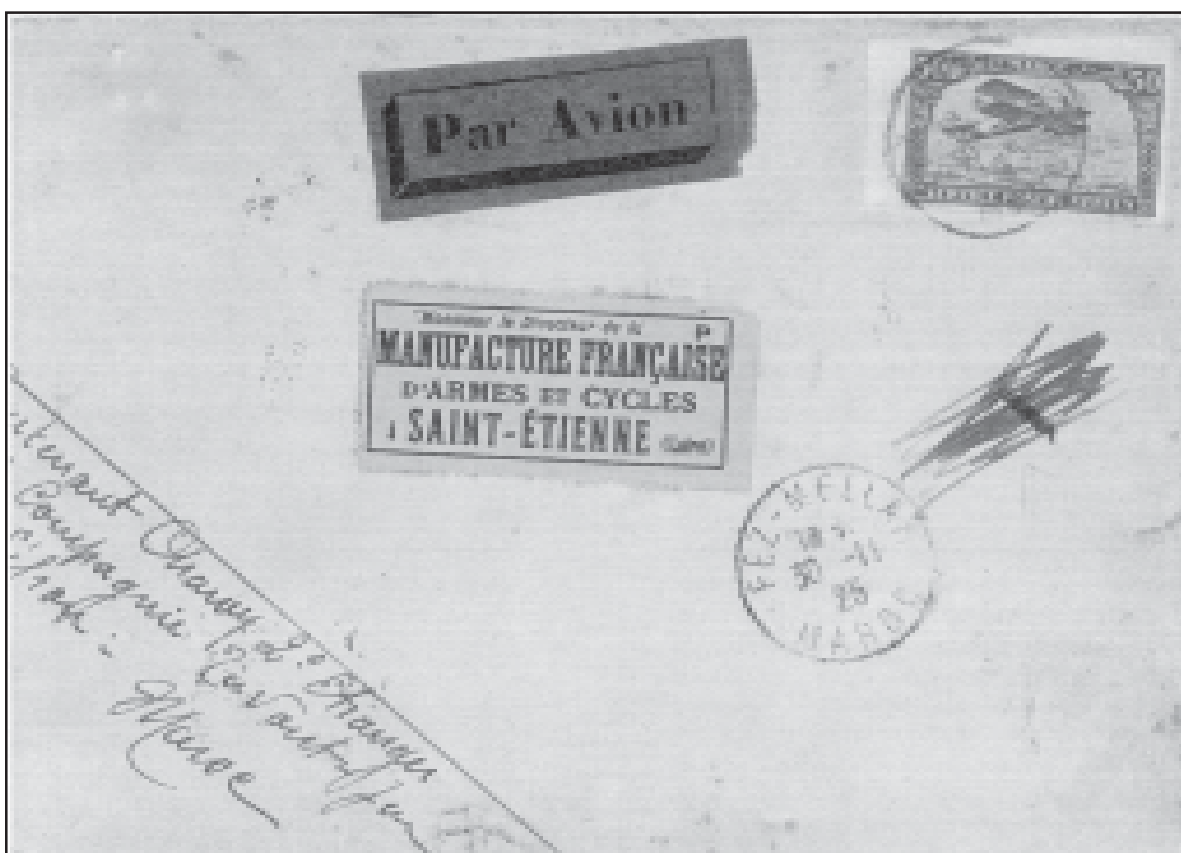


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The Journal of the France & Colonies Philatelic Society



1925 *Franchise Militaire* cover from Fez (Morocco) to France, with 50c frank for airmail - the imperforate stamp is not commonly seen on cover. (See also pages 13-14)



Volume 51 ● Number 1
March 2001
Whole Number 219

THE FRANCE & COLONIES PHILATELIC SOCIETY OF GREAT BRITAIN

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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 of a general nature should be addressed to the Acting General Secretary.

2000 Subscription Rates

United Kingdom: £10.00, Europe: £12.00, Elsewhere: £15.00.
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Auction and Exchange Packet Sales

Lots for sale through the Society auctions, held 3 or 4 times a year, should be sent to the Auction Secretary,
M L Bister, 7 The Slade, Wrestlingworth, Sandy, Beds. SG19 2ES.
Please send material for circulation in booklet form to the appropriate Exchange Packet Secretary, viz.
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The Library

Members are invited to avail themselves of the services of the Society's substantial library, on terms set out in the Library List distributed to all Members.
Librarian: G E Barker, 13 Rodney Way, Guildford GU1 2NY.

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:
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* * *

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

Obituary

J D Loveridge

Don Loveridge was a very longstanding member of the Society (member no 28), and as a tribute to him we reproduce the following details supplied by his wife Marion:

“Don Loveridge began seriously collecting French stamps about 1948. He had developed an interest in France during the war while serving on a destroyer on North Atlantic and Russian convoys. At times his ship worked with a Free French frigate. In later years he became fluent in French. In 1948 on his first visit to France he discovered Sancerre and in the 52 years since he visited the area many times.

On retirement in 1983 he spent each June in a wine village near Sancerre. He attended the local Philatelic Society and became interested in the postal history of Sancerre and the *département* of Cher. Following a visit to the Philatelic Society exhibition in Paris in 1989 he was able to contact 2 men who were among the leading authorities on the postal history of the *département* of Cher. These men became his friends and supplied him with both information and encouragement for his collection. He was also a member of Union Marcophile and attended Marcophile XXIV at Bonningues-les-Calais in October 2000.”

New Members

The Society is pleased to welcome:-

1164 Norton Collier (Nottingham), 1165 Yacov Tsachor (Israel), 1166 Paul Runacres (Kent), 1167 S Fairchild (USA), 1168 Georges Barot (France).

* * *

Members Deceased

We are sorry to hear of the death of the following member, and offer condolences to his family:-

28 J D Loveridge (Oswestry).

A short obituary appears above.

* * *

France Used

Jean-Luc Trassaert, 24230 Bonneville, France, would like to exchange fine used stamps of France for those of Great Britain. Any member interested should contact him direct at the address given.

* * *

F&CPS E-mail Helpline

Enclosed with this edition of the Journal you will find your copy of the Register of Members' Interests. When we

promoted this idea last year you will remember that an additional service in the form of an E-mail Helpline was proposed, and we are pleased to say that we can now launch this service too.

The E-mail Helpline is a group which allows members to exchange views, request information, provide solutions in such a way that all members can optionally communicate. The process is quite simple:-

- Supply me, Paul Miller, with your e-mail address so that I can add it to the e-mail group.
- When you have a specific request, send an e-mail to me.
- I will then forward the e-mail to all the other members of the group.
- A member of the group may reply to you individually, but when a reply or offer of information is returned to me it will be forwarded for the benefit of the whole group.

Anybody with an e-mail address can participate in the scheme whether or not they have opted to be included in the Members' Register of Interests.

Clearly, the more members who participate, the more rewarding it will be. If you have any queries, please e-mail me at paul@millerp.fs.business.co.uk.

I will be happy to help you.

Internal Parcel Post

Bernard Lucas

In France the Post Office did not run the parcel post, but contracted the service out to the Société Nationale des Chemins de Fer Français (SNCF), the national railway company.

I recently acquired quite a number of internal parcel cards used during the period 1943 to 1944, and I have used these to give below details of the different types of cards used and the supplementary stamps.

First, for the United Kingdom members, it is perhaps necessary to explain the French parcel system, which was also similarly used by quite a number of other foreign countries. In the United Kingdom a parcel was really treated as an outsize letter, with the contents wrapped in paper or in a box and the adhesive stamps for the postage actually stuck on to the wrapping, as if putting them on the envelope for a letter. The parcel was then delivered to the addressee in a similar way to a letter. Of course there are nowadays private couriers as well, but I am referring to the 1940s period.

In France the parcel was taken to the receiving office, which could have been at the railway station, a post office, or some other authorised receiving point, and the details of the parcel and the addressee entered on to a parcel card which was really a piece of postal stationery, as the price of the parcel postage was printed thereon, different cards being used for different rates. The parcel was numbered and a small label with this number on was affixed to the parcel card and a larger label with the same number affixed to the parcel, thus enabling the two items to be identified as belonging together. The parcel and the parcel card then went by rail to the station nearest to the addressee and the parcel card was delivered to the addressee, who then took it to the station and exchanged it for the parcel.

The railway company also provided extra services for supplementary fees and they issued supplementary stamps for these services, the stamps being affixed on to the parcel card. The parcel cards were retained by the railway company after the addressee received the parcel and in theory should have been destroyed after a certain time, but obviously stamp dealers saw this as a good source of acquiring used stamps and the stamps were often cut off the cards before destruction and sold as kiloware to dealers. Some complete cards were also disposed of, but I think these usually had on them a supplementary stamp, as I find a card without an adhesive very hard to find, although one would have thought that such cards were the most common way of usage.

The supplementary charges included the following:-

A domicile - for delivery of the parcel to the addressee.

Exprès - for quick transit to the station and possibly special transit of the card to the addressee.

Valeur déclarée - insurance of the contents.

Remboursement - cash on delivery.

Encombrant - bulky and oversize parcels.

Intérêt à la livraison - I am not sure exactly what this represents and would welcome any explanation.

The basic parcel rates were dependent on the weight of the parcel and were in five steps - up to 3 kilogrammes; 3 to 5 kg; 5 to 10kg; 10 to 15kg; and 15 to 20kg. For the 10 to 15kg and the 15 to 20kg there were also different rates according to distance - up to 400 kilometres; 400 to 700km; and over 700km.

From 1918, as the parcel rates were increased, the amount of the increase was evidenced by the application of "majoration" adhesives to the parcel cards, until the new value cards were produced. From 1928 the supplementary stamps were overprinted with the letter "A" to show that they were now to be sold and used at the new values, and I assume the old rate parcel cards were similarly marked with the letter "A", until new value cards were produced. For subsequent increases, the letters B, C, D, E and F were used. The "E" overprint was for the tariff of 28 July 1941 and the "F" overprint for the tariff of 1 February 1943.

My parcel cards covered the period "F", the tariff of 1 February 1943. For the supplementary stamps, there were three different types produced, as follows:-

1. The old values overprinted with the new values.
2. A new printing of the stamps without any value but with the letter "F" in the value panel.
3. New stamps with the new values in the value panel.

For the parcel cards we get a similar system:-

1. The old cards with the tariff of 28 July 1941 values, with the letter "F" perforated into the card. Sometimes the new value was inserted in manuscript and the old value crossed out.
2. A new printing of the cards without the value at the left, but with a large letter "F" in black at the top left.
3. New cards with the new values. In this case a new style of card was issued.

As the old value cards were sometimes amended in manuscript to the new values, so occasionally the "F" supplementary stamps had the new values in manuscript on them, but this was unnecessary and presumably at the whim of the counter clerk.

The tariffs for the two periods are listed below:-

E = tariff of 28 July 1941. F = tariff of 1 February 1943.

	Basic postage to station		Supplementary charges à domicile or exprès	
	E	F	E	F
Up to 3kg	7F90	8F60	2F70	3F
3 to 5kg	10F40	11F40	2F70	3F
5 to 10kg	16F50	18F10	2F70	3F
10 to 15kg:				
up to 400km	21F90	24F	3F90	4F30
400 to 700km	23F70	26F	3F90	4F30
over 700km	25F30	27F80	3F90	4F30
15 to 20kg.:				
up to 400km	27F80	30F50	4F20	4F70
400 to 700km	29F50	32F50	4F20	4F70
over 700km	30F70	33F80	4F20	4F70

The other tariffs and dates of change can be found in the Marianne catalogue, which, although not now in print, is a very good source for dates and rates in France.

Most of my parcel cards for this "F" period must have been released as a batch from the Paris Sud-Ouest railway station at Gare Austerlitz, as they are nearly all routed to be sent there. The cancellations used on the parcel cards are post

office and/or railway office ones and presumably depend on where the parcel was handed in.

The old décime system was brought into use in this period for both the new parcel cards and the supplementary stamps, e.g. 8,6F = 8 francs 6 décimes, or 8 francs 60 centimes.

Illustrations for the "F" period, reduced 50% in size, are as follows.

Figure 1 -

Card for up to 3kg but without the price printed at the left and with the letter "F" printed at the upper left. The postmark is ST. MARTIN-CHATEAU, CREUSE, 21.4.43.

Figure 2 -

New style card up to 3kg, price 8,6F. Postal cancel LA BUSSIÈRE, VIENNE, 15.12.43.

Figure 3 -

Previous period card without the price at the left, for 3 to 5kg, and overprinted "E" at the top left, further perforated "F" at the top left.

À domicile supplementary adhesive without value overprinted "F" at top right.

Postmark DAME MARIE LES BOIS, INDRE ET LOIRE, 31.7.43 and station mark S.N.C.F. SUD-OUEST, TOURS G.V., 2.8.43.

Figure 4 -

"E" period card for 3 to 5kg, with the price of 10F40 printed at the left.

The "10" has "11" in blue crayon over it to show the new rate of 11F40.

Perforated "F" at upper left.

The à domicile stamp is without value, but overprinted "F" and a manuscript "3" has been inserted to the left of the F. Postmark BEAUMONT LA RUNCE, INDRE ET LOIRE, 1.6.43.

Figure 5 -

"E" period card for 3 to 5kg with 10F40 printed at the left, perforated "F" at upper left.

Two *à domicile* stamps without value but overprinted "F" for delivery to the addressee and express service.

Postal cancel MONESTIES SURCEROU, TARN, 22.7.43 and railway mark S.N.C.F. SUD-OUEST, CARMAUX, 24.7.43.

Figure 6 -

"E" period card for 5 to 10kg with 16F50 printed at the left, perforated "F" at top centre.

Old "E" period *à domicile* stamp for 2F70 surcharged 3F0. Postal cancel LA SALVETAT-PEYRALES, AVEYRON, 12.10.43.

Figure 7 -

New style card, 5 to 10kg, price 18,1F = 18F10 with new value *à domicile* stamp for 3F0.

Railway cancel LIMOGES. B^{INS}. R. 19 NOV 1943.

Figure 8 -

Old card with value at the left but printed with "E" at top left. This is for a 10 to 15kg parcel in the 1st Zone, up to 400km. The new price of 24.00 has been entered in pencil at the left, but the card has not been perforated "F" to signify the new price.

Postal cancel ST. OUVEN LES VIGNES, INDRE ET LOIRE, 14.12.43.

Figure 9 -

"E" period card for 10 to 15kg, 2nd Zone, 400 to 700km with the new price of 23F70 printed at the left.
Overprinted "F" at upper left and "26" in pencil applied at the left to indicate the new price.
The "F" à domicile stamp is the blue one for the 10 to 15kg weight.
Postal cancel SAINTE-CROIX, AVEYRON, 1.11.43.

Figure 10 -

Blank value card overprinted "F" at top left for the 10 to 15kg weight, 3rd Zone, over 700 km.
The new rate of 27.8 is in ink at the left.
A brown à domicile "F" stamp is affixed, but this should have been a blue one for the 10 to 15kg sold for 4F30.
Postal cancel COMBROUZE, AVEYRON, 18.6.43.

Figure 11 -

Blank value card overprinted "F" at the top left for the 15 to 20kg weight, 1st Zone, up to 400km.
The à domicile stamp is the old green 4F20 surcharged with the new value of 4F7 or 4F70.
Postal cancel ST. MARTIN-CHATEAU, CREUSE, 20.11.43.

Figure 12 -

Old value card for 29F30 for the 15 to 20kg rate, 2nd Zone, 400 to 700km, perforated "F" at top centre.
The à domicile stamp is the old green 4F20 surcharged with the new value of 4F7 or 4F70.
Postal cancel RIEUPEYROUX, AVEYRON, 26.11.1943.

The Concessionary Franco-Canadian Rates

Mick Bister

In the August 2000 F&CPS Auction Catalogue a number of items appeared in the 20th Century Covers section addressed to Canada. Such material does not appear very often on the philatelic market, especially mail sent at the reduced concessionary rate rather than at the regular overseas rate, and I was surprised that the items in the auction did not attract greater interest. At the close of the auction one of the covers, Lot 303, remained unsold. I do not normally collect mixed frankings but as this one included a Cérès de Mazelin issue I decided to buy it for my Mazelin collection.

The cover is an ordinary commercial envelope sent by the Maison de la Bonne Presse in Paris to Messieurs Granger Frères Libraires in Montreal. The cover is franked at 42 francs represented by a 2F Mazelin and a pair of 20F Marianne de Dulac cancelled by a Paris VIII 2.6.48 cds. The franking is correct in accordance with the concessionary 12F Franco-Canadian Letter Rate (1.5.48 - 30.11.48) and the 30F North American Airmail Fee for up to 10 grams (16.2.48 - 30.11.48).

This is not the only Franco-Canadian item that I possess; others are to be found scattered in various collections of mine to illustrate the postal usage of the issues I collect - Blanc, Sower, Femme Fachi, Gandon etc. - but the acquisition of this particular cover inspired me to extract them from their separate albums and to study them as an entity in their own right.

The earliest reference I have been able to find on this concessionary rate is in the 1929 *Bulletin Officiel des PTT* N° 9 which contains an *Ordre de Service* dated 6 June 1929 and which announces forthcoming reduced rates for letters, postcards and business papers sent from Canada to France. The text refers to 'an agreement recently signed between France and Canada' but does not give an indication of the date from which the new rates will apply.

Letters, per ounce	2 cents
Postcards	2 cents
Business Papers (minimum charge)	2 cents

The above table is accompanied by a warning that postal workers should henceforth be diligent and not tax such items as being insufficiently paid.

In the *Bulletin Officiel* N° 15 a similar text dated 9 September 1929 confirms the above and announces the reciprocal rates from France to Canada.

Letters, up to 20 grams	75 centimes
Letters, per extra 20 grams	50 centimes
Postcards	50 centimes
Business papers (minimum charge)	75 centimes

This is followed by the complete text of the *décret* which 'ratifies the postal agreement signed on 23 May 1929 between France and the Dominion of Canada' and which is signed by Gaston Doumergue on behalf of the President of the Republic, Aristide Briand, Prime Minister and Minister for

Foreign Affairs, Georges Bonnefous, Minister for Trade and Industry, Henry Chéron, the Chancellor of the Exchequer, and is dated 4 September 1929, Rambouillet.

The *décret* also charges the Minister for the PTT to issue an *arrêté* stipulating the date from which the new rates will take effect. This must have been acted on immediately as the rates became applicable on 11 September 1929, only a week after the signing of the *décret*.

Alan McKanna, an authoritative and long-standing member of the Society who lives in Ontario, is a keen collector of the Franco-Canadian rates and in 25 years of collecting them has only come across a handful, and I am indebted to him for his interpretation of their scarcity. He points out that Canada had a special Commonwealth rate which, as we have now learnt, was extended in 1929 to include France; in reciprocation, France extended its 'frontier rate' principle to incorporate Canada. This, he argues, was probably a decision inspired by politics rather than by economics. Politicians, it would appear, have felt more strongly about ties between France and Canada than the Parisians and the Québécois have done, the latter for historical reasons feeling deserted and isolated by France. This sentiment was demonstrated after both World Wars when there was massive immigration from Europe to Canada, especially from Britain and central Europe, but few came from France. What little immigration there is to Québec today seems to be from French speaking areas in the West Indies, especially Haiti, which has a large population in Montréal. Hence there are few family ties and little personal correspondence exchanged between French Canada and the motherland.

Another factor which might explain the scarcity of such covers is that there have been no significant commercial ties between France and Canada and there has never been a French shipping link. Traffic has been provided either by the Cunarders sailing from Southampton to Le Havre and then to Halifax or Québec or by the German liners which called at Cherbourg en route to New York. As for tourist mail, even less is to be found franked at the concessionary rate as the majority of people would just ask for the overseas or North American rate and only the most experienced clerks in the major offices would be able to correct them.

When the Franco-Canadian Rates were introduced in 1929 they were identical to those which had been introduced in June 1928 for mail from France to the Duchy of Luxembourg. On 1 August 1937 all overseas rates were increased, but although both the dominion and the duchy continued to enjoy the benefits of a concessionary tariff they no longer had their own special dispensation and their rates were brought in line with the frontier rates applicable to Spain, Belgium and Switzerland. Subsequent changes in the rates can be found in Derek Richardson's 'Tables of French Postal Rates' which traces the increases until the exclusion of the concessionary Business Papers Rate on 19 May 1964 and the termination of the concessionary Letter and Postcard Rates on 11 January 1990.

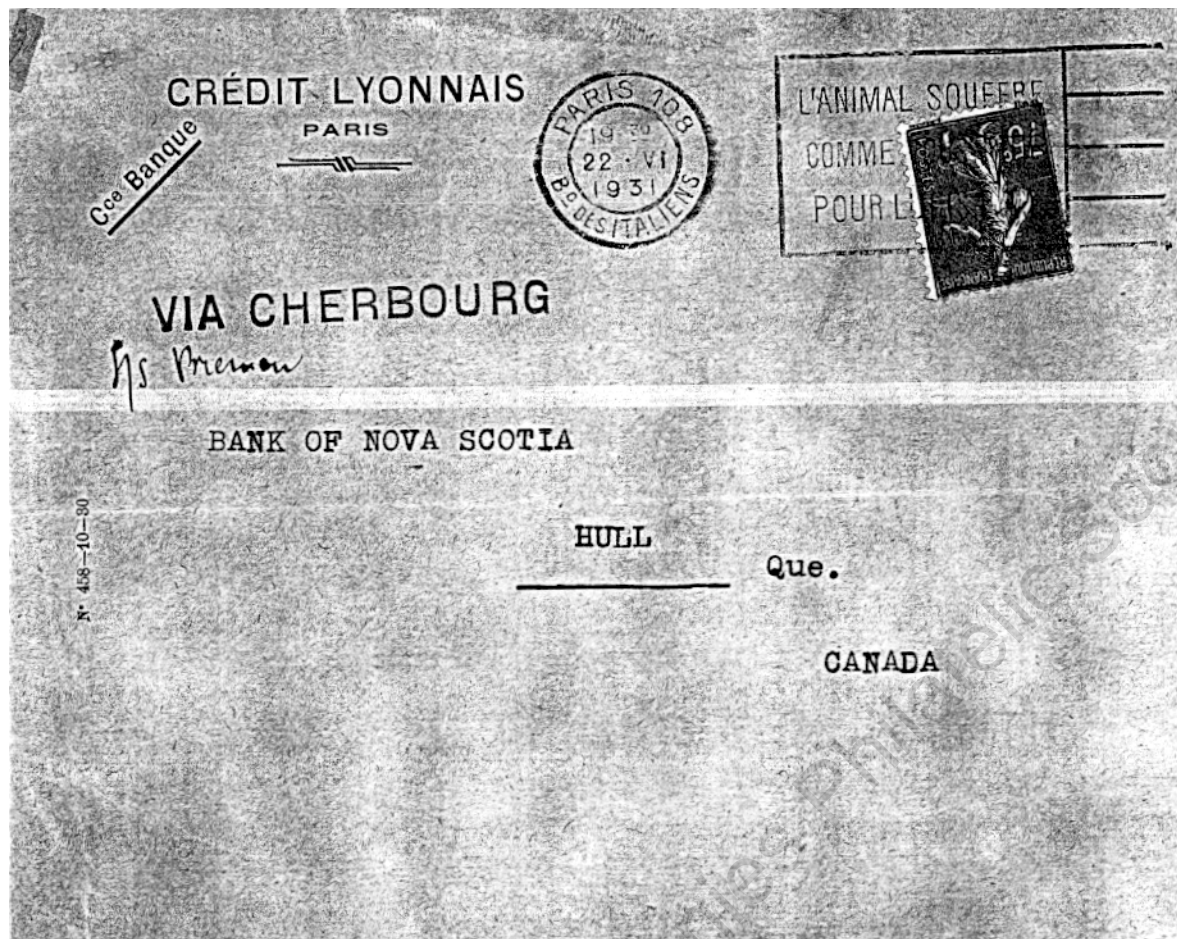


Fig. 1 -

The initial 75c Franco-Canadian Letter Rate (11.9.29 - 31.7.37) on a 1931 commercial cover from the Crédit Lyonnais in Paris to the Bank of Nova Scotia in Hull, Québec. The manuscript annotation and the straight line handstamp indicate that it has been carried by the S/S Bremen on its crossing from Cherbourg to the USA.

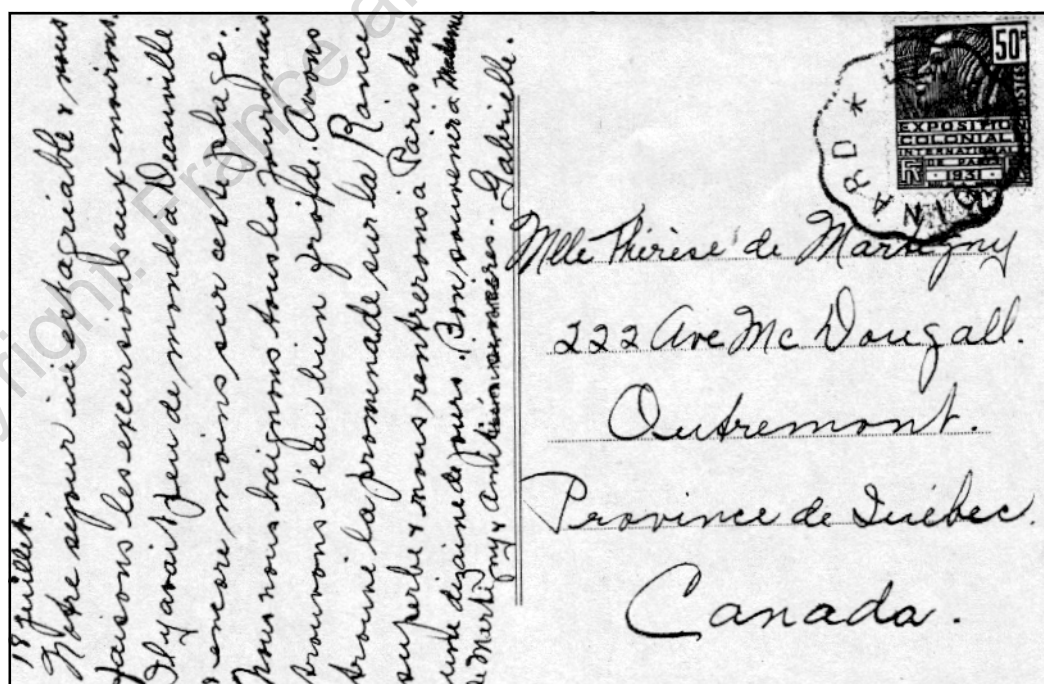


Fig. 2 -

The 50c Franco-Canadian Postcard Rate (11.9.29 - 31.7.37) on a 1931 picture postcard from Dinard to Outremont in Québec.

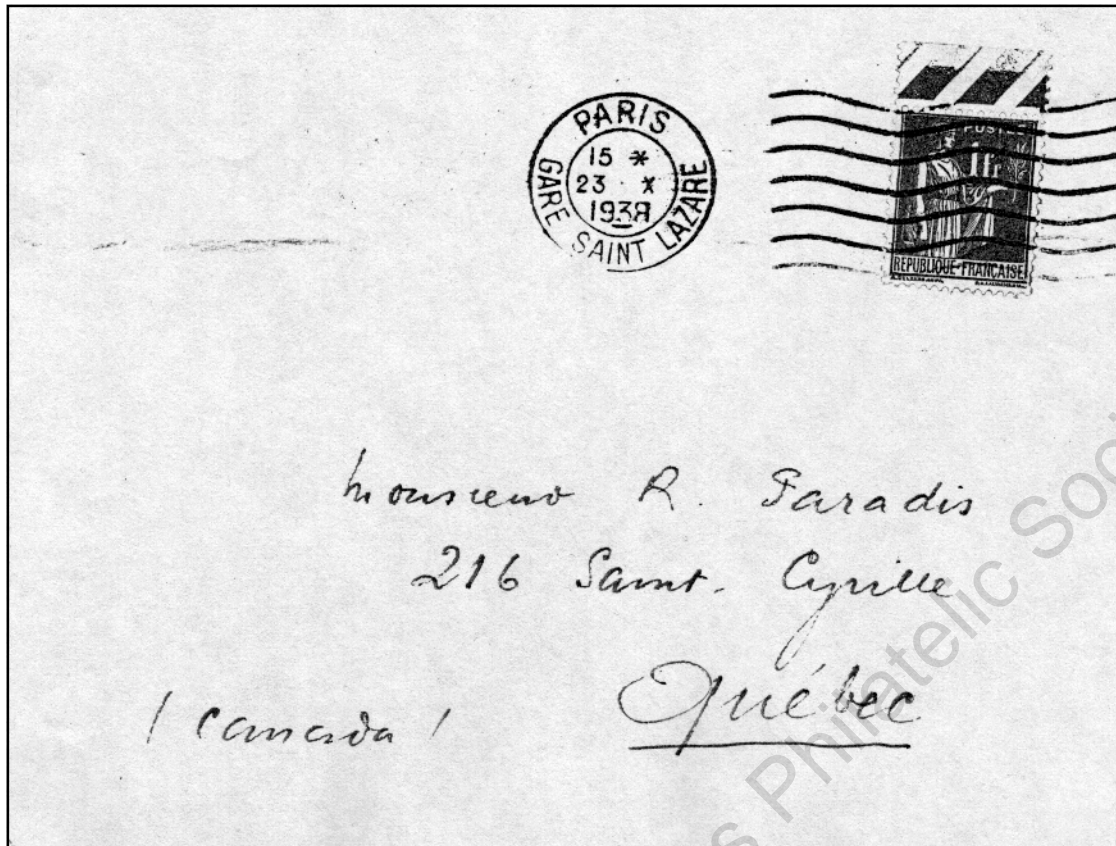


Fig. 3 -
The 1F Franco-Canadian Letter Rate (1.8.37 - 30.11.38)
on an item of private correspondence to Québec.

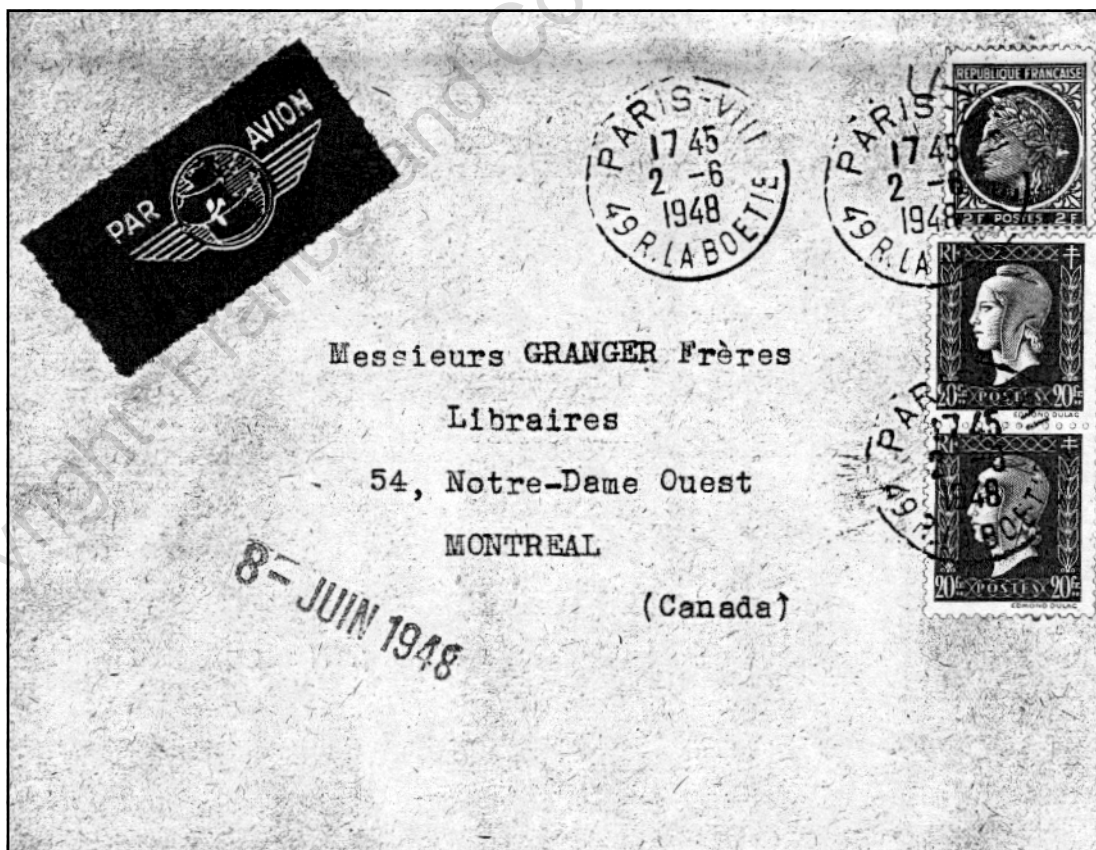


Fig 4 -
The 12F Franco-Canadian Letter Rate (1.5.48 - 30.11.48)
and the 30F North American Airmail Fee for up to 10 grams (16.2.48 - 30.11.48)
on a commercial letter from Paris to Montréal.

Amazing 1870-71 Wonder Stories - 58

Ernst Cohn

In the Nov/Dec 1994 issue of the *Collectors Club Philatelist*, pp 361-70, I published a paper about the political censorship marking applied exclusively to Paris balloon mail, and that for less than a month. The fact that letters were thus censored is shown by the blue impression of the stamping device of the North German Confederation's Foreign Office. For those unfamiliar with that article or its French or German translations (*Doc. Phil.* 144, Apr. '95, 3-7; letter of ArGe Nordd. Postbezirk #41, 1/96, 80-90), an explanation of the origin and use of the censoring device finally became possible through the research carried out in what was then the East German archive and published by F Spalink. in the *Forum* (no longer published) of the Study Group Norddeutscher Postbezirk. The following paragraph is adapted from the summary of my original article.

Assistant Postmaster General Günther at Berlin panicked when 375 more or less normal letters from besieged Paris showed up at Cologne on October 13. He notified Bismarck on October 14 and remarked that this event seemed to indicate a major mail smuggling operation from Paris. Bismarck reacted on the 19th with a reply that all such mail was to be retained temporarily. When more of it kept coming into Germany, Günther finally realized that it was 'only' balloon mail and had nothing to do with cross-country or underground smuggling. Meanwhile the GPO had gotten into the habit of sending that mail to Versailles, where Bismarck's staff had to read it and to mark mail that was considered harmless with one of two types of foreign office cachets, identical as far as the central eagle is concerned, the inscription around it being either in German or in French (Figures 1 and 2). Because of military objections, Bismarck suddenly changed the procedure on November 16, when he informed the GPO to retain all Paris mail until after the war. That ended the use of the two cachets.

In the original article I listed the then known nine examples of the use of these markings, three in French and six in German. The four addressed to Germany and the one to Russia all have arrival markings. Meanwhile, two more addressed to Berlin have turned up, both in German and both with arrival marks.

That leaves four addressed to places in occupied France. Only one of those has a Nancy transit marking. None has any other transit or arrival marking, leading to the unanswered question whether any were ever delivered to the addressees, even though all had been censored. We finally have some indication that that seems to be the case.

Roumet auction 447 of October 1997 contained lot 2017, addressed to Doncherry (Ardennes), properly franked, postmarked at Paris B^d Malesherbes 4E/15 Oct., additionally marked with the small French framed black P.P. yet a crayon "30" from the occupied zone.

Not mentioned in the description but shown rather faintly on the photo of the reverse is a handwritten notation "reçu le 20...", the rest of which is illegible. There being no reason to suspect the authenticity of this notation, it shows that the cover was delivered, so that it is probable that the other four were delivered as well.

This is yet another example of the value of good illustrations in auction catalogues, especially where unusual items are concerned.

The moral of the story is that a thorough inspection of a reasonably good photocopy or photograph may reveal unknown information of postal historical interest, provided only one knows the subject and, hence, what the holes are that need to be filled in.



Figure 1
(enlarged)



Figure 2
(enlarged)

French West Africa – the First (Provisional) Issue of 1943-44

Bill Mitchell

"In my opinion the surcharged issues of 1943-4 of the Senegal and Mauritania (Mauritania Y&T 133-137, SG 125-129; Senegal Y&T 189-197, SG 219-227) should really be catalogued as the first stamps of French West Africa. At this period of the Second World War practically all the eight separate countries forming French West Africa were running out of stamps and the only stocks available at Dakar for overprinting were those of Senegal and Mauritania. On these surcharged issues you will find more postmarks of Guinea, Dahomey, Ivory Coast and Soudan than of Senegal or Mauritania. Unfortunately, again due to war conditions, handstamps were almost worn out and cancellations are frequently indecipherable. I am quite sure that these stamps were the only ones of certain values - particularly the 1F50 - available throughout French West Africa towards the end of the war."

This comment, by the late Alan Evans in a club booklet, was printed in Journal 135/136 (undated, but issued in June 1977) by Stephen Holder, the then editor, who illustrated Alan's theory with items from his own collection used in Dahomey, French Guinea and Ivory Coast as well as a "Mauritania" stamp with surcharge used in Senegal. I too have examples of these stamps used in other colonies of the Federation of French West Africa (my only quibble with Alan's note is that I have found that use in Senegal is not uncommon), and information which has become available since 1977 enables me to confirm that his theory is correct.

There is an informative note on these issues in Part 5 of the COL.FRA study of the stamps and postal history of Dahomey (*Bulletins Hors-série* N°s 14-1 to 14-6), published in 1997. Following the Allied invasion of North Africa on 8 November 1942, French West Africa (which had continued to support the Vichy régime of Marshal Pétain and so had no "série de Londres" at this date) was cut off from fresh supplies of stamps from France. Consequently, stocks of some values fell dangerously low and for this reason the stamps of all the colonies, and the mandated territory of Togo, were authorised for sale and use throughout these territories without regard to their country of origin; this followed logically enough from the creation of a unified postal system for the whole of the Federation of French West Africa as from 1 January 1942 by a *décret* of 23 October 1941⁽¹⁾. Through the good offices of Ian McQueen (who kindly interrupted his researches in the *Journal Officiel de l'Indochine* during his visit to Aix-en-Provence⁽²⁾ to make the necessary enquiries for me) I can quote an extract from the relevant *arrêté* from Dakar (N° 1223 DT of 24 March 1943) which reads:-

"Les figurines postales des différentes colonies de la Fédération peuvent être utilisées, quelle que soit la

colonie d'origine, sur tout le territoire de l'Afrique occidentale française pour l'affranchissement des objets de correspondance ... pas applicables au territoire ... du Togo." ("The postage stamps of the different colonies of the Federation may be used, whatever the colony of origin, throughout all the territory of French West Africa for the franking of correspondence ... except for the territory ... of Togo.")

It will be noted that the article published by COL.FRA appears to contradict the legislation as copied by Ian as regards the inclusion of Togo in these arrangements. The position of this territory is discussed in the Appendix.

These arrangements soon proved inadequate, and furthermore as a result of tariff changes there were no stamps with the same face value as some current postage rates. Consequently a first set of provisionals was authorised by *arrêté* N° 2322 DT of the Governor-General at Dakar. Dated 24 June 1943, this authorised the surcharging at Rufisque "*pour les besoins du service*" of 65 centime stamps of Senegal and Mauritania, of which substantial stocks were held, with new values as follows:-

	Quantity
1F50 (on Senegal)	2,000,000
3F50 (on Mauritania)	1,000,000
4F00 (on Mauritania)	500,000
5F00 (on Mauritania)	500,000
5F50 (on Senegal)	500,000
10F00 (on Mauritania)	500,000
50F00 (on Senegal)	200,000

This was quickly followed by an *arrêté* N° 3273 DT of 12 September 1943 which increased the quantity of 4 franc stamps to 530,000. This is not mentioned in the COL.FRA article, which attributes the whole 530,000 to June. (The 65c stamp had met the basic rate for letters to all destinations in the French Empire, including France itself, until late in 1938, but tariff increases had made it largely redundant.)

Within a year stocks of some of these stamps were running out, and six entirely new values were required. The following surcharges were consequently authorised by *arrêté* N° 1864 DT of 5 July 1944:-

	Quantity
1F50 (on 15c Senegal)	2,500,000
4F50 (on 15c Senegal)	600,000
5F50 (on 2c Senegal)	600,000
10F00 (on 15c Senegal)	500,000
15F00 (on 90c Caillié stamp of Mauritania)	500,000
20F00 (on 90c Caillié stamp of Senegal)	500,000
50F00 (on 90c Caillié stamp of Senegal)	200,000

(The 2c and 15c stamps were supplementary values now of little or no practical use; 90c had been the basic letter rate until late in 1939 but this value too was now of little use.)

Ian notes that the *arrêté* also says that these four stamps "*en excédent seront retirés de la vente à compter de la date de publication du présent arrêté. ... Les travaux de surcharge seront effectués sous le contrôle d'une commission désignée par décision du Gouverneur Général.*" ("in excess [of the quantity required for surcharging] will be withdrawn from sale as from the

⁽¹⁾ Since this article was completed COL.FRA has published (in *Bulletin* 94, 1^{er} trimestre 2001) an article "*Les Premiers Timbres-poste de l'Afrique Occidentale Française*" by Constant Bouerat which makes it clear that this *décret* originated in France (Vichy, presumably); unfortunately the text is not reprinted. It was promulgated in the colony by *arrêté* of the Governor-General N° 4190 AP of 3 December 1941; administrative details were set out in an *arrêté général* N° 4210 TP of the same date.

⁽²⁾ See his article, "A Visit to the Centre des Archives d'Outre-Mer, 13090 Aix-en-Provence," on pp 226-228 of vol 49 n° 3 (whole n° 213, September 1999) of the *Journal*.

date of publication of this *arrêté*. ... The work of surcharging will be carried out under the direction of a Commission designated by the Governor-General.”)

So the catalogues are wrong in assigning these stamps to Mauritania and Senegal; they are also wrong in attributing them to the year 1944 alone. As Alan Evans surmised many years ago, they are the first stamps of French West Africa and they should be listed as such. I offer the following. The first set of numbers (1 to 14) is my own; the second represents the numbers of the surcharged stamps as they appear at present in Yvert and Stanley Gibbons, included for comparison/reference purposes; and the third shows the numbers of the unsurcharged stamps as they would appear in a catalogue. Cérès numbers are the same as in Yvert. I see no need to distinguish between the definitive and Caillié originals. Unfortunately the actual dates the stamps were placed on sale is not known to me.

1943 (July?) Provisional issue surcharged at Rufisque with new values and bars in red

(a) Stamps of Mauritania

- | | | |
|----------------------|-------------------|-----------------|
| 1. (Y&T 133, SG 125) | 3F50 on 65c green | (Y&T 85, SG 92) |
| 2. (Y&T 134, SG 126) | 4F on 65c green | (Y&T 85, SG 92) |
| 3. (Y&T 135, SG 127) | 5F on 65c green | (Y&T 85, SG 92) |
| 4. (Y&T 136, SG 128) | 10F on 65c green | (Y&T 85, SG 92) |

(b) Stamps of Senegal

- | | | |
|----------------------|--------------------|-------------------|
| 5. (Y&T 190, SG 220) | 1F50 on 65c violet | (Y&T 126, SG 155) |
| 6. (Y&T 193, SG 223) | 5F50 on 65c violet | (Y&T 126, SG 155) |
| 7. (Y&T 195, SG 225) | 50F on 65c violet | (Y&T 126, SG 155) |

1944 (July?) As above, but surcharged in black or red (R)

(a) Stamp of Mauritania

- | | | |
|----------------------|----------------|------------------|
| 8. (Y&T 137, SG 129) | 15F on 90c red | (Y&T 95, SG 110) |
|----------------------|----------------|------------------|

(b) Stamps of Senegal

- | | | |
|-----------------------|-----------------------|-------------------|
| 9. (Y&T 189, SG 219) | 1F50 on 15c black (R) | (Y&T 119, SG 145) |
| 10. (Y&T 191, SG 221) | 4F50 on 15c black (R) | (Y&T 119, SG 145) |
| 11. (Y&T 192, SG 222) | 5F50 on 2c red-brown | (Y&T 115, SG 140) |
| 12. (Y&T 194, SG 224) | 10F on 15c black (R) | (Y&T 119, SG 145) |
| 13. (Y&T 196, SG 226) | 20F on 90c red | (Y&T 150, SG 202) |
| 14. (Y&T 197, SG 227) | 50F on 90c red | (Y&T 150, SG 202) |

The postage rates corresponding to the new values at the time of authorisation follow; some subsequent changes are noted in brackets.

1F50 was the basic letter rate. This explains why, as Alan Evans noted, this value seems to have been otherwise unobtainable. It will be noted that the 4,500,000 stamps that were surcharged with this value make up over 40 per cent of the total 10,630,000 that were authorised.

3F50 (new value). The basic (first 5 grams) surtax for airmail to France. Perhaps of more immediate significance in the summer of 1943, the Study Group for Airmail Rates in French Colonies has reason to believe that there was a so far untraced increase, also to 3F50 for the first 5 grams, in the air surtax to French Equatorial Africa with a possible effective date on or about 3 January 1943 when the Free French government resumed the Aéromaritime service along the coast of West Africa.

4F00 (new value). This was the basic foreign letter rate. (Ian McQueen's researches have shown that the surcharge for airmail to French Equatorial Africa was increased to 4 francs per 5 grams on or about 15 December 1943.

4F50 (new value). The basic rate for registered letters to all destinations in the French Empire. It was also the rate (basic plus surtax) for airmail letters of 5 grams or less to Morocco and Algeria (source, Ian McQueen again).

5F00. (a) Second step (21 to 50 grams) registered letters within the French Empire, (b) basic air rate including surtax to France and (c) possibly also to French Equatorial Africa.

5F50 (new value). I have not been able to account for this rate in 1943. (As from about 15 December 1943 it became the basic rate including surtax (to 5 grams) for air letters to French Equatorial Africa.)

The remaining values (the 15 and 50 francs were new) were supplementary values intended largely for use on parcels - the COL.FRA *Bulletin* reprints a note by a M. R Altériet, a former resident of Dahomey, which shows that after the Liberation expats were allowed to send a limited number of food parcels to their families and friends at home.

As already noted, the *arrêté* authorising the use of all the colonies' stamps throughout the Federation specifically excluded Togo, which was of course administered separately under Mandate from the League of Nations, whereas the article in the COL.FRA *Bulletin* says the opposite. It is certainly true that French West Africa stamps can be found with Togo postmarks in the mid-1940s; probably in practice whatever happened to be to hand was used⁽³⁾. (There was a similar set of surcharges for Togo containing all the above values except the 4F50, 15F and 50F (Yvert/Cérès 228-235, SG 155-162) which I have always found very elusive.)

As an interesting postscript to this issue, M. Altériet's note records the existence of a bogus 15 franc surcharge on the 90c Caillié stamp of Dahomey. In the summer of 1946 he was waiting to post parcels home and noticed a solitary local franking piles of parcels in a corner. To save time he purchased a quantity of the bogus stamps without noticing that the basic stamp was wrong. Lucky man! If by any chance anyone has an example of this enterprising creation, please let me know!

P.S. — Scott gets it right! I have recently obtained through the good offices of Dick Stevens, the President of the France and Colonies P S of the USA, a set of pages from their catalogue containing the French West Africa colonies and find that these surcharges are listed under “French West Africa”. (There is, however, one error which can be, and hopefully will be, corrected very simply. My numbers 1 to 4 - Scott 4 to 7 - are ascribed to 1944, not 1943.) It is to be hoped that this will further encourage Yvert, Cérès and Gibbons to accept the temporary embarrassment of a renumbering of subsequent issues and put their listings on a correct footing. Gibbons, incidentally, included what they now correctly list as numbers 1 to 26 of French Equatorial Africa under Gabon and Middle Congo until at least 1968. Such early French catalogues as I have, going back to Yvert of 1950, show that they did not make this particular mistake.

I have differed from Scott in placing Mauritania before Senegal in my listing as I believe that European catalogue editors would prefer a strict alphabetical order.

⁽³⁾ See the Appendix.

PAGES FROM MY COLLECTION

(14) The French Foreign Legion in Morocco

Bob Deakin

In 1933 the strength of the Legion was 20,000 men, of which there were 17,500 in the French Mediterranean territories of Morocco, Algiers, Tunis and Syria, and 2,500 in Madagascar and Indo-China. Approximately 45 nationalities were in the Legion, mainly French, Germans, Italians, Poles, Belgians and Swiss – but only the French could be senior officers. To qualify for service they must be between 18 and 45

years of age, 5ft 2 ins minimum height, and physically fit. The only crime for which a recruit is not accepted is murder!

The Legion served mainly in Tonkin (Indo-China), Madagascar and the Sahara. They enlist for 5 years, but can serve up to 15 years to get a pension. Their uniform consists of white duck trousers, a long blue coat buttoned back at the sides, and a white covered *képi* hat.

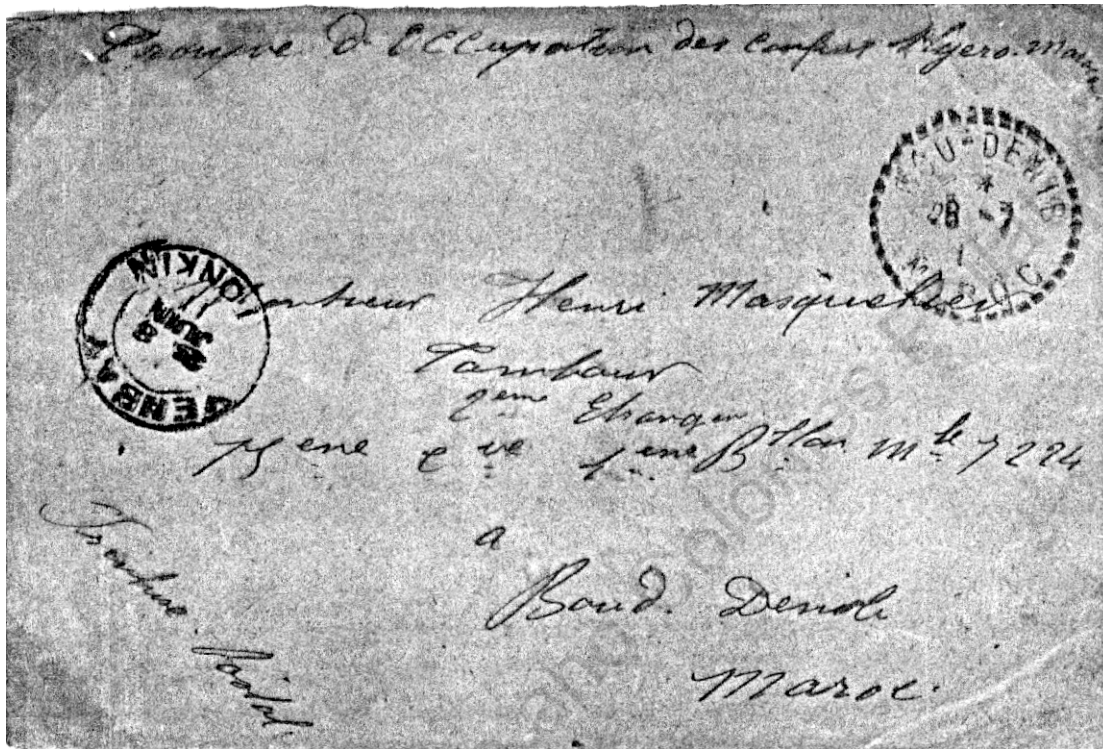


Figure 1



Figure 2

Figure 1 (top) -
1911 cover from a Legionnaire in Tonkin to a soldier at Bou-Denib,
situated in the desert of south-east Morocco;
transit cds Columb-Bechar-Oran.

Figure 2 (above) -
Postcard of Legionnaires guarding Moor prisoners at Bou-Denib.

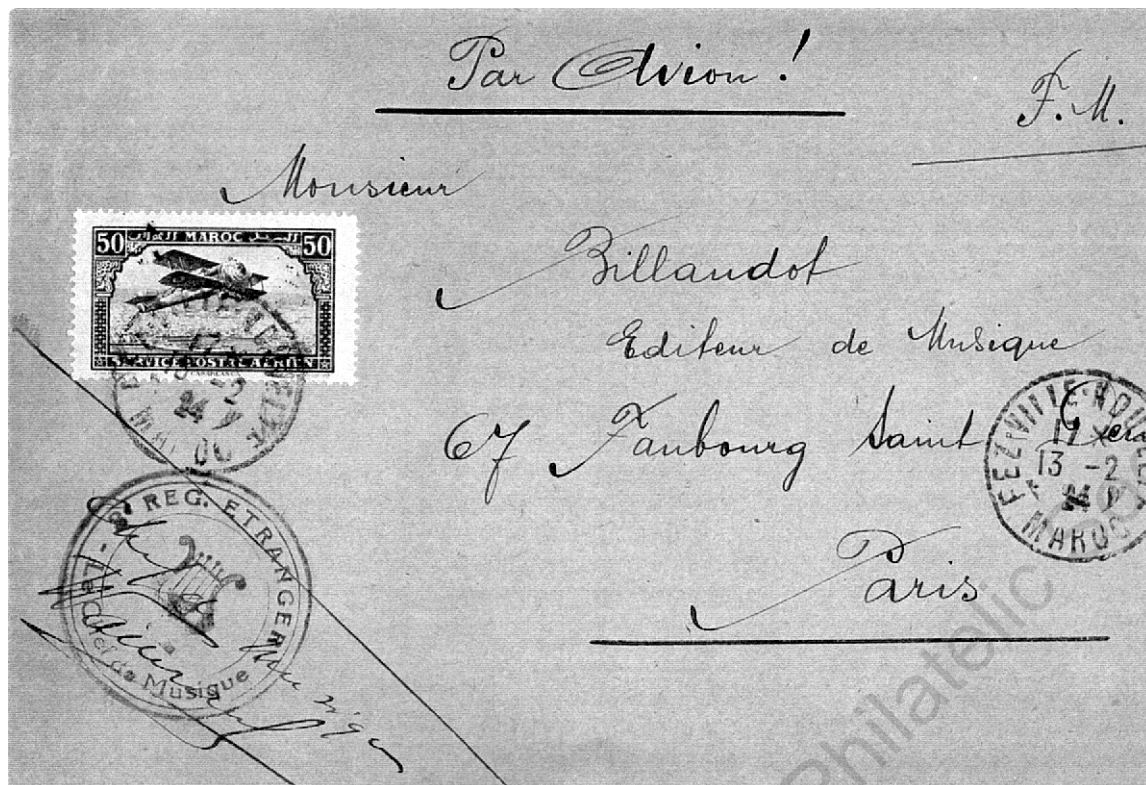


Figure 3 -
February 1924 cover from Foreign Legion Military Band in Fez to Paris;
50c charge for airmail.



Figure 4 -
1927 registered cover from a Legionnaire to Czechoslovakia.

Aspects of the Postal History of French West Africa North of the Niger

Peter Kelly

These notes aim to give a small glimpse of the postal history of part of the French Colonies which made up the Federation known as French West Africa with an emphasis on French Sudan, Niger and Mauritania, countries north of the Niger river. The period covered is from the 1880s until the end of the 2nd World War.

The Colonies contained in French West Africa consisted of (at 1945) Mauritania, French Sudan, Niger, Senegal, French Guinea, Ivory Coast, Togo and Dahomey. The Colony of Upper Volta was created and dismembered during this period.

A study of this area is complicated by the changes in boundary during its history, and a brief summary of the development of the three countries we shall look at may be useful.

Soudan Français

French influence brought by explorer Faidherbe from the River Senegal to the River Niger was extended by conquest to the area of Tombouctou in 1883 and stretched without limitation as far as control and influence could be maintained. The region was given the name *Soudan Français* in 1891 with its capital at Kayes.

It was shrunk in 1899 by transferring 11 of its southern provinces to French Guinea, Ivory Coast and Dahomey although two provinces were returned the following year. The remainder was broken up into three military districts based on Tombouctou, Bobo Diolasso and Zinder. What remained became Upper Senegal and Middle Niger.

In 1902 the non-military zone became *Sénégalie et Niger* and in 1904 *Haut Sénégal et Niger*. At that time the capital was moved to Bamako.

In 1911 Niger became the only military district, based on Zinder, and began to separate from the main colony. It became an independent colony in 1922. Prior to that, in 1919 the colony of Upper Volta had been created by detaching, *inter alia*, 6 of the southern provinces of Upper Senegal and Niger, and what was left reverted to the name of *Soudan Français*. When Upper Volta was abolished in 1933, parts of the original province reverted to French Sudan.

Use of Postage Stamps

Date	<i>Soudan Français</i>	<i>Niger</i>	<i>Mauritanie</i>	<i>Haute Volta</i>
1894	<i>Soudan Français</i>			
1903	<i>Sénégalie & Niger</i>			
1906	<i>Haut Sénégal & Niger</i>		<i>Mauritanie</i>	
1920				<i>Haute Volta</i>
1921	<i>Soudan Français</i>	<i>Territoire de Niger</i>		
1926		<i>Niger</i>		
1932				End of <i>Haute Volta</i>

On 4 April 1954 French Sudan joined Senegal to create the Mali Federation.

Niger

Niger became a military territory in 1900 based on Zinder, and a part of the Federation of French West Africa in 1904. It was administered as part of French Sudan and its successors until 1911 when it became the military territory of Niger.

On 4 December 1920 it became a separate territory, and a colony on 13 October 1922. In 1924 the capital was moved from Zinder to Niamey.

Niger became an autonomous republic within the French Community in 1958, and an independent republic in 1960.

Haute Volta

This was a separate French colony created from the south-eastern part of *Haut Sénégal & Niger* in 1919. It ceased to exist at the beginning of 1933 when its provinces were divided between *Soudan Français*, *Côte d'Ivoire* and *Niger*.

It was revived in 1947 and in 1958 became an autonomous republic within the French Community. It became independent in 1960, and in 1984 changed its name to Burkina Faso.

Mauritanie

French influence spread north from Senegal, and in 1904 Mauritania became a "civil territory" dependency of French West Africa. Borders were pushed further north in 1909 and colonial status was given in 1921.

Administratively, *Mauritanie* shared the same capital as Senegal, St Louis.

After two years of autonomy within the French Community, *Mauritanie* became an independent Islamic republic in 1960. In 1976 it annexed the southern part of the former Spanish Sahara.

Before 1906 the only post offices were at Kaedi and Rosso, administered from Senegal. In 1915 the number of offices had increased to 10.

Population

c1937.

<i>Soudan</i>	Total	3,600,000	of which European	2,689
<i>Niger</i>		1,809,000		351
<i>Mauritanie</i>		370,000		444

Communications

Communications in French West Africa provide a backdrop to a story of exploration and ambition of Empire, with the penetration of the interior as the main goal. The main base, from the beginning, was Senegal, and as French troops pushed deeper into the interior, often against strong and long lasting opposition, the means was needed to supply those troops and, when the region was settled, to transport the produce of the interior to the sea.

Roads

There were no wheels used until the advent of the Europeans, and the road structure developed slowly from simple native tracks to the roads of today. Over a period of years a network of roads has been built up which are classified as Intercolonial - which were (in 1940) the responsibility of Federal Government - and Colonial roads - which were maintained to a greater or lesser degree by the colony. Other roads are little more than tracks. The effect of seasonal change on some roads subject to flooding, non-availability of ferries and bridge problems is a real one which may make roads impassable for weeks on end. The effect of desert storms and drifting sand in the northern desert areas can also make desert tracks impassable.

The Intercolonial roads run in essence from Dakar (*Sénégal*) to Zinder (*Niger*) via Kayes and Bamako (*Soudan Français*). From Abidjan (*Côte d'Ivoire*) a road runs to Bobo-Dialasso (*Sénégal / Haute Volta*) and from Cotonou (*Dahomey*) to Dosso (*Niger*) to meet the Dakar-Zinder road, and from Lomé (*Togo*) inland to Ouagadougou (*Sénégal / Haute Volta*).

The principal means of travel is by bus, and these carry passengers, goods and the mails. A restricted number of services existed (1940) linking zones of population. In the *Soudan*, for example, there were six bus services running on a weekly or twice weekly basis whose journey time could be as much as 37 hours between termini. Of these, it is understood that 5 carried mail. They are:-

Bamako-Segou-San-Mopti

Twice weekly: 27-37 hours

Bamako-Kolokani-Mourdiah-Nara-Nema

Weekly: 40 hours

Bamako-Sikasso-Bobo Diolasso (*Côte d'Ivoire*)

Twice weekly: 33 hours

Segou-Koutiala-Soin-Tougan-Ouahigouya

Weekly: 29 hours

Mopti-Douentza-Hombouri-Gao

Weekly: 31 hours

Gao-Ansongo-Niamey (*Niger*)

Weekly (but did not carry mails)

In Niger there was only one service running between Niamey and Zinder, and a fortnightly seasonal service between Algiers and Fort Lamy that passed through Niger via Zinder (October to May). There was also the Trans-Saharan route from Niamey to Colomb Bechar (Algeria) - a run of 1750 miles in 17 days.

In Mauritania there are roads in the southern part of the colony and tracks leading north to Rio de Oro (Spanish Sahara) and Algiers. Apart from the Senegal River, these are the only means of transport. There were two bus services in 1939 from Rosso (connecting with the steamer service on the Senegal River) to Atar (fortnightly) and Boutlimit (monthly).

Railways

France started reasonably early to construct railways from the principal coastal ports to the hinterland.

In Senegal, the line inland from Dakar to Bamako and Koulikoro is over 800 miles long. It was started in 1878 and despite fighting in the 1880s was completed in 1885 and a "convoyeur" service started in 1887. Koulikoro was the railhead on the Niger River.

In Guinea there is one long railway line of nearly 450 miles linking Conakry with Mamou (reached in 1905), Kouroussa in 1910, and Kankan in 1913. Kouroussa was an important railhead connecting with the navigable upper waters of the Niger River and Kankan with the Milo River. A considerable amount of produce from *Soudan Français* was brought down to the coast by this line. "Convoyeur" marks are known from 1923 up to the 1950s.

In the Ivory Coast a line of over 500 miles ran inland from Abidjan, the capital, to Bobo Diolasso (on the Black Volta River) in the north of the colony, which became part of Upper Volta while it remained a separate colony. A "convoyeur" service existed as far as Bouaké (reached in 1912).

In Dahomey the line inland to Niger colony developed slower than the other lines and reached Parakou only in 1936 for a total length of some 250 miles, still some 200 miles short of Niger colony. The connection with Niger was by road.

Rivers

Because of seasonal floods and droughts, rapids and shoals, the main rivers were not wholly navigable and this includes the Niger. All of these conduits were used to get mail to the seaports of which the principal two were Dakar and Conakry, and these were regularly serviced by the French mailboats.

The two principal rivers relevant to this study were the Senegal River and the Niger River.

The Senegal River reaches the sea at St Louis and is navigable as far as Kayes (*Soudan*) carrying passengers, goods and mail at times. The railway was clearly quicker with a two day journey from Bamako to Dakar. A considerable volume of goods was carried in vessels of up to 1000 tons and a draught of 15ft when the river was in flood.

The Niger River is a key to the *Soudan* and *Niger* colonies but it is not wholly navigable between Kayes and Niamey (*Niger*). The river rises in the Guinea highlands and becomes viable commercially when it reaches Kouroussa on the Conakry to Kankan railway. Steamers could only use the section between there and Bamako and Koulikoro between June and March when the water level is higher. The reason for this is that there are rapids which are not navigable downstream of Koulikoro, which is the railhead of the railway line to Dakar. There is a canal connecting with the lower reaches where the river again becomes navigable, and a steamer service runs between there and Ansongo 875 miles downstream, and steamer traffic runs between mid-July and mid-December. From Ansongo to Niamey is a further 230 miles and traffic is restricted to canoes from mid-May to mid-August. When the river is in full flood there are two steamer services from Ansongo to Niamey and from Niamey to Gaya (189 miles). Varying weather conditions make it impossible to adhere to a strict timetable and the Gaya service is intended to connect with the bus service at Tchaoulou.

The river carries goods in considerable volume upstream to connect with the French ports as well as passengers and mail. The weather conditions are critical and it will be noticed that the low water periods of May-June at Kouroussa become May to August by the time the river reaches Ansongo.

Airmail Services

In the mid-1920s the first airmail services started from Toulouse to Dakar and eventually across to South America. This route was largely coastal and still required the interior to send the mail down to the coast by rail, river, vehicle or porter to the traditional ports at Dakar, Conakry, Lomé,

Abidjan and Cotonou which developed airports or seaplane bases. The interior of *Soudan* and *Niger* had to wait until the mid-1930s before an Air Afrique service started from Marseille to Gao (*Niger*) with branch lines to Cotonou and Dakar. There was also a branch line between Gao and Bamako calling at Tombouctou, Mopti and Segou. The main service was extended through French Equatorial Africa and Belgian Congo to link up with East Africa.

The 2nd World War halted the development of airmail services and the main route was cancelled at the time of the Franco-German armistice in 1940. French West Africa was initially pro-Vichy. A new airline was formed by the Vichy government, "Réseau Aérien Français" (R.A.F), to take over and run part of the Air Afrique route. This allowed services from the interior to continue to operate into France and with other pro-Vichy French colonies until the invasion of North Africa by the Allies in 1942. Following the appeal by General Daulan at that time, one by one the colonies sided with de Gaulle and the Free French. The R.A.F. would not call at colonies not loyal to Vichy and airmail operations between France and French West Africa were suspended until the liberation of France. As soon as the colonies joined the Free French, services were provided by the military which operated until life returned to normal after the war.

* * *

Useful books and sources of information in helping to produce the display:-

Naval Intelligence Geographical Handbook: *French West Africa, Volumes I & II.*

Rossiter / Flower, *The Stamp Atlas.*

Waugh W M, *Railway Mail in the French African & Indian Ocean Colonies.*

Boyle T H, *Airmail Operations during World War II.*

Journals of COL.FRA, France & Colonies Philatelist (USA), Feuilles Marcophiles, France & Cols PS Journal (UK).

Study Group for Airmail Rates in French Colonies up to 1945, led by R Picirilli (USA).

Members of France & Colonies PS and West Africa Study Circle *in lit.*

[These notes were originally produced to accompany a display given to WASC in December 2000.
See pages 30-31 for a full report of the display.]

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pour un envoi en nombre (Trassaert); Le courrier de la victoire (Elin); Voyage à travers, la collection...d'une vie (Elin).

N° 1737 Jan 2001: La philatélie à l'épreuve (Trassaert); Les vignettes de solidarité Notopfer (Trassaert); Voyage à travers la collection...d'une vie (Élin).

Timbres magazine

Permanent features: Actus Andorre, Monaco et TOM, Cybermarché, Expertise, Les nouveautés de France, Les variétés, Manifestations, Marcophilie, Poste navale, Polaires.

N° 7 Nov 2000: Le 1 franc vermillon conserve ses mystères [Cérès] (Melot); Le visage de Cérès ou l'éternel retour de la République (Chatriot); Loire-Atlantique, un nom de fleuve et d'océan (DM); Tunisie: des variétés inconnues des catalogues (Melot); Le porte-avions "Foch" change de nationalité (Lecouvey).

N° 8 Dec 2000: Les bureaux postaux militaires français en Afrique (Couesnon); La poche de Saint Nazaire: mythes et réalités (Apaire et Sinais); Tempêtes et naufrage en Mélanésie [Nouvelle Calédonie] (Pellinec); S'abonner, c'est payant [1^{re} partie] (Blanc); Perdus de vue (de la Mettrie); Le 5F «Empire» (Granier).

N° 9 Jan 2001: La série «Francisque» une émission anti-franchise (Apaire et Sinais); Facéties de gouverneurs en océan Indien (Pellinec); S'abonner, c'est payant [2^e partie] (Blanc); La passion des marques postales: Le Var (Baudot).

Continued from page 12

APPENDIX

A Note on Togo

The position as regards Togo is uncertain. The article by Constant Bouérat already mentioned (see footnote ⁽¹⁾ on page 11) quotes the *arrêté* of 24 March 1943 but omits the words excluding Togo. Michael Ensor, who was in the Colonial Service in Gold Coast for many years during and immediately after World War II has seen this article and has kindly commented as follows. French Togo came nominally under the Governor-General of French West Africa in 1937, but there was no integration of the two administrations. Both French and British mandates lapsed *de facto* with the War, and thereafter both governments ignored the mandated status of the Togos (which was not formally brought to an end until the last meeting of the General Assembly of the League of Nations in April 1946),

and Michael suspects that Dakar's control over French Togo was made much closer by the Vichy Government.

Michael has a mixed franking (Togo/French West Africa) cover sent airmail from Cotonou to Morocco on 19 January 1944. It does not appear to be philatelic; the correct 4F50 postage was met by 20c and 30c stamps of Togo and the 4F on 65c green of French West Africa (my n° 2, ascribed by Yvert, Cérès and Gibbons to Mauritania). He comments that this means either that the provisions of the 24 March 1943 *arrêté* were subsequently extended to include Togo; or that there was an informal arrangement between the post offices of Dahomey and Togo to help the former out because of an acute shortage of low values there.

Here is another field for research!

SHORTER ITEMS - INCLUDING QUESTIONS AND ANSWERS

Rural and Local Postmen of the *Type Sage* Period 1876-1900

An update (already!) ...

It's always the same, isn't it? As soon as one writes an article and submits it to publication, along comes new material that would have fitted in well. The two covers illustrated

below, both new acquisitions, relate to mail distributed by a postman on his rounds and which, therefore, never saw the inside of a Post Office.

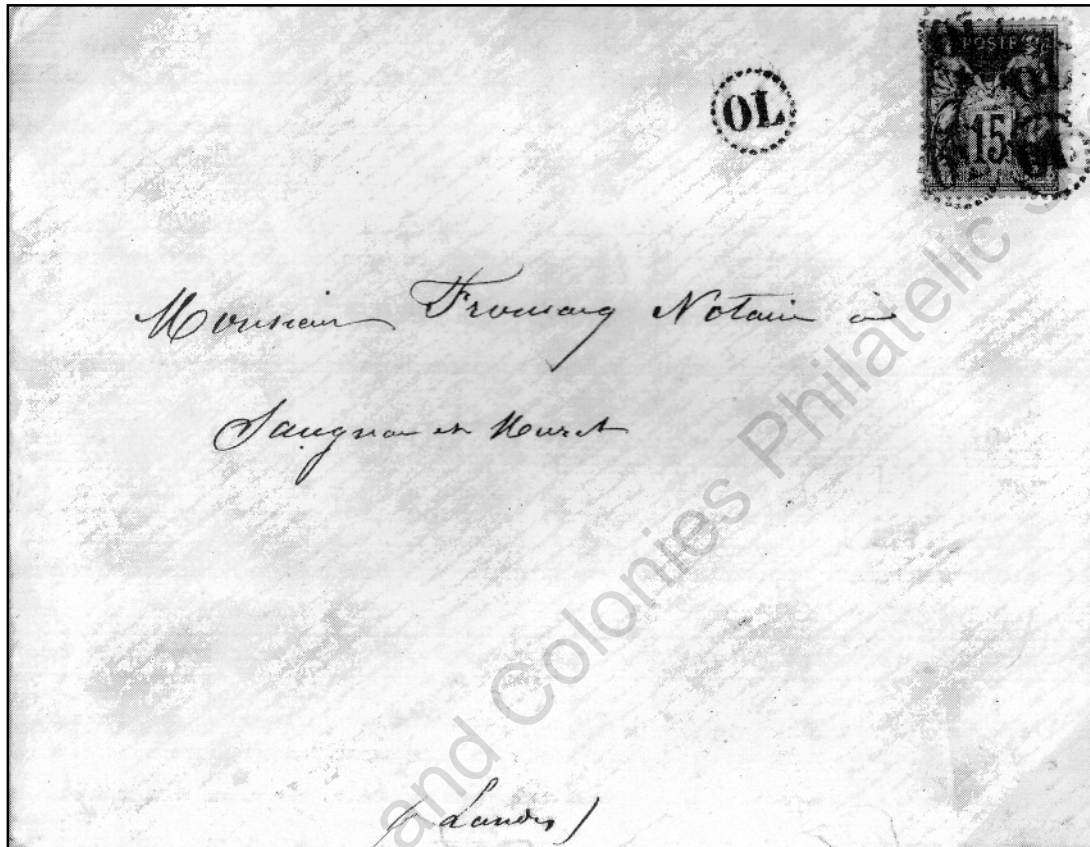


Figure 1 -
16 March 1888 (letter inside).

Letter handed to a local postman operating in the *commune* of Saugnac et Muret (Landes) served by the post office in that *commune*, and distributed in the course of his round.

It is uncommon to see an example of the "OL in a circle of dots" handstamp used as an obliterator, and particularly where the postage stamp was correctly struck on the four corners in the prescribed manner.

There are a number of reasons why this is less common than the "OR in a circle" handstamp.

In the larger communes and towns the postman had his own identifying stamp, and in the smaller ones the local population usually had easy access to the post office in their commune and its letter box, and could deliver letters by hand themselves.

FRANCE 1900 - 2001

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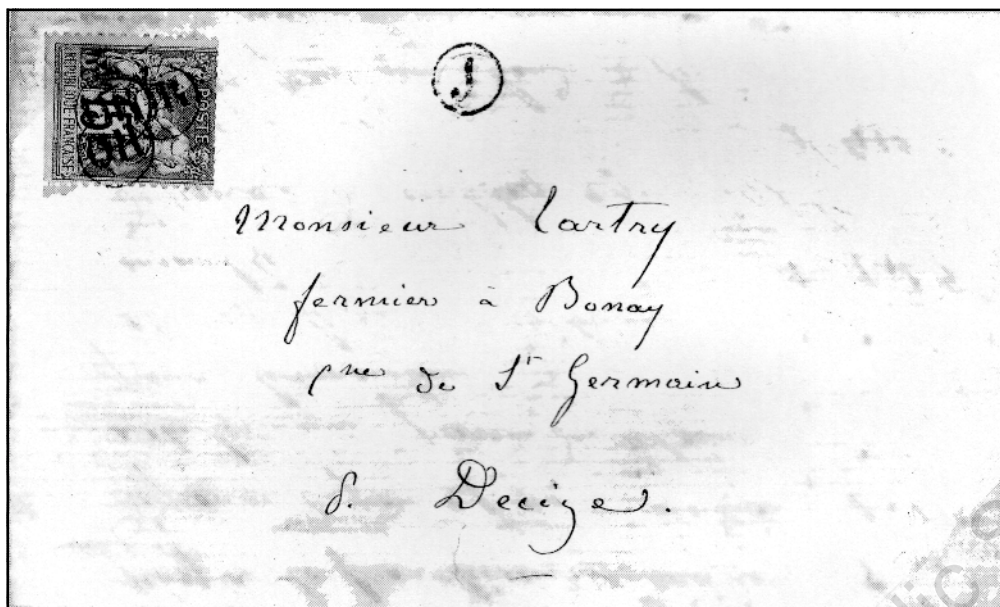


Figure 2 -
1877 (year mentioned inside).
Cleared by a rural postman from rural box "J" of the Decize (Nièvre) office
and distributed by him in the course of his round
after cancelling the postage stamp with his "OR" handstamp.

*In this case the postman has had to cancel the postage stamp before delivering it,
and has done this quite correctly by means of his "OR" handstamp.
In a perfect world he should have applied his handstamp to the four corners,
but the three strikes have done the job quite adequately.
A rural box handstamp should never be used as an obliterator.*

Peter Kelly

Two puzzling covers - (1) a *boîte rurale* mark and (2) a postage deficiency label

Possibly some member(s) might be able to throw some light on two covers that I have recently acquired, copies of which are reproduced below.

The first (Fig 1) has a Bourgachard, Bouches du Rhône, type 12 cds and is addressed to Basqueville en Caux, Seine Inférieure (a long journey across France from bottom to top!). The (E) *boîte rurale* is presumably in Laudin because that is the name on the address inside the letter. My query is over the possibility of finding a *boîte rurale* mark beside a 1^d (one décime) mark. As I understand it, in theory the two marks would never meet - or would they?

The second cover (Fig 2) is even more puzzling (to Mick Bister as well as me). Straightforward at first, it is sent

printed matter rate to England from Paris (the envelope was never sealed because it was of the type that does not have gum) and with only a one franc Cérès stamp instead of stamps totalling two francs to meet the printed paper rate to GB at the time (30 July 1946). A manuscript "-1.00" shows the postage deficiency but, stuck on the top left-hand corner of the envelope, and using a torn up piece of a post office form, there is a stencilled (?) "*Retour pour complément d'affranchissement. Reste dû 1fr.*" Someone has then drawn a black line down the face of the envelope and the label. Can anyone shed any light on the reason for this treatment?

Gerald Gosling

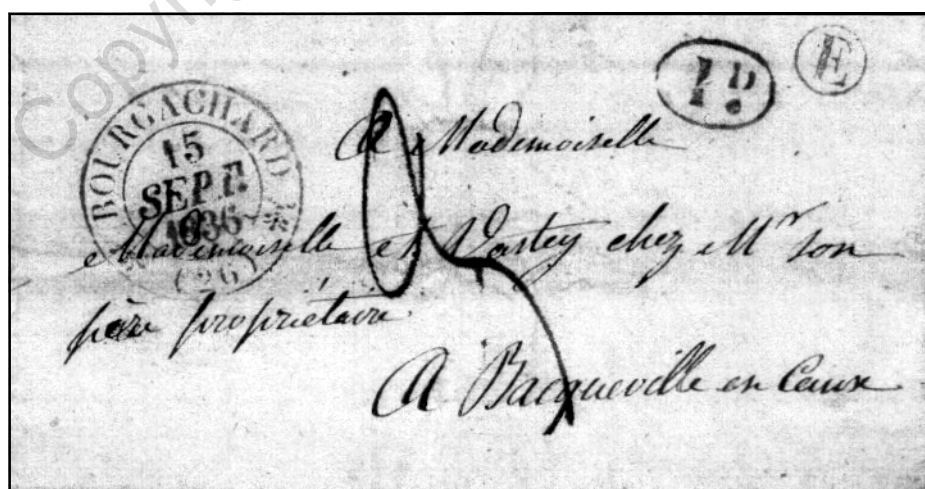


Figure 1

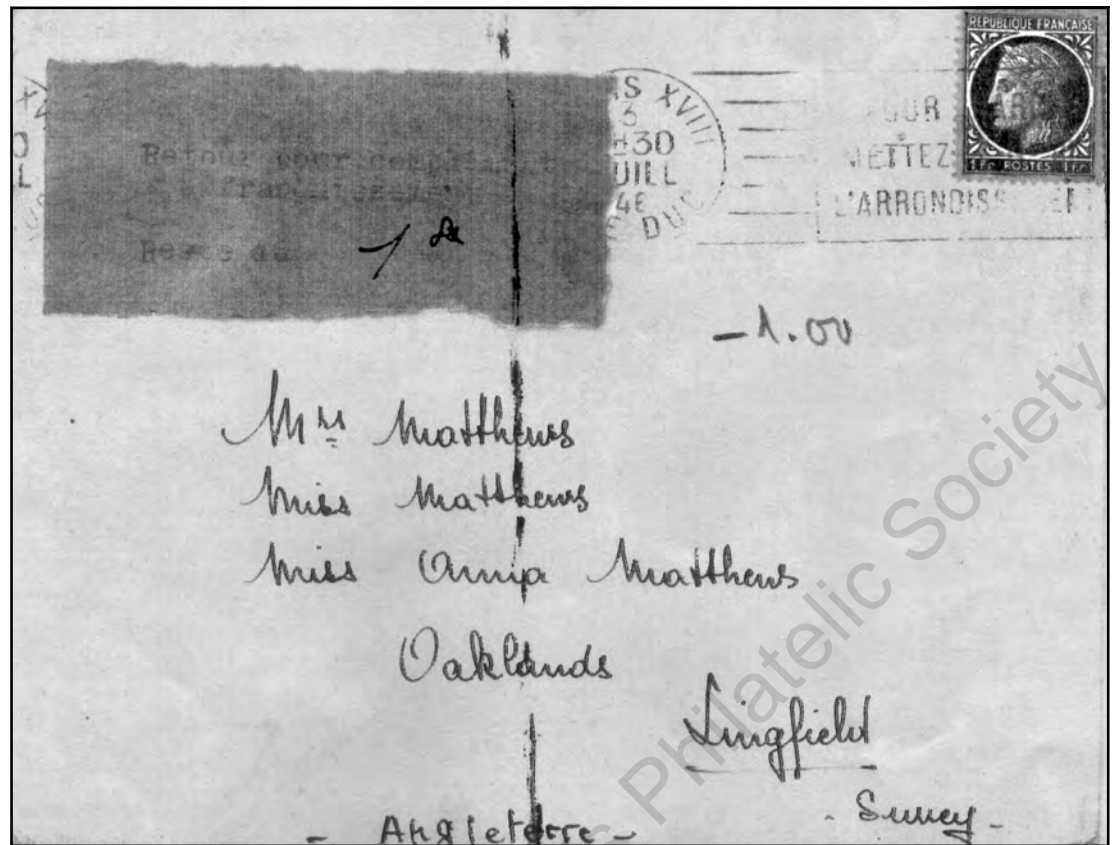


Figure 2

French Cameroun: Perforations of the 1946 Set

In 1998 I reported in *Cameo*, the journal of the West Africa Study Circle, that I had been able to identify a consistent variety of perforations on this definitive set. I am also aware that these perforation varieties exist on the stamps of the same period from other French African territories.

The post-war definitives up to Independence for Cameroun, AEF, AOF and Togo were printed by the Institut de Gravure, Paris, instead of the more usual Government Printing Works. They were a long-lived issue and continued in use during a period of inflation. Thus there were many printings and changes in the weighting of numbers issued between the values.

The lower value stamps (size 22.5mm x 36.75mm) were issued initially only in comb perf. 12.5 x 12.5, showing 24 perforation holes on the long side (Fig 2). As the stamps are a mixture of horizontal and vertical formats, I will refer to "long side" and "short side" throughout this report. The perforations are often irregular and other philatelists have reported stamps measuring 12.25 on the long side. At some time in 1950, as evidenced by dated used stamps, a new comb perforating machine was brought into use which had 23 holes on the long side, measuring exactly perf. 12 (Fig 3). The teeth of this machine are very regular, and with practice may be distinguished by eye. The short side remained perf. 12.5. Unfortunately there are no *coins datés* of this issue.

I have used complete sheets of the 60c Cameroun value to check that the perforations do not vary within the sheet, by

checking every stamp. There is no variation: every stamp in each sheet is either 23 holes or 24 holes. The 24 hole perforations are irregular throughout and the whole of row 4 of this vertical format stamp shows a very short space between the bottom hole and the corner hole, which makes the stamps show 12.25 on a perforation gauge.

The earliest dated perf. 12 stamp found so far is a Cameroun 3F on cover dated 3 June 1950 from M'bangá. After 1953 every 15F and 25F value seems to be perf. 12. The 15F is a particularly commonly used value in the 1950s and so is very common with the new perforation. The 3F value also seems to be quite consistently the new perforation after 1953, but other values, especially the 2F, continued in use up to Independence without changing over to the new machine.

I therefore think the perf. 12 values will prove to be a part-set, and I have tabulated the Cameroun values I have found so far with perf. 12 on the long side (Fig 1).

A particular oddity is the 1/2d Sterling surcharge of 1961, for use in the former British Cameroons. This uses the 1F value of this set as the base stamp and is usually found perf. 12.5, even though this value had been produced using the new perforator by then. On the other hand some copies of the surcharge have been found to use the base stamp perforated with 23 holes on the long side, perf. 12. The 2d value is surcharged on the 10F, which again is mainly found perf. 12 by the late 1950s, but has only so far been found with the old perf. 12.5 WITH the surcharge.

SG number	Value	Mint	Used
232	10c	X	
233	30c	X	
234	40c	X	
235	50c		
236	60c	X	
237	80c		
238	1F	X	X
239	1F20		
240	1F50		
241	2F		
242	3F	X	X
243	3F60	X	
244	4F		
245	5F		
246	6F		X
247	10F	X	X
248	15F	X	X
249	20F	X	X
250	25F	X	X
286	½d on 1F	X	X
287	1d on 2F		
289	2d on 10F		

Figure 1



Figure 2
(enlargement)
Perf. 12½ x 12½
(24 holes)



Figure 3
(enlargement)
Perf. 12½ x 12
(23 holes)

The most logical conclusion from all this is that the two perforating machines remained in use in parallel, and that some values, such as the 2F were never perforated using the newer machine.

Although Cameroun is my main collecting interest, I have found the AEF 5F, the AOF 10F and Togo 5F, 10F and 15F all used with the perforation 12 on the long side. Collectors of those territories should easily be able to find more.

I hope that this perforation variety will be listed by Stanley Gibbons next time they issue Part 6 "France & Colonies" and that members will find this article useful in identifying them in their collections.

I had also hoped that splitting the set in this way would help to date the wide range of shades of colours on these stamps. It does not help much because I have found some of the shades with both perforations. The only broad conclusion I can reach is that the brighter shades tend to be later, based on dated used copies.

References

May R F, "French Cameroun: Perforations of the 1946 set," *Cameo*, January 1998

May R F, "French Cameroun 1946 Perforations – an Update," *Cameo*, July 1998

Rob May

World War I Censorship in Niger?



This envelope was sold to me as an example of censorship in Niger during World War I, a subject on which I know of no authoritative literature. Posted in Paris in August 1916, it is addressed to a financial official at Zinder, which at that time was the territory's headquarters. It is backstamped 'ZINDER TERRITOIRE DU NIGER 24 SEPT 16'.

The envelope has been opened and resealed by a tape printed 'POSTES ET TELEGRAPHES (Art. 483 de l'Instruction général)' and stamped by the official cachet seen on the front and another on the back reading

'CONTROLE
Postal Militaire'.

I cannot think of any reason other than censorship for the inspection of the content of this cover. At the same time I cannot see why an envelope from France to a senior French official should have been opened in Niger. To be sure at that period the territory had still not been wholly pacified, but the troubles in 1916 centred on the Filingue area, several hundred km from Zinder and in any event would not have involved a French financial official.

Bill Mitchell has a cover of this period, uncensored, addressed to the same official.

Michael Ensor

50F Guynemer

Member J C McLauchlan of Sale, Cheshire, has recently acquired a cover bearing the 50F Guynemer (Y&T 461) and cancelled by a *PARIS XIX DEPART* circular date stamp clearly dated 7.11.40 (illustrated on next page). It purports to be a first day cover, but after consultation with various sources of reference there appear to be considerable differences of opinion over the exact date of issue of this stamp.

Joany in his *Nomenclature des Timbres-Poste de France, Tome VI* published in 1970 states 12 November 1940, as do most of the current catalogues including Stanley Gibbons' *France* and Cérès' *France 2001*. Storch & Françon quote the same date in their *Catalogue Spécialisé des Timbres-Poste de France 1900-1940* published in 1973, but in their

Catalogue Marianne 1984-85 they contradict themselves by stating quite a different date – namely 12 October 1940. This October date is also given in *Le Patrimoine du Timbre-Poste Français* published in 1999. The only publication seen which supports the date on the cover is the 1968 edition of Stanley Gibbons' *Europe* catalogue but it is not known in which year Gibbons changed their entry from 7 November to 12 November 1940.

It has been standard practice for French stamps to have two dates of issue, one being the philatelic *vente anticipée* normally reserved for the town associated with the subject of the stamp, and the other being the *vente générale* when the rest of the post offices in France put the issue on sale. However, in these circumstances the two dates are usually



no more than a couple of days apart and therefore this practice does not seem to be an explanation for the diversity of dates quoted for the 50F Guynemer. Does any other

member have a first day cover of this issue or any additional information which might throw light on this anomaly ?

Mick Bister

Le Type Sage - An 1898 Military/Maritime Cover

Figures 1 and 2 are the front and back of an interesting cover with military, maritime and French West Africa connotations. With the passage of time it has become rather shabby – most regrettably, the sender's details are missing.

The letter was posted on board a French ship approaching Dakar; presumably a French serviceman returning from leave was writing home. He was entitled to the “*Correspondance d'Armées*” concession, under which sub-officers and other ranks were able to frank their basic rate letters home at metropolitan French rates (at this time, the colonies were treated as foreign countries so far as postal tariffs were concerned; the metropolitan rate was 15 centimes, the colonial rate 25 centimes).

The maritime cachet cancelling the stamp shows that the writer was travelling on the “Chili”, which had left Bordeaux on 7 October 1898 en route for Buenos Aires. The stamp was incorrectly cancelled by the civil maritime *BORDEAUX A BUENOS AYRES 2°/L.K.No.4* octagon (Salles type 1.113/3) of 14 October; the post clerk on board realised his mistake and added the correct military circular *CORR.-D.ARM* date stamp (*LIG.J.PAQ.FR.No 6*, type 1.099/6) of the same date; the dater block is inverted. This cachet is recorded as having been used on the “Chili's” return voyage, which arrived at Dakar on 17 November; apparently Salles'

listing is ambiguous and it was used on both the outward (*Ligne K*) and return (*Ligne J*) trips.

On the reverse of the cover is the Dakar circular date stamp of 15 October, applied after the letter was landed from the “Chili” for transmission back to France; on the front is the military/maritime *CORR.D'ARM/LIG.J.PAQ.F.No 3* (type 1.102/3) circular date stamp of 2[2] SEPT (error for OCT) showing that this was effected by the “Cordillère”, which left Buenos Aires on 7 October, called at Dakar on 22 October and arrived at Bordeaux on the 29th. The letter was finally received at its destination on the following day.

Details of the date stamps types 1.099/6 and 1.102/3 are unfortunately obscured by overstriking; figures 3 and 4 are illustrations taken from Salles.

It has not been particularly difficult to interpret the various date stamps on the cover which does, however, present some problems on which definitive answers are sought. As the letter was posted on board a French ship the use of a French stamp was appropriate. I would have thought that French postage rates would also have applied – in which case, why make the distinction between normal and “*Correspondance d'Armées*” services? Could it have been for accounting purposes? However, it has been suggested that since the letter was to be landed at Dakar for transmission back to



Figure 3

Figure 1



Figure 4



Figure 2

France, normal mail would have been chargeable at the colonial rate of 25 centimes, not the metropolitan 15 centimes, and the *CORR.D'ARM/LIG.J* date stamp was necessary to validate the letter for the concessionary rate. If anyone has definitive information on these points do please let us know, if possible quoting chapter and verse.

Acknowledgments

I am grateful to Peter Kelly for some helpful comments. The details of ship movements are taken from Raymond Salles, *La Poste Maritime Française - Tome III, Les Paquebots de l'Atlantique Sud, Brésil-Plata, Côte Occidentale d'Afrique*, pp 104 and 109.

Bill Mitchell

Air Orient from Poste aux Armées 600

Ian McQueen wondered where the French APO 600, whose date stamp appeared on his *Air Orient* cover, was located in 1932. This was in the Middle East – in Beirut.

David Taylor Smith

* * *

I have a cover with the *Air Orient* strike from *Poste aux Armées 606*, used in 1931 at Rayak (Figure 1). The *Union Marcophile* have discussed this cachet in the *Questions/Réponses* section of *Les Feuilles Marcophiles*, which show

two examples used by *Poste aux Armées 606* in 1931 and 1935. The complete cachet is shown below (Figure 2).

The 600 series of *Secteurs Postaux* was created early in 1919 for the French contingents occupying Cilicia and, later, establishing order in the Middle East protectorate as the *Armée Française du Levant* (A.F.L.). The initial “*Trésor et Postes*” date stamps changed, in the period 1924 to 1939, into “*Poste aux Armées*” numbers, when 600 was used for Beirut and 606 for Rayak.

Georges Barot

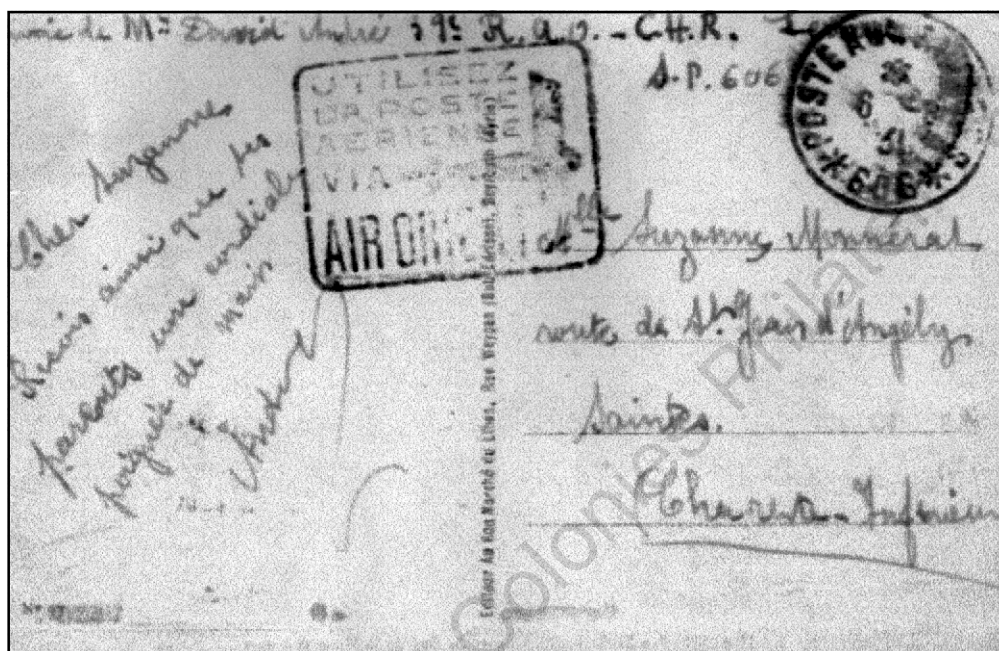


Figure 1 -
Poste aux Armées 606 date stamp of 6.8.31
on postcard with *Air Orient* cachet



Figure 2 -
The *Air Orient* cachet complete

Folded Business Postcards

Dr Robert M Bell, P O Box 3668, West Sedona AZ 86340, USA (phone +1 520 203 4517; fax +1 520 203 4523; e-mail rmsbell@aol.com) has rediscovered the existence of folded business postcards that seem to have flourished from shortly after WWI until into the 1980s, at least in Europe (including France), Africa, and the Near East. I am delighted about his discovery, even though I do not collect that specialty myself because it appears to be one of the few areas that has not felt the presence of philatelists. That is to say, the cards were devised for the benefit of small businesses and other small organizations that did not print their announcements but yet had enough typing to do to save real money by putting the paper through the

typewriter only once, having a carbon copy attached, and then folding part of the card over on itself so one side became the address and the other the message side.

He sent me two pages of mostly questions about these cards and would like to have more information about them, if available. Do any F&CPS members know about these items and where to get more information? Your help, perhaps by publication in the Journal, would be greatly appreciated.

A copy of Dr Bell's detailed questionnaire is available from the Editor.

Ernst Cohn

REPORTS OF MEETINGS

MAIN SOCIETY MEETING OF 29 NOVEMBER 2000

Charles Kiddle: Paris 1900 Exhibition

Our President Mick Bister introduced Charles Kiddle as someone whose name was synonymous with vignettes and poster stamps, and said that he was looking forward to seeing some of the material from the book that had been featured in the September Journal.

Charles began by presenting himself as an officer of the Cinderella Stamp Club and a member of l'Arc-en-Ciel, with 44 years of collecting behind him, of which 11 years had been devoted to the speciality of poster stamps. He thought it appropriate to begin with a definition of poster stamps, with illustrative examples from Bournemouth. Their original purpose was to advertise and to promote businesses, and they needed to be distinguished from local stamps (of which strike labels were an example) and labels (which are stuck on an object to say what it is).

Until the period of World War I dealers did not differentiate between postage stamps and poster stamps, and advertisements for sheets of the latter were shown, together with a cross-section of vignettes produced by the stamp dealers themselves - such as Maury, Berck, Champion, Forbin - and some rare price lists from the 1890s. France took the lead in publications covering these items, and, in fact, in the late 19th century poster stamps were more popular with collectors than postage stamps.

The 1897 exhibition in Brussels kick-started the whole trend, and collectors particularly sought out poster stamps with dates printed on them. We were shown a whole range of colours - essays and proofs - and examples of the large pages on which the stamps were collected from the 1890s to about 1920, including some from a renowned Hungarian collector.

Items from the 1900 Paris Exhibition, which brought the first half of the display to an end, included entry tickets (beautifully illustrated in colour), a 20F *bon* for 20 tickets, postcards (some very rare ones from another famous collection), letterheads, invitations to a concert, and Au Bon Marché cards and labels. We learnt that France registered the largest attendance for an exhibition until overtaken by Montreal 1967; and that the exhibition vignettes became even more popular for thematic collections because no specifically Olympic vignettes were issued for Paris 1900.

After the usual break for viewing, we saw a comprehensive display of the Paris 1900 Exhibition vignettes themselves. Charles remarked that for 97% of the French population the term *vignette* would signify a car road fund licence, but he was using it here to describe the poster stamps. From 1827 to the 1950s catalogues of these issues had been produced, although they were not based upon research and merely gave a list, without illustrations, of what had been seen. Large early collections of them have by now nearly all disappeared, partly as a result of a rather parochial attitude on the part of collectors in France. One former huge collection mentioned now consists of only a two-page list. Advertising vignettes only rarely crossed national boundaries, and a tremendous amount has not been seen since the 1910s.

Despite the many enforced gaps in his collection, Charles said that his primary aim was to form a permanent record of the stamps issued. He expressed his aversion to giving such material to museums, as they usually locked the items away in a cupboard in the basement where they were unavailable for viewing or study. Over 60% of the available material came from East Germany, and another 25% from the USA; many albums had been produced to house the stamps. We were informed that many British poster stamps were printed in France.

We were able to see an amazingly wide variety of these vignettes, including those on invoices and cards, some offering free or discounted tickets to entice visitors to the exhibition, with various commercial productions such as advertisements for Zénith, Chocolat Suchard, Ceylon Tea, and the Columbia Phonograph Co. Among items of particular note were examples of the extensive *Pavillon* series, the only two known vignettes printed on silk, some scarce blocks in a range of colours, a sheet with double perforations, and seals of different commissioners. Even as late as 1913 there were some vignettes publicising products that had won gold awards in the 1900 Exhibition.

Geoff Gethin, who gave the vote of thanks, confessed that he was lost for words to describe the quality of this display. We had seen a truly spectacular show, accompanied by an erudite explanation of the purpose of the vignettes, with so many items that he would like to possess himself.

MST

VISIT TO GERMANY & COLONIES P S ON 2 DECEMBER 2000

Ashley Lawrence gave the first display on behalf of F&CPS, showing material relating to the Siege of Paris. By 19 September 1870, the armies of Prussia and its German allies had surrounded Paris, rail and telegraph links were soon severed, and the French capital was cut off from the rest of France. In an effort to restore communications with the provincial government in Tours, balloon pilots undertook the hazardous flights out of Paris, and the Gare du Nord

and the Gare d'Orléans were converted into factories for the manufacture of balloons. The display included a card sent by unmanned balloon (*par ballon non monté*) letters and journals sent in the mailbags of piloted balloons (*par ballon monté*), and letters entrusted to the pilots (*plis confiés*). One such was a letter sent aboard the *Armand Barbès*, the balloon which carried the Minister of War, Léon Gambetta, out of Paris. Also exhibited were two letters

which accompanied the *Ville d'Orléans* on its record-breaking flight to Norway: one from the mailbag which was jettisoned off the coast at Mandal, and the other which was recovered from the wreckage of the balloon at the Tunet Farm in the Lifjel Mountains. Letters from English correspondents described in vivid terms the harsh conditions faced by Parisians, forced to eat dogs and rats, as the Siege came to an end on 28 January 1871.

Most of the 67 balloons which left Paris carried homing pigeons, which were used to take messages back to the capital. Thanks to the inventiveness and bravery of the photographer Dagron and his assistants, who were flown out of Paris in November 1870 aboard the *Niepe* and *Daguerre*, messages were microphotographed at Tours, and the pigeons were able to carry many thousands of messages in a single *pellicule*. Ashley displayed examples of the *pellicules*, as well as a copy of Dagron's own account of his adventures, published soon after the end of the Siege.

The display also included a letter transported by a *Boule de Moulins*, one of the ill-fated zinc cannisters containing correspondence which, it was hoped, would evade the Prussians by floating beneath the surface of the River Seine into Paris: unfortunately, such *Boules* became trapped in the mud, and did not succeed in reaching Paris during the Siege. Finally, Ashley showed a copy of the "Mrs. Robinson" facsimile of a *ballon monté*, printed by Letts; a micro-photographic copy of the front page of "*The Times*" which was supposedly (but not in fact) carried by pigeon into Paris; and other souvenirs which were produced in the aftermath of the Siege.

Alec Swain showed 'World War I and the German Occupation of Northern France', and began with the various '*LIEU DE DESTINATION ENVAHI*' cachets and post marks, including the Garcia machine mark used with and without the *TOURS CENTRE PROVISoire 1914* c.d.s. Of special interest was a postcard from Amsterdam to Douai in 1917, which bore only a single 'boxed' *LIEU DE DESTINATION ENVAHI* strike of the Garcia machine. News of civilians remaining in the Occupied Zone could only be obtained via the Red Cross, and several types of the specially printed postcards headed '*CORRESPONDANCE AVEC LES DEPARTEMENTS ENVAHIS*' were to be seen.

Then followed the German-pattern date stamps incorporating '(*FRANKREICH*)' at the base, and we saw Mauberge, Fumay and Vieux-Molhain together with the exception - Givet; a number cancelling 'Germania' adhesives overprinted '*BELGIEN*'. The oval '*Bahnpost*' date stamps for *BRUSSEL-VALENCIENNES Z. 604* and *BRUSSEL-LILLE Z. 454*, both on *Feldpost* cards, proved to be of special interest, as did two different printings of the '10 Cent on 10Pf' '*ZIVILARBEITERPOSTKARTE*' used by conscripted civilian workers, one to a worker at Tourcoing the other from a worker at Z. A. B. 34 i. e. his Company, to his Father at Artres, south of Valenciennes.

Commercial life continued, and in the absence of any civilian postal system, the German *Feldpost* could be used where authorised, and two letters, from 'Le Maire de Flines-lez-Mortagne' to Valenciennes, and another from 'Crédit Lyonnais, Lille' to *Feldpost* Nr. 45, both bore Bavarian

adhesives i.e. the German 6th Army occupying those areas comprised Bavarian Army units, who had brought their own adhesives. Then followed a selection of 'souvenir' items that had passed through the *Feldpost* system, bearing unnecessary French adhesives but all cancelled. These included a 'RETRAITES ASSURES' fiscal, to Leipzig and a combination of an 1871 5c 'Alsace' and an 1880's German 20Pf blue adhesive, used to Frankfurt. Finally examples of the *LILLE RECONQUIS * NORD * P.T.T.* cachet used in October 1918 continued the 'souvenir' theme, and German P.O.W. mail from Lille in 1919 completed the story.

Then **Michael Ensor** produced what he called *ein Mischmasch* of Togo and Cameroons. This consisted of covers and used postal stationery from German time, through French military occupation and the period of the League of Nations mandates up to World War II, which *de facto* ended the mandate system. Both parts started with German postal stationery from the period before the territories had their own issues.

The Togo section featured the Misahöhe district, first with a cover of 1899 from the District Administrator's office with its 'Station' cachet, accompanied by a picture of that hill station. Later covers came from the district's post office where the Germans used a date stamp reading 'Agome Palime', the British first used a German administration cachet reading 'Station Palime', then produced a datestamp for 'Agome Palime' which was inherited by the French in 1921 and used until a standard French colonial date stamp of simply 'Palime' was brought into use. One of these covers came from the British military administrator, Col. Rew.

The period of military administration was illustrated by French soldiers' mail and Dahomey stamps unoverprinted and overprinted and some postal stationery. Mail from the mandate period featured village date stamps, routeing and postage due marking. The World War II period concentrated on censored items of outgoing, incoming and internal mail. These disproved the long-held belief that the land frontiers with British West Africa were totally closed for the time when Togo came under the Vichy regime's Governor General in Dakar (mid-1940 till early 1943).

From the Cameroons there was material of the German period from Banjo, Buea, Ossidinge, and Viktoria and examples of the continued use by the French of German date stamps. There followed French military covers of the occupation period and postal stationery of the issues 1916-18. Early mail from the time of the mandate came from Bana, Bonaberi, Edea, Makak, and Nyombe. Then came covers posted in travelling post offices - Bonaberi-Nkongsamba, Doula-Eseka and Douala-Yaounde - which included an airmail cover from the last of these marked '*Jusqu'à Paris*' and '*Via Transsibérien*' and addressed to Manchuria. Finally, there were examples of World War II censorship including internal soldiers' mail apparently opened by civil censors in Yaounde.

Mick Bister closed the Society's display with a selection from his collection of the 1F50 Pétain on WWII mail. A résumé was given of the rapid change of events from Paul Renaud's resignation as prime minister on 16 June 1940 to Pétain's signing of the Armistice on 22 June and the establishment of the French State on 10 July.

The 1F50 Pétain stamp was represented by proofs and a trial printing in black on pink paper signed and dated by the press technician. Varieties included a block of 16, half of which were imperforate, and a block of 25 on which three stamps had been masked by a parasite strip of paper which had subsequently become detached complete with impression. A mint copy of the L'Urbaine & La Seine stationery envelope was shown and both a die proof and unused copy of the unissued 1F50 Courrier Officiel

Mick then displayed a complete sheet of the FFI *Faux de Paris* printing and an example used on cover in Paris in April 1944. Complete sheets were also shown of the British Intelligence Printing ostensibly issued to agents about to be dropped in France, the *Nice de Gaulle* propaganda issue for use on mail to collaborators and a pair of the *Marseille de Gaulle* triptych.

Examples of postal rates followed, including two covers sent under the concessionary *Recommandation d'Office* rate to Pétain at Vichy and a letter sent under the concessionary

airmail rate to a submariner in the eastern Mediterranean. Further usage was illustrated by interzonal *correspondance économique*, POW, internment and youth camp mail including an envelope and stationery with the coloured insignia of the Chantier de Jeunesse '*Maréchal Pétain*' and various examples of military and FFI censored and returned mail. Further items included a *Radio Télégramme* message received by the *Agence Economique des Colonies* at Vichy, a letter bearing the cachet of the *Service par Estafettes* (Bicycle Express) operated by the *Maison du Prisonnier* at Laval, a letter addressed to de Gaulle shortly after his arrival in Paris and a letter which had attempted to leave the Lorient Pocket for Germany.

Mick closed his display with examples of Liberation overprints which ranged from a complete sheet of the official Bordeaux overprint with all three types se-tenant to the idiosyncratic death masks individually pasted over the portrait of Pétain by Victor Miard, Mayor of La Mure.

AL, AS, MdeNE, MLB

MAIN SOCIETY MEETING OF 13 DECEMBER 2000

Members' short displays

Despite unfavourable travel and weather conditions, the final meeting of the year 2000 (and by many people's reckoning the final meeting of the 20th century) was well attended. So well, in fact, that it was possible to fill the frames three times.

First to show was **David Pashby** who produced three Villiers Bretonneux postal stationery cards each with a different Canadian memorial cancellation, the abortive Anglo-French stamp project of 1940 (both versions) and some letters and cards to and from French POWs of whom there were over a million in German camps during WWII. **David Worollo** then gave us a frame devoted to stamps and postal stationery cards issued in Monaco and bearing the profile of Prince Charles III who ruled the Principality from 1856 to 1889, together with some printed information. It was then a pleasure to welcome **Dave Barrett**, of whom we have not seen a lot in recent years. He showed us eight sheets of "French Islands" covers before producing another eight sheets of WWI vignettes, perforated and unperforated, from "*l'Association des dames françaises*" and "*Les grands chefs de l'armée française*" charity booklets. **Bernard Berkinshaw-Smith** brought Part 1 to a close with a spectacular display of maritime mail on the theme of "East of Suez". Amongst the many covers on view – some with extremely rare markings – were ones addressed to the Seychelles, Mozambique, New Caledonia, and Australia.

Bill Mitchell got Part 2 under way with a display he entitled "French West Africa – some aspects of WWII". Vichy period stamp designs, both issued and unissued, plus many covers from, to and within FWA were on view, and covers from the post-Vichy period (i.e. 1943-44) also were well

represented. **Oliver Gibson** gave us a most seasonal offering – a discourse on the delights of the Dordogne *département* of France and a mouth-watering selection of soaked-off wine bottle labels evoking happy memories of past holidays.

Derek Richardson showed a complete run of "*Cartes d'abonnement aux émissions de timbres-poste*", the order cards which stamp dealers and stamp club secretaries could buy annually to reserve supplies of new commemorative stamps issued from 1942 to 1956. What started as a useful service in wartime was continued after the war as a profitable sideline for the PTT.

Part 3 was given by our President and our Treasurer. **Mick Bister** showed us a recently completed collection of the attractive stamps designed by de la Nézière for six colonies of French West Africa, namely Côte d'Ivoire, Dahomey, Guinée, Haut-Sénégal & Niger, Mauritanie and Sénégal. These large-format stamps, depicting six aspects of African life, were in use from 1914 until 1933. Mick appealed for information concerning the designer, about whom he knew nothing except the name imprinted on the stamps. To round off the evening, **Chris Hitchen** displayed a fine collection of covers from Paris District Offices during the period 1863 to 1876 when Paris stars were in use as cancellers. The period in question included the Franco-Prussian war, and the effects of the resultant tariff changes were apparent. His last four sheets showed covers of the same period from Paris railway station offices.

The President closed the evening by thanking all those who had brought material to display and concluded with seasonal best wishes to everybody.

DJR

DISPLAY TO THE WEST AFRICA STUDY CIRCLE ON 16 DECEMBER 2000

Late in 1998 Oliver Andrew, one of our members who was then also the President of the West Africa Study Circle, invited the Society to give a display of French West Africa to WASC. This took some time to organise, but a team of six eventually filled the whole of a rather depressing pre-Christmas Saturday very pleasantly.

Bill Mitchell began the first session by introducing the contributors and went on to outline some of the similarities and differences between the stamps of French and British colonies generally. He then presented an overview of French West Africa philately, from a letter from Saint Louis of 1822, only five years after the French resumed control of Senegal after the Napoleonic Wars, to independence - 137 years, not to mention between six and eight colonies in its heyday, in 46 sheets! *En route* we noticed a fine 1879 cover from Saint Louis franked with a 25c Sage (General Issue), a "used" set of Fournier forgeries of the "Type Groupe" of French Sudan, a 1907 registered cover from Dakar to Moscow franked with two 25c Palmiers and a 1F Ballay (quintuple rate), a 1919 cover from Ivory Coast to the UK bearing a block of four 50 stamps ex booklet and the 1944 20F surcharge on the 90c Caillié stamp of Senegal with triple overprint, two of which were albino impressions.

There followed a series of mini-displays on specialised subjects. First, **Michael Ensor** showed a range of Dahomey postal marks, including three *Correspondance Militaire* covers of Porto Novo (1892), Kotonou (1893) and Ahomey (1902 - this together with a photo of the ruins of King Behanzin's palace). A card with a Carimana cancel missing the date slug was shown by transit marks to date from 1904, Nikki was featured on a bisected 20c stamp (1920) and Malanville was represented by a cover to Nigeria of 1948. Before Zagnanado was reached there was a range of hexagonal and dotted circle date stamps of the 1950s.

Next, **Barbara Priddy** showed us a selection of covers tracing the development of the Toulouse-Dakar airmail service with an emphasis on its use by Gambia and Sierra Leone; there was also a frame of crash mail to remind us that this service was developed at some cost. An earlier form of transport followed as **Bill Mitchell** introduced a selection of maritime mail, including examples of the post clerks' octagonal cancels of the Bordeaux-Buenos Aires, Bordeaux-Loanga/Matadi and Marseille-Loanga lines, the ships' administrative cachets which served as cancels after the post clerks were withdrawn in 1921, German and Italian shipping line cancels and *paquebot* marks from Senegal, France and the UK.

This was followed by **Peter Kelly's** Mauritania, and the first session closed with a selection of postal stationery from **Bill Mitchell**. Of particular note were two rarities - the Mauritania 15c envelope of 1917 used at Louga in Senegal in 1919 and the 25c Upper Senegal and Niger envelope overprinted *TERRITOIRE DU NIGER*, sent from Niamey to Metz in 1929, some years after postal stationery was withdrawn from sale.

The first session after lunch began with a specialised display of the de la Nézière definitives (one design for each of the six colonies) issued between 1913 and 1939 by our President, **Mick Bister**. The six colonies were dissatisfied with the 1906

issue (the Faidherbe, Palmiers and Bellay types, differing only in the name of the colony) and had demanded new designs reflecting the individuality of each colony. De la Nézière, an artist known as the "colonies painter", knew the area well and was invited to submit designs. He produced one for each colony incorporating vignettes showing indigenous scenes and frames based on carvings and leather tooling. Mick showed complete sheets of the flat plate printings and several booklets followed by issues from Ivory Coast and Mauritania illustrating the frequent changes in rates and the attempts to comply with UPU colour regulations for international mail. We also saw Ivory Coast stamps overprinted "*Valeur d'échange*" for use as provisional currency, a selection of covers showing a range of postal rates including a local registered postcard from Senegal and a Dahomey cover originating in Nigeria franked with a 5F stamp meeting what the sender believed to be the correct airmail rate to Germany in 1938 - but he was apparently unaware that the 75c fee for transmission by air from France to Germany had been discontinued six months earlier!

Next, **Michael Ensor** showed a selection of covers from French Guinea, ranging from Bentimodia to a post-independence Yamou and including the "*MAMOU A KANKAN*" *courrier-convoyeur ondulé* cancel; he mentioned the fetish at Kankan which continued to enjoy a reputation in West Africa comparable to that of the Delphic oracle even after the establishment of Catholic and Protestant churches in the town. A 1925 registered cover from Conakry bore the 25c/2F and 65c/75c surcharges, and a 1926 airmail cover from Kindia to France curiously bore "*Par Avion*" (boxed) and "*DE DAKAR & TOULOUSE VIA CASA-BLANCA*" both over and under the franking. Several offices were illustrated by the rapidly succeeding issues that the post-independence shortage of foreign exchange led Sekou Touré's government to obtain on credit from different printers.

More airmails followed, this time from **Bill Mitchell** who showed a range of covers sent to France illustrating many of the rates, including multiples, set out in Bob Picirilli's article in the Journal for June 1999. Of particular interest were a 1928 cover from Dédougou (Upper Volta), a 1932 cover from Dakar correctly franked at 3F50 met by no less than 12 stamps, and a 1935 cover from Fada N'Gourma (Niger) which with its contents must have weighed between 10 and 20 grams requiring 6F50 postage - there was a 3F shortfall and six copies of the French 1F postage due stamp were added on arrival.

The session closed with **Peter Kelly's** display of the area to the north of the River Niger (basically French Sudan and Niger). As with his earlier showing of Mauritania, Peter concentrated on the geography and the complicated political history of the area as reflected in its stamps and postal history, mentioning the difficulty of communications beyond the railhead at Koulikoro, finally linked with Dakar in 1906. For many years these more remote areas had to depend on porters or boats (although the Niger was not navigable at all points and all times of the year); later, buses played an important role in the movement of people, goods and the mail, although they did not cover the whole region.

Neither Mauritania nor Niger had any railway and there was no regular direct air service from Dakar to the interior until the mid 1930s. Communications were also hindered by flooding in the rainy season as well as the dry emptiness of the desert. Rates and routes were shown, as were military expansion and occupation in the early days and examples of the difficulties encountered during World War II.

[See more detailed notes by Peter on pages 15-17.]

After a break for coffee **Bill Mitchell** presented a survey of campaign and other military and naval mail, from an 1866 cover franked with a pair of 10c Eagles to meet the then current concessionary (that is, the basic metropolitan) 20c rate up to 1959, the eve of independence. *En route* we saw several covers from the campaigns in Dahomey and French Sudan over the period 1892 to 1903, a fine *C^{CE} MIL^{RE} ST LOUIS SENEGAL* cover of 1895, a postcard from a *Tirailleurs Sénégalais* unit serving in Morocco in 1912, a World War I cover from another unit training near St Raphael, the scarce *DAKAR-NAVAL* cancellation on a 1940 cover to France, two 1943 covers from Gabonese soldiers serving in Senegal sent by air to their native villages, and two covers from US troops with the APO 622 cancel; this office was located at Dakar.

Next, **Michael Round** took us south and east to Cameroun (not a part of French West Africa but a country of interest to some members of WASC) for a look at some modern covers, with postmarks gradually dropping the "U" from the now-obsolete territory designation *R[épublique] U[ni du] CAMEROUN*; the new name, plain *R[épublique du] CAMEROUN* came into effect (and was shown on stamps) as long ago as 1984, but many postmarks have still to catch up. Assembling the exact airmail letter-rate to the UK (currently 410F) demanded considerable ingenuity on the part of many senders as conveniently denominated stamps were often unobtainable. Finally, we were shown more than a dozen recent (1996-98) issues on legitimately-travelled

covers together with copies of correspondence from the Ministry of Overseas Affairs in Cameroun stating categorically that no stamps have been issued there since 1995!

Bill Mitchell followed with some aspects of the posts in World Wars I and II; his show was followed by a specialised study of World War II censorship from **Michael Ensor**, including cachets from 13 centres (including one in Togo) and examples of the resealing tapes in use. Unusual items were the use on mail of telegraphic censors' cachets at Cotonou and Zinder, a military cover posted at the short-lived (1939-42) military postal agency at Dao-Timni, a remote desert outpost in Niger (censored at Zinder), a soldier's cover from Port Etienne in Mauritania to Agadès in Niger and an internal Togo cover opened for inspection. Covers into and out of Togo showed that, contrary to long-held belief, the land frontiers with British colonies were not entirely closed to mails during the Vichy period (mid-1940 to late 1942).

Barbara Priddy next showed covers illustrating the trans-Saharan service, occasionally used to Nigeria and Gold Coast, the Aéromaritime coastal service which was much used by Gold Coast, and the cross-country routes within French West Africa.

Bill Mitchell closed the proceedings with odds and ends - make-shift arrangements in times of stamp shortage and postal services such as registration, telegrams and cables, and *avis de réception*.

This brought a lengthy meeting to a close. Not all the colonies were covered in detail, but all were included one way or another, and the only major aspect of French (and French colonial) postal services which was not shown specifically was railways. As our President subsequently remarked, we had overwhelmed ourselves as well as WASC with the richness of our material. A memorable day indeed.

WGM *et al.*

SOUTHERN GROUP MEETING OF 27 JANUARY 2001

Derek C Walker - "French Maritime Mail from Ceylon"

The Organiser (Colin Spong) welcomed to the meeting Derek Walker, who was a member of the Ceylon Study Circle and also a local postal historian. Derek began by giving a résumé of the Anglo-French postal agreements and mail from Ceylon, and in particular the usage of both the British and French boats. He outlined the history of the maritime fleet: firstly of the *C^{ie} des Services Maritimes des Messageries Impériales* and following the fall of the monarchy; secondly that of the *C^{ie} des Messageries Maritimes*. The French boats calling at Galle in Ceylon were mainly the *Ligne Indo-Chine* then *Ligne N* to Yokohama, and for a period *Ligne T* to Australia.

Amongst the items noted were the following during the first display: **31.5.1841** via Marseille, overland to London (60 days) closed mail rate 3/6d for double letter [1/- to Marseille and 1/8d for France + 10d.]; **1851** Colombo Steamer via Galle and Marseille (32 days transit), 2/3d manuscript letter over ¼oz, British paquebot via Marseille; **28/2/1861** unpaid, Vandespar - La Pointe de Galle to Marseille, arrival mark 27/3/61, rate 9 décimes (27 days transit); **1871** via the

Brenner Pass due to Franco-Prussian War, British overland via Brindisi to Germany and Ostend then to Glasgow, rate 4 x 1/- 1876 issue of Ceylon, transit 25 days; **1883** postcard via Naples from Government Ptg Wks Colombo 17/5, UPU Rate 8c, French Steamer *Ava* 17/5 arrived Naples 7/6/83, by rail through Mt Cenis tunnel to Paris then London; and **6.7.1846** Jaffna Steamer *L per Galle* via Marseille, rate 2/- delivered with company Colonial fee 1d paid and rate on arrival 24 December, double-weight letter per P&O Bentinck, mail overland across Egypt arrived 11/7/46 Alexandria, P&O *Oriental* to Malta, Admiralty packet, Malta-Marseille, thence by mailcoach to Lyon.

Amongst mail carried during the period of disinfection for cholera etc was a **16.1.1884** Colombo to Trieste arriving on 16/2/84 by the French *Ligne N*, N° 9 SS *Ava* [21 days transit], 20c rate; slits for cholera at Naples [outbreaks occurring in Egypt and the Far East at that time]. One of the examples of Prisoner of War mail (Boer prisoners and others taken during South African War) was from Kagama Camp, Ceylon to France, arriving at Le Change 31/12/01.

The second half of the display depicted various French mailboats including the following: *Ligne N 3.8.1867* unpaid letter Galle to Amsterdam, via Marseille [38 day transit], per *SS Bourdonnais* 13/8 - Suez 23/8 - overland to Alexandria, *SS Said* 1/9 - Marseille 8/9 - railway to Paris - Amsterdam, rate 50c; **9.8.1894** *SS Sydney* PC from Colombo - Aachen, Germany via Marseille 27/12/94, rate 5c [19 days transit]; **22.12.1894** *SS Calédonien* Colombo 23/12 - USA 21/1/95, 15c letter written on board; **1.9.1891** per *SS Melbourne*, Saigon 30/8 - Colombo early Sept - Marseille 24/9 - on to Colne in Lancashire.

Michael Annells thanked Derek for a most entertaining afternoon and commented that for someone who did not collect France what a wonderful range of material he had.

Members present: Michael Annells, George Barker, Michael Berry, Betty Blincow, Colin Clarkson, John Hammonds, Bill Mitchell, Barbara Priddy, Colin Spong.

Guests: Frank Blincow, John Thorpe and Pat Spong. Apologies from Roy Ferguson and Bob Small.

CWS

MAIN SOCIETY MEETING OF 31 JANUARY 2001

David Jennings-Bramly - Stamp Discoveries

Our President Mick Bister introduced David as somebody who really needs no introduction to other members, describing him as a long-standing member, a raconteur, a mentor and a contributor to the Journal, who can always produce something of interest.

David suggested that a visit to the Blue Lion might prove more rewarding than his display, but then unveiled a "menu" of outstanding scope and attention to detail that was far more mouth-watering than the modest "*pot pourri*" we had been led to expect. So much ground was covered that it is impossible to do more than select some of the more eye-catching items to give some idea of the wide range of exhibits.

The first half of the display, for example, included a section devoted to the Sower with coins, a range of dies, rejected essays, *épreuves de luxe* of the *Semeuse camée*; followed by sheets of the 1925 Paris Exhibition, and a 1937 Pexip sheet with no control punch; War Orphans series from 1917, 1922 and 1926; coils (some with flaws, and including a 25c Sower from flat plate coil and 30c Mercury coil) and private booklets (Aiglon, Philopode, Storch and Meyer); *porte-timbres* publicity on cards; the 10c green Sower *annulé* and the 30c blue Sower *spécimen*.

Rates were illustrated in abundance, with examples such as the last day of the 5c overseas *imprimés* rate, the tax annulled on the first day of the new 30c rate, the first and last days of the 45c rate, the same rate with 1½d postage due applied, the new 60c rate used one day early, the first and last days of the 75c and the 90c rates (and an example of the former rate with the tax incorrectly annulled on the 4th day), an extra Swiss stamp used gratuitously, an item taxed when the French stamps were not recognised as valid in Monaco, and a day's grace allowed when the increase in postage was dated on a Sunday. We then saw the Knights of Columbus special cancel, a card addressed to Gaston Berlemont at his pub, the "T in inverted triangle" mark on stamp on items dating from 1904 to 1933, and a varied set

of coloured and sepia cards instructing the troops in Salonica to take precautions against malaria.

After the usual interval for closer viewing, David moved on to the first engraved set of the 3F Reims Cathedral, where a block showed how the initial cylinder had been retouched stamp by stamp, giving rise to varieties illustrated by detailed enlargements. Then came some cards showing Reims being shelled in September 1914 and destroyed by fire, and the German weapon "Big Bertha", together with two examples of the Valenciennes local of the same period. A detailed study of the Merson followed, with clear examples of genuine stamps and forgeries, including those of Alexandria, Crete, Ethiopia, Zanzibar and China (among which could be noted false Paris postmarks on forged stamps, a 2F/2 piastres forgery, and false overprints on Forbin forged Marseille Air Exhibition stamps).

At this point David's fascinating display became even more heterogeneous, if that were possible, and we were presented with a letter that went to India instead of the Turks and Caicos islands in the West Indies, two modern *fausse direction* covers, a 31g card treated as a letter and taxed at 20c in the USA, *poids vérifié* marks, a letter to the Ascension Islands that was 4 months in transit, many further examples of excess postage (such as a supernumerary value of 70c on a modern cover) and taxed items because of underpaid postage (or because the demonetised stamps of 1925 were used), the first TB label on a postcard, a couple of decorated Daguis, a Swiss stamp used in France and a French stamp used in Italy, an illegal cut-out on postal stationery, some misdirected post (one sent by mistake to Russia), *préos* illegally used on a card to the UK but not taxed, and finally some cartoon cards – leading to an invitation to join David in the pub at the end of the meeting.

In giving the vote of thanks, Mick Bister commented that we had seen a superb display with something for everybody, with lots of stamps and philately rather than postal history, and, typically, that ended in a story about French loos!

MST

Îles Éparses: Stations Météorologiques Françaises

Colin Spong

[This article has also appeared in "IO" the journal of the Indian Ocean Study Circle.]

Since writing my article published in F&CPS Journal Volume 49 N° 1 of March 1999 (Whole N° 211) I have had the opportunity to visit the Meteorological Office Library at Bracknell to see if a weather station was installed on the Bassas da India group of islands in the Mozambique Channel.

One of the Library staff kindly extracted from their Africa regional files the following information covering Madagascar and the other Indian Ocean islands, as well as the South Atlantic and Antarctica. This list confirms that there was no weather station on Bassas da India - no doubt due to the fact that at high tide the sea covered the land.

It will be interesting to discover whether any member has found mail which emanates from the stations listed below apart from those weather stations already recorded.

Diary of Events for 2001

31 March – FLEETEX 2001 (Fleet, Hampshire)
7 April – BASPEX (Basildon)
8-30 April – STAMP Lincs 2001 (Lincoln)
2 June – RINGPEX (Ringwood)
9 June – SWINPEX 2001 (Swindon)
9-15 June – BELGICA 01 (Brussels)
23-24 June - THEMATICA (London)
30 June – MIDPEX (Coventry)
7 July – SWIPEX 01 (Exeter)
30 July-5 August – PHILANIPPON-01
14-23 September – ARMENIA 01 (Yerevan)
19-23 September – AUTUMN STAMPEX (London)

13-14 October – MARCOPHILEX XXV (La Baule)

16-21 October – HAFNIA 01 (Copenhagen)
20 October – HAMPEX 2001 (Southampton)
3 November – CORNEX 2001 (Liskeard)

Diary of Events for 2002

13-17 February – SPRING STAMPEX (London)
30 March – FLEETEX 2002 (Fleet, Hampshire)
3-5 May – TAWASTEX (Finland)
2-11 August – KOREA 02 (Seoul)
30 August-3 September – AMPHILEX (Amsterdam)
18-22 September – AUTUMN STAMPEX (London)
2 November – CORNEX 2002 (Liskeard)
29-30 November – CHESTER 2002 (Chester)

REGION I - AFRICA / AFRIQUE

COMORES / COMORES

INDEX NUMBER	NAME	LAT.	LONG.	ELEVATION HP	PRESSURE H/HA	SURFACE LEVEL	OBSERVATIONS 00 03 06 09 12 15 18 21	OBS.H OBS.S	UPPER-AIR 00 06 12 18	OTHER OBSERV.	AND REMARKS
67001	MORONI AIRPORT (GRANDE-COMORE) ...	11 42S	43 14E	6			. X X X X X .	H03-15	.	.	A;CLIMAT(C);EVAP;SEA;SEATEMP;SOILTEMP;SUNDUR;TOTRA;WT
002	HAAVVA INT. AIRPORT	11 32S	43 16E	29			X X X X X X X X H00-24	P	.	.	A
004	OUANI (ANGOUAN)	12 07S	44 26E	12			X X X X X X X X H03-18,	P	P	.	A;C;CLIMAT(C);EVAP;ON/LE 7*;SOILTAMP;SUNDUR
005	DZAUUDZI/PAMANZI (MAOTTE) 4)	12 48S	45 17E	7			1) 2)	1) 1) 06-15*	3)		
				8			X X X X X X X X H00-18	P	P	.	A;CLIMAT(C);EVAP;SUNDUR
							1) 1) 5)				

1) OBSERVATIONS RECONSTRUCTED FROM RECORDINGS / RETABLIES A L'AIDE DES INSTRUMENTS ENREGISTREURS

2) OBSERVATION RECONSTRUCTED ON 7/RETABLIE LE 7

3) NOT ON / SAUF 7

4) STATION OPERATED BY FRANCE / STATION EXPLOITEE PAR LA FRANCE

5) 3 MONTHS A YEAR (ANNUAL LEAVE PERIOD) SAME PROGRAM AS FOR 67004 OUANI/3 MOIS PAR AN(CONGES ANNUELS)MEME PROGRAMME QUE 67004 OUANI

REGION I - AFRICA / AFRIQUE
OCEAN ISLANDS / ILES DANS L'OCEAN

INDEX NUMBER	NAME	LAT.	LONG.	ELEVATION HP	PRESSURE H/HA	SURFACE 00 03 06 09 12 15 18 21	OBS.H OBS.S	UPPER-AIR 00 06 12 18	OTHER OBSERV. AND REMARKS
61901	ST. HELENA IS. 1)	.. 15 56S	05 40W	436	435	X X X X X X X X	H00-24+ W	RW	CLIMAT (CT); OZONE; SEMI-AUT*; SANDUR; NR
902	WIDE AWAKE FIELD (ASCENSION IS.) 3)	07 58S	14 24W	79	86	X X X X X X X X	H06-18	W	CLIMAT (T); ROOBS IRREG.; MT
931	S. TOME	00 23N	06 43E	13	8	X X X X X X X X	H06-18	W	CLIMAT (C); EVAP; SOILTEMP; SPECT; SANDUR; NT
934	PRINCIPE	01 39N	07 25E	5	3	X X X X X X X X	H00-24	W	EVAP; SOILTEMP; SANDUR
967	DIEGO GARCIA 31	07 18S	72 24E	3	1	X X X X X X X X	H00-24	W	CLIMAT (CT); NEPH; NR
968	ILES GLORIEUSES 5)	11 35S	47 17E	4	3	X X X X X X X X	H00-24	P	AUT; C; CLIMAT (C); EVAP; SEA; SOILTEMP; SANDUR
970	ILE JUAN DE NOVA 5)	17 03S	42 42E	10	9	X X X X X X X X	H00-24	P	AUT; C; CLIMAT (C); EVAP; SEA; SOILTEMP; SANDUR
972	ILE EUROPA 5)	22 19S	40 20E	13	12	X X X X X X X X	H00-24	P	AUT; C; CLIMAT (C); EVAP; SEA; SOILTEMP; SANDUR
976	SERGE-FROLOV (ILE TROMELIN) 5)	15 53S	54 31E	13	7	X X X X X X X X	H00-24	P	AUT; C; CLIMAT (C); EVAP; SEA; SOILTEMP; SANDUR
980	SAINT-DENIS/GILLOT (REUNION) 5)	20 53S	55 31E	25	21	X X X X X X X X	H00-24	P	AUT; C; CLIMAT (C); EVAP; METAR; RADSAM; SEA; SOILTEMP; SANDUR; TOTRA
981	LE PORT (REUNION) 5)	20 56S	55 17E	11	10	X X X X X X X X	H00-24	P	AUT; C; EVAP; SEA; SOILTEMP; SANDUR; SWELL; TOTRA
984	SAINT-PIERRE (REUNION) 5)	21 20S	55 29E	53	52	X X X X X X X X	H00-24	P	AUT; C; EVAP; SEA; SOILTEMP; SANDUR; SWELL; TOTRA
996	MARTIN DE VIVIES (ILE AMSTERDAM) 5)	37 48S	77 32E	29	27	X X X X X X X X	H00-24	P	AUT; C; CLIMAT (CT); EVAP; SEA; SEATEMP; SOILTEMP; SANDUR; NW
997	ALFRED FAURE (ILES CROZET) 5)	46 26S	51 52E	142	143	X+ X+ X+ X+ X+ X+ X+	H00-24	P	AUT; C; CLIMAT (C); SOILTEMP; SANDUR
998	PORT-AUX-FRANCAIS (ILES KERGALEEN) 5)	49 21S	70 15E	30	29	X X X X X X X X	H00-24	P	AUT; C; CLIMAT (CT); SEA; SOILTEMP; SANDUR; NW

- 1) STATION OPERATED BY THE UNITED KINGDOM / STATION EXPLOITEE PAR LE ROYAUME-UNI
2) 40N/LES 1-5
3) STATION OPERATED BY THE U.S.A. / STATION EXPLOITEE PAR LES U.S.A.
4) TEMPORARILY DISCONTINUED / TEMPORAIREMENT SUSPENDUE
5) STATION OPERATED BY FRANCE / STATION EXPLOITEE PAR LA FRANCE

NOVEMBER / NOVEMBRE 1998

61901 - 61998

REGION I - AFRICA / AFRIQUE

MADAGASCAR

INDEX NUMBER	NAME	LAT.	LONG.	ELEVATION HP	PRESSURE H/HA	SURFACE 00 03 06 09 12 15 18 21	OBS.H OBS.S	UPPER-AIR 00 06 12 18	OTHER OBSERV. AND REMARKS
67009	DIEGO-SUREZ	12 21S	49 18E	105	114	X X X X X X X X	H00-24	P	A:CLIMAT(C);EVAP;METAR;SOILTAMP;SPECI;SUNDUR;MT
012	FASCENE (MOSSI-BE)	13 19S	48 19E	9	10	X X X X X X X	H04,14	P	A:EVAP;SOILTAMP;SUNDUR
017	VOHIDRAR	13 22S	50 00E	5	6	X X X X X X X	H04,14	P	A:EVAP;SUNDUR
019	ANALALAVA	14 38S	47 46E	57	105	X X X X X X X	H04,14	P	A:CLIMAT(C);EVAP;SOILTAMP;SUNDUR
020	ANTSCHIHY	14 53S	47 59E	23	23	X X X X X X X	1)	P	OBS. UNTIL/JUSQU'A 06 UTC ON/LES 6,7 & PUBLIC HOLIDAYS/JOURS FERIES
022	ANDRPA	14 39S	49 37E	474	473	X X X X X X X	1)	P	
023	SAMBAVA	14 17S	50 10E	5	5	X X X X X X X	H04,14	P	A:EVAP;SUNDUR
025	ANTALAMBA	14 53S	50 15E	88	87	X X X X X X X	H04,14	P	CLIMAT(C);EVAP;RSD;SOILTAMP;SUNDUR
027	MAJUNGA	15 40S	46 21E	18	26	X X X X X X X	H00-24; S03-15	P P	A:CLIMAT(C);EVAP;METAR;SOILTAMP;SPECI;SUNDUR
037	BESALAMPY	16 45S	44 29E	36	38	X X X X X X X	H04,14	P	A:EVAP;NOT ON/SAUF 7*;SUNDUR
045	MAEVATANANA	16 57S	46 50E	79	76	X X X X X X X	H04,14	P	EVAP;SOILTAMP;SUNDUR
072	SAINTE-MARIE AERODROME	17 05S	49 49E	3	2	X X X X X X X	H04,14	P	A:EVAP;SOILTAMP;SUNDUR
073	MAINTIRANO	18 03S	44 02E	23	23	X X X X X X X	H04,14	P	A:CLIMAT(C);EVAP;SOILTAMP;SUNDUR
083	ANTANANARIVO/IVATO	18 48S	47 29E	1276	1279	X X X X X X X	H00-24; S03-15	RM P RM	A:CLIMAT(CT);EVAP;METAR;RSD;SOILTAMP;SPECI;MT
095	TANANAVE	18 07S	49 24E	6	5	X X X X X X X	H00-24; S03-15	P P P	A:CLIMAT(C);EVAP;METAR;RSD;SOILTAMP;SPECI;SUNDUR
107	ANTSIRABE	19 49S	47 04E	1532	1523	X X X X X X X	H04,14	P	A:EVAP;NOT ON/SAUF 7*;SOILTAMP;SUNDUR
113	MAHINORO	19 50S	48 48E	5	5	X X X X X X X	H04,14	P	A:EVAP;SOILTAMP;SUNDUR
117	MORONDAVA	20 17S	44 19E	8	7	X X X X X X X	H04,14	P	A:EVAP;RSD;SOILTAMP;SUNDUR
131	MORONBE	21 45S	43 22E	4	5	X X X X X X X	H04,14	P	A:EVAP;SUNDUR
137	FIANARANTSOA	21 27S	47 06E	1109	1115	X X X X X X X	H04,14	P	A:EVAP;SOILTAMP;SUNDUR
143	MANANJARY	21 12S	48 22E	6	5	X X X X X X X	H04,14	P	A:CLIMAT(C);EVAP;SOILTAMP;SUNDUR
152	RANOHIRA	22 33S	45 24E	824	824	X X X X X X X	H04,14	P	EVAP;SUNDUR
157	PARAFANGANA	22 48S	47 50E	6	8	X X X X X X X	H04,14	P	A:EVAP;SOILTAMP;SUNDUR
161	TULEAR	23 23S	43 44E	8	8	X X X X X X X	H04,14	P	A:CLIMAT(C);EVAP;SOILTAMP;SUNDUR
194	FAUX-CAP	25 33S	45 32E	22	22	X X X X X X X	H04,14	P	C:EVAP;SEA/SMELL;SOILTAMP;SUNDUR
197	FORT-DAUPHIN	25 02S	46 57E	9	8	X X X X X X X	H00-24	RM P P	A:CLIMAT(CT);EVAP;METAR;SOILTAMP;SPECI;SUNDUR;MT

1) NOT ON SUNDAY & HOLIDAYS TEMPORARILY / SAUF LE DIMANCHE & JOURS FERIES TEMPORAIREMENT

NOVEMBER / NOVEMBRE 1998

67009 - 67197

BOOKSHELF

Books Noted

The Trans-Pacific Route 1942-1945 by R M Startup FRPSL FRPSNZ, 1997; pb + card cover, 28pp; price £6; ISBN 1 872744 13 3.

The Locally Registered and Foreign Air Services of British Africa, 1998; pb + card cover, 24pp; price £6.50; ISBN 1 872744 16 8.

The Locally Registered and Foreign Air Services of British Asia 2001; pb + card cover, 24pp; price £6.50; ISBN 1 872744 19 2.

All 3 published by the Chavril Press, Bloomfield, Perth Road, Abernethy, Perth PH2 9LW, Scotland. Handbooks are supplied postage free within the UK. Overseas orders p&p £2.

These three handbooks continue the Wartime Airmail series initiated by Charles Entwistle and he is to be congratulated as author of two of these – Robin Startup looking after the Trans-Pacific route – in producing the above volumes as companions to previous titles *The Horseshoe Route* with assistance from John Daynes and *Great Britain Transatlantic & Beyond* co-authored with de Sousa, Daynes, Dodwell and Wike.

For France & Colonies readers it is interesting to see that the first volume contains details of the US Naval Air Transport Services which had a base on Wallis Island (US Navy 207) and Île Nou, Noumea (US Navy 131). A fuelling base was on Bora Bora, Fr Oceania, and the Royal New Zealand Air Force Transport Routes included New Caledonia where their N° 9 Bomber Reconnaissance Squadron was formed at Plaine des Gaiacs airfield in July 1942. In the second volume there is a chapter containing details on French airlines prior to the fall of France and then on the routes constructed by Free French *Lignes Aériennes Militaires*. The final volume includes details of the airlines operating to and from Indochina and Syria. In all these volumes there are cross links between the various countries which operated airlines in the areas contained in the series, and I recommend them with pleasure.

Colin Spong

L'Aventure aérienne, éd. La Poste, 199F; details from Service philatélique de la Poste, 18 rue François Bonvin, 75738 Paris Cedex 15. [Illustrated story of pioneers such as Mermoz and Saint-Exupéry; contains 4 stamps - Breguet XIV, Potez 25, Airbus A300 - B4, Couzinet 70.]

Catalogue illustré des marques postales et cachets à date manuels d'Algérie (1749-1962) by Claude Bosc with the collaboration of Jean Chevalier and Bertrand Sinais; éd. Bertrand Sinais, 7 rue de Châteaudun, 75009 Paris; 232pp; 325F + 55F p&p. [5500 date stamps in alphabetical order, known dates of creation and closure of offices, population, class of office, and indication of rarity and value.]

Essai de classification des timbres fiscaux, régionaux, municipaux de Vietnam, by Maurice Lange and Dope Tarier, with the help of Donald L Duston; 50pp, b/w illustrations; 80F; details from Maurice Lange, 100 avenue de Paris, 78000 Versailles, or from Dope Tarier, 11 rue Colonel Moll, 93330 Neuilly-sur-Marne.

A copy of the November 2000 **Listing of Philatelic Literature** by James Bendon Philatelic Publications is available free of charge from James Bendon Ltd, PO Box 56484, 3307 Limassol, Cyprus, or from books@JamesBendon.com, or may be seen on www.JamesBendon.com.

Maurice Tyler

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Printed Matter Sent in Open Envelopes: the situation between 1.1.1876 and 1.5.1878

Peter Kelly and Chris Hitchen

A chance conversation between us with regard to the difficulty of finding printed material sent in open envelopes between 1876 and 1878 sent us both scurrying for our reference books and has finally thrown up an anomaly in the rate structure that may be of interest to postal historians.

The year 1876 saw France becoming a member of the Union Générale des Postes and this led to changes in rates both internal and foreign. The period between 1.1.1876 from when these rates became effective and 1.5.1878 when the Unified Tariff was adopted was a time of transition with new international rates being adopted, balanced by corresponding adaptations to the inland rate structure. Some of the rates however were not changed at all and date back as far as 1856.

What we are concerned with here is the treatment of Business Papers and Printed Matter. In 1871 these were considered as being different categories of mail. Thus:-

- Business Papers (*Papiers d'Affaires*) included samples, corrected printers proofs, business and commercial papers. It is to be noted that invoices, statements and shipping advices were also included in this category but only so long as there was nothing considered to be of a personal nature contained within them.

- Printed Matter included prospectuses, catalogues, prices current and different notices (including births, deaths etc) and visiting cards, engravings and lithographs – in other words any purely printed matter with the exception of journals and periodicals which were considered to be in a different category with an entirely different rate structure.

Up to 1876 the tariffs for printed matter sent in open envelopes and business papers were:-

- Business Papers. Tariff n° 4 of 1.9.1871.
 - Up to 50 grams 30c. 10c per additional 50 grams.
 - Printed Matter sent in open envelopes. Tariff of 1.8.1856.
 - Office to office (territorial). 10c per 10 grams.
 - Local* 5c per 10 grams.
- *i.e. collected and distributed in the circumscription of the same office.

On 1.1.1876 under Article 6 of the *Loi de Finances* of 3.8.1875, the rate for business papers was reduced to 5c per 50 grams.

In Article 7 of the same *Loi* new rates were set for printed matter sent under wrapper. Up to 5 grams 2c, 5-10 grams 3c, 10-15 grams 4c, 15-50 grams 5c and over 50 grams 5c per additional 50 grams. (Note: The reduction in cost was achieved by changing the weight steps which can be compared with Tariff 5 of 1871. The rate for the two periods is the same up to 20 grams weight and thereafter it becomes progressively cheaper under the 1876 Tariff.)

Article 8 stipulated that all rates not specifically mentioned in the new changes remained as they were.

Thus the old rate for printed matter sent in open envelopes remained unchanged and it was clearly highly advantageous to send matter under wrapper. The comparison with the rate for business papers too was unfavourable on mail sent nationally, although it was on a par for local mail sent up to a weight of 10 grams. If we consider that a substantial percentage of printed matter was sent by way of bulk mail it is easily understandable why it was preferred to send them under wrapper and explains why we see so few examples of printed matter sent in open envelopes during this period.

This anomaly, as it seems to us, is compounded by the fact that the foreign rate (Tariff 1- Europe) for printed matter sent in open envelopes was established at 5c per 50 grams as from 1.1.1876. It is to be noted here that there was not a preferential international rate under the UGP Conventions for printed matter sent under wrapper and this had to be treated as ordinary printed matter at the above rate.

As far as business papers sent to Tariff 1 countries were concerned, these were considered within the category of printed matter, thus, 5c per 50 grams – the same as the inland rate.

Thus, as far as printed matter sent in open envelopes was concerned, it was cheaper to send it abroad to Tariff 1 countries than territorially within France.

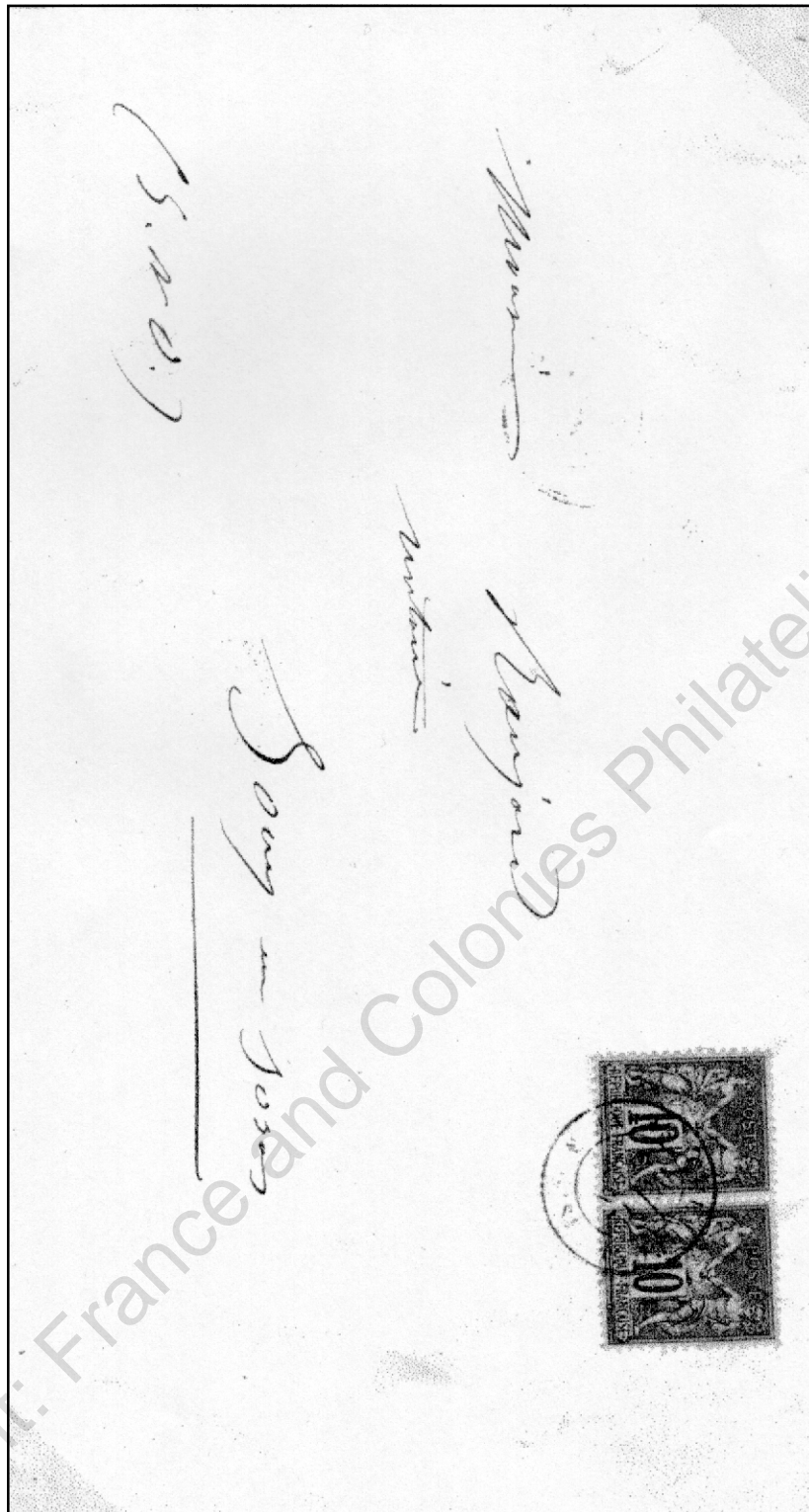
These rates are confirmed in *Les Tarifs Postaux Français* by Alexandre, Barbey, Brun & Cie. We found this a little difficult to swallow and referred to Belloc *Les Postes Françaises - Recherches historiques* (Paris 1886) and this confirms the details given above.

Belloc quotes the “Rapporteur Général de la Commission du Budget, M Wolowski” (Annexe 3183 - *Séance* of 14.7.1875) who summarised the findings of the commission (our translation):

“The first innovation concerns the rates for printed matter, samples and business papers carried by the Post Office. The question has already been tabled before the Assembly in 1873 and was not completely resolved by Articles 7 and 8 of the Law of 29 December 1873.* The constitution of the Postal Union of Berne should end any further hesitation. There is a need to place our inland rates for these special categories on the same footing as the foreign rates for otherwise we shall find ourselves in a position of unacceptable inferiority”

*Reduction in rate for printed matter sent under wrapper.

In summary, it can be seen that between 1.1.1876 and 1.5.1878, for a period of some two years there was a considerable disincentive to send printed matter in open envelopes. This is supported by the lack of *Type Sage* material that we have found in this category during this period.



Tariff of 1.8.1856

Chevreuil (Seine & Oise) to Jouy-en-Josas (Seine & Oise), 12 March 1877

The rate was 10c per 10 grams for territorial (office to office) use.

Wedding invitation, franked 20c for the second weight step 10-20 grams.

This rate is an anomaly, as the international, and France's foreign, printed matter rate was 5c per 50 grams.

It took until the Unified tariff of 1878 for this to be rectified.

The effect was to encourage mail sent under wrapper.

Sex in Postal History

Jerry Massler

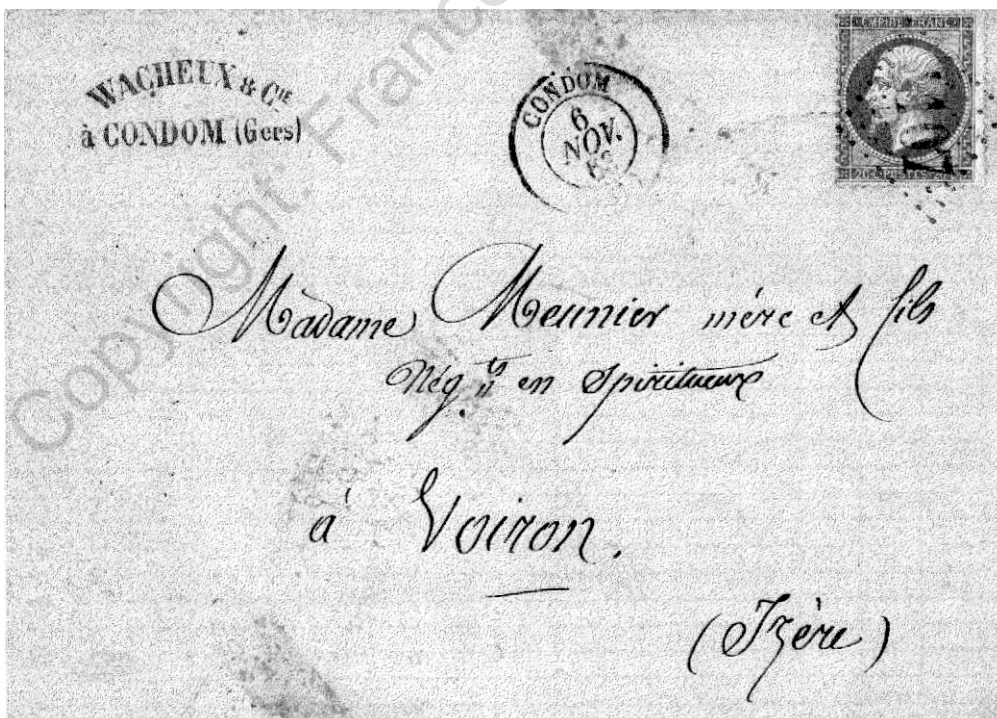
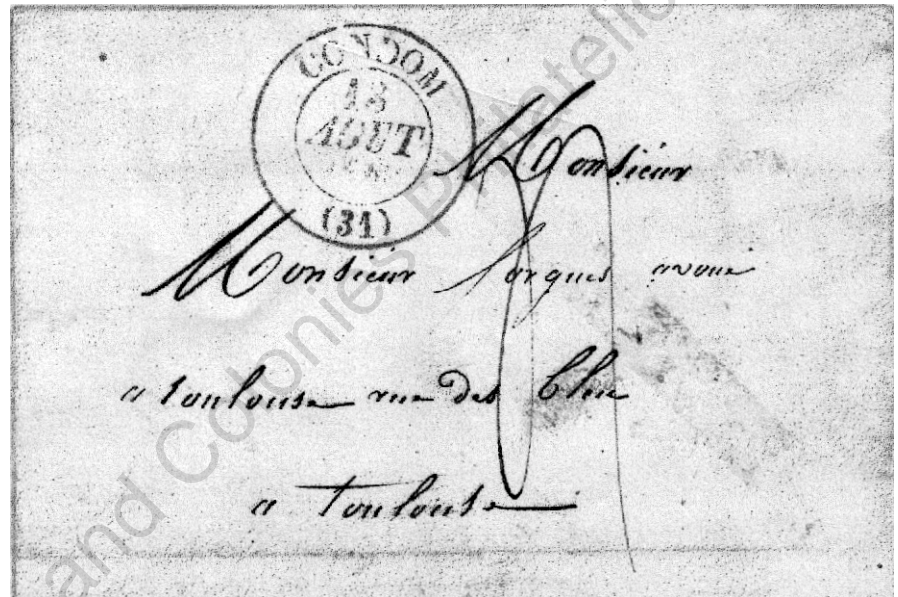
[The following article is intended to be read only on 1st April, and with tongue firmly in cheek.]

While at PhilexFrance 99, I asked some German friends for their translation expertise. I invited them for a beer and handed out my prepared remarks written in English. I was to give a talk on 9 August in Kollbach, Germany, about 20km north of Munich, to about 60 amateur astronomers from Nuremberg about the outer corona in preparation for the total solar eclipse to occur on the 11th. Before beginning, they asked me if I was aware of the famous speech made in Germany by John Fitzgerald Kennedy in which he said "*Ich bin ein Berliner*". I said yes, after which they asked if I had any idea what that meant to a German. I said no, after which

they said that in most of Germany other than Bavaria, "*Ich bin ein Berliner*" means "I AM A DONUT" – "*ein Berliner*" being a sweet cake taken with morning coffee. A German would omit the '*ein*' or say "I live in Berlin" so as not to declare himself a donut. Be thankful, they added, that he did not try and say "I am a Parisian" for "*Ich bin ein Pariser*" means "I am a prophylactic". In Germany, it is called '*ein Pariser*' (a Parisian), in France it is a '*capote anglaise*' (English bonnet) – while in Britain the protective device or condom is called a 'French letter'.

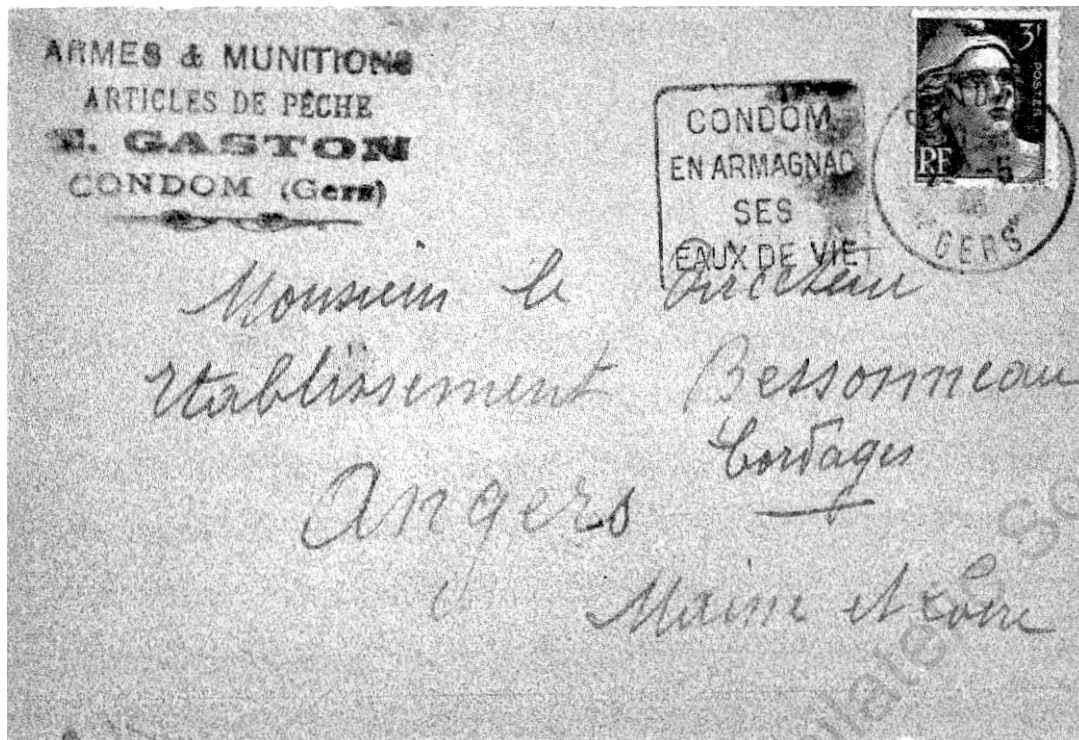
1840

The prophylactic was invented by a French physician and his name 'Condom' became synonymous with the device. Used by the famous lover Don Juan, they were known in polite company as 'French letters'. The first ones known were rather simple and were made from cow intestines for prevention of unwanted pregnancies or of the dreaded 'French disease'.



1865

Within a very few years, their usage became widespread with many different manufacturers competing for their part of market share. Colored and even bicolor condoms [the logo top left is in red on the blue envelope] were introduced with double protection for the user. One was presented by the author to Clyde Jennings at his 80th birthday roast as he is known to still be quite active socially.



1948

By now lovemaking had taken on certain aspects of sport, with some referring to their organs as 'guns', 'pistols' or 'rods'. For those preferring oral practices, flavored condoms soaked in armagnac emerged. The advertisements now claimed that they were for control of the 'eaux de vie' or waters of life. These new models were additionally reinforced for triple protection.

How to actually employ these 'French letters' - with hinges or with mounts - remains a mystery, as they do not come with instructions. Any reader input would be most welcome.

Postal Humour

Supplied by Robert Johnson



A further example of the 1914 Morer cartoons on postcards

"The counter clerk and his customers"

11	8.00	103	6.50	176	15.00	239	11.00	305	60.00	389	13.00
12	15.00	104	2.50	177	2.50	245	27.00	306	40.00	390	12.00
16	8.00	105	7.50	178	12.00	246	15.00	307	5.00	391	16.00
18	3.00	107	6.50	180	3.00	247	27.00	308	6.00	393	22.00
19	2.50	108	5.50	181	31.00	248	8.00	311	16.00	394	10.00
21	4.00	109	17.00	182	4.00	249	21.00	313	21.00	395	3.00
22	15.00	110	11.00	183	15.00	250	8.00	314	5.00	396	2.00
23	20.00	111	36.00	184	9.00	251	6.50	315	11.00	398	7.50
29	5.00	112	4.50	185	14.00	252	7.50	317	22.00	403	31.00
30	20.00	113	35.00	186	12.00	253	5.00	318	5.00	412	16.00
38	33.00	114	3.00	187	33.00	254	6.50	319	6.00	415	16.00
39	5.00	115	4.50	188	6.50	255	7.00	320	12.00	417	30.00
40	3.50	116	7.00	189	8.00	258	4.50	321	26.00	418	8.00
41	2.00	119	6.00	190	6.00	259	27.00	322	5.00	421	11.00
43	30.00	120	2.50	191	20.00	260	15.00	323	7.50	423	10.00
44	21.00	122	6.00	192	3.00	261	15.00	324	3.00	424	55.00
45	8.00	124	3.00	195	4.50	262	15.00	325	5.00	425	36.00
46	7.50	125	6.00	197	22.00	263	10.00	327	5.00	426	15.00
48	15.00	126	5.00	199	7.50	264	8.00	329	3.00	427	16.00
52	2.50	127	820.00	200	6.00	265	65.00	333	11.00	429	10.00
53	3.50	140	5.00	201	16.00	266	23.00	337	8.50	432	6.50
55	2.50	143	4.50	202	10.00	267	10.00	338	11.00	433	5.50
56	3.00	145	4.50	203	2.50	268	19.00	339	3.00	434	41.00
59	6.00	146	5.00	204	26.00	269	85.00	341	11.00	435	22.00
61	3.00	147	5.00	205	5.00	270	30.00	343	18.00	436	20.00
62	2.50	148	6.50	206	22.00	271	30.00	346	3.00	437	14.00
63	2.50	149	16.00	207	5.50	272	64.00	349	5.00	439	3.00
64	8.00	150	5.00	208	7.00	273	3.00	353	5.00	440	30.00
67	5.00	151	3.50	210	65.00	274	5.00	354	3.00	441	5.00
69	14.00	152	5.00	211	6.00	275	43.00	355	13.00	442	2.00
70	15.00	153	8.00	212	30.00	276	36.00	356	15.00	443	5.00
73	12.00	154	4.00	214	85.00	277	9.00	357	4.00	444	6.00
74	9.00	158	3.00	215	18.00	278	9.00	358	23.00	445	9.00
75	11.00	159	16.00	216	17.00	279	31.00	359	10.00	446	13.00
76	3.00	160	12.00	218	19.00	280	16.00	362	7.50	447	7.50
78	16.00	161	20.00	220	72.00	282	30.00	365	3.50	448	5.50
79	12.00	162	13.00	221	26.00	283	47.00	367	2.50	449	5.00
80	12.00	163	9.00	223	21.00	284	23.00	368	6.50	450	8.

Lot	£	Lot	£	Lot	£	Lot	£	Lot	£	Lot	£
1	22.00	96	16.00	170	4.00	230	5.00	297	3.00	375	11.00
3	11.00	97	9.50	171	7.00	231	6.00	298	4.50	377	3.00
4	35.00	98	16.00	172	6.50	232	12.00	300	10.00	378	2.50
5	8.50	99	4.50	173	20.00	233	6.00	301	5.00	379	4.50
8	18.00	101	33.00	174	25.00	235	8.00	302	9.50	385	14.00
9	4.00	102	33.00	175	15.00	236	6.00	304	4.00	388	6.50
11	8.00	103	6.50	176	15.00	239	11.00	305	60.00	389	13.00
12	15.00	104	2.50	177	2.50	245	27.00	306	40.00	390	12.00
16	8.00	105	7.50	178	12.00	246	15.00	307	5.00	391	16.00
18	3.00	107	6.50	180	3.00	247	27.00	308	6.00	393	22.00
19	2.50	108	5.50	181	31.00	248	8.00	311	16.00	394	10.00
21	4.00	109	17.00	182	4.00	249	21.00	313	21.00	395	3.00
22	15.00	110	11.00	183	15.00	250	8.00	314	5.00	396	2.00
23	20.00	111	36.00	184	9.00	251	6.50	315	11.00	398	7.50
29	5.00	112	4.50	185	14.00	252	7.50	317	22.00	403	31.00
30	20.00	113	35.00	186	12.00	253	5.00	318	5.00	412	16.00
38	33.00	114	3.00	187	33.00	254	6.50	319	6.00	415	16.00
39	5.00	115	4.50	188	6.50	255	7.00	320	12.00	417	30.00
40	3.50	116	7.00	189	8.00	258	4.50	321	26.00	418	8.00
41	2.00	119	6.00	190	6.00	259	27.00	322	5.00	421	11.00
43	30.00	120	2.50	191	20.00	260	15.00	323	7.50	423	10.00
44	21.00	122	6.00	192	3.00	261	15.00	324	3.00	424	55.00
45	8.00	124	3.00	195	4.50	262	15.00	325	5.00	425	36.00
46	7.50	125	6.00	197	22.00	263	10.00	327	5.00	426	15.00
48	15.00	126	5.00	199	7.50	264	8.00	329	3.00	427	16.00
52	2.50	127	820.00	200	6.00	265	65.00	333	11.00	429	10.00
53	3.50	140	5.00	201	16.00	266	23.00	337	8.50	432	6.50
55	2.50	143	4.50	202	10.00	267	10.00	338	11.00	433	5.50
56	3.00	145	4.50	203	2.50	268	19.00	339	3.00	434	41.00
59	6.00	146	5.00	204	26.00	269	85.00	341	11.00	435	22.00
61	3.00	147	5.00	205	5.00	270	30.00	343	18.00	436	20.00
62	2.50	148	6.50	206	22.00	271	30.00	346	3.00	437	14.00
63	2.50	149	16.00	207	5.50	272	64.00	349	5.00	439	3.00
64	8.00	150	5.00	208	7.00	273	3.00	353	5.00	440	30.00
67	5.00	151	3.50	210	65.00	274	5.00	354	3.00	441	5.00
69	14.00	152	5.00	211	6.00	275	43.00	355	13.00	442	2.00
70	15.00	153	8.00	212	30.00	276	36.00	356	15.00	443	5.00
73	12.00	154	4.00	214	85.00	277	9.00	357	4.00	444	6.00
74	9.00	158	3.00	215	18.00	278	9.00	358	23.00	445	9.00
75	11.00	159	16.00	216	17.00	279	31.00	359	10.00	446	13.00
76	3.00	160	12.00	218	19.00	280	16.00	362	7.50	447	7.50
78	16.00	161	20.00	220	72.00	282	30.00	365	3.50	448	5.50
79	12.00	162	13.00	221	26.00	283	47.00	367	2.50	449	5.00
80	12.00	163	9.00	223	21.00	284	23.00	368	6.50	450	8.50
84	8.00	164	24.00	224	10.00	285	72.00	369	7.00		
90	7.00	165	7.00	225	7.00	289	4.00	370	13.00		Total
93	42.00	166	16.00	226	21.00	290	5.00	371	10.00		4,724.00
94	8.00	168	10.00	228	6.00	291	17.00	372	3.00		E&OE
95	4.00	169	5.50	229	10.00	292	4.00	373	3.00		



F&CPS Display to the West Africa Study Circle -
Bill Mitchell (right) and Michael Round (left)
viewing the frames with a WASC member



Main Post Office, Phnom Penh, Cambodia
(French-Colonial built)
from an original photograph by Bob Maddocks