX E - POSTAL MARKINGS

Marking	Type	Notes
	HIO-Can5	EKU: June 1873
	HIO-Pmk2	EKU: June 1, 1874
	HIO-Pmk3	EKU: August 1874
	HIO-Can6	EKU: August 1874






Nagasaki Postal Markings

Marking	Type	Notes
	NAG-Can1	ca. 1869
	NAG-Can2	EKU: February 3, 1870
	NAG-Can3	EKU: July 3, 1870
	NAG-Can4	EKU: July 26, 1872
	NAG-Pmk1	EKU: December 4, 1872 known with month day placement variations
	NAG-Can5	EKU: August 4, 1873
	NAG-Can6	EKU: October 6, 1873

APPENDIX E - POSTAL MARKINGS

Marking	Type	Notes
	NAG-Can7	EKU: March 17, 1874
	NAG-Can8	EKU: October 20, 1874

Hakodate Postal Markings

Marking	Type	Notes
	HAK-CG1	ca. 1872
	HAK-Pmk1	EKU: April 15, 1873
	HAK-Can1	EKU: April 15, 1873
	HAK-Can2	EKU: May 5, 1874
	HAK-Can3	EKU: December 22, 1874

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