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Volume 59 Number 1
January 1980

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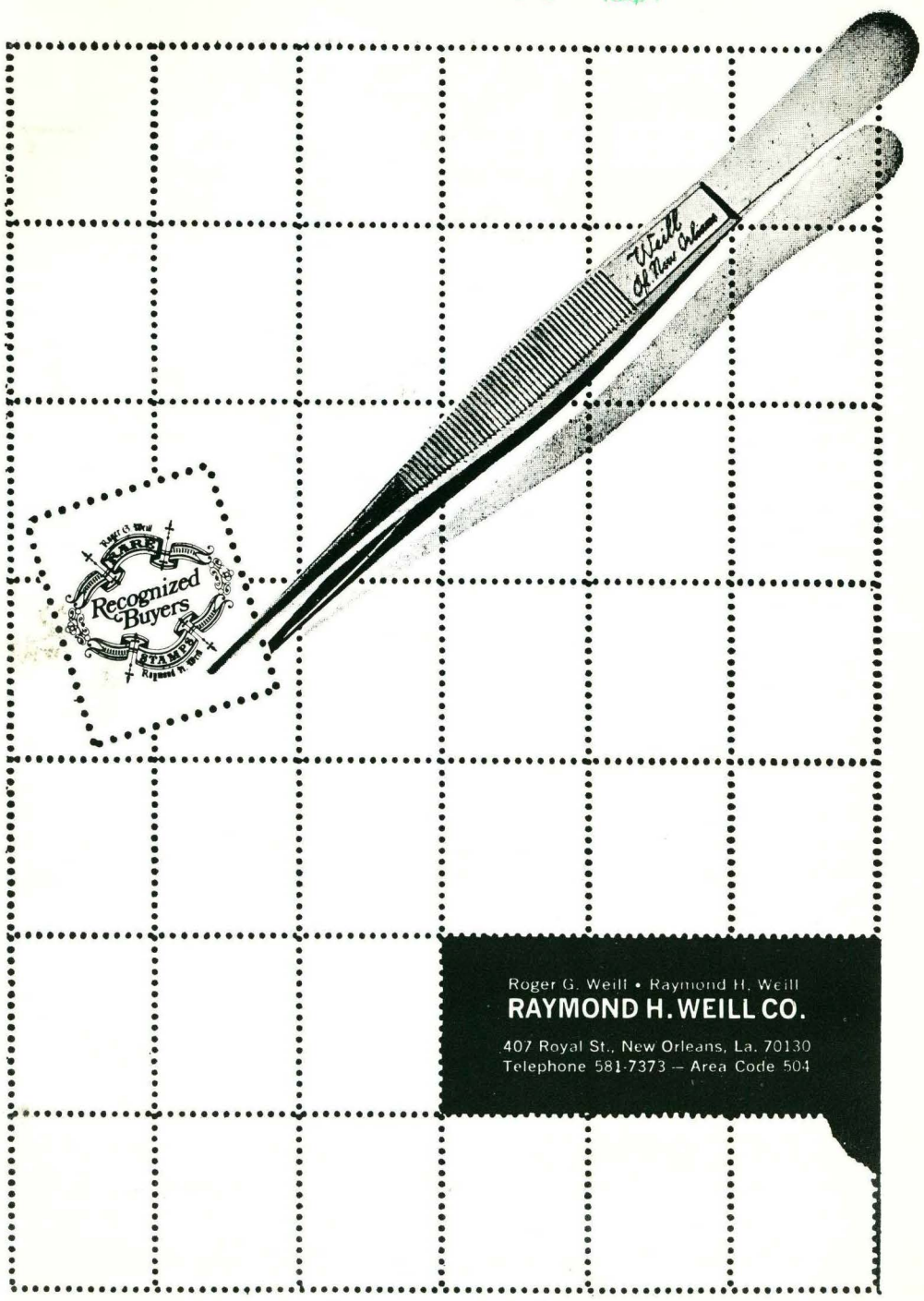
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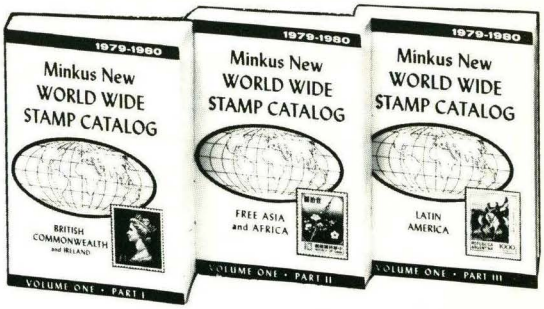
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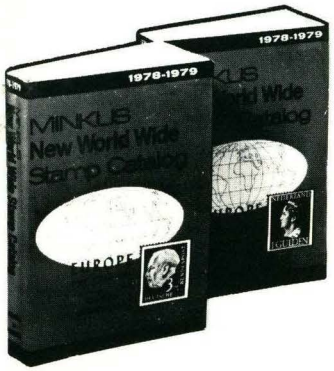
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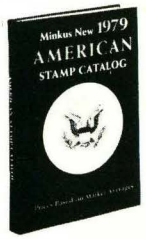
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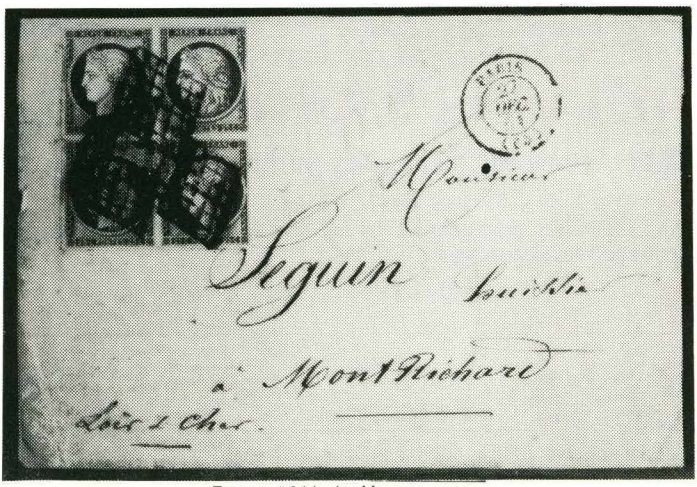
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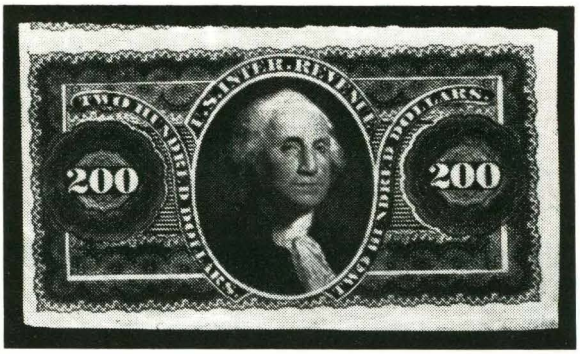
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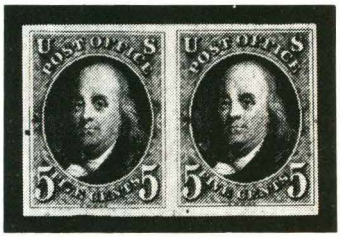




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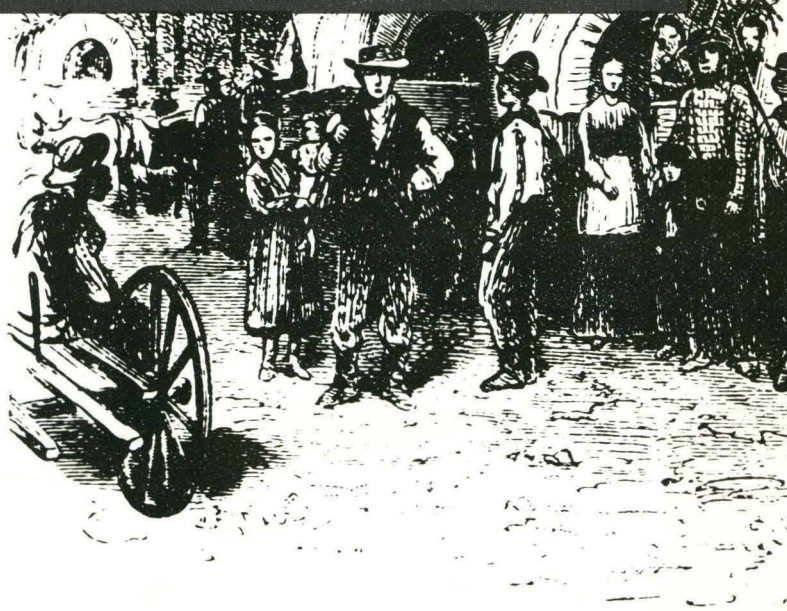
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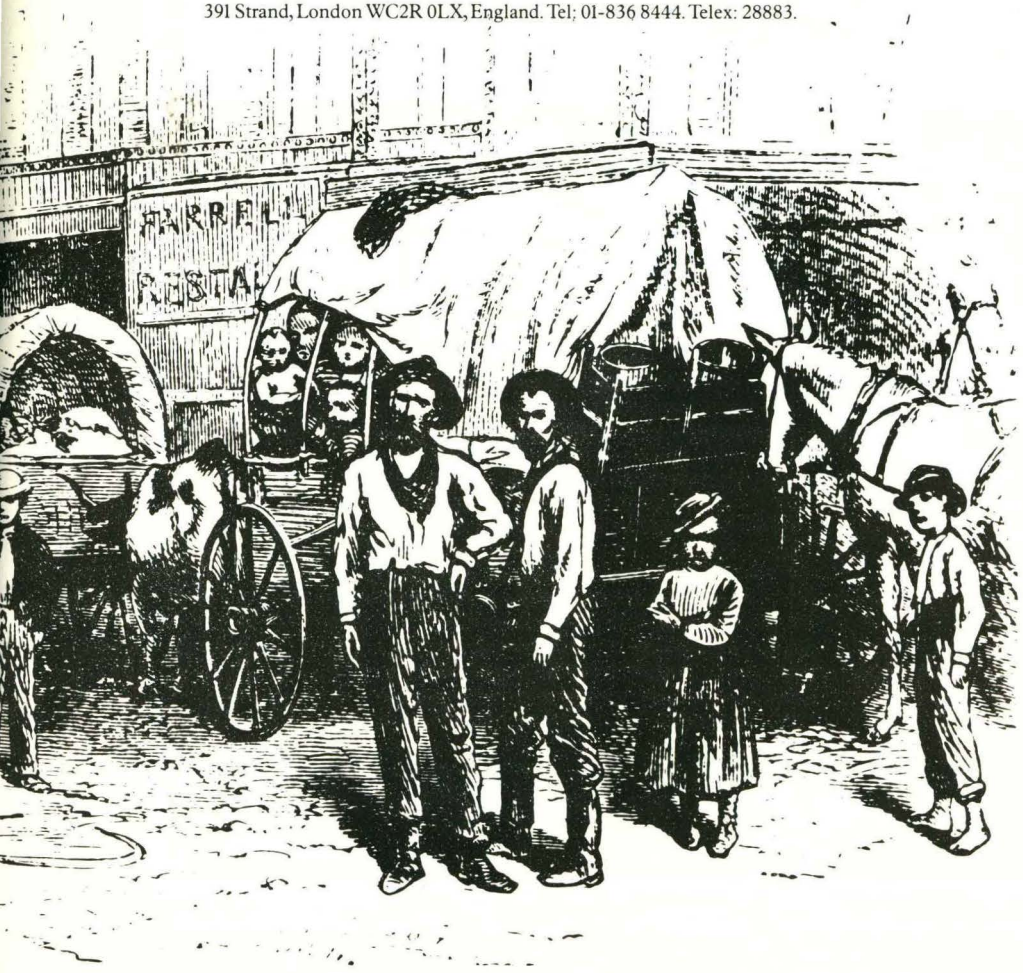
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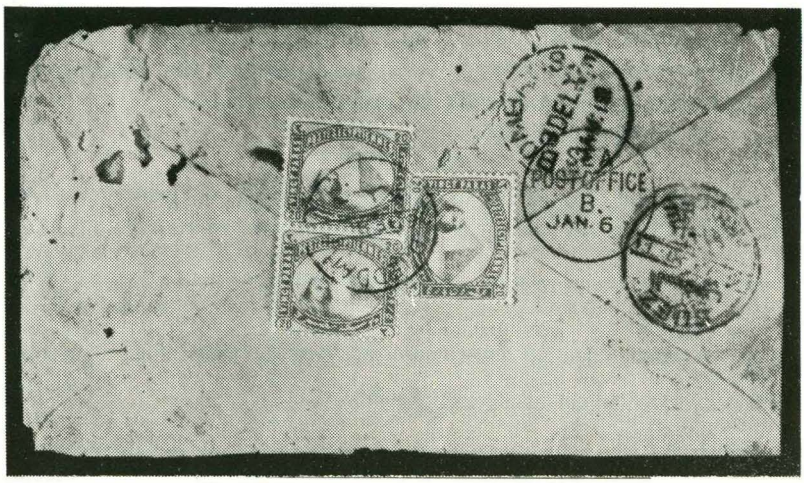
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The Collectors Club PHILATELIST

Volume 59, Number 1 **January 1980**

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The Collectors Club Philatelist is published bimonthly (Jan., Mar , May, July, Sept., Nov.) by The Collectors Club, Inc., 22 E. 35th St., New York, N.Y. 10016. — Annual subscription rates: $15; $10.00 for non-profit institutions. Individual copies: $3 ea.

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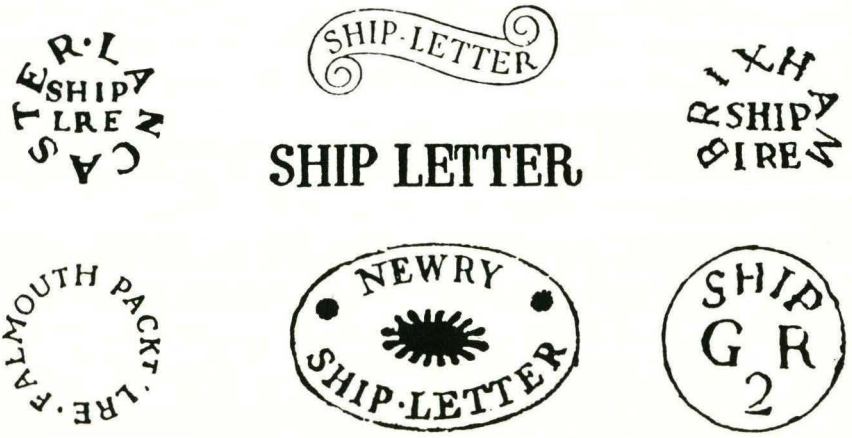
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A FUNCTIONAL CLASSIFICATION
and
GLOSSARY OF TERMS USED
in
SHIP MARKS

by ROBERT G. STONE



Robert G. Stone's useful guide to the classification and explanation of terms used in ship marks fills a needed gap in the literature. It should prove to beneficial to the beginner and specialist alike.

Collecting "ship covers" and "ship marks" has long been a popular sideline, or has held some interest for many conventional philatelists who include some material of that sort in their collections. Specialists in one or a group of countries may acquire considerable knowledge or experience with ship covers and marks peculiar to the area they collect, but still lack broader understanding of ship material in general or world-wide. In addition, there are "specialists" in ship covers *per se,* who in many cases do not involve themselves with any other

aspect of philately; they tend to concentrate on covers of the present and recent past, and because of the vastness of the subject often sub-specialize, e.g. in naval covers, port-of-arrival ("Paquebot") marks, unofficial (purser) ship marks, official sea posts, etc. Many of these ship-cover specialists are motivated by a sentimental interest or association with the merchant marine, shipping, and ships, or the Navy, and by the fact that covers or marks can be obtained rather inexpensively by sending out self-addressed envelopes to ships' officers asking for them to be "serviced."

Although there are several world-wide catalogs of port-of-arrival and purser marks, and a scattered literature on ship marks related to certain countries or services, the incidental non-specialist collectors of ship covers are apt not to be familiar with them. It seemed to me that it might be of interest and helpful to such collectors and to potential "beginners" in the field, to outline a general classification of the kinds of marks according to the various purposes they have been issued or used for, to explain the basic English language concepts of maritime posts, and to offer a multi-lingual glossary of the terms seen in ship marks of the World. This should both give an idea of the scope of the marks and the meanings or uses of certain terms with their foreign equivalents. It is not, however, intended to tell one how to define, classify, identify, or analyze individual covers, though it may help in many cases. Analyzing some ship covers can be puzzling and difficult, requiring more sophisticated guidance from the literature or the knowledgeable specialist. One reason why this or any conceivable classification of ship marks based merely on their wording or apparent meaning, has practical limitations for analyzing covers, is that the marks were often not used in the manner originally or officially intended for them or implied by their literal meaning, whether by carelessness, favor, or change in regulations, etc. Also, certain terms have different signification or interpretation in different countries and services, or such significance has changed with time. As a result, many collectors are apt to make misinterpretations. If one desires to be logical and correct about his material he must try to find out or decipher precisely what treatment was given to each cover and not assume that the words and type of mark necessarily always mean what they say.

The outline and glossary below is not exhaustive; and as for the various "functions" listed we are not sure that marks exist anywhere for some of them. (Note that functions and terms used in the pre-adhesive period are included.)

Robert G. Stone has written numerous articles of philatelic merit which have appeared in philatelic journals the world over. A corresponding member of the ACademie de Philatelie in Paris, his specialty is the French Colonies.

Some Basic Terms Explained

For the benefit of those who may not be familiar with the official and historical uses of several types of maritime postal services and their treatment of ship mail, a brief discussion of certain basic U.S. and British terms may be helpful:—*Paquebot*—This is the generic French word used in France since the 1700s to designate government or merchant ships which operated on regular routes and schedules, not necessarily exclusively for mail purposes. In that sense it is equivalent to some of the uses of "packet" or "packet-boat" in British countries and U.S. since the 1600s (see "Packet," below). But in 1898 the U.P.U. gave the French word a special international postal meaning, in regard to the treatment of mail posted *prepaid* at U.P.U. rates on merchant ships while at sea or in certain foreign waters and on which no official postal agent was stationed. Ports where such mail is put off are to mark it "Paquebot" or an equivalent term in the national language. Since 1900 most covers seen

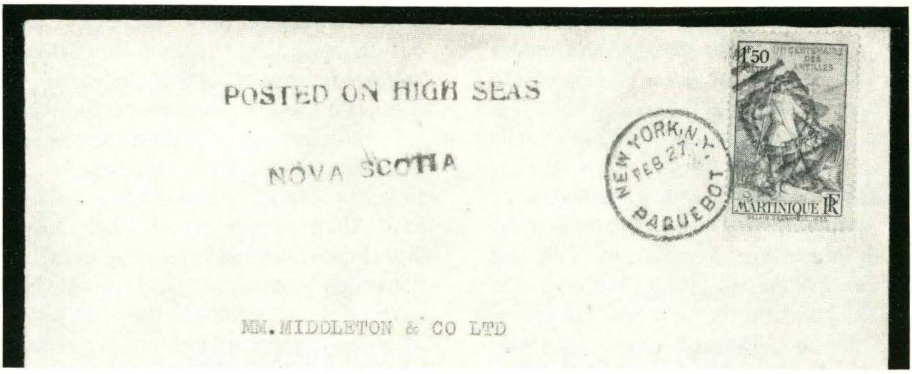


Fig.1. Paquebot mail—a normal proper commercial use, posted at Martinique docks (cs. 1936) on the S.S. Nova Scotia (Furness-Withy line) marked by purser with name of the boat and "Posted on High Seas" (a wording used on most of the company's boats), Stamp cancelled "New York/Paquebot" cds. Martinique stamp used as required by UPU rules when posting on boat in the harbor.

marked with this term were probably true UPU "Paquebot" mail, but there were some marks of that sort which had other origins (and one must be alert to recognize them—even some deliberate "fakes"). Not all important ports had a "Paq" mark at all times, nor always used it when they did. Most minor ports never had one. Different countries interpret the UPU rules for its use somewhat differently, which can be confusing. When no "Paq" mark was on hand an ordinary postmark was generally substituted for the purpose.

Packet (or *Packetboat*).—In English-speaking countries this term has always had a generic meaning like that for the word "Paquebot" in France. It signifies a ship operating regularly on a given route. If it also was regularly carrying government mails, it would or could be called a "*mail packet.*" If not under mail contract or subsidy, nor government owned or leased, but operated as a common carrier, then it might be called a "*merchant packet*," which could carry some mail loose or consigned on a trip basis by a PO. Such terminology as "U.S. packet," "American Packet," "French Packet," "British Packet," was often ambiguous, as it could refer merely to a merchant packet of registry by that country or to a mail packet. "American packet" was sometimes applied to Canadian packets bringing mail to the U.S. A number of U.S. port postmarks in the 1840s-70s were inscribed "Am. Pkt," "Fr. Pkt," "Br. Pkt," etc, used to show what kind of packet the letter was sent by, under various postal conventions. (In the regulations of various postal services the term "packet" has also been applied to parcels or bundles of mail, meaning packages, not ship mail.)

Merchant Marine—Ships and companies operating as common carriers of freight and/or passengers. (In contrast to "Naval" or "War vessels," "Coast Guard ships," etc.) Not a postal term.

Sea Post—Postal service provided on passenger ships by official postal clerks, usually of the country of the ship's registry, but sometimes jointly (like the US-German Sea P.O.), selling stamps, postmarking with special marks, sorting mails, etc. New Zealand termed its seapost agents as "N.Z. Marine Post Offices."

Ship Post—Translation of the official German term "Schiffspost," a form of official seapost service operated by personnel of the ship's crew rather than civil-service postal clerks.

Steam—In the 19th Cent. U.S. marks reading "Steam" were struck on letters posted on non-contract steamboats operating on inland rivers, lakes, or coastal waters. Sometimes in U.S. and Canada

the term "*Steamboat*" or "*Steamboat Letter*" was used instead.

Steamship—In 19th-Cent. U.S. postal markings this term means the letter was received at a U.S. port P.O. from an ocean-going steamship over a route which had been designated by Congress as a "post road" and on which *some* of the steamships might be U.S.-contracted or subsidized to carry closed U.S. mail. Applied also to "loose" letters brought in by non-contract merchant steam packets over such routes. In the 1870s even mail brought in by sailing vessels to New York over regular steamship routes was charged as "*steamship letters*," for which the postage was higher than on "ship-letters" (see below).



Fig. 2. Another "Paquebot Mail" marking (1966) perhaps a bit irregular, apparently from a cruise ship (R.M.S. Carmania), with a 1963 St. Pierre-Miquelon stamp, purser's cachet at side, stamp cancelled by Fort de France/Martinique regular cds instead of its "Paq" mark (which was available then). We doubt the Carmania actually had called at St. Pierre (in Feb.?!), so the sender was just trying to get away with something "philatelic" (cruise pursers were often very tolerant), but if posted while in the harbor at FdeF the SPM stamp was acceptable. At sea British stamps should have been used.

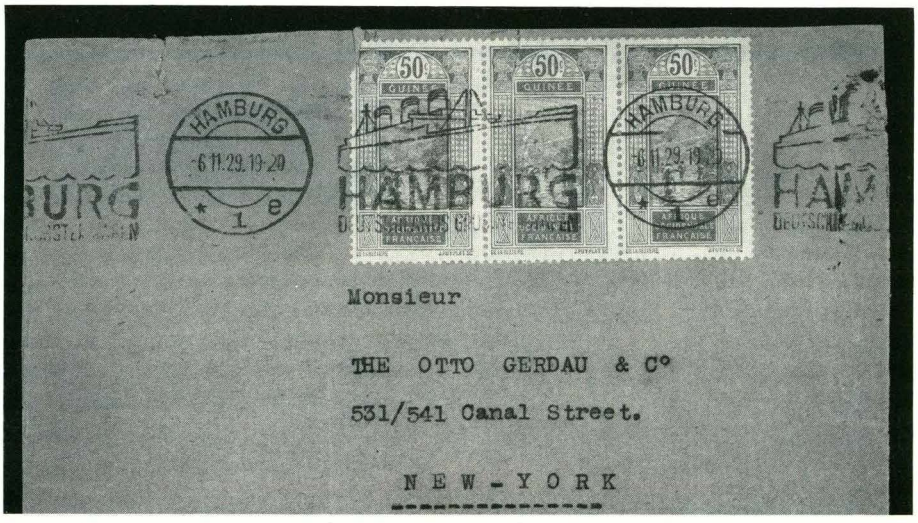


Fig. 3. A commercial loose ship-letter marking from French Guinea, put on a German merchant ship at the Conakry docks with French Guinea stamps, and cancelled by a fancy endless-roll machine postmark of Hamburg, with illustration of a steamer and slogan: "Deutschlands Grossten Hafen"—a striking piece, you don't see many like that.

Ship-Letter—In many maritime nations since the 1500s or 1600s, laws or regulations generally have required (with some exceptions) letters entrusted at port of departure to ship captains or pursers to be carried free to the port of arrival and deposited in the post office there, where the captain might be paid a small fee per letter or per pound. Such letters were marked "*Ship*" in the U.S. (see below) and "Ship-letter" in British countries, and with equivalent special marks in most other maritime countries. (In the British colonies in the West Indies up to 1815 the term "ship-letter" appeared in some marks used for marking letters *dispatched* by ship). In many countries departing ship captains of ships of that country's registry were required to take any letters offered. Consignees mail and boat-owners mail was often exempt from ship-letter regulations. After the U.P.U. "Paquebot" rules came into force the term "ship-letter" continued to be used (sparingly), but in some ports in certain British countries its use was confused by serving as an equivalent of "Paquebot." The term "*loose letters*" generally meant ship-letters, but there were also "loose packet letters" (see "Packet Letter").

Packet-Letter—In British countries, generally a description of letters carried in closed-mail bags on government-subsidized or operated mail packets. In England between 1806-60 some ports used marks reading "Packet Letter" which were only applied on letters brought in by the regular mail packets *loose*, not in sealed bags, because they had not been posted in a British post-office (abroad or colonies) but handed to the packet crew by some unofficial person at the docks. Otherwise the term was not used in British marks, except Mauritius. Nor was it used in U.S. Prior to UPU the U.S. postal regulations on foreign mails refer to "packet letters" as ones sent by closed mail via contract or foreign packets under postal conventions with foreign countries.

Ship; U.S. Ship—In U.S. from 1790s to 1890s, the term "Ship" was frequent in manuscript or handstamp marks of U.S. ports. It was used to show arrival by private or merchant ship and deposited by captains in the port P.O. to be charged under the rates and regulations for "Ship-Letters." Letters put off at N.Y. or Phila. by U.S. naval vessels during the Civil War were marked with "U.S. Ship."

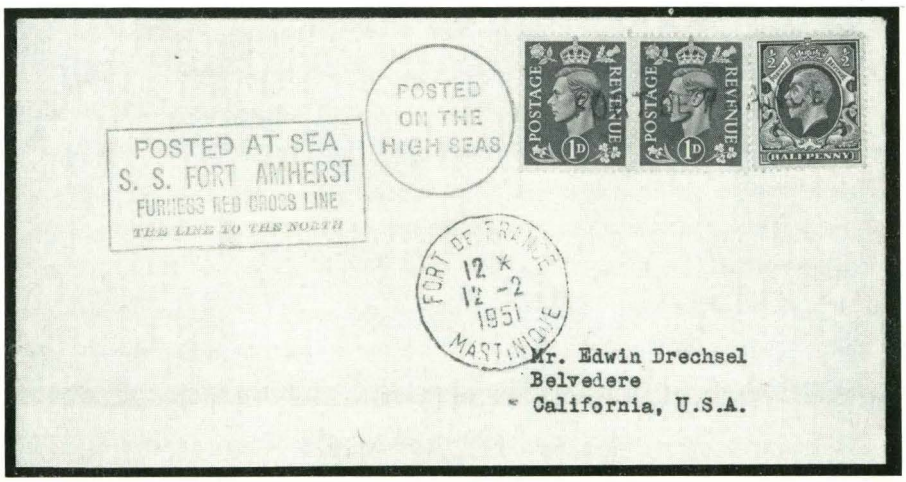


Fig. 4. A "true" posted-at-sea Paquebot Mail unsealed cover, posted (1951) on the S.S. Fort Amherst (Furness line) with British stamps (as it should be), purser's marks at side, stamps cancelled by Fort de France/Martinique P.O. with its straight-line cachet normally used on registry labels and money order forms, etc.

Outline of Functions Possibly Indicated in Ship Marks

I. Indication of Transport and/or Arrival by Ship:—
   A. Undifferentiated as to kind of service, origin, or place of arrival:—e.g., whether open or closed mail, "Paquebot" mail, "Ship-letter," "Steam," etc.
   B. Specialized:—
      1. Indication of type of mail service: e.g., loose-letter, packet-letter, ship-letter, movable-box, R.P.O., T.P.O., etc.
      2. Indication of name of ship or shipping line
      3. Indication of kind of ship (sailing, steam, motor, pirogue, etc.)
      4. Indication of country of registry of ship or nationality of service
      5. Indication of place (port) of arrival
      6. Indication of place or region of origin of the trip or the letter
      7. Indication of postage-due charges for ship service
      8. Indication of the postal office or functionary: clerk, crew, agent, office, branch, section, etc., on the ship or at arrival-port P.O.
      9. Indication of route taken (geographical or coded), by citing terminals or the route
      10. Indication of special handling: mail delayed, shipwreck, pilot, dockside, consignee
      11. Indication of particular die of a given mark (e.g. the "Nos." in French packet marks)

Note: The same marks with above indications may be used for categories II or III below, and combinations of several or more of the above indications may occur in one mark, or in several marks on one cover.

II. Indications of Intent to Dispatch by Ship:—(not a very common type of marking in general)
   A. Undifferentiated as to kind of service, origin, or destination.
   B. Specialized:—Same sub-categories as used for I above.

III. Indication, Direct or Indirect, of Posting on Shipboard:—Note: this is often implied also by the marks used for Category I.
   A. Undifferentiated as to name, kind, or registry of ship or type of service provided, place of origin, route, or destination.
   B. Specialized:—
      1. Name of ship or shipping company
      2. Route or terminals
      3. Port of call enroute
      4. Port of departure or arrival
      5. Region of origin
      6. Type of service: loose ship-letter, seapost, consignees mail, purser mail, crew mail, etc.
      7. Name or title of officer, clerk, or purser
      8. Special instructions or handling

(Note: several or more of the above may be indicated in the same mark.)

Multi-linqual Glossary of Terms Found in Paquebot and Other Ship-Marks

This glossary is a compilation of terms seen in handstamp or machine marks related to ship mail, including shipboard, ship-arrival, ship-dispatch, ship-routes, and ship-services, plus a few seen in manuscript endorsements (usually by the senders). It does not include naval marks, and generally omits specific geographical denotations (such as names of cities, ports, countries), and individual names of ships and ship companies—these run into the thousands in ship marks and their significance should be obvious except perhaps where they are severely abbreviated. Many of the functional terms that occur in purser or unofficial marks are included, though it was not possible to survey all such marks from all countries.

We have not attempted to resolve the question that so often frustrates ship-mark collectors—i.e., whether or not a given mark on a particular cover was used (or a term in a given mark signifies it was used) on board a ship, or was used on-shore for

transit, arrival or dispatch; in some cases even the "experts" are not sure, and the answer may not be found in the literature. Since many of the terms listed can be found in both shipboard and on-shore marks, one cannot assume a term necessarily means what it seems to say:—thus "posted at sea" is known in both types. Some terms were used equally on railroad and ship-mail (e.g., "R.P.O." and "T.P.O.").

Fortunately the marks of some of the categories containing many of the terms listed have been well-cataloged—especially the 20th Century seapost and port-of-arrival marks, the French packet marks, and the 19th Cent. arrival marks for a few countries (such as U.S., Great Britain and colonies, France, Italy, Austria, Germany, and Scandinavia). Otherwise with luck one will have to do a wide search through a very scattered literature.

What the glossary will do for the collectors not already experienced in this field is to alert one to the great variety of functions and services related to ship mail that are revealed in postal markings, so one can see the possibilities and what to expect.

it is important to note that in the adhesive era many of the ship marks were not regularly struck on stamps. The collector needs to have covers, not only for the pre-adhesives but also because the marks found on stamps off cover often cannot be readily identified and their use or significance analyzed. In general, shipboard marks are less numerous than other categories. The majority of the terms listed are principally or exclusively found in arrival marks. In addition to the marks consisting of words or words plus numbers, "killers" were used on some ships (primarily seaposts) to cancel stamps; the

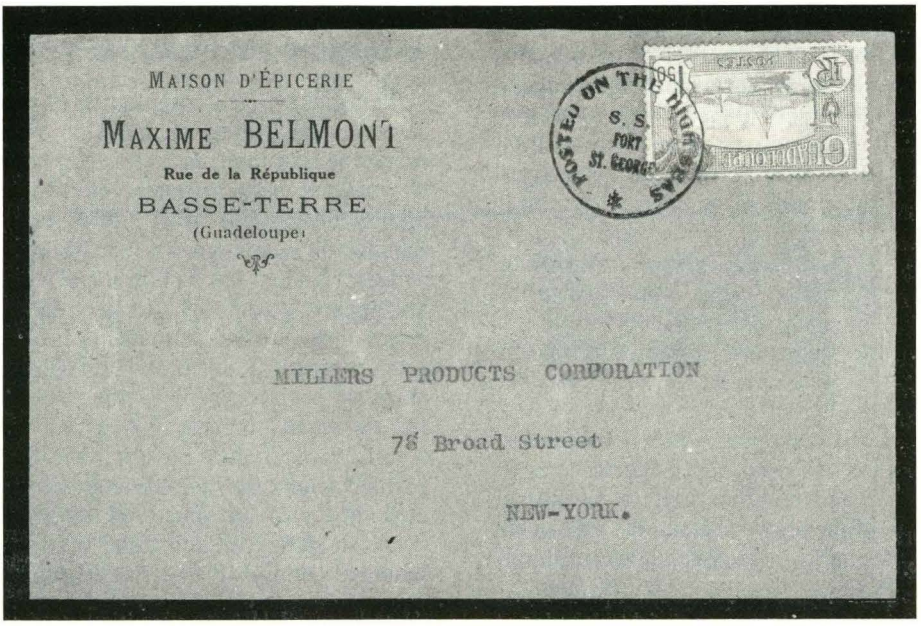
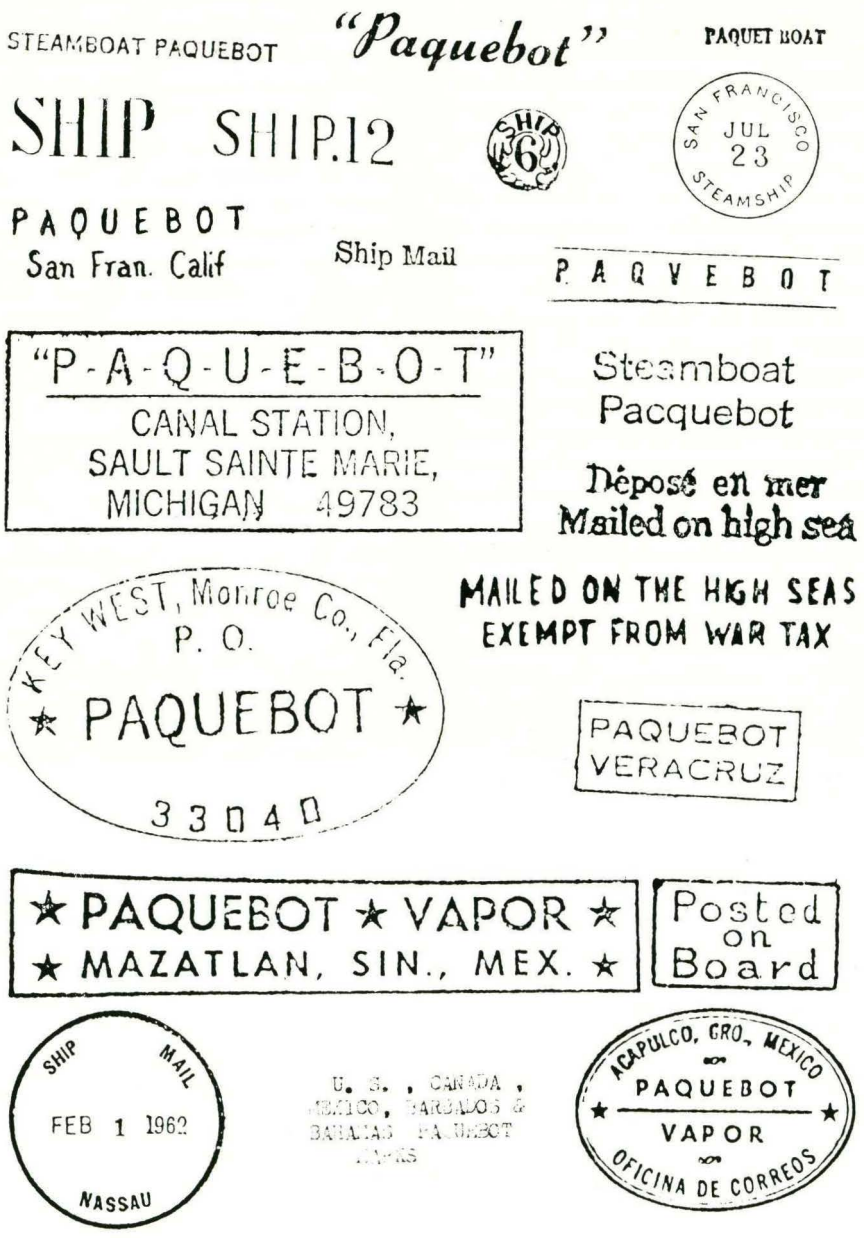


Fig. 5. A loose ship-letter marking ca. 1930, posted at the docks at Basse-Terre, Guadeloupe, on the S.S. Fort st. George (Furness), with Guadeloupe stamp at UPU rate, cancelled by the ship's purser cachet. No New York Paquebot mark (nor cds) was struck on arrival—probably because of the NY PO had a policy (for some years) of not "Paquebot"-marking stamps on loose ship letters which had already been cancelled by the ship (not unusual in the 1920s-30s).

French mail packets account for most of these (the ''anchor''). Also pen cancels by pursers of merchant ships are sometimes seen.

The terms are listed alphabetically, categorized first by the English words, followed by their equivalents. After each non-English term is given first in parentheses the plural ending and normally-used abbreviations, and then the language of the term or country of its use (where the use is limited to that country).

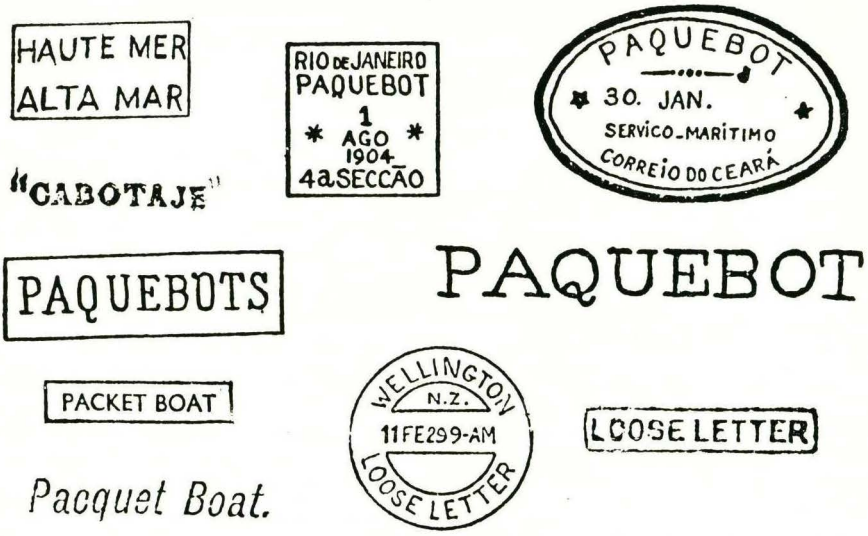
1. AREA (or Place of Origin):
   Colonies Fr (or Fra.) (- - -)—France
   (name of a country)
   (name of a port)
   India Letter/(- - - -)—England
   Mer Noire—French
   Mers du Sud—France
   Service en lagunes—Ivory Coast
2. ARRIVED:
   Arrivata(e)—Italian, Austrian
   Arrivée—French
   Predano—Croatian
   Received (Rec'd), Received By—US
   Reception (Recep.)—Spanish, French
   Recibido—Spanish
   (country) Transit, Transito—U.S., Panama
3. BOAT
   Bat—Swedish
   Bateau—French
   Boot—German, Dutch
   Bote—Spanish, Portuguese
4. BOX:
   Boite Bateau (B.B.)—France
   Boite B.(at) à V.(apeur)—France
   Boite Mobile (B.M.)—France
   (used for railroad, wagon, and station boxes also.
   Buzon a Vapores—Spanish
   Buzon Vapor—Spanish
   Dampferbriefkasten—German
   Estafeta—Spanish
   Fuera de Valija (Balija)—Spanish
   Mail Box
   Movable Box (M.B.)—England
   Schiffsbriefkasten—German
   Steamer (Letter) Box—Australasia, Orient
5. FROM:
   Aus—German
   Da—Italian
   De, D'- -, De la — — French
   Di—Italian
   Du—French
   Ex—(any language)
   Expedition—French, German, Swedish
   Fra—Scandinavian
   Fr ˇan—Scandinavian
   Über—German
6. HIGH SEA(S): (see also ''Posted'')
   Altamar—Spanish
   (en) Haute Mer—French
   (en) Pleine Mer—French
   (on) High Sea(s)—
7. LETTER:
   India (ship) Letter—England
   Lettere arrivata per mare—Italian, Austrian
   Letter Box
   Lettre deteriorée (- - -)—French
   Lettre Océan—French
   Lettre remise en mer—French
   Loose Letter(s)—New Zealand and Australia
   Loose Ship Letter(s)—N.Z. and Australia
   Packet Letter—Great Britain and Mauritius
   Schiffsbrief—German
   Ship—Letter, Ships Letter, Ship Letters—British countries
   Skeppbrev—Scandinavian
   Skibsbrev—Scandinavian
   Skipsbrjef—Scandinavian
   Steamboat Letter—Canada, US
   Steamer Letter (Box)—Orient
   Zeebrief—Dutch
8. LINE:
   Cabotage—French (coastal shipping)
   Cabotaje—Spanish (coastal shipping)
   Cruise—(English)
   Fahrt—German (cruise)
   Hauptlinie—German (main line)
   Ligne (L), Ligne de—French
   Linea—Spanish



U.S., Canada, Mexico, Barbados & Bahamas Paquebot marks.

Linie—Italian, German
Mail Line—U.S.
Messagéries—French (common carrier)
Messagerias fluviales—Spanish (river boats)
Route—English, French
Rute(n)—Norwegian
Service(Sce)—French, English
Servico—Spanish, Italian
(- - -) Steam Service—U.S. (Pacific area)
Voie(V.)—French
Zweiglinie—German (branch line)

9. MAIL, MAILED:
   Bottle Mail
   Consignees Mail
   Correo del Mar—Spanish
   Correio Maritima Courrier—French
   Mailed on Board
   Mailed at Sea
   Mailed on (the) High Sea(s)
   Maritime Mail
   Ocean Mail
   Paquebot Mail
   Sea Mail
   Ship Mail
   Tin Can Mail
10. MAIL BOAT; MAILBOAT:
   British
   Aviso (Postal) (A.P.)—French
   Bateau-poste—French
11. MAIL PACKET:
   Paquebot(s)-Poste(s)—French
   Piroscafi Postali (- - -)—Italian
12. MAIL STEAMER:
   Postdampfer—German
   Post Steamer—British
   Vapor Correo—Spanish
13. MERCHANT PACKET(S):
   MERCHANT STEAMSHIPS:—
   Bastimenti de Cmmercio—Italian
   Bastimenti mercantili—Italian
   Messagéries (- - -)—French
   Messagerias—Spanish
   Particolare marittima—Italian
   Piroscafi mercantili—Italian
   Vapor mercante—Spanish
   Vapori mercantili—Italian
   Voie de Commerce—French
14. MOTOR SHIP, MOTOR VESSEL (M/S, M.S, M/V, MV, M.V.):
   Bateau à moteur (B.M.?)—French
   Motonave (M/N)—Italian
   Motorschiff (M/S)—German
   Turbonave (T/N)—Italian (turbine ship)
15. OVERSEA(S):
   Ausland—German
   Estero—Italian
   (- - place - -) Etranger—France
   Estrangero—(place)—Spanish
   Foreign—British, US
   Hyperlimnion—Greek
   Hyperthalassion—Greek
   Oltremare—Italian
   Pays Etrangers—France
   (Pays) (d') Outremer—France
   Übersee—German
   Ultramar—Spanish
16. "PACKET BOAT", "PACKETBOAT": (British)
   Paketboot—Dutch, Flemish, German
   Paquebot (Paq.)—French, designated for international use by UPU
   Frequent variant: Pacquebot
   Reported misspellings: Paquetlot, Paquobot, Paguebot, Paqvebot, Paquoot, Paqubot, Parquet
   P.F. = Paq. Fr. = Paquebot Francais (French)
   Paq. Angl. = Paquebot Anglais (French)
   Paq. Br. = Paquebot Britannique (French)
   Paq. Allem. = Paquebot Allemagne (French)
   Paq. Reg. =Paquebot Regulière (French)
   Paquete-bote—Spanish, Portuguese
   Paquetboat—Hawaii
   Parabrodu—Croatian
17. "PACKET": (Pkt, pkt)
   Pachetto—Italian
   Packet—German, Dutch
   Paquebot(Paq.)—French
   Paquete—Portuguese, Spanish
   Paquet Post—fake (Canada)
   Regular Packet—U.S.
18. "POST":
   Correio del Mar—Spanish
   Lake Post
   Paquet Post—fake (Canada)
   Seapost, Sea Post
   Sea Post Office—British
   Seepost—German
   Schiffspost—German
   Ship Post—English transl. of Schiffspost
   Tauchboot Seepost—German (submarine seapost)
   Zeepost—Dutch



South American and New Zealand Paquebot marks.

19. POSTAL AGENT:
Agent embarquée—French (agent on board)
(- -name - -), Agent
Agt.-U.S.
Agente Postal Embarcado—Spanish
Brigade—French (crew)
Commissaire—French (purser)
Postagent—Dutch
Purser
Route Agent (Rte. Agt.)—US
Steamer Postmaster

20. POSTAL OFFICE or AGENCY
Ambulant (--place or terminals--)
(A.) (Amb.)—French
Ambulante (Amb)—Spanish
Ambulante Maritima—Spanish
Bureau de Mer—Norway
Burea Flottante—French
Bureau Maritime—French
2nd Div.—US
(place) Dock—British
Foreign Branch (F.B.)—England
Foreign Section—US
Gare Maritime—French
Marina(Sta.)—
Marine Postal Station
Marine Post Office—New Zealand Seapost
(- - port - -) Maritime—French
R.P.O. — US (Railway Post Office, but many were on boats)
- - - - River—British cols.
River Station—British cols.
Schiffsamt—German
Schiffspostamt—German
Sea Post Office—British
1 (2, 3, etc.) Seccao—Brazil
Ship Mail Room—Australia (on-shore)
T.P.O. (''Traveling Post Office'')—British cols.
Uff. Succle del Porto—Italian

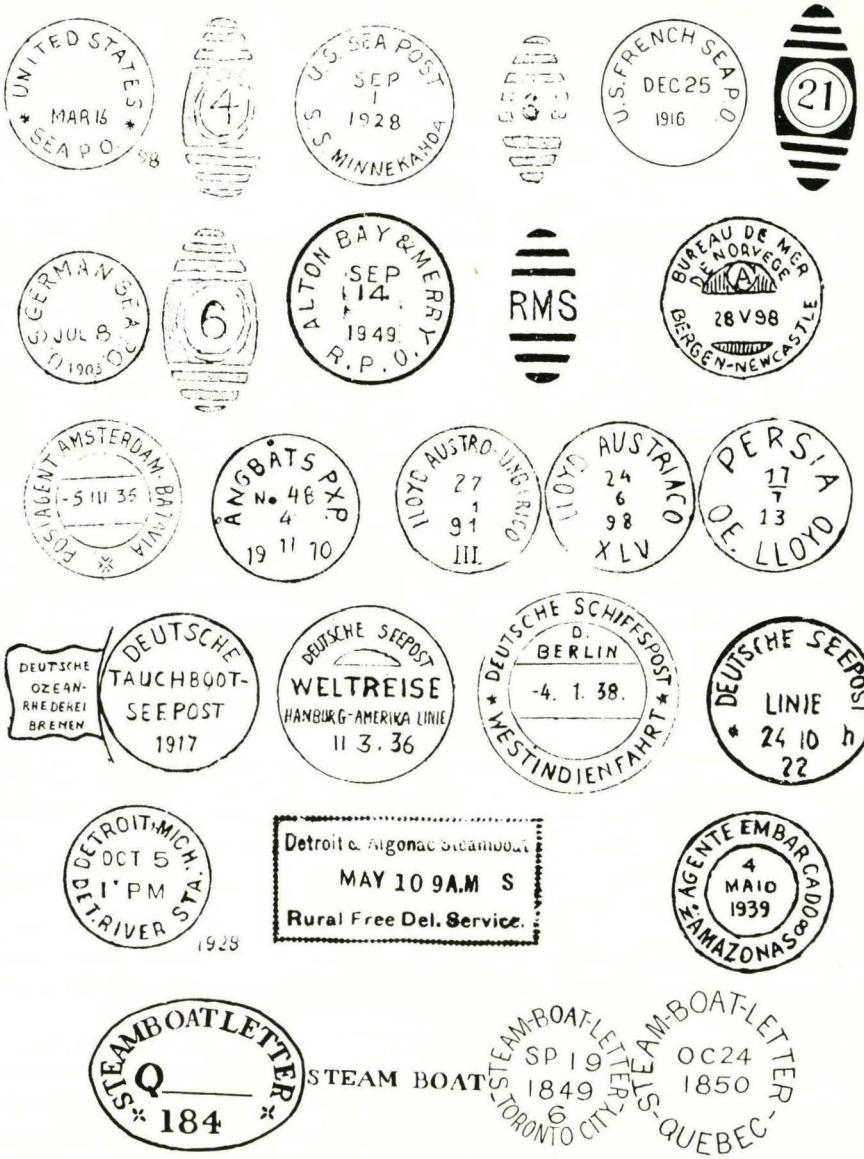
21. POSTED:
Angbats Postexpedition (ABPX)—Swedish
Auf See Eingeliefert—German
Deposé en mer—Canada
Lettre remise à la mer—French
Posted at Sea
Poste Maritime—French
Posted on Board—Barbados
Posted on Board Ship
Posted on Board Steamer
Posted on High Sea(s)
Posted on the High Sea(s)
Posted Ship Side—Australia
Postez en mer—Canada



European ship letter, packet letter and paquebot marks.

22. ROUTE:
(- - -) Fluviales—Spanish, Port.
Ligne (de)—French
Linea (do)—Spanish
Linie (di)—Italian
Linie—German
Mail Line—U.S.
(port) à (port)—French
(port)-(port)—French
Rute(n)—Norway
Via di mare—Italian
Voie de mer—French

23. SERVICE:
Br. Service—British
Catapulte—French
Corr. d'Armées—French
Corps Exped(itionnaire)—French
Croissière—French (cruise)
Cruise
(- - - -) Fluviale—Spanish, Port.,



Sea post, River post and lake post marks.

(river service)
Inaugural Voyage
Inter-Island, Inter-Isles—New Hebrides
Interisland Service—New Hebrides
Lettre-Ocean—French
Service (Scr) de la Plonge—French Oceania
Messagérias Fluviales—Spanish
Paq. Reg.(ulière)—French
Pirogue—Gabon
Poste—French
Service à la Mer—French (naval)
Service Am.—French
Service Allem.—French
Service Brit.—French
Service de Pilote—Indochina
Service en Lagunes—Ivory Coast
Service Maritime—New

Caledonia, New Hebrides
Service Interinsulaire—New Hebrides, French Oceania
Service Maritime Cotière—New Caledonia
Service Rivières (S.R.)—Senegal
Service Postal
(- - - -) Steam Service—US (Pacific Area)
Steamer Mail Escort

24. SHIP (Sh): U.S.
Bastimento(i)—Italian
Bastimenti mercantili—Italian
Bastimenti di Commercio—Italian
Batiment(s)—French
Navire(s)—French (International UPU use)
Piroscafo(i)—Italian
Piroscafi mercantili—Italian
Piroscafi Postali (- - -)—Italian
Schiff—German
Schip—Flemish
Skeep(s)—Afrikaans
Skepp, Skib—Scandinavian
Skip—Dano-Norwegian, Icelandic

25. SHIPWRECK: ACCIDENT
Accidenté—French
Avarié d'eau—French
Baskadiget—Danish
Damaged—
Détérioré—French
From wreck of—
Gehoben aus—German
Incendie—French (fire)
Immersion—French
Naufrage—French
Recovered from—
Salved (from the —-)—British
Saved from —
Sauvé de—French
Tombe à la mer—French

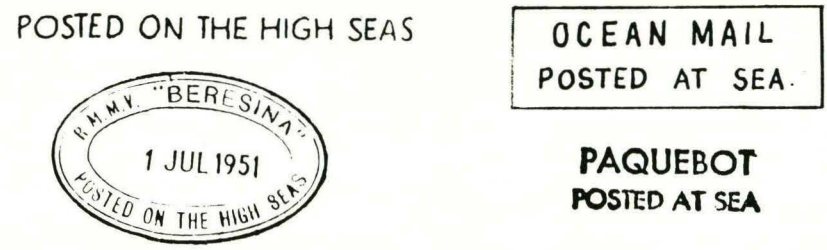
26. STEAM (U.S.)
(see Steamer, Steamboat, Steamship, Steam Packet)

27. STEAMER (St., S.T.):
Dampfer—German
Steam—U.S., Canada
Vapeur(s)—French
Vapeur No. (—-) Mekong River boats
Vapor—Spanish
Vapor (port)—Latin America
Vapor Mercante—Spanish
Vapore (Vapori)—Italian
Vapori mercantili
Vapori transatlantici
Vapurdan—Turkish

28. STEAM BOAT, STEAMBOAT (S.B.): US, Canada
Angbat—Swedish
Bateau à Vapeur (Bat. à Vap., B.V.)—French



Dispatch marks of special lines and services.



Purser cachets

Dampfboot—German
29. STEAM PACKET
Pachetto a vapore—Italian
30. STEAM SHIP, STEAMSHIP (S.S., S/S)
Courrier—French (colloquial)
Dampskib—Scandinavian
Dampskip—Dano-Norwegian
Dampfschiff—German
Empresa—Spanish
Navire à Vapeur—French
Parabrodu—Croatian
Steamship Service
31. VIA (international):
By—English
Coi—Italian
Col Vapore—Italian, Austrian
En—French
Med bat fran - - - Swedish
Mit—German
na—Croatian
Over—Dutch
par—French
per—English, French et al
por—Spanish
Über—German
Via di Mare—Italian
Via Sea Drift—U.S.
Voie(v.)—French
Voie de commerce
Voie de mer
V.P.M. = Via particolare marittima—Italian



Fake marks for a fantasy river Dennis Packet, Cape Breton 1895.

A Note on the Literature

It is not feasible to cite a few references that would inventory most of the world's ship marks, except for the so-called "Paquebot" marks of the 1890s on. The latter were first catalogued and illustrated in an old pioneering book by Cockrill: "Ocean Mails" (1937, repr. 1971), which also had a sampling of unofficial marks of ship companies and pursers. In 1953 Robson Lowe published Studd's "Paquebot and Ship-Letter Cancellations of the World" (illustrated) which was very extensive yet incomplete and with many errors. Studd's work, in a revised and up-dated form by Edwin Drechsel, is being published by Lowe in sections for different areas. Meanwhile a recent book by R. Hoskings appeared which is not nearly as complete nor as accurate and well-documented as Drechsel. Gus. Lund is currently publishing an illustrated catalog of the "Paquebot" marks in *Seaposter* magazine.

The seapost and internal waterways

Continued on page 50

THE POSTAL HISTORY OF NEW BRUNSWICK

By E. Eugene Fricks

Continued from page 224, Vol. 58, No. 4, July 1979

New Brunswick's economic and postal growth in the nineteenth century was vitally related to its proximity to New York and to the development of transportation in the area. The unprecedented volume of the cotton trade after 1800 helped make New York the nation's leading city and brought about such increasingly specialized commercial activities as the commission trader and broker, and the jobber. The rise of specialized commercial enterprise to handle the flow of agricultural products out of the interior to the east and Europe was paralleled by a comparable specialization of enterprise to bring finished goods into the coastal ports and thence to the interior.

Large lots of imports were broken down by jobbers for distribution. However, only in New York were they allowed to operate freely, helping to make it a mecca for the country trade; and bringing a concentration of jobbers to that city. As transatlantic trade expanded, ships became "regular traders between New York and Liverpool, with the step from regular trader to specialization in finance was a natural concomitant of specialization in other commercial activities. The most powerful financiers in the American economy were the same men who had once held the most influential partnerships in trade: moving cotton out of and, to a lesser extent, finished goods into the United States.

While the cotton trade moved largely by coastal shipping, other agricultural produce moved overland. In 1804, the Trenton to New Brunswick turnpike was chartered, connecting the important bridges across the Delaware and Raritan rivers. (58) The city purchased four shares and appointed the city treasurer, John Neilson, as its member of the turnpike board. (By 1817, Neilson was treasurer of the turnpike as well as city council recorder.) In 1806, the turnpike from Phillipsburg to New Brunswick was laid out. (59) To this time, the colonial system of roads, maintained by local property owners, (60) had provided a minimal transportation network.

Hundreds of wagons began to appear on the toll roads carrying grain to New Brunswick for water shipment to New York. Such traffic led to deterioration of the road bed as the heavy wagons dug deep ruts and eventually resulted in disuse of the roads for heavy commerce. By law, the road beds were to be of crushed stone; actually most were of gravel and packed earth. The merchants and forwarders occupied broad lots extending from Burnet and Water streets to the river, with their stores and dwellings facing the street. All owned sloops to carry merchandise to New York, and to return with cargoes of salt, plaster, barrelled-fish, and other products. With the increase of commerce came a marked increase in travellers — when the wind and tide cooperated, the sloops could make the passage to New York in four hours.

Comparatively little is known of most

of New Brunswick's postmasters in the first decades of the nineteenth century. A review of the minutes of the city council for the period 1796-1832 fails to disclose any mention or concern with the post office. Of primary importance was fire protection, water supply, street maintenance, and finance (New Brunswick operated by a subscription and assessment system rather than by taxation). We know that William Ten Broeck was appointed postmaster on November 25, 1800, locating his office on Albany, below Neilson street. He had previously been appointed as the Market ward 'inspector of dangerous places' in 1796. Figure 9 illustrates the infrequently seen 26mm date stamp in red used during his tenure.



9. A cover from New Brunswick to Philadelphia, showing postage paid for the 30-80 mile single letter rate. One of three reported examples of this marking. (Photograph by Donald F. Gilliam)

Steam Transport on the Raritan

In 1786, John Fitch was granted exclusive rights for 14 years to steam navigation on all Jersey waters. By 1788, one of his steam boats made the trip from Philadelphia to Burlington in 3 hours, 10 minutes. Although his feat was greeted by public indifference, his pioneering efforts had far-reaching effect. Robert Fulton, deeply interested in Fitch's work, developed his own steamboat, securing a monopoly on navigation in New York waters by 1807 (New York claimed the Hudson River up to the high water mark on the Jersey side). John Stevens, also motivated by Fitch, built a steam boat, the "Phoenix," which he ran from New Brunswick to Hoboken in opposition to the Fulton monopoly. Chased from the Hudson in June 1809, Stevens took his steamboat to Philadelphia. About the same time, John R. and Robert J. Livingston purchased the rights to the Fulton monopoly, built a steamer, the "Raritan," and began a run to New Brunswick. Three-trip-per-week service began in July 1809. Although the opportunity to service mail by steamboat existed after 1810, no evidence has come to light to suggest this was the case for this route during this period. (61)

A political and transportation crisis was precipitated by Col. Aaron Ogden when he began steam service from Elizabethtown Point to Bedloe's Island, New York, in 1811. Elected governor in 1812, he was given exclusive steamboat privileges in New Jersey waters by the legislature in 1813. By 1815, Ogden was allowed to operate to New York by the Livingston interests. It is of passing interest that the New York Livingstons were



10. The Vanderbilt home on the Raritan waterfront. (Rutgers University Collection)

cousins of the important Livingston family of New Brunswick.

Thomas Gibbons, a partner and competitor of Ogden, built a new boat in 1815, the "Bellona," Captained by Cornelius Vanderbilt, it introduced through service from New York to Philadelphia in conjunction with the Old Union Stage Line. Two routes were used, one by ferry from Whitehall to Staten Island, thence across the Arthur Kill to Woodbridge, to New Brunswick. It crossed the Delaware at Bristol and arrived in Philadelphia twelve hours after leaving Whitehall. The second route was announced. The notice read:

> *The Vice President's Steamboat* **Nautilus** *will leave New York every day (Sundays accepted) from Whitehall Wharf, at eleven o'clock a.m. From her the passengers will be received without delay into the superior fast sailing steam boat* **Bellona,** *Capt. Vanderbilt, for New Bruns-*

wick; from thence in Post-Chaise to Trenton, where they lodge, and arrive next morning at ten o'clock in Philadelphia, Capt. Jenkins. (62)

In 1818, Ogden obtained an injunction against Gibbons' operation in New York waters. Unsuccessful in overturning the injunction in the New York Court of Errors, Gibbons retained Daniel Webster and appealed to the United States Supreme Court. In 1824, John Marshall, Chief Justice, pronounced that such state monopolies over interstate commerce was unconstitutional; only Congress had the right to regulate such commerce. With the commercial shackles broken, Vanderbilt and others brought out their own steam boats, with at least three boats providing service.

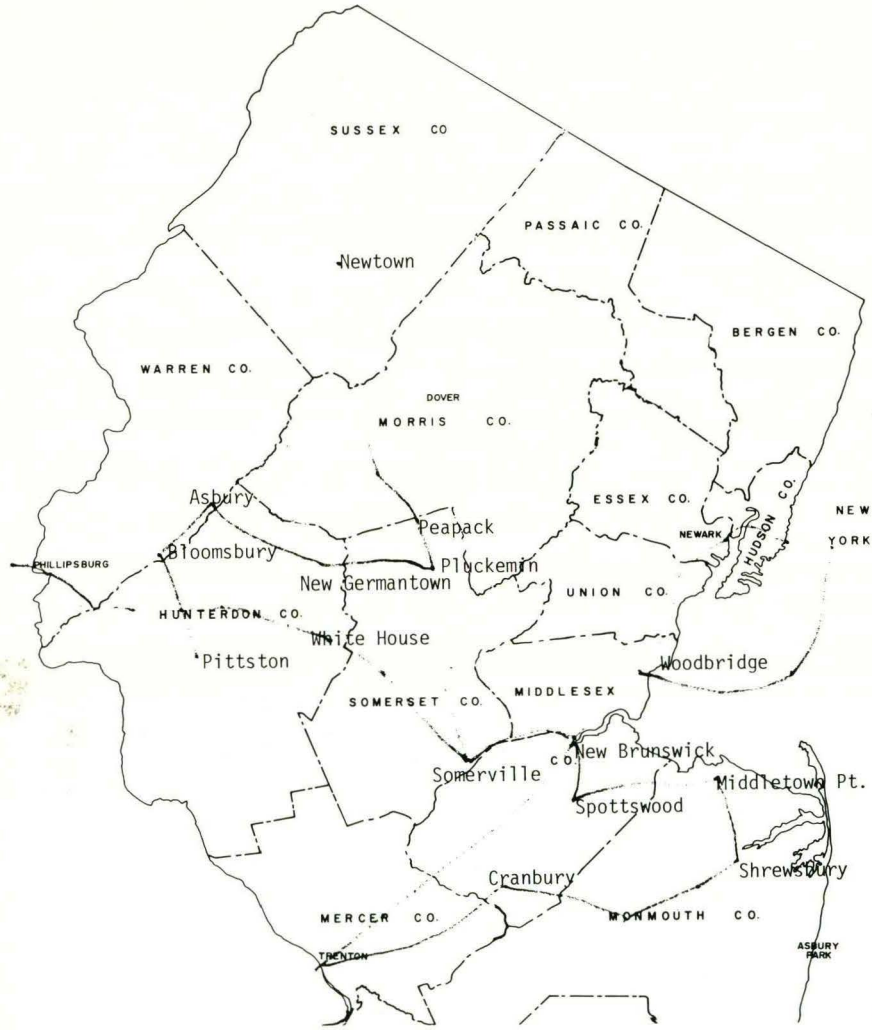
The hour that heralded the arrival of the southern coaches was said to be the most important one of the day for New Brunswick citizens. As the time drew near, a crowd gathered in Albany street where the taverns clustered. Then with loud shouts, the heavy mail coaches, piled with luggage, topped with people and coated with dust, swung around the corner of George onto Albany. With clatter of hoof and rumble of wheel, the long line of lurching vehicles, often numbering thirty, drew to a halt in front of the City Hotel and the White Hall and Bell taverns. To New Brunswick people, their coming meant more than the arrival of passengers. With them came letters, papers, and news from the outside world. When navigation routes were open, the coaches turned down New street onto Burnet, then to the landing, where steam boats were waiting to continue the journey. (63) That such numbers of coaches was not unusual is shown by the descriptions of the ferry at Powles (Paulus) Hook in 1804 where as many as 20 would gather at one time for the trip to New York. (64)

Rutgers College

New Brunswick began, in this period, to grow in importance as an educational center as well. Queen's College had reopened in 1807 after having closed in 1795 with the withdrawal of Dutch Reformed General Synod support. Andrew Kirkpatrick, chief justice of New Jersey, ignited the movement to reestablish the College, drawing support almost exclusively from local residents and building upon the Rutgers Grammar School which had remained open under the stewardship of Rev. John Croes, rector of Christ Church. After considering numerous locations for a building, the trustees accepted an offer of a five acre site bounded by George and Somerset streets from the heirs of James Parker, a distant cousin of the Revolutionary publisher of Perth Amboy. Fundraising remained the most difficult problem of the College until 1825. Cost overruns for the new building support which came only from the local community, and the effects of abortive lotteries, placed the effort in a most tenuous position. A fortune gift of Col. Henry Rutgers, of New York, of $5000 and a bell kept the endeavor alive, whereupon the trustees renamed the College for the prominent Dutch Reformed layman. Never enrolling more than 85 students to midcentury, the College and New Brunswick felt the full impact of the transportation revolution in the 1830s. The Delaware and Raritan Canal passed within a stone's throw of the campus and emptied into the river below.

War of 1812

Bernard Smith was appointed postmaster April 28, 1810, and moved his office to the south side of Albany, below George street. Figure 11 shows the postal routes thrugh New Brunswick at that time up to 1825. (66) He had been a supporter of Madison and his appointment followed as a result of spoils system politics. The town was divided in its support of Madison's administration, with the New Brunswick *Fredonian* in support and the New Brunswick *Advertiser* in opposition. In 1811, Neilson and others formed the Washington Benevolent Society as a focal point of opposition to the President. When the War of 1812 began, the peace party dominated local politics and by 1813, the militia deserted in droves, refusing to be sent out of the state. The



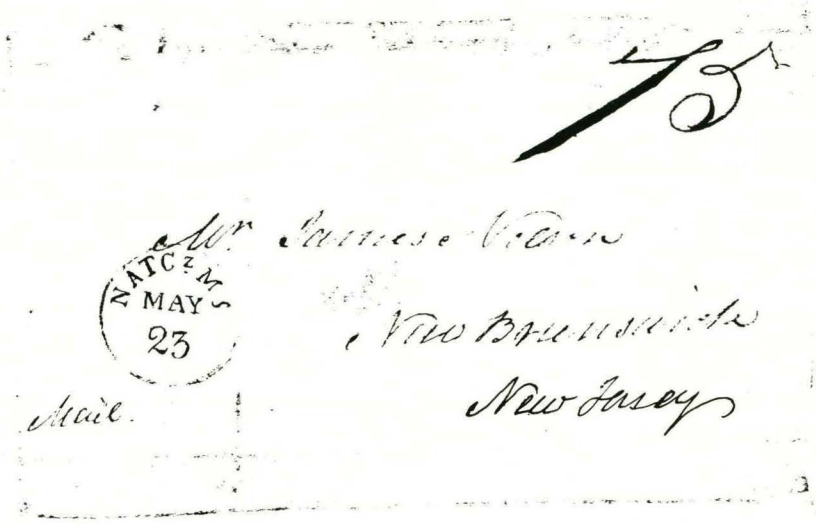
11. Postal Routes Through New Brunswick, 1825.

regular army surrounded them in New Brunswick, precipitating a confrontation involving an aroused populace.

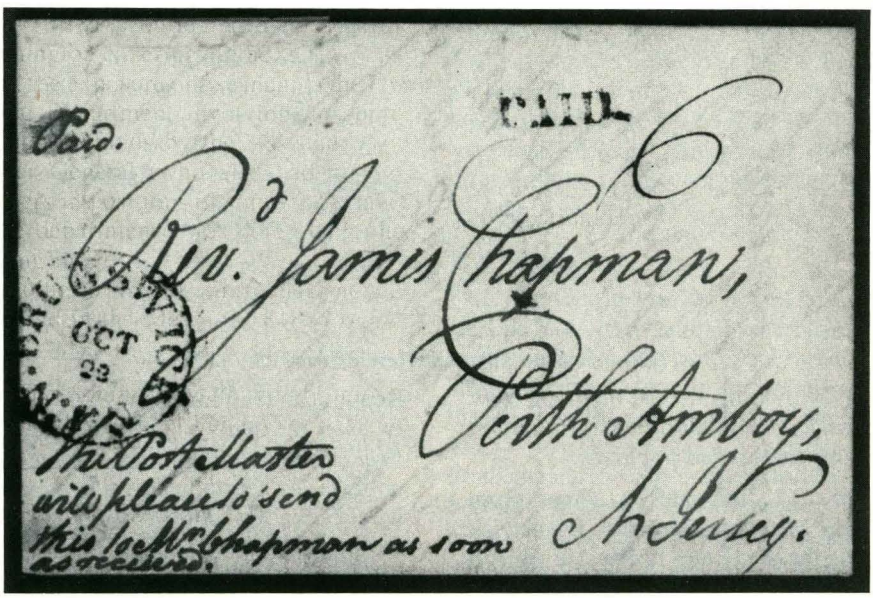
Figure 12 illustrates a cover from Natchez, Mississippi to New Brunswick showing the War Rates in effect as a result of the Act of December 23, 1814. Neilson was heavily involved in business with General Furman in the Natchez area. The General later married Neilson's sister. Figure 13 shows a cover with the 29 mm black "N. BRUNSWICK N.J." marking after the end of Smith's tenure. This marking was in use into the middle 1920s.

Although Smith was secretary of the Republican (Jeffersonian) Party, he rarely used the party's "mouthpiece," the *Fredonian,* for more than routine postal notices. At least twice each month, he would advertise letters being being held at the post office as well as rate changes. The Restored Rates were announced in the March 21, 1816, issue and the new rates of April 9, 1816, were printed in the April 16th issue. He did, however, advertise frequently his stock of patent medicines and liniments.

Commercial and newspaper activities in the early 1810s were not too different from those of thirty years prior. The *Fredonian* carried advertising for Phineas



12. Double letter War Rate cover from Natchez to New Brunswick, May 23, 1815.



13. N. BRUNSWICK N.J. Oct 22 (1819). 29mm black. This cover is rated at 6 cents for a single letter travelling less than 30 miles. The urgent message on the front and the prepayment indicate the haste which attended the letter therein. Rev. John Croes, Episcopal Bishop of New Jersey, notified Rev. Chapman that his (Chapman) substitution for Sunday service was not necessary as Croes was ill and would remain in New Brunswick through that Sunday. PAID 17 × 5 mm black.

Rec.d Laurel 17 February 1816 from James Neilson Thomas Ryder & Seven Moore's note at 90 days for Five hundred & Three dollars 75/100 in full for charges & commissions against the Heirs of Gen. David Forman in the recovery of Lands from the estate of Jos: Forman Sen.r dec.d — also a judgment note against Seven Moore & Thomas Ryder for five hundred & eight 11/100 dollars with I promise to forward him when collected

Jno Deshields

a receipt of which the above is a true copy carefully examined & compared by me was deposited in the Post office at New Brunswick this day by James Neilson, melijs in my presence in a letter addressed to Thos. Cooper — Esq.r George Town, Delaware. —

Witness my hand this 24.th July 1820

D. Fitz Randolph,
Post Mast.

14. A 'proof of mailing' signed by David Fitz Randolph, July 24, 1820.

Carman, offering molasses, coffee, country gin, shad and mackerel. Building lots, paints and dyeing services were also offered. Local politics garnered a substantial amount of space, as when Postmaster Smith was appointed to read the Declaration of Independence on July 4, 1811, at a party celebration. What national news existed was covered by extracts from other papers, as for example that on the front page of the August 17, 1815 issue:

LATEST FROM EUROPE

By the Steamboat Fulton, Captain Bunker, which arrived yesterday morning from New Haven, the Editors of the *Mercantile Advertiser* received the *Boston Gazette* on Monday from which they copy the French official account of the defeat and destruction of the French Army of the 18th June.

News with local impact was frequently covered in items related to national events. The deletion of the post road from New Brunswick to Freehold appeared on June 4, 1818, buried in a notice from Washington covering all the states. Similarly, the exposure of a scandal in the Post Office Department involving misappropriation of funds by the Assistant Postmaster General (who also had his two brothers in positions of some importance in the department), was noted with only passing interest.

Another of Smith's infrequent notices appeared in the May 14, 1818, *Fredonian:*

The *Southern* Mail will be closed every day (except Sunday) at half past six P.M. and the *Eastern* Mail at ten P.M.

The mail for Boundbrook, Somerville, Pluckemin, Lebanon, White *House, Hu*nt's Mills and New Germantown will be closed every Thursday at nine A.M.

The Mail for Easton, Pa will be closed every Monday at ten A.M.

The Mail for Monmouth will be closed every Saturday at eight A.M.

During the Summer, the Office will be open every day from seven in the morning until ten in the evening, except Sunday, when it will only be open from eight to nine o'clock in the morning.

Persons having business to transact with the Surveyor of the Port and Inspector of the Revenue, are requested to call at this Office between the hours of seven in the morning and seven in the evening.

B. SMITH

David Fitz Randolph, publisher of the *Fredonian,* became postmaster February 15, 1819. Until the late 1810s, the newspaper had been published from an office on Burnett street. At that time, it was moved to the area of Church and Dennis streets near James Fitz Randolph's grocery. Randolph was also copublisher. The post office was located next to the paper. Figure 14 must rank as one of the earlier "proof of mailing" post office receipts, given by Randolph to Neilson. Randolph would later serve (1849) as mayor of New Brunswick, and in 1855 as a director of the Bank of New Jersey.

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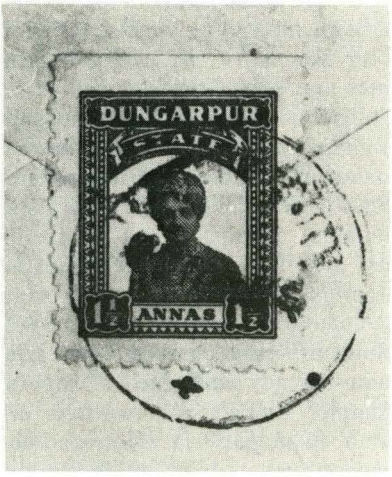
61. De Lisle, Kenneth E., "Ship Letters on Hudson River," *The Chronicle of the US Classic Postal Issues* (Chronicle), Vol. 24, No. 1, November 1977.

Continued on page 50

THE STAMPS OF DUNGARPUR

by Fritz Staal

Shrouded in conjecture, unexplained details and controversy, the stamps of Dungarpur have provoked many unanswered questions among collectors of the Indian States. Dr. Staal attempts to unravel some of the mystery.



Fritz Staal, Professor of Philosophy and South Asia languages at the University of California at Berkeley specializes in the stamps of the Indian States. He has just authored a definitive work, The Stamps of Jammu and Kashmir.

When the Government of British India established postal communications (which were referred to as the Imperial Post), systems of postal administration were already in use in several of the princely states. Many of these postal services had been established primarily to facilitate official communication, viz., communication between state officials.[2] The postal history of India is in part the history of the relations between the Imperial Post and these state systems.

The East India Company had established a network of alliances with nearly seven hundred princely states. The Government of British India did not adopt a uniform policy towards these states, which ranged from powerful countries the size of Great Britain to petty states consisting of a single village. The sovereignty of the states was generally recognized, but defense and external affairs resorted under the Imperial Government. In the matter of communications, and especially the mail, the government tried to impose the Imperial Post, and was largely successful. Stamps of British India were valid in most parts of the subcontinent, including 629 states. With six states—the so-called Convention States—a postal convention was established. This provided for Indian stamps to be overprinted with the name of the state; they were then valid for prepaid postage throughout British India, but not abroad. Other states were invited to join this convention, and essays of other overprints were prepared (e.g., for Jammu and Kashmir in 1885), but no agreement could be reached. Complete postal unification was only obtained after India's independence in 1947.

During the latter part of the nineteenth and the beginning of the twentieth century, many princely states raised revenue by issuing fiscal stamps. A relatively small number of states did not join the Imperial Post or accept a postal convention. They used, and often produced, their own postage stamps. According to the stamp catalogues of Stanley Gibbons and Scott, thirty-three so-called "native" or "feudatory" states issued their own

postage stamps, the exact number depending on whether Bahawalpur and Las Bela are included, and whether Travancore-Cochin is counted separately. While the number of the convention states was determined by treaties and therefore fixed, there is nothing firm about the number of these native states. They are merely those princely states of which it happens to be known that, at some time or other, they issued stamps. As may be seen from the catalogues, some states started early (Soruth in 1864, and Jammu and Kashmir in 1866), others produced their stamps only in the 1940's.

The chief characteristic of the postal systems of the princely states was that the British Government permitted the use of their stamps only within the boundaries of the state (Cochin and Tranvancore are an exception, since they had a reciprocal postal agreement). The rulers of the states were therefore forced to accept the establishment of Imperial Post Offices within their states. If they didn't no one would be able to mail a letter to a destination outside the state. This necessitated special agreements governing the combined operation of the State and Imperial post offices. In actual practice, the resulting combined system was expensive and cumbersome. A person who wished to send a letter outside the boundaries of his state, had to purchase and affix British Indian stamps in addition to the stamps of his state. The letter was then forwarded from the State Post Office to the nearest Imperial Post Office, sometimes through the intermediary of an Exchange Post Office. Such activity resulted in the combination covers which are one of the attractions of Indian philately.

Though the stamp catalogues use the terms "native" and "feudatory," both appelations are misnomers. The former is a somewhat derogatory term, which the British rarely used officially, and abandoned after the First World War. The term "feudatory" is not applicable, because the rulers, even of the so-called "dependent" states, were not feudal vassals to the Paramount Power. Lee-Warner, who in 1910 established that the term "feudatory" is not applicable to the Indian states, writes: "It is clear that the uniform tendency of British administration has been to exalt the status of the Indian chiefs and to keep their territories outside the grasp of British law, rather than to assign them a noble position as the aristocracy of British India.[3] Since the states are ruled by princely families, standing in multifarious relationships to the Government of India, the best appelation to apply to them is "Princely States." This would include the Convention States as special cases, for the term "convention" in this context has no political connotation, but refers only to a postal arrangement.[4] In political terms, there were vastly divergent degrees of independence, ranging from fully independent states (such as Afghanistan and Nepal) that could and did declare and wage war, via semi-independent states (e.g., Hyderabad and Jammu & Kashmir), to the numerous smaller states that were dependent on others or on the government of India.

Because of the nature of the system and the number of states, we may never arrive at an exhaustive list of those princely states that issued postage stamps. From time to time, stamps turn up that appear to have been issued by states not listed in the catalogues. When such stamps are not postally used and no other information is available, caution should be exercised: they may be revenues, cinderellas, or forgeries. But there are cases were no such caution is needed, since the stamps exhibit the same characteristics as other stamps already catalogued. Shahpura, for example, though not included in the stamp catalogues, is mentioned in the handbook issued by "The Directorate of the Chambers' Special Organization" in 1929, as one of the states where "correspondence within the State is carried by local post offices."[5] Stamps from Shahpura, used on cover, have in fact been known for some time. The same holds for Kotah, which issued and used stamps for a very brief period.

At present Dungarpur is foremost among the stamp-issuing princely states that have not yet been included in the catalogues. The stamps of Dungarpur have been known for more than a decade. The existence of a postal administration was known much earlier, as we shall see, but the stamps themselves have remained curiously invisible until 1969. Another mystery characteristic of the Dungarpur stamps is that almost all are on cover and there seem to be very few or no mint copies. (I have seen some that were alleged to be unused, but they were not very fresh, and the original cancellations may have been removed.) The stamps of Dungarpur are now offered through auction sales, and they have been described and discussed in several articles. There is every reason to accept them as genuine, and they definitely deserve to be listed in stamp catalogues.

LITERATURE

The stamps of Dungarpur were first reported in *India's Stamp Journal,* February 1969, by the editor, Jal Cooper. This was followed by an article in the May issue of the same year by P.M. Medhora. This was followed in turn by:

Peter Röver, "Dungarpur State (Rajasthan)," *India Post* 5, Nos. 26/27, March/June 1971, pp. 35-39.

Medhora commented upon Röver's article in:

P.M. Medhora, "Dungarpur State (Rajasthan)," *India Post* 5, No. 31, March 1972, pp.3-4.

Röver's article was subsequently reprinted in an enlarged form:

Peter Röver, "Dungarpur," *India Post* 6, No. 32, April/June 1972, pp.37-45.

Finally, an article by:

H.D.S. Haverbeck, "The Stamps of the Native States of India: A new Discovery: Dungarpur State," appeared in *The Collectors Club Philatelist,* Vol. 53, No. 4, June 1974, pp. 204-209.

I shall not repeat the general information on Dungarpur provided by these articles, but I shall use them in the sequel and refer to them as: Röver I, Medhora, Röver II, and Haverbeck.

THE ISSUED STAMPS

Röver's articles are especially valuable for the light they shed on the postal history of the state. They are based upon relevant information in the Gazetteers, Postal Guides, and other similar literature, as well as correspondence with the former ruler of the state. These articles establish beyond any doubt that Dungarpur issued postage stamps. However, it is not entirely clear how Röver arrived at his lists of issued stamps. It is obvious, especially from Röver II, that he has not seen many of the stamps on his lists. In Röver I, mention is made of *seven* stamps, of which six show the portrait of the ruling Raja, and one (the 2 annas) shows the State's Coat of Arms. Röver states: "The stamps known to collectors are said to have been issued in 1940. The following values of the issue are known:

¼ anna orange
½ anna scarlet
1 anna deep blue
1 anna 3 pies violet
1½ anna deep purple
2 annas green
4 annas chocolate or deep brown."

The Medhora article is very different. It is not based upon literature, but upon an examination of two postcards and twenty-three covers. Using this material, Medhora arrives at a list of *nine* stamps in four designs—three designs of the Raja's portrait, and one design of the Coat of Arms:

(1) Raja in small circle:
¼ anna orange
½ anna scarlet
1 anna deep blue
4 annas chocolate or deep brown;
(2) Raja under arch:
1 anna 3 pies deep violet (background shaded)
1½ annas deep purple (background white);
(3) Raja in oval:
2 annas green;
(4) Coat of Arms:
1 anna 3 pies dull violet

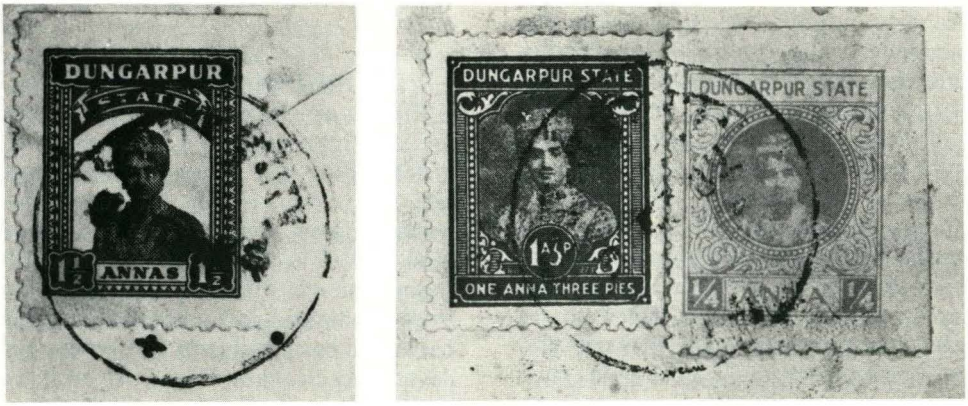


Fig.1. Three "Raja" types: 1½ anna, 1 anna 3 pies and ¼ anna.

2 annas dull green.

Actually, the design of the 1 anna 3 pies is quite different from that of the 1½ anna (e.g., DUNGARPUR STATE occurs in one line on the former, and in two on the latter: (Fig. 1). There are, therefore, four designs of the Raja issue, in addition to one of the Arms issue. Medhora's stamps were all used in the period 1940 to 1947, bu he mentions that the one anna stamp also occurred on a cover of 1936. However he does not include it in his list. I shall refer to this cover again, but not derive conclusions from it. Medhora does not assign dates of issue to the different stamps.

Röver II lists *nineteen* stamps, but it is clear that this listing is based upon literary sources and speculation, and not upon an examination of actual stamps. Röver assigns the Raja issue to the 1940's, the Arms issue to an earlier date, and adds a still earlier issue of 1910, which shows the face of the Sun God. The existence of this issue is inferred from a letter from the ruler, which included as a sample what was in fact a 1 anna receipt stamp. I shall return to this revenue, which portrays a melancholy sun (Fig 2). Röver II postulates five varieties of such a "Sun" issue, and seven each for the "Raja" and "Arms" issues. He introduces his provisional listings with the phrase: "Altogether we may suspect 19 different postage stamps." Since this listing is entirely speculative, I shall not reproduce it here.[5]

Haverbeck lists *seven* stamps: six of the Raja, and one of the Arms issue. All stamps were used on covers he examined, and I shall repeat his listing here:

(1) Portrait:

¼ anna green
½ anna red
1 anna blue
1 anna 3 pies violet or lilac
2 annas deep violet
4 annas brown;

(2) Arms:

1 anna 3 pies violet brown.

As will be seen, Haverbeck's listing is included in Medhora's, but there are two discrepancies in the colors of the Raja set:

	Medhora:	Haverbeck:
¼ anna	orange	green
2 annas	green	deep violet.

In order to evaluate these apparent contradictions we need more material.

I have examined sixteen covers, eight pieces, and more than ten legible xeroxes of covers. All these materials appear to be different from the material examined by Medhora and Haverbeck. The present article is based upon this material, supplemented with data from the literature, including Röver, Medhora, and Haverbeck. Whenever such data are used, this will be mentioned. At the end I shall provide a listing of the stammps in catalogue format.

The discrepancies between Medhora and Haverbeck can now be resolved. I



Fig. 2. 1 anna, revenue.

have in front of me twelve copies of the ¼ anna "Raja" stamp, their colors ranging from dull to reddish orange. Haverbeck's color must therefore be an error or misprint. Unfortunately, I have never seen the 2 anna "Raja" stamp, which both Medhora and Haverbeck illustrate. I shall return to this stamp, which is relatively rare (it occured on one of Medhora's nineteen listed covers), but I strongly suspect that its color is green. There are four reasons: (1) the 2 anna "Arms" stamp is green, and the colors of the "Arms" and "Rajas" sets run parallel; (2) there are already two stamps in shades of violet—the 1 anna 3 pies and the 1½ anna—and it is therefore unlikely that the 2 annas was also issued in a similar shade; (3) Haverbeck's substitution of "green" for "orange" in the case of the ¼ anna stamp is more easily explained if he did have a green stamp: this must have been the 2 annas; and (4) green is one of the traditional colors for 2 annas' stamps in India (the 2 annas' issues of the East India Company, Bundi, Hyderabad, and Rajpipla, are all green).

ACKNOWLEDGEMENT

I am grateful to Ed Blake, Peter R. Feltus, George Harell, H.D.S. Haverbeck, A. Mac Gillycuddy, R.D. Manners, Bruce R. Pray J.M. Sims, and W.D. Walker, who have provided information or commented on an earlier draft of this article.

FOOTNOTES

1. **"The State Post had primarily been intended mainly to carry official correspondence" (N.J. Harkawat, *The Indore State Hand Book,* Indore 1973, p. 29); the Anchal service was used in the first place for "official communications between officers of the Government" (N.S. Mooss, *The Travancore Anchal,* Kottayam 1973, p.39).**
2. **W. Lee-Warner, *The Native States of India,* London 1910, p. 390.**
3. **Sahadeva Sahoo, "The Postal DistincTon between 'Feudatory' and 'Convention' States," *Philatelic Magazine,* June 1979 (originally published in *India's Stamp Journal*). Sahoo clearly explains that the terms "feudatory" and "convention," as applied to the states' stamps, belong to the political and postal realm, respectively, but he does not realize that the term "feudatory" is not applicable in the political sense.**
4. ***The British Crown and the Indian States: An Outline Sketch Drawn up on Behalf of the Standing Committee of the Chamber of Princes,* London 1929, p. 177.**
5. **There is an interesting statement in Röver II (p. 40) which contradicts the evidence from Medhora: the Raja emphatically denied the use of postcards, while Medhora in fact examined two. I shall return to this discrepancy, which was noted by Röver.**

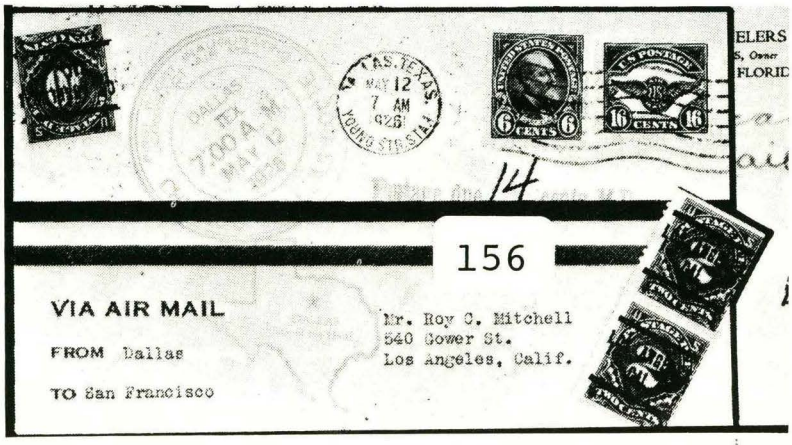
(To be continued)

The Collectors Club Philatelist is Interested in Receiving Articles Pertaining to Your Field of Philatelic Endeavor whether it be specialized information, research or postal history.

If you have such material for publication or in the process of preparation please contact Executive Editor, Ira S. Zweifach, The Collectors Club, 22 E. 35th St., New York, N.Y. 10016, for its possible inclusion in a future issue of our journal.

UNITED STATES AIR MAIL
A Mistake in Rating

by Philip Silver



The illustrated cover appeared in a recent postal history auction of a well-known Florida firm. It was described as having an "unusual 36c rate." In all my years of collecting United States air mail covers and studying their rates, I have never heard of such a rate. Nor, I suspect, did any of the air mail rate students who preceded me, Delf Norona, among others.

The fault cannot be laid wholly at the door of the auction describer. It is at least partly chargeable to the post office clerk who rated it postage due 14 cents. In so doing, he displayed a serious lack of knowledge of the air mail rates during what was the most confusing period in the entire history of the air mail service in this country.

There were, in fact, two distinct air mail services in the period from February 15, 1926, to January 31, 1927. One was furnished by the Post Office Department on the governmental route between New York and San Francisco and the other through contract feeder lines which connected many major United States cities to that government route.

Prior to the first contract flights from Chicago, Cleveland and Detroit on February 15, 1926, there was only one air mail route in existence in the United States. That was the government-operated route from New York to San Francisco, inaugurated on July 1, 1924. The pioneer route between New York and Washington, first flown on May 15, 1918, had been abandoned as far back as May 31, 1921.

The government-operated air mail route was divided onto three zones:

Philip Silver, former Deputy Comptroller of New York City is a Trustee of The Collectors Club and a Lichtenstein Award winner. He is a widely known authority on U.S. Air Mail.

New York to Chicago
Chicago to Cheyenne, Wyoming
Cheyenne to San Francisco.

The air mail rate was 8 cents for each zone or part zone for each ounce or fraction. Thus, a one-ounce letter from New York needed 8 cents in postage to pay the air mail fee to Chicago. If the destination of that New York letter was Cheyenne, the rate was 16 cents. A cover which spanned the continent to San Francisco required 24 cents in air mail postage.

On February 2, 1925, the "Air Mail Act" or "Kelly Bill" (43 Stat. 805) was signed into law by President Calvin Coolidge. This new law embodied the will of the United States Congress and the thinking of several officials of the Post Office Department whose aim was the takeover of the air mail service by private contractors. Implementing the provisions of the law, Postmaster General's Order No. 3817, dated January 19, 1926, set air mail postage rates for the contemplated contract routes at 10 cents for each ounce or fraction on routes not exceeding 1,000 miles, 15 cents on routes in excess of 1,000 miles but not more than 1,500 miles, and 20 cents on routes in excess of 1,500 miles. Though the order setting the above rates was effective on January 19, 1926, the first contract flights actually took place on February 15, 1926.

Since it was contemplated that the contract air mail routes would act as feeder lines connecting to the government-operated route—with one exception, all the early contract routes did, in fact, make such connection—rates of 5 cents for each ounce or fraction were to be charged for each zone or part-zone letters would be flown on to destination on the government route. Mail did not have to originate on a contract route. It could start out on the government route and then be flown to destination on the contract route. The rates noted above would be applicable regardless of point of origin.

To make it even more complicated, a letter could start on a contract route, be flown subsequently over the government route and then be transferred to another connecting contract route for delivery to destination.

An example of such all-inclusive service would be a letter which originated in Boston, Massachusetts, for delivery in St. Paul, Minnesota. It would first fly from Boston to New York on a contract route, be transferred to the government-operated route for the flight from New York to Chicago, and then hook up with the contract route from Chicago to St. Paul. In such an example, the rate would be computed as follows:

Contract route (CAM1)	
Boston to New York	10 cents
Government route	
New York to Chicago	5 cents
Contract route (CAM9)	
Chicago to St. Paul	10 cents
total air mail fee	25 cents

Now, let us return to the cover illustrated above. It is postmarked at Dallas, Texas, on May 12, 1926. That date marked the inauguration of contract service on route CAM3 which ran from Chicago to Dallas, a distance of slightly under 1,000 miles. At the upper left, the cover bears the cachet used on the inauguration of that contract route. In the lower left, there are typewritten instructions indicating the routing:

FROM Dallas
To San Francisco

But the auction catalogue description indicates the cover has Chicago and Los Angeles backstamps. The address on the cover is, indeed, Los Angeles and, as will subsequently be seen, it was to that latter city that it was sent, not to or by way of San Francisco.

The likelihood is that this cover flew first from Dallas to Chicago, then went on the government route from Chicago to Salt Lake City, and was finally transferred to the contract route which ran from Salt Lake City to Los Angeles. In fact, the contract route between Los Angeles and Salt Lake City had been provided for a quick connection between those two cities to facilitate delivery of air mail letters to or from the East. Prior to

the inauguration of that route on April 17, 1926, an air mail letter from the East first had to fly to San Francisco and then be sent via train from that city to Los Angeles, entailing almost a full day in delivery time.

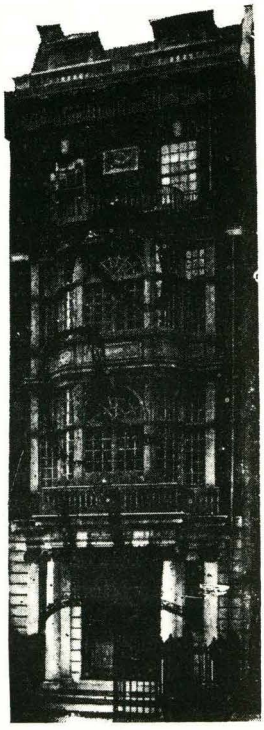
Using the above routing assumption—a valid one, in my opinion, because it complied with Post Office Department regulations for "through air mail Service—[1]the rate would be computed as follows:

Contract route (CAM3)	
Dallas to Chicago	10 cents
Full government zone	
Chicago to Cheyenne	5 cents
Part government zone	
Cheyenne to Salt Lake City	5 cents
Contract route (CAM4)	
Salt Lake City to Los Angeles	10 cents
total air mail fee	30 cents

If the above routing assumption is correct, the post office employee should have rated the cover at only 8 cents postage due because it was already franked with 22 cents in postage.

So, this is a 30-cent rate cover, not an "unusual 36c rate" as described in the auction catalogue. If Post Office Department personnel could not evaluate the proper rate and charge the correct postage due for underfranking, how much more difficult it must have been for the using public, whose contact with these confusing dual rates was through an occasional letter mailing. A good question.

1. "General Regulations Applicable to Air Mail—Through Air Mail Service.—Matter indorsed 'Air Mail' or 'Via Air Mail' when addressed to or located in the direction of places served by contract air mail routes in connection with Government-operated routes will be considered and treated as intended for through air mail routing."



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Book Reviews

U.S. Parcel Post, A Postal History, by Henry M. Gobie, 250 pages, hardbound, illustrated. Available from Postal Publications, P.O. Box 431294, Miami, Florida 33143. $15.00 postpaid.

There are books which, once published, are destined to become the definitive work in a specific area of philately and/or postal history. Gobie's book on the 1912-1913 parcel post issues of the United States is such a book. This publication combines good, basic philatelic study and research plus the fortuitous circumstance that its author, a former U.S. Post Office Department supervisor, has an insider's profound knowledge of a complex and often misunderstood chapter of the United States postal service.

The book starts by explaining that the parcel post system established by the Act of Congress of August 24, 1912, was not a new service but rather "an extensive alteration of the old fourth class category," which had its beginnings as a designated mail category in 1879.

Next, in order, the author treats with the stamps themselves, the first days of issue and the controversies relative to same, fourth-class usage on parcels, parcel tags, etc.

An interesting chapter in the book is the one on "Regulation Changes." The author is amused by the original Post Office Department decision not to allow special delivery for the early parcel post service. "What a strange situation! A brand new service, and no provision made for Special Delivery service for Parcel Post." That decision was contained in a letter dated December 24, 1912, addressed to each Postmaster and subsequently embodied in the Postal Guide for January 1913. It was not until February 21, 1913, two months later, that Order Number 6864 provided that such special delivery service could be given by payment of the proper 10-cent fee.

In Part II of his book, the author provides chapters for each of the twelve stamps of the parcel post issue, Scott Q1-Q12. By dint of research conducted in Washington, D.C., Gobie unearthed a veritable treasure trove of data found on P.O. Die Record Cards and a voluminous, letter-size file labeled "Parcel Post." It provided documentation which Gobie incorporated with proper reference into his book. I can personally understand the elation Gobie shows with reference to his find. I recall when I spent a week in the same city some 10 years ago, researching the early air mail records and found, among other data, the original pilots' daily reports which confirmed a personal thesis about the May 15, 1918, first flights. Eureka, it was discovering America! One senses Gobie's elation at his "finds." At one point, he refers to them as a "jackpot."

In the twelve chapters in Part II, the author supplies data about the dies, designers, engravers, transfer rolls and the different plates used for each denomination. In the process, Gobie corrects much misinformation found in previous writings by others. Max G. Johl and George B. Sloane are updated on the basis of the records found by the author.

Each chapter is copiously illustrated with covers from Gobie's own extensive collection. I was particularly interested in Chapter VIII where he treats the 20-cent parcel post stamp which shows an "AEROPLANE CARRYING MAIL." As he correctly notes, this was the first time that any country had the picture of an airplane incorporated in a stamp's design. In the same chapter, Gobie also discusses the persistent legend that the aviator in the design is General Henry H. (Hap) Arnold. The legend is not resolved, nor unless an original photo is located.

This reviewer was pleasantly surprised, in addition, by Gobie's mention of my "U.S. 20-cent Parcel Post" article in

the March 1975 issue of The Collectors Club Philatelist. Reference is made to the cover in my own collection which has the 20-cent stamp plus additional postage to pay the 24-cent air mail rate on one of the May 15, 1918, first flights.

The remainder of the book is taken up by five chapters of data on the parcel post postage due stamps, Scott JQ1-JQ5 and with a thirty-one page appendix of Post Office Department records relating to models for the stamps, die proofs, production records, postal regulations, and orders, notices and instructions contained in the "United States Official Postal Guide."

This book is commended to all philatelic students, regardless of collecting interests and persuasions. It is a definitive work not likely to undergo future revision. The author has forestalled that unlikely event by patient research and philatelic scholarship.

(Philip Silver)

SHIP MARKS (Cont'd.)

post marks of many countries were compiled in a valuable long series of articles by the late Robert S. Gordon, published in *Seaposter* during the 1940s to 1960s. It is the only single comprehensive source though more up-to-date treatments for some countries exist in a scattered literature. For French and French colonial seaposts, river posts and arrival marks the exhaustive 8 volume work of R. Salles "La Poste Maritime" is indispensable. British port of arrival marks before 1876 are extensively surveyed in Alan Robertson's great work, "The History of the Ship Letters of the British Isles," 2nd ed. repr. in 3 vols. 1973. German seaposts are treated nowhere completely in one work but in number of comprehensive articles and books mostly in German. Austrian and Italian ship postmarks and arrival marks are treated in the famous catalogs of Edwin Mueller and in the works of Tschillinghirian and collaborators.

U.S. ship marks of various categories have been given considerable study, but not comprehensively cataloged in one work; some categories and periods are still rather neglected. The information is scattered in many publications.

Unofficial (purser and SS company) marks have not undergone the intensive study given to seapost, Paquebot and arrival marks. However, files of *Seaposter* magazine contain many articles and reports on them. HAPAG purser marks from the Caribbean area (a prolific source of purser marks) were studied in much detail by the present writer, published in *Coll. Club Phil.* 1953, addendum 1955.

NEW BRUNSWICK (Cont'd.)

62. Cited in Wall, op. cit.
63. Mellick, op. cit.
64. Platt, Hermann K., "The Jersey City Water Rights Controversy, 1845-1850," *New Jersey History,* Vol. XCIV, No. 4, Winter 1976.
65. McCormack, Richard P., *Rutgers—A Bicentennial History,* Rutgers University Press, New Brunswick, 1967.
66. Postal Laws and Regulations—1818. Reprinted in *NJPH,* Vol. V, No. 2, March 1977.

To be continued

1980 PROGRAM AND CALENDAR OF EVENTS

Jan 2	*CAN PHILATELY SURVIVE THE OLYMPICS?* — Ira Seebacher, Ossining, N.Y.
Jan 16	*HOW A NON-EXHIBITOR COLLECTS* —John C. Chapin, Manchester Village, VT
Feb 6	*SECURITY ENDORSEMENTS* —Dr. Harvey G. Tilles, High Point, N.C.
Feb 20	*EARLY SWISS POSTAL HISTORY* —Harlan F. Stone, Summit, N.J.
Mar 5	*FRENCH COLONIES, GENERAL ISSUES—THE FIRST ISSUE* —Edward J. Grabowski, Westfield, N.J.
Mar 19	*U.S. EARLY CLASSICS ON AND OFF COVER* — Eugene C. Reed, Jr., Glen Ridge, N.J.
Apr 2	*ALBANIA* —Jan Poulie, Aubonne (Vaud) Switzerland
Apr 16	*19th CENTURY NEW ZEALAND ESSAYS, PROOFS AND SPECIMENS* —Marcel C. Stanley, Wellington, New Zealand
May 7	*JUNIOR NIGHT AT THE COLLECTORS CLUB* — Miss Rebecca Fisk, Moderator
May 21	*INDIA 1775–1875* —D.N. Jatia, Calcutta, India
June 4	*PERSIA* —Samade Khorchide, Paris, France
June 11	*ANNUAL AWARD DINNER*
	SUMMER RECESS
Sept 17	*U.S. 10¢ 1869 ISSUE* —Michael M. Laurence, Chicago, Ill.
Oct 1	*THE 5¢ NEW YORK POSTMASTER'S PROVISIONAL* —Philip T. Wall, Greensboro, N.C.
Oct 15	*PERU* —Enrique Martin de Bustamante, Madrid, Spain
Nov 5	*AN AFRICAN SAFARI* —Richard S. Wilson (Egypt), Bedford, NY; Ernest E. Franks (Lagos), Clementon, N.J: William P. Latzko (Stellaland), North Bergen, N.J.
Nov. 19	*FOUR FACES OF CUBA* —Dr. Roberto M. Rosende, Yonkers, N.Y.; Peter A. Robertson, Brooklyn, N.Y.; Fernando J. Iglesias, Union City, NJ; Ignacio Prats, Alturas de Torrimar Guaynabo, Puerto Rico
Dec 3	*LOOKING AT THE ITALIAN RISORGIMENTO THROUGH PHILATELIC EYES* —Dr. Enzo Diena, Rome, Italy

PHILATELIC HANDBOOKS

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United States, The Ten Cents Stamps of 1855-59 — M. I. Neinken, 1960	$10.00	☐
The Pony Express — M. C. Nathan and W. S. Boggs, 1962	Sold out	
United States, The 5c Beacon Air Mail Stamp of 1928 — H. M. Goodkind, 1965	$ 2.00	☐

CONFEDERATE STATES

Civil War Prisons and Their Covers — E. Antrim, 1962	$10.00	☐

OVERSEAS

Afghanistan, Its 20th Century Postal Issues — F. E. Patterson, III, 1965	$10.00	☐
Corrientes, The Issues of 1856-59 — L. Stich, 1957	Sold out	
French Morocco: the 1943-44 Tour Hassan Issues — C. Neidorf, 1953	$ 1.50	☐
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Philatelic Handbook for Korea, 1884-1905 — Korea Stamp Society	$10.00	☐
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New Zealand, 1898-1899, Great Barrier Island Pigeon Post Stamps — J. R. Walker, H. L. Chisholm and H. M. Goodkind, 1969	$ 5.00	☐
A Postal History of Spain — T. Van Dam, 1973	$12.00	☐
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1842 cover with 1840 1d., 2d. and 1841 1d. £38,571 ($81,818).
Crimea 1856 letter with L.C. 14 1d. and 2d. cancelled OXO £645 ($1,470).
Marseilles 1839 Waghorn agency cachet £1,000 ($2,273).
Mexico 1935 Amelia Earhart 20c. on flown cover £4,286 ($9,091).
Palestine 1918 5m./1 pi. on postcard £1,071 ($2,313).
Persia 1877 5 sh. stationery envelope with Russian 8k. £3,857 ($8,182).
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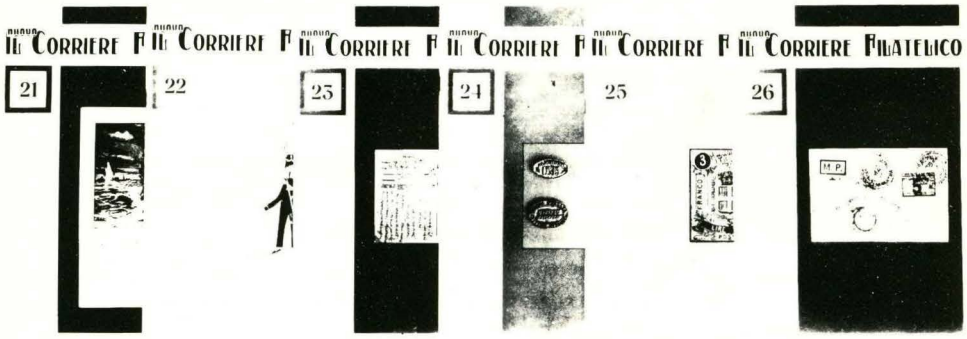
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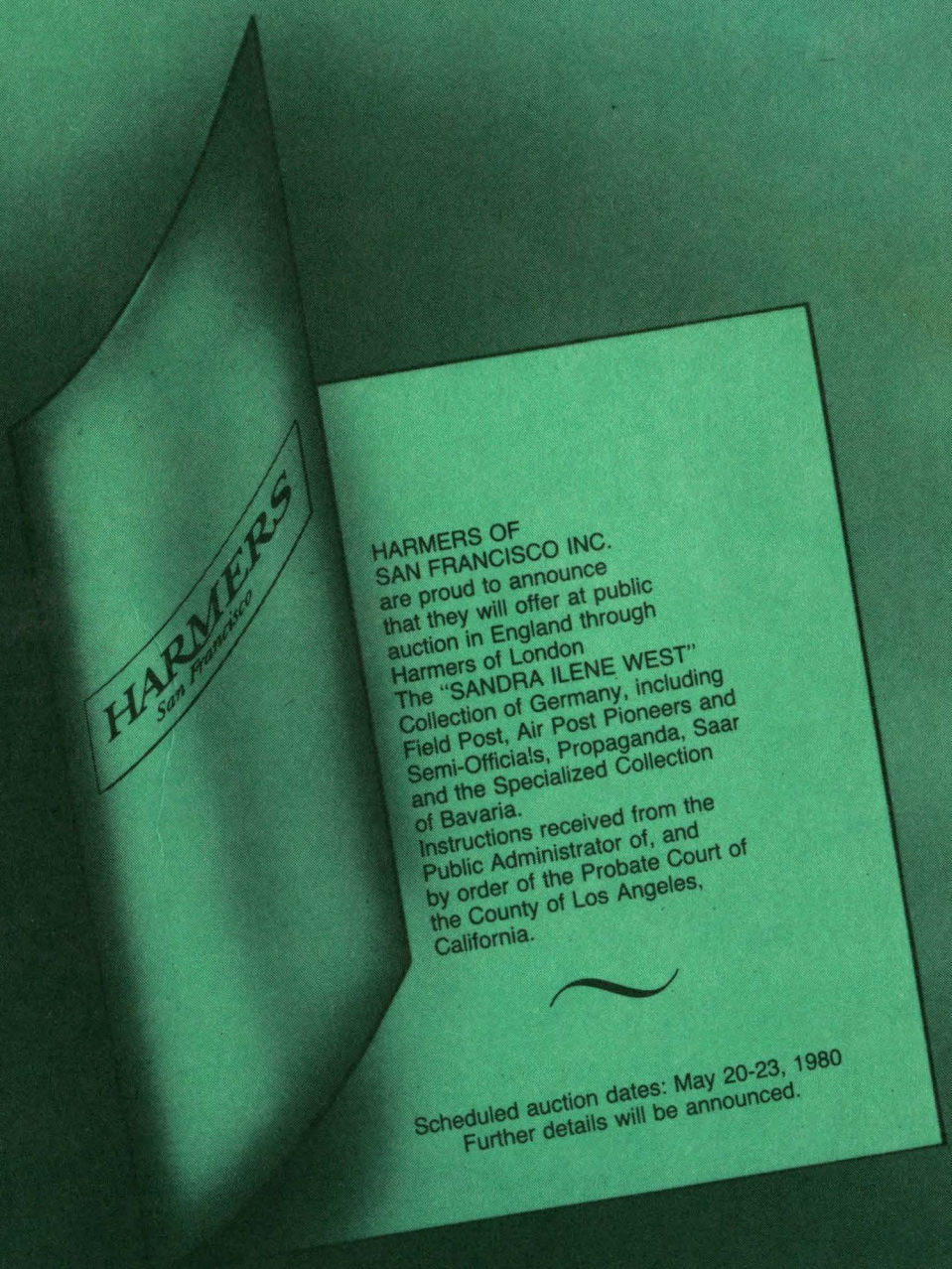
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