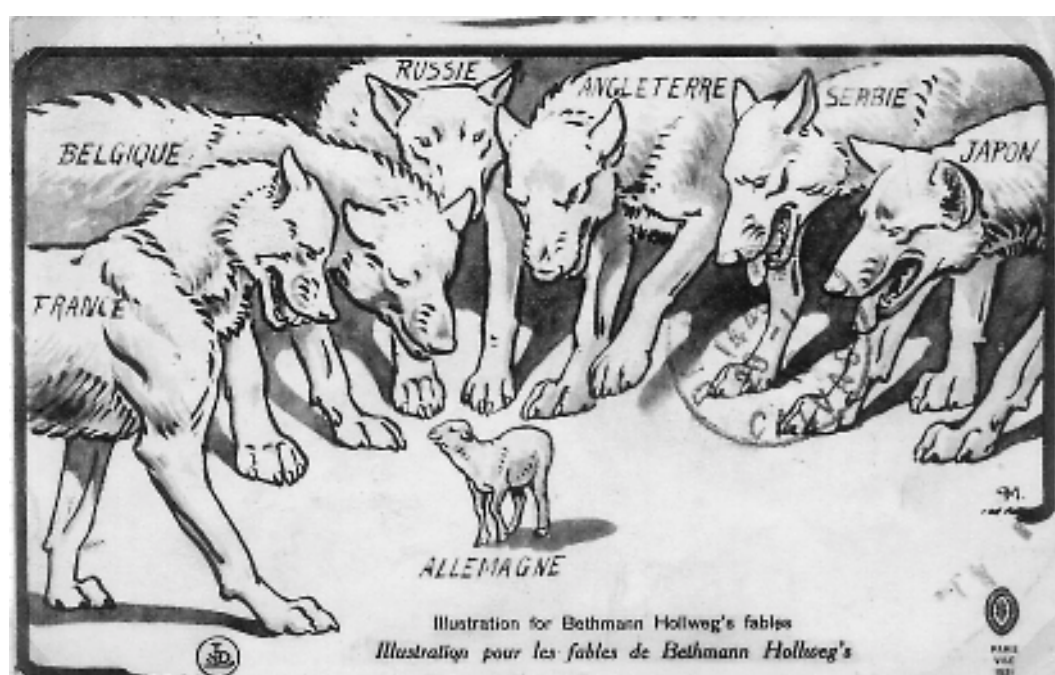


The Journal of the France & Colonies Philatelic Society



World War I propaganda card
as shown in the President's Display
(see report on pages 163-4)

Volume 53 ● Number 4
December 2003
Whole Number 230

THE FRANCE & COLONIES PHILATELIC SOCIETY OF GREAT BRITAIN

Officers

President, 2003-2004: M S Tyler, 56 Mortons Fork, Blue Bridge, Milton Keynes MK13 0LA.

Vice-President, 2003-2004: R G Gethin.

Programme Secretary, 2003-2004: A Lawrence.

General Secretary, 2003-2004: R G Gethin, 5 Meriden Close, Bromley, Kent BR1 2UF.

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 and applications for membership should be addressed to the General Secretary.

2002 Subscription Rates

United Kingdom: £10.00, Europe: £12.00, Elsewhere: £15.00.

Treasurer: C J Hitchen, 36 Everton Road, Croydon CR0 6LA.

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The Journal

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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.

France: Mrs M Pavey, 15 St Ronan's Terrace, Innerleithen, Peeblesshire EH44 6RB;

Colonies: J West, 5 Highbanks Road, Hatch End, Pinner, Middlesex HA5 4AR.

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, 520 Halifax Road, Bradford BD6 2LP.

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:

D A Pashby, 148 Glengall Road, Woodford Green, Essex IG8 0DS.

Journal Correspondents

Paris: J M Simmons

Southern Group: C W Spong

Northern Group: J P Maybury

* * *

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

Editor: M S Tyler, 56 Mortons Fork, Blue Bridge, Milton Keynes MK13 0LA
E-mail: maurice@romanpark.clara.co.uk

Volume 53 Number 4

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SOCIETY NOTES

New Members

The Society is pleased to welcome the following:

1221 J Dickson (Somerset), 1222 Delphine Smith (Lincolnshire), 1223 John Yeomans (W Sussex), 1224 Trevor Davis (London).

* * *

Members Deceased

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

96 A R Butler, 514 K H Giles, 591 A E Purver, 1004 J-L Trassaert.

* * *

Displays by Members

The following members contributed to the displays at Marcophile XXVII (Seyssins, Isère, October 2003):

Chris Hitchen - "France - États-Unis (1829-1878)"

Peter Kelly - "Les Voyages du type Sage (Chapitre 3)"

Alain Millet - "Utilisations de timbres-taxa coloniaux"

And **Peter Maybury** displayed "France pre-stamp postal history 1490 to 1848" to the Hull P.S. on 5 November 2003.

* * *

Exhibition Successes

Congratulations go to the following members for awards received at national shows.

Ameristamp Expo 2003 (Biloxi, Miss., Feb.-March 2003):

Ed Grabowski - Single-frame Championship Grand Award for "Reunion 1900-1901 use of dues as postage"

76th Congress of the Federation of French Philatelic Associations (Mulhouse, June 2003):

Jean-Luc Trassaert - Large Silver Medal for "*Hors Sac Mail*," and Literature Silver Medal for CD-ROM on "*Marianne à la Nef*."

Autumn Stampex (London, September 2003):

Mick Bister - Gold Medal and the Ebby Gerrish Trophy for "*Marianne de Muller*"

Steven Ellis - Vermeil Medal for "French Transatlantic Mail"

* * *

Northern Group Programme

The new programme for 2003-2004 (notified previously to local members, but given here for information):

20 September 2003: Members' Choice

8 November 2003: Tony Shepherd - (1) Lebanon
(2) Guadeloupe

24 January 2004: (1) Alan Goude - An African Colony
(2) Steve Ellis - Transatlantic Mail

20 March 2004: George Barker - Speaker's Choice

17 July 2004: "Bastille Day" at Heaton Royds

All meetings will be held in the Committee Room at Leeds General Infirmary, Great George Street, Leeds LS1 3EX at 1.30pm, with the exception of the "Bastille Day" event, which will take place, courtesy of the Chairman, Stephen Holder, at his home.

* * *

Essential Philatelic Literature

Essential books for general reading seem to have been much discussed in the media in recent weeks, with lists being established such as the 100 top books in English literature. Our member Michael Meadowcroft has made an interesting suggestion along these lines that might be worth considering.

He says that, in trying to assist beginners in our hobby, he is sometimes asked what are the key books one ought to have as a basic library on French stamps and philately. Any proposals would no doubt become controversial, but this ought not discourage us from making them.

If members would like to consider this idea, and submit their own list of 10 (or fewer) titles that they would offer as a basic book list that they think we should try to obtain in due course, any submissions will be collated and published for discussion. Specialised interests may need to be taken into account, of course, but this will aim at a list for comparative beginners in our Society.

* * *

Pacific Explorer 2005

We have received a notice advertising this international stamp exhibition, to be held in Sydney, Australia, 21-24 April 2005.

Further information can be obtained from Eleanor Stevens, Philatelic Group, Australia Post, GPO Box 1777, Melbourne Vic 3001, Australia; tel. +61 3 9204 5284; fax +61 3 9204 7744; e-mail eleanor.stevens@auspost.co.au.

* * *

OBITUARY



Photograph reproduced by kind permission of the Académie de Philatélie from their website: mapage.noos.fr/academiephilatelie/mainmemorial.html

Jean-Luc Trassaert

Membre Correspondant de l'Académie de Philatélie

1934-2003

Members will be saddened to hear of the death, on 11 September 2003, of Jean-Luc Trassaert - an outstanding collector, a prolific writer and an inspiration to many. He died in Bordeaux after a long and brave struggle with cancer.

Jean-Luc was an engineer by profession and worked for Peugeot until his retirement. I first met him in the early 1980s when he exhibited his Marianne de Muller collection at the Royal and it was on this issue that our ensuing correspondence was often based.

Through his publications, Jean-Luc demonstrated that the humble modern definitive could provide an exciting source of study and that a deep pocket was not a requisite for creating a fascinating and rewarding collection. His principal interest was the Marianne issue and his *Le Monde des Philatélistes* brochure studies of the 1980s on Marianne de Muller, Marianne de Decaris, Marianne de Cocteau and Marianne à la Nef became the authoritative publications on these stamps. In January 1988 he was elected to the Académie de Philatélie as a *membre correspondant*.

After the 1980s his articles and collecting interests became more diverse. He was a regular contributor to *L'Echo de la Timbrologie* and in November 2001 he was announced as being a member of the revue's editorial committee (*la 'dream-team'*) with other such luminaries as Jack Blanc and Guy Prugnon. Such was his literary prolificacy that within the twenty months from January 2002 until his death, *L'Echo* published a further sixteen of his articles on such diverse topics as the *Foire de Paris*, Edmond Dulac and the *Code Postal*.

His collecting went on to embrace the *Blasons* issues, *préos*, *vignettes d'essai*, *Hors Sac* and, more recently, material associated with *Colissimo* and *Photoposte*, some of which he exhibited at national level. It was on subjects such as these that Jean-Luc wrote articles for the F&CPS Journal, starting in 1996 and continuing right up to the last edition. He was also a member of many other philatelic societies to which he no doubt made similar contributions.

However, he never ventured far from his first love, the Marianne issues. During the past two years he had revised and published two studies on CD-Rom, the proceeds of the first being donated to the youth section of the *Fédération Française des Associations Philatéliques*, and he was currently working on his third CD-Rom, an updated and in depth examination of the Marianne de Muller issue.

The philatelic world will miss Jean-Luc. His contributions have been invaluable and far reaching and reading *L'Echo* will not be the same without encountering articles penned by him. The Society will miss him too and we send our deepest condolences to his wife Françoise and to his family.

MLB

Amazing 1870-71 Wonder Stories - 80

Ernst Cohn

For almost forty years I have read and studied about the Franco-German War, assembled a fair library of books, magazines, and tear sheets concerning military events and postal history, yet I have never come across the postal order, published on 7 August 1870 — “*Frei laut Verfügung vom 7.8.1870*” — that exempted prisoner-of-war mail from postage. So I called my good friend Wolfgang Wirth at Freiburg and asked whether he could help. Within half an hour after we had hung up, he had sent me the undated *Feldpost-Order N° 24*, signed by Postmaster General Stephan, containing three decrees: N° 1, dated Berlin 5 August, concerning the field railway division belonging to the chief command of the Third Army; N° 2, dated Berlin 6 August, concerning postage-free mail for the mobile navy; and N° 3, undated, about postage-free mail for military PWs. The text of that last one is what I had been searching for:

“The freedom from postage for mobile troops, according to paragraph 23 of the service rules for field post offices, is also to be applied to captive enemy soldiers and military employees according to the following rules.

“The following are to be transported free of postage:

“1) ordinary letters and correspondence cards sent by captive enemy military personnel, when the letters etc. are marked with the notation

‘Postage free according to the decree of 7 August 1870’ and have been delivered to the post office by the intermediation of the military office in charge of the prisoners;

“2) ordinary letters and correspondence cards addressed to enemy military prisoners, when delivered to post offices of the North German Confederation and marked with the notation

‘Postage free according to the decree of 7 August 1870.’

“Letters etc. to captive military personnel, which are received free of postage from other postal districts or from abroad are, in such cases, also to be

forwarded without postage charge by the North German Confederation’s post offices.

“Items other than ordinary letter mail will not be treated as being free of postage.”

Letters bearing the “Free” notation and military handstamps indicate that there was no direct contact between prisoners and post offices, because these two endorsements had to be on the address side of the folded letter or cover before it was postally processed. Also, there was no reason why a prisoner should have put a stamp on such a cover when it was not required.

That is not to say that exceptions might not have occurred, particularly as concerns prisoners released from camps on their word of honor and thus free to move about towns. Hence a prisoner, particularly one in civilian clothes and speaking fluent German, might have posted a franked letter over the counter at a post office or simply have put it into a mail box, hoping thereby to avoid censorship.

Mr Wirth warned me that some of the rules were changed later on in the war, when unpaid mail to PWs was charged postage due of 2½ SGr. (*Silbergroschen*). Nevertheless, it is unlikely that prisoners were ever allowed to circumvent censorship.

Mr Wirth also sent me the text of Bavarian Feldpost-Circular N° 7. Its subject matter is the same, and the text is almost identical in most respects, evidently fashioned in conformance with Stephan’s text, except that it is dated at Munich on 15 August. Hence that is the date to be cited in the endorsement on mail intended for the Bavarian mails. Bavaria evidently had far fewer French PWs than the North German Confederation, because I have yet to see my first endorsement with that date.

Perhaps the most important point made by this minimal distinction in the two endorsements is the fact that this is yet another reminder that it was not a Franco-*Prussian* but a Franco-*German* War, with different German sovereign kingdoms and grand duchies running their own postal systems while fighting a common war against the French.

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An American Kindness

A tale from the Siege of Paris, 1870-71

Ashley Lawrence

[An abbreviated version of this article first appeared in the July 2003 issue of our American sister society's France & Colonies Philatelist.]



Figure 1–
Photograph of William James Brown



Figure 2 –
Margaret Brown with Zoë,
from a Daguerreotype on glass, taken in 1867

This is the story of an act of kindness by American consular officials, and its reward. It comes from the correspondence which was written by William James Brown (“WJB”) from Paris, to his wife Margaret in England during the Siege of 1870-71.

The Brown Family

WJB was born in London in 1836. His wife Margaret Binfield Brown (*née* Newman) was born in Hillingdon in 1833. The couple were married in Liverpool in 1865, and soon afterwards moved to France, where WJB worked as a commercial traveller. In 1868 WJB went into business with a French partner, M. Jourdain. Trading as “The British Warehouse” from premises at 14, rue Halévy, Paris 9^e, they imported and sold *articles anglais*.

When France declared war on Prussia in July 1870, the Brown family were back in England. Early in September WJB returned to Paris in order to run the business, as his partner M. Jourdain had been conscripted to do military service. WJB took lodgings at 18, rue Montaigne, close to the shop, but retained the lease of the family’s residence in the suburbs, 19 blvd. Bineau, Asnières.

The Siege lasted from 19 September 1870 to 27 January 1871, when an armistice was signed. WJB remained in Paris throughout this period.

Early in March 1871, Mrs. Brown and the children, Zoë and Aimée, returned to France. From mid-March to the end of May, during the turbulent period of the Commune, the family stayed in Chantilly. Two more children, Malcolm William and Lucie, were born in Paris during 1873-75.

Mrs. Brown died in Paris in 1895; she is buried in the cemetery at St. Cloud. WJB retired to England, and spent his last years at Ferndown House, Hampreston. He died in December 1918, and is buried in Wimborne cemetery.

Correspondence during the Siege

Throughout the Siege the Prussians did their utmost to prevent any communication between Paris and the outside world. For their part, WJB and Mrs. Brown made every effort to contact one another. Their correspondence includes letters sent *par ballon monté*, notes carried by secret courier, and a micro-photographed message sent by pigeon post.¹

Par Ballon Monté

On 26 December 1870 WJB wrote a letter to his wife, on a flimsy sheet printed *Par Ballon Monté*, one of several of his

¹ See the article entitled “A Message brought to Paris by Pigeon Post” which was published in *Gibbons Stamp Monthly* of June 2002 and in the *Society’s Journal* 224 of the same date.



Figure 3 –
WJB's letter of 26 December, 1870

letters from Paris sent by balloon post. WJB had received no word from Mrs. Brown since September. Not knowing her whereabouts, he addressed this letter care of her brother, Captain Henry Newman, in Liverpool.

The letter is franked with a Laureate 30c stamp, the correct rate for letters to England. It is cancelled with the Paris Star n° 8 used at the post office in rue d'Antin, and date stamped 6th collection, 28 December 1870. It bears the boxed pre-paid "PD" mark.

The letter was carried aboard *Le Bayard*, the 52nd manned balloon to leave Paris during the Siege. The balloon left the Gare d'Orléans at 4.00am on 29 December, piloted by Paul Reginense, and carrying a passenger, M. Ducoux, and 110 kg of mail. *Le Bayard* travelled 377 km in six hours at an average speed of 60 km/hr. The speed of the flight deceived the pilot, and had not the sighting of a seagull alerted him to put down at La Thibaudière (Saint-Julien-les-Landes) just 14 km from the sea, the strong wind would have carried *Le Bayard* beyond the coast and out into the Atlantic. The aeronauts reached Bordeaux around midnight, via Roche-sur-Yon, and the mail was put into the postal system.

The backstamp shows that WJB's letter arrived in Liverpool on 3 January 1871. Captain Newman forwarded it to Mrs. Brown, who by then was staying with her sister Ms. Elizabeth Newman, a photographer, in Uxbridge.

Seek American assistance

In this letter, WJB suggested a new means of communication to his wife :-

"I have not any news from you or Mrs. Hatton, but wish you to try another means: I hear the Americans have their letters come in, and wish you to write a few lines to say where you are and if all well, and send it unsealed, enclosed to the American Minister in London, and ask him kindly forward it. You need not say you are English or American. Let it be upon very thin paper and as few words as possible to the purpose, but be sure and say if you get my letters."

Mrs. Brown followed WJB's instructions. Upon receipt of his letter, on or about 4 January, she wrote a brief message to her husband, which she entrusted to the US Consul General in London, Adam Badeau.



Figure 4 –
Photograph of Adam Badeau
with General Grant

The US Consul General in London

Adam Badeau (1831-1895), born in New York, was the US Consul General in London during the Franco-German War of 1870-71. A soldier and diplomat, and the biographer of General Ulysses S Grant, Badeau had joined the consular service in April 1870, and he remained in London until 1881.

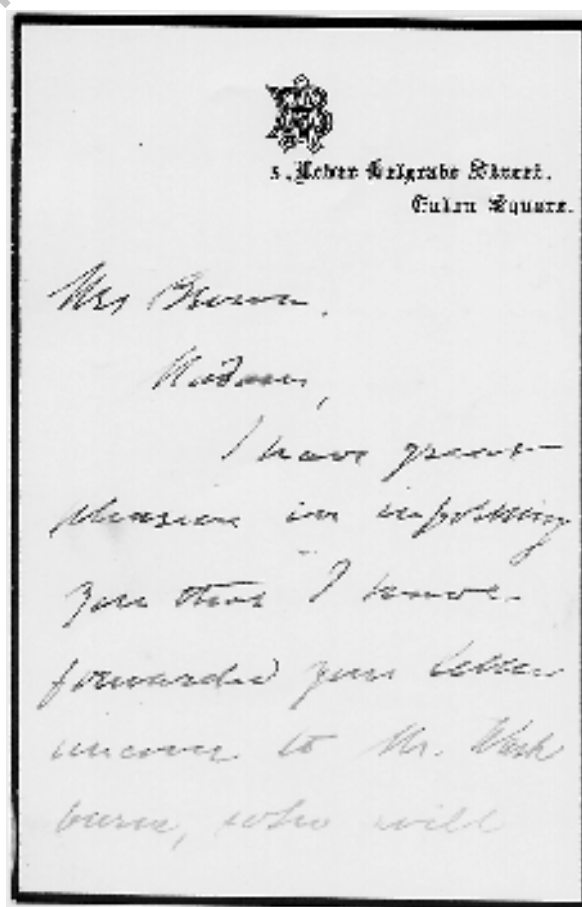


Figure 5 –
Adam Badeau's note to Mrs. Brown
(reduced in size)

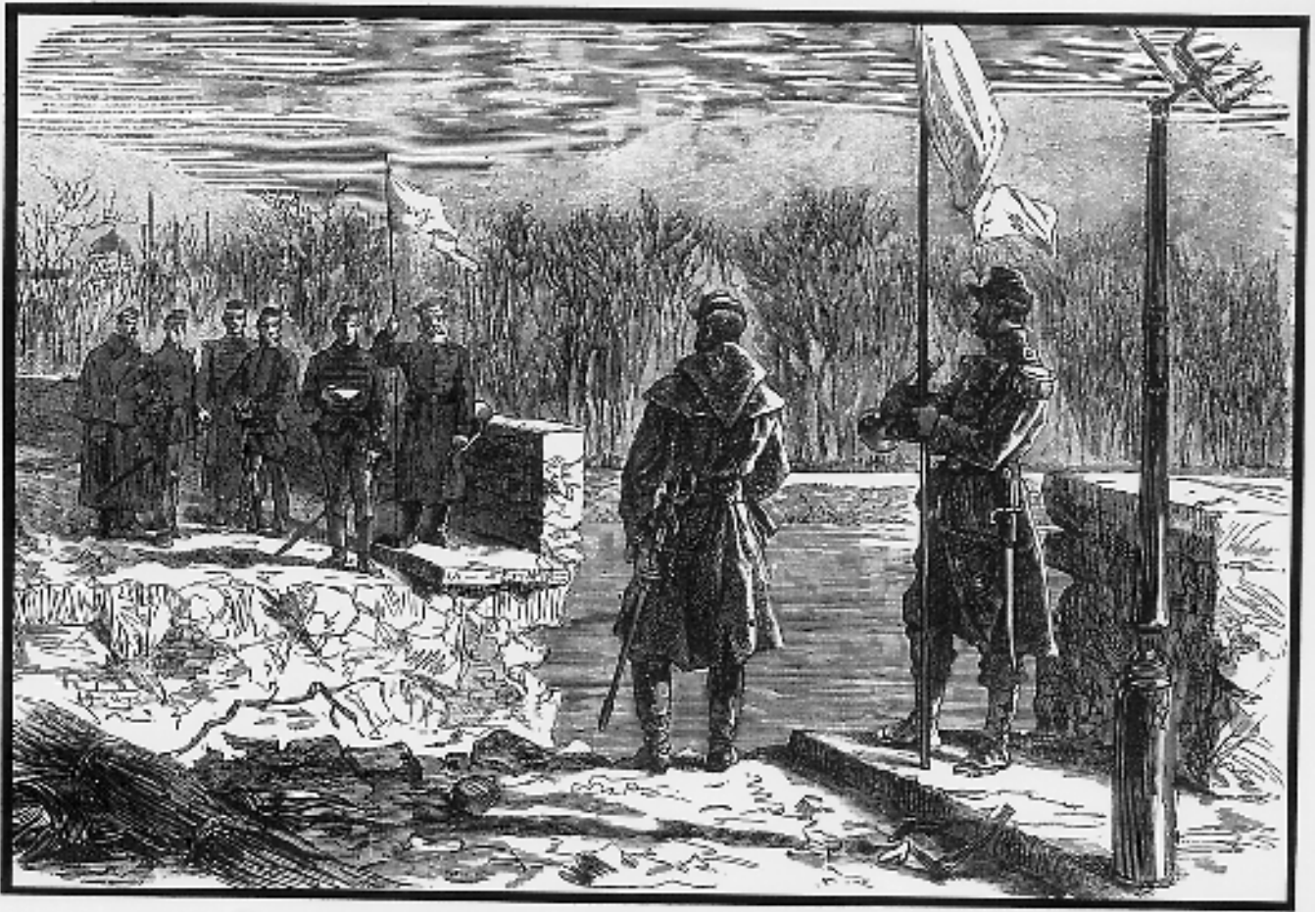


Figure 6 –
Illustration of the Bridge at Sèvres

In his undated note to Mrs. Brown, Adam Badeau confirmed that *“I have forwarded your letter uncover to Mr. Washburne who will doubtless see that it is delivered to Mr. Brown”*.

He added this plea for secrecy : *“I beg as an especial favour that you will not make my action known, as I should have at least a thousand applications daily to repeat it.”*

The Bridge at Sèvres

The Bridge at Sèvres, which crosses the River Seine to the south-west of Paris, lies on the route to Versailles, which was occupied by the Prussians. Although the central arch of the Bridge had been destroyed by dynamite, there was a ferry crossing, which facilitated the peace negotiations between the French Foreign Minister, Jules Favre, and Chancellor Bismarck.

The Prussians allowed diplomatic mail from the US Embassy in London to be exchanged for mail from the US Embassy in Paris under a flag of truce at the Bridge at Sèvres. Between 3 November 1870 and the signing of the armistice at the end of January 1871, Prussian messengers carried thirteen US diplomatic bags from London to Versailles. These were exchanged for the pouches from the US Embassy in Paris, which Ambassador Washburne had entrusted to French officers.²

US Ambassador Washburne

Elihu Benjamin Washburne (1816-1887) was born in Maine, and was a newspaper editor and lawyer before being elected to Congress. A strong opponent of slavery, he supported Lincoln throughout the American Civil War, and promoted the career of his friend General (later President) Ulysses S Grant.

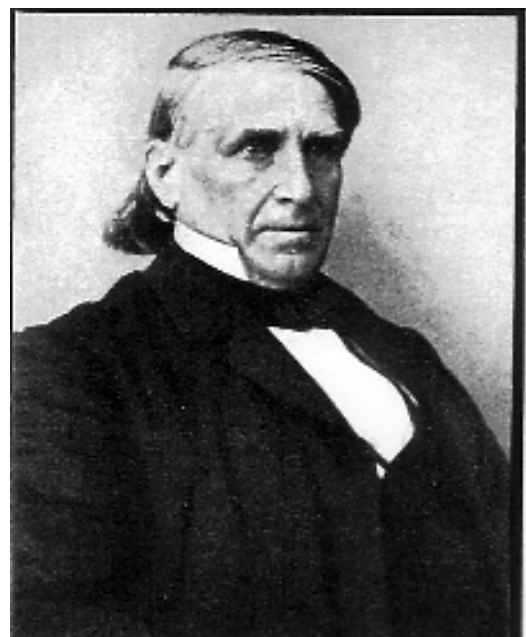


Figure 7 –
Photograph of E B Washburne

² The ritual is described in Ernst M Cohn's *Ordinary Mail by Diplomatic Means during the Siege of Paris, 1870-71*.

In 1868 Grant appointed Washburne as his Secretary of State, but Washburne resigned a few days later in order to accept a diplomatic mission to France, where he served as the American Ambassador in Paris from 1869 to 1877. Washburne then returned to the United States and settled in Chicago, where he died in October 1887.

Washburne was the only official representative of a foreign government to remain in Paris during the Siege and the Commune. He agreed to represent and protect the interests of those German nationals and other foreigners who, for whatever reason, were obliged to remain in Paris, and he gained Chancellor Bismarck's gratitude for this service. The USA had also earned French goodwill by being the first foreign power to recognise the French Republic, just three days after its declaration on 4 September 1870.

Washburne rendered singular service not only to his fellow Americans but to other foreigners who remained in Paris during the Siege: they included some 4,000 British subjects, and 2,400 enemy aliens who needed support.

Mrs. Brown's message

Adam Badeau forwarded Mrs. Brown's message in one of the last four of the diplomatic bags to leave London for Paris during the Siege.³

Ambassador Washburne duly delivered the message to WJB. On 13 February (by which time the postal system was returning to normal) WJB wrote to Mrs. Brown in Uxbridge to acknowledge receipt of "the few lines to the American Minister" sent through the US diplomatic pouch.

The aftermath

WJB was highly critical of the policy of neutrality which the British Government had adopted during the war. He was especially indignant that the British Ambassador, Lord Lyons, and his staff had left Paris for Tours before the commencement of the Siege. He expressed his disgust in a letter to Mrs. Brown dated 8 February:-

"I cannot understand England's neutrality, it is void of all self-respect or respect of Englishmen abroad. Americans have their regular Courier and have had all through the siege, but we have not even a Consul or a sole representant of the Nation here. By the bye I forgot, there is a Concierge at the Embassy whose duty, evidently, is to shrug his shoulders to all enquiries and reply, in the most amiable manner possible, I cannot give you any information.

"So much for England's greatness and her glorious institutions. Oh! for a Pitt or a Palmerston in the place of a Gladstone and Granville, and then justice would be done to the thousands of noble and generous hearts that still beat in Britain, and the few whose lot it has been to live abroad would at least then be respected."

Little wonder that the Browns were so grateful for the help which they received from the Americans.

It was not long before Mrs. Brown was able to return the favour.

The Commune

The Brown family moved to Chantilly for safety when the revolutionary Commune was declared in Paris on 18 March. During the period of the Commune, which lasted until 28 May 1871, Paris was convulsed by civil war. Insurgents who were opposed to the armistice rebelled against the newly-elected government of M. Thiers, which withdrew to Versailles. Order was restored only after the burning of many public buildings, the slaughter of more than 20,000 of the Communards, and atrocities and vicious reprisals on both sides.

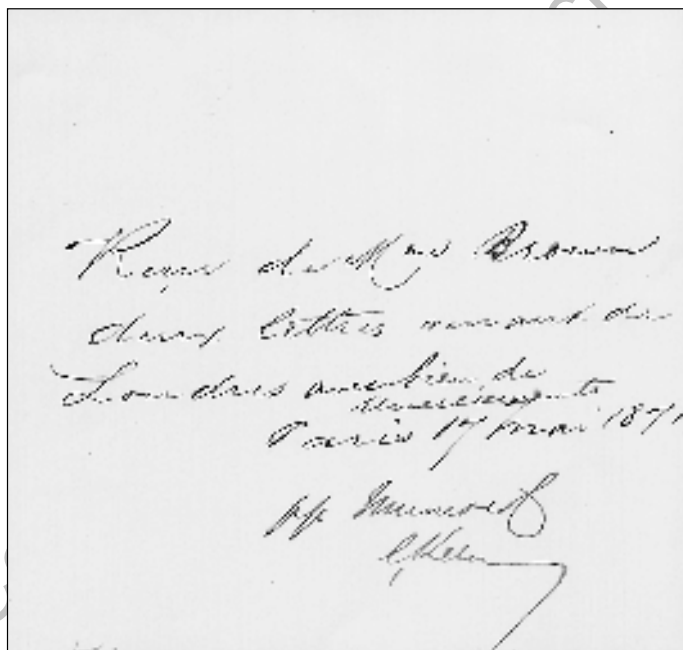


Figure 8 –
The Receipt from Munroe & Co.
(reduced in size)

The Receipt from Munroe & Co.

Messrs. John Munroe & Company were an American Bank, with offices at 7, rue Scribe, close to the Opéra Garnier, in Paris. On 17 May 1871, at the height of the insurrection, the Bank issued this receipt to Mrs. Brown:-

"Received from Mrs. Brown
Two letters coming from London
With grateful thanks
"Paris 17 May 1871
pp. Munroe & Co"

In May 1918, in the last year of the Great War, and just a few months before his death, WJB wrote a note to his children to explain the circumstances in which this Receipt was given to Mrs. Brown. These are his words :-

"During the Commune while at Chantilly, we met a Courier I knew who told us he was in trouble as he could not deliver some important letters, as the Railway Authorities had stopped him at the station and refused to allow him to enter Paris, in fact all men were stopped, but women were not.

"The letters being for an American House and as the American Ambassador in London had during the

³ These were sent from London on 7, 13, 20 and 27 January, and were received in Paris respectively on 17, 20, 27 and 30 January. In addition to their diplomatic contents, each bag contained a few private letters.

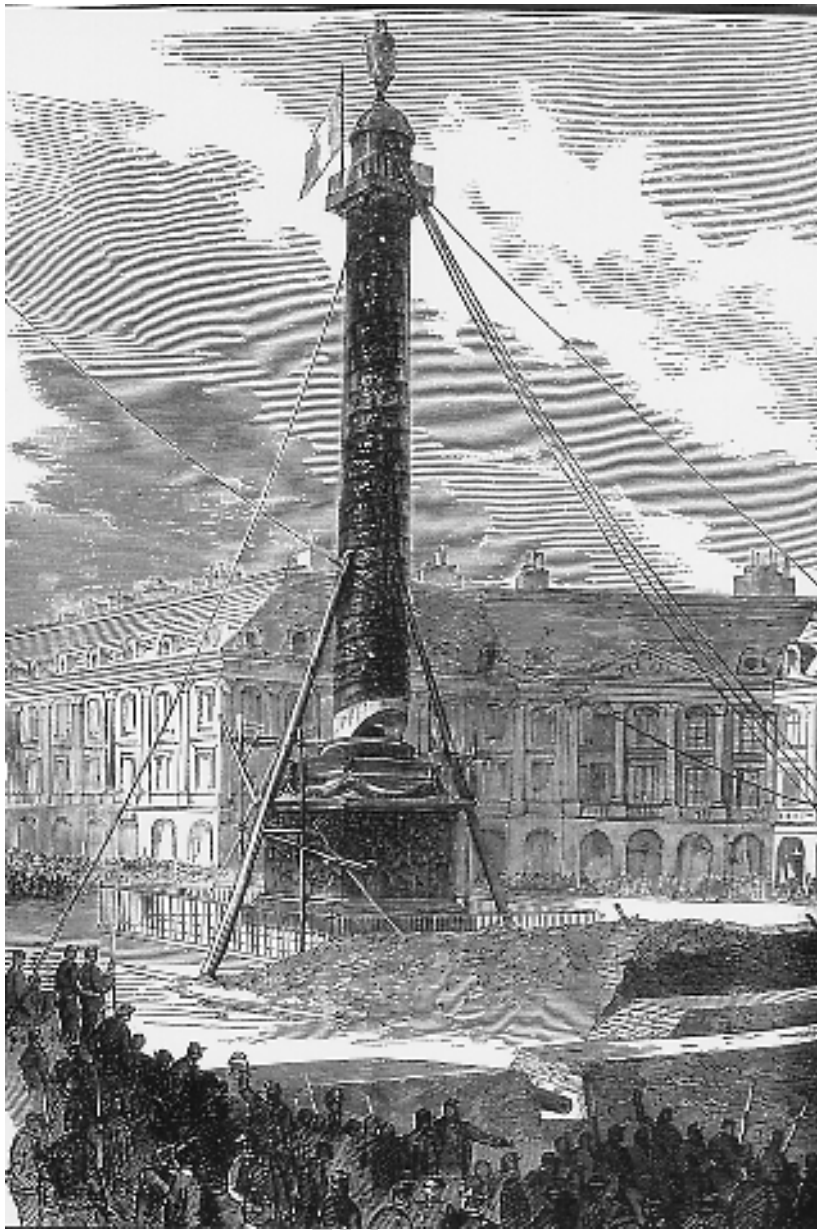


Figure 9 –
The Destruction of
the Vendôme Column

Siege kindly sent a letter through for your Mother to me, she (your Mother) promptly volunteered to take the letters, although the risk was great.

“Happily your Mother got back safely the same evening although fighting had been expected in the streets, it being the day of the fall of the column Vendôme.”⁴

“Your Mother was pleased with her journey for as she said, she had returned an American kindness.

WJB. May 8th 1918”

Conclusion

In recent days it has become fashionable to criticise the United States, and to ignore the lessons of history. There is great danger in this. The Spanish-born philosopher Santayana warned of this danger when he wrote: “Those who cannot remember the past are condemned to repeat it”.⁵

⁴ The 840 ft Column in Place Vendôme had been erected by Napoleon I to celebrate his campaign of 1805. It was detested by the Communards, notably the artist Courbet, as representing militarism and imperialism. The destruction of the Column was an act of sheer vandalism. The fall of the monument caused a stampede, and the looting of bronze fragments.

The experience of the Brown family was not unique. Many other Britons have good reason to be grateful for the help which they received from the United States during times of war in France!

If this tale of “An American Kindness” reminds us of this, it will have served a useful purpose.

Source material

1. The William James Brown correspondence, 1870-71. My special thanks to Peter Brown, WJB’s great-grandson, for having provided the family photographs and genealogy which have assisted my research.
2. *Ordinary Mail by Diplomatic Means during the Siege of Paris 1870-71* by Ernst M Cohn.
3. *The Fall of Paris, The Siege and the Commune 1870-71* by Alistair Horne.
4. Illustrations from *Cassell’s History of the War between France and Germany 1870-71* and from *L’Illustration, Journal Universel* of 1871.

⁵ George Santayana (1863-1952) in *The Life of Reason* (1905)

LIST OF RECENTLY PUBLISHED ARTICLES

Compiled by Colin Spong

Bulletin de la COL.FRA

N° 105 3^{ème} Trim 2003: Colonies Générales: Les émissions de l'état français [1940-1944] dans et pour l'empire colonial français [cont] (Drye); Syrie: Les taxes pour l'armée syrienne [1945-1947] (Guillermain); Colonies Générales: Le classement rationnel des émissions communes de timbres-poste et d'entiers pour l'ensemble des colonies françaises [1859-1892 cont] (Drye); Réflexions et compléments sur les textes parus: Légende de l'illustration de la couverture du bulletin 104 (-).

Documents Philatéliques

N° 178 4^{ème} Trim 2003: Hommage à Pierre Lux (-); Tarifs postaux des lettres dans les bureaux français établis en Turquie et en Egypte [1.1.1857-31.12.1863] (Georgel); Cartes postales irrégulières taxées: Les cartes postales sous enveloppes transparentes (Abensur); L'entrée des Etats-Unis de Colombie dans l'Union Postale Universelle (Langlais); Recettes auxiliaires, distributions auxiliaires, agences postales [2^e partie] (Fouillet).

France & Colonies Philatelist

Whole N° 274 (Vol. 59, N° 4) Oct 2003: Postal Issues of the 1925 Paris Decorative Arts Exposition - I - Prelude (Broadhead); French Marcophily - Mail by Rail 3: Gares (Kinsley); Amazing 1870-1871 Wonder Stories - 79 (Cohn); More Dates for Paris District Office Date Stamps [Sage Period] (Bowden); A new earliest date for the 5c yellow-green Sage of 1898 (Bowden); A Franco-British Cover of the 1870-1871 War (Johnson); 1 June 2003 Tariff rates (-).

L'Écho de la Timbrologie

Permanent features: Dossier, Variétés, Flammes et Oblitérations, Livres, Maximaphilie, Thématique.

N° 1766 Sep 2003: Décodage: Abandon du franc-or (Prugnon); L'année des Semeuses: le 5c [5^e partie] (Jamet); Jean Delpech, artiste [suite et fin] (Trassaert); Hommage à Pilâtre de Rozier, Les mystérieuses épreuves de Clément Kieffer (Jamet); Paris-Bondy: Essai de liaison postale aérienne France-Indochine (Fox); Il y a 50 ans: la guerre de Corée s'achevait (Emmenegger).

N° 1767 Oct 2003: Le Musée de La Poste (-); L'année des Semeuses [6^e partie] (Goudeau); Un échantillon «dédouané» (Prugnon); La plus grande galerie de Vermillons de tous les temps (Jamet); Les «prêt-à-poster-réponse» (Sinais); Essai de liaison postale aérienne France-Indochine [cont/end] (Fox); L'ONU était à Paris (Emmenegger).

La Philatélie Française

Permanent features: Étude, Collection, Actualité, À lire, Événement.

N° 581 Oct 2003: Événement: Les assises annuelles de l'histoire postale (-); «La France à voir»: la maison basque (Lesage); 1803: Hector Berlioz, la passion romantique! (Deroy).

Stamp Lover

Vol. 95 N° 4 August 2003: Forgotten Countries: French Algeria (Towler).

Timbres Magazine

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

N° 38 Sep 2003: Comment «Amortir» une presse taille-douce en 18 timbres (Melot); St Pierre et Miquelon, la France aux portes de l'Amérique (Jullien); Les Carnets font leur cinéma (PJM); Si Montbéliard m'était Comté (Michaud); Timbres franco-colombiens de la SCADTA (Apaire et Sinais); L'extraordinaire PAP de la BNP (Sinais); L'occupation du Comté de Nice (Baudot); Coupons-réponse franco-coloniaux de Londres (Chauvin).

N° 39 Oct 2003: Le tirage spécial de l'Exposition universelle de 1867 (Melot); Courrier d'Indochine via Lisbonne (Chauvin); L'unique et première collection de tête-bêche de France vendue aux enchères à Paris en novembre (Melot); St Pierre et Miquelon, la France aux portes de l'Amérique [II] (Jullien); Nouveau Prêt-à-Poster pour les douaniers (Sinais); Décryptage: Cabinet noir aux Bermudes (Chauvin).

N° 40 Nov 2003: Dossier: Le 2,20F Liberté (Barret); Madagascar: Quand les timbres viennent à manquer [1^e partie] (Chauvin); Les mille et une facettes des Prêt-à-Poster (-); Djibouti: Les 18 surchargés locaux de 1977 (Coudreau); Images d'une France «résistante» (Aupiais); Saga Napoléon: 1813-1814 de la débâcle en Allemagne aux coups de génie de la campagne de France [9^e partie] (Michaud); La Gironde: deux lettres exceptionnelles (Baudot); Des mandats postaux pour les F.F.L. (Chauvin).

Collectors Club Philatelist

Vol. 82 No 5: Privately Printed Peace Propaganda in 1870 (Cohn).

Diverted Mail 1870-1871 - Part 1

Raymond Pittier

Translated by Maurice Tyler

[The distinguished Swiss philatelist Raymond Pittier, who died in January 2003, was not a member of this Society, but a few years ago he offered these two short articles (originally published in French in the Swiss philatelic journal *SBZ* 10/1996 and in *Postgeschichte* respectively) for translation and publication in our Journal, with some new illustrations. This is now presented to our readers as a belated tribute to him. An article by him on the same topic also appeared in the *London Philatelist* of April 1998; and in our Journal 189 of September 1993 we printed an illustrated article by Fred Goatcher entitled "The Mont Cenis Pass mail route" which gave much more detailed information on the historical background to the Fell railway and the handstamps used. At WIPA 2000 in Vienna Raymond Pittier displayed "Le passage du col du Mont Cenis et le courrier détourné" in the Open Class.]



THE NEW OVERLAND ROUTE TO INDIA: MONT CENIS RAILWAY—ASCENT FROM LANSLEAUX.

During the Franco-German War of 1870-71 the postal service was subjected to many disruptions and had to find alternative solutions such as balloons, *papillons*, *boules*, etc., which led a historian to say: "France has suffered a military defeat, but gained a victory through the postal service;" in fact, this period gave birth to "inventions" that proved to be of the utmost importance for the development of postal links such as official airmail and franchise stamps (Red Cross, etc.).

The opportunity also arose to create, for the first time, a very efficient campaign post (*Feldpost-Relais*) which functioned in parallel with the civilian postal service, together with the first occupation stamps (of Alsace-Lorraine) and the *Feldpost-Korrespondenz-Karten*.

Given that a great deal of research has been carried out into this period, and that there already exists a study by Fabien Barnier on the subject of diverted mail, I will confine myself to a description of the measures taken at the beginning of the war by the Swiss, French and English postal administrations, when the situation was becoming critical for mail to America and the Indian Mail.

1. Temporary Swiss tariff from 1 to 19 August 1870

With the beginning of hostilities in Alsace, the transport of mail via Ostend became impossible for Great Britain and the USA. According to Decree N° 99 of 1 August 1870, the Swiss Postal Administration organised the dispatch of Swiss mail to these two countries by the Calais-Southampton route and increased the rate for 15gm from 30 to 50c (GB) and from 50 to 80c (USA) (Figs 1 & 2). After the re-establishment of rail links in the Grand Duchy of Baden, from 19 August 1870, the former rate N° 9 of 25 August 1869 (30c for Great Britain and 50c for the USA) came into force again by avoiding the journey through French territory and resuming the route via Ostend, in order to counter the blockade of the service to Calais.

2. Temporary British tariff from 18 October to 9 December 1870 for the Indian Mail via Brindisi

The Indian Mail laden with correspondence in sealed bags and parcels for India, China, Australia, New Zealand, etc., accompanied by British officials, passed through France every week from Calais to Marseille. It consisted of a train



Figure 1 -
Swiss franking at 1F 60c on letter
of 2nd weight step (30gm) to New York
with written correspondence
and newspaper cuttings



Figure 2 -
Swiss franking at 50c on letter
of first weight step to Great Britain



Figure 3 -
Letter sent 3.11.1870 from Torquay to Bombay franked at 1s 1d,
the normal postage required for the Indian Mail
The extra 3d for the transit via Brindisi was collected (2 annas) from the addressee on arrival.

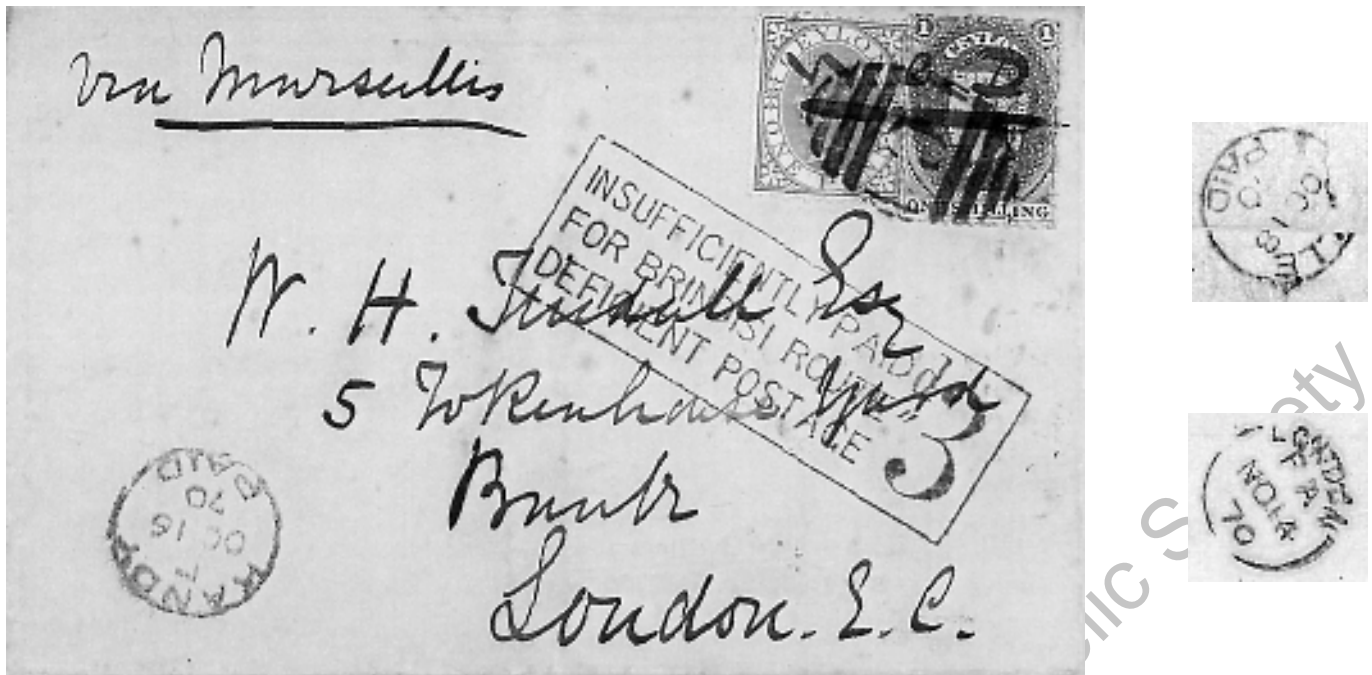


Figure 4 -
Letter sent 16.10.1870 from Kandy (Ceylon) to London,
with arrival cachet of 14.11.1870 (coll. K Kimmel)

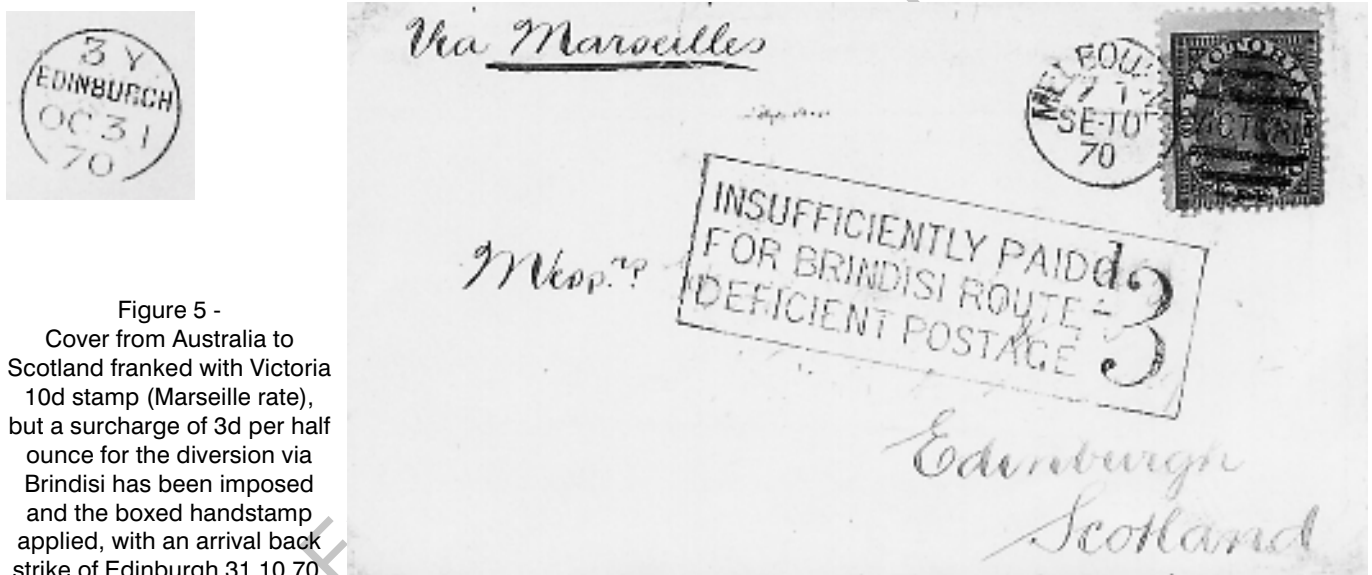


Figure 5 -
Cover from Australia to
Scotland franked with Victoria
10d stamp (Marseille rate),
but a surcharge of 3d per half
ounce for the diversion via
Brindisi has been imposed
and the boxed handstamp
applied, with an arrival back
strike of Edinburgh 31.10.70.

composed of a locomotive and two carriages travelling at a speed of 100 km/h, bypassing Paris by the outer circle from the Gare du Nord to Bercy.

At the very beginning of August 1870 the Germans invaded the eastern *départements* and, gradually, cut off the rail links to the ports on the Channel used by the steam packets. The British, seeing their transit through France intercepted, on 21 October 1870 established the alternative by way of the Brenner Pass that had been originally introduced by Thomas Waghorn, after trying, since 9 September, the diversion via Amiens, Le Mans and Tours. Previously, in April 1870, the Postmaster General had already wisely negotiated a convention with Northern Germany, the Southern States and the Austro-Hungarian Empire, allowing the conveyance through those countries of its dispatches from and to India for a nominal sum.

As a consequence, from 18 October 1870, the Indian Mail was diverted via Ostend, Munich, the Brenner Pass, to Brindisi; it was then forwarded in Italian steam packets that docked at Alexandria. The extra tax for passing through France being 3d and that for travelling via Brindisi 6d, the difference of 3d was mentioned in the "Brindisi handstamp," applied at the Foreign Mail Branch, Cannon Street (Figs 3-5). This special tax is only possible from 18 October to 9 December 1870, as on 10 December the total postage charge via Brindisi was reduced from 1s 4d to 1s 1d, an amount that was equal to the former postage via Marseille. It was not until 1872 that the Indian Mail resumed the journey through France, thanks to the opening of the Fréjus Tunnel (Mont-Cenis).

For a full account it is necessary to mention another route "via Brindisi," and that is the way by road (10m wide) over

the Mont-Cenis Pass (2083m) between Modane and Susa, initiated by Napoleon and finished in 1810. In 1870, between Saint-Michel de Maurienne and Susa there was still no railway and it was the Royal Engineers who, on 1 January 1867, had begun to close this 80km stretch by constructing a narrow rack-railway (110.5cm) called "Fell"* or "Summit Railway" which climbed the pass in a zigzag, passing through tunnels and over viaducts, and which was just as passable in winter. The length of the journey was 5½ hours. As the normal train on flat land travelled faster than the packets and the Indian Mail could, by avoiding Marseille (Brindisi-Alexandria was 638 miles less than Marseille-Alexandria), save time, the British thought this short cut over the Alps was essential, although they were aware that it was a temporary solution for 3½ years, until the opening of the tunnel in 1872. Given that the correspondence of the Indian Mail travelled in sealed bags, these letters never bear transit cachets. On the other hand, those sent "*par ballon*" used this itinerary in 1870 and are

struck with the cachet of the Italian *ambulant* "Da Susa a Torino" (see Fig 6) of the Compagnia di Ferrovia Vittorio Emanuele.

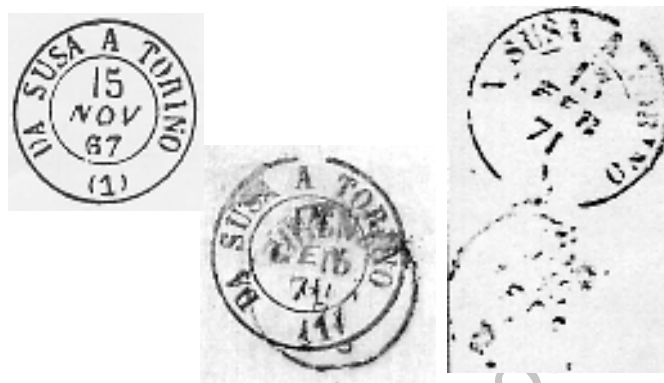


Figure 6 -
Three examples of the DA SUS A TORINO cachet

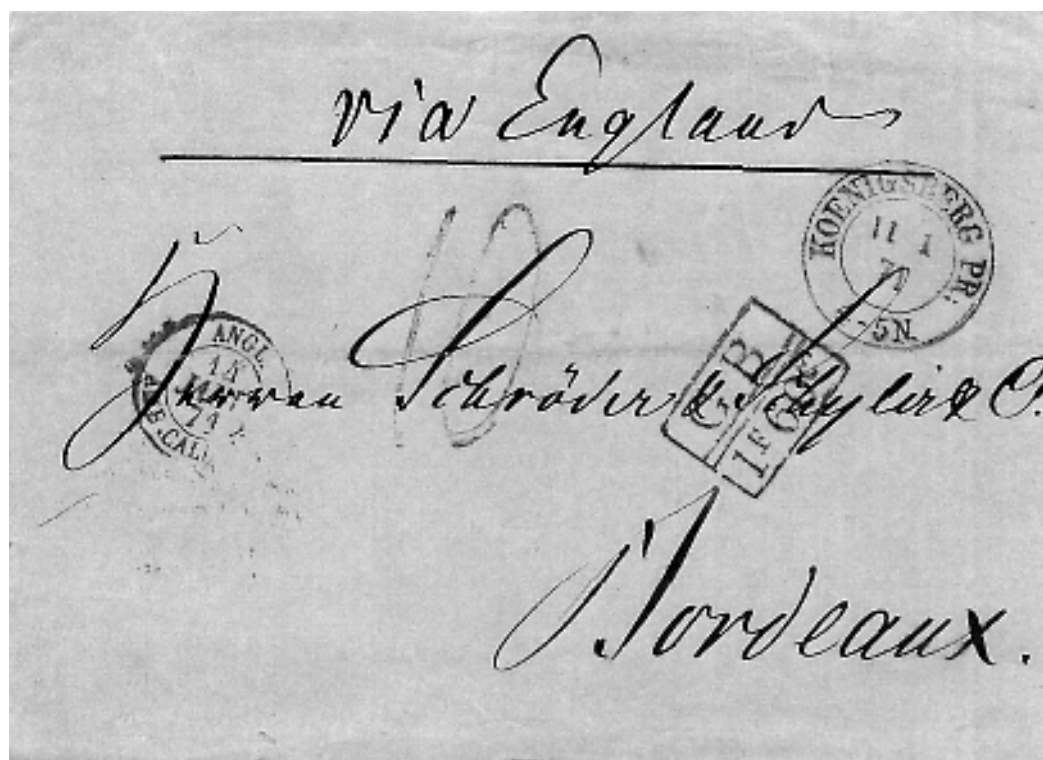


Figure 7 -
Mail from continental
Europe to France diverted
through England

Figure 8 -
Letter from
Le Havre
with stamps cancelled
by British 723 of
Southampton,
and with mobile box
cachet: Southampton /
France / MB / DE1 / 1870.
This cancellation is a
result of transferring the
mail for England from
le Havre to Saint-Malo
as the presence of
Prussians in Normandy
prevented the usual
overland route from
being used.



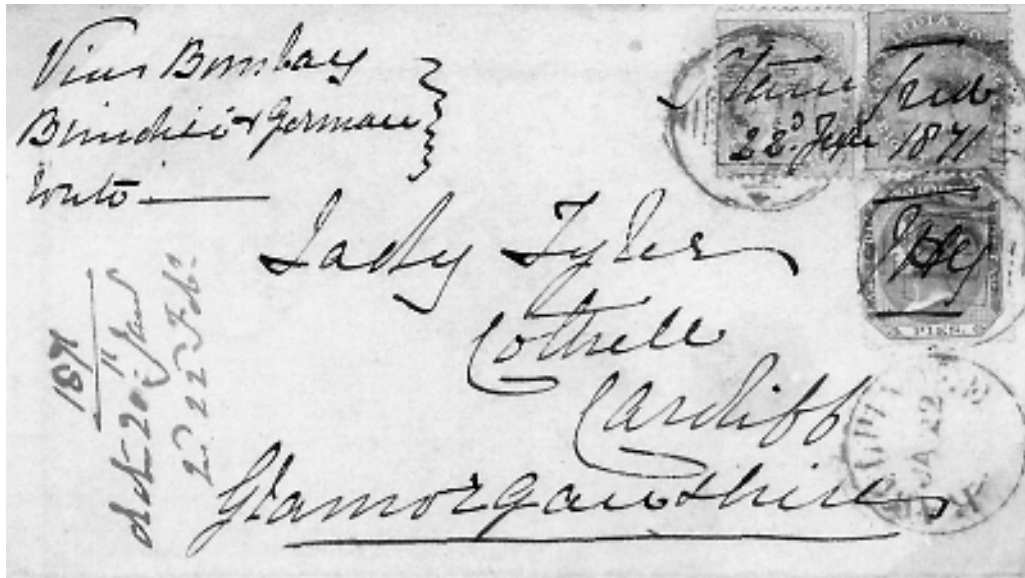


Figure 9 -

Cover sent 22.1.1871 from Rawalpindi (India) to Wales bearing the very rare provisional rate franking of 10 annas 8 pies (composed of 2 annas, 8 annas and 8 pies).

This rate was in use for a very short time, the cover being routed via Germany, mail taking a circuitous route to avoid Paris because of the Franco-Prussian War.

Note m/s "Via Bombay / Brindisi + German / route —"

3. European mail to unoccupied France

Although the normal route continued to function via the Cologne-Verviers *ambulant* that entered France at Lille, there exists some mail diverted via England (Fig 7). What is certain is that mail sent "*par ballon*" from Paris that fell to the north of the line separating the Armée du Nord from the Armée de la Loire and addressed to central or southern regions of France frequently, from mid-December onwards, made use of the maritime route that took it to Saint-Malo and, then, continued its journey in *ambulants* (see also Figs 8-9).

The author thanks Annette Zollinger for help in drawing up the text, Robert Jacquot for his information on the dispatch of mail "*par ballon*" and Kurt Kimmel for his participation in compiling the list of mail diverted via Brindisi.

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- R Kirk, "1870 Early Eastern Mails via Brindisi" (*London Philatelist*)
- Henri Christophe, « L'aventure de la Malle des Indes » (*Philatélie*, Jan. 1971)
- A Cattani, « La Valigia delle Indie » (*Il Collezionista - Italia Filatelica* - N° 22, 1971, pp. 7-12)

* Fell system: A method of traction intended for steep railway slopes, in which a central rail is gripped between horizontal wheels on the locomotive.



Figure 10 -
Slightly distorted Italian map showing the three possible routes for the Indian Mail: via Marseille, Mont-Cenis, or the Brenner Pass.

Diverted Mail 1870-1871 - Part 2

Raymond Pittier

Translated by Maurice Tyler



Figure 11 -
German map showing the Fréjus Tunnel, the Fell railway, and the Mont-Cenis Pass

After writing the article on letters sent by the Indian Mail which was diverted in 1870 via Brindisi (in the *Journal Philatélique Suisse* of October 1996) I discovered, in the *Postgeschichte* N° 67 of 1996, a *ballon monté* addressed to Vienna in Austria which will be sold in the next Schwarzenbach sale. This prompts me to try and explain the reasons for the diversion via the Mont-Cenis Pass, following the blocking of the Paris-Besançon route by the Germans.

At the beginning of the XIXth century the way over the Mont-Cenis Pass, separating France from Italy, was inaccessible to vehicles. In 1803 Bonaparte started work on a road 10m wide that would link Lanslebourg to Susa, replacing the existing track. This road was opened to traffic in 1811. Meanwhile the Emperor had created, by a decree dated 21 December 1807, the new town of Mont-Cenis, that he attached to the *département* of the Pô (of which the chief town was Turin and the assigned number 104) (Fig 12). A *bureau de distribution* was established there in 1808 (decision of 2 September), converted into a *bureau de direction* in 1811 (decision of 1 July).



Figure 13 -
PARIS / (SC) cachet

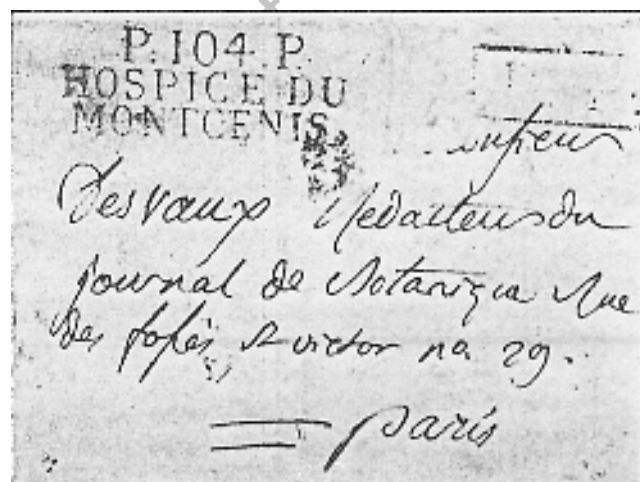


Figure 12 -
Straight line cachet of
P 104 P / HOSPICE DU / MONTCENIS

In 1866 the train used to stop at Saint-Michel de Maurienne. Then a road led from Modane to Susa, passing through Lanslebourg, the Mont-Cenis Pass (2083m) and by the Hospice. Thanks to the temporary British "Fell" railway the pass remained passable in the winter of 1870-71. At Susa the *ambulante* "Da Susa a Torino" took care of the final stage of the journey, which then continued by rail to Milan, Verona, Padua, Ala, the Brenner Pass and Vienna.

I have a cover of 5 October that bears the red departure cachet PARIS 6 OCT. 70 (SC) – the letters SC indicating *Section Centrale* (see Fig 13 for another example) – and, on the reverse side, the *ambulante* cachets CALAIS A PARIS and MACON AU MONT CENIS; it was beyond all question transported by the *Armand Barbès*. Since there exists plenty of information about the journey of this balloon, I will confine myself to presenting this red date stamp with the mention "SC," that is not very familiar to philatelists. This cachet from the Central Office cancels the stamp and, consequently, is never accompanied by a star of dots; it is hardly ever seen except on *ballons montés*. According to H Cappart, who for more than 20 years has examined collections and catalogues of auction sales, the covers bearing stamps cancelled by this cachet represent 3% of the total mail sent by balloon. The letters whose stamps are cancelled by this cachet are presumed to have come from public services and commercial firms and were deposited directly at the Central Office, rue Jean-Jacques Rousseau.

Sources

H Cappart, « Le cachet Paris SC » (Centex, Fribourg, 1970)
J Robineau auction sale, lot 1812, March 1996

Some Early Machine Cancels – 4

Bill Mitchell



Figure 1
By courtesy of DJ-B

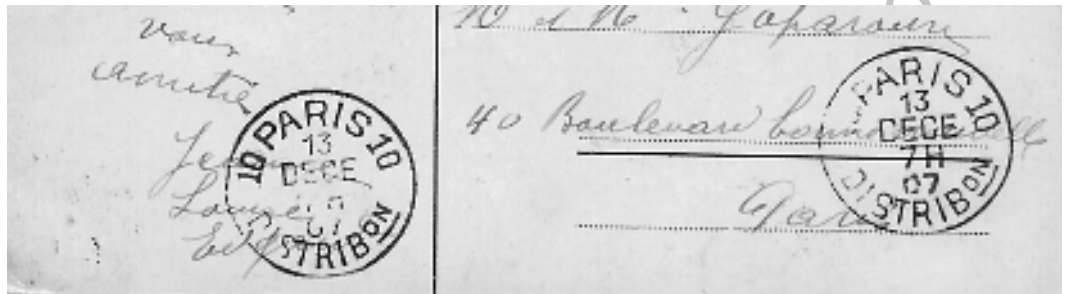


Figure 2



Figure 3

First, I must correct a mis-statement in Part 3 of this article (Journal 229, September 2003, page 99). In describing my Fig 1 – a cover franked with a 5c green Sower posted at the Paris 26 office at 16.45 hours on 18 April; the year slug has not registered – I said that it could not be dated to a particular year (1925, 1926 or 1927 were possible). It is true that there are no other postal markings, but in fact the cover can be dated to 1925. If I had thought to check on postal tariff changes I would have spotted that the 5c rate for printed matter in unsealed envelopes was doubled on 16 July of that year (see Derek Richardson's *Tables of French Postal Rates* published by the Society as Brochure N° 7, second edition, in 1996, at page 7). So this cancel is Dreyfuss B 026203.

Thanks to David Jennings-Bramly's photographic abilities I can now illustrate, as Fig 1, an example of the Bickerdike "flag" cancels briefly mentioned in Part 1 (Journal 227, March 2003, page 18). According to Nouazé (pages 35 and 36) these machines, of American manufacture, were supplied by the Canadian Postal Supply Company. Initially, two machines with an elaborate flag "flamme" alongside the date stamp were brought into use at the Hôtel des Postes between December 1898 and February 1899. They were followed by 12(?) machines with a simplified "flamme" from May 1900; these can be found until August 1903 and

again in 1905 and 1906. Date stamps read PARIS DEPART, PARIS DISTRIBUTION, PARIS ETRANGER and PARIS EXPOSITION UNIVERSELLE. Dreyfuss dates these cancels from 1898 to 1905 in his introductory note, but lists David's 16 April 1906 example as A 00013, 1905 to 1906. It should be noted that differences can be found in both the flag and the date stamp — and look out for the inverted flag error (A 00004).

Now for some special usages and oddities. From very early days the parallel lines or slogans were removed leaving only the date stamp, normally to act as an arrival or transit mark. Fig 2 is an example of this practice on a postcard from Strasbourg to Paris in 1907. The machine is a first generation Krag; Dreyfuss records its use in this way with date stamps reading 1 PARIS 1 to 5 PARIS 5 inclusive at various dates between 1905 and 1911, but not my 10 PARIS 10. Fig 3 is from a Flier machine dating from somewhat later (Dreyfuss A 00823, 1913 to 1920) on a postcard from New York to Paris in 1913. This practice was also followed in Belgium (Antwerp in 1914 on a card from Piana in Corsica, and I have examples from Brussels in 1914 and 1920) (Fig 4). These machines were also used in Italy, Switzerland and the United States so it may be possible to find this usage in those countries as well.



Figure 4

Figure 5



Figure 6

Figure 7



Figure 8

Fig 5 is a particularly interesting example of this practice, again on a Flier machine. Dreyfuss (D 231) describes it as “sur enveloppe destinée au vote”; Nouzé (page 33) is more informative. He says that although it is sometimes said to be a franchise mark of the Préfecture de la Seine, it is in fact no more than the means of identifying envelopes containing voting papers. It seems to follow that voters had to pay their own postage – if so, my example is unused.

We have seen, in the first part of this article (March 2003), that from about midway through World War I slogans were used to encourage the public to help speed up the mail, and to help the war effort. After the war the French embarked on an ambitious programme of opening regular air services to major cities in Europe and beyond, and they very soon used slogans to draw attention to the attractions of airmail. Fig 6 illustrates a cancel from a Flier machine

(Dreyfuss A 00139, recorded use 1922 to 1926) and Fig 7 one from a second generation Krag machine from a little later (B 032101, 1924 to 1929). The message – UTILISEZ LA POSTE / AERIE / SE RENSEIGNER DANS / LES BUREAUX DE POSTE – is the same. Then – and here is the oddity – for some reason the last two lines were removed, leaving a series of short dashes.

Although Nouzé illustrates an example of this practice (page 83) and they are of course listed by Dreyfuss, I can find no explanation for it; I assume though that it was considered that by now the airmail service was well understood by the public and it was no longer necessary to recommend seeking the advice of a post office clerk. My Krag (Dreyfuss B 088105, 1929 to 1933, Fig 8) dates from some years earlier than David's Flier (A 00169, 1936 to 1937, Fig 9).



Figure 9
By courtesy of DJ-B

Figure 10
By courtesy of DJ-B

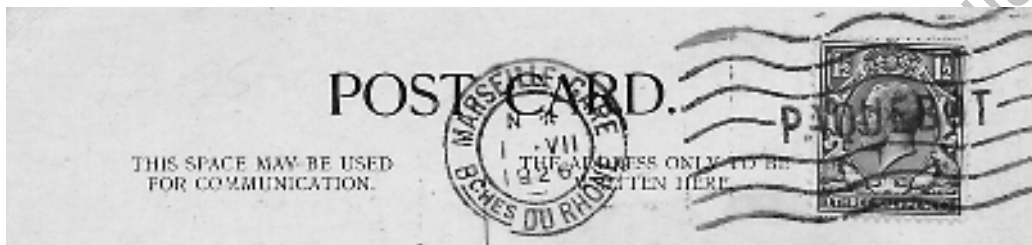
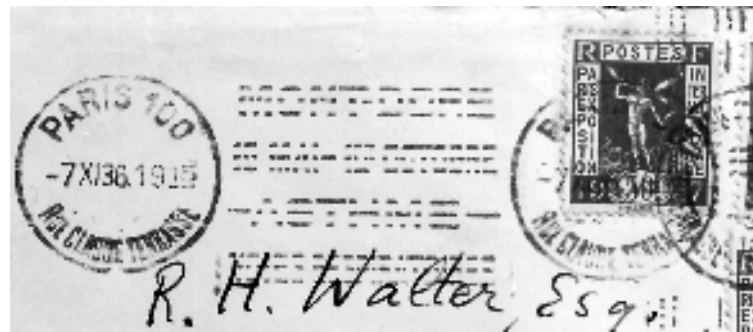


Figure 11

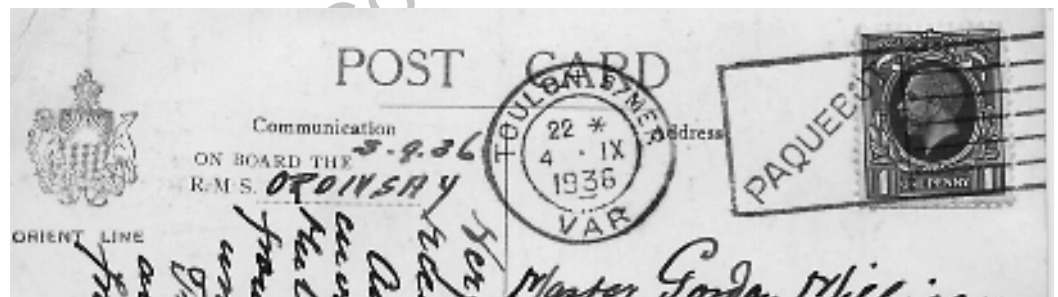


Figure 12

Although there seems to have been no real necessity for these defacements, it isn't hard to find a possible reason for them. Not so with Fig 10. This is a second generation Krag, one of David's interesting finds from the PARIS 100 RUE CLAUDE TERRASSE office (Dreyfuss B 100102, which he ascribes to 1932 to 1935 – it will be noted that David's cover is dated 7 November 1936). The message, which reads MONT-DORE / 15 MAI – 15 OCTOBRE / – ASTHME – / VOIES RESPIRATOIRES publicising the therapeutic qualities of this small town in the Puy-de-Dôme *département*, has been filed down (*"texte limé"*, not *"scratched out"* – *"gratté"*) without being made totally illegible. Dreyfuss gives no reason for this and adds that this cancel with the date stainp apparently reading R. DE CLAUDE TERRASSE does not exist; this is simply the result of wear and tear. David's enlargement suggests that Dreyfuss' reading of the dates in the slogan is incorrect – the first number certainly looks like a "10", not a "15" – but the slogan was used over a period of at least five years

and the opening and closing dates of the Mont-Doré season may well have varied from year to year.

Figs 6 to 9 plug the virtues of airmail. Slogans were also used in connection with a much older form of transport, to indicate posting on the high seas. Figs 11 and 12 are two attractive examples, both from Flier machines. The MARSEILLE GARE type is assigned to 1926 to 1935 by Dreyfuss (MAR 806) and the TOULON S/MER to 1939 only (TOU 208); another very similar type is ascribed to 1934 only. Roger Hosking, in the third edition of his world catalogue of *paquebot* marks, dates the Marseille type 1925 to 1936 and the Toulon (he does not distinguish between the two) 1921 to 1938.

The Marseille discrepancy is minimal – in any catalogue of postmarks new post-publication discoveries are to be expected – but the difference in the case of Toulon is rather startling. Salles, in the Addendum to Part I of his *La Poste Maritime Française*, supports Hosking with 1921 to 1937.

BOOKSHELF

Caractéristiques des correspondances du Brésil pour la France au XIX siècle

by Philippe-Jean Damian and Klerman Wanderley Lopes, 2003; ISBN 85-903499-1-8; 7 x 9¼", card covers, sewn signatures, numerous b/w illustrations; vol. I (pre-1860), 155 pp; vol. II (1860-on), 249 pp.; in French and Portuguese in parallel columns; the two volumes at \$40 (US) + p&p, from Dr Klerman W Lopes, Rua Constante Ramos 34, #901, 22051 Rio de Janeiro, Brazil; e-mail <klerman@uol.com.br>.

The emphasis of this monumental study of 19th century maritime mail from Brazil **to** (and through) France is placed, as it should, on detailed descriptions of covers in Dr Lopes' collections and that of others and on auction items. As such, it delves deeply into French entry markings and inland rates to destination, charges levied upon the French posts by Great Britain, and the exchange markings of those two nations.

Pre-1860 volume I's 155 pages include a short Glossary and three pages of pertinent Bibliography. For lack of any postal convention prior to 1860, Brazilian mail generally traveled via British ships. The far scarcer transit via French packets received, upon arrival in France, the extra-continental **COLONIES PAR...**, the later **PAYS D'OUTRE-MER PAR...**, the still later circular **OUTREMER**, and finally the date stamps of shipping-line agencies. Rates were generally exorbitant, and commonly avoided or mitigated through the use of agents or forwarders in the British Isles. In the case of early letters, dues markings are usually only the inland ones to final destination. Rates are nicely detailed in various Tables. In Table 1, the authors assign dates and number of Brazilian covers reported, for each of the French ports of entry and their markings: from 2-3 known for Caen (in 1818 only) to over 50 for such as Le Havre, Nantes, Bordeaux and Marseille; an ideal way of showing comparative scarcity.

This study owes much to the pioneering and later works of Salles, Robertson, Tristant, van der Linden, Bergier, V Pothion, Chauvet and others. The Salles and van der Linden nomenclatures are used, and the authors make a point of noting that many markings were not known to Salles as being on mail with a Brazilian provenance. In the absence of Brazilian departure markings, such provenance can be proven only from interior datelines.

British packet mail received **ANGLETERRE**, then **GRANDE BRETAGNE PAR...**, and from 1843 boxed **COLONIES & c. ART. 12** (later 13 and briefly 18), and finally circular **ANGL.** date stamps. Examples of all are shown on cover and described in detail. Exchange markings, which follow Salles and van der Linden, appeared January 1857. A brief Chapter 4 discusses transit via Portugal,

Spain, Italy, Belgium and Germany. Volume I ends aptly at June 1860, when Brazil and France signed a postal convention.

The thicker Volume II also includes a similar three-page Bibliography but no glossary. Pages 229-249 give the complete French text of the 1860 Postal Convention, as signed by Napoleon III, and texts of official exchanges (in Portuguese only) of 1870-71 that resulted in new 1871 rates. Starting at June 1860, it continues through the various accords and rate changes that occurred prior to 1900. Emphasis has now shifted to the French maritime lines (primarily the *Messageries Maritimes*), its 1860-65 Ligne du Brésil (and Annex), and then the two lives of Lines J and K, with more than a passing nod to less well known contemporary shipping lines. Cachets now are primarily the octagonal date stamps of consular agencies (with "**BRÉSIL**", or other South American countries, at top), followed by the octagonal Lines and circular arrivals, and finally the circular Lines and Corr. D'Armées date stamps. All this is examined in good to great detail, with information given on exceptional voyages such as shipwrecks, transfer of mail between ships, etc. A chapter is devoted to British lines that also carried 1860-on mails, and the resultant rates and French entry markings. Another, briefer one discusses mail transit through other European countries. Again, useful rate tables are included, followed by the authors' comments and explanations. France entered into the GPU on 1 January 1876 and Brazil on 1 July 1877, which greatly simplified rates and taxes. The final 19th century rate change took effect on 1 October 1881.

The black-and-white illustrations are clear to passable; most of them adequately show the important elements of covers illustrated: postal markings and postage due.

This is a major work, produced at an affordable price, and should be in the library of any collector of inbound French mail from not only Brazil but also much of the rest of South America. It should also serve as a model for similar studies of markings and rates. It's definitely a "keeper". First author P-J Damian died shortly before the volumes were published. Dr. Lopes is a member of the France & Colonies Philatelic Society in the US.

Stanley Luft

Evénements Postaux à Madagascar et Dépendances

by Pierre Favrel; pub. Publications Col.Fra, 2003; laminated cover with plastic overlay; obtainable from M. Alain Hurpet, B.P. 5, 10230 Mailly le Camp, France.

Tome 1: Des origines au 31 décembre 1899; price 24€.

Tome 2: Du 1^{er} janvier 1900 au 31 décembre 1909; 140pp.; price 24€.

Tome 3: Du 1^{er} janvier 1910 au 31 décembre 1920; 108pp.; price 20€.

This ongoing series is a *tour de force* from M. Pierre Favrel who has commenced publishing his studies in the official literature of this former colony.

All the *Arrêtés* and *Journaux Officiels* have been thoroughly examined for the opening of postal agencies and offices and combined together with the appropriate stamps issues as and when they appeared. Details of the maritime companies with their ships and times of arrival and departure are shown, together with the listing of postal arrangements at the various centres. There are extracts of *Décisions* covering the hours of certain courriers to link up

with the main postal centres. M. Favrel also links information provided by various colleagues to his own studies. We await with great interest further volumes covering Madagascar.

Col.Fra are to be congratulated on their team of students of postal history who are now publishing their researches, especially for those of us who can only visit the Musée de la Poste or even the Colonial archives at Aix-en-Provence when opportunity arises. A Publications Supplement is sent out with the quarterly bulletin listing handbooks available on the various colonies or about to be published.

Colin Spong

Madagascar: Rail and Mail Services

by Colin W Spong; n° 10 in an occasional series published by the Indian Ocean Study Circle, Weybridge, 2003; ISBN 0 9526407 2 4; 108 A4 pages, with laminated card covers and plastic clip binding; 129 illustrations, including stamps, covers, picture postcards and postmarks; price £12; obtainable from Keith Fitton, IOSC, 50 Firlands, Weybridge, Surrey KT13 OHR.

This Madagascar work is Monograph N° 10 of the Indian Ocean Study Circle, and it amounts to an excellent study of a rather esoteric and hitherto underresearched subject. It begins with a short description and history of Madagascar and its peoples, and delves into the French Colonial period from 1896 to 1960, during which railways were constructed over a very difficult and demanding terrain.

The routes and stations are all described, as are the postal arrangements and how the railways were linked to mail routings over roads and water. There are several illustrations of postal cancellations used at Station Offices, with their so-far-noted dates of use, and of the *Convoyeur* types which were used on the trains themselves. Very unusual, too, are the *Ambulance* types, which were used in connection with the medical services on the railway work sites. Then there is a comprehensive section on the postmarks in their various types, straightline markings and date stamps, and descriptions of subsidiary rail lines serving Nossi Bé and Diego Suarez, concluding with a chapter on the railway postage stamps (extending into the post-1960 Malagasy Republic period) and a bibliography.

Several quite lengthy appendices follow, with many more notes and illustrations about postmarks, rolling stock and

railway statistics (again extending beyond the colonial years), a table of the mail services to and from France in 1925, the relevant French postal tariffs from 1878, and the Madagascar airmail fees from 1932 to 1949. Additional appendices include a study of the 'BM' (*Boîte Mobile*) handstamps, which were probably not generally used for railway mail, and government orders about mail carriage by motor vehicles and the rural mail deliveries, taken from the colony's official journal.

One or two minor criticisms: the book is not easy to read, because the clip binding does not permit it to stay open or lie flat (a plastic ring binder might have been better); and some of the illustrations are rather fuzzy and unclear, though possibly the best that could be achieved from imperfect originals, because original material is mostly scarce and not at all easy to obtain.

However, taken as a whole, this study is a fine effort; it is never easy to research original material, produce a volume about fascinating but rather abstruse happenings, and to manage it so comprehensively, as Colin Spong has done. For both the railway enthusiast and the French Colonial postal historian this is a really splendid production.

Ian McQueen

This book has been long in gestation, but the wait has been worthwhile because there have been few books that actually deal with aspects of the postal history of Madagascar and even fewer that do so in English. It has been written in such a way as to be of value not only to postal historians and postmark collectors but also those whose interests lie in the construction of the railway, the engines and rolling stock and, in an even wider context, the ethnic diversity of the island and its physical geography that has made its construction such a feat.

The broad introduction gives a good résumé of the turbulent past of the island, dating from the French military expeditions and subsequent French colonial status through to occupation again during WW II and finally the drive to independence.

The development of the four railway lines is presented in a detailed, logical and easy to follow manner, but the lack of clear maps to illustrate this does detract somewhat. This is particularly true when considering the links between Tamatave and Tananarive around the Pangalananes area which is complicated.

Colin is to be congratulated on the enormous amount of background detail that he has unearthed on every aspect of the railway and its *convoyeurs*, brought to life by many postcards of the period.

A book can often be judged by its bibliography, and I particularly liked the way in which the 5 pages of invaluable background references and sources are laid out. There are also a number of annexes which include information on

the mail services in general, maritime mail and the use of moveable boxes as well as details of the motor vehicle service, and, finally, postal rates. In all, it can be considered a considerable achievement to have assembled so much

factual material and to have presented it in such an informative way and, at the same time, to have wrapped it in the rich historical and cultural background of the island.

Peter Kelly

Books Noted

Jean de Sperati, l'homme qui copiait les timbres by Lucette Blanc-Girardet; 127pp. in colour, 250 x 215mm landscape format; price 35€; available from Éd. Pachaft, 15 impasse du Marais, 73100 Mouxy. [Richly illustrated biography of the famous forger, with photographs and reproductions of letters, stamps, manuscripts, and using family archives, newspaper cuttings, and interviews with acquaintances.]

Catalogue des entiers «Prêt-à-Poster» de France et de Monaco 2004, 1^{re} édition by Jean Storch, Bertrand Sinais and Agnès Monottoli; 490pp., 900 illustrations in colour; price 55€; available from Éd. Bertrand Sinais, 7 rue de Châteaudun, 75009 Paris. [Specialised listing of all types of PAP, those in current use, commemorative, festive, regional, official, stamped to order; with description, date of issue, conditions of sale, names of artists, details of support medium (envelopes, cards, letter-cards), varieties, special usages.]

Philatelic History of the Arab Kingdom of Syria by Alexander Kaczmarczyk and Rodney Unwin; 112pp. hardbound; ISBN 9963 579 88 4; price \$40 (+ p&p); available from James Bendon Ltd, PO Box 65484, 3307 Limassol, Cyprus. [Chronicles all stamps and varieties,

postal history of region, with post offices, rates and routes, forgeries and ways of expressing dates in postmarks; many illustrations; includes French invasion 1920 and French stamps overprinted O.M.F. after 1921.]

La collection La Fayette: Timbres mythiques de France by Michèle Chauvet; price 75€; available from Behr, 30 avenue de l'Opéra, 75002 Paris. [The saga of the La Fayette collection, tracing the events which have made these stamps the most prestigious ones of France, from their fabrication to their purchase by great collectors.]


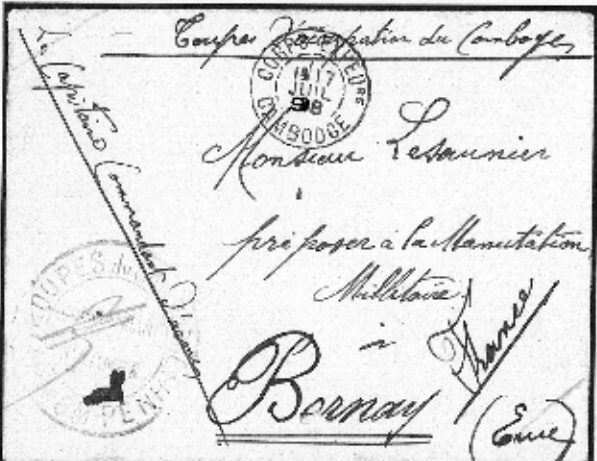
La Poste en milieu rural, découvertes et propositions (Les Feuilles Marcophiles, supplément au N° 314); 64 b/w pp.; price 7€; details from Union Marcophile, 19 avenue du Châtelet, 77150 Lésigny. [All aspects of the new rural post of 1830, its organisation and postmarks, are explained and illustrated with local examples; in particular this work deals with statutory marks, collection and delivery in le Var, the development of the law of 1829 instituting the service, the auxiliary establishments of Indre-et-Loire, and a useful identification of rural boxes.]

Maurice Tyler

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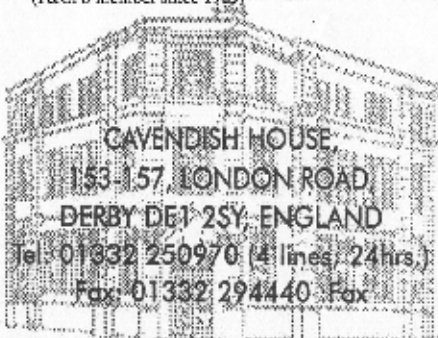


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Après le Départ Marks used Overseas

Colin Spong

Some time ago in Journals 190 of 1993 (page 174), 191 of 1994 (page 17), 197 of 1995 (pages 122-3), 199 of 1996 (page 19) and 202 of 1996 (page 188) details were published by myself and others of these interesting but not often seen 'Too Late' handstamps used in the Colonies (or former colonies). They differ slightly in appearance from those used in France (see Journal 151, page 24), which were introduced in 1850, no longer supplied from 1868 and withdrawn from 1876 onwards.

Since the last illustrations of these handstamps on cover were reproduced in Journals 199 and 202, I now have a further selection that has been sent to me by Stephen Holder and Roy Reader. [Most of the former's illustrations are of those from the late Ted Coles' collection listed in Journal 190 and originally described in Journal 177 pages 160-1 but not shown on cover]. The complete revised list of those noted so far by members in the pages of the Journal is given below, in order of type and then date.

Country	Town	Type	Size - mm	Dates	Figure
Guinée	Siguiri	1	38 x 13	12.11.1907	1
Sénégal	Gorée	2a	20 x 11	1866	
Sénégal	Gorée	2a (in blue)	20 x 11	1870	
Sénégal	Gorée	2a (in blue-green)	20 x 11	1875	
Sénégal	Dakar	2a	20 x 11	27.7.1928	2
Réunion	St Denis	2b	20 x 15	1.1.1904	3
Madagascar	Majunga	3	32 x 11	21.1.1958	*
Madagascar	Amboasary	3	32 x 11	1972	
Madagascar	Majunga	4	38 x 4	1901	
Madagascar	Majunga	4	39 x 4	8.1.1935	4
Madagascar	Mananjary	5	42 x 3	23.9.1908	*
Madagascar	Tananarive	5 (in blue)	42 x 3	2.2.1909	†
Indochine	Saigon	5	42 x 3	18.1.1932	‡
Mauritanie	Rosso	5	42 x 3	7.4.1933	5
Mauritanie	Atâr	5	42 x 3	1933	6
Sénégal	Louga	5	42 x 3	20.9.1934	7
Madagascar	Fianarantsoa	5	42 x 3	27.4.1937	8
Dahomey	Cotonou	5	42 x 3	11.12.1937	‡
Côte d'Ivoire	Sassandra	5	42 x 3	2.12.1938	9
Dahomey	Ouidah	5	42 x 3	23.1.1945	10
Madagascar	Tuléar	5	42 x 3	1945	
Madagascar	Diégo-Suarez	5	42 x 3	1946	
Sénégal	Dakar	5	42 x 3	3.8.1947	11
Madagascar	Andriba	5	42 x 3	1977	

* illustrated in Journal 190, page 175

† illustrated in Journal 199 page 19

‡ illustrated in Journal 197 pages 122-3

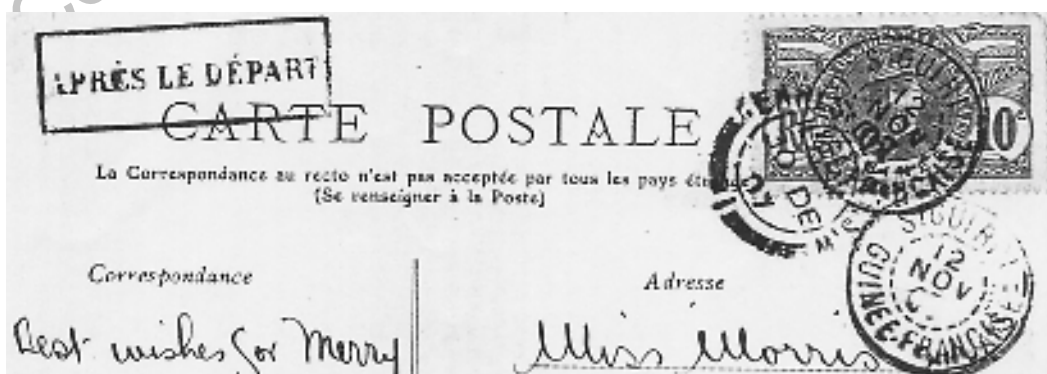


Figure 1



Figure 2

Figure 3



Figure 4



Figure 5

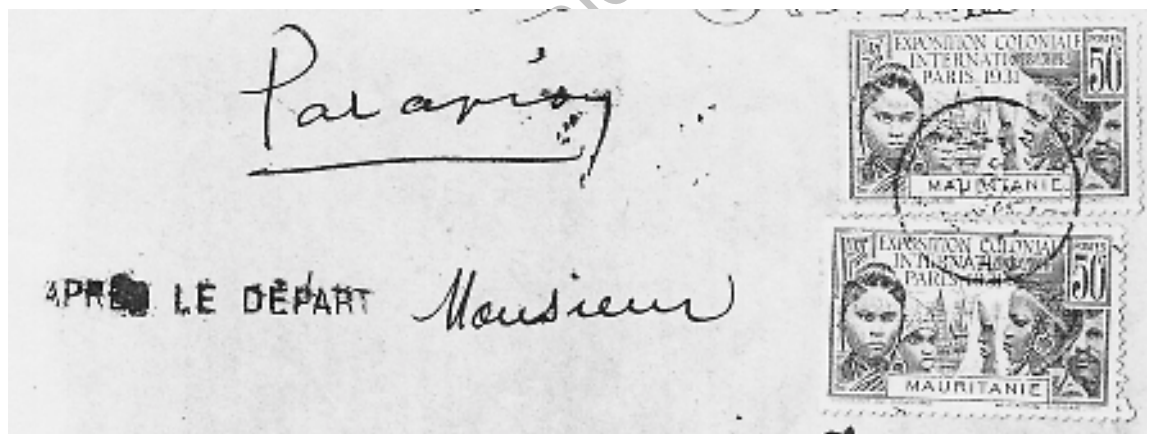


Figure 6



Figure 7



Figure 8



Figure 9



Figure 10

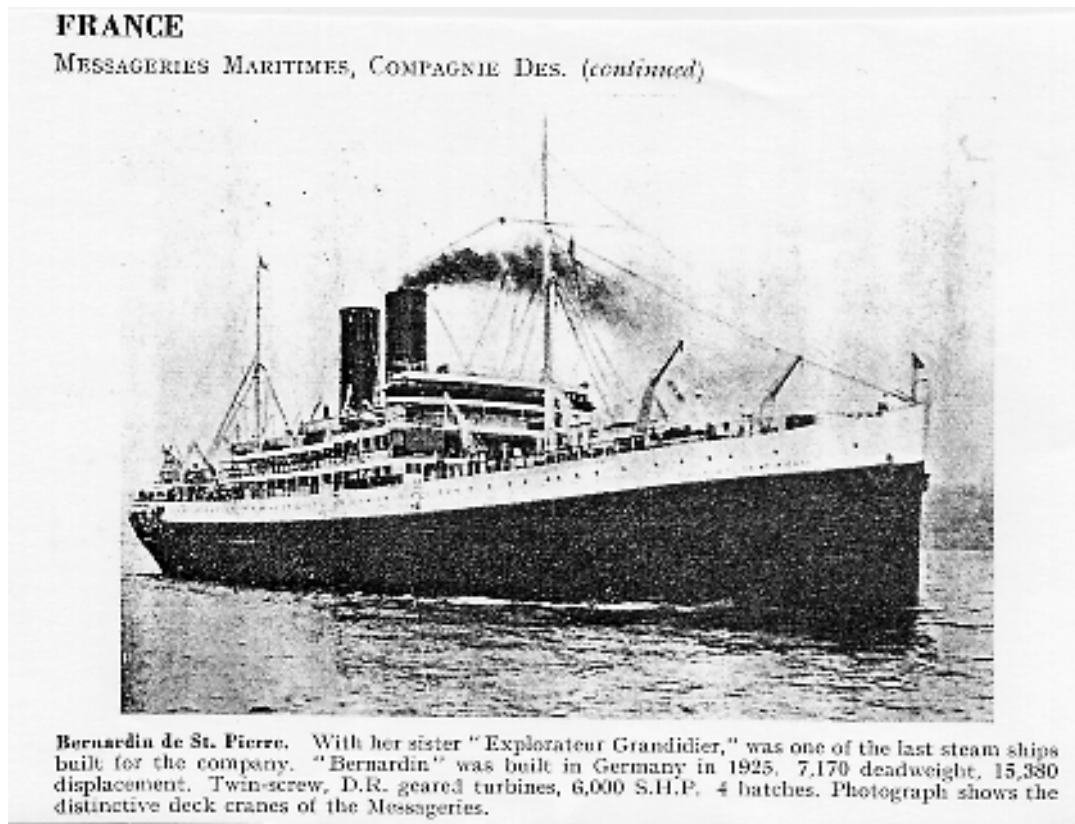


Figure 11

Only the most significant portions of each item are shown in the illustrations.

SHORTER ITEMS - INCLUDING QUESTIONS AND ANSWERS

The *Bernardin de St Pierre*



With reference to the query raised by Richard Wheatley about the *SS Bernardin de St Pierre* (in Journal 229 of September 2003, page 116), I enclose a photocopy from

the relevant page of *Jane's Merchant Ships 1942* - I used to make model ships as well as collect stamps.

Peter Denning

With this nudge from Peter Denning, I have done a bit more digging to produce the following information. When you come to think about the boat, it should have been blindingly obvious to me that it would be one of the M.M. fleet - for after all, the French correspondent is very likely to know the sailing dates and calling ports of M.M. boats.

The *Bernardin de St Pierre* was built in 1925 at Bremerhaven as reparation by Germany to France for WWI. Salles states

that it made 40 voyages to Reunion from 1926 to 1940, and 9 trips to Indo-China between 1927 and 1938.

This letter would have caught "*le garçon*" [the addressee] - in more ways than one - at Port Said, for the *Bernardin de St Pierre*, on a return voyage from Reunion, docked there on 19 March 1935, one day prior to the arrival there of this letter. Unfortunately "*le garçon*" was in for an unpleasant surprise, for there was the postage due to pay!

Richard Wheatley

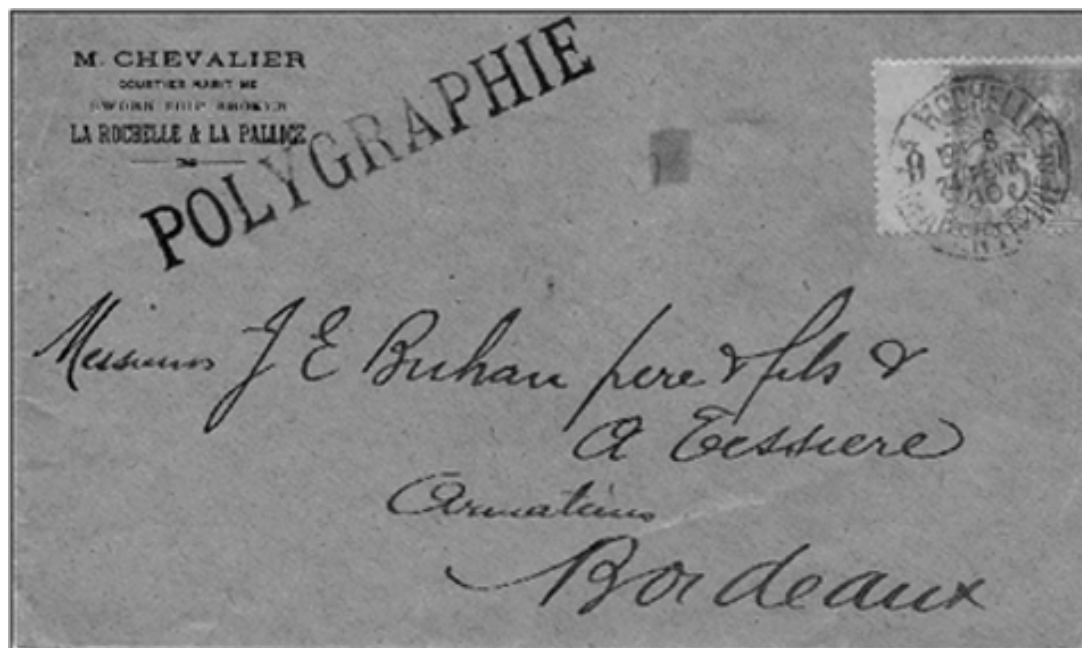
The Treatment of Copies as Printed Matter during the Type Sage Period.

While searching the dealers' boxes at the French National at Mulhouse this year I came across an open envelope sent at the printed matter rate of 5c with the justification "**Polygraphie**" stamped on the face. It was the first time I had seen this mark and back home it came with me.

The word "*polygraphie*" no longer figures in my current French dictionary but the meaning is clear. It is the ability to produce many identical copies from an original. I checked up on this in the 1885 Lisbon Convention of the UPU

under Article XVII which defines all the types of printed matter that are eligible for the concessionary rate. This includes the following [my translation]:-

"....It is considered to be easy to recognise the products of mechanical devices going by the names of Chromographie, Polygraphie, Hectographie, Papyrographie, Vélographie etc; but in order to benefit from the concessionary rate, the reproductions obtained by means of these processes must



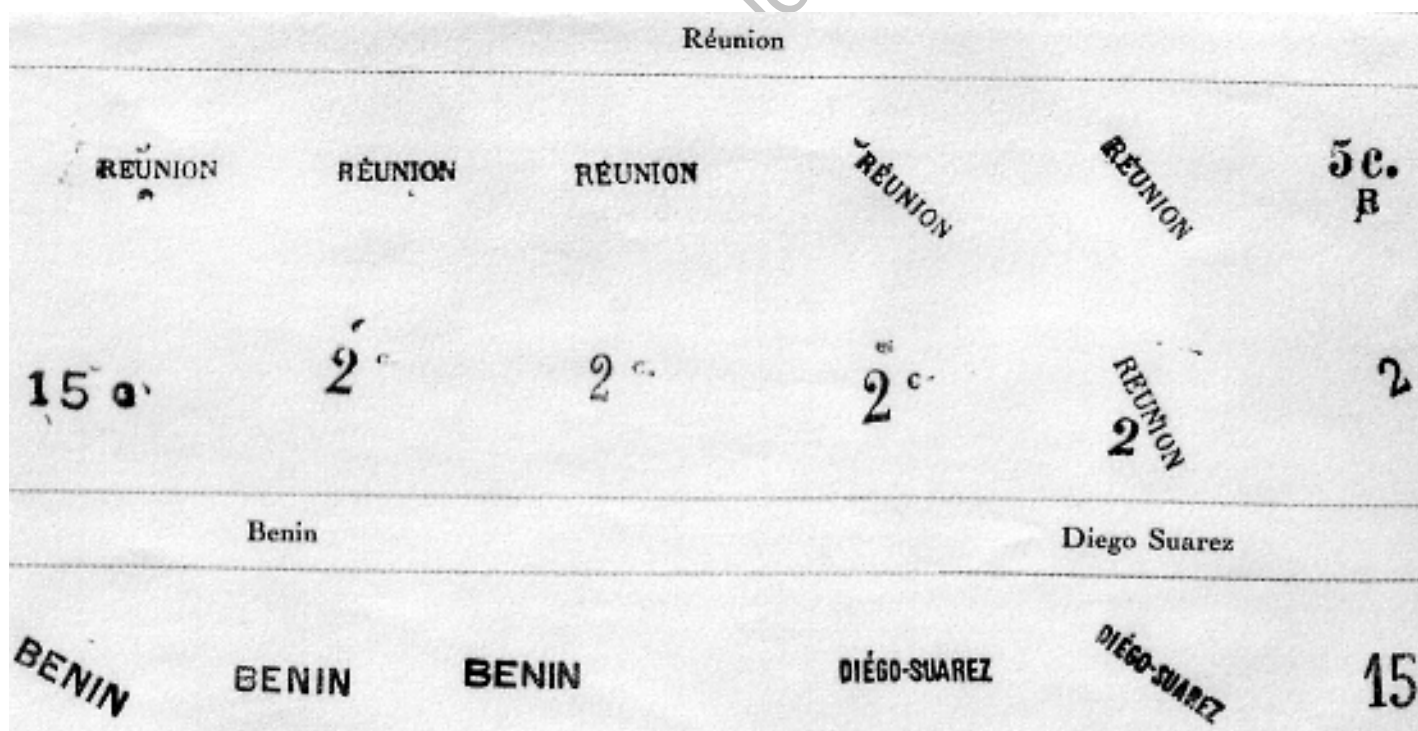
be deposited at the counter of the Post Office with a minimum of 20 perfectly identical copies.”

The example shown here is dated February 1900, sent from La Rochelle to Bordeaux, and, judging from the

details of the sender, related to shipping business. I would be interested to hear whether any of our readers have seen any marks evidencing use of any other of these processes.

Peter Kelly

Fournier's Facsimiles



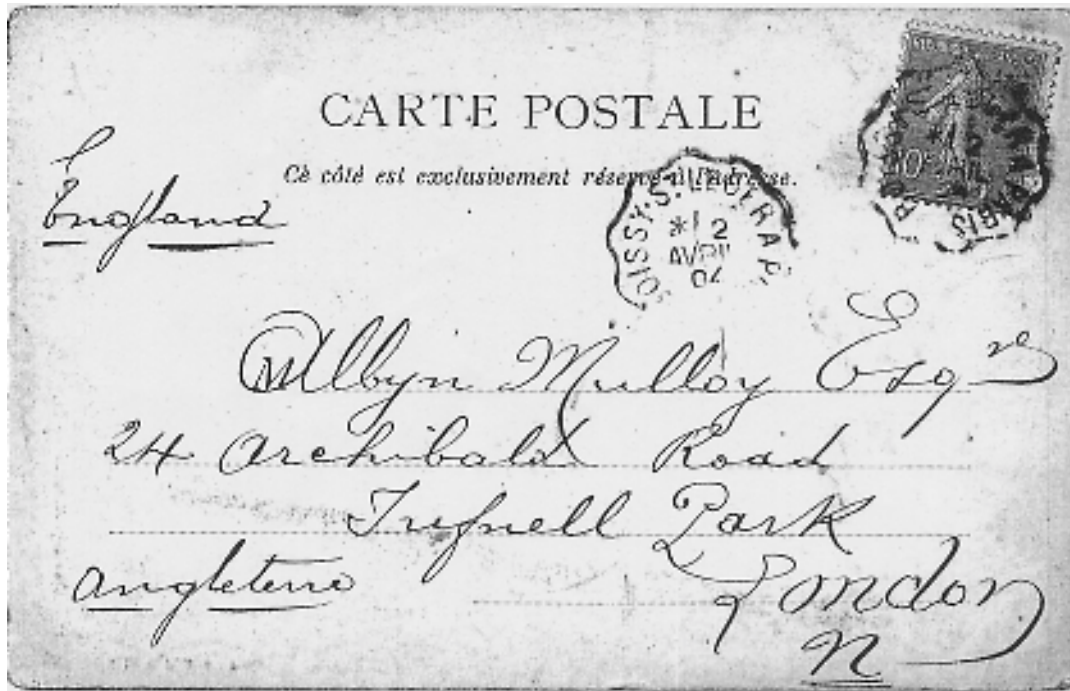
When the 480 collections were assembled from the acquired stock of Fournier's facsimiles, impressions were struck of the postmark dies and overprints were impressed on blank paper in the machines actually used by Fournier.* Pages of these impressions were included in the albums together with the facsimiles of the postage stamps.

* K F Chapman, "The Fournier Forgery Factory," *Stamp Collecting*, 28 December 1967, page 933.

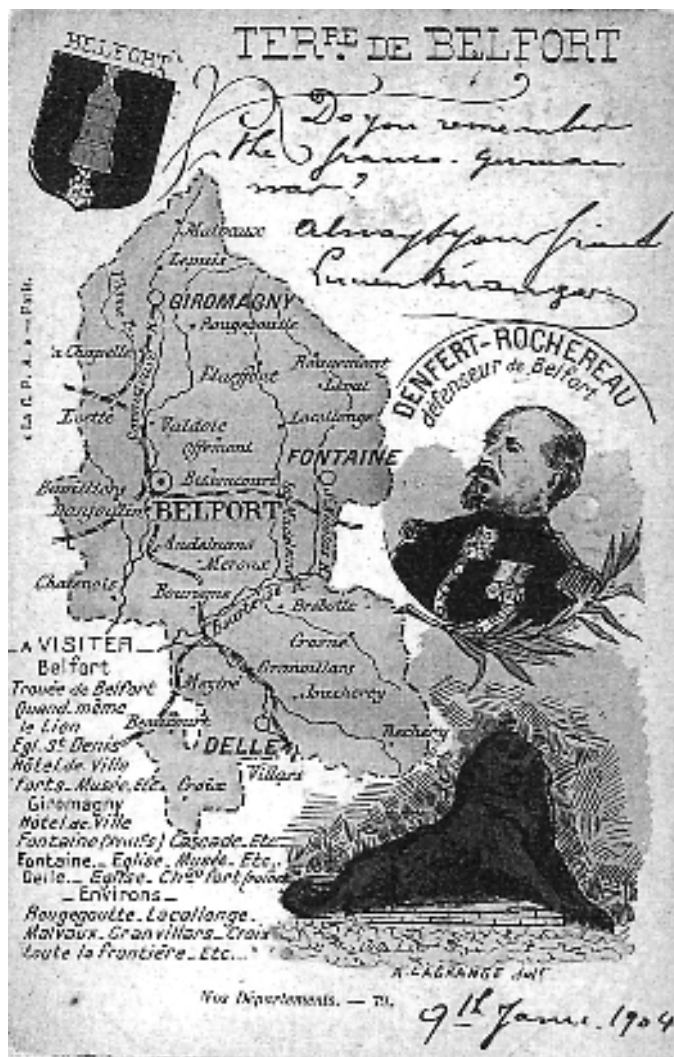
George Barker, in Journal 229 of September 2003 (page 116), requested further information on the overprints, and cited Reunion as an example. A photocopy of the twelve overprints used by Fournier is shown above, together with three each for Benin and Diego Suarez, in the hope that this will answer his questions.

Alan Wood

Postcards in the Series “Nos Départements”



(above)
Address side of
n° 75 Deux Sèvres



(left)
Reverse side of
n° 79 Territoire de Belfort

Recently I came across 6 postcards which are part of a series called “Nos Départements.” These cards are n°s 73 Seine et Marne, 75 Deux Sèvres, 76 Somme, 79 Territoire de Belfort, 81 Haute Vienne, and 86 Vosges.

The cards were produced by “La C.P.A.” of Paris, and the designer was A Lagrange of Paris XV. They are all surface printed in black and various colours on a buff coloured card stock. As no space was left for correspondence they were presumably not intended for use as postcards. Possibly they were designed for some promotional use, e.g. tourism? The 6 cards were all addressed to the same person, all passed through the mails, and all were date stamped 1904.

I include photocopies of the face of n° 75 and the reverse side of n° 79, in the hope that one of our members might know what they are and what purpose they served.

Edwin Rideout

Czechs in the French Foreign Legion

The answer to Brian Day's query (Journal 229, page 113) about the location of Czechs serving in the French Foreign Legion in 1949 can be found in Bertrand Sinais' 1987 catalogue of French Military Cancellations, 1900-1985. Unfortunately it is not clear-cut. He writes (pages 176 and 177) that POSTE AUX ARMEES cancels with the initials T.O.E. (Théâtres d'Opérations Extérieures) at the base of the circular date stamp were brought into use in Indochina, and also in Madagascar, in 1946. Later, they were also used in Korea. The Korean War did not break out until 25 June 1950, so that location can be ruled out. If I have understood M. Sinais correctly, as far back as 1944 a Corps Expéditionnaire Français d'Extrême-Orient had been created, and this was assembled in Madagascar. The position is complicated by the fact that from 1947 to 1949 French troops were also stationed in Madagascar to deal with the aftermath of an insurrection of the local population (Sinais, page 197).

I can make nothing of the sender's details, giving a location of "S.P. [Secteur Postal] 71.174". In his chapter on the Indochina War, M. Sinais lists the relevant *Bureaux Postaux Militaires*, and his list includes neither 71 nor 174, and certainly nothing remotely like 71.174; so far as I can tell from these unfamiliar place-names, only BPM 181, later 414, operated in Madagascar. As far as the 1947-1949 Madagascar troubles are concerned, here again only two

BPMs are recorded — n^{os} 5 and 5A, closed in January 1950 and late 1949 respectively. It is most likely, I think, that Mr Day's cover, and the two others like it, did indeed originate in Indochina, although possibly not in Vietnam (the Vietnam War did not break out until December 1961).

Closer examination of the cover illustrated by Mr Day draws attention to another interesting point. There are in fact two POSTE AUX ARMEES cancels, one with T.O.E. and the other with a BPM number, 222, at the base of the circular date stamp. This is explained by M. Sinais on page 185 of his catalogue. He writes that soldiers, especially Legionnaires, writing to foreign addresses to which the free franking concession did not apply were understandably anxious that their letters home should not be taxed on arrival. So their letters were sent to Paris where they were stamped, the stamp being cancelled by the circular date stamp of the BCM - C (*Bureau Central Militaire C*) from 1944 to 1947 and BPM (*Bureau Postal Militaire*) 222 from 1947 to 1953. It is clear from Mr Day's cover that the date stamp of the originating office was also applied before dispatch.

One final point. For both the Indochina and Madagascar campaigns, M. Sinais illustrates T.O.E. date stamps with either a Cross of Lorraine or an asterisk above the date, but none with a blank space as in the case of Mr Day's example.

Bill Mitchell

WWII Gabon Cover with *Croix de Lorraine*

The answer to Georges Barot's query about his 1941 World War II Gabon cover with *Croix de Lorraine* (Journal 229, page 110) turns out to be more complex than I had expected. I have three covers from Brazzaville in the neighbouring colony of Middle Congo, dated late 1941 and early 1942, with a similar *Croix de Lorraine* cachet — the difference being the deletion of the "4" and the substitution of "C" and "P" (*Contrôle Postal*) on either side of the cross. Like M. Barot, I have always understood that these cachets were censor marks of the Levant, and as if to confirm this all three covers are addressed to Beirut (one having been re-addressed from Cairo). However, a search through my photocopy articles has proved most interesting and has shown that this is an over-simplification.

On page 79 of *Gibbons' Stamp Monthly* for March 1955 appears a short article "The Fighting French" by Thomas Cairns in which he writes:

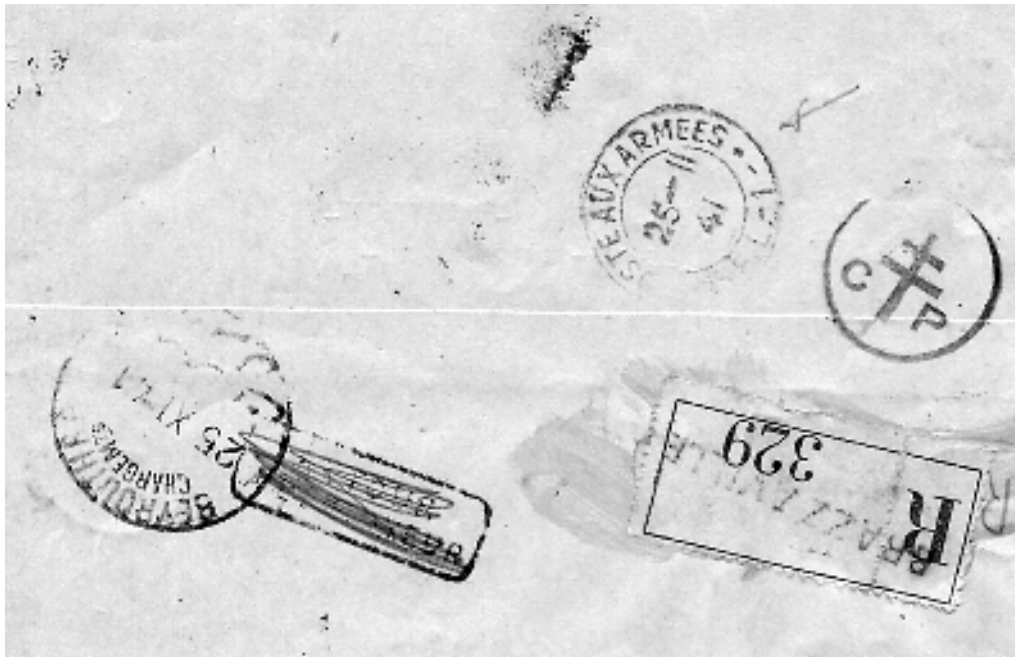
"Among the most interesting examples of modern G.B. used abroad are those employed by the Free French Force operating with the Eighth Army. This force, which later became known officially as the 1st Free French Brigade and ultimately as the Fighting French Brigade, was in action in the Western Desert from the time of General Wavell's offensive in the winter of 1940 till the Axis forces were finally expelled from North Africa in 1943.

"The French were first mentioned during the operations which brought about the capture of Tobruk in General Wavell's successful advance into Cyrenaica. We hear mention of them again during the Eighth Army's offensive of November 1941....

"In view of these events, the cover [which he illustrates] has a special significance. The Free French troops used G.B. stamps, in common with their British and Polish comrades-in-arms, and made use, on occasion, of British F.P.O. datestamps. However, they had their own postal unit, employing a double-circle datestamp with the words "POSTE AUX ARMEES" round the top half and "F.F.L." (*Forces Françaises Libres*) round the bottom, "F.F.L.1" being the datestamp used by the 1st Free French Brigade. . . . The cover also bears the Free French censor mark in violet: this shows the familiar Cross of Lorraine flanked by the letters C and P (*Contrôle Postal*) the whole enclosed in a circle."

It seems, however, that Cairns' attribution of this "F.F.L. 1" cachet is incorrect. In a long article "Military Postmarks of the Fighting Free French Forces: 1940-1945" in the *American Philatelist* for March 1965, Everel E Keys writes (page 420):

"Another cover to be noted in connection with this campaign in North Africa is one with the Poste Aux



The major portion of the reverse side of this registered envelope, which measures in total 230 x 103mm and is franked on the front with 6 different AEF stamps, shows here the back strikes mentioned in the text.

Armees / F.F.L. 5 postmark, dated 22.6.42. . . and with a registration label inscribed "S P 5". Two F.F.L. 4 transit datestamps are on the reverse, dated 24-6-42 and 26-6-42 respectively.... The Poste aux Armees / F.F.L. 5 cachet is particularly significant as a forerunner of Poste Aux Armees / B.P.M. 5, which later became the postmark used by the first Free French Division. That a continuity of relationship between these two cachets existed is borne out by another cover, reportedly with "S P 5" on the registration label, but with the Poste Aux Armees / B.P.M. 5 postmark dated 10 NOV 42."

Later, on page 421, he gives the location of these B.P.M (Bureau postal militaire) and B.C.M (Bureau central militaire) offices as follows —

B.C.M.1	—	Beirut, Lebanon.
B.P.M. 2	—	Damascus, Syria.
B.P.M.3	—	Aleppo, Syria.
B.C.M.4	—	Cairo, Egypt.
B.P.M. 5	—	Alexandria; later this office's cancel was used by the 1st Free French Division.
B.P.M.6	—	Tripolitania; later the Free French 2nd Armoured Division.
B.P.M. 7	—	Rayak, Lebanon.

It is easy to see why Cairns attributed the F.F.L. 1 cancel to the 1st Free French Brigade, but he was clearly wrong. One of my covers (*see illustration*) nicely illustrates Keys' article, as it is backstamped with POSTE AUX ARMEES / F.F.L. 1 (rather poor) and BEYROUTH R.P. / CHARGEMENTS date stamps. The Croix de Lorraine "4" censor cachet shows that M. Barot's cover can confidently be said to have been censored at Cairo, where the "Hôpital Henri de ?" was presumably located.

As to the 12 francs franking and the "taxe" cachet, Bob Picirilli's researches at the Library of Congress in Washington, D.C., as published in his Colonies Airmail Rates Group Newsletter 16 (January 2003), show that as from 1 January 1941 the airmail surtax from French Equatorial Africa to the Anglo-Egyptian Sudan and Egypt was 6 francs per 5 grams. So the letter must have weighed between 5 and 10 grams and the sender probably thought, incorrectly, that the surtax was an inclusive charge. Alternatively, it is just possible that he thought that the basic surface postage was free under the *Franchise Militaire* arrangements — although the cover is not endorsed to that effect — but this was also incorrect as the concession did not apply to mail sent to foreign destinations. Accordingly, the letter was under-franked by 2.50 francs, the basic foreign postage rate at the time.

Bill Mitchell

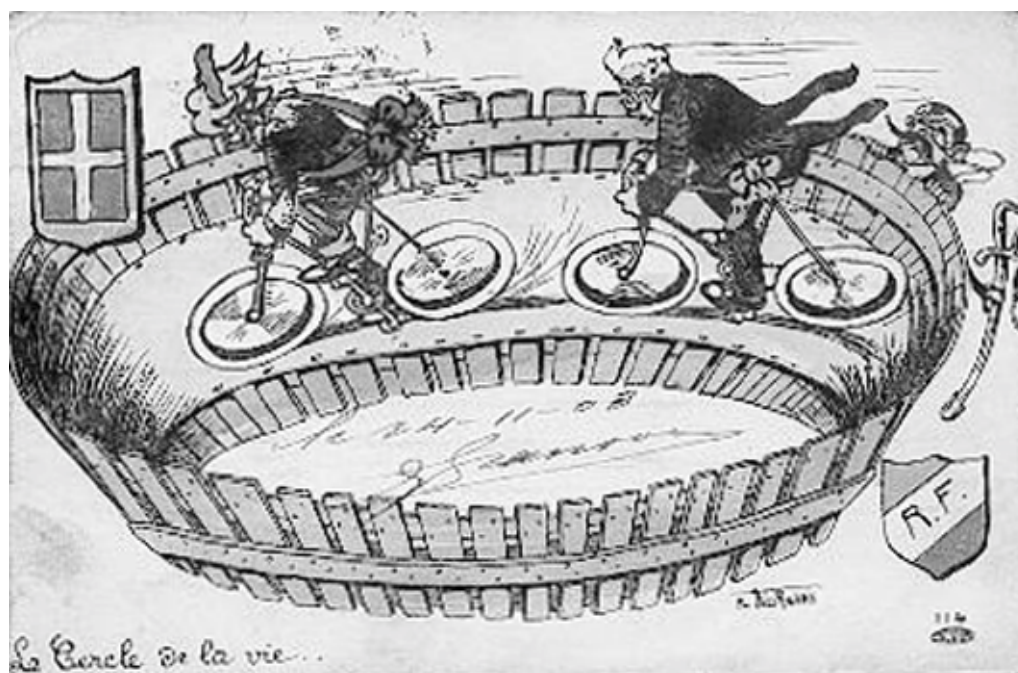
N.B. Spelling and accents (or lack of them) in the quotations are as printed in the original articles.

Propaganda Card

I wonder if any of our readers will be able to throw some light on the *raison d'être* for this postcard. It would appear to show the King of Italy and the President of France

involved in a cycle race, with the ? Kaiser (bellicose) looking on. It is hand coloured. The caption translates as "The Circle of Life."

Peter Maybury



The illustrated side of the card



The address side of the card.

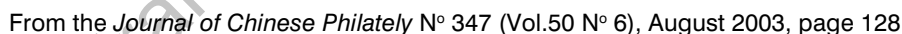
Postal Rates Calculator

This calculator worked by sliding the card inside the outer cover to the appropriate place for each service, so that the figures could be read through the "windows." The postal

rates shown are those for France current in August 1927. The device was produced for the Société Normus in St Louis in the Haut-Rhin.

Robert Johnson





“An example of Riddell’s Type 16 which he says is rarely found. The usage of mine I would think to be ‘unique’ (a dangerous word!). I wonder if any other member has a similar one? (This cancel may be an

I am quite ignorant about China anyway, and I guess the possibly 'unique' (?) date stamp probably came from a Shanghai specialist. I have never seen its like before, but the suggestion that it may have come from a CORR. D'ARMÉE original seems very possible. It would be interesting to see if any of our members have knowledge of it.

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French West Africa

Benin — the Early Years

Bill Mitchell and Laurence Lambert

In his interesting articles (Journals 216 and 225) on the use of German stamps on late 19th Century mail from German traders in the French Protectorate of Benin, John Mayne casts doubt on the statement in our article on the post offices of Benin/Dahomey in Journal 215 that a rudimentary postal service – the availability of stamps – was established there late in 1886. If we have understood him correctly, John believes that this date, taken from a French source, is incorrect and should be somewhat later. He cites in particular (a) a cover sent to Bielefeld from the German Hansa factory at Grand-Popo on 19 September 1886 and (b) the fact that the earliest example of Benin use of a General Issues Type Dubois stamp (obviously the only ones available in the colonies, occasionally overprinted locally, in 1886) in his collection is dated 22 October 1889.

Since our article was completed we have acquired further source material, and this enables us to clarify the position, to some extent at any rate. We have been unable to find out exactly what is meant by “late 1886,” but we do now have the source of this reference, which we attributed to Hervé Drye in the *COL.FRA Bulletin* 66 (1994). He in his turn relied on a 1959 article “*Bénin – les surcharges de 1892*” by P-L Pannetier⁽¹⁾. Although he is primarily concerned with the first, provisional, stamps of Benin, M. Pannetier begins with a brief historical note, and he plunges straight into his account thus –

“The first stamps of the General Issue were sent to Benin by the Trésorier-Payeur du Sénégal following the *décret* of 16 June 1886 which placed the Protectorate of Porto-Novo, the Territories of Kotonou, Grand-Popo, Agoué, etc (called collectively *les Etablissements du Golfe de Guinée*⁽²⁾) subordinate to the Governor of Senegal.”

One of our sources (R Crombez *et al* – source 4 for Table 2) is in fact rather more specific than “late 1886” for Kotonou and Porto-Novo – he actually says “*fin 1886*,” and he implies the same for Grand-Popo. We see no reason to doubt that it took some time to implement the *décret* of 16 June, and we believe that John’s 19 September cover was posted before stamps became available to the general public (such as it was) and is not evidence that MM. Pannetier and Drye are wrong. The earliest recorded example of a Type Dubois used in Benin that we are aware of is dated 18 June 1888 (see footnote # on page 4 of Journal 215), but it is quite possible that somewhere an earlier date still is awaiting discovery.

A second new acquisition (“*La Poste et le Télégraphe en Afrique Occidentale Française (A.O.F.) des Origines à 1920*” by Amos Hongla⁽³⁾) is of particular interest in relation to John’s comments about the availability of German stamps to German traders. In his account of the early posts in Dahomey (then called Benin), Dr Hongla says that an *arrêté* of 22 September 1889 established a postal monopoly and prohibited existing “*voies parallèles*”⁽⁴⁾. These

presumably included the arrangements for the Hansa Factory (the source of John’s earlier covers), and the 1896 cover illustrated in Journal 216 shows that the Germans cheerfully ignored the new monopoly. It is doubtful whether by doing so they seriously damaged the colony’s economy. In the note cited above M. Drye records that according to the census of 1 October 1890 there were (apart from military personnel) only 55 French citizens resident in the colony – to which, we suppose, must be added a handful of Germans and other foreign nationals. The total postal traffic cannot have been great.

Our reading has highlighted some more interesting facts about postal services in Benin as the 19th Century drew towards its close. Dr Hongla records that a post office was opened (at Porto-Novo?) on 1 December 1889 (yet another date – could it be an error for “1886”?) in the business premises of a firm called Agostinos Campos, the local customs official being appointed *agent central des postes*. At the same time a mail service linking Porto-Novo, Kotonou and Lagos was established. Incoming mail was distributed to the public two hours after arrival⁽⁵⁾. He also cites the *Journal Officiel du Bénin* of 1 January 1893 as evidence of post offices at Porto-Novo and Godomey at that date, and suggests that the increasing military control of the colony from 1892 onwards may have led to the establishment of temporary post offices at Abomey, Zagnanado and Savalou, whose permanent offices date from 1897⁽⁶⁾. Readers may care to annotate Table 2 in our article in Journal 215 accordingly.

An article by Constant Bouérat adds some flesh to the bare bones of Dr Hongla’s reference to a Porto-Novo - Kotonou - Lagos mail service. He quotes the following from a contemporary source⁽⁷⁾.

“There is no postal service. Mail for Europe is carried by local tribesmen who accomplish their task with varying degrees of competence. They travel the whole length of Dahomey. From Grand-Popo they reach Wydah [Ouidah] by *pirogue* [a dug-out canoe], from Wydah to Kotonou and from Kotonou to Porto-Novo they go on foot. An irregular service of small steamships conveys the mail from there to Lagos where it is transferred to British liners. It can take a month for a letter to travel from Grand-Popo to Lagos.

“This service by runners can be brought to a halt. This happened in May 1887, when the King of Dahomey caused all the roads in his kingdom to be closed; this led to communications being interrupted for a month.

“As for [French] ships calling at Grand-Popo en route for Senegal, they are very rare. Only German liners maintain a regular monthly service. British liners sometimes put in on their way from Europe to discharge cargo but never on their return journeys.”⁽⁸⁾

This comes from a book published in 1890 which must, as the reference to events in 1887 shows, have been written during the previous year or so. It is perhaps small wonder that German traders preferred to ignore such postal services as were provided by the French at this time.

But it was at about this time that the French services improved dramatically. Salles states that a West Africa Coast mail service from Bordeaux and Marseille in alternate months and operated by the Compagnie des Chargeurs Réunis was established by the law of 15 March 1889, and he reports that three departures from both French ports have been recorded in that year. The port of call in Benin was Kotonou, sailings for France being on the 10th or 11th of each month⁽⁹⁾. Pannetier, writing a few years before Salles, appears in a somewhat ambiguous passage to date this from January 1890. He does, however, give details of the services that were actually available⁽¹⁰⁾.

Mail for the scheduled service from Kotonou left Porto-Novo at 8am on the 4th of every month, and a daily dispatch of mail by *pirogue de service*, also departing at 8am, made it possible for some late mail to reach Kotonou before the departure of the Chargeurs Réunis *paquebot*.

Mail for Europe via Lagos (to the east) and Liverpool left Porto-Novo at 8am every Thursday by *pirogue spéciale*.

West-bound local mail for the coastal towns of Grand-Popo and Agoué in Benin, Petit-Popo, Porto-Ségué and Lomé in Togo, and Quittah in Gold Coast was sent by *pirogue* as far as Kotonou every Tuesday and Friday. From there it was carried on foot, leaving on Wednesdays and Saturdays.

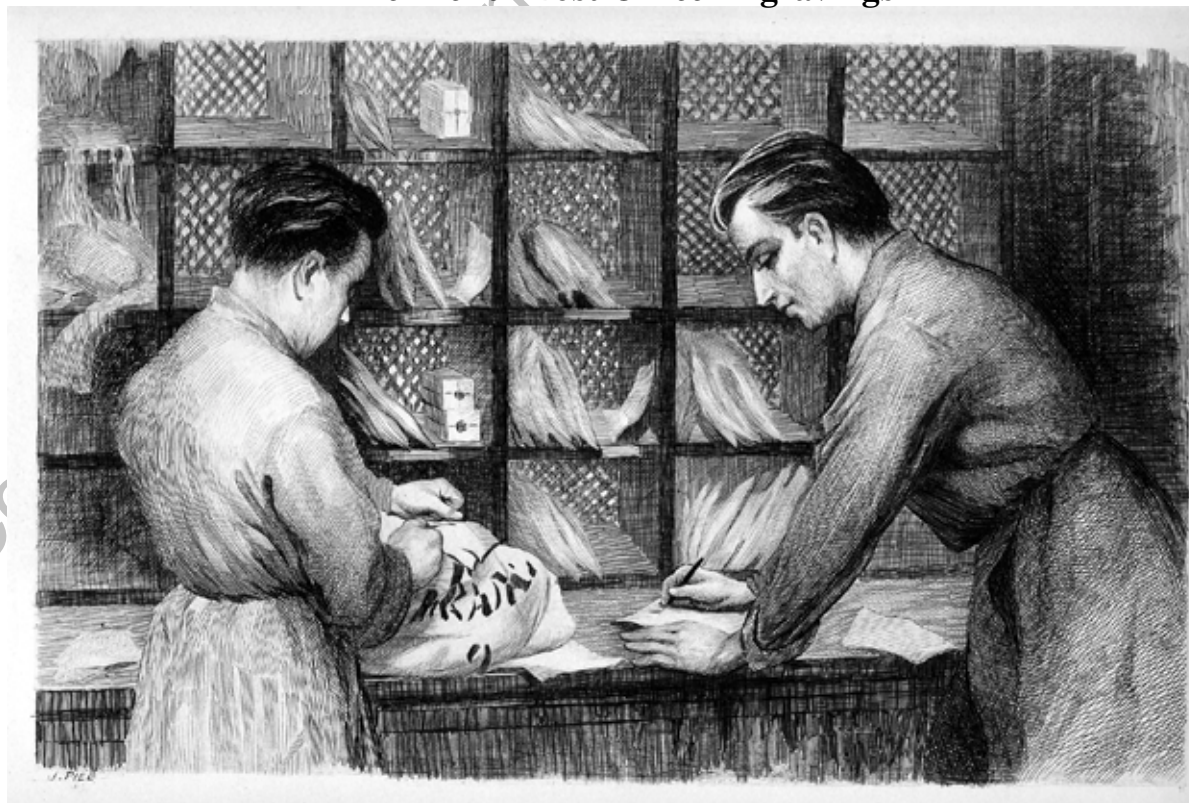
Mail for Kotonou left Agoué at 7am every Sunday and Wednesday, and Grand-Popo on Mondays and Thursdays, also at 7am.

Notwithstanding these improvements, German traders continued to ignore UPU regulations for some years, certainly at least until 1896.

References and Notes

- (1) *Documents Philatéliques* N° 2, November 1959, pp. 73-94.
- (2) As is pointed out in our article in Journal 215, by November 1889 this name had been changed to "Etablissements Français du Golfe de Bénin".
- (3) An unpublished doctorate thesis (University of Provence), 1994-1995.
- (4) *Op cit*, p. 339.
- (5) *Ibid*, pp. 338-9.
- (6) *Ibid*, p. 342.
- (7) "*Les Origines des Postes et Télégraphes au Dahomey (1890-1908)*" (Société Internationale d'Histoire Postale, Grenoble – *Bulletin* N° 16/17, 1970), pp. 33-4.
- (8) Colonel Frey, "*Côte Occidentale d'Afrique*" (Marpon et Flammarion, Paris, 1890, pp. 301-2.
- (9) "*La Poste Maritime Française, Tome III – Les Paquebots de L'Atlantique sud, Brésil-Plata, Côte Occidentale d'Afrique*", Paris 1963, pp. 167, 168, 174 and 199.
- (10) *Op cit*, p. 74.
- (11) Petit-Popo, known to the Germans as Klein Popo, was re-named Anecho on 1 January 1905 (Jeremy Martin and Frank Walton, "*Togo: The Postal History of the Anglo-French Occupation 1914-1922*", West Africa Study Circle, 1995, p.50).

The French Post Office Engravings



"The Registration Room" – an engraving by Jules Piel
from Mick Bister's collection of French Post Office engravings
(much reduced in size)

REPORTS OF MEETINGS

NORTHERN GROUP MEETING OF 20 SEPTEMBER 2003

Members' Choice

Those present were Stephen Holder (Chairman), George Barker, Alan Goude, Judith Holder, Bernard Lucas, Peter Maybury, John Whiteside. Apologies were received from Michael Meadowcroft, Steve Ellis, Robert Barnes, Tony Shepherd, Peter Stockton.

Chairman Holder welcomed everyone and apologised for the desperately short notice for the convening of the meeting, which was due to some uncertainties with the General Infirmary authorities, and assured us that the future meeting dates would be confirmed as soon as possible following negotiations with the hospital trust.

The afternoon commenced with **Bernard Lucas** (he was sat next to our leader) who had brought revenue stamps of the 1925 general issue. Bernard explained that the issue comprised values from 1 centime up to 1,000 francs and that they were intended to replace many of the specific issues current at the time, with the exception of: *dimension*, *connaissements*, *impôt sur le revenu*, *passesports*, *rôles d'équipage*, and *spécialités pharmaceutiques*. Examples were produced of the stamps - mint, and used on posters, casino tickets, receipt and a *poste restante* "season ticket" with 15 francs in postage stamps paying the fee + a 25 c revenue. The display terminated with a selection of death certificates.

Peter Maybury followed with the covers, and more, used as illustrations in his article on the Tariff of 1676, which was published in the September issue of the Journal. **George Barker** was next with a selection of the 11 August 1914 Red Cross overprinted *Semeuse* issue, the Red Cross issue of September 1914 (types I and II), the 1918 issues (types I and II), three issues of *Orphelins* plus essays, shades, and the Peace Treaty cancellations of 1919. **Alan Goude's** contribution was 14 sheets of New Caledonia (good to see some colonies) with an outline of the postal history to back up some very interesting material, including what appeared to be locally produced registration labels.

The final journey around the table was conducted by **John Whiteside** with the *Bureau de Passe* marks of the Nancy office. The three types - type A and two types of type C - were shown, together with an unrecorded sub-type of type A, which John has identified. (Don't ask about type B because when I got round to TYPING this report, I suspect a "blond moment" occurred. Or perhaps there isn't one, sorry John!) There then followed a number of examples of "double bureau" markings, with varieties such as misplaced date blocks, and he terminated with a spectacular improbable double, ANGER and NANCY, addressed to Clairefontaine with 4 attempts to find the correct destination.

JPM

MAIN SOCIETY MEETING OF 24 SEPTEMBER 2003

Members' Short Displays

The President Maurice Tyler opened the meeting with a minute's silence to honour several prominent members who had sadly died since our last gathering in London.

The 12-sheet displays began with **David Jennings-Bramly** posing a number of questions on tax marks and a manuscript phrase in an unknown language, and showing some cartoons on cards. **David Worrollo** showed Sage types a and b with various shades and postmarks, 1900 Exhibition labels and a postcard, and 1902 covers addressed to Hampton Wick. **Michael Round** displayed some modern covers from the French Congo, including some stamps that were not issued but "slipped out," reissues after a theft with the LÉGAL overprint, and Cross of Lorraine examples (as seen in Journal 229, page 110).

The second half of the meeting started with **Bill Holland** showing 1940s advertising cards from the Colonies, with

different printed paper rates, and including some sent to doctors from pharmaceutical companies. **Derek Richardson** then explained the CID service (*Civils Internés Divers*), with labels that were used only on letters to the Red Cross in Geneva.

Alan Baum followed with Paris star cancels, including the mute star, the *levée exceptionnelle*, a *ballon monté* (probably not flown), missing hyphens, *valeur déclarée*, and other interesting variations. Proceedings were brought to an end by **Iain Stevenson**, who showed a recently acquired Strasbourg miniature sheet that Geoff Gethin was pleased to pronounce genuine.

The President thanked all who had brought material, and commented that the Society members had lived up to their well deserved reputation of always being able to produce items to intrigue and fascinate an audience.

MST

MARCOPHILEX XXVII ON 11-12 OCTOBER 2003



"Le Prisme"



Chris Hitchen and Peter Kelly



Steve Ellis

The Union Marcophile's twenty-seventh international exhibition of philately and postal history (non-competitive) was held at Seyssins, a suburb to the south-west of Grenoble, on 11 and 12 October. Organised in conjunction with three local societies, it attracted fifty-eight exhibits of a very high standard with some outstanding material displayed. Roger Wallart's display of *déboursés de l'Ancien régime* was for me the highpoint of the show. Chris Hitchen and Peter Kelly carried the flag for the F&CPS with *France - États-Unis (1829-1878)* and *Les Voyages du type Sage (Chapitre 3)* respectively, supported by Steve Ellis and myself (Peter Maybury), while the presence of eighteen dealers certainly helped to stimulate the French economy.

Housed in *Le Prisme*, a large modern multipurpose building, surrounded by snow capped mountains, the setting was breathtaking. A gala dinner was held in a local hotel-

restaurant on the Saturday evening, five courses plus coffee, and on the following Monday an excursion to the Drac valley via narrow gauge railway into the mountains was followed by a five course lunch while cruising along the river. The coach journey back to Seyssins took us, via some spectacularly scenic mountain roads, to the *Prairie de la Rencontre* where Napoleon (large equestrian statue), on his return from Elba, persuaded a large section of the French army to join him. Then into the nearby town of Vizille, where in July 1788 on the tennis court of the château, the three estates of *Dauphiné* met to air their grievances, an act which was to prelude the Revolution. The château, which is set in a magnificent park, now houses the Museum of the French Revolution.

A most memorable overindulgence in the joys of postal history French style.

JPM

SOUTHERN GROUP MEETING OF 25 OCTOBER 2003

Anthony C Eastgate FRPSL: New Caledonia

The Organiser welcomed Tony and Helen Eastgate with John Yeomans to the Worthing meeting. In introducing the speaker, Colin said the last time we had seen New Caledonia was back in April 1988 when Peter Hartland-Swann had shown us his display.

Tony gave the background to the social and postal history of the island colony, which he had been able to visit. Captain Cook had discovered New Caledonia on 4 September 1774, but it was seized by the French in 1853 and colonised by them following a dispute between the natives and French traders in the early part of the 19th century. The Loyalty Islands to the north-east were added in 1854, and the Isle of Pines in the south. Catholic and Wesleyan missionaries arrived around 1840. During WWII the colony initially supported Vichy France, but declared for De Gaulle soon afterwards. American and Australian troops were based on the islands and in 1946 it became a French overseas territory.

Early letters are uncommon but the display commenced with a 26.6.1860 Port-à-France PO later changed to Noumea, to Brest via Sydney and UK, and 3.4.1860 Port-à-France locally to Kanalla. The 10c Triquera stamp paid local postage only. The first stamps issued were not valid outside the island and, on mail to Europe, stamps of New South Wales had to be added. These stamps were suppressed in 1862 and the French General Colonial issue was used instead. We saw a 12.8.1861 early NSW combination letter from Port-à-France via Sydney 19/8, rate 6d per ½oz, Edinburgh 20/10 and Glasgow 30/10, and a military letter 29.7.1874 Pondicherry to France, arriving Marseille 29.9.74 but redirected to New Caledonia arriving 18.9.75!

Following the Commune uprising in Paris a number of prisoners were exiled to New Caledonia. Two items of inward convict mail were noted: 2.11.1876 Amberson St Croix, Switzerland to Paris, forwarded to Convict 6769, Noumea; and 13.3.79 letter to a prisoner on Île des Pins from Paris via Brindisi 17/3 and Noumea 10/6/79.

The second display contained material from 1890 to the 1920s. Amongst items noted were: 21.12.1892 Noumea via

Sydney 27/12, sailed on Ligne T paquebot *Australien*, Mahé 16.1.93, Marseille 31.1.1893; an 1893 military rate of 15c franked with FM stamp type one; Noumea - Corps des Ingénieurs handstamp; and a 25c Group Type franking 30.12.1898 Noumea via Australia and Brindisi to Geneva; postage due 50th Anniversary 5c overprint (only recorded for one other cover) 5.12.1904 Sydney NSW T shield PD stamps with Cinq o/p affixed at Noumea 10/12 (2½ d rate = ½ unpaid); WWI 1917 military postcard Corr.des Armées, Groupe du Pacifique Noumea to Amiens; Coastal Postal Service *Antoine* (plagued by rats in the cabins!) 2/3/1927 SMC to Noumea 2/3 to Frankfurt 10/4, foreign rate 1F25.

The final display continued with the period up to WWII. Amongst items noted were: 15.8.1923 1st Voyage Noumea-Vila-Papeete by paquebot *EL KANTARA*; a letter to a missionary on Bora Bora, arriving 8.9.23; May-June 1931 airmail o/p Thio-Noumea flown by Roffey and Brown in DH Tiger Moth *The Golden Eagle*; WWII scarce correspondence [4 covers] 1st Artillery Company [4 officers and 107 men] from Australian Robin Force 1941 until 1942; A FAM 22 PANAM Clipper mail to Miami USA 21.7.1943 as well as mail from US units stationed on the island.

Colin Spong on behalf of members present gave the vote of thanks to Tony for giving us a very fine display of material not often seen. He also announced that John Yeomans had applied for FCPS membership during the afternoon.

Members present: Michael Annells, Michael Berry, Betty Blincow, Colin Clarkson, Roy Ferguson, Geoff Gethin, John Hammonds, Bob Larg, Yvonne Larg, Bill Mitchell, Colin Spong, John Thorpe. Apologies received from Barbara Priddy, Bob Small, and Michael Wilson. Guests: Frank Blincow, Helen Eastgate, Pat Spong and John Yeomans.

The next meeting was arranged for Saturday 10 January 2004 *The Largs at FCPS*.

NB: The date of the previous meeting report (see Journal 229 page 123) should have been 2 August 2003

CWS

MAIN SOCIETY MEETING OF 1 NOVEMBER 2003

President's Afternoon: FM Postcards of World War I

Vice-President Geoff Gethin welcomed the large number of members and visitors who had assembled for the display and introduced Maurice Tyler in his dual rôle as Journal editor and President. Unfortunately the provision of frames was somewhat lacking and Maurice was obliged to restructure his display into three parts rather than the traditional two.

Maurice explained that he had always had an interest in World War I material and particularly in *Franchise Militaire* postal stationery. He collected not only mint items which in themselves were attractive enough but also used items

which, with their interesting messages and postmarks, added a further historical dimension to their study.

Maurice added that the display would comprise both official FM cards that were distributed free of charge at a rate of ten per month to troops and to their families and privately produced cards, printed under government licence, that could be purchased to supplement the official issue.

Maurice began by showing the first government printings, and illustrated how the flag design evolved over the years. We saw the allied six-flag design in which Britain was



erroneously represented by the red ensign instead of the union flag, and then a series of cards which evolved and eventually incorporated the Japanese and Italian flags. Interesting to note was the modification of the Russian flag in the design as the Tsarist flag was replaced by the republican flag in 1917 and then finally removed altogether when the country withdrew from the war on signing the Treaty of Brest-Litovsk early in 1918..

By the time the Americans had entered the War, the cost of producing colourful flag cards had become prohibitive. In their place dull monochrome cards were issued, including some propaganda ones encouraging the purchase of defence bonds and illustrated with delightful sketches of French troops in various guises – *infanterie, artillerie, cavalerie, chars, aviateurs*. The first session closed with a selection of cards showing photographs of American troops in France, from some of which essential parts of the landscape had been removed to conceal the location; and a card depicting the Statue of Liberty with the Allied countries listed round the border had Russia replaced by Costa Rica.

The second session opened with cards printed specifically for Russian troops serving in France, and these once again reflected the changing status of the country. Cards were shown with the Tsarist Eagle, which was subsequently blocked out and then replaced altogether with a republican design. Then followed *cartes sanitaires* which were used by hospitals to send weekly bulletins to the patients' next of kin. Then we were shown special cards for sending to addressees in the occupied *départements* such as the Nord and which were forwarded under the auspices of the German Red Cross. Finally Maurice displayed some humorous and colourful cards issued to troops serving in Salonica which gave advice on how to avoid contracting malaria.

The second session closed with an introduction to the private printings, many of which began in optimistic vein and, in anticipation of a quick war, displayed such slogans as *Souvenir de la Guerre 1914*. Others were adorned with

patriotic vignettes inscribed *Vive la Russie* and *Vive la France 1914* and many cards incorporated symbolic ornaments such as pansies, forget-me-nots and four leaf clovers.

The third and final session focussed on private printings and began with a colourful display of flag cards. Once again, the number of flags fluctuated as countries withdrew from or aligned with the allies, culminating with the inclusion of an eight flag design. Several cards featured portraits of Maréchal Joffre while others showed France's 'glorious 75' gun or the Gallic cock. Amongst the most unusual were a 'Carte-Lettre Rapide' and a 'Lettre Enveloppe' illustrated with a version of Roty's Sower design.

Maurice closed his display with a selection of private propaganda cards, some of questionable taste, though a number of the more acceptable ones were designed by Hansi (the name used by a well known illustrator from Alsace, Jean-Jacques Waltz). An early card depicted Alsace as a defenceless little girl restrained in chains by two Germans, a 1916 card presented the Allies as a pack of drooling wolves moving in on a terrified German lamb (*see front cover*), and a 1917 card showed a group of allied babies chanting 'On les aura!!' as they encircled four German infants (*see illustration above*). Finally, a Kapp postcard attempted to compare the national characteristics of the German and French peoples by comparing the designs of two of its stamps, the Germania issue and the Sower issue. Germania was belligerent and military, any maternal affection being restrained by her steel breast plate. In sharp contrast, the gentle and feminine Sower personified a country broadcasting the seeds of civilisation and peace.

On behalf of those present Mick Bister gave a vote of thanks for such an enjoyable afternoon. Members had seen an extraordinarily rich display of material accompanied by a commentary which had been both informative and entertaining. We had been privileged to see such a specialised study of FM material given by such an enthusiastic speaker.

MLB

NORTHERN GROUP MEETING OF 8 NOVEMBER 2003

Tony Shepherd: Guadeloupe - pre-stamp mail and World War 2 censored mail

Present: Stephen Holder (Chairman), Robert Barnes, Alan Goude, Judith Holder, Bernard Lucas and Peter Maybury.

Apologies: George Barker, Steve Ellis, Michael Meadowcroft, Peter Stockton and John Whiteside.

Our leader opened the proceedings by welcoming our speaker, member Tony Shepherd, thanking those present for their attendance and informing the meeting that Peter Maybury had taken over as Secretary. Stephen and Judith were warmly thanked by everyone for their efforts over the last few years as stand in secretaries.

Tony commenced his talk by outlining the history of the island from its discovery by Columbus through to the French, British and French occupations. A couple of early maps were shown and it was explained that under French rule the administrative capital was Basse Terre in the south-west while the commercial capital was Pointe-à-Pitre in the north-east. Then followed a selection of maritime covers, the first having been carried by favour on a navy frigate to Marseille, one prepaid and a similar one unpaid by merchantman to Bordeaux, plus a 1787 letter carried by the short lived *paquebot royal* system via La Rochelle. Some of the Point-à-Pitre handstamps in red, maritime French entry marks, including *Colonies par Auray* (1790), were followed by an outline of the Napoleonic era and the British occupation backed up by examples of the straight

line marks and mail via the British service to France and Scotland. Disinfected mail through Nantes and Trompeloup, with an example of the Rastel method, preceded military concession covers of the 1830s period, mail carried by the Royal Mail Steam Packet Co and the British Packet Co, and finally four recent acquisitions including a 12 centimes printed matter rate on a current prices list.

The second part of the display (Censored Mail) commenced with the study of rates and routes during the Vichy and Free French periods with examples of the various handstamps, their purpose and usage together with the different types of paper utilised for the resealing of examined envelopes. Destinations included Puerto Rico, Gabon, Dominica with double censorship, Cochin-China via a 1941 China Clipper and China and Brazil envelopes carried by Air France. Tony also explained how in 1940 the Vichy-controlled authorities on the island instituted a much stricter system for mail to the British West Indies. We also saw examples of triple censorship, FM, Winter Relief, and a 1944 letter from the Governor's Office with "CONTRÔLÉ" handstamp. The entertainment concluded with some high frankings to Senegal and the USA and a Prize Court cover, all censored of course.

Bernard Lucas then proposed a vote of thanks, and the meeting closed at 4.30pm.

JPM

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**The President and Committee
wish all members and their families
a Happy Christmas and a Prosperous New Year.
Joyeux Noël et Bonne Année!**

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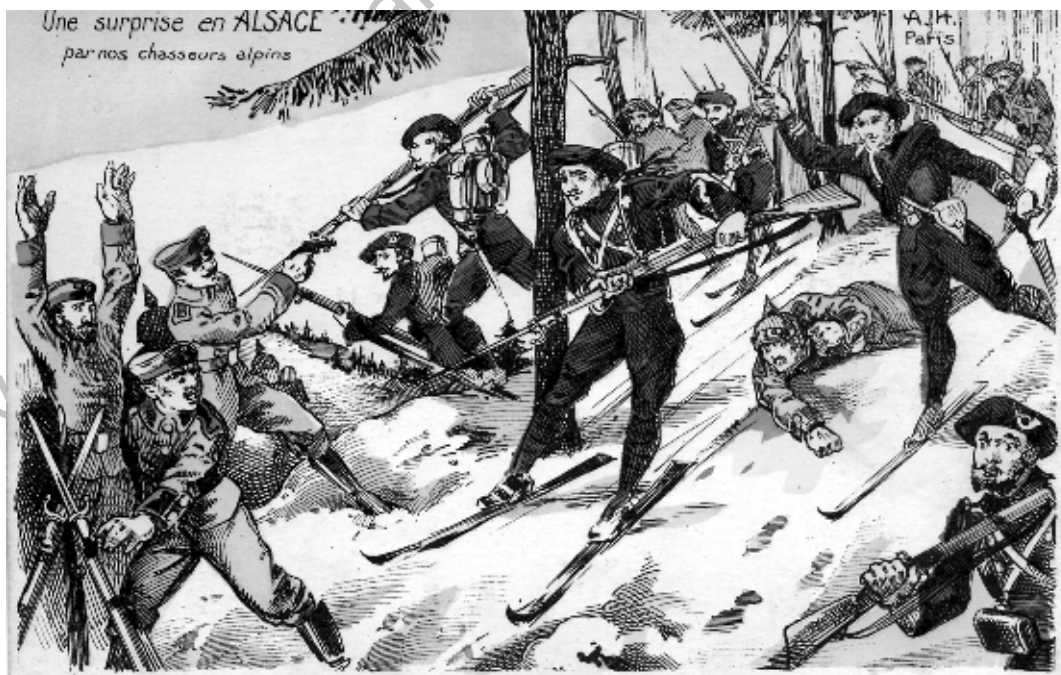
5c Sage
Types III and II
se-tenant



An 2 cover from Ypres,
part of 18th and 19th century postmarks



5F + 5F Orphelins de la Guerre



WWI postcard -
"Une surprise en Alsace"

February 2004 Auction - Selected Lots



1970 Red Cross booklet (modified cover)



25c Coq Gallois on fluorescent paper



40c Merson on GC paper



30c Sower postal stationery postcard
issued for Exposition Philatélique Régionale, Saint-Étienne, 1938