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The Journal of the France & Colonies Philatelic Society



A WWI postcard used for advertising.
But notice how discreet the Dubonnet advertisement is!
(Shown in the display on World War I military posts
by Maurice Tyler at the Charlecote Weekend)

Volume 64 ● Number 2

June 2014

Whole Number 272

**THE FRANCE & COLONIES
PHILATELIC SOCIETY OF GREAT BRITAIN**

Society Website: www.fcps.org.uk

Officers

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The Society

The Society was founded in 1949 and is affiliated to the ABPS. Its affairs are managed by a Committee comprising President, Officers and Committee members, elected annually.

All inquiries about and applications for membership should be addressed to the Membership Secretary, all other correspondence to the General Secretary.

2014 Annual Subscription Rates

United Kingdom: £18.00, Europe: £26.00, Elsewhere: £30.00.

Treasurer: C J Hitchen, 36 Everton Road, Croydon CR0 6LA (email: treasurer@fcps.org.uk).

Sterling, Euro and US dollar bills are accepted but overseas cheques must be drawn in Sterling. The Society has a PayPal account for the use of overseas members, but please add 4% for bank charges, and email to treasurer@fcps.org.uk.

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The Journal

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from the Editor's PDF copy.

The price is included in members' subscriptions.

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Auction and Exchange Packet Sales

Lots for sale through the Society auctions, held 2 or 3 times a year, should be sent to the Auction Secretary:

S R Ellis, 22 Burton Crescent, Sneyd Green, Stoke-on-Trent ST1 6BT (email: auction@fcps.org.uk)

according to instructions

Please send material for circulation in booklet form to the appropriate Exchange Packet Secretary, viz.

France: R G E Wood, 51 Longstomps Avenue, Chelmsford, Essex CM2 9BY (Telephone 01245 267949).

Colonies: J C West, 5 Highbanks Road, Hatch End, Pinner, Middlesex HA5 4AR (Telephone 0208 428 4741).

The Library

The Society's substantial library, as detailed in the Library List (2004) originally distributed to all Members but now available in PDF format on the Society website, is soon to be disposed of, though members will have the first opportunity of acquiring certain items.

The Magazine Circuit

The Society subscribes to two French philatelic magazines, and has circuits organised for those who wish to read them.

For further details contact the circuit organiser:

R N Broadhurst, PO Box 448, Teddington TW11 1AZ (email: stock@fcps.org.uk); tel. 020 8977 9665.

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Northern Group: C S Holder

London Group: L H Barnes

Wessex Group: P R A Kelly / A J Wood

Publications Stockist

R N Broadhurst, PO Box 448, Teddington TW11 1AZ (email: stock@fcps.org.uk); tel. 020 8977 9665.

* * *

When writing to an officer of the Society, please do not mention the name of the Society in the address. Requests for information should be accompanied by a stamped addressed envelope.

Data Protection Act. Members are advised that their details are stored electronically, for use on Society business only, e.g address label printing.

The Journal of the France & Colonies Philatelic Society

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SOCIETY NOTES

Members Deceased

We are saddened to hear of the death of the following members and offer our sincere condolences to their families:

64 G E Barker, 191 D J Knight, 984 L H Lambert.

* * *

Resignations

The following members have recently resigned:

1284 Dr A S J Baughan, 1425 Dr M Bonnet, 1163 D F Collins, 1227 Conor Davis, 1297 D Day, 1418 T Donaghy, 1396 H Fisher, 1070 Judd Graham, 1121 C C Hall, 839 Mrs M D Rover, 1394 Tony Olckers, 1421 William Russell, 1349 K Smith, 858 M J Snell, 1325 Daryl Templer.

* * *

Future Events

The **London Group** will meet at the Calthorpe Arms, Grays Inn Road, London WC1 at 6.30pm on Wednesday 16 July 2014 when Steve Ellis will display Maritime Mail.

The **Northern Group** will meet at 2.00pm on Saturday 12 July 2014 at Heaton Royds, Bradford, courtesy of Stephen & Judith Holder, when Alan Goude will give a display on Colonial Delights.

The **Wessex Group** will meet at the Scout Hall, Lower Street, Harnham, Salisbury, at 10.30am on Saturday 28 June 2014 when the main displays will be given by Ingrid Swinburn on World War II mail and by Peter Todd on France from his collection, and on Saturday 14 October when the main displays will be given by Chris Hitchen on Lozenges and Railways and by Tony Howgrave-Graham on French Classics.

* * *

Charlecote Weekend 2015

Chris Hitchen reports that to avoid clashes with meetings of other societies he had intended to move this to the third weekend of March next year but alas the hotel has a wedding booked and we cannot have the Hampton room that weekend. So we will return to Charlecote again on Friday 13 March to Sunday 15 March 2015. We do hope to see as many members there again as possible.

* * *

Exhibition Successes

We congratulate the following member on his award:

At Chicagopex (Chicago, 22-24 November 2013) **Ed Grabowski** was awarded Vermeil for "The Era of the French Colonial Group Type: Obock".

* * *

Displays by Members

In January 2014 **Guy Dutau** gave a display of Wafer Seals to the Académie de Philatélie in Paris.

John Mayne is delighted but amazed to report that he has now reached his half century of displays to other societies, several of them more than once, and including Aberystwyth, Aldridge, Cannock, Chester, Coventry, Crewe, Derby, Dudley, Evesham, Greater Nottingham, Huddersfield, Kidderminster, Leamington and Warwick, Newquay, Northwich, Redditch, Redruth, Shropshire, Sidmouth, Solihull, South Shropshire, Stafford, Stratford-upon-Avon, Streetly, Swindon, Telford, Wolverhampton, Wombourne, Worcester, our Southern Group, German & Colonies PS Midland and London Groups. He thinks it may now be time to retire "not out"!

* * *

Society Literature Award 2013

First - **John West**: "Red Cross Booklets"
Second - **Philip Mackey**: "Interrupted Mail: Packet services to and from Calais, 1870/1"
Third - **Godfrey Bowden**: "Legion of French Volunteers"
The trophy is awarded for the best article written by a member, appearing in the Journal during the year.
The competition organiser **Steve Ellis** offers his thanks to the panel of judges, Messrs L H Barnes, M A Kemp and M S Tyler.

* * *

London Group Programme

Len Barnes announces that he is preparing the programmes for 2014/15 and 2015/16. He needs members to come forward and spend an evening with us talking on French philatelic matters. As members are probably aware, the meetings are divided into two parts each showing 72 sheets with the evening finishing around 8.00 pm. He says he is quite happy for two friends to share an evening, each to show 72 sheets, or he is happy to link two members together to complete an evening talk. Please contact him with any offers (contact details in the Register of Members' Interests).

The room at the Calthorpe Arms, Grays Inn Road, London WC1 has been booked for the following dates; details of the meetings will be notified when available.

17 Sept 2014	16 Sept 2015	21 Sept 2016
15 Oct 2014	21 Oct 2015	19 Oct 2016
19 Nov 2014	18 Nov 2015	16 Nov 2016
18 Feb 2015	17 Feb 2015	
15 Apr 2015	14 Apr 2015	
15 July 2015	13 July 2015	

* * *

Autumn Day Meeting

Steve Ellis, our new President, is planning an all-day meeting at Stoke-on-Trent on Wednesday 1st October 2014, (10.30am to 4.30pm) suitable for both members and partners. This is an exciting new venture that it is hoped will prove a popular addition to our regional activities. Full details are given on the enclosed flier, or contact Steve on 01782 208669 or steve@homestead75.co.uk.

* * *

IMPORTANT MESSAGE TO ALL MEMBERS

PLEASE READ THIS

Your society is in considerable trouble. The tocsin is sounding now and support of your society is urgently needed if your Journal is to continue to be published.

The position has become desperate. As you are all aware, Maurice Tyler had to give up the post of editor because of eyesight problems. Howard Fisher kindly volunteered to take over this post and was responsible for the last number which was beautifully produced. Howard has now advised us that because of acute personal problems he is no longer able to act as our editor and this with immediate effect. Maurice has stepped into the breach to produce this issue and will produce at least one more edition this year. We do not wish Maurice to continue with this as it will only put further pressure on his eyesight. There is no-one on the committee able or competent to take on this job so we face the possibility of the end of the Journal unless one of our members steps up and volunteers. It goes without saying that Maurice would be standing by to give any help or guidance necessary to a new editor.

For a long time, at AGMs and on other occasions I and other committee members have warned the general membership that the society has an ageing committee and that without more support from members the ultimate future looks bleak. If each of you, as a member, enjoying one or all of the wide range of services that the society places at your disposal, wish to see the society continue in its present form, please think seriously about ways in which you feel you can help us. And, especially, if you have been involved in the publications of journals or magazines or have experience in desk top publication, do think carefully about your Society in a time of great need.

The Journal is an essential part of what we do in the society. It is the cement that binds the membership together. The Rules of the society are very clear on this point, stating that the object of the society is to promote the study of the stamps and postal history of France and her former colonies and to provide facilities for this purpose. Without the Journal it is hard to see how we can achieve this.

If you want to help, contact Chris Hitchen, Mick Bister, Steve Ellis or myself.

Peter R A Kelly
General Secretary

Contact details:

Chris Hitchen: treasurer@fcps.org.uk

Mick Bister: mbister@theslade.fsnet.co.uk

Steve Ellis: president@fcps.org.uk

Peter Kelly: secretary@fcps.org.uk

Magazine Archive and Library

Following the recent death of George Barker decisions have had to be taken with regard to the future of the substantial library of books and magazines dating back over many years that was held in his home in Bradford.

In view of the lack of interest shown in viewing the library as a whole, and a lack of space to store it, we have decided to dispose of it. We are treating the books and the magazines as two separate entities.

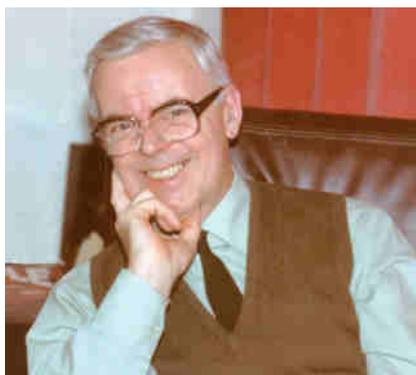
Firstly, we decided that the magazines should be disposed of in a single lot and we are pleased to report that the Royal Philatelic Society London has agreed to take them together with a collection of different catalogues. In doing this, they will be able to build up a complete run of the magazines, thereby maintaining their integrity and ensuring that complete runs are maintained in this country, a key point as far as we are concerned. Our members are reminded that even if they are not members of the Royal, they can apply to the Secretary at 41 Devonshire Place, London W1G 6JY to view items of particular interest to them. This may well be more practical than visiting our old library location.

The second phase concerns the disposal of the library of philatelic books. These will be moved from Bradford to another location shortly and we shall then be able to re-index the whole library, have it valued individually by Stephen Holder who has helped us enormously, and prepare an auction list for members to bid on, based on reasonable reserve prices. We are not sure of the timing yet, but will do our best to move this along as quickly as possible. For reference the latest library list was produced in 2004 and distributed to members and is also available on our website.

The Society is going through a difficult time at present with the sad death of George Barker and the resignation of the new editor after only one issue of the Journal. There is a limit to what can be achieved by the committee both in terms of time and energy. If the Society is to continue in the manner members are accustomed to then this can only happen with support from the membership. You have been warned!

Peter R A Kelly
General Secretary

OBITUARIES



George E Barker, 1930-2014

With the passing of George Barker our Society has lost one of its most loyal and outstanding servants, who served the Society in many ways over a period of fifty years. He joined the Society in 1963 and was made an Honorary Life Member in 1978. He was the Secretary of the Society from 1969-1977, the President 1978-81 & 1989-91, the Editor of the Newsletter from 1978-82, the Editor of the Journal from 1982-85 and the Librarian from 1986-2014, a remarkable run of service to the Society in all its activities. He helped with the early days of the Auctions, gave many displays to the Society and on behalf of the Society to other groups, and was always ready to welcome new members to the Society meetings and to give advice and help on all aspects of our hobby whenever he could.

I first met GEB – as he was known to many of us – at a F&CPS meeting when I joined in 1966. On that first day I encountered John Levett and George, meetings which changed my philatelic life and possibly theirs as well in a modest way.

Through our mutual interest in French philately we became enmeshed in organising the Society's activities for a considerable number of years, the meetings, the journal, the regular trips to France, the auctions, bookshop, library and other activities. John Levett was the driving force with boundless energy, I would propose probably impractical ideas, and George as Secretary of the Society would sigh and just get on with organising the necessary administrative actions to ensure that the schemes worked, clearing up the muddles the other two of us created.

The highlight of this period probably came with the Congress of GB held in Paris in 1974, hosted by the F&CPS, but the partnership continued for many more years, until a new generation of members slowly took over from us.

George was born on 4 May 1930 at Harlesden in North London and was first educated at Perivale Mixed School until 1941 when he was evacuated to Cornwall, aged ten. From 1941 he was back in London and continued his education at Ealing County Grammar School for boys where his preferred subjects were Chemistry, Maths and English (all of which show up in his later life). He was a member of the Music Society and played in the School Chess team, but his sporting activities seem to have been confined to helping with the Cricket Team teas! From 1949 to 1952 he studied Chemistry and Maths at Exeter University, and his first job was at the Central Research Laboratories of the North Thames Gas Board, working on Instrumental Analytical Techniques from 1952 to 1957. On 23 December 1954 he married Miss Stella Ash in Perivale. From 1957 to 1962 he was appointed Analytical Chemist at Borax Consolidated, Chessington, joining the Information Department in 1962. During this time his two daughters Judith & Helen were born. In 1964 he joined Unilever in Port Sunlight, Cheshire, expanding his activities into translations, proof-reading & editing technical publications, and in September 1967 he was enrolled in the Institute of Information Scientists. In 1968 he moved back to Borax in Chessington which had become part of RTZ (Rio Tinto Zinc) where he learnt to use computers, telexes and the new technologies as they developed, editing the in-house technical journals for the Company, culling suitable material from many other sources in different languages. The family moved to Crewkerne in Somerset, with a Bed & Breakfast hotel, whilst he commuted during the week to Chessington. In 1982 they moved back to Guildford, to the same street they had been in before. His wife Stella passed away suddenly in June 1997, and after a few years more in Guildford he retired from business & commerce and moved to Bradford, where after a year or more of health problems he died on 16 March 2014.

After Stella died in 1997 he had often visited us in Yorkshire, where we had moved in 1991, and light-heartedly we suggested that he moved up here. To our surprise he said yes, and we quickly found him a house, owned by two friends who were moving to France. It all seemed too easy, and when the house next door became vacant soon afterwards, he bought that and knocked a doorway through to make a library and stamp room 'next door'. At

that time selling a house in Guildford allowed you to buy two houses in Bradford and still have a very considerable amount of 'change' and thus George was able to finance his many trips to France and to enhance his already fine collection of not only the classics, but a specialist study of the neglected stamps issued between the wars (1919-1939). Through his knowledge he was able to buy rare proof material and artist's work, when such items were popular among British collectors and not at that time so much in France.

His fluent command of French and his mastery of the French way of doing things, enabled him to travel extensively and easily, and he became very well known & respected throughout the Francophone community on the continent. This has particularly come home to us with the letters and comments made to us since his death, from many people the other side of the Channel. He and I were founder members of the Académie d' Études Postales (later the European Academy of Philately), and George was also a member of the Académies de Philatélie of France and Belgium, one of the very few people who was in all three, as well as most of the other major French postal history groups.

Many people have commented on what a gentleman he was, almost an old-fashioned term in our modern hectic lifestyle, how helpful he was to many collectors and dealers, imparting some of his very great knowledge without talking down to people less expert than himself, and quietly encouraging those who crossed his philatelic path.

Although I have known him for close on fifty years, going through his collections even I have been astounded by the breadth of his interest in France and the French Connections, and the knowledge buried in his displays, albums, notes, articles and study papers.

He did not just collect, he contributed his knowledge and wisdom to the written word, not least by his years of editing journals, first the *F&CPS Journal*, then the *RPSL London Philatelist* (1983-2001), and for many years until very recently his Old Boys school magazine. Although he did not exhibit competitively as much as he could have done, he formed several major collections, the two most particular being those of the *Type Blanc* issue of 1900 and later, and the *Pasteur* issue of the 1920s. Some people, particularly in France, consider that those were the finest collections formed of those two subjects, especially the *Type Pasteur*, rather appropriately as he was an Industrial chemist and scientist, as well as a scientific editor, in his professional life. He also formed several fine collections of individual Colonies.

Deservedly he signed the Roll of Distinguished philatelists in 2009.

He was a true collector and student, really of the old school, and he will be very sadly missed by a great many people in the philatelic world, not just those in the France & Colonies PS.

Co-incidentally we shared a birthday. On the day recently when I was 75 he would have been 84.

Farewell George, you were a good friend to me, as I know you were to the late John Levett, and very many others in our Society.

Stephen Holder FRPSL

Laurence H Lambert, 1927-2014

Laurence was a native of the Mid West of the United States, where he was raised on a farm; by profession he was a mineral scientist. We never met but we corresponded over a lengthy period and collaborated on a number of articles about French West Africa for this magazine. He was a leading authority on the pre-Independence postal history of Algeria, of which he formed a major collection. He put his knowledge to good use in devising, with Kenneth Nilsestuen, the present President of our sister society in the USA, a new system of classification of dated handstamps of Algeria - their account was described in the Journal for September 1999.

Philately was not by any means Laurence's only interest; another passion was ornithology and he regularly took part in bird censuses. He was also a voracious reader: anything from classical Greece in translation to modern American fiction by way of the great British novels of the 19th century was grist to his mill. And by way of variety he was a keen supporter of King Richard III - I hope he derived some pleasure from the recent discovery of the King's remains in the Leicester car park.

I shall miss his long and friendly letters. My thoughts are with his devoted wife Dorothy and family in their sad loss.

Bill Mitchell

LIST OF RECENTLY PUBLISHED ARTICLES

Compiled by Colin Spong and Maurice Tyler

Bulletin de la COL.FRA

N° 147 1^{er} Trim 2014: La Nouvelle-Calédonie pendant la Seconde Guerre Mondiale (Millet); Le Courrier échangé entre Madagascar et la Métropole de l'Armistice [22 Juin 1940] à son isolement [Juillet 1942] (Drye); Indochine: Un timbre à date de Convoyeur-Ligne inconnu (Rolland).

L'Écho de la Timbrologie

Permanent features: Actualités, Nouveautés, Prêt-à-poster Florilège de PÂP, Variétés, Surcharges, Cartes postales, Comment ça marche?, Flammes, Livres, Maximaphilie, Thématique.

N° 1880 Jan 2014: Une rotation très mouvementée [2/2] (Venturini); Au pays des Indiens et des orpailleurs [Fr Guyane et Inini] (Millet).

N° 1881 Feb 2014: Le cosmos de Ciou au télescope... et à la loupe (Bastide-Bernardin); La rotation du *Marion Dufresne* du Préfet [1/2] (Venturini); Des Latécoère à Saint-Laurent-de-la-Salanque (Albaret); Les pontons-prisons (Galli).

N° 1882 Mar 2014: Vignettes d'acheminement des arrondissements de Paris (-); Colombophilie militaire (Albaret); L'émission du type Blanc en monnaie libano-syrienne du 1^{er} mai 1920 (Bauer); La poste, de l'origine au condominium franco-britannique [New Hebrides] (Millet); La rotation du *Marion Dufresne* du Préfet [2/2] (Venturini); Nos plus beaux Jardins à la française sont de lui (Savre).

N° 1883 Apr 2014: Au Palais du Luxembourg (Sol-lin); Premier rallye aérien de Monaco (Albaret); Une année à Dumont d'Urville, en Terre-Adélie (Venturini); Mi-avril, le Nouvel An lao (May et Drillien); L'émission de Juillet 1920 [Type Blanc en O.M.I.] (Bauer)..

France & Colonies Philatelist

Whole N° 315 (Vol 70 N° 1) Jan 2014: Cameroun - French Armed Forces Mail during Peacetime (Bratzel); A rather Special Postcard [The Sower] (Lawrence); French and French Colonial Revenue Stamps and Watermarks (Bratzel); St Pierre & Miquelon: The 1942 Vichy "Ghost of RF" varieties (Taylor); World War II Red Cross Message Sheets (Morvay).

Gibbons Stamp Monthly

Vol 44 N° 9 Feb 2014: Benin's Agency Issues (Pertwee).

Timbres Magazine

Permanent features: Actualités, Courrier des lecteurs, Club des clubs, Manifestations, Marcophilie, Les nouveautés de France, Actus Andorre, Monaco et les TOM, Pâp, Expertise, Les variétés, Le Journal des nouveautés, Bibliothèque, Mon marché du mois.

N° 152 Jan 2014: Devant Belgrade (de La Mettrie); Les locaux font de la résistance (Rucklin); La variété grand

C du 1^c Empire dentelé (Marion); 1940-1942: les voyages maritimes spéciaux [3^e partie] (Chauvin); L'intérêt prématuré porté aux cachets Makhzen (Ghailan); Les cartes postales de la grande guerre (Zeyons); Le XIX^e [1792-1832] arrive en septembre (Baudot); Deux lettres néanmoins acheminées par avion (Prugnon); 1945: la censure des FFL au Levant (Chauvin).

N° 153 Feb 2014: Henry Cheffer [1880-1957] et les premiers timbres gravés en taille-douce (Nowacka); L'A.B.C.D du changement de tarif (Rucklin); Du Commandant Charcot au Tottan [interview with Yves Vallette] (Toulemonde); Des lettres «similaires» mais non pas «pareilles» (Fr POs abroad) (-); Petite visite à Francisque Poulbot: Au seuil de la Grande Guerre (Zeyons); Les marques postales de l'ancienne France (Baudot); Saintes-Maries-de-la-Mer Radio (Chauvin); Jacques Rabillé: La passion de défricher (Andreu).

N° 154 Mar 2014: Les roulettes victimes de leurs chutes (Rucklin); La variété Grande Tache du 25 centimes Cérés dentelé au Type 1 (Marion); Des taxes en timbres-poste calculées au centime près (de La Mettrie); Les liaisons maritimes en Extrême-Orient occupé (Chauvin); Thierry Desrone: Le plaisir d'évoluer en terrain inconnu (Andreu).

N° 155 Apr 2014: Cilicie: des surcharges en rafales (Rucklin); Le Cinéma de plus en plus présent dans les carnets du monde entier! (PJM); Henry Cheffer [1880-1957] part 2 (Nowacka); Le 10 centimes Empire: le royaume des obliterations (Sineot); Une lettre, ça se lit! [Barre et Dubois] (de La Mettrie); Le Lenain des Armées des XVII^e et XVIII^e siècles (Baudot); Le point sur les modalités de taxation (Prugnon); Alger: les télégrammes officiels (Chauvin).

Le Collectionneur Philatéliste et Marcophile

N° 168 (Mar 2014): Les fusiliers-marins dans les Flandres en 1914-1918 (II) - Leur périple d'après leur correspondance (Tassin & Van Dooren); Correspondance microfilmée pendant la deuxième guerre mondiale (II) (Giletto); La poste civile dans les territoires de Givet et de Maubeuge (I): La poste civile dans la poche de Givet (Ludwig & Van Dooren); Les marques postales des FFI de la brigade RAC 1944-1945 (Berthier); Une machine Daguin au bureau de Vihiers? (Long).

Les Feuilles Marcophiles

N° 355 (Dec 2013): Les levées centrales (Reynaud); La date.....bien sûr! 1^{er} avril 1830 (Vernier); Les internés civils italiens du camp de Missoula (1941-1943) (Gérard); Bis repetita, ou comment essayer de déjouer les fraudes sur les mandats (2^{ème} partie) (Sené); Moments de fixation des boîtes mobiles sur les voitures des courriers d'entreprise: nombre de haltes et droit d'usage par le public jusqu'en 1882 (1^{ère} partie) (Douron); Timbres «Avis de Réception» (suite) (Guillard & Abensur).

Continued on page 52

BOOKSHELF

NEW BOOK *Now Available*

FRENCH AFRICAN AIRMAILS 1932 to 1940

GÉRARD COLLOT and ALAIN CORNU

An English translation of Volume Two of *Lignes Africaines*

by

Gérard Collot and Alain Cornu

Translated by John Parmenter

with Colin Spong and John Hammonds

Published by John Parmenter

23 Jeffreys Road

London SW4 6QU

October 2013

This book is in the same format as the French Volume 1 but in black & white to keep the cost down.

It is available for £25 post free (to the UK) from the address shown.

NEW BOOK *Available in August 2014*

The Postmarks and Postal History of Independent Cameroun – 1960 to Date

by M P Bratzel, Jr, Michael St J Wright and Marc Parren

viii + 58 pages (8½ x 11 inches) perfect bound plus searchable DVD with 500+ additional pages

ISBN 978-0-9694026-8-8

Contents

Ten years in preparation. This publication:

- Thoroughly researches and documents the postmarks and postal history of Cameroun 1960 to date.
- Complements earlier publications about the country under the prior German, British, and French administrations.
- Draws upon all relevant published literature.
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Books Noted

Catalogue des Collectors 2013, pub. SO.CO.TA (Société des Collectionneurs de Timbres Autocollants); 252pp A5; colour illustrations; price 23€+ p&p; available from Alain Cordina, 22 avenue Jean Nicoli, 20250 Corte. [Collector is not the same as the English word but refers to the collections of stamps issued since 2008 in the form of booklets, mini-sheets or strips of 4 to accompany a particular event; this catalogue lists the “official” issues from 2008 to 2013 with values for individual mint stamps, booklets and mini-sheets, cancelled individually and on cover.]

Affranchissements insuffisants et taxes complémentaires dans les échanges de lettres ordinaires entre la France et les pays étrangers (1849-1875) by Guy Prugnon; 60pp A5; price 15€ inc p&p in France ; available from Timbropresse, 6 rue du Sentier, 75080 Paris cedex 02. [Covers 1849-1856 conventions with Spain, Belgium, Switzerland, Sweden, Norway and 1857-1875 conventions with Grand Duchy of Baden, USA, Austria, Bavaria, Prussia, Spain, Sardinian States, Russia.]

MonTimbreenLigne – MaLettreenLigne by Jean-Paul Rortait; 54pp A4; colour illustrations; price 15€ + p&p; details from J-P Rortait, 8 rue du Four, BP 50008, 85101 Les Sables d’Olonne Cedex. [Research study explaining how

this new (since 2008) franking system works and how to form a collection.]

Cours des carnets et des publicitimbres 2014 by the Association des Collectionneurs de Carnets et de Publicitimbres; 100pp A4 bound colour photocopies; price 30€ [for non-members] + p&p; available from ACCP, 21 rue du Héron cendré, 95290 L’Isle-Adam; website www.accp-asso.com [Revised price listings up to October 2013, including varieties and fully illustrated.]

An introduction to French postal history in Tripoli (1852-1914): in the age of steamships, French influence in the Levant and the decline of the Ottoman Empire by Semaan Bassil; pub. by Archaeology in the Lebanon (Nos 38-39); 180pp 245 x 305mm; richly illustrated in colour; price 56€; available from Share-it – Digital River GmbH, c/o Digital River Ireland Ltd, Unit 153 Shannon Free Zone, West Shannon, Co. Clare, Ireland, or The Lebanese British Friends of the National Museum, 11 Canning Place, London W8 5AD; website www.ahlebanon.com [Historical context and postal history with rich bibliography and documents from Ottoman government and French diplomatic archives, covering links between French postal service, Messageries Françaises and French vice-consulate in Tripoli.]

Maurice Tyler

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indice numérique (A/2, B/2, C/2 ...) avant 1844 (Augustin); Timbres «AFFRANCHISSEMENT / INSUFFISANT» (Guillard & Abensur).

Documents Philatéliques

N° 220 2^e trim 2014: La convention Etats-Unis / France de 1857: L’échange réciproque de la lettre simple (Tréviso); Les affranchissements insuffisants entre la France et la Grèce du 1^{er} octobre 1861 au 31 décembre 1875 (Chauvet); Lettre insuffisamment affranchie de France pour la Lombardie fin 1859 (Georgel); Participation française à la 2^e année polaire internationale (Kahn); Les tirages de service de septembre 2006 de la Marianne des Français de Thierry Lamouche (Rabineau).

The Collectors Club Philatelist

Vol 93 N° 2 (Mar/Apr 2014): 1914 - The First War Year (Kugel).

United States Mail to France in World War II

Part I

Lawrence Sherman

This article, by a member of the American Philatelic Society, was first published in the American Philatelist of January and February 2013 and we gratefully acknowledge their permission to reprint. Almost all illustrations have been reduced in size to 70%.

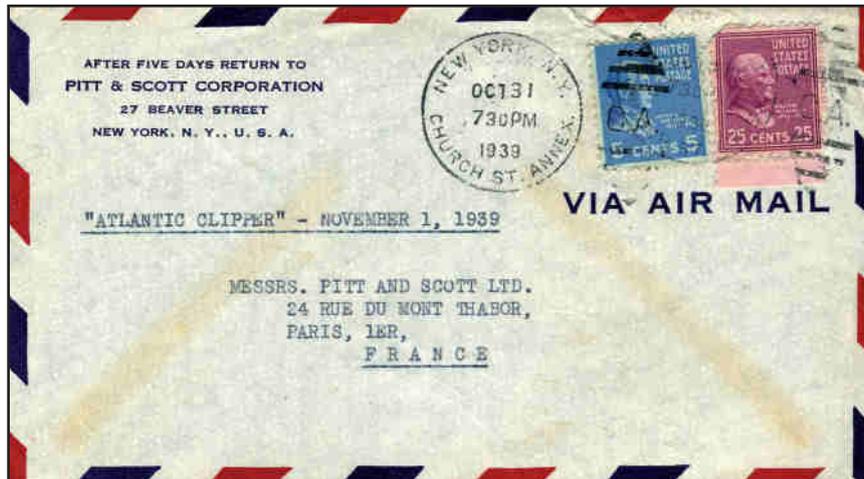


Figure 1

31 October 1939 airmail cover from New York City, uncensored

Of all the gin joints in all the towns in all the world, Ilsa had to walk into Rick's place in Casablanca looking for an exit visa to Lisbon. These were people tossed about in the storm of war that shook nearly every corner of the world from 1939 to 1945 — people desperate to live, to escape, to communicate. And this was art imitating and illuminating life.

In World War II people communicated personally across the Atlantic by telephone, telegraph, and mail. Trans-Atlantic telephone or telegraph service was limited and expensive when it was not altogether impossible. The ancient practice of placing pen to paper and sending a message to an absent friend or colleague — the mail — was the mode of communication for people whose lives (as Rick told Ilsa) didn't amount to a hill of beans in this crazy world; and that was just about everybody.

Unfettered, safe delivery of mail was an early casualty of the war. For six years perturbations of the mailstream flowing from the United States to France reflected the violent disruptions of French sovereignty and society. The French experienced conquest, occupation, division, and eventual liberation by force of arms. These produced in trans-Atlantic mail a baleful harvest of suspended service or no service; impermissible destinations and impenetrable borders; scissoring and sealing by censors; unexpected and unannounced interruptions; and unconventional or disappearing routes. All these — and the unbroken link Lisbon provided for American mail to France — are part of the wartime story.

Two Kinds of War: September 1939 - June 1940

Blitzkrieg, "lightning war," was the word first used to describe the German conquest of Poland that began on 1 September 1939. France and Britain entered the conflict against Nazi Germany two days after the invasion, but with a defensive mind-set. French army doctrine mandated defense from prepared positions, an extension of peacetime appeasement; British policy did not brook suggestions to bomb German territory, fearing retaliatory air raids. While Hitler completed his Polish campaign in the east, a period of military inactivity pervaded north-west Europe. American and British journalists called this period of relative calm in north-west Europe the Phony War.

During this time surface and air mail traveled from neutral United States to France with restrictions imposed by censorship and altered travel routes. American Export Lines steamships continued their weekly runs between New York and Lisbon, carrying people and mail. But when, in December, British censors in Bermuda began intercepting and censoring transit mails carried by neutral ships, the US government formally protested British interference with American mails.

Pan American Airways (Pan Am) introduced Foreign Air Mail Route No 18 (FAM 18), the first regular trans-Atlantic airmail route, on 20 May 1939. On its inaugural flight the Boeing B-314 seaplane *Yankee Clipper* — a four engine whale-shaped flying boat capable of crossing the Atlantic carrying passengers and mail — left New York and flew



Figure 2
12 March 1940 cover from Honolulu

first to Horta (the Azores), then to Lisbon and Marseille carrying some 1,800lb of mail. On 22 May, after its journey of about 4250 miles, *Yankee Clipper* arrived in Marseille. There were no passengers on this inaugural flight. Important as passenger service was to Pan Am's trans-Atlantic venture, mail — a large volume of mail — was essential. Since mail was “a highly lucrative part of Pan American's business, which only increased as ship transport dwindled... space available for passengers varied considerably. At times the volume of mail was such that no passengers were carried.”¹

Pan Am Clippers continued to fly FAM 18 when war came in September. There were restrictions, though. In accord with the Neutrality Acts of 1935 and 1937, Pan Am was prohibited from flying into belligerent countries. Its northern service now terminated at Foynes (neutral Eire), rather than Southampton; its southern service at Lisbon (neutral Portugal), in place of Marseille. In Lisbon the journey of the huge flying boats ended at a seaplane docking facility constructed at Cabo Ruivo on the Tagus River, a few miles north-east of the city's center. The four Pan Am seaplanes — *Yankee Clipper*, *Atlantic Clipper*, *Dixie Clipper*, and *American Clipper* — had been stopping regularly at Bermuda since mid-September, embarking and disembarking passengers and loading and unloading mail. When, in January 1940, censors in Bermuda began opening mail carried by these planes, their actions further aggravated the Anglo-American diplomatic conflict. (Clipper calls at Bermuda were discontinued for months, resuming on a regular basis in October.)²

A letter mailed from New York City to Paris on 31 October 1939, illustrates the ease of passage that could obtain in the early period of relative calm in western Europe. The sender paid the 30¢ trans-Atlantic air mail letter rate to Europe and typed clear instructions for dispatch of his missive: “*Atlantic Clipper* - November 1, 1939.” Perhaps the sender knew something we don't: the Pan American Atlantic timetable for 1939 stated that the *Atlantic Clipper* was scheduled to depart from Port Washington, New York on 3 November,

arrive at Bermuda the same day (after a 5-6 hour flight), and arrive at Lisbon on 4 November.³ Whichever date the mail was flown, the 31 October-postmarked letter arrived safely. No censor. No interruption. (See Fig 1)

How did the letter travel to Paris? Its route is uncertain. After being off-loaded at the seaplane dock, it was most likely trucked to Lisbon's Central Station in Rossio Square in the center of the city and then carried by rail to Paris. Or it may have been taken to the airport, then located at Sintra. From there a land-based plane might have carried the mail. Beginning December 1939, “the French government arranged with the government of Portugal for Air France to fly a route from Marseilles to Lisbon, via Oran, Algeria, and Tangier, Spanish Morocco. The first flight occurred on 18 December 1939. Additional flights were made regularly during January to May 1940, when the route was terminated. Air mail was carried on all flights.”⁴ For a few months this extension of Air France's route — the airline now conveyed mail from Lisbon to Paris and Marseille, major air terminals for distributing mail throughout France — played a pivotal role in carrying mail from the US to France.

Sitzkrieg was the term used in Germany for this time of quiescence in the western Europe land war — a time to refit and redeploy its troops after the Polish conquest. Bad weather in late autumn and winter, and discussions within the German High Command over potential offensive moves, encouraged *Sitzkrieg* to linger into the spring.

Near the end of this lingering, on 12 March 1940, a letter began a 9,000 mile journey from Honolulu to Paris, paying the 33¢ combined surface and air mail rate to France: Pacific surface transport to US mainland 3¢; Atlantic air transport 30¢. The most remarkable thing about this “two-ocean” missive was its lack of remarkableness. It appears to have been untouched by the war. The letter steamed across the Pacific, traveled by rail over the breadth of the American mainland, and flew to Paris uncensored, uninterrupted, and undeterred by the European conflict that began six months earlier. (See Fig 2)



Figure 3
15 June 1940 letter to Vierzon, front & back

Blitzkrieg returned when Nazi Germany invaded Denmark and Norway on 9 April. Early in the morning of 10 May German airborne units began landing in neutral Netherlands and Belgium. Three days later the German army crashed through the Ardennes. German air superiority was soon complete. By 4 June the evacuation at Dunkirk saved over 330,000 British and French troops to fight another day. But the heartland of France was open to the invaders. Paris fell on 14 June. The French humiliation was complete by 22 June when its leaders accepted an imposed armistice. Adolf Hitler visited Paris and viewed the Eiffel tower the next morning. Even then, it seems, next to one's hometown, Paris was everybody's favorite city.

The journeys of two letters mailed in June from neutral United States, then censored in Great Britain, encapsulate the rapid fall of the Third Republic. The first letter could not be transmitted into the chaos of French retreat and dissolution; the second was sent on to the occupied zone of France only to be returned because of "interrupted postal relations" with the unoccupied zone.

The first was an air mail letter sent on 15 June from New York City to Vierzon, a town lying along the Cher river in the Loire valley. Within a week of its mailing a new French Cabinet agreed to German armistice terms and France was divided into a German-occupied zone in the north and a "Free" vestige of France (with its government in Vichy) in the south. Straddling the Cher river, which formed a portion of the new border, Vierzon was itself fated to be divided — north, occupied zone; south, unoccupied. The letter got nowhere near its destination. It traveled to Great Britain (probably via Foynes), was opened and resealed, and went on its way — not into the cauldron of France before

the armistice went into effect, but back to its sender in the United States. A boxed two-line handstamp, "No Service / Return to Sender" was applied in Britain, while the more boldly struck one-line "Return to Sender," was applied upon return of the letter to the United States. On the back of the envelope, a machine-cancel postmark (commemorating the New York World's Fair of 1940) dated the letter's return to New York City as 26 August 1940. (See [Fig 3](#))

The French-language letter, written in ink on onionskin paper, remains enclosed in its envelope. Translated, it reads in part:

Woodside 13 June 1940

Dear grandmother and aunt,

...I hope they [the people of Vierzon] are no longer in this zone of fire because it is better to see them as refugees than as civil prisoners.... How heartbreaking it is for me to know that my relatives are in such a hell. Poor France, everyone blames it. Our soldiers, our people, are so much to be pitied.... My health, which has not been very good, is now completely shattered. This shock was too unexpected and it is difficult to overcome it. And how many others like me are crying because we are all plunged into the same sadness.

The handstamped "No Service" notice could only hint at the turmoil afflicting French communications. Indeed, the military debacle of May-June 1940 "had seriously affected both the personnel and the equipment of the PTT [Postal, Telegraph, and Telephone] services. Many of the younger men in the services had been mobilized, hundreds had been lost through death, and 18,000 had been taken prisoner. Those who had been employed in the departments of the north and north-east had been evacuated far from the places in which they worked."⁵

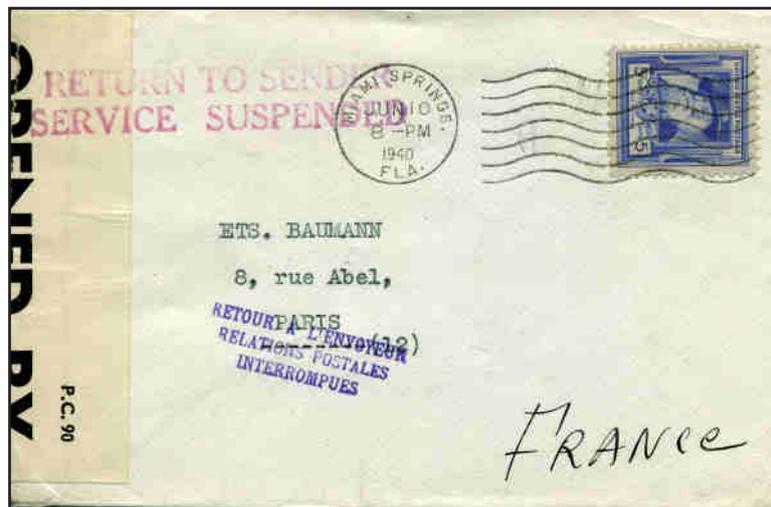


Figure 4
10 June 1940 cover from Miami Springs, Florida

Five days before the air mail letter to Vierzon was dispatched, a more slowly moving surface letter from Miami Springs, Florida, to Paris paid the 5¢ international rate from the United States. 10 June was a cataclysmic day for France's Third Republic. As French forces retreated south of the Seine and Marne, the government fled Paris for Tours, Italy declared war on France, and President Roosevelt in response said: "The hand that held the dagger has struck it into the back of its neighbor."

By the time the surface mail reached the censors (most likely in Great Britain), the armistice terms were in force and German-occupied and "free" zones were functioning (by about the end of July), so the letter was sent on to Marseille. There, because of postal barriers erected between the two zones, the handstamp "*Retour à l'Envoyeur*" was applied. At an unknown time — there is no backstamp — the letter was sent to the New York City Post Office, where the violet "Return to Sender / Service Suspended" handstamp was applied. (See [Fig 4](#))

The question of who censored international mail from the United States, and where, was vexing then and is now for different reasons. There was no civil censorship in the US during its period of neutrality. So it was vexing to American

sensibility when in January 1940 two British Imperial censors arrived in Bermuda to examine transit air mails to and from North America. That meant mail carried under US contract was to be interrupted and examined by a foreign power. The American press fiercely opposed this extension of censorship "from the moment it was learned that British censors were opening American mails and the Royal Navy was diverting American ships to see if they carried any contraband goods destined for Germany." So strong was the clamor that Pan American Airways "announced that beginning March 18 it was abandoning all transatlantic stops of its clipper planes at Bermuda. The troublesome question of British censorship of American mail to and from Europe may thus be ended."⁶

Some airmail destined for France then traveled via the northern route to Foynes in neutral Ireland, where it was off-loaded to a British plane or ship that carried the mail onward. Then it was subject to British censorship on a British carrier. Near the end of August, Pan Am reversed its decision and again 'officially' landed in Bermuda.

The question of foreign censorship of American mail in 1940 is vexing now because it is often impossible to trace the censorship gauntlet run by American mail to France at that time.

"The Last Time I Saw Paris": June 1940 - December 1941

Occupied France

The German-French armistice of 22 June 1940 partitioned France primarily into a *zone occupée* and *zone libre* (changed a few months later to the less-embarrassing — to the Germans — *zone non-occupée*). The map appearing on the next page ([Fig 5](#)) illustrates both the division of France and the sense of national trauma experienced by its people.⁷ "Their country with its long and detailed history was ripped apart and pieces of it were disposed of as the victor thought fit, with scant regard for the feelings of its inhabitants."⁸

One historian noted: "The meandering course of the *ligne de démarcation* between the zones... marked a frontier as absolute as any dividing foreign countries: a major barrier to the movement of people, the ordinary business of communication and the operations of commerce.... Indeed, in

the early days after the armistice was signed it amounted to a virtually impenetrable barrier." Mail between the zones

was let through only in small quantities and personal correspondence was not allowed until September 1940. Even then it was restricted to printed postcards, thirteen lines long, on which the sender could tick or cross out words and fill in blanks..., a series of cryptic options powerfully evoking the sort of news the French had for each other in the autumn of 1940 [in good health...tired...slightly, seriously ill, wounded...killed... prisoner...died...without news of].... These cards were replaced with blank ones allowing seven lines of writing in May 1941 and then with ordinary postcards the following September....⁹



Figure 5
Map of France occupied by Axis Powers 1940-1944

For a brief time after the armistice some mail addressed to France was detained in foreign postal centers, “waiting for information on whether or not the German authorities would allow the mail to enter France.” Some airmail from the United States, after arriving in Lisbon, was diverted to Germany, where it was censored before being forwarded to France. “These, probably few, letters were also distributed in the occupied zone.” But by 31 July 1940 both surface letters and airmail addressed to the occupied zone, upon reaching Marseille, were “marked with a three-line cachet “*RETOUR A L’ENVOYEUR / RELATIONS POSTALES / INTERROMPUES*” or similarly phrased markings, and returned to the sender. These special markings were stamped on the envelope in violet, or in red beginning in the winter of 1941, then finally in blue.”¹⁰ The three-line cachet in French, combined with the purple two-line “Return to Sender / Service Suspended” English language cachet, became the most commonly found handstamps on mail sent from the United States to Occupied France. The cachets appeared together on 100,000 or more pieces of returned mail.

Albert Goldman, Postmaster of the New York City Post Office during the war, recalled that in August 1940 mail service between Occupied and Unoccupied France was suspended and letters that had accumulated in the occupied zone “were returned by the direction of the German government.” Thereafter,

the only communications [sic] permitted between the sections of France was a standardized post card reserved strictly for family matters such as health,

general condition, and material needs. On September 9, 1941 mail service between the United States and German occupied France was suspended as a result of which this office had to return to senders approximately 180,000 letters, 250 sacks of prints, and 1,500 registered articles. They were endorsed ‘Return to Sender’ — ‘Service Suspended.’¹¹

The suspension merely confirmed the *de facto* situation. There was no public notice that mail was undeliverable from the US to any part of France until the armistice was signed in late June. After the armistice went into effect, mail simply could not cross the frontier between “zone O” and “zone Nono,” as the French had mordantly labeled their disarticulated country. From August 1940 to September 1941 an American who innocently posted a trans-Atlantic letter to Occupied France had as much chance of receiving a reply as a stranded sailor who tossed a message-in-a-bottle into the same ocean.

A rare exception: After entering the war in June 1940, Italy continued to accept and transmit mail entering its ports on ships of neutral nations. That included the United States. Since mail transmitted from Germany and Italy was deliverable to Occupied France, occasional pieces of American mail bound for that subjugated land were off-loaded from American ships at Genoa and traveled on Italian carriers to France. Illustrated on the next page (Fig 6) is a postal card to Paris mailed from Bryn Mawr, Pennsylvania, on 9 December 1940. Having paid the 3¢ international surface post card rate, it received a censor’s “*Verificato*” handstamp in Turin, was passed by a German censor in Frankfurt, and delivered to Paris.



Figure 6
9 December 1940, postal card to Paris

In neutral United States there was no civil censorship, but foreign censorship of its international mail was unavoidable. In its striving to reveal the chronological multinational handling of a letter sent abroad, analysis of layers of WWII censor tapes is akin to an archaeological dig. This is illustrated by an unusual “four censor” cover sent as surface mail from New York City to Paris in April 1941 and returned to sender in July — unusual because the cover to the occupied zone should have been summarily returned from Marseille endorsed with the three-line “Retour à l’Envoyeur” cachet. (See Fig 7)

The letter was opened by British censors on its way to France and opened again by British censors on its way back to New York. In between, and for unknown reasons — the letter was clearly addressed to Paris — it apparently traveled to Italy and to Germany. The United States was still neutral: German officials released the letter for further processing, probably in Vichy France, before it was returned to the US.

Handling of the cover can be read from left to right on its front. Incoming censors were, in order: British, Italian, and German. Inspection reveals an Italian censor tape and handstamp over a British censor tape, while over the Italian tape two small boxed numbers were handstamped by German censors. In the center a French postal official armed with blue crayon drew a large “X” across the name and address of the intended Parisian recipient and added a

large “Retour / Zone Occupée” in manuscript. At the right front of the envelope the mail’s outgoing (return) trip is marked by a British censor resealing tape placed over a German tape.

On the back of the cover, its journey can be read from right to left. The travel included stopovers in Italy and Germany. The “Verificato per censura” Italian resealing tape is tied to the cover by a circular “Commissione Provinciale” handstamp applied by a censor in Turin. The Italian tape lies under the “Oberkommando der Wehrmacht” (OKW, German High Command) “Geöffnet” (opened) censor resealing tape, which was applied in Munich (indicated by letter code “d” below the eagle and swastika).¹² In turn the OKW resealing tape lies under the “P.C. 90” British censor tape applied at the last overseas port of call before the wandering missive returned to New York .

Thus the candidate overseas stops for this surface letter were: London, Turin, Munich, Marseille(?), and London again. Everywhere but *Zone Occupée*. Everywhere but Paris.

A final look at the front of the “four censor” cover reveals “at N.Y. received July 22 - 41” in manuscript at the top. One envisions the sender viewing his letter three months after he placed it with high hopes into a local mailbox. Now, bewildered, he can only imagine the enormity of events an ocean away.



Figure 7
10 April 1941 four-censor cover,
front and back



Figure 8

"Via Berlin" typed letter, 30 July 1940, front & back

Another encounter with German censorship of incoming mail to Occupied France is seen on a "Via Berlin" airmail letter. (See Fig 8) On 30 July 1940 a mailer in New York City attempted an end run around the postally near-impenetrable border between the zones. He or she typed "Via Berlin" on the front of the envelope and sent the letter winging "Via Clipper" to Mantes, in the Seine-et-Oise *département*, deep in Occupied France. It did reach Germany. The back of the envelope reveals an OKW "Geöffnet" resealing tape, along with *Gepriift* (checked) handstamps over the tape. These were applied at the Frankfurt censorship office, indicated by the letter code "e" below the eagle and swastika of the OKW tape. Further postal markings on the front inform us this letter's story ended as did that of thousands of other letters to Occupied France in 1940-1941: "Return to Sender / Service Suspended."

After reaching Lisbon, some airmail from the US addressed to the *zone occupée* was diverted to Germany, censored, and forwarded to Marseille in Unoccupied France for disposition. The disposition for mail to the *zone occupée* remained unchanged: "Retour à l'Envoyeur." This is vividly seen in the legal-sized airmail envelope dispatched from Columbus, Ohio, to Paris on 20 September 1940. (See Fig 9)

On the front is the mailer's intention: 30¢ postage paid for airmail "Via Atlantic Clipper" to the Ecole polytechnique in Paris. The outcome: A large hand-drawn "X" through the intended address + a standard handstamped 3-line "Retour à l'Envoyeur" handstamp (in blue) + a variant 3-line "Retour" in black + a single-line red "Zone Occupée." And at the bottom left two numbers in small rectangles: German censor marks. The back of the envelope reveals an OKW "Geöffnet" resealing tape, along with handstamps over the tape. These were applied at the Munich censorship office (letter code "d" on the OKW tape), which censored international mail from Italy, Spain, Portugal, and Switzerland.

An enclosed typed letter dated 20 September 1940 may provide the reason for its diversion from Lisbon into German hands. The letter, sent from The American Chemical Society, concerned its publication *Chemical Abstracts*, exchanged

on a regular basis with the *Journal de l'Ecole Polytechnique*, published by the polytechnical school in Paris:

Your journal has not been coming through to us for some time now. The last number received was No. 11 of the 3rd Series for 1939. **Failure to receive your journal under present conditions has led us to believe that our journal cannot now be delivered in France** and accordingly we have discontinued sending copies as of August 20. We are not discontinuing the exchange, but are rather holding the copies of our journal for delivery at a safer, later date.... We are anxious to continue to receive...copies of your journal.... Since copies do not now seem to get through the usual channels, please send [them] via Siberia. I hope this will be possible. We are already receiving several European periodicals routed via Siberia. [Emphasis added.]

Three notable points emerge concerning the letter and its handling:

1. The author, chairman of the Exchange Committee of the American Chemical Society, gleaned that some American mail — in this instance scientific journals or perhaps printed matter — was not deliverable in Occupied France. He did not realize that no mail from the US was deliverable (except via the International Red Cross or rare instances of mail off-loaded from ship in Italy). This was not published by the Post Office Department in any Postal Bulletin until Germany officially suspended mail between the US and Occupied France in September 1941, one year later.

2. This letter to a polytechnical school in Paris from "Chemical Abstracts" caught the eye of someone in Lisbon — someone who thought it deserved special attention. It received that attention from the *Oberkommando der Wehrmacht* (OKW, Armed Forces High Command) in Munich (or an undisclosed "Munich" office in Lisbon). Having seen nothing extraordinary in this communication from the American Chemical Society, censors passed it along to the Vichy mail authorities in Marseille, where the three line "Retour à l'Envoyeur" handstamp originated. This unusual handling reflects the entwinement of Vichy postal services and occupation authorities, which is discussed below in the section on Unoccupied France.



Figure 9
Legal size airmail, 20 September 1940, from Columbus, OH to Paris, front & back

3. Mail in transit to Occupied France in 1940 was detained in foreign postal centers awaiting word from occupation authorities (the German army) on shipment to France. Some mail was “routed via Siberia” — this was the period of Russo-German amity fostered by the Hitler-Stalin pact of August 1939 — before delivery. Journals from some European countries were coming to the United States, as the letter’s author stated, but for scientific institutes in Occupied France there was no “via Siberia” mail route to the United States.

Though its handling was unusual, the letter’s ultimate “Return to Sender” fate was predetermined.

The unsettled summer of 1940 proved a fertile time for the appearance of French handstamp varieties on airmail from the US intended for the occupied zone. The three shown on the next page (Fig 10) illustrate the message common to all: “No Service”, “Unable to Forward,” and “Inadmissible” in addition to or in place of the standard three-line “Retour à l’Envoyeur” handstamp. It is unclear where in the unoccupied zone each of these airmail letters traveled to receive its distinctive handstamp.

Sometimes an unusual mailing circumstance parts the curtain for us. Consider the airmail letter mailed 28 August from New York City to Hossegor, in the Landes *département*. (See Fig 11) Landes, in southwest France, was a newly divided *département*. Its western portion lay in the coastal military zone (international mail *verboten*); its eastern portion in the unoccupied zone. Hossegor was located in the

military zone. On the front of the envelope a boxed “Retour / à l’Envoyeur” and large “X” drawn in red crayon overlay the intended address. A *Postes, Télégraphes et Téléphones* seal covered a tear at the top left of the envelope. On the back was placed a Toulouse handstamp (“Received open in the mail”) with another *Postes, Télégraphes et Téléphones* seal above it. Toulouse lay in the unoccupied zone. Thanks to the Toulouse cachet noting that the cover was received damaged in the mail, an important fact was revealed: some US-origin airmail addressed to the occupied zone traveled beyond the Marseille entry point — or entered the unoccupied zone elsewhere — before being returned. The letter could not be routed to Hossegor, so it was returned via Lisbon, as revealed by the “Lisboa” handstamps dated 4 October on the back (upside down at the bottom).

“Lisboa” appeared again on the back of an airmail registered cover sent from Jacksonville, Florida, to Paris on 17 April 1941. (See Fig 12) “Several of the old gang were talking over old times the other night,” said the letter writer. “We often think of you and at last I decided to try to get a letter through to you. I’m told the only chance is air mail registered. So here goes for a gamble of 45¢.” The gamble failed. The letter never reached Paris, never reached any part of France. After censorship in Bermuda it was flown to the furthestmost point of its travels, Lisbon. There it received the service that marked both its handling as registered mail and its return to the United States — a “Lisboa Central” handstamp dated “25 ABR 41.”



Figure 10
French handstamps on three 1940 airmail covers intended for Occupied Zone

Lisbon. Terminus for American-origin airmail bound for France. Sea link from New York for ships of the American Export Line. Epicenter of “intrigue, betrayal, opportunism, and double dealing, all of which took place in the *Cidade da Luz* (City of Light), and along its idyllic Atlantic coastline.” One year earlier, as Portugal struggled to emerge from the Depression, there were few foreign visitors to the city. “Decaying, shabby, and in desperate need of reinvention, Lisbon in September 1939 was a neglected sleeping beauty of a city.” But with the onset of the war

Lisbon’s hotels would be full to overflowing with refugees, diplomats, and spies from both sides of the war.... Lisbon became one of the major centers of world affairs. Its geographical location, its excellent shipping facilities for traffic to the Mediterranean and to North and South America; the strategic importance of the Azores and the Portuguese colonies in Africa and the Far East; and the existence in Portugal of vitally needed raw materials such as wolfram [tungsten] gave Lisbon a sudden importance [in] the plans of both sides of the war....¹³



Figure 11
28 August 1940 airmail cover to Hossegor, front & back



Figure 12
17 April 1941 registered airmail
Jacksonville, Florida to Paris,
front and back;
back has “Lisboa” handstamp

Lisbon’s new Portela airport, located about 4 miles north of the Castle of São Jorge, an ancient fort in the center of the city, was constructed in 1940. As a neutral airport open to British and German airlines, it rapidly became a hub for smuggling people into, out of, and around Europe. It was heavily watched — and used — by Allied and Axis agents. A novel set in wartime Lisbon captured its atmosphere:

“The new airport...had straight, hard, fascistic lines, its main building dominated by the control tower affright with antennae. Armed police moved around the halls inside looking at everyone, who in turn looked at no one, sank into themselves, tried to disappear.”¹⁴ Nonfiction accounts record that Britain’s airline service (BOAC) and Deutsche Lufthansa (DLH), each operating flights out of the airport, “had their aircraft parked almost next to one another on the tarmac. Writing in 1944, the chief BOAC operations officer in the city described the daily scene at Lisbon’s airport as being like the movie *Casablanca*, but twenty-fold.”¹⁵

Mail from the United States to France marked “Air Mail,” or “Via Clipper,” or “Via Lisbon, Portugal” or “Lisbonne” — or handstamped with Lisbon receiving marks — testifies to the central role played by the *Cidade da Luz* in wartime trans-Atlantic commercial service.

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To be concluded in the next Journal

The Postal Treatment of Journals and Periodicals in France: The Type Sage Issue of France 1876-1900

Peter Kelly

All illustrations in this article have been reduced to 70% of their actual size.



Figure 1
26 August 1877 *La Semaine*
Registered as dealing with
arts, science & letters (i.e. non-political)
Tariff of 1856: "Rayon limitrophe" to 20 grams
Typographical cancellation
1c green.

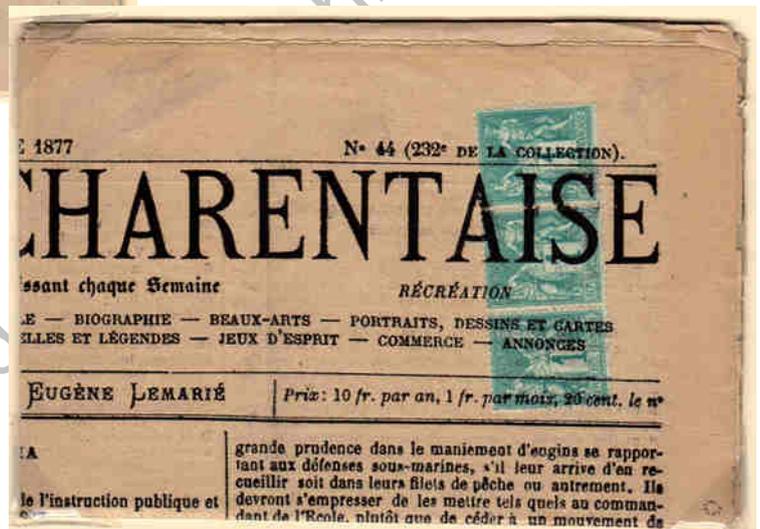


Figure 2
4 November 1877: *Chronique Charentaise*
(dealing with arts, science letters, i.e. non-political)
Tariff of 1856: *Rayon limitrophe*
2nd weight step (up to 20g = 2c, up to 30g = 3c)
Typographical cancellation with strip of 3 1c green

The postal regulations concerning newspapers and journals in France are probably the most complicated of all the postal categories.

In 1876 the postal rates were primarily those dating back as far back as 1856 and they were based on three separate elements.

Firstly, a distinction existed between those papers treating social economy and politics and a second category which covered the arts, literature, science, agriculture and industry. As can be imagined, these distinctions are not always evident and there is certainly "overlap" in the subjects covered. However, the final arbiter was the official registration of the journal with the authorities. The table that follows shows the rates for these two categories based on weight.

Secondly, in calculating the rate payable it is necessary to establish where the paper was published and where it was distributed. With two exceptions mentioned below, one

rate covered national distribution and a lower one covered papers printed and distributed in the same or the adjoining *département*. The *départements* of Seine and Seine & Oise were excluded from the lower "*limitrophe*" rate and the reduced tariff did not apply.

Thirdly, the rates were calculated on the basis of weight with a basic weight of 40 grams for the national distribution and 20 grams for the local or "*limitrophe*" one.

These rates lasted until 1.5.1878. Payment for postage could be made either in cash for bulk mailings as evidenced by the "*journaux / PP*" date stamps used on wrappers or by means of postage stamps. These could be placed either on the paper itself or on the wrapper. All of this took time and another authorised method used to ensure that papers were distributed on time, and trains to the provinces not missed, was to apply the postage stamp to the newspaper prior to printing. The post office accepted the typographic cancellation of the stamp by the printing ink.



Figure 3
 18 March 1877: *L'Indépendant*, Aurillac, dealing with politics & social economy
 Tariff of 1856: *Rayon général*
 4c up to 40g
 Typographical cancellation
 with a 4c green



Figure 4
 28 April 1876: *Le Progrès de la Charente Inférieure*,
 dealing with politics & social economy
 Tariff of 1856: *Rayon général*
 4c up to 40 grams
 Typographical cancellation of 4c chestnut
 The stamp was issued on 8 September 1877
 and the journal rates were changed on 1 May 1878
 Used within this short period
 this is one of the hardest to find
 basic rate newspaper frankings of Sage



Figure 5
 3 December 1876: *Bulletin des Halles*, Paris
 dealing with political and social economy
 Tariff of 1856
 Weight 28 grams
 Franked 28c to cover **either** 7 journals
 sent out at national rate
or 14 journals
 sent to a distributor in the Seine *département*
 at 2c per journal
 Exceptional franking
 with a strip of 4 + a pair of 4c green
 and a pair of Type II 2c green

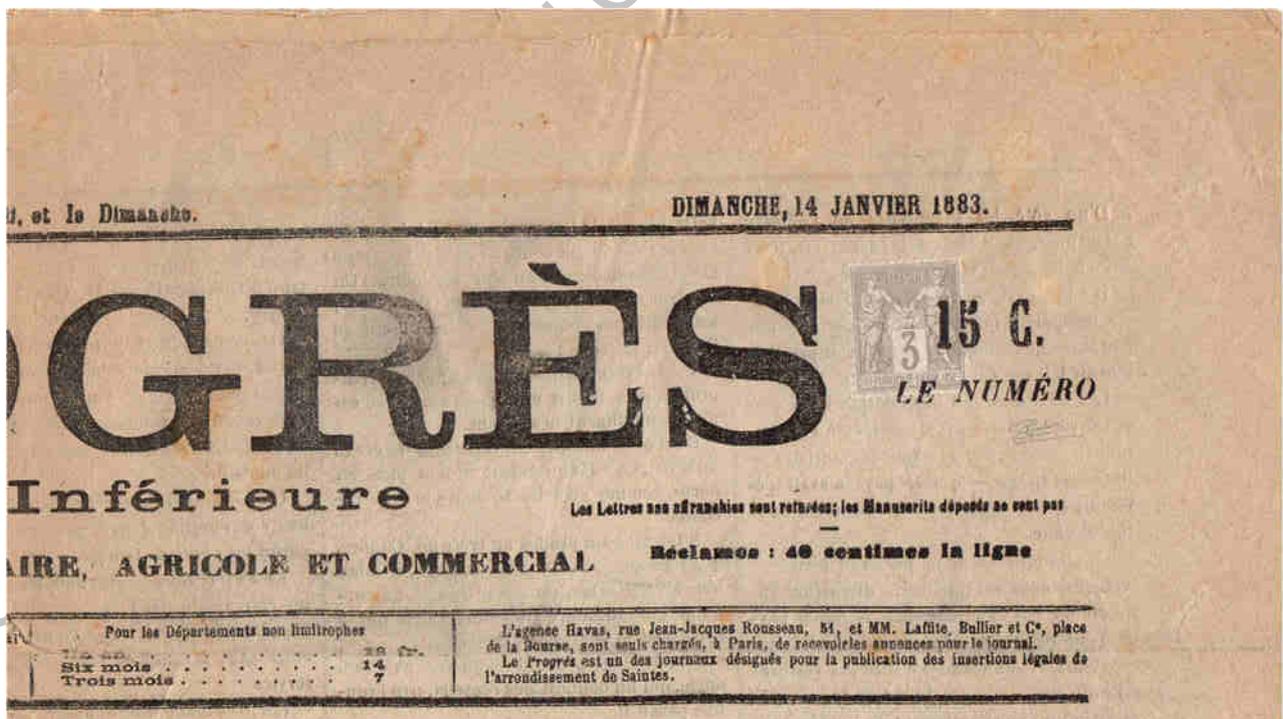


Figure 6
 14 January 1883: *Le Progrès de la Charente Inférieure*
 Tariff of 1.5.1878: *Rayon général*
 Weight 25-50 grams: 2nd weight step
 Typographical cancellation
 with 3c grey (issued 10.6.1880)



Figure 7
 12 March 1880: *Le Progrès de la Charente Inférieure*
 Tariff of 1.5.1878: *Rayon général*
 Sent out of the *département* of publication and the adjoining one
 Weight 25-50 grams
 Typographical cancellation of the 3c orange (issued 1.6.1878)

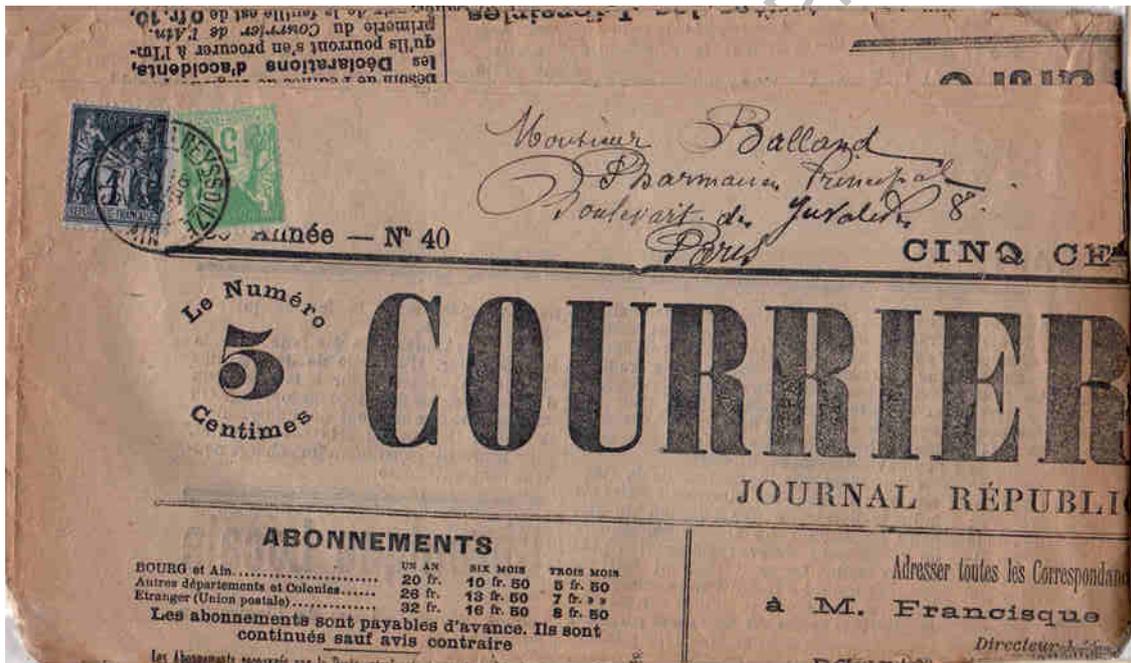


Figure 8
 18 February 1900: *Courrier de l'Ain*
 Tariff of 1.6.1895: *Rayon général*
 Sent outside of *département* of publication and the adjoining one
 Weight 125-150 grams
 Franked 6c and cancelled by St Julien-s-Reyssouze office
 (2c for 1st weight step of 50 grams + 4c for four additional steps of 25 grams)

Another attraction in collecting these newspapers and journals during this first short period of less than two years is the postage stamps themselves. The lower values up to 10c of the first issue of *Type Sage* stamps were all printed in green. Initially, it had been considered that the size of the numeral in the cartridge was large enough to make identification easy but, with poor lighting and the need for speedy manual sorting, the difficulties for the post office employees, allied to a degree of confusion with the public,

necessitated their replacement in different colours with the exception of the 5c. On top of that, the fracture of the plate during tempering and its subsequent repair gave rise to *Type II* of the 2c, 5c and 10c. With the exception of the 5c all these stamps are difficult to find on cover as they were rapidly replaced (but never withdrawn). The principal use of the values to 5c was for printed matter and newspapers and journals, all categories of mail that were not retained generally — which makes the hunt for them harder.

The great postal reform that took place on 1 May 1878 simplified many of the postal categories and placed France's postal structure more in line with the GPU/UPU international rate structure. It brought in an important change as far as the treatment of newspapers and journals was concerned by abolishing the distinction between the social economy and politics category and that relating to the arts, literature, science, agriculture and industry. This left the distinction between national and "*limitrophe*" distribution in place with the

latter still benefiting from a lower rate based on weight. Overall, as can be seen from the table below, there was a reduction in postage.

The third tariff change affecting newspapers and journals which was introduced on 1 June 1895 reduced the postal rate further by increasing the weight steps. It also abolished the distinction between newspapers printed in the Seine and Seine & Oise *départements* and the other *départements* of France and Algeria.

Rates for Journals and Newspapers 1876-1900

Tariff of 1.8.1856	Tariff 1 ¹	Weight	Tariff 2 ²	Weight
National	4c	To 40g	2c	To 20g
	1c	Per added 10g	1c	Per added 10g
Limitrophe³	2c	To 40g	1c	To 20g
	1c	Per added 20g	1c	Per added 20g
Tariff of 1.5.1878⁴				
Unified rate,				
National	2c	To 25g		
	1c	Per added 25g		
Limitrophe	1c	To 50g		
	½c ⁵	Per added 25g		
Seine & Seine et Oise⁶	1c	To 25g		
	1½c	25-50g		
	½c	Per added 25g		
Tariff of 1.6.1895				
National	2c	To 50g		
	1c	Per added 25g		
Limitrophe⁷	1c	To 50g		
	½c	Per added 25g		

¹ Tariff 1: Journals or periodicals dealing with politics or social economy.

² Tariff 2: Journals whose subject matter is the arts, literature, science, agriculture and industry but excluding Tariff 1 items.

³ "*Limitrophe*" means delivery of journals within the *département* of publication or the adjoining one. While this tariff was in force the *départements* of Seine and Seine & Oise were excluded from this category and the reduced tariff did not apply.

⁴ This covers the abolition of the distinction between the two categories of newspaper or journal reducing this to a single tariff. The distribution criteria remain.

⁵ The half centime was rounded up to the next centime when a journal was sent singly or to the next centime on the cumulative total in the case of bulk despatch. A handstamp marking this was introduced in 1884.

⁶ A special arrangement for these two *départements* for journals printed and distributed in the same *département*.

⁷ The distinction between Seine and Seine & Oise and other *départements* was abolished.

Finally, it should not be forgotten that these rates were strictly for inland use, within France and Algeria, and, where newspapers and journals were sent abroad to UPU member countries, it is the UPU printed matter rate of 5c per 50 grams that applied.

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Private Labels of the Upper Ubangi 1898-1899

Luc Vander Marcken

(a member of the Belgian Congo Study Circle)

This article first appeared in their Bulletin N° 162 and is reproduced by permission.

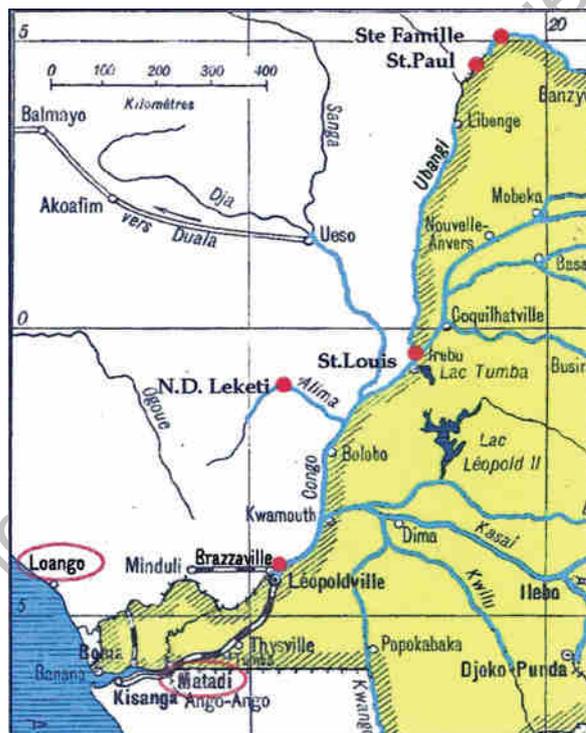
Preface

In the late eighteenth century, private arrangements for the management and conveyance of mail were an ambitious requirement. Such aspirations were not confined to the 'Independent State' side of the River Congo boundary.

Here we examine stamp-like labels prepared by the *Ste Famille* mission for use in support of their operational needs that included directing mail from the colony via Matadi and Loango. Coincidental with the inclusion in our *Bulletin* of Laurent Bierny's article and new findings on the 'Mitacos' labels, we have another related example of well intentioned self help, in this instance on the French side of the border.

These privately produced stamps were only printed in very small numbers and probably created on the initiative of Bishop Prosper Augouard, who was appointed Vicar Apostolic of Upper Ubangi in 1890. They were to have been issued as a means of charging a fee for the transport of mail aboard steamers belonging to the missionary organisation *Les Pères du Saint-Esprit*, the so-called 'Fathers of the Holy Spirit', and also known as the 'Spiritans'.

The *Ste Famille* mission established a series of stations on the French side of the river and at the time their steamer fleet consisted of two vessels, the 6-ton *Diata-Diata* and the 24-ton *Léon XIII*. These boats were used to ferry passengers and supplies between the various 'Spiritan' missions, stretching from Brazzaville, on the Pool — still known then as Stanley Pool — to Notre Dame de Lékéti on the river Alima, which was a tributary of the Congo, Saint-Louis, at the confluence of the Congo and the River Ubangi and St Paul des Rapides and Ste Famille on the Upper Ubangi.



● Spiritan Missions



Bishop Prosper Augouard



Bishop Prosper Augouard aboard the Steamer *Diata-Diata* ("Quick-Quick"!)



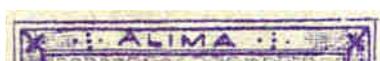
'VIA MATADI'



'VIA MATADI'



'VIA LOANGO'



VIA MATADI

VIA LOANGO

Enlargements of the frame inscriptions and of the overprints

The Labels

As illustrated above, the stamp format 'labels' bear the Episcopal coat of arms of Mgr Augouard along with the denomination (centimes or francs) in the centre.

The following inscriptions surround the frame:

'S^T PAUL DES RAPIDES', 'ALIMA', 'S^{TE} FAMILLE' and 'NAVON à VAPEUR DE LA MISSION'.

Of particular interest they are overprinted with either 'VIA LOANGO' in black or 'VIA MATADI' in red.

The overprint 'VIA MATADI' comes as no surprise since this was the normal route for mail at the time. The 'VIA LOANGO' overprint is less obvious, but is due to a desire to link up with the French shipping line operating between

Loango and Bordeaux.

To date, we know of 4 examples of the 5c light blue, 2 examples of the 10c green, 4 examples of the 25c yellow-orange, 3 examples of the 50c violet and a single example of the 1 Franc red-brown.

The stamp-like labels were probably created between 1898 and 1899 with the intention of bringing some extra money into the coffers of the organisation.

Unfortunately for the Spiritans, the scheme was completely scuppered when the French colonial authorities issued a decree in 1899 stipulating that all private organisations and companies would henceforth transport mail free of charge.

Acknowledgements

Illustrated labels are from the collection of Patrick Maselis (Belgian Secretary of the Belgian Congo Study Circle)

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Douala to Marseille – A Multifaceted 1936 Air Mail Cover

Marty Bratzel



Figure 1

Douala 29 VIII 36 - Front

(reduced to 70% of original size)

The large commercial cover depicted here is of interest for several reasons. Mailed from Douala, Cameroun to Marseille, France, the first question is when was the cover posted? Both hubs of the Douala machine cancel across the top of the cover front read 29 VIII 36 but the Douala handstamp applied to all 16 affixed postage stamps reads 29 Sep 47. That the former is correct can be determined by the Cotonou / Dahomey transit cancel dated 4 Sept 36 and the two Reexpedition / Marseille cancels – one on the postage due stamps and the other on the back – dated 18.9.36. An incorrect date on a cancel, if not recognized, can lead to an incorrect analysis of the cover.

Postage of 30.50 francs was paid for transport by air. However, in 1936 air service was not yet available from Douala, so the cover was transported by sea, probably aboard the French steamship *Touareg*, which departed Douala on 31 August and whose next port of call was Cotonou (Ref. 1), where the letter was backstamped 4 September. From there, the cover was transported by air across the Sahara via Niamey, Gao and Algiers to Marseille, probably arriving shortly before 18 September, the date in the Marseille postmarks. I do not have airline schedules for 1936, so two weeks by air between Cotonou and Marseille may or may

not have been unreasonable.

Although a hefty amount of postage had been paid, the total was insufficient. A T in triangle postage due mark was applied at Douala, along with a manuscript notation about the weight. Significantly, the first part of the notation (80 gr -) is in grey pencil and the second part (85 grs) in brown orange pencil. Other notations on the cover are a faint “11+” in blue crayon to the left of the printed *Compagnie*, and “T5+” in pencil near the bottom. Four postage due stamps totalling 11 francs were affixed. But what was the actual amount of postage due collected?

In 1936, the postage for a letter weighing between 50 and 100 grams was 1 franc and the air mail surcharge was 2 francs per 5 grams (Ref. 2, 3). For a letter weighing between 80 and 85 grams, the air surtax would have been $17 \times 2 = 34$ francs and the total cost to mail the letter would have been $1 + 34 = 35$ francs. However, the amount paid was only 30.50 francs, leaving a deficiency of 4.50 francs. The amount to be collected was twice the deficiency, or 9 francs. That would explain the three 3-franc postage due stamps which, significantly, are attached to each other, but that does not account for the 2-franc postage due stamp.



Figure 2
Douala 29 VIII 36 - Reverse
(reduced to 70% of original size)

If the postage due were calculated for a letter weighing 80 grams, the air surtax would have been $16 \times 2 = 32$ francs and the total cost to mail the letter would have been $1 + 32 = 33$ francs, leaving a deficiency of 2.50 francs. At double the deficiency, the amount to be collected would have been 5 francs.

The manuscript notations on the back of the envelope confirm that the actual postage due was calculated for a letter weighing 80 grams. However, apparently the postage due had initially been calculated for a letter weighing between 80 and 85 grams and three 3-franc postage due stamps had been affixed. Rather than removing the stamps, two were “annulled” with a blue crayon. A 2-franc postage due stamp was then added which, along with the remaining 3-franc postage due stamp, together served to pay the 5 francs postage due.

The blue “11+” notation may refer to the total of 11 francs in postage due stamps affixed, and the pencil “T5+” may relate to the amount of postage due actually collected.

As an aside, I am at a loss to determine how the original amount of postage affixed – 30.50 francs – was determined.

Thanks and acknowledgements are gratefully extended to Ms. Maria D Mallorquí of Soler y Llach Subastas Internacionales SA, Barcelona, Spain for high-quality scans of the cover, one of many interesting items in their extensive stock of philatelic material.

Additional comments and insight about the cover and its markings are welcome.

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The Postal History of PA Arromanches 1945-1974

David Trapnell



Figure 1
Dotted hexagon
postmark,
PORTE-AVION-
ARROMANCHES,
3.10.1955,
the word AVION
having no terminal "S"



Figure 2
PA Arromanches after her conversion to an angled flight deck¹

Built as a light aircraft-carrier, *HMS Colossus*, in Glasgow in August 1945, she sailed to the Far East via Australia. In 1946 she was lent to the French navy and renamed *Arromanches* (after the Normandy coastal town of the same name which was the site of the British D-Day landings). "PA" is an abbreviation for *Porte-Avions* (aircraft carrier).

In 1948, *Arromanches* participated for three months in the First Indo-China War. Having returned to France in 1949, she was bought by the French in 1951. In 1953-54 she again served in Indo-China and in 1956 took an active part in the Suez Crisis².

In 1957-58 *Arromanches* was reconstructed with a four degree angled flight deck, and with other modifications for anti-submarine warfare (Fig 2). She was also equipped

for training operations. In 1959 she returned once more to Indo-China. In 1961 she was in the Mediterranean and was involved in the 3-day Battle of Bizerte³. Her dotted hexagonal postmark remained unchanged.

The structural changes to the *Arromanches* had no effect on the use of the dotted diamond postmark, which continued in use in conjunction with a *Franchise Militaire* (FM12, 1946/1947) adhesive that needed no authorization handstamp.

In 1962 (or 1968 - the French and English versions of *Wikipedia* disagree) the *Arromanches* was converted to a helicopter carrier (*Porte-Hélicoptères*) for the French Marines, with up to 24 helicopters on board, and thus to a change in her name from *PA* to *PH Arromanches*. She was decommissioned in 1974.

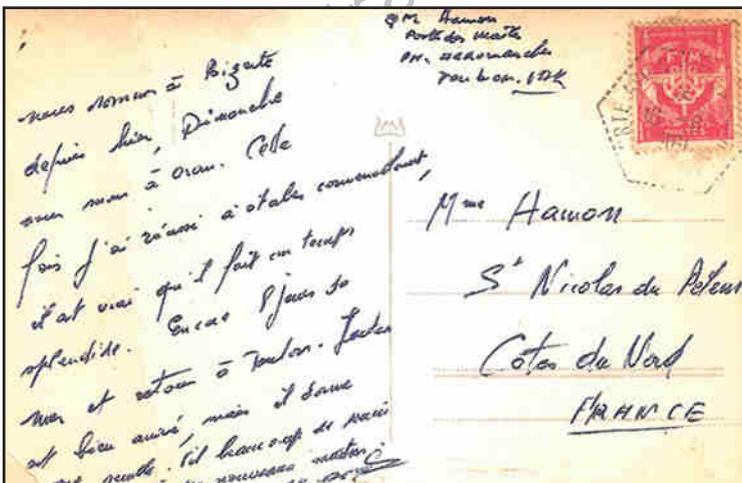


Figure 3
The dotted hexagon
cancellation
"PORTE-AVION ARROMANCHES"
was still in use on 16 June 1961
shortly before the 3-day Battle of Bizerte².
The sender gave his address as
"QM Hanlon, Poste des Maîtres
[Quartermasters' Mess] /
PH [or PA?] Arromanches /
Toulon VAR" .

¹ *Wikipedia*, Internet image

² Information from various Internet sources

³ David Trapnell (2013): "The forgotten war – the 3-day battle of Bizerte, 1961", *Postal History* (awaiting publication)

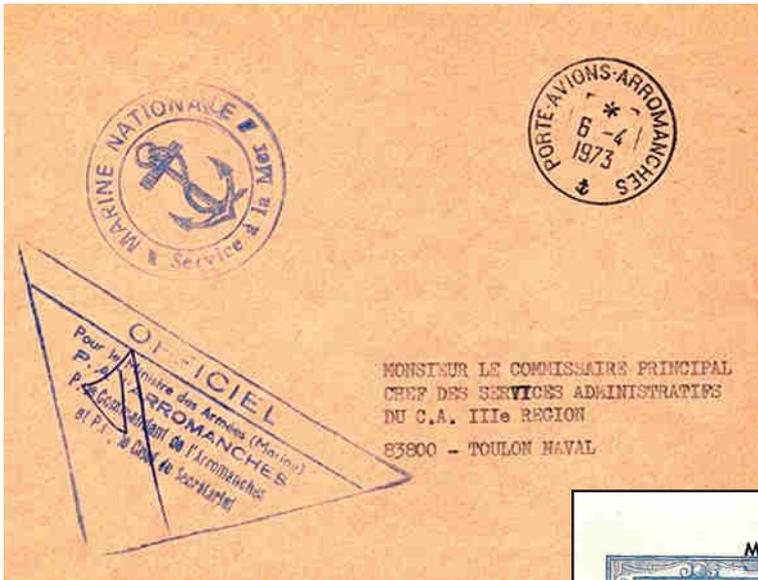


Figure 4
 By 1973 a new style of circular date stamp with AVIONS (plural) was used with, as before, a small naval anchor at the foot. Also shown here are the standard double-circle naval authorizing handstamp and the typical triangular naval official address handstamp, lower left. This reads "OFFICIEL / Pour le Ministre des Armées (Marine) / P.A. "ARROMANCHES" / P. le Commandant de l'Arromanches / et P.c.(?) le Chef du Secrétariat".

Figure 5
 A coupon for free military post (franchise militaire; type 14c) parcel up to 3kg weight, handstamped near the top in "Bâtiment ou Formation..." "Porte-Avions ARROMANCHES". The tear-off strip and adhesive label at the foot show that this was issued under a Law dated 24 May 1951. There is a faint blue strike of the naval authorizing handstamp "MARINE NATIONALE / SERVICE DE LA MER".



Comment

When I began this study I knew nothing of the postal history of French (or any!) aircraft carriers. Searching the Internet I have found that other contemporary French aircraft carriers⁴ used similar dotted hexagonal date stamps (like Fig 1) in the 1950s and 1960s but changed to a circular type (Fig 4) in the early 1970s. What the aircraft carriers did, the naval base of the *Arromanches* at Toulon Naval Station did also, changing from dotted hexagon to circular date stamps in the 1970s. Cherbourg Navy Arsenal also used a dotted hexagonal date stamp in the 1960s and a similar, though different to Figure 4, circular one in the 1970s. Brest 2^e Dépôt, Finistère, used a similar dotted hexagonal date stamp in 1948.

From this it is obvious that the date stamp used by French aircraft carriers did not depend on whether they had had a refit, for example, but rather on central policy. Even a

quick study of the postmarks used by aircraft carriers shows that in recent years many flagrantly philatelic handstamps, cachets etc have been used by them and their naval bases.

The coupon, with blue and black text, shown in Figure 5 came into use in 1952 for sending parcels weighing no more than 3kg to serving personnel entitled to *franchise militaire*. The evidence indicates, I suggest, that such forms were given to serving personnel to send home for use there and that the large (upper) part was first stamped (= authorized for use) by the unit before issue, stamped by the post office receiving the packet and given to the person posting it as a receipt of posting. A similar form printed in red and black (type 16 & 16A) was introduced in 1964⁵ for sending airmail parcels, particularly to the Indian and Pacific Ocean areas.

⁴ eg *PA Bearn* (1958, 1962 & 1966), *Clemenceaux* (1963, 1964) & *Dixmunde* (1957) used dotted hexagonal date stamps and *Clemenceaux* (1986) and *Foch* (1976) used circular ones of the same design as those used by *Arromanches*.

⁵ see www.spal-philatelie.blogspot.com

Most images in this article have been reduced in size.

SHORTER ITEMS - INCLUDING QUESTIONS AND ANSWERS

France Packet Accounts for 2012

Bob Wood has pointed out that he has just discovered that his accounts for 2012 as presented at the AGM in May 2013 were incorrectly reported in Journal 269 of September 2013. He adds that as nobody else appears to have noticed the mistakes this does seem to show how little interest members take in the finances of the Society!

The errors, I am afraid, are entirely mine and I apologise profusely. They are the result of using an existing template in order to fit the Journal page neatly and changing the figures by hand. I obviously forgot to complete this task in the Receipts column for 2012 where I left the 2011 figures unchanged. Sorry!! Here are the correct figures.

Maurice Tyler

FRANCE AND COLONIES PHILATELIC SOCIETY					
ACCOUNT FOR 'FRANCE' PACKET 1 JANUARY - 31 DECEMBER 2012					
RECEIPTS			PAYMENTS		
2011					2011
	In hand 1 January: cash at bank		2011 surplus paid to Treasurer	262.77	797.02
2205.01	Deposit a/c	2205.95			
4805.05	Current a/c	4451.37	Payment to vendors	7262.31	8060.67
<u>7010.06</u>		6657.32	Expenses		
			Stationery & printing	66.36	64.15
			Postage	<u>231.17</u>	249.19
				297.53	
	Receipts from members		In hand 31 December		
8774.28	Cheques pd to bank	6106.37	Deposit a/c	2206.90	2205.95
<u>43.07</u>	Stamps and cash	<u>60.33</u>	Current a/c	<u>2795.46</u>	4451.37
		6166.70			
0.94	Bank interest	0.95		5002.36	
<u>15828.35</u>		<u>12824.97</u>		<u>12824.97</u>	<u>15828.35</u>
	<u>Books completed during 2012</u>		<u>Cash at bank comprises</u>		
922.92	commission on sales	834.28	receipts for books still circulating	4151.79	6394.55
204.72	insurance refunded	182.00	2011 surplus due to Treasurer	<u>850.57</u>	<u>262.77</u>
38.52	return postage refunded	37.69		5002.36	6657.32
<u>8060.67</u>	balance paid to vendors	<u>7262.31</u>			
9226.83		8316.28			

Vignettes for French Cameroun and Togo 1914-1916



On page 42 of Journal 271 for March 2014 John Mayne illustrated this vignette for the Corps of Occupation in Cameroun 1914-1916 and mentioned that he was also seeking a similar one for Occupied Togo.

The vignette is a Delandre issue illustrated (in black & white) in "Images of the Great War, Volume I" by Walter Schmidt (1984) on page 140. It is described as size 40x29, perf. small and designer Fern Besnier. Schmidt also states that the same design was used for the Corps of Occupation in Togo but does not illustrate this. The Cameroun version is reported to be "common" but the Togo version is "exceedingly rare."

Harris Rosenberg

The Second World War in Alsace-Moselle

Unfortunately this article by Stan Luft, published in Journal 271 of March 2014 (pages 20-35) contained a large number of mistakes as far as the numbering of illustrations is concerned. This was due partly to the author's revisions to his original text and partly to incomplete information being passed on by the old (and increasingly decrepit!) editor to the new one.

The numbers of the illustrations should remain as given, but the main text referring to those illustrations should be revised as follows:

for Figs. 4 and 5, read Fig. 4

for Fig. 6, read Fig. 5

for Fig. 7, read Fig. 6 (caption should read "[of civilians other than critical personnel]"

for Fig. 8, read Fig. 7

for Fig. 9, read Fig. 8

name in Fig. 13 should be "Talange"

for Fig. 18, read Figs. 18 and 19

Fig. 19 caption should read "advising" (not advertising)

for Fig. 19, read Fig. 20

for Fig. 20, read Figs. 21 and 22

for Fig. 21, read Fig. 23

for Fig. 22, read Fig. 24

for Fig. 23, read Fig. 25

for Fig. 24, read Fig. 26

for Fig. 25, read Fig. 27

for Fig. 26, read Fig. 28

for Fig. 27, read Figs. 29a and 29b

for Figs. 28, 29a and 29b, read Figs. 30 and 31

for Fig. 30, read Fig. 32

for Fig. 31, read Fig. 33

for Fig. 32, read Fig. 34

for Fig. 33, read Fig. 35

for Fig. 34, read Fig. 36

for Fig. 35, read Fig. 37

for Fig. 36, read Fig. 38 (in caption, add "plus" after Swiss Red Cross)

for Figs. 37 and 38, read Fig. 39

for Fig. 39, read Fig. 40

Maurice Tyler

Boulogne-sur-Mer + BM in oval: A New Discovery?



(Reduced to 70%)

An illustration of a British 1d postal stationery postcard is illustrated here. It is dated 17 February 1899 and addressed to Aarau in Switzerland. The card is written and dated in London and cancelled with the date stamp of Boulogne-sur-Mer, Pas de Calais, on the same day with the BM in oval handstamp added. The card was received at Aarau the following day. The sender advises that he is travelling directly to Aarau via Paris and gives his time of arrival the following day.

The sender had two chances of posting the card once he had left England, either on the boat or between landing at Boulogne and leaving on the train for Paris. My own view is that it was posted on the boat and cleared at the Boulogne-sur-Mer office. The reasons for this are:

- The Boulogne office has accepted - and cancelled - a British franked postcard from an incoming vessel and has justified this by means of the 'BM' stamp.

- If posted on dry land it should have been taxed.
- The only postal courier who might have carried a moveable box operating out of Boulogne-s-Mer was serving the telegraph office at Colembert, a route hardly likely to have been used by the sender.

There are always questions.

- Why a 'BM' mark and not 'paquebot'?
- Did something special happen that required exceptional treatment?
- Was it simply an error by the post office? I consider this unlikely given the inclusion of the 'BM' handstamp.

The association between a 'BM' mark and Boulogne-s-Mer is not listed by Salles. Those consulted in Paris are of the view that this is a true maritime mark but none has seen another example.

Any thoughts, observations or copies of similar items will be welcomed.

Peter Kelly

Griffe



Figure 1
 On this 1909 cover there is a manuscript *retour à la griffe* with a little arrow to the stamp of the legal firm which sent the letter (reduced in size to 70%)



Figure 2
 This 1941 cover has a handstamp worded in full *retour à la griffe* (reduced in size to 70%)

In Journal 271 of March 2014 (pages 40-41) Bob Heasman queried the use of the cachet *GRIFFE* on cover.

For once French is more concise than English, the nearest single word I can think of being superscription. The single word *griffe* is French post office shorthand for *retour à la griffe* which one comes across in both manuscript and as a handstamp (see illustrations). Most commercial correspondence and indeed some private letters have the name

and address of the business or sender either printed on the envelope or as a stamp. The instruction is to return the undelivered item to that address.

The manuscript return address on the front of this letter from Nogent has certainly been put on by the person who refused the letter. There is a hand-drawn arrow from the Nogent return to sender mark in the top left corner to that address to draw attention to it.

Chris Hitchen

Correspondence at Petit Popo in Togo

I detest returning from fairs empty handed and can be attracted to items like a magpie. I envy early philatelists who completed stamp collections of the world in the 1840/50 period, and one reason I rarely turn to eBay is for fear bailiffs will arrive, but from time to time I take a glimpse.

A recent item caught my eye, a book entitled "An African Family Archive – The Lawsons of Little Popo/Anécho (Togo) 1841-1938 by Adam Jones and Peter Sebald (ISBN 0-19-726308-9 978-0-19-726308-2), priced about £100 from Amazon and I did not bid. My local library traced a copy for £5.

Albert Friedemann, a philatelist for German colonies, states that where in West Africa the British and French did not move into the territorial land vacuum, these areas were considered the "Territory of Independent natives". One such area was the coastline from Gold Coast to Benin, with four settlements west to east, Lomé, Bagida, Porto Seguro (Portuguese) and Petit Popo, the latter according to Friedemann by 1884 the only town of consequence. German, British and French firms were in the area which may explain why the town (until 01.01.1905 when it became Anécho) was known as Petit Popo by the French, Little Popo by the British and Klein-Popo by the Germans.

Friedemann states that on 5 July 1884 the German flag was raised first at Togo, a village from whence the country took its name, next at Bageida and lastly at Lomé on 6 July. He adds that a treaty by Germany and France saw Petit Popo transferred to Germany on 26 December 1885. The inference from this was that Petit-Popo was French from before 5 July 1884 to this date. I was amazed to learn that this was not so.

The book, over 500 pages, details correspondence to and from the Lawsons, and in the period 1880-1882 Gold Coast influence moved progressively eastwards with the Germans and the French showing considerable interest. Following the death of King George A Lawson II, King of Petit Popo, and of his successor shortly afterwards, a power vacuum developed and after December 1882 various political parties laid claim to leadership in Petit Popo. In late 1883 William Lawson announced his appointment as successor to the French, German, Portuguese, Spanish and English consuls in Lagos, Sierra Leone and Gold Coast. It is clear from other letters that King Lawson with family connections in Sierra Leone looked to the British for protection and Petit Popo could have then come under the British flag.

On 19 September 1883 a post office was established at Little Popo, though Friedemann states there was no office before 1 March 1888. A letter dated that day to Cantaloup, French Consular Agent at Little Popo, states that a resident of the area had signed a secret pact with the French for the area to be transferred to them.

1884 letters recorded the problems King Lawson had establishing his authority, the subsequent intervention of the German navy coupled with the marked reluctance of the British to intervene, in spite of local chiefs confirming allegiance. On Sunday 3 February 1884 the German man of war, *Sophie*, anchored off Little Popo and at 16.00 hours landed 100 armed marines, with the full intention of obtaining control of the palace. The king was captured and held on the *Sophie*. A young man asked to go with the king, but his request was denied, and as he turned a pistol fell from his pocket and he was shot. Letters to the British Government dated the 14th, presumably when Lawson was held prisoner, sought British assistance in restoring order, but to no avail. Two natives were taken prisoner and sent to Germany and a letter from them dated 15 April 1884 is most interesting; it states they will return home by the *Möwe* in June – this the ship on which Nachtigal sailed to claim Togo for Germany. A communication dated 14 February 1884 from King Lawson III and other chiefs begs the British to take over Little Popo!

There is then a shortage of correspondence, although it appears King Lawson remained in Little Popo as he writes that a British naval vessel was in the area on 14 June 1884, but the officer in command being under the weather declined to go ashore to dine. An American ship was in the area trading three days earlier. It is apparent that Lawson looked to cement the relationship with Britain regarding the area around Little Popo and the British were committed to military support. Before the arrival of Nachtigal there is reference to German interest being whipped up! On 3 July a letter states that the *Möwe* arrived on 2 July, this letter incidentally being from the new London Palace, Little Popo. An urgent letter of 7 July states that a 21 gun salute at Lomé confirmed that area to be under German influence and their flag had been raised, presumably the day before.

Another letter dated 7 December 1885 states that a French protectorate had been established, though this was short lived as 19 days later Petit Popo became German!

The challenge now is surely to find French mail between 7 and 25 December from Petit Popo.

John Mayne

Lack of RF overprint of 1944 on dated corner block



Can anyone please explain why this *coin daté* of four turquoise 50c Mercury stamps dated 8.1.45 does not have the R F overprint of 1944?

Anthony Greaves

World War One and the role of Togo

As the 100th anniversary – if that the right word of this conflict – approaches, many articles to date fail to acknowledge any military activity outside Europe, apart from the heroics of Lawrence of Arabia. There was conflict in Africa as the British and French sought control of German colonies, but they failed in East Africa where Germany never surrendered, engaging in hit and run tactics throughout the war.

One little reported fact is that hostilities commenced on 6 August 1914 in German Togo, and this military campaign is invariably forgotten or unknown to many as the campaign ended on 26 August.

In February 1914 the Governor of Togo, Adolph Friederich von Mecklenburg, accepted an invitation from his counterpart in the Gold Coast, Sir Hugh Clifford, to witness a parade of the British West African Field Force at Coomassie (Kumasi). There was unrest in Europe and talk of war and the German governor left concerned at the strength of British forces with field guns evident. Germany had peacefully acquired Togo and had no garrison, relying on local militia and the German population who received annual military training. There were 360 Europeans in Togo of a population estimated at one million, 320 of them German.

In June 1914 the radio transmitter erected at Kamina near the Dahomey border and Atakpamé went live, this being

considered the most powerful of its kind linked with German stations in the other African colonies and in Monrovia where Germany controlled the trans-Atlantic cables. It was linked to Berlin and could communicate with Woermann ships in West African waters.

At an early British War Cabinet meeting Naval representatives stressed the importance of the transmitter which could pass details of Allied shipping in the Atlantic and Indian Oceans to Germany, and in a joint exercise with France whose troops took control of the German Togo / Dahomey border station at Athiémé on 6 August, the day after war was declared, British officers entered Lomé, the Togo capital, under flag of truce, offering Germany the chance to surrender. They were urged to return on the evening of 7 August for an answer.

They did so, only to find the Germans had retreated along the Lomé - Atakpamé railway line along which fierce bush fighting took place. British troops prevailed. Explosions were heard during the night of 24/25th when the transmitter was destroyed, and at 10.30 on the 26th British troops were approached by Germans offering to surrender. They entered Kamina later that day, to be joined by French troops the next day.

Togo's moment in history had passed!

John Mayne

40c Cérés brown?



This scan is of part of a cover I have in my collection. It appears normal but on closer inspection the stamp on the right is a *perfe Cérés*, presumably from the 1871/72 series. However, I am unable to find any reference to a 40c of the series in "brown" - a similar colour to the 30c *perfe Empire lauré* on the left. Have any members an explanation for this anomaly?

Ken Dixon

REPORTS OF MEETINGS

WESSEX GROUP MEETING OF 8 FEBRUARY 2014

Trevor Buckell: France to 1876

In spite of the exceptional weather conditions eight members navigated their way to the venue in sodden Salisbury. The five rivers had merged into one big pond.

Trevor Buckell displayed ninety sheets of classical France with much admired Cérés and Napoleon heads, both imperforate and perforated issues, on and off cover. Additionally an exceptional copy of the manuscript 25c on 15c postage due stamp of 1871 was displayed.

Jeremy Martin followed with a comprehensive collection of the German and Anglo-French issues of Togo. Included were three sheets showing stamps from the Madagascar archives.

After lunch at the Old Mill, which was just accessible on foot, the meeting continued with displays by members:

Brian Weeks showed the French Post Offices in the Turkish

Jeremy Martin: Togo

Empire and included issues from Cavalle, Dédéagh, Port Lagos, Vathy, and the French occupation of Castellorizo.

Ashley Lawrence showed French cartoons from the era of the Franco-German War of 1870/1.

Peter Todd invited members to look at "*Le Patrimoine de la Poste*" published by the Flohie Press in Paris 1996.

Richard Stupples followed with a display of early Sowers and a booklet produced by the Ministry of Pensions listing the locations of casualty stations for the BEF in 1914-19.

Alan Wood closed the meeting with a showing of postal material after the Siege of Paris.

Members present: B Weeks, T Buckell, A Lawrence, G Lenton, J Martin, R Stupples, P Todd and A Wood.

Apologies: M Berry, C Hitchen, P Kelly and P Lawrence.

AJW

LONDON GROUP MEETING OF 19 FEBRUARY 2014

Len Barnes: French Aerophilately

Len Barnes stepped in at short notice to give us an evening devoted to his favourite subject which as many know consists of most things with an aerial connection, particularly French. He began by explaining the catapult service used for a short time in the 1920s in an attempt to gain a few hours faster time for mail crossing the North Atlantic by liner. Whilst something that was really more for propaganda than any real purpose Len explained exactly how it operated and had some lovely cards and covers to demonstrate its performance and show the ships and aeroplanes involved.

This was followed by a section of mail to South America. The French were of course the pioneers on this route and conducted a fierce rivalry with the Germans to provide improved services between France and South America. Len outlined the story and the companies involved and how mergers and takeovers eventually resulted in the creation of

Air France in 1933. Some lovely covers and postcards provided a visual backdrop to the history. Balloon photography and World War I French air bases concluded the first half.

The second half began with some letters and cards from Guadeloupe, most of which had travelled by air. We saw many of the attractive stamps issued for that colony between the wars. To finish off Len produced some frames of the Air Bleu service. The high rates rather deterred widespread use but many of the routes and destinations showed how comprehensive it was.

Mick Bister gave a vote of thanks for a varied and interesting evening.

Members present: Len Barnes, Mick Bister, Godfrey Bowden, Michael Fairhead, Chris Hitchen, Hugh Loudon, Barbara Priddy, Colin Spong.

Apologies: Maurice Tyler.

CJH

NORTHERN GROUP MEETING OF 8 MARCH 2014

George Barker: Inter-War Years (presented by Stephen Holder)

The display was to have been given by **George Barker** but owing to his ill-health at the time his display was given for him by **Stephen Holder**.

The subject was the issues between the wars 1920-1939, and the display was arranged in groups, with each group having particular strength in die proofs, colour trials, essays, artists' original work and similar make-ready and production material, backed up with the issued designs often in blocks, *coins datés*, mint & used, and usually with covers showing the appropriate usages.

Round One consisted of The Olympic Games issue, the Art Deco issue, the *Caisse d'Amortissement* issues and the two modest designs of Berthelot & Ronsard.

Round Two consisted of the Philatelic Exhibitions, Joan of Arc, American Legion, the Colonial Exhibition and the small portrait issues.

Round Three showed most of the rest of the commemorative issues which appeared before the War started in September 1939.

Throughout there were examples of the proof material, essays and *épreuves de luxe* of many of the issues.

Tea, biscuits and hot cross buns were provided and all members present signed a good wishes card for George and expressed their appreciation of the chance to see such rare material, unknown to many of us.

It is of course a great sadness to the Society that George died in hospital very shortly after this meeting.

Members present: P Rooke, T Smith, R Clapham & guest, S Ellis, A Goude, M Rego & C S Holder.

Apologies were proffered by: Messers, Howarth, Tyler, Fisher, Watkins, Lythgoe, Caswell, Meadowcroft, Graham, Stockton & Maybury & of course George Barker.

CSH

LONDON GROUP MEETING OF 16 APRIL 2014

John Parmenter: North African Airmails 1932 to 1940

John started by explaining that Gérard Collot and Alain Cornu had published their book on this topic in two volumes, covering the periods 1911-1931 and 1932-1940. The first volume was A4 size, but unfortunately too many copies had been produced and so the second volume had been reduced to A5 and published irregularly in sections. John had obtained permission from the authors to reproduce the second volume in English and in black & white rather than with the original versions of the illustrations in colour.

He undertook the translation with the help of Google translation services on the Internet for basic phrases and the added collaboration of John Hammonds and Colin Spong – a necessary expedient when dealing with the strange suggestions that came up for certain idioms, such as the unusual use of such phrases as *en pylône* and *cheval de bois* that are not to be found in most dictionaries. The task was made easier by the fact that the sentences used in the original text were quite repetitive.

He then found a publishing firm that enabled him to produce a hardback version at a very reasonable price. and he

was now offering this for sale at just £20 plus postage. John showed copies of this work and followed that with a display of some of the covers described in it.

These included such items as a Dakar to Paris cover, a Dakar to Zinder one with clear cachets showing the convoluted journey it took, a 1937 flight with many different handstamps, a Madagascar trial flight on a journey that ended by boat, a handstamped cross to indicate that the *Par Avion* mark ceased to apply, an early censor mark of Dakar, and a registered postcard.

John said that he had hoped the display would be extended by a colleague, but this had not proved possible in the end. Barbara Priddy proposed the vote of thanks for both an interesting display of airmail covers and a fascinating insight into the possibilities of private publishing.

Members present: Len Barnes, Mick Bister, Godfrey Bowden, Michael Fairhead, Chris Hitchen, John Parmenter, Barbara Priddy, Maurice Tyler.

MST

38th ANNUAL PHILATELIC WEEKEND 14-16 MARCH 2014

41 members and 18 guests attended the Society's Annual Weekend at the Charlecote Pheasant Hotel near Stratford-upon-Avon.

Friday

A Committee Meeting was held in the afternoon and after dinner Joint Organisers Peter Kelly and Chris Hitchen welcomed those attending and invited members to step forward with their short displays.

The evening commenced with our President **John West** presenting a 'spoof' display entitled 'The French Connection' utilising material containing outrageous puns and disgraceful abuse of the French language to relate a fictional story of two criminals embarking upon a daring crime. **Chris Hitchen** showed 'Affranchissements' date stamps from the *Recette Principale* in Paris. The term simply means paid and in Paris they are usually found on mail handed in at the registered counters. However in the 1930s they begin to be seen quite often on airmail covers. The rates for these were quite complicated and it may well have been that the registered counters dealt with such mail as well. **John Parmenter** followed on the subject of the *Poste Aérienne*. **Steve Ellis** gave a display of postcards, letters and ephemera relating to the Japanese shipping company Nippon Yusen Kabushiki Kaisha and its port of call at Marseille, with mail sent to France, England and Finland between 1906 and 1934. **Alan Goude** gave a display of the PP handstamps used in 1926 during stamp shortages in Saint Pierre et Miquelon. The display showed all four known handstamp types:- two of the PP 0 30 varieties used on mail to France, the simple PP handstamp with no value used on local mail and the more scarce PP 0 05 handstamp which was only in use for two days. **Paul Watkins** displayed large covers sent between UK and France including an 1855 PO accountancy letter between Frederick Hill and M. Stourm, Director-General of Posts, a huge (16½") 1895 newspaper wrapper uprated to 1/1½d for 3lb 6oz of newspapers and a very large 1919 registered cover stamped at the rate of 3/8½d. **Peter Kelly** presented a selection of postcards depicting floods at the Société Générale, Réunion, Kayès and Sénégal. Then **Iain Stevenson** showed a selection of the *Almanachs des Postes* from 1886 to 2000 offered by postmen to their customers at Christmas to solicit tips. Alan Wood showed examples of *tête-bêche* printings and an interesting jug, and **Jeremy Martin** brought the evening to a close with West African Airmail.

Saturday

The morning began with the traditional Presidential Display given by John West. John had elected to supplement his recent series of Journal articles with a display of Red Cross material available to the public during the past 100 years. He explained that he rarely showed much of this material at our annual convention primarily because it was all fairly modern and not, therefore, likely to have a great deal of appeal to serious philatelists. He then proceeded to show a series of colour trials, artists' proofs, collective proofs, *de luxe* proofs and an astonishing array of associated material. The Red Cross booklet varieties were all

shown together to emphasise the difficulties in distinguishing the one from the other.

After time for viewing **Jeremy Martin** opened his display by explaining that he first became interested in collecting Togo around 1968 when he came across unoverprinted Gold Coast stamps used at Lomé in Togo. The display began with German stamps overprinted for use in the French sphere of influence. This was followed by stamps of Dahomey overprinted 'Togo Occupation Franco-Anglaise' on ordinary and chalk-surfaced paper issued in 1916. Then, in 1921, another set of Dahomey stamps overprinted just 'Togo' was issued. The colours in which the stamps were printed differed from those used by Dahomey. Some values were shown from the Madagascar postal archive with the appropriate handstamp. Next was a selection of date stamps used on mainly commercial covers. German cancellers continued to be used at Anécho, Assahun, Atakpamé, Lomé, Noépé and Nuatja. The British initially thought that several towns and villages would be under their control from 1920 so prepared cancellers with AM and PM. However Lomé, Agomé Palimé and Tsévié were ceded to the French who carried on using British-style date stamps. Examples of all these were shown. League of Nations mandates came into effect on 20 July 1922 upon which date this display ended.

Alan Goude followed with a display focussing on two of the four colonies that made up French Equatorial Africa; Oubangui-Chari and Tchad. The display began with maps and a sheet explaining the various regimes that existed in the region along with the dates of the regimes which changed over time as the French colonised Equatorial Africa. Two early unfranked military covers were shown; one dated 1899 sent from the outpost of Ouango (established by the explorer Jean-Baptiste Marchand on his expedition across Africa) on the Oubangui river, the other from Tchad dated 1905. Next were the 1915 first issues of Oubangui-Chari-Tchad which were used in both regions until 1922 when the two areas separated and had separate issues. These were the same designs for both colonies, being the designs first used for Moyen-Congo, but in different colours and each overprinted with the name of the colony. This was followed with a range of covers for both colonies showing usages to France and foreign destinations including registered mail. Of particular note were a postal stationery item of Oubangui-Chari; a registered cover to Argentina and three covers sent from northern Tchad to France but franked at the foreign rate because the sender had requested routing into either Nigeria or Sudan/Egypt in order to expedite delivery of the letters. The final frame showed a variety of material and markings including river transport, mail sent exceptionally by air, mail carried by foot-runners and information on the Congo-Ocean railway and its associated *convoyeur* postmarks. Some of the special handstamps shown included 'Par Pirogue Postale', 'Transsaharienne', 'Aviposte' and 'Pédiposte'.

After a break for viewing and for coffee **Chris Hitchen** showed a range of inland and foreign letters from the express letter service. The first tariff was set in March 1892



11 November 1910: an express letter to a tiny hamlet Montgauch near the Pyrenees not served by a post office

Inland postage (tariff of 16 April 1906)	10 centimes
Express to a <i>commune</i> without a post office (tariff of 1 April 1902)	1 franc 50c
Total postage	1 franc 60c

(See report on display by Chris Hitchen)

and there were always two rates. One was for mail to localities served by a post office and the second more expensive one for those without a post office (*see illustration above*). The latter are always very scarce. 'Express' meant immediate delivery by special messenger on arrival. In Paris in April 1910 it was decided that the pneumatic system could be used to deliver incoming express letters and mail arriving at the railway stations was immediately transferred to that service. The UPU congress in London in 1929 stipulated the use of a red label marked 'Express' for international use. This was implemented in France in May 1930 and these labels were often used on inland mail as well. For inland letters the name of the service was changed in September 1971 to 'Distribution par porteur spécial' which made it clearer what the service actually entailed but 'Express' had to be retained for foreign letters to accord with UPU directives.

Barbara Priddy followed with her display entitled 'France, French West Africa, and FAM-18, 1939-1942'. Before the war France and French West Africa sent their South American mail by Air France across the South Atlantic, and their North American mail by sea across the North Atlantic. In May 1939, however, Pan American Airways succeeded in inaugurating an airmail route across the North Atlantic, endearingly entitled FAM-18, or Foreign Air Mail Route number 18, with its fleet of Boeing 314A flying-boats – the Clippers. This route ran from New York via the Azores and Lisbon to Marseille and French and French West African mail for North America could now go across the North Atlantic by air. In June 1939 PAA inaugurated another route, also rather confusingly called FAM-18, further north, from New York via Shediac, Botwood and Foynes to Southampton. Once war was declared, however, PAA, in compliance with the rules that said neutral countries should not land their aircraft in countries at war, withdrew their European terminals from Southampton to Foynes and from Marseille to Lisbon. This meant that French mail had to go to Lisbon by surface until Air France inaugurated in December 1939 a route from Marseille to Lisbon via Oran and Algiers. In June 1940 mail from the unoccupied zone and from French West Africa could still

reach Lisbon: from France it appears to have gone by train across Spain and from French West Africa by Aero Portuguesa from Morocco. Mail to South America was now also carried across the North Atlantic and then south by PAA. In February 1941 PAA got permission to change the return route to come back via Portuguese Guinea and South America. But by May 1941 they were back to the New-York-Lisbon run. They had also taken to refuelling at Bermuda, although America was still officially neutral. The British took the opportunity to unload the mail and censor it. A cover was shown from Senegal to Argentina, that was seized by the Prize Court and not released until after the war. Some covers, however, escaped censoring if a backlog was building up. By December 1941, America had finally joined the war and the Clippers were again flying their winter route all round the Atlantic. But at the same time the LATI service from Italy to South America had been forced to end and PAA agreed to fly a LATI substitute service from Lisbon to South America, up to New York and back the same way. In May 1942, the two routes were combined to form a circular route operating in both directions. Censoring got into its stride, and mail was being censored in Bermuda, Puerto Rico, and Trinidad. Censoring could still cause delays and to prove the point Barbara showed a cover from France to Martinique, censored in Montpellier, Trinidad and Martinique, which was finally delivered nearly two months after posting.

Ashley Lawrence then displayed the stamps that were issued in besieged Paris and in Bordeaux during the Franco-German war. After the Third Republic was declared in Paris on 4 September 1870, M. Hulot used the Cérés plates of 1849-50 to issue the three 'Siege' value stamps. These replaced the earlier issue, bearing the laureate head of the disgraced Emperor Napoleon III. The provinces were unable to obtain stamps from besieged Paris so M. Steenackers ordered the Bordeaux mint to improvise and it produced a series of stamps by lithographic process: these were imperforate, as the machinery was in Paris. The Bordeaux stamps also depicted the Cérés head, initially designed by M. Dambourgez, but modified by Léopold Yon.

Iain Stevenson then closed the morning session with a display of precancels, beginning with the second Empire newspaper stamps on complete newspapers but concentrating on usages on entire from the introduction of 'préos' in 1920 to the present, including unusual and attractive cover designs such as a gigantic beetroot with a Sower motif that might have graced the collection of the previous speaker! Also shown was the special surcharge created exclusively for the catalogue mailing of the *Grands Magasins du Louvre* department store, *préos* used to abroad which was expressly forbidden and the use of automatic separating and affixing machines for coils.

After lunch **Stephen Holder** gave a display of material from the 1920s and 1930s collection of the late **George Barker** who was too ill to attend and who sadly passed away only hours after the convention had closed. Stephen began with one frame of the 1924 Art Deco series showing a die proof signed by Abel Mignon, a magnificent *épreuve collective*, multiple proof sheets in photogravure of unissued designs, colour trials prepared for flat plate typography and a beautiful example of the 1936 essay prepared for rotary typography. The second frame focused on the 1924 Olympic Games issue which likewise contained a treasure trove of proofs, colour trials and printings. The last frame consisted of rare exhibition stamps and covers plus some proofs of various other issues of the period.

Godfrey Bowden stepped up next to give a display of the Anti-TB Vignettes of France from 1925 to 1939. In 1925, a trial run of 2.5 million anti-TB labels were printed in the USA and put on sale in the *département* of Meurthe-et-Moselle. These sold out and a further 200,000 were printed locally. The two printings can be identified. Because of the success of the trial, the campaign was extended in 1926 to seven *départements* and the vignette used showed a portrait of René Laennec, the inventor of the stethoscope. From 1927 onwards each campaign was country wide and, with one or two exceptions, had a unique slogan. The first slogan was '*Baiser au Soleil*' illustrated by a young girl sending a kiss towards the sun. It was soon realised that advertising space connected with the issue of these vignettes would bring in an additional revenue; this started with selling space on the covers of the booklets and, from 1929, on the selvedge around the panes of vignettes. 1928 saw the introduction of poster replicas of the vignette for attaching to car and shop windows. Additionally from 1928 to 1939 various *départements* ordered booklets with its name printed in red just above or below the vignette. Vignettes are also found with the names of certain French dependencies, eg *Alger, Maroc, Cochinchine*. The *Comité National de Défense contre la Tuberculose* was in charge of the campaigns and the distribution of the monies raised.

Derek Richardson showed a collection of Sower advertising view cards dated between 1908 and 1911 with sponsors' messages on the reverse. Imprinted on the cards were imitation postal markings plus a picture of a 5c Sower stamp in red instead of the normal green. The project flourished at first, but finally ran out of advertisers to finance the printing costs.

Alf Taylor closed the first half of the afternoon with a display of French aviation covering the period 1907 to 1947.

After the break for viewing and refreshments **Bob Larg** displayed extracts from his 'France Collection' showing most of the stamps issued between 1916 and 1936, commencing with the wartime *Grande Consommation* printings of 1916-9. Subsequent issues included postage dues and the 1917-19 'War Orphans' Fund. *Préoblitérés* and booklet panes were followed by pneumatic post items, with the 5F Peace & Commerce stamp being featured on cards, a cover and as a miniature sheet. The 1927 *Poste Aérienne* stamps were shown including the pair on cover followed by Catapult Mail from the *SS Ile de France*. A wreck mail cover followed and then the 1932 airmail perfined issues, including the blue stamp with inverted E.I.P.A.30 on a souvenir cover. The display closed with postcards illustrating unusual ladies headwear, a Zeppelin cover, *SS Normandie* material and the 1936 Air Mail stamps.

Michael Rego then gave a display of 24 sheets entitled 'French Overseas Postal Rates 1849-1876' showing covers to and from France. The covers showed the various postal rates from France, for example the rates of 1849 employing the 7½ gram weight steps; the introduction of the 1858 10g overseas rates and finally the 1 Jan 1876, 15g GPU rates. From the outset letters were sent either PP, PD or PF and one of these markings was applied to each letter. Accountancy markings were shown, particularly those of the French/USA and French/British postal treaty marks together with the 30g bulk-mail accountancy marks which were used when postal treaties lapsed. Each of the five continents was shown with paid or unpaid letters.

Peter Grech followed with a display of French Post Offices Abroad (excluding Egypt shown at the 2013 weekend). Although France had occasional POs abroad since the 17th century, it was the opening of postal maritime routes from 1837 which sparked their golden age, their number reaching over 50 by 1900, spreading all over the world. On display were maps he drew several years ago for a F&CPS competition depicting the Black Sea, the Aegean, Anatolia and Levant, the Indian Ocean and Far-East, the Mediterranean with Tunisia, and finally Morocco. On each the location of the POs was indicated, and a selection of stamps illustrated their postmarks (including *Gros Chiffres* of scarce offices such as Galatz, Tulscha, Varna, Kerrassunde, Samsoun, etc). To accompany the maps and data, chosen covers representing a majority of the offices were displayed namely from Tangier to Trebizonde, Cavalla to Caiffa, and Zanzibar to Shang-Hai. Most offices closed with WW I, the last (Alexandria & Port-Saïd) in 1931.

Alan Wood closed the afternoon with a display entitled 'Two Napoleonic Disasters'. Firstly, with the objective of denying Britain its primary route to India, Napoleon's occupation of Egypt resulted in the loss of the French fleet at Abouzir Bay and an army of 40,000 men. Correspondence from Alexandria, Benesouef, Cairo, Damietta, Rosetta etc illustrated the extent of the campaign. Secondly, an underestimation of the resentment created by the desecration of the Spanish churches together with the strength of Wellington's army resulted in the ignominious defeat of Napoleon's armies at the hands of the Anglo-Spanish forces in the Peninsular War.

Sunday

Steve Ellis examined in detail the use made of the Pasteur definitive set (issued between 1921 and 1926) on foreign mail. Twenty-one different types of use were displayed ranging from the more common *imprimé* (printed matter), postcards and letters, through foreign registered mail, airmail, to the more unusual *levée exceptionnelle* (late fee), express registered letters, frontier rates, *échantillons* (samples) and *bulletins d'expédition* (parcel cards).

In the absence of Colin Spong who was unable to attend, **Peter Kelly** gave a two part display of maritime and frontier mail during the 'Type Sage' period of 1876-1900. Starting with a variety of covers carried and cancelled by French shipping lines including mail registered on board and multiple weight steps covering the different rates in force from pre-UPU at 1 franc and above down to 40c, 35c and 25c after the end of the maritime surcharge. Examples included the scarce Line O (Pointe de Galle – Calcutta), late use of 'cachets d'escale' at Port Saïd, and 'correspondance d'armées' used on Lines S and N. Following this was a selection of mail to interesting destinations including a letter to Bergen, Norway to an officer on a French Icelandic fishing fleet protection vessel and to the French Pacific Ocean station at Callao. The next section included mail posted on commercial vessels for foreign ports showing a range of uncommon receipt marks from Livorno, Catania, Naples, Barcelona with examples of cross-channel moveable boxes from Southampton and Jersey and from the *bureau maritime* at Marseille and 'Mer Médit / Constantinople' counterpart in Turkey. The second part showed early Sage mail to the colonies, including French Congo, Gabon, Chari, Benin / Dahomey, French Guinea (Conakry / Rivières du Sud), Ivory Coast (Grand Lahou / Côte d'Or d'Afrique), French Guiana, St Pierre & Miquelon and Réunion. This was followed by a small selection of frontier mail with Belgium and Switzerland including multiple weight step and registered letters. Finally came a selection of mail via the UK and other ports. Examples showed letters to non-UPU destinations via the UK and explained the way the UPU element was prepaid together with the credit for onward shipping to a non-UPU destination (examples to Trinidad and Canada). Other examples of rate confusion due to misunderstanding were shown. The display touched on British mailboats calling at French ports with an example of the scarce 'Paq Angl. B.M. / Bordeaux' used in connection with last minute mail for the Pacific Steam Navigation Company calling at Pauillac and an unusual letter carried by the British Red Cross Line which called at Le Havre and Lisbon (the case with this letter), a service crossing the Atlantic and running up the Amazon to Manaus. A similar complicated letter addressed to Ciudad Bolivar (Venezuela) was carried via Trinidad up the Orinoco river. Other examples of mail carried by British and American mailboats included the unusual destination of Turk Island in the Caribbean and a triple rate pre-UPU letter franked 3 francs for Medellin in Colombia.

David Trapnell showed three aspects of Tunisian postal history - the TPOs, military activity in starting and managing airmail services, and "The forgotten war" - the 3-day battle of Bizerte in 1961. The first has only once been described in an obscure French publication (1980) and the other two have not been recorded in any language.

After a period for members' viewing **André Métayer** opened the last session with items from his collection of British and French Prisoner of War mail from the Revolutionary and Napoleonic Wars. André explained that prisoners were not only soldiers, sailors, privateers but also, after the breakdown of the Peace of Amiens, British civilians residing in France. To support this André showed a letter from a British civilian on his way to Epinal who is surprised to have been arrested. He later learns that this was a consequence of the Audierne Bay incident, where two French ships had been captured by the Royal Navy, causing the breakdown of the Peace of Amiens. The places of detention varied according to the rank of the prisoner. French prisoners were confined to parole towns in Britain and Ireland, held in depots at Norman Cross, Stapleton, Liverpool, Portchester Castle and Valleyfields or jailed in prison hulks at Plymouth, Portsmouth and Chatham. British prisoners held in France were on parole or in depots mostly in eastern and south-eastern France for obvious security reasons. André continued with an explanation of how prisoner exchange operated both within and without the agreements of the cartel and described the necessary documentation and procedures to avoid the infiltration of spies or, in the case of France, the return of royalists. André went on to explain the postal charges applied to POW mail, the routes taken between the two countries by parliamentary vessel or even by smugglers and the censorship operations at the Transport Office in London and the *Cabinet Noir* in Paris. Amongst the very rare letters that members were able to admire was an 1809 letter from a French POW held at Cadiz on a prison hulk after the surrender of Dupont's army at Beylen at which time Spain had become allied to England. This is probably the only known letter. Another exceptional item was a cover from Bordeaux to London, forwarded to Isle of France (today Mauritius) with a very fine GR PRISONER OF WAR TRANSPORT OFFICE cachet. It took 1 year to reach its destination. Members also saw the rare EXAMINED GFB PORCHESTER CASTLE cachet (only four known) on a cover to Bordeaux. Various British POWs letters were seen, in particular some from Charles de Havilland, among which one was sent from Verdun to his brother in the East India Company Army at Madras in India.

Brian Brookes followed with a display of mail from villages of the north east of Martinique from Macouba down to Robert between 1766 and 1880. Early mail from Macouba and Basse Pointe showed various styles of manuscript marks. A letter sent by commercial vessel was shown with the 10c and 25c French stamps and another cover from Grande Anse with a double rate franking being paid with a pair and a single 1 Franc French stamps to be cancelled on arrival in France. Marigot was represented by three styles of manuscript marks dated between 1859 and 1863 and its first handstamp on a postcard dated 3 June 1888. From Trinité was the earliest manuscript seen from any of the small sub-offices. In the 1831 Decree, Trinité, Marin and Fort Royal were confirmed as main offices. A cover with the framed Trinité mark was shown with the French stamps paying the 1 Franc 50 rate being cancelled on arrival in Paris. An 1824 letter from Tartane, where its Château Dubuc was infamous as a hideout for selling slaves and treasures looted from ships off the coast, went through Trinité addressed to Nantes. By the time of the 1831 Decree, Tartane had been



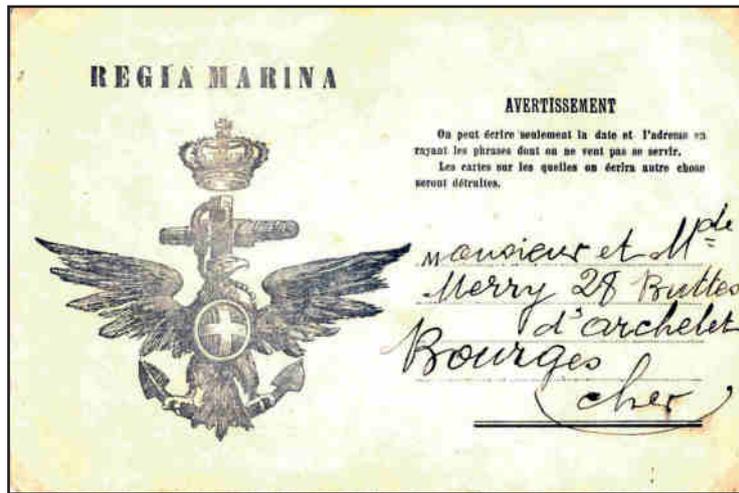
1947 civilian mail to Paris through the French military posts at BPM 415 (Koblenz) in the Palatinate
 – French stamps paying the French inland registered letter rate of 14 francs
 (See report on display by Paul Watkins)

deleted from the Post Office list. The next village Galion was not a sub-office but letters headed 'Galion' were directed through Trinité most of them showing the manuscript 'Trinité le 17 Mar 1870' or similar endorsements on reverse. Finally Brian reached Robert which was one of the original offices opened in March 1766. A letter from a plantation was shown with the double oval crowned SHIP LETTER/MARTINIQUE used during 1801.

After time for viewing and coffee **Paul Watkins** opened the last session with French-Occupied Germany 1945-1955. Paul explained that at the conclusion of the Second World War, General de Gaulle persuaded the Allied leaders Churchill, Roosevelt and Stalin that France should be part of the post-war occupation of the defeated Axis territories of Germany and Austria. Despite the negligible contribution of French forces to victory, they agreed and for the next decade France controlled a sizeable part of German territory contiguous with the French border. The French Zone comprised Baden, Württemberg, the Rheinland Palatinate and Saar. Specific stamp issues were made – initially a general issue used throughout the Zone which featured armorial designs by Robert Louis, similar to those issued in France but denominated in Pfennig; these gave way to territory-specific definitive stamps with occasional shared commemorative issues such as the 1949 Goethe anniversary and two or three specific commemoratives. (Commemorative issues were all surcharged with compulsory contributions to reconstruction funds: their use on mail was almost always philatelic.) The stamps and a range of their usages on cover were shown for each territory including registered, insured, COD and airmail items as well as elusive mail from French civilians attached to the military government – the last franked with Marianne de Gandon issues, much to the displeasure of German post office officials (see illustration above). Particular emphasis was given to Saar and its long relationship with France dating back at least to Napoleonic times. A wealthy, industrialised province, it was occupied by France between the

Wars, returning to German administration following the 1935 Plebiscite. In 1945 France was keen to re-absorb Saar and its treatment was markedly different from that afforded the other territories. Initially things were the same: the general stamp issue was current, then replaced by a standard-pattern issue – but, eight months later in November 1947, this set was reissued overprinted in French currency. From then until its return to Germany in January 1957, Saar was favoured by a unique 'customs union' with France. In postal terms, Saar was treated as if it were an integral part of France: postage charges were the same as French rates, so for example a letter to another part of Germany – even within the French Zone – paid the French foreign letter rate and letters to France were sent at the French inland rate. When another referendum was taken in 1955 with the overwhelming majority voting for a return to Germany, the French administration dragged its feet for over a year before conceding the loss of the territory.

Maurice Tyler presented an overview of the military postal system during the First World War. He outlined the background to the *Trésor et Postes* organisation with the development of the *Secteurs Postaux* that emerged from the utter chaos of the first months of the war. Some examples were shown from the early days of such scarce items as an *Ordre d'Appel sous les Drapeaux*, a *Bureau de Recrutement*, *Cachets de Manœuvres* and *Bureaux Ambulants de Mobilisation*. The display concentrated however on details about marks from the other offices that were involved in the movement of mail to and from the battlefields, such as the *Gares de Rassemblement*, the *Bureau Central Militaire de Paris*, *Bureaux-Frontière*, *Bureaux Centralisateurs* and *Bureaux Ambulants d'Armée*. The opportunity was also taken to illustrate a selection of the many types of postcards that were used, produced both by the government printing works and by private publishers, and this selection included the scarce Italian produced card for French sailors stationed at Brindisi in 1915 (illustrated on the next page).



Card produced locally in Italy for the use of French sailors stationed at Brindisi in 1915 with the warning translated not very elegantly into French (See report on display by Maurice Tyler)

John Hammonds closed the weekend with his display of Airmails 1939 -1942. On the outbreak of World War II air mail from Indo-China to Europe was transported by many routes and airlines. Air France operated until the declaration of war on 3 September 1939 when all services were suspended until 18 September after which they resumed until the Armistice on 22 June 1940. The last flights between Hanoi and Hong Kong were on 3 and 4 July 1940. The BOAC Bangkok - Hanoi - Hong Kong service was suspended on 14 October 1940 after Japan occupied northern Indo-China. KNILM Operated a route from Batavia to Saigon via Singapore but ceased to operate when the Japanese occupied the Netherlands East Indies in March 1942. At the start of WWII, KLM moved from Amsterdam to Naples and following an agreement with Vichy France were able to carry mail to and from Indo-China. As the theatres of war shifted across Europe so did KLM's routes with flights continuing to the Dutch East Indies until February 1942 when Japan occupied the territories. Pan American Airways operated its San Francisco to Hong Kong service from April 1937 to 30 November 1941. In May 1941, a service to Singapore was opened on alternate weeks from Manilla with the last service to San Francisco on 19 November 1941. An agreement between Thailand and Japan was signed on 30 November 1939 to allow DAI NIPPON to operate flights between Tokyo and Bangkok. The first flight was on 10 June 1940 avoiding Indo-China. The French Government agreed overflying of Indo-China and the service called at Hanoi from 5 September 1940.

The weekend drew to a close with a brief review and Chris Hitchen announced the dates for next year as 13-15 March. **Annette Tyler** and **Jean Hammonds** were thanked for their valiant efforts in running the Bookstall and Bourse

throughout the weekend to raise a considerable sum of money for the Society, and the two Co-ordinators, **Peter Kelly** and **Chris Hitchen**, were congratulated on their usual efficiency in keeping us all in order. **Steve Ellis** awarded the Society Literature Prize to **John West** for his articles on 'Red Cross Booklets'. Runners up were Philip Mackey for his 'Interrupted Mail Packet services to and from Calais 1870/1' and Godfrey Bowden for his 'Legion of French Volunteers'. The judges were: Len Barnes, Mike Kemp and Maurice Tyler.

These members attended all or part of the weekend:

John Allison	John Mayne
Len Barnes	André Métayer
Godfrey Bowden	John Parmenter
Richard Broadhurst	David Parmley
Brian Brookes	Mavis Pavey
David Chalcraft	Barbara Priddy
Hamish Clifton	Michael Rego
Steve Ellis	Derek Richardson
Howard Fisher	Henk Slabbinck
Alan Goude	Gerald Small
Peter Grech	Iain Stevenson
John Hammonds	Alf Taylor
Chris Hitchen	David Trapnell
Stephen Holder	Maurice Tyler
Peter Kelly	Paul Watkins
Bob Larg	Brian Weeks
Ashley Lawrence	John West
Graham Lenton	Alan Wood
Lesley Marley	Bob Wood
Jeremy Martin	David Worrollo
Peter Maybury	

MLB

All illustrations in this report have been reduced to 70% of the true size.