

ISSN 0269-5006

The Journal of the France & Colonies Philatelic Society



'Maritime Transport' - an engraving by Pheulpin
from Mick Bister's collection of French Post Office engravings
(much reduced in size)

Volume 55 ● Number 2
June 2005
Whole Number 236

THE FRANCE & COLONIES PHILATELIC SOCIETY OF GREAT BRITAIN

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The Society

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

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

2004 Subscription Rates

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

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

The Society's Girobank account number is 39 784 9001.

The Journal

The Society's *Journal* is published in March, June, September and December.

It is printed by Direct Offset, 27c High Street, Glastonbury, Somerset BA6 9DD from the Editor's camera ready copy.

Distribution: D J Richardson and M S Tyler.

The price is included in members' subscriptions.

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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 Acting Auction Secretaries,
M L Bister, 7 The Slade, Wrestlingworth, Sandy, Beds. SG19 2ES, or

J N Hammonds, 31 Wheatsheaf Close, Horsham, West Sussex RH12 5TH, according to instructions.

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France: Mrs M Pavey, 15 St Ronan's Terrace, Innerleithen, Peeblesshire EH44 6RB (Telephone 01896 830120).

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

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.

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Northern Group: J P Maybury

Wessex Group: P R A Kelly / A J Wood

Scottish Group: Mrs M Pavey

* * *

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
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SOCIETY NOTES

New Members

The Society is pleased to welcome the following:

1250 Michael J Fox (Sussex), 1251 Les Konzon (Essex),
1254 B George (Hampshire), 1255 Jan Dekema (USA).

* * *

Members Deceased

We are saddened to hear of the death of the following member, and offer his family our sincere condolences:

1204 Ben Ferguson.

* * *

Society Literature Award

The Society Literature Award for 2004 was judged as follows:

1. **John West**: "France: the Red Cross", parts 1 & 2
2. **Bill Mitchell & Laurence Lambert**: "The Post Offices of West Africa - Mauritania"
3. **Mick Bister**: "Visiting Cards"

The judging panel this year comprised Peter Brookman, Francis Kiddle, Dr Robert Stuckey, Roy Summers and Dr Tony Milford Ward, and was convened by Colin Spong.

* * *

Competition Success

The Society's **Journal** came an honourable second in the Specialist Societies category of the ABPS Society Journal Awards 2004, the winner being the British West Indies Study Circle Bulletin. Our production was described by the judges as "well illustrated with a good range of content and references in professional layouts", and particular mention was made of "a very useful listing of recent articles in other, particularly foreign, magazines, [which] might be an idea for other societies".

* * *

Register of Interests

Please amend these details in the Register of Interests:

Arlene Sullivan: msullivan@uniserve.com is the new email address.

Laurence Lambert: his address should read 405 Fox Creek Road, Rolla, MO 65401, USA.

* * *

Society Auctions

Members are reminded that there is no summer auction this year and that the next sale will be a room auction on Saturday 12 November. Members wishing to offer lots should send their material with a list, descriptions and reserves to **Mick Bister** (address on the inside front cover of this Journal) by 30 July.

* * *

Northern Group Programme

Members should note that the All Day Meeting next year has been changed from the date given in the last issue of the Journal (18 March) to **11 March 2006**.

* * *

Displays by Members

John Hammonds displayed "Bohemia and Moravia" to the National PS on 12 February, "100 Years of French Aviation" to the Scottish PS on 5 April, and "French Airmails 1783-1993" to Enfield PS on 21 April.

Bob Larg displayed at Taunton on 11 April, to Minehead PS on 12 April, to Salisbury PS on 13 April, and to Bridgwater PS on 14 April.

Colin Spong displayed "Rail & Mail in Madagascar" to Kingston-upon-Thames PS on 7 April 2005, to Bradford PS on 3 May; to Hastings & East Sussex PS on 5 May; "Madagascar Air & Rail Mail" to Walton & Weybridge PS on 10 May; "Aspects of Madagascar" to Worthing SPH on 13 May; "Rail & Mail in Madagascar" to Chichester & District SC on 13 June, and will be displaying the latter topic to Seaford & District SC on 13 July; "Aspects of Madagascar" to Ferndown & West Meons P/PC Club on 25 July; "Rail & Mail in Madagascar" to Sheffield PS on 8 September; "The Slovak Lands" to Littlehampton & Rustington PS on 27 October.

Skanda Vaifilingam displayed "Madagascar" on 4 March to Bridport & District Stamp Club, and "Guadeloupe and Martinique" on 31 March to Bridgwater & District PS.

* * *

Scottish Group

The Society is in the process of forming a new Scottish Group, with an inaugural meeting to be held in the Lounge, ground floor, at the Burgh Halls, Linlithgow, West Lothian, from 2.00 to 5.00pm on Saturday 1 October 2005. There are buses, railway station and car parking nearby.

There will be discussion at this first session over the format and frequency of future meetings and anything else that is thought to be relevant at the time.

Further details are available from **Mavis Pavey** (our France Packet Secretary) whose address is given on the inside front cover of this Journal, and whose telephone number is 01896 830120.

* * *

Philatelic Honours

Congratulations are due to our member Professor **Barrie Jay**, who will be signing the Roll of Distinguished Philatelists during the 87th Philatelic Congress of Great Britain, to be held in Derby 7-10 July 2005.

He has also been elected an associate member of the Académie de Philatélie.

* * *

Albert Stiefel – a Name from History

David Hogarth

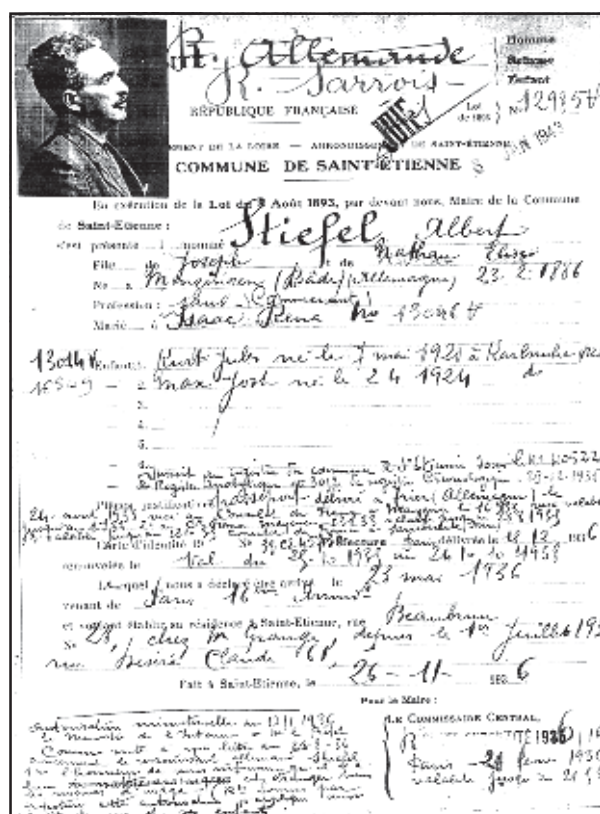


Figure 1 -

Albert Stiefel's municipal record card (St Etienne)

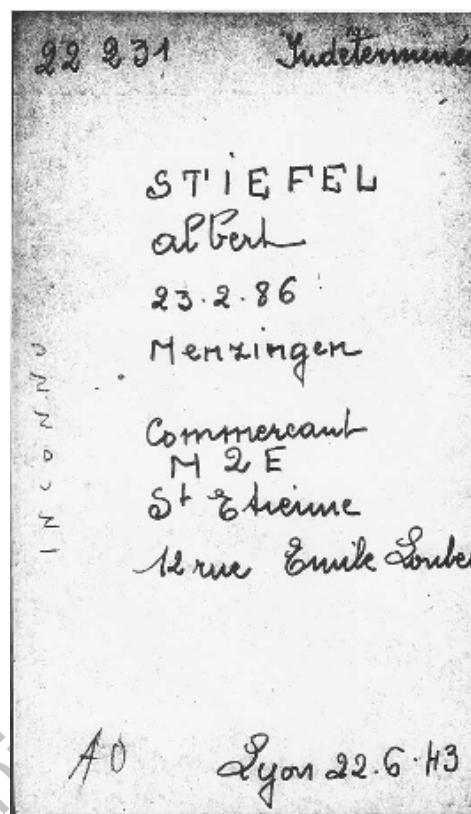


Figure 2 -

Police file card (June 1943)

Background

Collecting postal history can lead you down unexpected byways, especially when you become interested in individuals rather than the covers themselves. This is a brief note about an attempt to discover the story of one individual – Albert Stiefel, 12 rue Roanelle, St Etienne – during the period 1940-1942, and in particular why he received correspondence from people in different internment camps.

My interest in the postal history of the World War II internment camps in the south-west of France was kindled both by a holiday visit a few years ago to the bastide town of Navarrenx (which is only a few miles from the site of the wartime Camp de Gurs) and also by finding Derek Richardson's series of articles on the postal history of these internment camps in the *Journal* from 1988 onwards. Up till then I had been unaware of the existence of internment camps in Vichy France. Thereafter I began to discover items of mail from or to these camps, particularly the Camp de Gurs, in auctions; and bought a number of covers and cards with different camp cancellations. The supply of such mail, even in Paris, however seems to have decreased with a corresponding increase in price.

The Question

As I acquired more covers and cards, I noticed that a number were sent by different internees in several camps to the same person in St Etienne, and that on the covers there were dates or other annotations (which appeared to

be shopping lists) in pencil in the same handwriting. There seemed to be no family connection given the names of the different correspondents, and I wondered therefore whether the addressee might have operated an accommodation address or some form of informal relief organisation for those – mainly assumed to be Jews from Germany – who had been interned.

Posing the question is easy; solving it – as it turned out – is much more difficult! The resources of, and the very helpful staff in, the *Centre de Documentation Juive Contemporaine (CDJC)* in Paris and, to a lesser extent, the *US Holocaust Memorial Museum* in Washington, DC, allowed me to trace with some certainty most of the correspondents who had been killed during the Holocaust. However, why the letters were sent to this address still remained a mystery. With the help of a grant from a charitable trust, I was able to visit Paris and St Etienne in spring 2004 to see if the records available could answer the question and perhaps flesh out the lives of some of those involved. The archives available in St Etienne are helpful, though some files are still closed. However I did find the administrative *fiches* for Albert Stiefel (Fig 1) and his two sons Jules and Max, though not that for his wife; and turned up a small number of other references, mainly in the open police files, to Albert Stiefel (Fig 2).

During the period in question Albert Stiefel lived at 12 rue Roanelle (then known as rue Emile Loubet), St Etienne, (Fig 3) with his wife and two sons. They were of Sarrois origin and, having obtained passports/visas on 24 April



Figure 3 -
Current photograph of 12 rue Roanelle, St Etienne
(May 2004)

1933 (which appeared to be valid until 1 July 1933), moved to Paris where they lived – at least in 1936 – in the 16th arrondissement. The family moved to St Etienne on 23 May 1936 where they initially stayed with a Monsieur Grange at 28 rue Beaubrun, seeking residence rights from

1 July 1936 at 61 rue Désiré Claude (both of which buildings still exist). Herr Stiefel sought to be treated as a refugee, but this was initially refused: “*la qualité de réfugié provenant d’Allemagne n’a pas été reconnu par le Comité consultatif ... au Ministère de l’Intérieur*”. However, following the submission of further documentation he seems to have been accepted as having Sarrois refugee status, and his administrative *fiche* bears the handwritten heading *R[éfugié] Sarrois*, with *R. Allemande* (sic) having been deleted. (The *fiche* also bears the later handstamp of JUIF). The family moved on 30 December 1938 to 12 rue E Loubet, which still exists today.

The Cards and Covers

The cards and covers which I have are all dated/cancelled in late 1940 and 1941 and are sent either to, or care of, Albert Stiefel. There is pencil writing on some of them, either dates (which are usually later than the receipt dates indicated by the backstamps where these exist) or what appear to be small shopping lists. The pencil annotations are all in the same hand, and it is tempting to assume that this might be the handwriting of Albert Stiefel himself. These are as follows:

1) December 1940: Postcard (Fig 4) from Liese Kahn, Ilot K, Baraque 21, Camp de Gurs dated and cancelled 12 December 1940 to Beate Kahn, care of Albert Stiefel. The card was written in German: “*...we are not starving here. The food is now a bit better. We pay three francs a week extra. The only things that are lacking are rusks, semolina etc for those who are sick... Some days you are hungrier, then it gets better again. If only the everlasting rain would stop. We soon sink in the slush when we go to the pawnshop..... I don’t want to waste [money] for we must save up for the fare so that we can get out of here... Aunt Amalie gets parcels, including a sleeping-bag, and has given me her blankets....*”

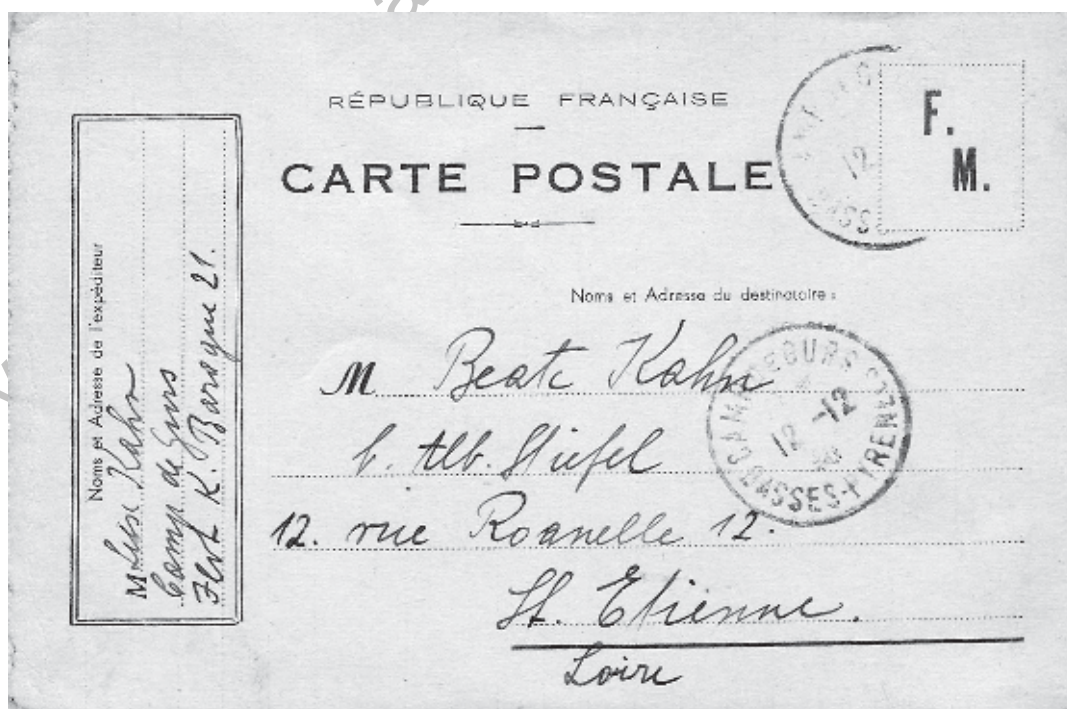


Figure 4 -
Postcard from
Liese Kahn
dated 12 December 1940



Figure 5 -
Letter from Frau Zoé Dreifus dated 27 January 1941

- 2) January 1941: Envelope (Fig 5) from Frau Zoé Dreifus, Ilot L.5, Camp de Gurs, cancelled 27 January 1941 (letter enclosed was dated 23 January), to Albert Stiefel, and backstamped in St Etienne on 10 February 1941. The letter is written in German, signed Zoé, and addressed to *My dear ones*. Eight lines are added at the foot of the main letter in a different hand. On the front of the envelope is a pencil date of 28/II/41 with a tick beside it. The writer is clearly well-known to the Stiefel family: she thanks them for the parcel which they have sent, replies to Frau Stiefel about other people in the camp, and sends stamps to Kurt (who may be one of the Stiefel sons).
- 3) May 1941: Envelope from Elise Kahn, Pavillon 26, Camp de Noé, dated 9 May 1941, to Mlle Beate Kahn, care of Albert Stiefel. The letter was declared to be written in German.
- 4) May 1941: Envelope (Fig 6) from Rudolf Kahn, Ilot B, Baraque 56, Centre d'hébergement de Rivesaltes, cancelled 28 May 1941, to Albert Stiefel. The letter was written in German. The date of 15/6/41 is pencilled on the front with a number of items, subsequently scored through, on the rear.
- 5) June 1941: Envelope from Friedel Westheimer, Ilot 1, Baraque 19, Camp de Gurs, cancelled 13 June 1941, to Albert Stiefel. The letter is stated to be written in German. A date added in pencil on front is 19/7/42 with a tick beside it. There is a further ink annotation in a different handwriting on the rear indicating that the writer has been moved to Pavillon 26, Camp de Noé.
- 6) August 1941: Envelope from Frau Nanette Scheuffele, Ilot K, Baraque 9, Camp de Gurs, cancelled 4 August 1941, to Albert Stiefel, declared to be written in

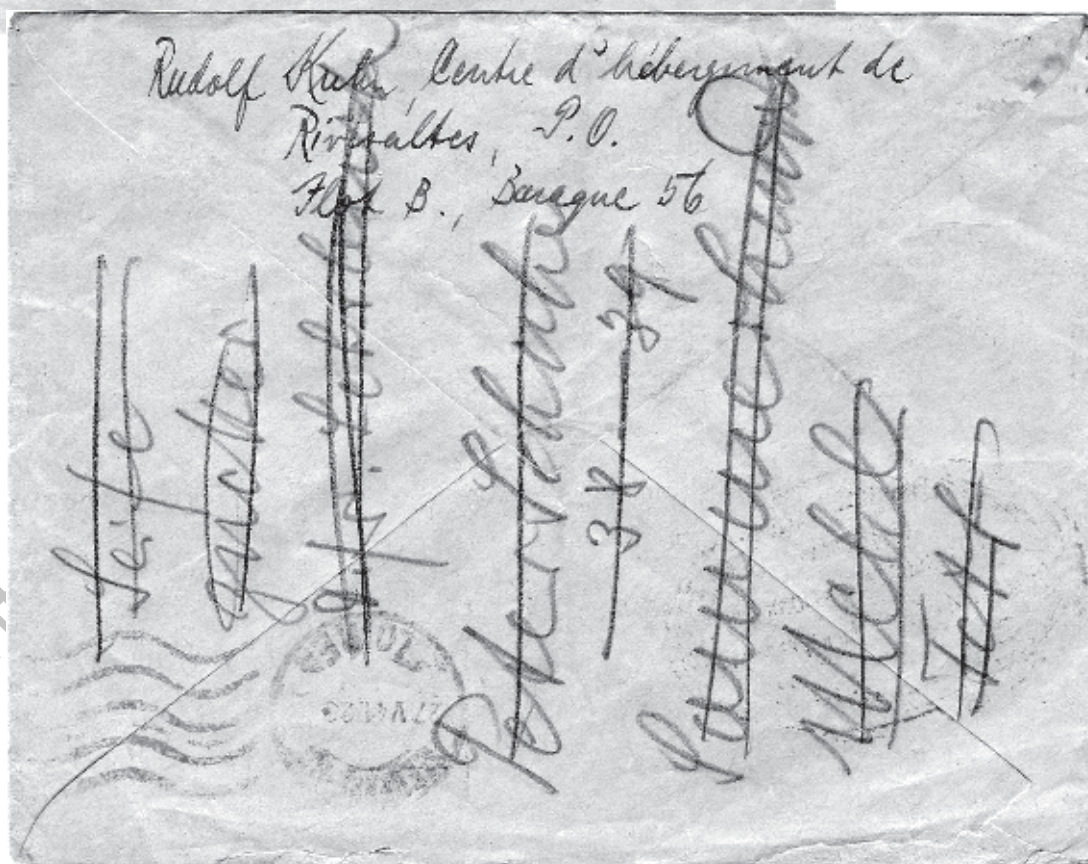
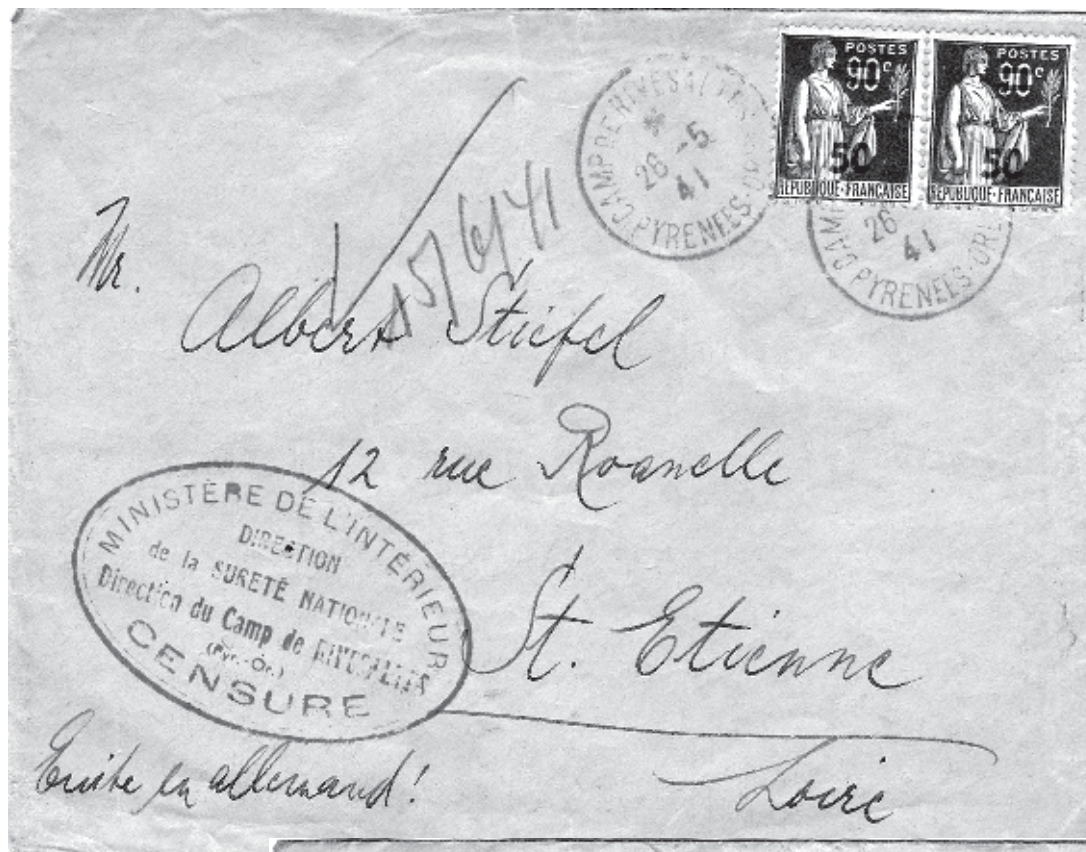


Figure 6 -
Cover from Rudolf Kahn dated 26 May 1941 showing on rear pencil annotations

German. A pencilled date 5/9/41 with a tick beside it appears on the front.

7) September 1941: Postcard (Fig 7) from Olga [surname obscured by censor mark], Ilot B/ Infirmerie/Camp de Rivesaltes, dated 15 and cancelled 17 September 1941, to

Albert Stiefel. Addressed to "My dear ones" the card confirms the arrival of a parcel for the writer's mother containing "bread, rolled oats, rolled barley, ?sugar, fat, semolina, milk ..." all listed on the label and says that "everything this time has arrived safely". The card is written in German.

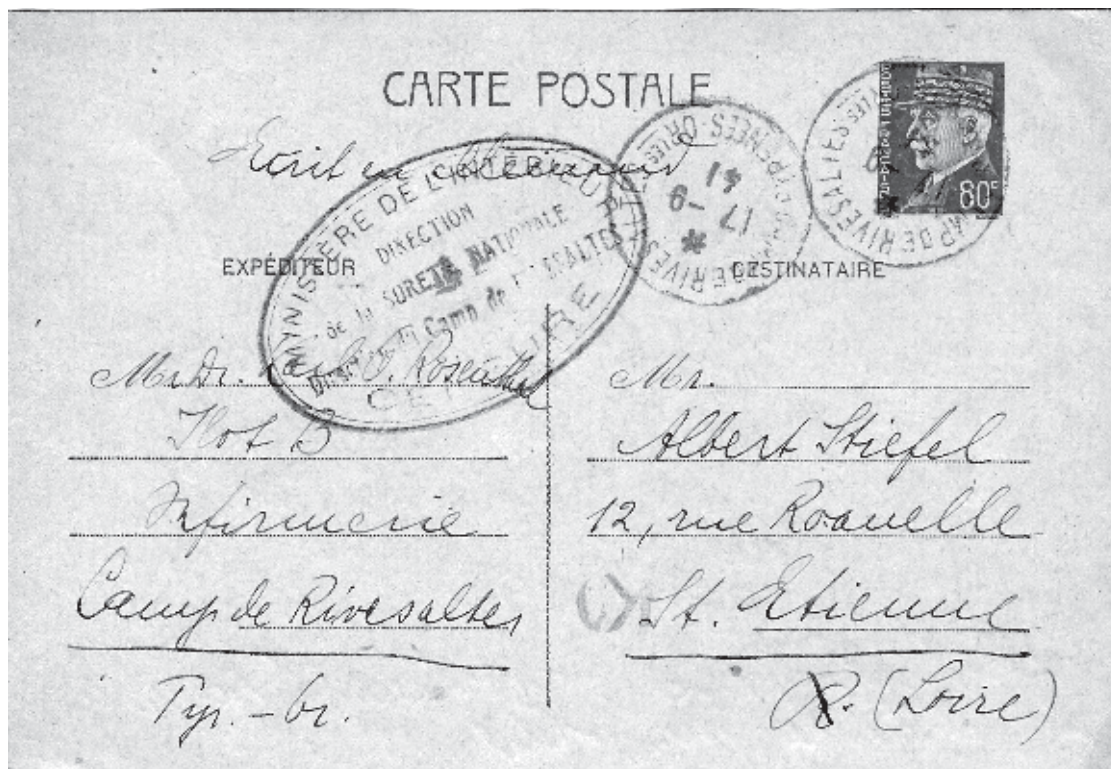


Figure 7 -
Postcard from Olga ? dated 15 September
and cancelled using the Camp de Rivesaltes date stamp on 17 September 1941

8) October 1941: Envelope (Fig 8) from Emma Wolf, Ilot M, Baraque 5, Camp de Gurs, cancelled 24 October 1941, with a typewritten address to Albert Stiefel, declared to be written in German. The pencil date of 31/10/41 with a tick beside it appears on the front, while on the rear is a pencilled list of six items including a pullover.

9) November 1941: Envelope from Emma Wolf, Ilot M, Baraque 5, Camp de Gurs, cancelled 10 November 1941, with a typewritten address to Albert Stiefel, declared to be written in German. No backstamp, but the date of 25/12/41 is pencilled on the front with a tick beside it.

Albert Stiefel

Albert Stiefel was born on 23 February 1886 at Menzingen in Germany. He married Rena Isaac, who was born at Niederhochstadt in Germany on 31 October 1889, and they had two children: Kurt Jules, born in Karlsruhe on 7 May 1921 (and described on arrival at St Etienne as unmarried, and a school student and apprentice chef), and Max Jort, again born in Karlsruhe on 2 April 1924 (described on arrival at St Etienne as unmarried and a student). Albert Stiefel was described as a merchant (*commerçant/Kaufmann*).

Much of the limited information about the family comes from files held in the *Archives Départementales de la Loire* in St Etienne. Not all the files listed are open, and the information which remains is sometimes sparse. It appears that Albert Stiefel was, as a refugee from the Saar, interned in autumn 1939 (no date found in the archives), possibly along with all of his family (though certainly with his two sons who would be 18 and 15 at the time). Arrangements for housing internees at this time were fairly rough and ready – the records indicate that schools, bath-houses, shops and even rooms in offices were used – and he (with

at least one of his sons) seems to have first been taken to the *Centre de Rassemblement des Etrangers* in the *Camp de la Fouillouse* by Ouches near Roanne, Loire (there is a later record dated 11 June 1940 signed by the Lieutenant Commandant of the camp referring to Albert and his son Jules, their last address(es) being stated as 12 rue Roanelle and 12 rue bis E Loubet respectively). Albert was apparently released from internment following a decision by the *Commission de Criblage* (the Sifting Commission) on 22 December 1939, the eldest son having been liberated by the *Commission* on 18 November 1939. There is no information about the younger son's liberation shown on his record though, on a police file listing Sarrois aliens where his name does appear, there is a handwritten ink annotation without date stating *libéré*. It is possible that Albert Stiefel was interned again at some point, though according to his file on 28 August 1941 his address was still given as 12 rue E Loubet.

So far as Albert Stiefel is concerned, there is a final (and faded) pencil notation on his *fiche* "*arrêté par les Allemands à Grenoble en ?mai 1943*". Both he and his wife Rena were arrested (Fig 9) and were in Lyon under arrest on 22 June 1943 (police cards 22231 and 22232). They would have been transferred to Drancy at some point within the following five weeks, since their last record is on *convoi n° 58* (Fig 10) which left Drancy on 31 July 1943 for Auschwitz: of the 1,000 people on that transport, only 28 survived. Albert and Rena Stiefel were not among them.

Of their two sons, Kurt Jules was still living at 12 rue E Loubet on 23 April 1941; he was called up into the *Chantiers de Jeunesse* on 26 June and rejoined on 1 July 1941 at St Nizier. There the record stops, though if (as, according to a local source, often happened) many of those who joined the *Chantiers* subsequently disappeared into the *Maquis*,



Figure 8 -

Cover from Emma Wolf cancelled with Camp de Gurs datestamp on 24 October 1941. The cover bears on the rear a "shopping list" in pencil in the same handwriting as on the other covers

he may have been killed during his time there. There is no record held by the CDJC which suggests he died in a concentration camp. Max Jort was still living at 12 rue E Loubet on 14 February 1942, but the record is then silent until 22 December 1946 when his address was still the same; in June 1948 he left for a *destination inconnue*

(according to "information received"); and the final entries on 19 September 1961 and 11 January 1962 relate to a request from the authorities in Saarbrücken in West Germany for a *certificat de bonnes vie et moeurs* and information about his period of residence in St Etienne which was passed to the German embassy in Paris on 3



Figure 9 -
Photograph of last remaining block in barracks in which internees were held before transport to Lyon

826	SPITZBERG Gella	19.7.00	ohne
827	STAMBERG David	30.3.53	ohne
828	STAMBERG Szitpina	1907	ohne
829	STAMBERGER Régine	4.4.12	ohne
830	STAMBERGER William	14.3.06	Pelshaendler
831	STAROSTA Israel	21.10.12	Schneider
832	STAROSTA Flakav	24.5.27	Schneider
833	STEIN Marcel	29.10.02	Landwirt
834	STEINBACH Marcel	2.1.27	Zeichner
835	STEINBERG Rywon	6.1.51	Mischler
836	STERN Jean	1.12.27	Student
837	STIEFEL Albert	23.2.06	Kaufmann
838	STIEFEL Rena	31.10.29	ohne
839	STOCKHAVER Anna	23.4.21	Felzerin
840	STOFER Mordex	13.12.22	Ledernantel
841	STOFER Rachla	14.5.00	Mechaniker
842	STOKANOWSKY Anacola	22.6.06	Ingenieur
843	STRAUSS Marcelle	21.7.77	ohne
844	STRAUSS Maurice	31.1.78	Kaufmann
845	STRAUSS Renée	1.6.29	ohne
846	STRAUSS Yvonne	3.6.13	Anwalt
847	STRISACK Jacob	18.10.74	Zahntechniker
848	SUKNO Françoise	2.5.23	ohne
849	SUKNO Esténe	26.5.22	ohne
850	SUKNO Suzanne	10.2.22	ohne

R.F. 44
Sicherheits-Dienst
Reichsicherheitshauptamt

Aufgenommen Monat Jahr Zeit	Festsetzt Tag Monat Jahr Zeit	Raum mit Liegeplatz
durch	am 31. Juli 1943 durch	
Verdachtsgrund		
Nr. 50883		
Telegraph — Fernschreib — Fernschreib — Fernschreib		

IV B - St
Br./Re.

Paris, den 31. Juli 1943

Dringend, sofort vorlesen.

1. An das
Reichsicherheitshauptamt
z.Hdn. von H-Obersturmbannführer Richmann
B. e. l. i. n

2. An den Inspektor
der Konzentrationslager
G r a n i e n b u r g.

3. An das
Konzentrationslager
A u s c h w i t z.
z.Hdn. von H-Obersturmbannführer Hben

Am 31.7.1943 um 10 Uhr hat Transportzug D A 901/48 den Abgangs-
bahnhof Paris-Robigny in Richtung Auschwitz mit insgesamt 1000
Insassen verlassen.

Figure 10 -
Excerpt from list of persons on *convoi n° 58* to Auschwitz from Drancy

January 1962. I have tried to establish whether Max is still alive, but (so far) to no avail.

The Answer

So far, I have found no information about what Albert Stiefel was doing – or indeed about what his business was at this time (which necessitated some travel, for example to Grenoble where he was arrested). This note is therefore inconclusive. I am sure that somewhere there is information

which will lead to an explanation. Meantime if any readers have covers or cards between 1941 and 1943 to or from him, I would be glad to hear about them and to obtain copies. From information in the files from the period in the *Archives de la Loire* one can only imagine the uncertainty, hunger and terror which families such as the Stiefels endured. It is the human side which can be glimpsed occasionally through the postal history of the period that adds depth to any collection.

LIST OF RECENTLY PUBLISHED ARTICLES

Compiled by Colin Spong

Bulletin de la COL.FRA

N° 111 1^{er} Trim 2005: Les Timbres de Recouvrement (Charvet); Obock: Surcharges de 1892 (Buchheit); Compléments aux Hors-séries N° 15-1: Guyane, Essai de classification des oblitérations de Guy Venot (Simon); N° 23-1: Haute-Volta, Essai de classification des oblitérations de Guy Venot (Guyomard); N° 15-2: Mauritanie, Essai de classification des oblitérations de Jacques Mérot (Guyomard); N° 26-1 Laos, Essai de nomenclature des oblitérations et marques postales. Complément: Le bureau de Muong Phin (MUOGPHINE) (Drye); Laos, Bureau de Bassac (Hurpet).

Documents Philatéliques

N° 182 4^{ème} Trim 2004: La Poste à Obock de 1884 à 1889 [2^{ème} partie] (Guichenduc); G.C. 5089 de Jaffa & timbre à date du paquebot Gange (Livnat); Découverte d'un nouveau tarif pour le courrier avion destiné à l'étranger du 14 au 31 janvier 1946 (Jorissen); Le préoblitéré de Bourg en Bresse (Desarnaud); Envois originaires des bureaux français du Levant (de la Mettrie); Les affranchissements insuffisants de la convention franco-allemande de 1872 - mise à jour du tableau (Abensur).

[N° 183 was detailed in Journal 235]

N° 184 2^{ème} Trim 2005: Avis de mariage de 1861 réexpédié (Abensur); Les tarifs provisoires de la Poste française à Constantinople (Bourguignat); Les poinçons des timbres au type «Blanc» modifiés pour les bureaux français à l'étranger (Andrison); Cartes à découvert affranchies à 1 centime ou cartes-adresses (Chauvet).

N° 185 3^{ème} Trim 2005: Les bons colis de franchise militaire (Desarnaud); Le courrier témoin de la présence japonaise en Indochine de 1940 à 1945 (Goanvic); Timbres-poste métropolitains au type Sage utilisés à Madagascar en 1887 (M Varin); Nouvelle-Calédonie, la surcharge « 5c » de 1918 (Ladiesse); Les tarifs provisoires de la poste française à Constantinople [complément] (Bourguignat); Conférences de l'Académie de Philatélie : Vrais-semblables et faux-semblants (Brun), Le tarif de nivôse an IV (Abensur), Impressions philatéliques (Brun), La Petite Poste de Bordeaux (Abensur).

France & Colonies Philatelist

Whole N° 279 (Vol 61, N° 1) Jan 2005: Postal Issues of the 1925 Decorative Arts Exposition II- "Le Potier" [cont.] (Broadhead); Airmail Letter Rates from French Equatorial Africa to France 1930-1945 (Picirilli); Be your own Expert (Luft); Another French Guiana Design Source (Ward); Amazing 1870-1871 Wonder Stories - 89 (Cohn); A Pierrais Soldier writes Home [1944-1945] A clarification of the Rates (Picirilli & Luft).

L'Écho de la Timbrologie

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

N° 1782 Feb 2005 Prêt-à-poster Florilège de PÀP (-); résistants des PTT durant la Seconde Guerre Mondiale

(Hella); Décodage: Un simple problème d'échelon (Prugnon); De la valeur de trois grandes séries de carnets (Grasier); L'oublié des roulettes - 1F Béquet rouge 12 trous (Marion); Les types à la mode des temps jadis (-); Mise en route de l'Union générale des postes (Prugnon).

N° 1783 Mar 2005: Prêt-à-poster Florilège de PÀP (-); Décodage: Un exemple de taxation erronée (Prugnon); Courriers de l'air pendant la Seconde Guerre Mondiale (Hella); Marianne de Luquet, premier bilan (Jamet); Les Jeux Olympiques de 1924 (Storch);

N° 1784 Apr 2005. Prêt-à-poster Florilège de PÀP (-); Décodage: 12 fois l'insuffisance d'affranchissement (Prugnon); En passant par la Lorraine (Jamet); Les Jeux Olympiques de 1924 [cont.] (Storch).

N° 1785 May 2005: Pierre Albuissou: Dis, l'artiste, dessine-moi le timbre de tes rêves (-); Prêt-à-poster Florilège de PÀP (-); La Poste Française au procès de Nuremberg (Hella); Décodage: Échecs et mat... (Mage); Les enjeux de la démonétisation? (Jamet); Rainier III, prince monégasque: La série du couronnement (Storch); Les Jeux Olympiques de 1924 [cont.] (Storch).

The Indo-China Philatelist

Vol 35 N° 2 Mar 2005: Souvenir from the Mayor of Haiphong (Bentley); Anniversary of Cambodia-China Diplomatic Ties (Shaw); More on Cambodian AR Marking (Drillien); MAAG Commander [Military Assistance Advisory Group] (Cartafalsa); Lao Presentation Souvenir Sheets (Thompson); First North Viet Stamp (Dykhous); Inauguration of King Norodom Sihamoni (Shaw); Registration Rates of South Vietnam (Carroll); Lao Militia (Millington, Drillien & Tarier); Ngo-Dinh-Diem Deluxe Sheets (Aspnes); Cambodian Transport in 1937 (Bentley); Forwarded Wartime Letter (Johnson).

Vol 35 No 3 May 2005: Fiftieth Anniversary of Cambodian Red Cross (Shaw); More on Diem Deluxe Sheets (Wade); Sihanouk's 80th Birthday Limited Edition Presentation Set (Shaw); More on Souvenir from the Mayor of Haiphong (Tourison); Post-Liberation Vietnamese Revenues (Cartafalsa); Rural Postmarks of South Vietnam (Dykhous); Local Sedang Stamp with Postmark (Bentley); JOURNAUX P.P. PHNOMPENH Provisional Postmarks (Wiert).

Timbres Magazine

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

N° 55 Mar 2005: Reportage à Clipperton: L'île mystérieuse (Toulemonde); Le Seconde Guerre mondiale I (Michaud et Bouctot); Les Français à Memel [1920-1923] 1 (Jusserand); Carnets publicitaires: Vie de famille; mariage; divorce; naissances et infidélités! (PJM); Marianne des Français: quelques nouveautés (Keledjian); De la Présidence à l'Empire: l'inévitable coup d'Etat (Michaud);

Continued on page 69

Mail between France and La Réunion 1864 to 1900 – the *Lignes* “T”, “V” and “U” of the Messageries Maritimes

Peter Kelly



Figure 1

Ligne de Suez à la Réunion et Maurice

5 May 1866 - St Denis (Reunion) to Port Louis (Mauritius)

Franked 80c for the packet rate

Messageries Impériales mailboat *Meinam* - dep. Reunion 5.5; arr. Mauritius 6.5

Meinam worked the Calcutta annexe to *Ligne N* (*Ligne d'Indochine*).

She arrived at Suez in 1864 and carried mails exceptionally on three occasions interspersed with the need for repair work at Suez before returning to Ceylon.

The special date stamp, of unique design, here applied as a transit mark, was only used for *Meinam*.

Background to the development of mail services up to 1864

The early history of maritime communications between Reunion and France depended upon private shipping almost exclusively, and it was not until 1848 that the first packet service became available to Mauritius and Reunion. A monthly schooner service connected the two islands with Galle Point in Ceylon, scheduled to coincide with the departure of the P&O mailboats to Suez and then overland to Alexandria and then by Admiralty packet to Marseille via Malta.

This service was replaced in 1852 by the General Screw Steamship Co contract which connected the UK with Cape of Good Hope, later extended to Galle Point. These steamers called at Port Louis, Mauritius and a monthly schooner took the Reunion mail across to join it. Mail could travel in either direction; either back to the UK by General Steam or to Galle Point where it was scheduled to connect with the P&O for Suez. Overall, this was not a success and the contract ended in 1854 when the mailboats were commandeered for service in the Crimean campaign.

The next four years were difficult as the islands had to revert to a schooner service with Galle Point until 1856. The Lindsey line linking Mauritius with the Cape of Good Hope and Galle Point lasted a year in 1856, and was succeeded by the Lambert/Menin line linking the two islands with Aden the following year.

From 1859 to 1860 the P&O ran the Suez to Sydney via Mauritius route and then in 1860 Suez to Mauritius via Reunion. The P&O continued to call at Reunion until 1862 when the first French mailboats called at St Denis.

Up to this point, apart from mails that were carried privately, Reunion depended very largely on the support of Mauritius and the British mails. The P&O service continued to operate between Mauritius and Suez until 1866, but without calling at Reunion. Nevertheless, this provided additional possibilities for Reunion letters to be carried to Mauritius and then use the P&O service. This could be quicker than waiting for the next Messageries Maritimes mailboat. Also in 1864 the Union line was carrying Mauritius mails to the Cape, and this was extended in 1866 to Galle Point and continued until 1868 when the French mailboats took over.

The French mailboats and the development of *Ligne T*

The story starts in 1860 when France was deeply involved in the Indo-China campaign and there was a crying need for a regular shipping line from Suez to the Far East. The decision was taken to use the ships that had been intended for the second Marseille to South America line for a new Far East line which was called the *Ligne d'Indochine*. The idea was to have this as the main route linking Suez and Hong Kong (later extended to Yokohama) and to have a number of dependent branch lines, one of which was intended to run from Aden to Mauritius and Reunion, but this did not happen until 1869. Instead, a direct line was opened from Marseille to the two islands by means of *Ligne V* between Marseille and Alexandria and the new line from Suez to the islands. This was called the *Ligne de Suez à la Réunion et Maurice* (Fig 1).

The monthly service started on 19 September 1864 when the *Emirne* sailed from Reunion for Suez. Starting from Port Louis, Mauritius, the mailboats called at Reunion,

followed by Mahé, Seychelles and Aden before offloading the mails at Suez for the overland section to Alexandria. There, they connected with the *Ligne d'Egypte* mailboats bound for Marseille. The voyage took around 19 days.

In November 1866 the *Ligne de Suez et la Réunion* was renamed *Ligne T* and it remained a direct line until 3 April 1869, and we know this as ***Ligne T first route***.

At this date it was converted into a branch line of the *Ligne de l'Indochine*, now called *Ligne N*. The connection point with *Ligne N* was at Aden. The rest of the route was unchanged, and this arrangement remained in place until November 1882. We know this as ***Ligne T second route***. The voyage took 10-12 days.

The opening of the Suez canal in 1870 meant that *Ligne N* could now sail directly between Marseille and Hong Kong. *Impératrice* passed through on 1 April 1870 on its inward journey and *Hoogly* passed through on its outward journey on 23 April. Taking into consideration the stops at Port Said, Ismailia and Suez, it took 30 hours to pass through the canal.

In November 1882 a most important event took place as *Ligne T* was converted into a direct line sailing from Marseille to Australia calling at Port Said, Suez, Aden, Mahé (Seychelles), Reunion, Mauritius, Adelaide, Melbourne, Sydney and Nouméa (New Caledonia). We know this as ***Ligne T third route***. This was the first time that there was a direct sailing to France without transshipment. The opening of the Australia line coincided with the progressive entry into service of new mailboats designed to accommodate the bends in the Suez Canal, and they were also more powerful. The voyage between Reunion and Marseille now took around 19 days.

Postal agents were carried on board both *Ligne N* and *Ligne T*. The handstamps used varied over the period with the wording ***LIGNE T. PAQ FR N° 1 to 6***. These handstamps were circular to begin with and octagonal from around 1887. Up until 1887 handstamps were also used to indicate provenance either from French or British possessions. These stamps were octagonal and showed ***POSS ANG*** or ***POSS AN*** or ***COL FR / PAQ FR T N° 1 to 6*** in some cases. Mail from Reunion has also been stamped in error with the origin stamp ***AUSTRALIE / PAQ FR T N° 1, 2, 4, 5, 6***.

The military operations that took place in Madagascar led to a substantial amount of military correspondence both from Madagascar and, to a lesser extent, from Reunion (Fig 2). Special "***correspondance des armées***" handstamps were used – ***COR D'ARM / LIG T PAQ FR N° ...*** – between 1870 and the early 1900s. Other *Ligne T* handstamps incorporated ***corps expéditionnaire de Madagascar*** in abbreviated forms (Fig 3). These were applied to letters that were sent free under military privilege that had to be justified and signed. Generally, soldiers and seamen on service abroad could write home at the inland rather than the foreign letter rate. With effect from 1.1.1899 the Colonies could correspond with the mother country at the inland rate, which made the concession unnecessary. During times of war or for the purposes of Expeditionary forces,

letters could be sent free subject to specific authorisation. Thus mail sent back from the two military campaigns in Madagascar could be sent free ("***sous franchise***") between 1885 and 1890 and between 1895 and 1904.

Ligne T, third route, continued successfully until 1888 when yet another important change took place. This time *Ligne T* stopped calling at Reunion and Mauritius and sailed directly from Mahé to King George's Sound and then on to Adelaide, Melbourne, Sydney and Nouméa. This was based on the postal convention of June 1886 which provided for a new service from Marseille to Reunion via the east coast of Africa and Madagascar, to be called ***Ligne V***, and an annexe called the ***Service Annexe des Mascareignes*** linking Mauritius, Reunion, Madagascar and the Seychelles, to be called ***Ligne U***. The plan behind this was to provide Reunion and Madagascar with a twice monthly service. ***Ligne U connected with Ligne T at Mahé, Seychelles*** (Fig 4).

Ligne V sailed from Marseille on the 12th of each month, calling at Port Said, Suez, Obock, Aden, Zanzibar, Mayotte, Nossi Bé, Diego Suarez, Sainte Marie, Tamatave, Reunion (11th or 12th) and Mauritius (13th). The mailboat sailed from Mauritius on the 16th and stayed at Reunion until the 8th of the following month. Postal agents were carried on board and used the handstamp ***Marseille à la Reunion***. As with *Ligne T*, the postal agents carried ***correspondance d'armées*** handstamps to denote military correspondence with the name of the line and number.

Ligne U. It can be seen that the mails from Europe and Madagascar were delivered to Reunion on the 11th of the month by *Ligne V*. This date corresponded with the departure of *Ligne U* from Mauritius on the 11th and Reunion on the 12th bound for Mahé where it linked up with the return voyage of *Ligne T* from Australia. It reached Mahé on the 16th, depositing the mails and collecting the mails from the outward voyage of *Ligne T*, returning the following day to Reunion (21st) and Mauritius (22nd). The same mailboat then became *Ligne V* again and sailed for Reunion, Madagascar and Europe on the 23rd, reaching Marseille on the 24th of the following month.

This was a complicated arrangement because the *Ligne U* mailboats sailing for Mahé were in fact the *Ligne V* mailboats of the **previous month** which had been at rest at Reunion until the 8th when they sailed for Mauritius and commenced the *Ligne U* voyage on the 11th. However it meant that there was no need for postal agents on board the *Ligne U*, so between 1888 and 1895 there were no postal markings of this line.

As a result of a change to the postal convention of 1894 the *Ligne U* annexe linking the islands with the Seychelles and corresponding with *Ligne T* ended in 1896. This was part of a major alteration in the service to Australia as *Ligne T* no longer called at the Seychelles with effect from January 1896 and sailed direct from Aden to Colombo (Ceylon) and then on to Fremantle, Adelaide, Melbourne, Sydney and Nouméa (***Ligne T fourth route***). This ended the connection of *Ligne T* with Reunion and the other Mascareigne islands.



Figure 2

Ligne T 3rd route

16 March 1886 - St Denis (Reunion) to St Ambert (Puy-de-Dôme)

Letter sent at the 15c concessionary rate for troops abroad

and marked "Correspondance Militaire / Le Lieutenant de Vaisseau / [signature]

Cancellation: **CORR. D'ARMEES / ST DENIS** (in blue)

Transit mark: **COR.D.ARMEES / PAQ.FR.T N°6**

Carried by mailboat Salazie - dep. Reunion 16.3; arr. Marseille 3.4



Figure 3

Ligne T 3rd route

25 November 1885 - St Denis (Reunion) to Lorient and redirected to Brest

Sent under the franchise of **Marine et Colonies / Service à la Mer**

Marked **Corps Expéditionnaire de Madagascar** with the date stamp of **CORR D'ARMEES / ST DENIS** (in blue)

with the transit mark (in red) **CORPS EXP. MADAGASCAR / L.T.1.**

carried by Ligne T mailboat Yarra - dep. Reunion 25.11; arr. Marseille 15.12



Figure 4

Ligne U Reunion to Mahé (Seychelles) and *Ligne T* (4th route) from Mahé to France
11 June 1891 - St Denis (Reunion) to Arsac (Gironde)

Franked 50c for the second weight step and cancelled at St Denis

Transit mark: **LIGNE T / PAQ FR N° 4** (in red)

Carried by *Ligne U* mailboat Ava - dep. Mahé 15.6; arr. Marseille 30.6

Note: There were no postal agents on *Ligne U*.

In its place a new principal *Ligne U* provided a monthly service between Marseille and Reunion and Mauritius operating alternately with the direct African east coast line. Initially the two lines alternated the outward journey via Zanzibar and the return voyage via Mahé. This changed again in 1897 as it was decided that *Ligne U* should cover the east coast route via Zanzibar and *Ligne V* the direct route via Mahé.

The Convention provided that the two lines met at Diégo Suarez, which allowed the *Ligne U* mailboat on its outward journey to pass over mails to *Ligne V* returning to Marseille and vice versa.

Ligne U now carried postal agents aboard who used the handstamp *Marseille à la Réunion I°*.

Lignes U and *V* continued in this way until 1912.

Postal rates between Reunion and France

Date of application	Generally	By French ship	By British ship
1.1.1864		50c per 10g (*60c)	70c per 10g
1.1.1876		50c per 15g (*60c)	70c per 15g
1.1.1876	40c per 15g		
1.5.1878	35c per 15g		
16.2.1879	25c per 15g		
1.1.1899	15c per 15g		

(* = unpaid)

Military concession rates

Tariff “*Correspondance d’Armées*” applied to sailors’ and soldiers’ mail while abroad on service. This authorised use of the inland rate.

Date of application	Rate	Weight
Up to 31.8.1871	20c	10 grams
From 1.9.1871	25c	10 grams
From 1.1.1876	25c	15 grams
From 1.5.1878	15c	15 grams

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The Mauritania Post Office in Saint-Louis (Senegal)

Bill Mitchell and Laurence Lambert



Figure 1a
The postmark on the stamp



Figure 1b
The postmark "removed" from the stamp



Figure 1c
The postmark as retouched by JDM

Since our article on the post offices of Mauritania appeared in Journals 232 and 233 (June and September 2004) we have had some correspondence with Jim Moffat which has shown that some of the source material quoted in our Notes is unreliable, and what we say needs revision.

The problem concerns two of the post offices – Saint-Louis and Saint-Louis N'Dar Toute. Saint-Louis is just across the border in Senegal and, as will be seen later, was the capital of Mauritania as well as of Senegal (Dakar was the capital of the Federation of French West Africa). Jim has sent us a photocopy of a good strike of the **SAINT-LOUIS / MAURITANIE** cancel of **12 JUIN 26**; this cancel is discussed in Note 21 to our Table 1. The stamp is the 10c green of 1922 (Yv 40); it has unfortunately become detached from its parent envelope or postcard but there seems no reason to doubt that it came from legitimate correspondence (see Fig 1). Jim's comments have led us to take another look at our source material, and we have concluded that Bob Stone was mistaken in saying that "for many years there was a Mauritanian postoffice at Saint-Louis (in addition to the Senegal one)". We have noted that this cancel (the example shown is dated **30 AVRIL 26**) appears in Bouérat II (Table 2, source 2) under the heading **SAINT-LOUIS N'DAR TOUTE (1925-1927)**; no cancel inscribed thus is illustrated there or in any of our other sources. (Incidentally, the **SAINT-LOUIS TRANSIT / MAURITANIE** cancel of 19 5/1961 referred to in Note 23 appears in this same box!) And a check of Bouérat I, the source for our list of offices open in 1975 in Table 1, shows that only one office (N'Dar Toute) is listed there, with dates 1925 to December 1927.

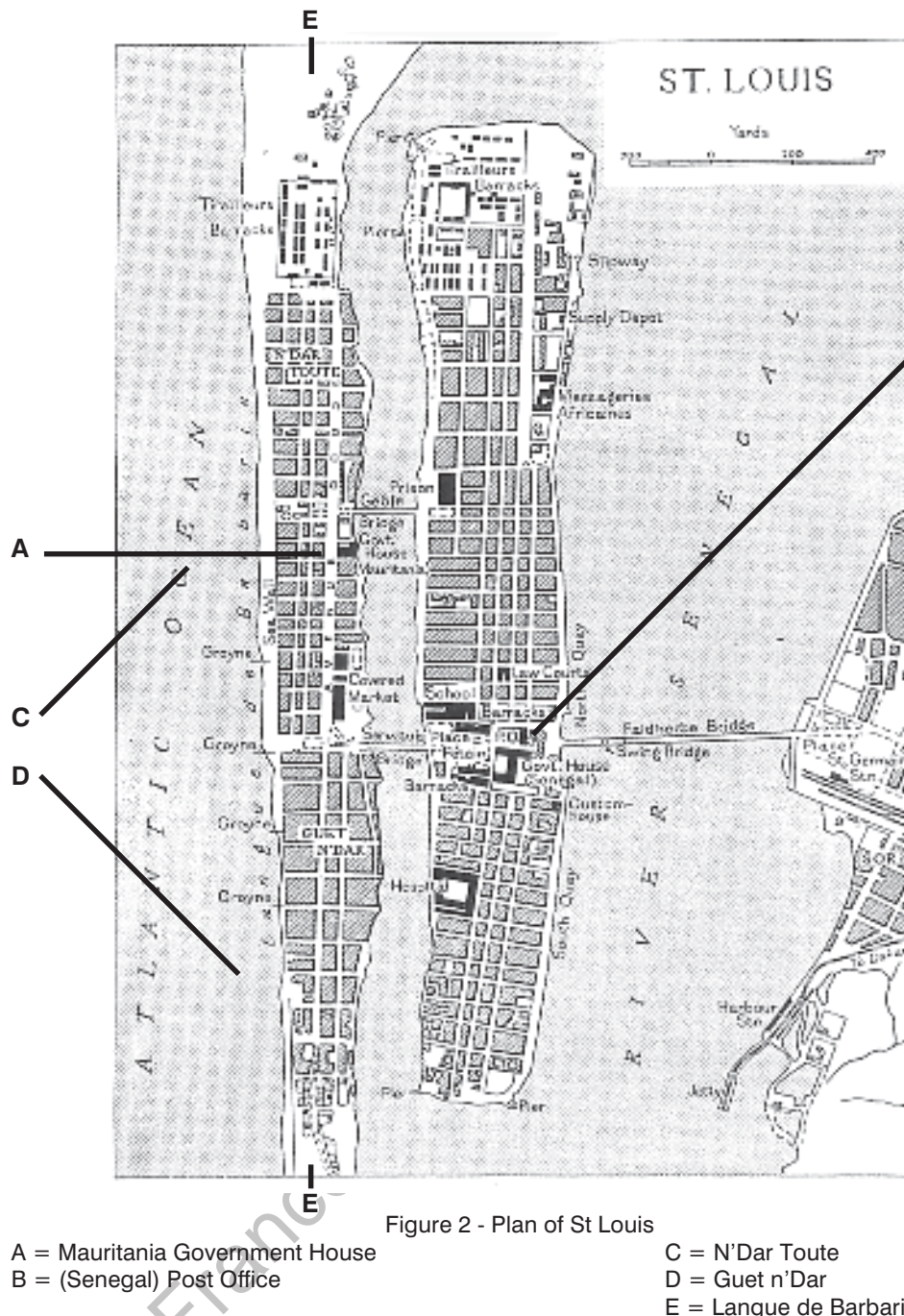
Bob Stone's statement quoted above comes from the first part of a three-part article in *The France & Colonies Philatelist* (source 8 for our Table 2); his dates for these two offices (1914-1942 for Saint-Louis and 1926-1927 for N'Dar Toute) appear in the third part in a list of "Mauritania Postoffices with Their Postmark Types and Dates". The full entry for Saint-Louis is "Saint-Louis/Senegal common 1914 to 1945, rare after 1914-42". So the entry is rather ambiguous, but it would appear that the dates given relate to the cancel, not the office (this cancel is not uncommon on the 1938 Mauritania definitives). It will be noted that Robert Gordon (Note 21 again) says that "A decree of August 24, 1914, authorised the sale of stamps of Mauritania in Saint-Louis ... because the government offices of Mauritania were located in Saint-Louis at the time", but he does not say that a post office was opened there. The only one he does mention is the

short-lived N'Dar Toute office in the "suburb where the Mauritanian government office was situated" (Note 22), which he attributes to 16 June 1926 to 22 December 1927 — so he is broadly in agreement with Bouérat I and II. Stone does not list the **SAINT-LOUIS / MAURITANIE** cancel; probably he assumed that Mauritanian stamps cancelled **SAINT-LOUIS / SENEGAL** came from a Mauritanian post office, but as noted above all that Gordon says is that – except for the short 1926-1927 period – Mauritanian stamps could be sold there. Possibly Stone was misled by the fact that Gordon has separate entries for the two presumed offices.

The three of us agree that all this shows that there was only one Mauritanian post office in Saint-Louis, located in the suburb of N'Dar Toute, and despite Stone's assertion that it was open "for many years" it actually operated for only 18 months or so. It seems, too, that there was no post office actually named "Saint-Louis N'Dar Toute". Admittedly, Gordon adds that in this 1926-1927 period stamps of Mauritania can be found with "this" N'Dar Toute cancel, but as we have noted none of our sources illustrates it. If anyone has an example we would be most interested to see it.

We have belatedly turned to the second (colonies) volume of the Naval Intelligence handbook on French West Africa, dated December 1944, which has proved most useful. Its note on Saint-Louis (page 440) confirms Gordon and Stone, neither of whom quote an authority for their statement that it was the capital of Mauritania. The note begins – "Population 30,566 including 1,231 Europeans. Colonial capital of Senegal and of Mauritania. Full Commune ...".* More important for present purposes, it reinforces the conclusions we have reached as set out above and also allows us to identify the site of the post office and the reason for its short life with a reasonable degree of certainty. On page 441 is a map of Saint-Louis as it was shortly before the War, when Stone implies that the office was still open, but no post office is marked in the suburb of N'Dar Toute. The Mauritanian government offices were less than half a mile from the (Senegal) post office, which suggests that the Mauritanian office was closed because it was little used. This in turn suggests that it may have been housed in the government offices and possibly was not open to the general public.

*A brief historical note on page 2 of Bouérat I begins "Territoire civil, detached from Senegal 01.01.1905, by décret of 18.10.1904. Administered by a *commissaire du gouvernement général de l'A.O.F.* based at Saint Louis (*quartier* of N'DAR TOUTE)".



The map is reprinted here as Fig 2. It is rather confusing at first sight; the following extracts may help to clarify it. "The Langue de Barbarie is some 27 miles long and has been built by the combined efforts of the Canary current and the Senegal. ... St. Louis stands on an island in the river, but has three suburbs, two on the Langue de Barbarie and one on the mainland" (page 398). "The oldest part of St Louis stands on an island in the estuary of the Senegal. ... It has three main suburbs, N'Dar Toute and Guet N'Dar on the Langue de Barbarie, and Sor on the mainland. ... N'Dar Toute has Government House (Mauritania). ... The Geôle Bridge, 150 yards long, connects the main town to N'Dar Toute. ... Five hundred and sixty yards south of it is the Servotuis Bridge, the western end of which marks the dividing line between N'Dar Toute and Guet N'Dar" (page 442).

Jim Moffat has very pertinently commented that "It is a pity we could not have a picture of the interior of the

recette at St Louis and see if there were any *guichets* reserved for Mauritanian transactions" (probably largely if not exclusively from staff of the Government office).

Finally, what of Saint-Louis Transit? Here too Jim has some suggestions to offer. He writes "I suppose the fact that a cancel was provided implies a regular usage. My own feeling is that St Louis Transit is not an office but a description i.e. an entry(?) mark applied in Mauritania to mail passing via St Louis". And, later, "I wonder if in the months following Mauritanian independence some residual government or quango presence remained in St Louis and dealt with correspondence addressed by force of habit (or prepared envelopes?) to Senegal. In which case the **SAINT LOUIS TRANSIT** cancel may well have been applied in St Louis. These are murky waters. ... it would be helpful if some sources of information could give more detail than just reporting the existence of a mark." We would love to see a cover bearing this cancel!

British Censorship Control of Communications during WWII — Belgian Congo, French Equatorial Africa and French Cameroon

Bob Maddocks

The following report on British censorship control of communications in and out of Belgian and French territories in Central Africa was extracted by the writer some 12 years ago from records in the Gambia National Archives by kind courtesy of the Senior Archivist.

Dated 5 February 1942, this particular report was seemingly drawn up in London by the Secretariat of the British Imperial Censorship Control. Of additional and particular interest are the details given of the various air services operating over and landing in the territories mentioned above. No doubt, however, these services were of limited duration and were duly constantly being re-scheduled as the war progressed in the Allies' favour.

Censorship Control of Communications

(1) Policy

The control of the communications in and out of this area was discussed at meetings of the Censorship Sub-Committee held on 11 and 18 November 1941. The discovery of serious indiscretions in Red Cross and ordinary postal mail, from the Belgian Congo in particular, had revealed an unsatisfactory state of affairs, and it had become necessary to decide on the policy to be adopted in dealing with the correspondence of our Allies in African territory. There appeared to be three alternatives:-

- (a) To stop correspondence addressed to enemy-occupied territory except when despatched under an Allied Red Cross scheme;
- (b) To take the Belgian Congo and Free French Authorities into our confidence and collaborate with them on all censorship matters; or
- (c) To examine their correspondence to enemy-occupied territory with the same care as would be exercised in censoring neutral mail to such destinations.

Of these alternatives (a) did not recommend itself to the Committee on the ground that the temptation for Allied Nationals to communicate with their homeland deserved sympathy and could not very well be resisted on sound political grounds. On the other hand (b) as an alternative was thought to be dangerous, it being held that no liaison between a British and an Allied censorship could overcome a fundamental difference in attitude towards the treatment of correspondence destined for enemy territory.

Therefore the Committee decided to adopt the alternative suggested at (c), and in effect to place our Allies, from the point of view of censorship, in the position of neutral countries.

In connection with the above statement of policy a cable from the Chief Censor, Khartoum (N° 101 of 12 November, from Khartoum to the Foreign Office) was considered. In this telegram advice was sought by the Chief Censor on the treatment of harmless personal letters already censored by the Belgian Congo Authorities in transit to territory occupied by the enemy. The Committee decided that this correspondence should not be stopped but should be censored carefully with a view to condemning all objectionable contents, and Postal and Telegraph Censorship were asked to agree a telegram for despatch to Chief Censor, Khartoum, on these lines. Some difficulty

was encountered in reconciling the views of Postal and Telegraph Censorship and the Ministry of Economic Warfare since the new policy made it increasingly necessary for all Belgian Congo mails not only to be routed to pass through British Censorship Stations but to be thoroughly censored with a view to preventing any unauthorised matter, money or commodities reaching the enemy. A telegram, a copy of which is attached [*not seen – RJM*] has, however, been agreed and sent to the Chief Censor, Khartoum, and it is proposed to send similar telegrams to all Overseas Stations through which Belgian Congo mails may pass.

A careful study has been made of the various mail routes entering and leaving the Belgian Congo and the territories controlled by the Free French in Africa. Owing to the fact that the Belgian Congo and the Free French territories adjoin, it is necessary for the purpose of controlling the communications of either to regard the territories of both these nationals as a single unit. The following statement has been prepared with this conception in view.

(2) Air Routes

North:- (a) Free French Service. Brazzaville - Fort Lamy - Cairo. (Censorship at Cairo.)

(b) Pan-American Service. Leopoldville - Port Bell - Khartoum - Cairo. (Censorship in Uganda or at Khartoum or Cairo.)

East:- (a) Pan-American Service. Leopoldville - Port Bell. (Censorship in Uganda.)

(b) BOAC Service. Leopoldville - Port Bell - Mombasa and the South. (Censorship in Uganda.)

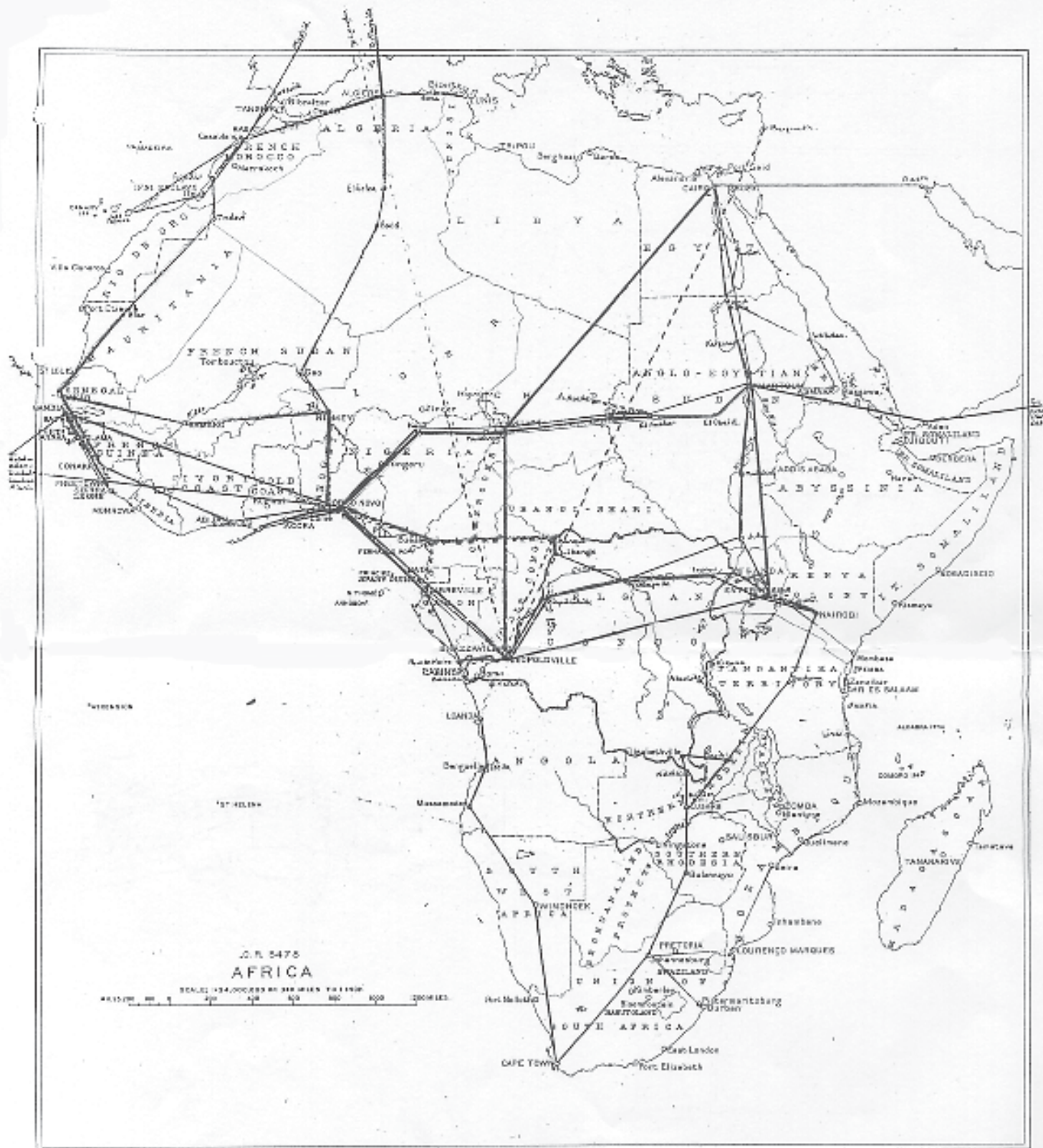
(c) South African Airways Service. Leopoldville - Nairobi and the South. (Censorship in Kenya.)

(d) BOAC or Pan-American Service. Fort Lamy - El Fasher - Khartoum - Cairo or Aden. (If mails are picked up at Fort Lamy, although this is improbable, they would be censored at Khartoum or Cairo or Aden.)

South:- As in East (b) and (c) above. (Censorship in Kenya, Lusaka, Bulawayo or Capetown.)

West:- (a) Pan-American Service. Leopoldville - Lagos - Bathurst - Belem - Trinidad - USA (Censorship at Lagos, Bathurst and Trinidad.)

(b) Pan-American Service. Fort Lamy - Lagos - Bathurst - Belem - Trinidad - USA (If mails are picked up at Fort Lamy, although this is



Air Routes
(map reduced in size)

This 1941 map was colour coded in the original to differentiate between the Airways, shown as straight lines (British Overseas Airways Corporation, Pan American Airways - Africa Ltd, Vichy French Authorities, South African Airways, and Free French); the Landlines, shown as wavy lines (French Equatorial Africa, Cameroons, and Belgian Congo); and Wireless (French Equatorial Africa, Cameroons, and Belgian Congo). Unfortunately it has not proved possible to reproduce these distinctions clearly for the Journal.

Air Services operating over or landing in French Equatorial Africa, the Cameroons and the Belgian Congo – 1941			
Operating Company	Route	Frequency	Aircraft Employed
A. Services operating over or landing in French Equatorial Africa			
1. British Overseas Airways Corporation (BOAC)	Khartoum - El Fasher - El Geneina - Fort Lamy - Kano - Lagos - Takoradi	2 weekly	Lockheed 14 and "Lodestars"
2. Pan American Airways - Africa Ltd	Accra - Lagos - Kano - Maiduguri - El Fasher - El Obeid - Khartoum	Daily	Douglas DC3
	Note: Between Maiduguri and El Fasher this service passes over French territory. In a draft agreement between the Free French Authorities and PAA the company promises to endeavour to carry official passengers to and from Fort Lamy.		
3. Free French Authorities	Brazzaville - Fort Lamy - Cairo	No information	Farman 2234
	Note: It was reported in the "Aeroplane" dated 31.10.41 that the Free French Authorities had commenced a service from Brazzaville to Cairo with Farman 2234 aircraft. The only stop mentioned in this report was Fort Lamy. No official confirmation of this report has been received. Treat this one with reserve (REC).		
B. Services operating over or landing in the Cameroons			
1. British Overseas Airways Corporation (BOAC)	Takoradi - Lagos - Douala - Bangui - Libenge - Stanleyville - Juba	2 weekly	Junkers Ju 52
C. Services operating or landing in the Belgian Congo			
1. Pan American Airways Inc (PAA)	Miami - San Juan - Trinidad - Belem - Natal - Bathurst - Lagos - Leopoldville	Variously reported as weekly and fortnightly	Boeing 314 Flying boats
	Note: French territory is flown over on the stage Lagos - Leopoldville. The service is expected to commence 29/1/41. A survey flight has been carried out.		
2. South African Airways	Johannesburg - Bulawayo - Lusaka - Ndola - Elizabethville - Mpika - Dodoma - Nairobi - Entebbe - Irumu - Stanleyville - Coquilhatville - Leopoldville	1 weekly	Lockheed "Lodestars"
D. Services operating over or landing in French Equatorial Africa and the Belgian Congo			
1. British Overseas Airways Corporation (BOAC)	Takoradi - Lagos - Douala - Bangui - Libenge - Stanleyville - Juba	2 weekly	Junkers Ju 52
	Cairo - Wadi Halfa - Khartoum - Malakal - Juba - Port Bell - Butiaba - Stanleyville - Coquilhatville - Leopoldville - Pointe Noire - Libreville - Lagos	Weekly	Flying boats

unlikely, they would be censored at Lagos, Bathurst or Trinidad.)

(c) BOAC. Leopoldville - Lagos - Accra - Takoradi - UK. (If mails are carried British Censorship would take place at any of these points outside Allied territory.)

(d) BOAC. Fort Lamy - Lagos - Accra - Takoradi - UK. (If mails are carried British Censorship would take place at any of these points outside Allied territory.)

(3) Surface Mail Routes

North:- Via the Sudan. (Censorship at Khartoum.)

East:- Via Kigoma (Tanganyika) or Uganda. (Censorship at appropriate point in Kenya, Tanganyika or Uganda through the agency of the Chief Censor, Nairobi.)

South:- Via Northern Rhodesia. (Censorship at Lusaka, Livingston, Bulawayo or Capetown.)

West:-(a) Elizabethville - Lobito - Lisbon by Benguela Railway and Portuguese steamer in outward direction. In inward direction via Capetown and thence by rail to Angola. (Censorship at Freetown in outward direction and at Capetown in inward direction.)

Note: Evasion could take place on the outward Lisbon route by means of passenger smuggling despite examination at Freetown. In the reverse direction there is no control at all since Portuguese ships sailing from Lisbon to Angola do not call at a British port. It is also possible that evasion might take place through Portuguese Guinea or via Fernando Po.

[NB This conflicts with a 1941 report which stated that all steamers leaving from/going to Lisbon for/from the Portuguese colonies were obliged to put into Bathurst (later Freetown) as a control port for examination of any mails they might be carrying. The first examination was at Bathurst of the mails aboard SS Malenge in December 1940. — RJM]

(b) Via Duala. These mails are either

- i. Sea mails calling at Lagos;
- ii. Sea mails calling at Freetown; or
- iii. Mails going by sea between Lagos and Duala, by rail between Lagos and Cotonou and by air between Cotonou and Vichy North Africa. This service is inward only at present.

(Censorship of (b)i takes place at Lagos or by diversion to UK, of (b)ii at Freetown, and of (b)iii in part at Lagos because delays would tend to increase the possibility of evasion north of Nigeria via Niamey and Fort Lamy).

(c) Via Boma and Matadi in USA ships. (Censorship at Freetown).

(4) Prevention of Evasion of Postal Services

It will be seen from the above that evasion may be taking place in three directions.

(a) Through Spanish Guinea and Fernando Po. This evasion route is by no means certain. We have no actual proof that Fernando Po is being used.

(b) Through Angola by means of letters carried by passengers on Portuguese ships to Lisbon and concealed from the Control at Freetown. In the reverse direction there is no passenger control since Portuguese ships do not call at a British Port when sailing from Portugal to Angola, although ordinary Portuguese postal mail, which would probably include mail for the Belgian Congo, is carried on to Capetown for censorship under the terms of the Anglo-Portuguese Mail Agreement. MEW are in communication with the Portuguese Government with the object of stopping evasion of this Mail Agreement and they propose to recommend the interception of southbound Portuguese ships, if necessary, to check it.

(c) Through Vichy territory via Niamey and Fort Lamy. It is considered, however, that this route could not be used to any appreciable extent.

Generally speaking there is little evidence to support the theory that much evasion of British Censorship is being attempted by Belgian nationals in the Congo, and the little that may be taking place will probably tend to decrease as a result of the new policy to let through correspondence addressed to enemy-occupied territory more freely.

(5) Telegraphs and Telephones

(a) Overseas Traffic. The only "fil" communication with Elizabethville and district is by means of land line with South Africa and cable transmits beyond. The remaining external communications are by means of wireless circuits.

(b) Internal Traffic. This is carried on land lines, not necessarily continuously but possibly in many cases, when interrupted sections are bridged over, by wireless. The use made of wireless in these territories therefore constitutes a danger and although censorship liaison with our Allies may be inadvisable so far as mail communications are concerned, it is important that attention should be drawn to any lack of security of these Allied wireless circuits. Doubtful interceptions should be reported at once to Postal and Telegraph Censorship by the Foreign Office, who in turn would be requested, if necessary, to advise the Belgian Authorities on the measures of control that should be adopted.

(6) British Censorship Control

Censorship of the above routes can be controlled by the following Overseas Stations.

An inner ring will consist of all the African Stations, i.e. Kenya, Uganda, Tanganyika (through Chief Censor, Nairobi), Cairo, Khartoum, Lusaka, Livingston, Bulawayo, Lagos, Accra, Takoradi, Freetown, Bathurst.

An outer ring will be formed by the censorship at Liverpool, Capetown and Trinidad (for Leopoldville - USA mails). It is for consideration whether, with the extension of air routes through Central Africa to the Far East, other Stations, such as Aden, for instance, and the Indian Stations may have to be added to the list in order that the strain can be taken off Khartoum if the mails do not go on via Cairo.

[RHW, Secretariat, FS 3.2.42]

France - Locally Made 2 *Décimes* Handstamps.

Peter Maybury

Unofficial or locally made handstamps are known from the days of the First Republic, but these are very scarce indeed.

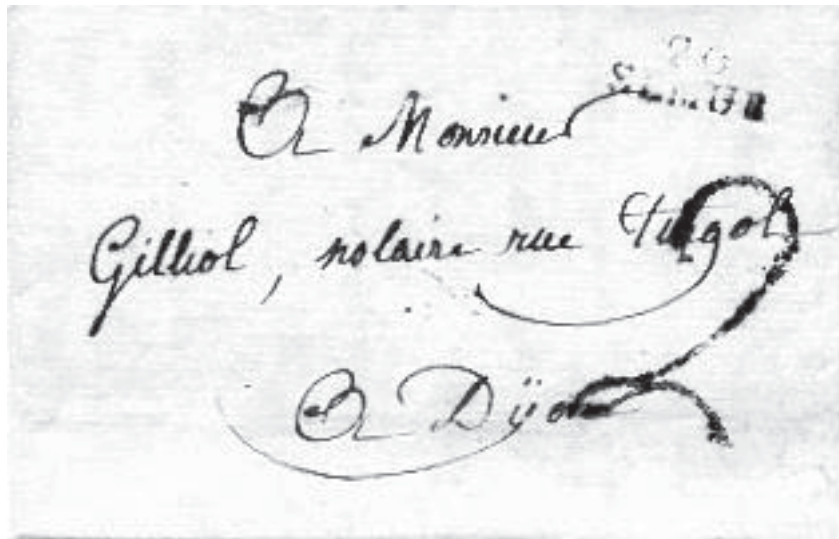


Figure 1
The Semur **locally manufactured** handstamp
used on 18 August 1801 on a first weight band (>7gm) first distance band (<100 kilometres) letter to Dijon.
Tariff of 23 September 1800.

In 1832 the postal authorities in Paris issued a set of very precise instructions concerning the style and ink colour to be used for rate markings on mail. For Paris it was to be blue ink and for the rest of the country black ink. Around the same time every main office was issued with a handstamp, the rate mark being that of the single letter rate to Paris, and which conformed in style and size to the official design.



Figure 2
Extract from the 1827 Tariff Map showing the 2 *décimes* zone



Figure 3
Letter dated 31 December 1835 to Paris
from the village of Yverres
in the postal area of Villeneuve-St-Georges.
Taxed at 2 *décimes* using **regulation issue** handstamp
+ 1 *décime* handstamp, in red, for collection in a rural area.
Received in Paris on 2 January 1836.

It is not surprising that enterprising postmasters began to have similar handstamps manufactured locally, representing the most popular rates from their office, as this was an obvious way of speeding up the processing of the mail. They also acted as convenient replacements for any lost, broken or worn, officially issued handstamps.

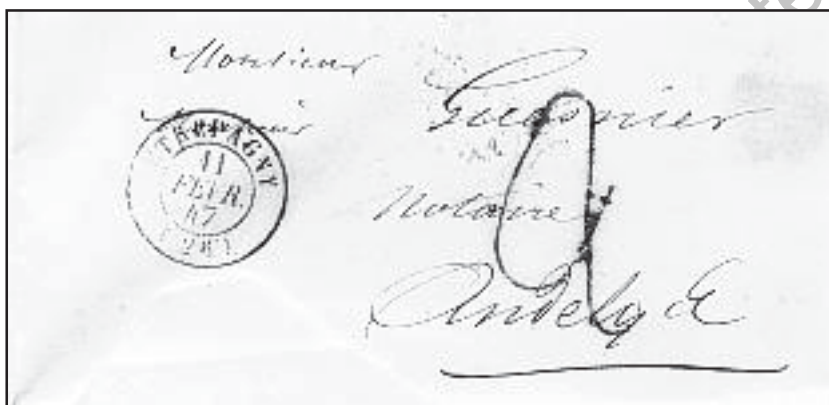


Figure 4
Letter of 11 February 1847 from Etrepagny to Les Andelys,
showing the distinctive **locally manufactured** 2 (*décimes*) handstamp charge mark of Etrepagny.
Tariff of 1828. First weight band (>7½gm) and first distance band (>40 kilometres).



Figure 5
Constantine (Algeria) **locally manufactured** handstamp used 7 April 1848
on an unpaid letter to Philippeville weighing >7½ gm.
Town to town rate, tariff of Algeria of 26 June 1835.

In 1849 the advent of the Uniform 20 *centimes* (2 *décimes*) Post allowed the usage of these handstamp charge marks to continue well into the second half of the 19th century.

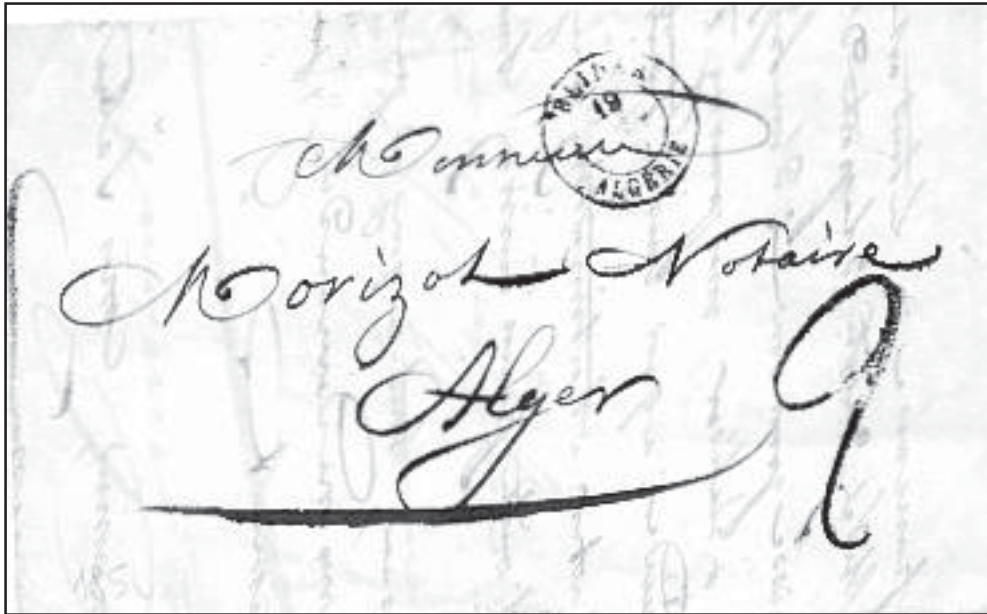


Figure 6

Blidah (Algeria) **regulation** issue handstamp used 19 June 1850 on an unpaid letter to Algiers, for the 20 *centimes* office to office, 1st weight band (>7½gm) rate, metropolitan tariff of 1 January 1849.

OBITUARY



Walter Parshall

The Corresponding Secretary for some forty-four years to our sister society in the States, died during the week commencing 21 March 2005. Pat and I have happy memories of Walter; he kindly came down to Bob Stone's home in 1991 from New York to drive us all around the states of Pennsylvania, West Virginia and Maryland, as one of his great loves was driving.

Whilst we were in New York he invited us for the day to his home in Bloomfield; this was a typical three-story house plus basement, housing his collections of Bing Crosby records and CDs of Benny Goodman etc, videos — especially English films, that he especially enjoyed — and his stamp collections. Walter's main interest was Monaco, of which he had a fine collection, although he said it wasn't as good as Jerry Massler's. We ended up

at his favourite diner, where the English owner had a sister in Eastbourne UK! He had a love for Bloomfield and was very knowledgeable of its social history and postal services.

Walter was proud to be one of "Patten's boys": he came over to England on one of the great British liners, was stationed in Cheltenham, prior to going to Europe where he ended up just inside the Czech borders. He always attended the annual reunion of his regiment. On demobilisation he worked for the New York Post Office before retirement.

Walter will be much missed by his friends and for his services to the France & Colonies over many years.

Colin Spong

BOOKSHELF

Books Noted

Argus des Timbres de France 1849-2005; pub. Édition Société Argus des Timbres de France; 120 A4 pp.; available from the publishers, 745 rue du Lieutenant Thomasset, 45270 Ladon; price 10€ + p&p. [Lists all French stamps in colour, with dates of issue and withdrawal, number of stamps per sheet, numbers printed (when known), and valuations.]

La Marianne de Béquet témoin de son temps, by Jean Renard; 168 pp. in colour, over 300 illustrations; available from the author, 24 rue Gambetta, 17200 Royan; price 35€ + p&p. [Knowledge of this issue brought up to date, with information on texts from the *Journal Officiel*, the difficulties of issuing this stamp, explanations about the fabrication of the stamps and varieties that resulted, postal tariffs with the differences between those leaving DOMs and those leaving France, together with the new tariffs for Saint Pierre et Miquelon and Mayotte, and changes in the postal services.]

La Vie Quotidienne dans les Lazarets, by Michèle Chauvet & Guy Dutau; 60 A4 pp. (8 in colour), over 70 illustrations; available from authors, MC, 36 rue de Champagne, Rentilly, 77600 Bussy-Saint-Martin, or GD, 9 rue Maurice Alet, 31400 Toulouse; price 25€ inc. p&p in France. [A collection of covers and letters to describe all aspects of life in the lazarets or quarantine stations, with explanations of tariffs, postmarks and the process of disinfection.]

L'Épopée du Tcheliousskine 1933-1934, by S Delsaux & Gilles Troispoux; 44 A4 pp. in colour; available from Gilles Troispoux, 2 rue Turbil, 69003 Lyon; price 23€ inc. p&p Europe. [Published

under aegis of the Club de Philatélie Polaire, relates circumstances of this polar expedition led by Otto Schmidt, with philatelic information, maps and photographs.]

Instruction Générale sur le Service des Postes de 1792, republished by the Société des Amis du Musée de la Poste with historical introduction; 170 A4 pp.; available from SAMP, 34 boulevard de Vaugirard, 75731 Paris Cedex 15; price 20€ + p&p. [One of the founding texts of postal history, informing directors of their duties and listing the principal decisions and organisations of the mail service.]

10 Ans de Liberté – Présentation d'une Marianne: La Liberté de Gandon, by Olivier Bernadet; 76 pp. in colour; available from Timbropresse, 6 rue du Sentier, 75080 Paris Cedex 02; price 26€ inc. p&p in France. [Detailed study of this definitive stamp of the 1980s, including numerous varieties, comments on over 70 letters, explanative tables.]

Cameroun in the Great War, Volume I: The Military Handstamps and the Early Overprints / Cameroun - La Grande Guerre, Tome I: Les Cachets Militaires et les Premières Surcharges, by Dudley Cobb; ISBN 2-9511613-1-X; 132 A4 pp.; colour & b/w illustrations; available from Albion Bookshop, Broadstairs, Kent CT11 5GF, or from Roumet SA, 17 rue Drouot, 75009 Paris; price £26 + p&p or 39€ +p&p. [Study of the French involvement in German Kamerun during its 1914-1916 conquest by Anglo-French forces; bilingual English and French text; 12 colour plates showing stamps, overprints and covers; exhaustive details of postal markings.]

Maurice Tyler

Magazine Index

Readers are reminded that Derek Richardson's *Subject Index to Four French Philatelic Magazines 1946 to 2000* is available at £6 plus postage & packing. This Brochure N° 8, published by the Society, lists under more than 250 subject headings all relevant articles published during this period of over 50 years in *Le Monde des Philatélistes*, *La Philatélie Française*, *L'Écho de la Timbrologie* and *Timbroscopie*. For the cost of postage & packing almost any of these magazines can be borrowed (UK only) or photocopies of their pages can be ordered from our Librarian George Barker, whose address is given on the inside front cover of this Journal.

UK members should send to Mr L H Barnes, 34 High Beeches, Northcray, Sidcup, Kent DA14 5NB a cheque for £6.90 made out to the France & Colonies Philatelic Society.

Members in the Eurozone can either send 15€ in banknotes to Len Barnes, or can order from John Simmons, App't 175, 10 square des Sablons, 78160 Marly-le-Roi, France, by sending him a cheque for 12€ made out to him personally. The European airmail sterling price (via L Barnes, with cheques drawn on UK banks only and made out to the Society) is £7.75.

For members in North America the cost will be \$17(US) in bills (from Len Barnes). The world airmail sterling price (cheques drawn on UK banks only and made out to the Society) is £8.85.

Non-sterling cheques sent to the UK need the equivalent of £7 added for bank charges

The *Vaguemestre*

Roy Reader

The word '*vaguemestre*' appears on many a handstamp on French military mail. This corruption of the Dutch word '*wagenmeester*' (baggage master) was introduced into the French language during the army reforms of the seventeenth century as a name to give to the newly created officers appointed to each brigade and regiment (two to each) to be responsible for the smooth functioning of the baggage trains. In charge of these officers was a *vaguemestre général* appointed to each army to take overall responsibility for all baggage trains in that army. In the middle of the eighteenth century it was laid down that the *vaguemestre* should be a sergeant in rank, though this situation changed shortly afterwards, when it was decided that the brigade *vaguemestre* should be an officer promoted from the ranks.

The reforms of the seventeenth century also included the establishment of a first army postal service with a frontier office and an organisation to carry the mail from this office to the various units. The name of *vaguemestre* was given to the civilian postal official whose function it was to deliver the mail to the various regiments and to ensure the mail for any detached units was also safely delivered. His role was reduced or suppressed in the latter half of the eighteenth century as a result of reorganisation. This reorganisation included a requirement that each division was to appoint a *sergent facteur* (postman sergeant) to fetch its mail from the army post office and then distribute it to the various units.

It was in 1794, at the time of the French Revolution, that the role of the army *vaguemestre* was extended to include postal duties similar to those given to the *sergent facteur* above. It was laid down that each battalion, regiment and military establishment was to appoint a *facteur* or '*vaguemestre*' as the sole person authorised to withdraw from the local post office all ordinary and registered mail and money items sent to that office for the battalion, regiment or establishment and for the men in it. It may well be that the appointee also distributed the mail to the various units like the earlier *sergent facteur*. The *vaguemestre*'s normal functions made him ideal for the

task of collecting the mail. In spite of this, when the nineteenth century arrived and with it the Napoleonic empire and Napoleonic wars, the *vaguemestre*'s role seems to have been restricted mainly to attending to the baggage trains. It was really only in 1818, after the restoration of the monarchy, that the *vaguemestre* was clearly made the intermediary between the army and the post office for what would be for good. His postal duties were precisely defined in orders of 1832 and 1833, and these would remain basically the same until the present day, while his original baggage-train duties inevitably declined to the point of disappearing in the twentieth century. Since the early nineteenth century the *vaguemestre* has always been a non-commissioned officer of the rank of sergeant or above. He must not be confused with the commissioned officer given the task of simply overseeing the postal service inside his formation as one of his responsibilities. He is the equivalent of the British post orderly or post NCO.

By at least the mid-1840s the word '*vaguemestre*' made its way from the army into the navy, where it was applied to the petty officer carrying out postal duties on board a warship, the equivalent of the postman or 'postie' on a British warship. By the mid-1850s it came to be used in civilian life, now with reference to an employee appointed by a civilian establishment to look after its mail and recognised by the post office as qualified to collect the mail destined for the establishment concerned. Finally, in the early twentieth century, the word quite naturally came to be used for a post orderly in the newly forming air force, which was closely tied to the army in its early days and then eventually called the *armée de l'air* (literally, army of the air).

Below is a translation of the duties of an army *vaguemestre* as presented in the 1940 edition of Charles-Lavauzelle's *Manuel du Gradé du Génie* (Engineer NCO's Handbook).¹ Similar handbooks were also published for aspiring or qualified NCOs in other arms and services, each with a section devoted to the duties of the *vaguemestre*. His duties were basically the same whatever his formation.

POSTAL SERVICE

Purpose of the Service and Powers of the *Vaguemestre*

141. The purpose of the postal service in independent units² is to ensure the soldiers are handed the mail addressed to them and to facilitate the payment of ordinary and telegraph money orders.

A non-commissioned officer³ acting as *vaguemestre* carries out the postal and telegraph operations indicated below: other operations, notably the delivery of express mail, telegrams and parcels, are carried out in accordance with the regulations that apply to private persons. The commanding officer draws up the necessary relevant orders.

The *vaguemestre* must acquaint himself with what the postal authorities expect their delivery workers to know. He is

provided with a warrant issued by the colonel and made out in duplicate with one copy being held by himself, while the other is placed in the records at the post office to which the *vaguemestre* is accredited and then kept in this office even after the departure of the unit for which he was working. The signatures of the *vaguemestre* and post office official appear on both copies of the warrant.

The *vaguemestre* is put under the supervision and control of the major appointed as adjutant; complaints relating to the performance of his duties are passed to the adjutant, who immediately examines them and deals with them as appropriate.

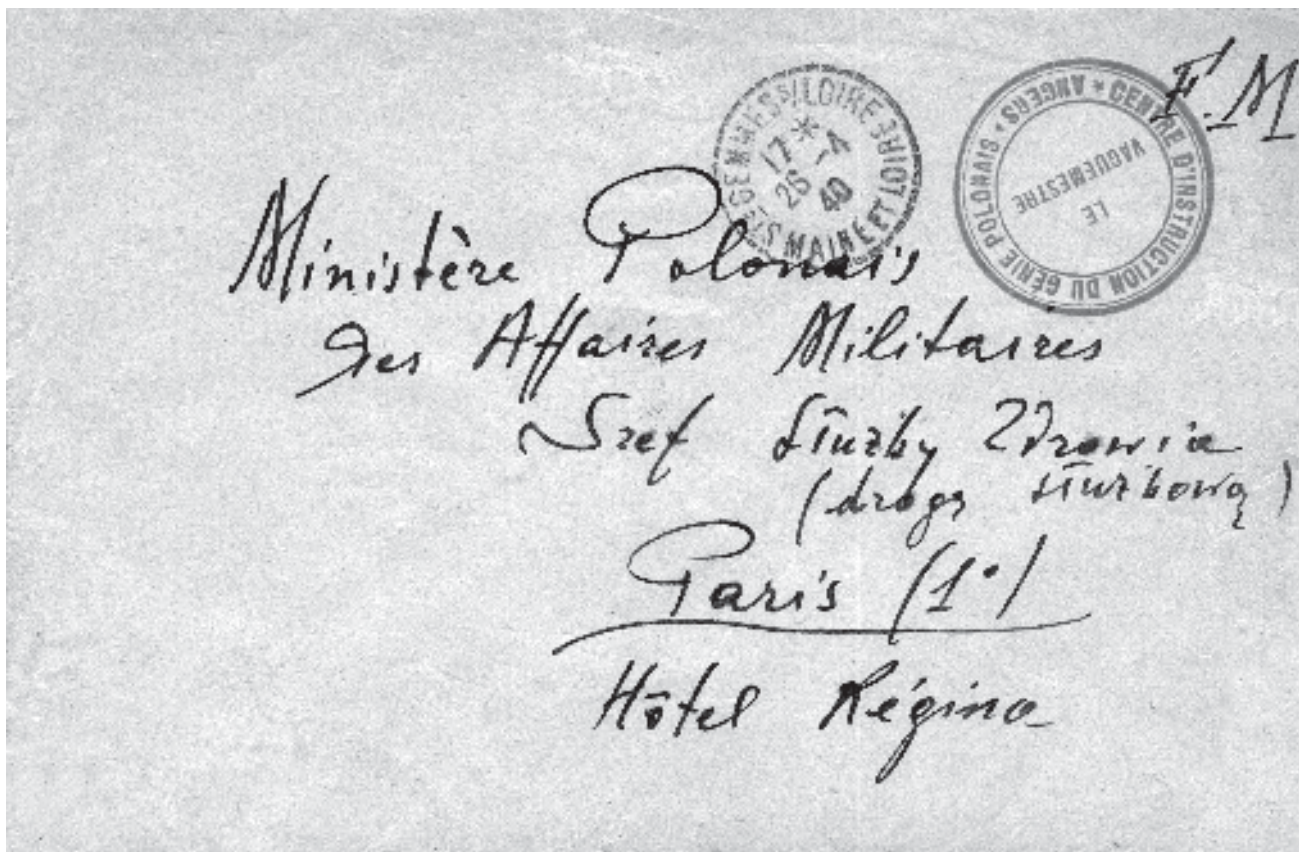


Figure 1
Red *vaguemestre* handstamp used on an official cover
from the Polish engineer training centre in the large French engineer camp at Angers.
Cover addressed to the Polish War Office in the Hôtel Régina in Paris
and cancelled on 26 April 1940 at Sainte-Gemmes-sur-Loire, outside Angers.

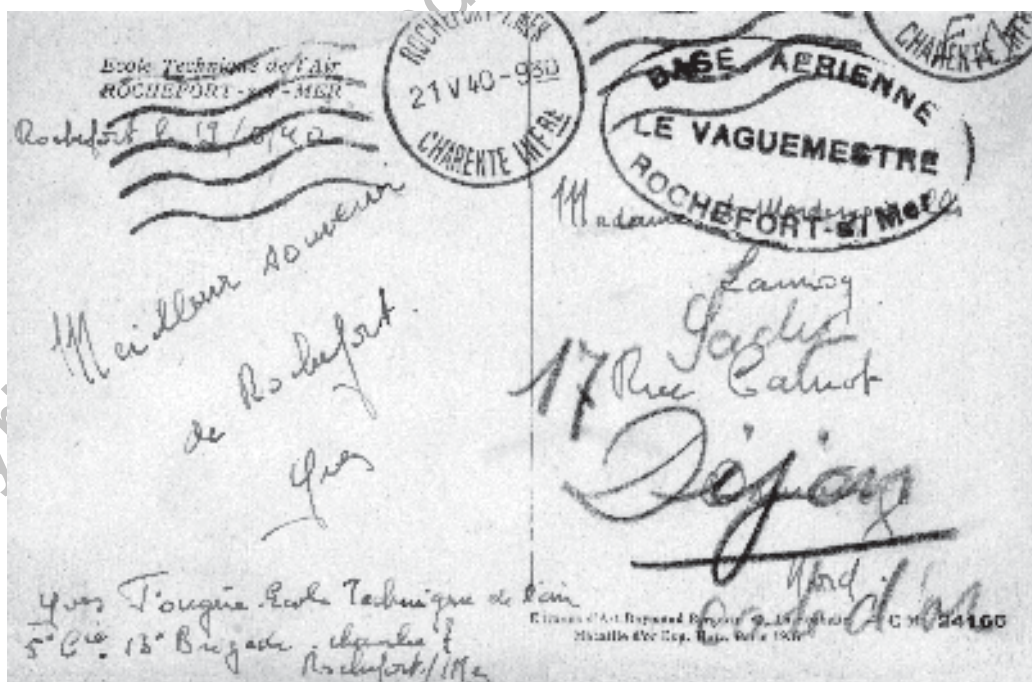


Figure 2
Violet *vaguemestre* handstamp of Rochefort-sur-Mer Air Base.
Used on a postcard from an airman at the Technical School on the base.

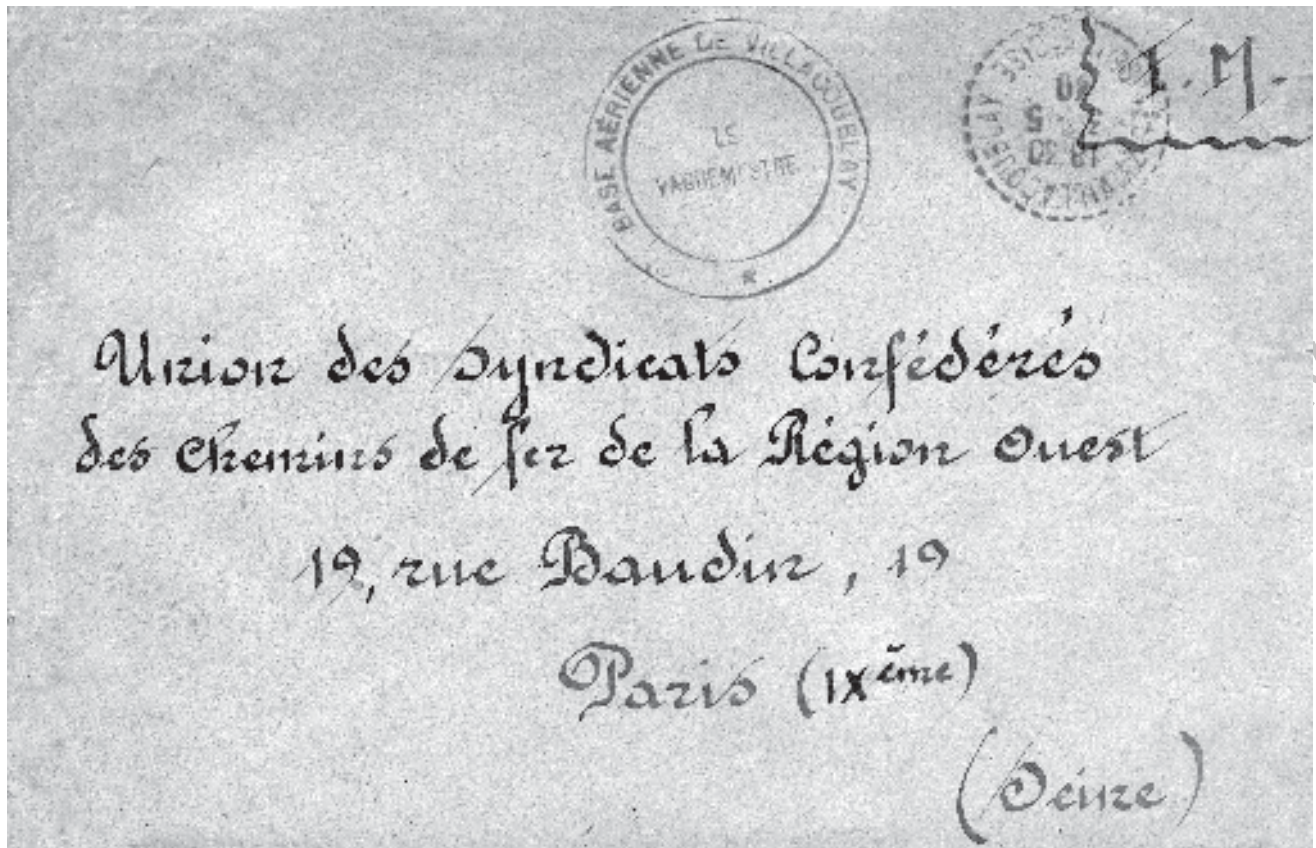


Figure 3
Blue *vaguemestre* hand-stamp of Villacoublay Air Base
used on an airman's letter cancelled on 3 May 1940.



Figure 4
Violet *vaguemestre* hand-stamp of the gunpowder factory at Angoulême.

The *vaguemestre* keeps special accounts.

The *vaguemestre* collects from the post office the letters and other items of mail, even the insured and registered ones, destined for the various services and for the soldiers in the regiment when their mail is not addressed to them at their private dwellings. He is responsible for these letters and other items of mail and delivers them immediately without receiving any payment except for postage-due.

Distribution of Letters. – Delivery and Payment of Money Orders

142. – The *vaguemestre* hands:

1) the colonel his official and private mail.

2) the duty sergeant of each unit the ordinary postal items destined for the personnel in that unit and for those officers attached to the unit for postal purposes. He has to redirect mail to absent soldiers in accordance with written instructions given him by this non-commissioned officer.

Insured and registered letters and other items of mail and letters charged postage due as well as any items of mail needing to be signed for by the addressees are presented to the persons concerned themselves by the *vaguemestre*:

– to officers and reserve probationary officers⁵ in their unit's office:

– to non-commissioned officers and lower ranks in the *vaguemestre*'s office in the presence of the company duty

He withdraws on behalf of lance-sergeants, corporals, lance-corporals and sappers the total amount that the money orders sent to them comes to; nevertheless, these soldiers may also cash them at any post office on production of a regular certificate of absence (leave of 48 hours or over,⁴ movement order accounting for their situation). Officers and non-commissioned officers are authorised to cash their money orders themselves in any post office in accordance with normal regulations; they may also entrust the encashment to the *vaguemestre*.

sergeant. The lower ranks must be carrying their service record book or the extract from this record book.

The *vaguemestre* receives from the persons concerned the money orders that he is entrusted with cashing and pays out the money at times fixed by the colonel. As a rule the money orders are handed to him in the morning so that the payments can take place on the same day before the evening meal.

The *vaguemestre* makes sure that the money orders do indeed belong to the persons handing them to him: to do this he requires the letter sending the money order to be presented to him and, if there is any doubt, he launches an investigation. Payment is carried out in the presence of the unit's duty sergeant on production of the letter sending the money order and the holder's service record book or the extract from this record book.

Collection of Mail and Miscellaneous Operations on behalf of the Soldiers.

143. The *vaguemestre* goes to the various services of the unit to collect the official mail, which he himself must ensure is dispatched.

At fixed times he collects the mail from the letter boxes, to which he has the key. The colonel decides on the number and positioning of the boxes in use; each one of them has the collection times written on it.

Soldiers can go through the *vaguemestre* to get letters and objects insured or registered and to obtain ordinary and telegraph money orders.

They can carry out or have carried out all other postal and telegraph operations without the involvement of the *vaguemestre*, especially the depositing and withdrawing of money insofar as the post-office savings-bank is concerned.

Other ranks have the right to go through their commanding officer to request the opening of a post office account and then obtain a private account at the garrison post office. The encashment of cheques drawn by these soldiers can take place only through the *vaguemestre* under the same conditions as ordinary and telegraph money orders.

¹ A *gradé* is a non-commissioned officer below the rank of sergeant, namely in 1940 the *caporal* (corporal) and *caporal-chef* (commonly translated as 'lance-sergeant' in the absence of an equivalent British rank). Originally these and all other non-commissioned officers were called *sous-officiers*, but in 1822 this term came to be reserved for sergeants and above only. (Note that the *soldat de 1^e classe* (private first class), normally given as the equivalent of a lance-corporal in the British army, is not a non-commissioned officer like the British lance-corporal, but simply and obviously a senior version of the *soldat de 2^e classe* (private).)

² In the original French, '*dans les corps de troupes*'. A '*corps de troupes*' is, to be precise, a permanent organic unit belonging to an arm or service and equipped with all necessary means to administer itself independently. A regiment is a prime example of this, and, unless otherwise stated, the term usually refers to a regiment. Later reference in this text to the commanding officer as a colonel indicates that the unit envisaged in the case of the engineer *vaguemestre* is a regiment.

³ Here and elsewhere in this text the term 'non-commissioned officer' is used to translate the French '*sous-officier*', though in the French army this word covers only non-commissioned officers from the rank of sergeant upwards (see Note 1 above).

⁴ In the original French, '*permission faisant mutation*', a term used for leave of 48 hours or over, such leave being granted only after completion of a specified minimum period of service and restricted to no more than 45 days in any one year.

⁵ In the original French, '*aspirants de réserve*'. At the time of World War II, the rank of *aspirant* was given to men who had successfully completed an officer training course but were undergoing a probationary period of no more than two years before being automatically promoted to second-lieutenant. Since the war the rank of *aspirant* has been reserved for officer cadets only.

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LIST OF RECENTLY PUBLISHED ARTICLES

Continued from page 50

De Staël, une œuvre interrompue (Dupré); Sur les traces des Orchidées de France (Wattecamps); 1948: quel tarif au Soudan français? (Chauvin).

N° 56 Apr 2005: Madagascar grande île et somptueuse philatélie (Pellinec); Cartes Maximum: «La carte postale est l'écrin du timbre, l'oblitération sa parure» (Boyard); La démonétisation des timbres en francs: nécessaire et inévitable (Apaire et Sinais); Îles de la France d'Outre-Mer: Clipperton, un atoll propice de belles thématiques - fin (Ineich, Corrège Bompar, Adamo et Bidart); Marques Postales: Marcophile...Et numismate? (de la Mettrie); La Seconde Guerre Mondiale II (Michaud et Bouctot); L'Algérie: les premiers carnets de timbres autochtones [1926-1937] (PJM); Les Français à Memel [1920-1923] 2^e partie & fin (Jusserand); La libération des camps selon Plantu (Jullien); Les cachets à nom de paquebots des océans Atlantique et Indien (Baudot); Destination et provenance: deux lettres pour un même cachet (Behr); 1945: un télégramme d'Indochine (Chauvin).

N° 57 May 2005: Un carnet pour le 50^e anniversaire des TAAF (Jullien); Super collection pour supersonique [Concorde] (Apaire et Sinais); Carnets: belles automobiles

(PJM); Îles de la France d'Outre-Mer: II^e partie, Ces autres classiques de Madagascar: Nossy-Bé, Sainte-Marie de Madagascar et Diégo Suarez terres de belles raretés (de Pellinec); Ces enveloppes modernes qui ne manquent pas de cachets (de Pellinec); Louis Napoleon III^e partie: «Son règne restera l'un des plus glorieux de notre histoire ...» (Michaud); Cachez ce...Sire que je ne saurais voir (de la Mettrie); Matisse: la révolution de l'espace par la couleur (Amiel); Les lettres en port payé au XVIII^e siècle (Baudot); Timbres coloniaux: livraisons interzones (Chauvin).

The International Bank Note Society Journal

Volume 43, N° 4, 2004, pp 24-33, contains an interesting article – Varifitoventy, Kirobo and Ariary or the Story of Madagascar's old new currency, including the 1908 Filanjana or Transport type issues used as currency during the shortage of coins during WWI.

The Collectors Club Philatelist

Vol 84 No 3 May-June 2005: Gleanings from the French Colonies - Use of the Two Franc French Colonial Allegorical Group Type Stamp (Grabowski).

SHORTER ITEMS — INCLUDING QUESTIONS AND ANSWERS

Après le Départ Marks used Overseas



Here is one further example to add to the lists of these marks reproduced in recent Journals [numbers 190, 191,

197, 199, 202, 230, 231 and 235]. It is an airmail cover dated 8 December 1936 from Majunga to Germany.

Colin Spong

French India Problem Cover

In Journal 235 (page 35) John Yeomens queried the correctness of the dates in the date block on a problem cover from French India. On seeing his question I had a look at my used fiscals.

On a 1904 postcard I have the same broken cds and, lo and behold, it has the year date 904. I cannot discern a 1 in front of the 9 other than a slight mark where it may have been as in your copy. This cds was not used on a 1905 card of mine, but it was becoming cracked from early 1903.

I have examples of this on other covers but with just two year numerals. I also have a single fiscal with this cds and 904 for the year, but it is difficult to discern. I do not think this was ever struck clearly and was replaced by 1905 with a new and better cds. On a 7 February 1903 cover I have a




clearly split cds, but on one dated 16 December 1903 there is a perfect and clearly struck cds.

I am trying to sort out postmarks from French India, and my conclusion is that they operated at least two or more cds at the same time – possibly in separate offices, one to France and Colonies, and another for local post, and one for foreign destinations. Sadly there is not enough material about. But I do now wonder if they damaged further the already appearing crack in the cds whilst trying to fit the 19 into it.

The four numeral year cds is known from Mahé, Karikal and Chandernagor for this date and, as I have now realised, it was possibly also tried at Pondicherry as 904. The 1 was either faulty or not fitted at all, with the space for it being partly exposed to inking – hence the slight mark we see.

Ron Wood

Star Perfin on 1F50 Pétain

IT LYONNAIS OBLE-CHALONS/SAO NE-CHAMBERY/Vfranche E-SAONE-ET-LOIRE /SAVOIE/RHONE	69-96 1877-1883 6 E		5 h:
LYONNAISE DE DEPOTS ET COMPTES COUR. E ue	71-95 1881-1883 7 G		6 h:
IT LYONNAIS ONS/SAONE E-ET-LOIRE ue	69-90 1880 8 H		7 h:

-295-

At the Annual Weekend (see the mention in the second paragraph of the report on page 78) Mick Bister asked for information about a star-shaped perfin on a 1F50 Pétain stamp. I believe the star mentioned was 5 pointed. If so, by comparing my triangular perfin with the star illustrated here, I can establish that it has a maximum point to point measurement of 8.5mm. If, however, it was a 6 pointer, then the maximum point to point distance is 7mm. As the

scan does not show all of the user's address, it may be helpful to add that the 5 pointed star was used by the S^{te} Lyonnaise de Dépôts et Comptes Cour. (a bank) in Lyon and the 6 pointed star emanated from the Crédit Lyonnais (another bank) at Châlons/Saône (Saône-et-Loire). Does that mean that this perfin indicates a modern use of a very old perforator? In the vague hope that this may solve the query ...

Godfrey Bowden

Use of the Handstruck "3" 1876 to 1 May 1878 - *Corrigendum*

Following an exchange of correspondence with Robert Abensur, I need to make a correction to my recent article. The attention of readers is drawn to a mistake in my article "Use of the Handstruck '3' during the First Period of the *Type Sage* Issue 1876 to 1 May 1878", on page 14 of Journal 235.

From January 1876 until 1 April 1879 the method of calculating the postage due on insufficiently paid foreign

mail was based on the unpaid letter rate less the value of the stamps affixed.

The words "double deficiency" used in conjunction with this should be deleted. The calculation itself is correct.

With effect from 1 April 1879 the taxation on unpaid or insufficiently paid foreign mail was calculated on the basis of double deficiency.

Peter Kelly

French India Reply Card

Here is a little problem that I would be grateful if members could solve!

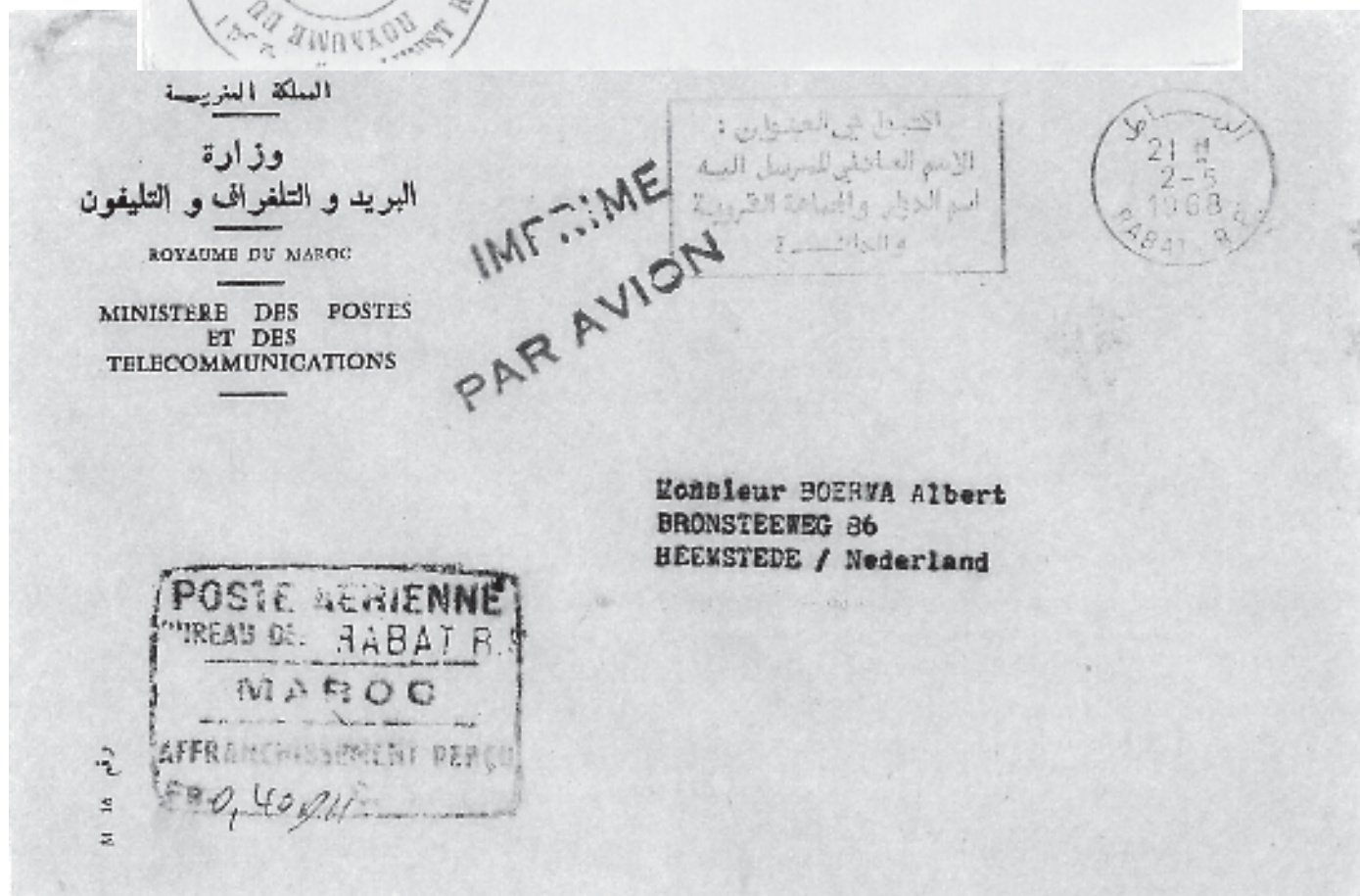
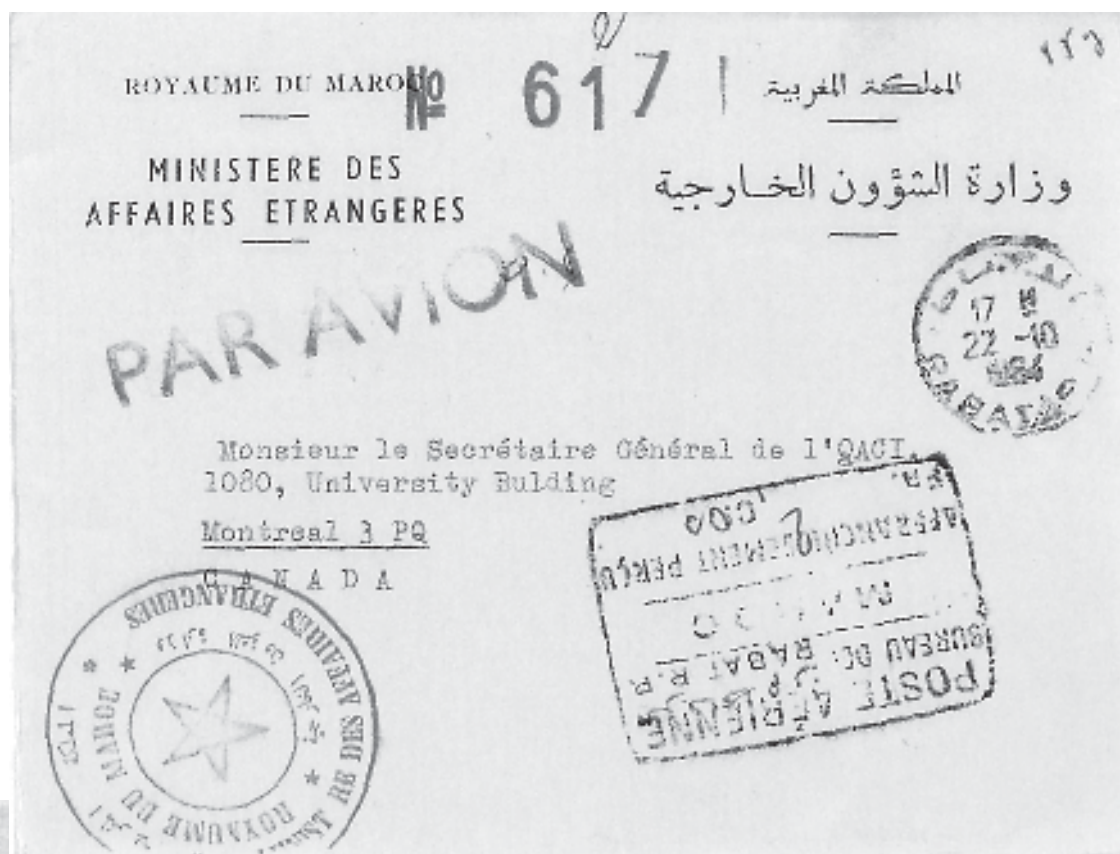
I have a reply card sent from Pondicherry to Yandon on 3.2.1898. Only the outward half has been used, but I have noticed that the reply section has been cancelled at the same time! I suppose one could call this pre-cancelled? I

have never seen such an item so used. Is it reasonable to assume that Yandon, being such a small place, did not have a post office?

I also have a similar item which is registered but not cancelled, sent from the same place to Paris in the early months of 1930.

David Taylor Smith

Morocco Protectorate Survivals of *Poste Aérienne* Cachet



I recently acquired these two covers from Morocco showing the use in 1964 and 1968 respectively of a *Poste Aérienne* cachet which, I believe, dates from the time of WWII.

The office name appears to be bilingual on the first cover. Was the identification of the bureau applied by a separate handstamp – surely a slow process – or did it slot into a space provided? I presume the charge of 2.00 dirhams was the air rate to Canada, but I wonder if the second PTT

cover was sent “*en franchise*” with the 0.40 dirhams representing the air supplement.

One would think that by the 1960s most government departments would have been using meter marks. Perhaps all official mail for foreign countries was sent to the Post Office, which then debited the charge from each department’s account.

Jim Moffat

Alsace Visiting Cards



From 1 December 1939 to 4 January 1942 the rate for sending a visiting card was 30c for a card without added text, 40c for a card with up to five words of added text, and 1F for a card with over five words of added text.

I have recently acquired five envelopes containing visiting cards all postmarked **KOLMAR (ELS)** and dated between 29 and 31 July 1941. They are all addressed to the same family, also in Colmar (French spelling), and franked with Hindenburg heads overprinted *Elsaß*. The cards have been sent bearing messages of condolences. All but one of the messages is written in German with the printed addresses on the visiting card having been germanised by hand.

One card with just two words handwritten on the reverse has been sent in an unsealed envelope and franked at 3 pfennigs and dated 31 July. The remaining four cards have between seven and twenty-four words of added text and have been sent in sealed envelopes franked at either 8 pfennigs (two on 29 July) or 12 pfennigs (one undated and one on 30 July).

Can any one explain to me the tariffs for such cards mailed within annexed Alsace during this period? Other than there being a change of rates on 30 July is there any other explanation for the two different rates for a card sent in a sealed envelope?

Mick Bister

POSTAL HISTORY SALES

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REPORTS OF MEETINGS

WESSEX MEETING OF 5 FEBRUARY 2005

(1) Ashley Lawrence; (2) Members' Displays

19 members and 2 guests attended the second meeting of the group and we welcomed, as our invited speaker, **Ashley Lawrence**.

Ashley gave us a splendid display of the background and development of the Sower issue with a marvellous range of the stamps themselves with their many shades of colour and their various types. The quality of the display was first class, being supported by documentation and ephemera of considerable interest. As one has come to expect from Ashley, his presentation made it even more interesting.

After an enjoyable lunch at the Old Mill we made our way back to the hall for the second part of the programme, when 13 members put up and talked us through a wide variety of displays as well as queries they had brought with them. These were:-

Bob Paterson: WWII occupation / Pétain issues.

Ingrid & Tony Swinburn: Châteaux of France; postcards and stamps.

George Nash: Interzone cards 1940-41.

Christopher Hitchen: Paris — a) Return of letters through the Dead Letter office; b) Private Correspondence offices; c) Office of the King's Household.

Skanda Vaitilingam: The Kingdom of Laos from independence in 1949.

Gavin Fryer: UK mail from 1840 onwards to, and in transit through, France.

Lesley Marley: The stamps of the Sabine issue.

Brian Weeks: 1942-3 French blockade runners on the Somali Coast.

Colin Spong: Madagascar wartime mails WWII; mail from Madagascan POWs in East Africa to Madagascar.

Peter Todd: Query on rates; Empire issues.

Edwin Rideout: Early stamp issues of Madagascar.

Peter Kelly: Urban and rural mail in France 1876-1900.

Jeremy Martin: 1914-22 stamps of Dahomey used in Togo.

The next meeting of the Group will take place on 2 July at the Scout Hall 10.00 for coffee with kick-off at 10.30. Our invited speaker will be John Hammonds who will speak on airmails.

PRAK

LONDON MEETING OF 26 FEBRUARY 2005

Peter Kelly - The 1900 Exhibition

It was very unfortunate that Peter was indisposed at the last minute and unable to present his display in person. He had, however, managed to pass on the sheets to Chris Hitchen, so that we were able to view his very interesting and attractive material at the Royal Horticultural Halls, though without an accompanying commentary or the opportunity for the 14 attendees to ask questions.

The Paris Universal Exhibition of 1900 was the last of a series of Paris world fairs that started in 1867 and were held at 11 year intervals. It was intended as a gigantic international celebration of the whole century's achievements and progress in every branch of arts and science. It was supposed to promote sales and trade, improve public taste and, while making much of the need for world peace and goodwill among nations, to improve France's prestige by impressing people with evidence of French intellectual, industrial, scientific and artistic activity and successes. It was hoped to raise national morale and help restore the country's unity, appealing to all political factions and bringing the atmosphere and gaiety of a carnival and funfair to Paris after recent strife and bitterness.

Thus we saw examples of an entrance ticket and of cards illustrating such sites as the reconstruction of mediaeval Paris, foreign pavilions on the "Quayside of the Nations", the building of a new bridge named in honour of Alexandre III (demonstrating Franco-Russian friendship), and permanent new edifices with the Grand and Petit Palais. There was public controversy over the Eiffel Tower (which had been the most conspicuous feature of the 1889

Exhibition) and over the design of the enormous main gate. There were attempts at propaganda to tackle the political instability of the country and to restore French prestige abroad after scandals such as the Panama affair, the Boulanger affair and the Dreyfus affair.

Although there were problems in getting the exhibition ready in time, it opened on 14 April 1900. International politics and religious sensibilities played their part in causing further difficulties and preventing a complete success in the French attempt to prove superiority in technical achievement, but the exhibition was notable for the display of photographic and cinema developments. After a slow start the show picked up during the hot summer and maintained reasonable attendances even during the wet autumn, finally closing on 11 November.

Peter's display gave us details and illustrations of the 8 temporary post offices that were opened for the exhibition, with references to the telephone cabins, pneumatic mail, letter boxes (some for late fee mail), mandates and savings bank services. Details were given of the staff involved in the operation, the collections made and the transport for the mail. New experimental equipment included the electric driven Bickerdyke canceller with flag duplex cancels, and a postage stamp distribution machine. Statistics were available to show the volume of operations compared with those of the exhibition of 1889.

Peter intends to produce an illustrated article for the Journal based on this fascinating display, and we look forward to publishing this in due course.

MST/PRAK

SOCIETY'S 29th ANNUAL PHILATELIC WEEKEND 11-13 MARCH 2005

39 members together with their guests attended the Society's Annual Weekend, for the second time at the Charlecote Pheasant Hotel near Stratford-upon-Avon.

Friday

After dinner on the first evening President Maurice Tyler welcomed those attending and invited them to sign cards that would be sent to both Bernard Berkinshaw-Smith and Derek Richardson who were unable to be present because of illness or accident. Joint Organisers Peter Kelly and Chris Hitchen then introduced the traditional short displays. **George Barker** got proceedings underway with two volumes, 1848 and 1850, of the "Bulletin des Lois de la République Française", followed by **John Mayne** with various items from French West Africa including Chargeurs Réunis cards, **Lesley Marley** with modern stamps from France and French dependencies showing whales, **Colin Spong** with the Scattered Islands in the Indian Ocean serving as weather stations round Madagascar, **Godfrey Bowden** with various types of Eiffel Tower memorabilia, **Skanda Vaitilingam** with some specific queries about a number of items, **Paul Watkins** with some pre-Revolutionary material, **Peter Maybury** with Algerian registered mail, **Mavis Pavey** with 1989 PhilexFrance, and **John West** with some Red Cross material recently illustrated in the Journal articles by him.

Saturday

On Saturday morning **Robert Johnson** undertook the first display, on service suspended covers, starting with a *Lettre Ouverte* cover from the UK to Paris in the few days in February 1871 when the Germans started to allow communications from other countries into Paris subject to them being open for inspection at Versailles. He then went on to show a letter from France to the Transvaal in 1899 (Fig 1) which had been returned from Cape Town as no communication was to be had between the Cape of Good Hope and the Transvaal. The display recorded the Balkan Wars in 1912 and 1913, the First and Second World Wars (Fig 2) and then in some depth the minor conflicts since 1945 which had caused the suspension of mails (Fig 3) including the Australian and New Zealand protests about French nuclear tests in the Pacific in the 1970s, the troubles in the Lebanon and in the former Yugoslavia.

Next came **Chris Hitchen** with a display of *les bureaux bis et ter de Paris*. He began by explaining that these were special offices allocated to organisations with large amounts of post to handle. For administrative purposes they were attached to a nearby district office, but apart from the Senate and the Palais de Justice they were private offices, not open to the public. Most were active in the 1920s and 1930s and most had closed by the war, though from the end of the 1950s to the 1970s a number of new ones opened. The pre-war ones were divided between those that had letter correspondence and those that dealt only with packets and small parcels. Amongst the former were three banks, a publicity company, a correspondence college, an oil company and a garage. Those involved in parcels traffic belonged to the large department stores, bookshops and *la Garantie*. Only parcel fronts and philatelic items survive from this group and are rarely seen. The later offices were mostly companies involved in bulk mailing, including Bottin, Reader's Digest and Hachette the publishers. Chris showed an eclectic mix of wrappers and junk mail from these. On 1 January 1987 a new postal body, the CCBE (*Centre de Contrôle des Bureaux d'Entreprise*) was set up to manage the remaining special offices and the terms *bis* and *ter* disappear.

John Hammonds followed with a display of World War I aviation, for which there was little flown material as no airlines had yet been established. However, we saw some examples of the many labels produced by Delandre and the Red Cross, an unissued series of Aviators with a blank medallion, and a label for the 1912 Nancy Aviation meeting overprinted with a red cross. Unit cachets were often applied to covers, Aviation Schools had special envelopes with their name printed on them, and cards were produced with designs of aircraft on them. We were given historical details of Georges-Marie Guynemer, one of France's great fighter aces, and were shown examples of the Guynemer label, without value but obligatory on all airmail, being replaced in 1923 by the *Par Avion* label. The label was overprinted for the air meeting at Buc near Paris in 1920, and applied to cards for the special flights between Paris and London and Brussels and return; and then received a second surcharge on the 20th anniversary of the first



Figure 1
The use of the Cape Town
MAIL SERVICE SUSPENDED mark
on a letter from France
to the French Consul-General in Pretoria.
The place where the blue *Service suspendu*
in manuscript was applied is uncertain,
but by the English style of writing
and the use of blue crayon
it is likely to have been Cape Town.
This would have followed UPU regulations
specifying the use of the French language
in explanatory marks
in addition to the local language

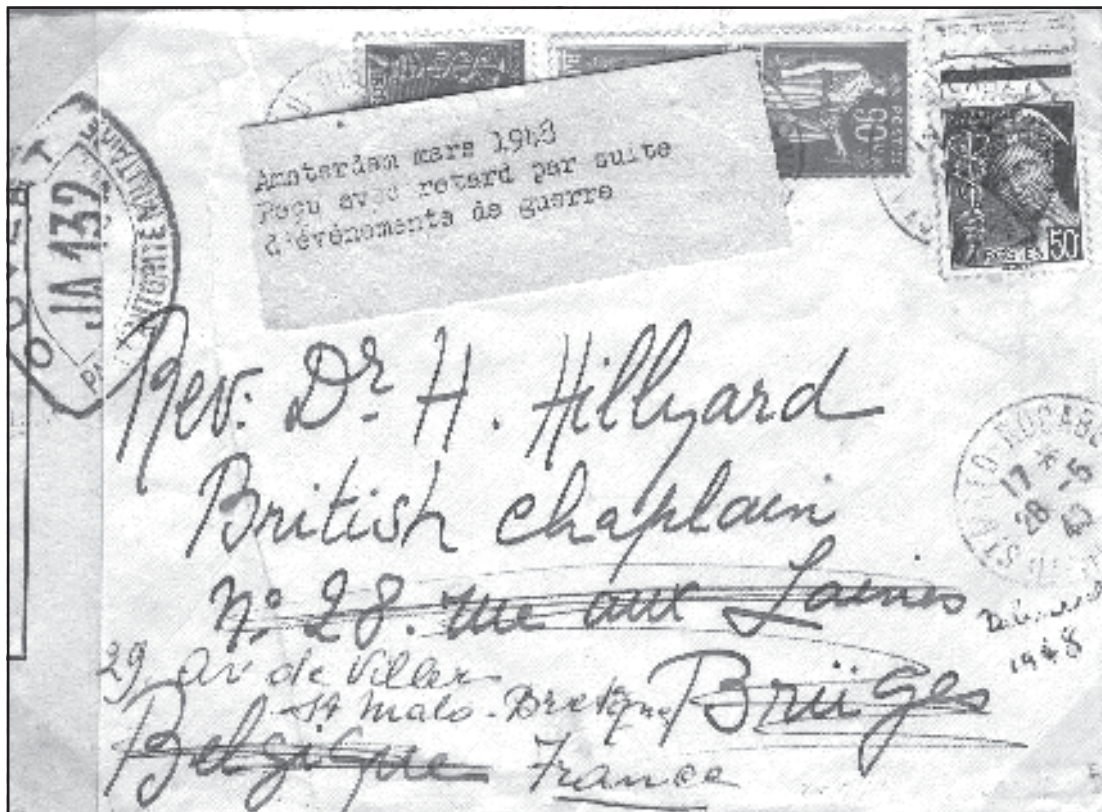


Figure 2

This letter from France was posted on 28 May 1940 which was the day Belgium capitulated.

The Germans stopped mail from other countries going into Belgium, so the letter was routed via Holland where it stayed until long after the war had ended and was sent on from Amsterdam to Bruges where it arrived on 25 March 1948.

The Dutch postal authorities could not return it to France as by June 1940 both Holland and France were German occupied and there were restrictions on sending post to foreign countries and occupied France



Figure 3

In Guatemala there was an attempted coup by the Army in 1988, which was quashed on 16 May 1988, but conditions for a little while after affected the acceptance of mails from abroad, such as this letter from France.

crossing of the Channel by Blériot in 1909. The label was finally withdrawn in 1941.

After a break for viewing, **Trevor Davis** took us up to the coffee interval with a presentation of the early postal history of France as seen through examples from the Lot-et-Garonne *département*. Starting with manuscript town markings from 1704, handstruck town marks, and numbered departmental and *déboursé* handstamps, we were taken through varied examples of cursive village handstamps, to the issue of postage stamps. Examples of dumb grills and small and large numeral cancellations, were shown from many of the small villages. A number of unusual rates on later 19th century covers were included, as well as some of the scarcer TPO station cancels. The display finished with examples of Post Office official forms.

After coffee **Peter Kelly** introduced the topic of early days in Soudan and Niger. His display traced the military and civilian expansion of the two territories from the late 1880s through to around 1906. Starting with the period before Soudan became a colony, this included the Alphée Dubois issue with postmarks of Senegal used at Bamako, and then Soudan as a military region. In 1884 the stamp shortage in the colony resulted in the surcharging of two Alphée Dubois values, of which the 25c on 1F was shown on fragment. Military mail was almost the norm with free "franchise" mail sent under the Soudan Expeditionary Force. Niger became the third military territory in 1900, and this heralded the ongoing expansion into this region. Mail initially had to be sent by road or rail (Kayes - Koulikoro, completed in 1906), and by river Senegal to St Louis and rail to Dakar. As expansion moved eastward the communications became correspondingly harder and slower, with an arduous journey to Bamako or Kayes. The development of telegraphy and post offices from Cotonou in Dahomey up to the Niger river provided an important new route through Upper Dahomey which improved the journey time from Military Territories 3 and 2. A range of covers from Upper Dahomey was shown, as well as mail passing by that route.

Mick Bister took us up to the lunch break with a display of the Cérès de Mazelin issue of 1945-1949. Mick explained how in 1944 Charles Mazelin and Pierre Gandon had been approached to design stamps for the new IVth Republic. Mazelin submitted both a Marianne and a Cérès design but only the latter was accepted in the face of competition from Gandon's Marianne. The display began with a proof of the rejected design and two versions of the adopted one followed by a selection of die proofs for the initial values issued in 1945 including the unissued 70c value. The first frame closed with dated corner blocks from the first day of printing of each value. Mick continued by explaining the rationale behind his collection which was to correlate the various printings of the stamp with the constantly changing postal rates. Some values had very limited usage such as the 1F30 which was printed for only six weeks to meet a printed matter rate that only survived for four months. In contrast the 1F was printed over a period of four years and served several tariff changes. As with other stamps of this period, quality control was unreliable and spectacular inconsistencies in paper and ink could be seen in the 1F and 1F50 printings. Other unusual printing variations included the 1F Algérie printings (with and without dated

corner), the 1F Quimper vignette issue and the 2F50 varieties (without the F in the value and without the last S of POSTES). Mick closed by highlighting certain postal usages such as the 1F *cécogramme* rate, several examples of the overseas concessionary printed matter rate, the 2F *poste restante* fee and the 4F *hors sac* rate, not forgetting the ephemeral 1F50 visiting card rate of 1 January 1947.

During the lunch period the competition entries were put on display and assessed by the judges. They included such topics as French Indian stamps 1892-1937, the Red Cross in the French colonies 1914-18, Dahomey issues used in Togo 1914-22, London waybill markings on mail to France 1843-56, the Paris pigeon post 1870-71, and a miscellany of Sowers; but the winners were:

Alvey Cup (postal history): "Foreign letter rates from Pondichéry" by **Ron Wood**;

Filmer Shield (adhesives & their usages): "Marianne de Gandon 1945-55" by **Godfrey Bowden**;

Jubilee Salver (miscellaneous): "Liberation overprints" by **Mick Bister**.

There were no entries for the Levett Trophy (philately).

The Literature Competition had been judged previously (see page 42 for full details), and the trophy was awarded to: **John West** for "France - the Red Cross" (parts 1 & 2).

Ashley Lawrence began the afternoon session with his display of *porte-timbres* et *timbres-monnaie*, several colourful items of which were illustrated in the articles which he wrote for Journal 233 in September 2004. *Porte-timbres* were decorative borders or frames for postage stamps, which became popular in the years leading up to and during the First World War. They carried patriotic slogans, advertised a variety of products, celebrated historic events, and promoted social and political causes as diverse as Breton culture, the War against Alcohol, and Return of the Monarchy. Money-stamps appeared in the aftermath of the Great War, when a shortage of metals led to postage stamps being used as small change in place of coins. Some department stores issued *pochettes* and booklets, but these were fragile, and were soon replaced by *jetons* made of aluminium or tin to protect the enclosed stamps. Here again there was scope for advertising, and banks and companies issued *jetons*, many attractively illustrated, to promote their goods and services.

John Mayne then displayed the *Colonies Générales* issues, of which all apart from two used across the Empire were shown. Of note were the lozenge cancels on Eagles including ASI of Assinie and forged copies, Eagles used at Nossi Bé and Côte d'Or et Gabon. A full range of cancels was shown on Cérès issues 1871-1877 from across the Empire, as well as those on imperforate Sage issues of 1877. The display closed with 13 sheets of Dubois issues, including a Mekong River Boat *Vapeur* strike, Hong Kong arrival cancels on the higher values, and two sheets of postage dues.

Peter Maybury followed with a display on aspects of the tariff of 1759, commencing with a brief description of the generalities of the tariff which became operative on 1 August 1759, and followed by a look at some of its less well known features and ramifications. These included the treatment of samples; how military mail to and from troops

on active service was charged according to the geographical situation of the encampment; the establishment of the *Petite Poste* in Paris and other major cities; how pressure from merchants instigated the implementation of a more equitable system of charging for heavier letters and the special tariff of Toulouse. These topics were followed by maritime mail, the *paquebots royaux*, international mail, and periodicals; and the display concluded with the question why, following the Revolution of 1789, the tariff remained in force until 1792.

Steve Ellis dealt with the carriage of mail between Cuba and France 1820-1899, considering the various routings employed throughout the nineteenth century, together with the rates, postal conventions, cancellations and accountancy marks. In particular he examined the four main methods of carriage: (i) by private ship — direct to France, via England or America; (ii) by RMSP contract packet services via St Thomas and England; (iii) by transatlantic packet services, having been carried initially to America, and then via England, or direct to France; (iv) by CGT contract packet services direct to France via St Thomas. Other unusual routings included early contract services and a later non-contract service, and the role of the Empresa was considered.

After a break for tea **Skanda Vaitilingam** displayed Cambodia and Laos. He explained that the former kingdoms of Cambodia, Laos, Tongking and Annam together with the colony of Cochin-China made up the territory in SE Asia known as French Indo-China. After gradually establishing suzerainty over this region between 1858 and 1893, France created the first Indo-Chinese Union. Except in Cochin-China, the other Royal Houses continued under a federal-type central government, headed by a French Governor-General responsible to the French Minister for Trade. Postally, French Colonial stamps were used until 1888, when the first stamps overprinted or inscribed 'INDOCHINE' were issued. These were followed by (a) a 1904 series showing an allegorical figure of 'France'; (b) a 1907 series in two colours showing women of the different regions; (c) more sets brought about by the currency change from francs and centimes to the piastre of 100 cents; (d) two pictorial series in 1927 and 1931, followed by an airmail set in 1933. During World War II, under Japanese occupation, various Vichy and other commemoratives were produced. After re-establishing their authority in June 1949 France made Cambodia and Laos Associate States within the French Union. Cochin-China, Annam and Tongking became the independent state of Vietnam. Since then, both Cambodia and Laos have produced their own distinctive stamps, each starting with a definitive pictorial series in 1951. During the next 20 years there were airmail stamps, Red Cross stamps, and a range of commemoratives. The whole region was beset by communist and other uprisings leading to wars throughout the 1960s and 1970s, and by 1979 Cambodia and Laos were independent countries.

John West next paid tribute to the meticulous research and efforts of former Society Secretary Alec Swain, with a display of material formerly collected and written up by him. John reflected upon the quality of a selection of Red Cross items he had purchased some years earlier from

Alec, and added that he could not hope to improve upon the way Alec had commented on them. Out of respect to Alec, he offered the collection for viewing in its original state.

Ian McQueen offered some recent discoveries and research in the field of airmail handstamps. He showed some that were new to him and possibly to many other members, including an "AIRFRANCE" from Brazil (Fig 4) and three Casablanca markings, one for Air France mail (Fig 5); a PAR AVION / VIA LISBONNE (Fig 6); and an unusual style for PAR AVION / CASABLANCA-TOULOUSE (Fig 7). Unusual, too, was the German Air Force Post Office cachet for occupied Paris (Fig 8). Ian's Alsace-Lorraine contribution included some German railway date stamps, and among folded business cards one from Paris to Brussels during the Occupation in 1941 censored by the Germans, obviously before the use of these cards was prohibited because secret messages might be hidden inside the fold.

"AIRFRANCE"

Figure 4



Figure 5

PAR AVION
VIA LISBONNE

Figure 6

PAR AVION
CASABLANCA-TOULOUSE

Figure 7



Figure 8

Colin Spong brought the afternoon to a close with his display of Madagascar 1939-1943. Some 36 sheets attempted to cover the period from the beginning of WWII when France was an allied nation, which included the then colony of Madagascar until the fall in June 1940. A Vichy Governor was appointed in July 1940 to replace Governor de Coppet who, whilst a British and de Gaulle sympathiser, had been upset by the British attack on the French Navy at Mers-el-Kébir, and reverted to Vichy, but was regarded as unreliable. In 1943 following the British, East African and South African forces' invasion, the island reverted to Free French control in January 1943. The sheets showed various types of censorship pre-June 1940, the Vichy Government issues that had been intended for the colony but prevented due to war conditions, internal mail, Interzone mail, POW mail and mail between France and the island via Dakar,

After the evening dinner impromptu displays continued with offerings from **Ralph Barracano** and a Gustave Zédé balloon letter; **Mick Bister** with a covert cover from Vichy France via Thomas Cook PO Box 506 in Lisbon, and another cover bearing the 1F50 Pétain with an unusual star shaped perfin; **Paul Watkins** with Sower items, Red Cross POW enquiry labels, and other items including internees' camp mail and parcel cards; **John Hammonds** with some advertising by Air France on cards giving rates information and *Par Avion* labels; **Alan Wood** with Michel Thomas reproductions of paintings of Paris in card form; **Peter Stockton** with French Morocco correspondence to and from the Foreign Legion in the 20th century; **Trevor Davis** with Lot-et-Garonne postcards, and early covers including two from Martinique 1820-23 and one from England to France 1788; **Claire Angier** with items connected with death, such as an 1873 newspaper report of the funeral of Napoleon III, legal documents, death certificates, playing cards (where the Jack of Spades = death), and a query about the width of black borders on mourning cards; **John Scott** with a cover by an illustrator, and a *Livre de Poste* that contained a fascinating map; **John Parmenter** with a study of airmail rates in Africa, using photocopies from airmail books to find rates and routes 1928-36; **Tony Shepherd** with a large cover from Guadeloupe 1942 to the Ivory Coast that got no further than the Swiss Embassy in the USA and arrived one year later; and **Lesley Marley** with 1989 PhilexFrance designers and engravers' artwork, the 1971 Congress and the Versailles Congress of 1997.

Sunday

The final morning session began with **Tony Shepherd** showing the development of the transmission of mails to and from Guadeloupe by means of air transport from 1930 to the early Second World War years. As Tony has now produced a fully illustrated article on this topic for the Journal, we shall publish full details of his display later in the year.

Tony was followed by **Ralph Barracano** displaying Pyrénées Orientales letters from 1750 to 1876. Ralph explained that this would be postal history with 3 main purposes: first to portray a sense of the commercial and private lives of the people in the *département*; secondly to document the philatelic particularities of the region; and finally to provide a prototype for departmental studies in this most exquisite

of *départements*. Why exquisite? It was a sparsely populated region where human history began with the 450,000 year old Tauteval Man, and the century after 1750 comprises *tarifs frontaliers*, sea mail (Collioure and Port Vendres), *poste rurale*, important revolutionary mail & cachets and much else, avidly studied and documented by local societies.

After a break for viewing, **Claire Angier** produced a display entitled "*la mort dans la poste*". Death is often thought of in terms of black-bordered stationery and indeed the tradition may have originated from the mourning notices pasted to the walls of French churches, two of which were included in the display. The borders, black wax seals and commemorative envelopes and cards may be the outward manifestation of loss but the letters themselves also speak of death in many forms - murder, manslaughter, execution - or more natural causes such as childbirth, illness or, God forbid, simply old age! Disinfection also forms part of the subject as the pestilential air contained in the letter was thought to be contagious in itself and ports such as Marseille offer ample scope with letters and ships arriving from the more suspect parts of the Middle East. The subject of course extends far beyond the boundaries of what went through the post and elaborate death certificates from French soldiers serving in the Napoleonic Wars in Europe and in far-flung places such as Martinique attracted almost more attention than did the conventional postal history.

John Scott followed her with illustrated letter paper from France. The French were masters of spin long before the arrival of a certain Monsieur Blair, and the engraved stationery of the French revolutionary and Napoleonic periods is amongst the most elaborate and finely engraved that can be found. The display began with this era and then moved chronologically through the nineteenth century until the 1920s, showing how tastes in design and printing techniques developed over the years as fine engraving and primitive woodcuts were replaced by embossing, cut-work and chromo-litho scraps. Among the contrasts that can be drawn with British stationery of the same period is the almost complete absence in France of the topographical views so beloved of our travellers, and those French views that can be found are often from London publishers capitalising on the day-trip to Boulogne. Where France comes into its own is in the fashion for using lithographed letter-paper on which children and grandchildren wrote obsequious messages of goodwill to their elders at New Year and for soldiers to write home on paper featuring military scenes, often printed on lined paper, reflecting the relative lack of education of the French soldier in the late 19th century. French ladies too were more inclined to write letters on paper decorated with delicate floral motifs and enclosed in tiny envelopes with embossed edges, commonly known as ladies' envelopes.

Godfrey Bowden then introduced his study of Marianne de Gandon, a used stamp display of all the issues of Metropolitan France, relating them to the postal rates of 1945-1955, a time of rapid inflation when the internal letter rate ranged from 1F50 to 15F. The display was put together from an accumulation of a few thousand Marianne de Gandon stamps, of which probably the most common were the 2F green, 6F rose, and the two 15F values in red and blue; and the least common were the 1F50 carmine,

the 2F40 red and the 4F orange. An attempt was made to make clear the various uses each stamp had by making coloured coded frames for each stamp. By treating the issue in this way during 12 periods of rate changes, it became clear that there was much for the postal rate expert to get his teeth into, as Mick Bister has recently shown. Pre-cancelled Marianne de Gandon stamps were treated similarly. To clarify the changes in postal rates for simple letters (internal and for abroad) and postcards both normal and <5 word types (home and abroad) during the 10 year Marianne de Gandon period, each of the six was studied. This treatment often showed that a change of rates was made before the appropriate stamps had been produced. In some cases the value usage period was very short. The third frame illustrated a small selection of varieties such as the 'mèches reliées' on the 6F issues with examples of each of the four states, the 6F 'mèches croisées', the earrings on the 10F orange, and the missing 'f' on the top row of the 2F green.

Leading up to the coffee break, **Bob Larg's** 'France 1930s miscellany' showed a selection of the pre-stamped postcards issued in 1936-7 with views of Paris, and various others with views of the Canadian memorial at Vimy, of the American memorials at Montfaucon and Château-Thierry, and of the Australian memorial at Villers-Bretonneux. Cards of the SS *Normandie*, of the International Exhibition of New York and of the American memorial at Pointe de Grave were followed by three advertising cards and a 1939 registered airmail letter from Paris to São Paulo in Brazil, with multi-franking including the 1936 50F Banknote stamp with the aeroplane flying over Paris. The 1932 *Almanach des Postes et des Télégraphes* completed the display.

After coffee **Alan Wood** showed cross-Channel mail, starting with letters to London from Calais, Dunkirk, Paris and Rouen dated from 1576 and that were part of the Corsini correspondence. A through letter of 1703 from St Malo to London was charged 8^p under the treaties of 1638, 1670 and 1698. Under the treaty of 10 November 1779 mail from England to France during the War of American Independence was routed via Belgium, Holland, Hamburg and somewhat unusually Spain with an YNGLATERRA entry mark of 1804. More conventional entry marks of D'ANGLETERRE and specific routings via Calais or St Malo were shown. A letter of 1844 from Glasgow to Cologne received the AUS ENGLAND / PORTO V CALAIS entry mark. An additional selection of letters to 1875, franked by GB line engraved and surface printed issues, concluded the display.

Ron Wood exhibited French Indian letters to foreign destinations from both world wars. In WWI the earliest he had found was dated 15 October 1915 to Italy, and the latest 22 December 1917 censored to Switzerland; in between there was a selection of Red Cross overprinted

Brahma stamp issues showing the five types variously used to France and Switzerland; and also included were pre-production positioning proofs, one of which was used on cover. WWII started with an item to Belgium dated 1 May 1940 with the stamp removed by the censor checking for hidden messages; then variously French and British censored letters using French Indian stamps overprinted *France Libre* to destinations in Djibouti, Casablanca, London, and even France. The collection also included two 1945 airmail items with high rates, one with a *France Libre* and Cross of Lorraine overprint. Ron finished with a selection of items where the British Indian postal service was used, there being no convenient French system available.

In the final display of the weekend **Mavis Pavey** showed material for philatelic exhibitions other than the major internationals, starting with a cancellation from the 1889 Universal Exhibition, at which it is thought there was a philatelic exhibition. Little is known about the 1900 Paris Exhibition, but she was able to show three vignettes and a letter looking for sponsorship. The display then moved through the succeeding years showing cancellations, cachets and vignettes on souvenir sheets, covers and postcards up to 1975.

The weekend came to a close with a general review by members present, which once again was very favourable, and it was recommended that the same hotel should be used again for the following year. The President expressed sincere thanks to the two organisers, on behalf of all those who had attended, for helping to maintain the high quality of these events, and the feeling was expressed that this success was also due in no small measure to the co-operative atmosphere provided by our Society's membership.

The following members attended part or all of the weekend:

Claire Angier	Ian McQueen
George Barker	Lesley Marley
Ralph Barracano	Peter Maybury
Mick Bister	John Mayne
Godfrey Bowden	George Nash
Trevor Davis	John Parmenter
Rodney Dean	Mavis Pavey
Steve Ellis	John Scott
Geoff Gethin	Tony Shepherd
John Hammonds	Colin Spong
John Harris	Peter Stockton
Prue Henderson	Maurice Tyler
Chris Hitchen	Skanda Vaitilingam
Barrie Jay	Paul Watkins
Robert Johnson	Gareth Williams
Peter Kelly	John West
Bob Larg	Alan Wood
Yvonne Larg	Ron Wood
Ashley Lawrence	David Worrollo
Graham Lenton	

MST

NORTHERN GROUP MEETING OF 19 MARCH 2005

All Day Meeting

The meeting started at 10.30am in the Board Room at Leeds General Infirmary. Those present were: George Barker, Steve Ellis, Alan Goude, Stephen and Judith Holder, Ken Howitt, Bernard Lucas, Nick Martin, Peter Maybury, Peter Rooke, Tony Shepherd, Peter Stockton, Paul Watkins, Paul Wood and Martin Cusworth (guest). Apologies were received from: Robert Barnes, K Collard, R High, Michael Meadowcroft, D Sherwin, John and Vivien Sussex, John Whiteside.

Following a welcome cup of coffee or tea, and biscuits, the morning session commenced with a major display of Belgian Mail during the period of the French Revolution, presented by **Nick Martin**, one of our members from Boston (the one in Lincolnshire that is). Following a brief outline of the history of the occupation of Belgium, Nick produced a fascinating collection of letters and documents, commencing with *l'Expédition de la Belge* in 1793, a short lived attempt at spreading the benefits of revolution, including manuscript and franchise marks. A second occupation took place in 1794 and we saw the first *département* numbers in red, blue and black together with P.D., P.P. *déboursés*, single and double, *poste restante* for main offices and secondary offices.

Following a break for viewing (and questions and answers) the second half produced military mail, incoming mail for the 24th & 25th Military Divisions (administrative areas), prison letters, official, registered, and some interesting letters carried by barge. A break for viewing was followed by the exodus to the pub for lunch and much discussion.

Re-commencing at 1.30pm (well it was probably nearer 2.00pm) **Bernard Lucas** treated us to a part of his Revenue collection, stamps and documents for multiple use, e.g. *copies*, posters, entrance tickets, some of which appeared to have been pre-cancelled, plus some very nice colour trials for savings stamps. **Paul Watkins** produced a selection of covers, cards and ephemera of the Paris exhibition of 1889, printed matter sent under band and a complete Thomas Cook P.O. Box 506 cover from Vichy to Wales along with some WWII camp cards.

Martin Cusworth followed with Air France covers to and from South America between 1934 and 1940 showing destinations, cachets, coffee samples, crash mail and WWII ex GB @ 4s/6p per ½oz. **Tony Shepherd** chipped in with an interesting selection of items from Guadeloupe, a 1928 AR form used internally *poste restante* with fees paid by postage dues, registered items, telegraph forms and some lovely artists' proofs.

Steve Ellis of transatlantic fame then surprised us all with a display of maritime mail from the Mediterranean area between 1689 and 1861. **Peter Rooke** continued the morning's theme with letters relating to the Napoleonic Kingdom of Italy, mainly of a military nature and with some interesting and amusing contents. **Peter Maybury** produced the penultimate display of maritime mail of Lines J and K to and from South America 1860 to 1900, and **Ken Howitt** with a fine presentation of pre-stamp mail between France and other European countries brought the day's proceedings to a close.

JPM

SOUTHERN GROUP MEETING OF 9 APRIL 2005

The President, Maurice Tyler: World War I

The Organiser welcomed the President of the Society, Maurice Tyler, to the 100th meeting of the Group. Maurice introduced his theme of items from the infrastructure of the War in France, with cards, covers and stamps authenticated by handstamps that had been applied by different support and supply services of the Armed Forces.

He began with the *État-Major* and the *Intendance Militaire* (known as the *Commissariat* before 1870 and the *Commissariat de l'Armée de Terre* since 1984) that was concerned with general administration and finances, management, logistics, law, audit, and human resources. Then came the *CO(M)A* (*Commis et Ouvriers (Militaires) de l'Administration*), which included hay balers, millers, bakers, storekeepers, and accountants. The *Service hors rang* (*SHR*) included firemen (with their administrative and technical tasks, and training), artificers, armourers, secretaries, orderlies, supply NCOs, farriers, butchers, drivers; and various administrative and logistical services at regimental HQ.

Various sources of supplies included aviation supplies, a gunpowder factory, shell-filling works, a cartridge factory,

gun carriages and shells manufacture, a training centre, metal workers, a searchlight unit, accountancy, and the economic section. Transport covered vehicle depots, the British Quarrying Co, roadmenders, the British Steam Co, battlefield railways, an air compressor unit, the *GVC* or Home Guard, the passenger inspectorate, service at sea in the Navy, maritime transit, the Co of Bargees, British Inland Water Transport, and even cyclists - for postal services, in the calvary, at a depot, and for observation of the Franco-Swiss border. Then came Signals with the *ECMR* (*Établissement Central de Matériel de Radiotélégraphie*), a telegram censor office, the *Télégraphie Militaire ondulé* cachet (one express, but with 10c Sower), Naval Signals, Engineers Signals, and the British DRLS (Dispatch Rider Letter Service).

Amongst the covers seen were one dated 1.10.14 War Ministry at Bordeaux Pl St Projet 1 to Ebray nr Chateaubriant; 21.11.15 Registered cover 35c Sower from *Secteur Postal 25, Gare Régulatrice* at Abbeville, to Théodore Champion, Paris, with boxed cachet *Corps expéd. Brit. / Mission Française / Direction de l'Intendance* (Fig 1); British



Figure 1
Registered envelope to
Théodore Champion, Paris
with cachet of
Corps Expéditionnaire Britannique /
Mission Française /
Direction de l'Intendance



Figure 2
Photographic card of
Russian infantry
sent to Centre d'Aviation
in Dijon with cachet of
Sapeurs-Pompiers de Lyon
/ Le Commandant

Gvt Envelope to War Ministry Paris, oval cachet British Aviation Supplies Dept / Paris and Paris 96 / R Gluck d/s 28.12.15; *Carnet de Pécule* soldiers' paybook or compulsory savings book April 1917-March 1918, Fiscals 1c, 1½c, 2c, 3c, 9c o/p *Pécule Guerre* with 1F, 2F or 5F; ppc 1914 depicting destroyed bridge Logay-sur-Marne to Marseille, cachet *Service des Postes / Convois Automobiles*.

The second session covered handstamps from departments for food, animals, charities for relief work, medical services, propaganda and religion. Amongst items seen were ppc depicting bulldog mascot, Australians in Egypt, 14.7.15 Marseille with d/r *T et P 143* d/s 15.7.15 *Secteur 143* assigned to 1 Infantry Detachment; sheet of bread ration coupons in 1918 Fr Ministry of Agriculture [month's rations]; ppc Verdun-sur-Meuse 25.5.15 – Millery, Rhone d/s 27.5.15 with field bakery, s/l handstamp section *COA / Boulangerie de Campagne N° 13 Le Commandant*; 5 American Red Cross cards; 3 Protestant chaplains writing to M. Durat, Levallois-Perret; and the Emergency Canteen at the Gare du Nord (that had 40 beds and some hot baths available for servicemen).

The third session covered handstamps for training centres and a final miscellany. Maurice completed this session with a non-related section on East European troops in France (Bulgarians, Czechs, Poles, Russians and Serbs). Items seen were: cover from Sgt 4th Comp Mobilised Custom Officers to Int. Red Cross, Geneva, *Corps Militaire de Douanes*; photocard of Russian soldiers - Infantry

crossing river, Lyon 8.11.14 to the Aviation Centre Dijon with *Sapeurs Pompiers de Lyon / Le Commandant* (Fig 2); ppc 2 Czech Regt SP 217 allocated to 53 Inf Div Cognac / Charente d/s 11.8.18; view of Regiment leaving Cognac; Env Franco-Polish Mission Paris, from General Commanding North Region to Commander Recruit Office Le Mans; cachet of postal orderly Polish Army Engineers.

The vote of thanks was given by Colin Clarkson for a most interesting afternoon on very little seen and unusual material, and the members present recorded their thanks with applause.

Members present: Betty Blincow, Colin Clarkson, Geoff Gethin, John Hammonds, Bob Larg, Yvonne Larg, Lesley Marley, Bill Mitchell, John Thorpe, Colin Spong, Michael Wilson, John Yeomans; and guests: Frank Blincow and Pat Spong. Apologies from Michael Annells, Michael Berry, Roy Ferguson, George Nash, Barbara Priddy & David Worollo.

The next meeting will be on 13 August 2005 and as usual will commence at 1030am until lunch at the Half Brick, Brighton Road, and recommence at 1400 until 1630 hours. The programme arranged until lunchtime: Censored Mail by Members. After lunch Chris Miller of the Civil Censorship Study Circle will give a talk and display. The other meetings during the season will be from 1400 until 1700, all in the East Worthing Community Centre, Pages Lane, Worthing.

CWS

LONDON MEETING OF 27 APRIL 2005

Chris Hitchen: The Paris Post 1849-1876

Introduced by President Maurice Tyler as someone who could always be relied upon to produce an interesting display, Chris began by describing the original walls of Paris and the extent of its suburbs. He made use of a map to show the two areas, and the offices that eventually merged in 1883 into one unified group. In the last quarter of the 18th century there had been a successful local post service with 9 offices designated A-J, F, G and H being on the right bank of the Seine. The new railway stations in the 19th century started pulling people out towards the periphery of the city and, by 1856, 35 offices including the Supplementary Offices were open. It was noted that the addresses often changed, although the offices remained in much the same location.

The display itself started with the grill period, with local rate items and one franked with 10c for printed matter. The lozenge period began in 1852, but Chris pointed out that the cancellation of all ordinary local mail was dealt with in the Head Post Office until 1856; registered mail was often paid for in cash. A special railway service – only recognised by the office cachet and destination – allowed the evening trains to take late mail for delivery the following morning (with no extra fee), and individually designated offices were linked to the stations. In 1854 the rates were changed, and unpaid letters were charged more to encourage the use of stamps. From 1856 the system reverted to District Offices for sorting and distributing mail, and the Supplementary Offices followed suit in 1860; and we were shown the marks of a selection of these offices between 1856 and 1863. Various types of lozenge were included here, and we saw printed matter with cancelled stamps from 1860.

In the second half of the display we moved on to the numbered post routes between 1852 and 1856. Route 1 to

the suburbs between the walls was given number 1 and was usually struck in blue. A simplified route system of just 3 routes remained after 1856 – 1 for the outer suburbs, 2 for the *intra muros*, and 3 being used for foreign mail. We saw some printed invitation cards from 1855 on (where stamps were not used regularly, and the 1c perf not until 1860), followed by various shaped cancels such as rollers and lozenges; innovations such as the late fee service from 1863; and the improved use of registration. Then came the Paris stars from 1863 to 1876, in which the 35 post offices were numbered by order of importance.

In 1866 four new offices opened, but the Franco-Prussian War stopped all further development, and expansion only resumed in the Sage period. Thus we were shown a large selection of rates and destinations, that included printed matter under wrapper at the 30c reduced rate not often seen; the Franco-Prussian War; transit railway station offices with initials in lozenges; *convoyeurs-station*, unusual in Paris, when mail was handed in to the train; Siege of Paris and its aftermath with balloons and the double franking period; and the Commune improvisations.

Items of particular interest noted were a daily proof sheet of handstamps (*relevé quotidien de l'empreinte des timbres*) at the head office; *rayon* marks; trial cancellations – e.g. the “peppercot” varieties; a prepaid newspaper wrapper only used in May 1854; a pair of Susse perf blue Imperial stamps; and an 1863 Office 35 Salpêtrière mark (where there were just a hospital and poorhouse), renumbered 40 in 1866 and then closed at the end of the year.

The vote of thanks was given by Maurice, who commented that Chris had certainly lived up to expectations with a fascinating variety of rare material that contained plenty to interest all those members attending the show.

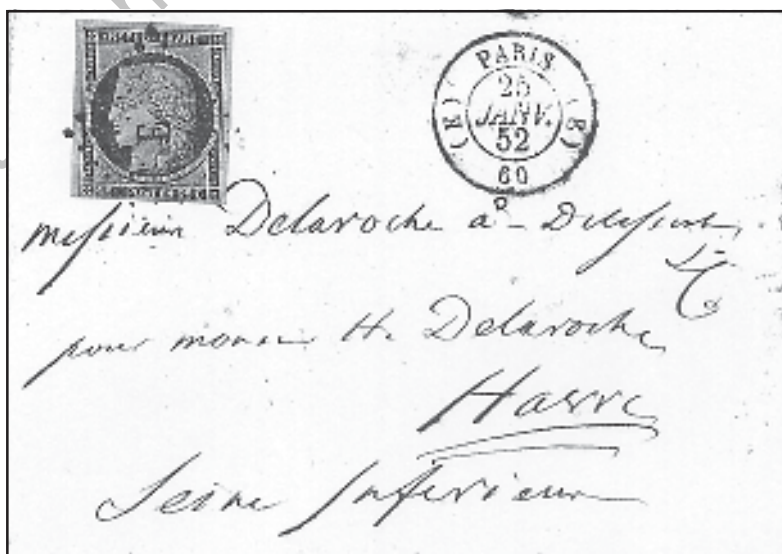


Figure 1
Office E rue de Sèze 25 January 1852
The first recorded use of the lozenge cancellation
losange romaine E

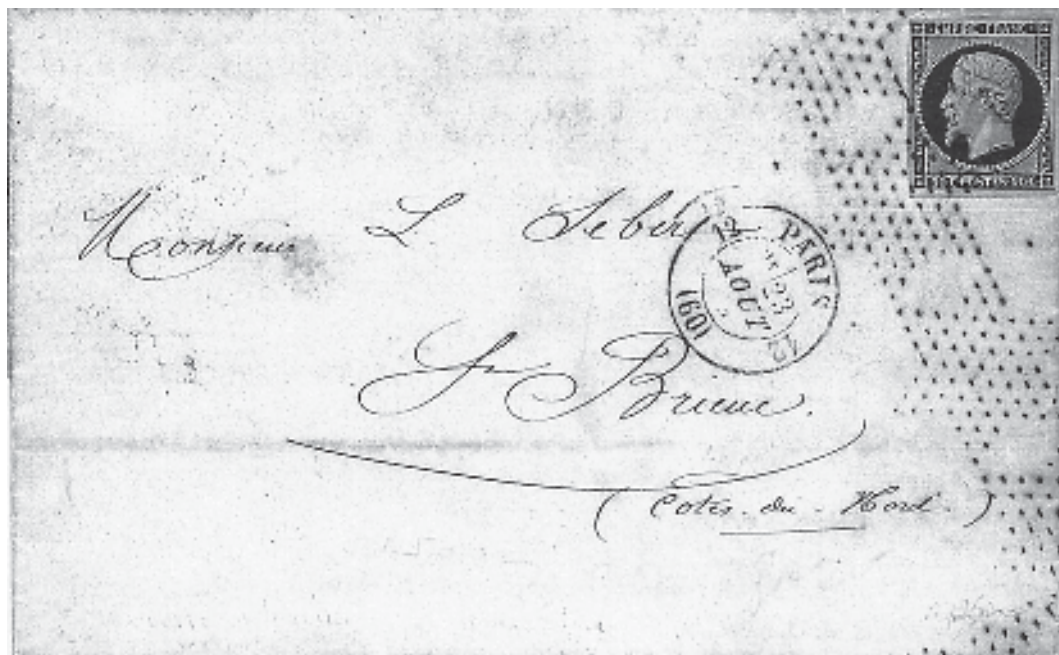


Figure 2
Bureau Central 23 August 1855
Trial roller of stars cancellation, route 12 to Brest



Figure 3
Bureau Central 5 November 1859
A variety of the regular star cancellation with trimmed points

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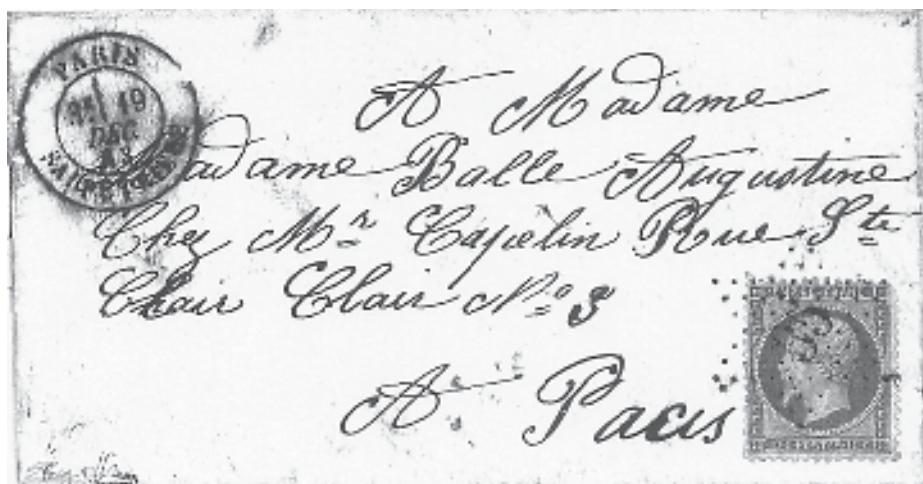


Figure 4
Star 35 of the Salpêtrière office 19 December 1863

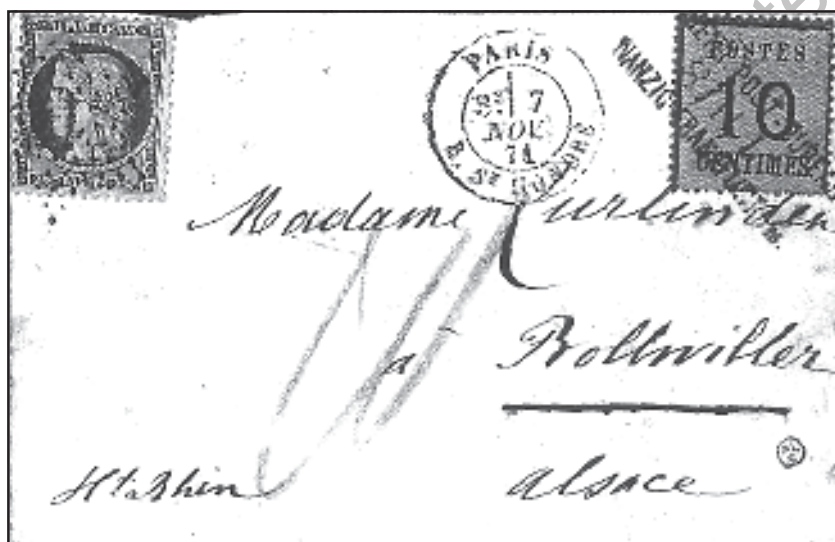


Figure 5
Paris 11 rue Saint-Honoré 7 November 1871 to occupied Alsace in the double franking period.
A 10 c occupation stamp has been applied leaving a further 10 centimes to pay



Figure 6
Paris rue d' Antin 17 May 1871 during the Commune
An anchor cancel has been used due to the temporary non-availability of the usual star 8



Figure 7

Paris 8 rue d'Antin to Montevideo 4 December 1873 by Line J from Bordeaux
6 francs postage for an item up to 60 grams in weight
70 centavos to pay locally

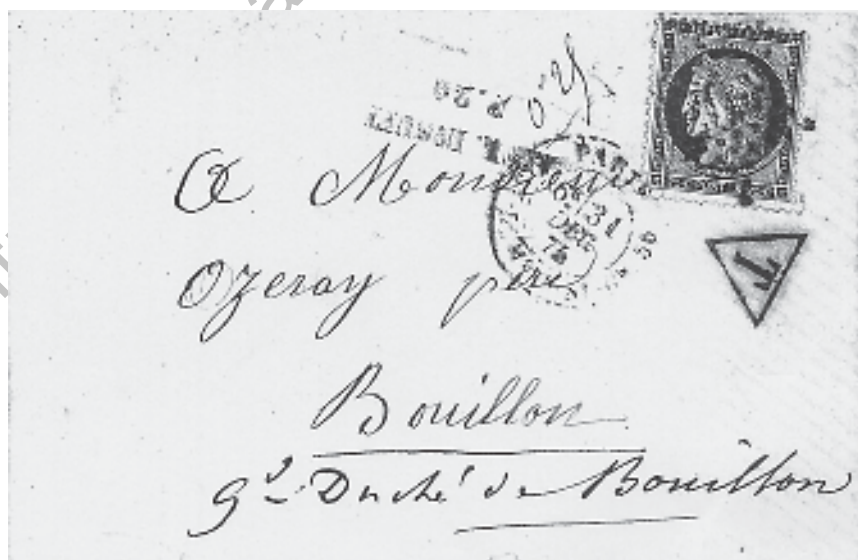


Figure 8

Paris 20 rue Saint-Dominique 31 December 1875

France implemented the GPU agreement on 1 January 1876 later than most other signatories

Office 20 has followed the old procedures and applied the usual underpaid mark AFFR. INSUFF P.20

In transit, probably at the Bureau Central, the new procedures applicable the following day have been followed –
the new T mark and 0.25 a statement of the postage paid applied

The postage from France to Belgium was 30c and from Belgium to France 25c

The Belgians chose not to charge any postage due