

The Journal of the France & Colonies Philatelic Society



Why is this banal looking cover an oddity?
It was presented as an appendix to his article (on page 138) by Philippe Lindekens.
See page 147 for his comments.

Volume 62 ● Number 4
December 2012
Whole Number 266

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

Society Website: www.fcps.org.uk

Officers

President 2012-2013: J C West, 5 Highbanks Road, Hatch End, Pinner, Middx HA5 4AR (email: president@fcps.org.uk)

General Secretary 2012-2013: P R A Kelly, Malmsy House, Church Road, Leigh Woods, Bristol BS8 3PG
(email: secretary@fcps.org.uk).

Membership Secretary 2012-2013: P S Watkins, Wardgate Cottage, Hulland Ward, Ashbourne DE6 3EE
(email: membership@fcps.org.uk).

The Society

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

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

2013 Annual Subscription Rates

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

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

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

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 L Bister.

The price is included in members' subscriptions.

The contents are copyright.

Auction and Exchange Packet Sales

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

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

according to instructions

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

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

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

The Library

Members are invited to avail themselves of the services of the Society's substantial library, on terms set out in the Library List (2004) originally distributed to all Members but now available in PDF format on the Society website.

Librarian: G E Barker, 520 Halifax Road, Bradford BD6 2LP.

The Magazine Circuit

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

For further details contact the circuit organiser:

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

Journal Correspondents

Paris: J M Simmons

London Group: L H Barnes

Southern Group: C W Spong

Northern Group: C S Holder

Wessex Group: P R A Kelly / A J Wood

Publications Stockist

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

* * *

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

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

The Journal of the France & Colonies Philatelic Society

Editor: M S Tyler, 56 Mortons Fork, Blue Bridge, Milton Keynes MK13 0LA

E-mail: editor@fcps.org.uk

Society Website: www.fcps.org.uk

Volume 62 Number 4

December 2012 ● Whole No 266

CONTENTS

Society Notes	114
New Members	114
Future Events	114
Southern Group	114
Wessex Group Programme 2013	114
Philatelic Honours	114
Displays by Members	114
Autumn Stampex 2013	114
Journal Distribution	115
Exhibition Successes	115
New France & Colonies Website	115
Bookshelf	116
Books Noted (M S Tyler)	116
F&CPS Publications for Sale	116
Motorised Transport of Mails across the Sahara, Part 2 (P R A Kelly)	117
90 Years of Red Cross Booklets, Part 1 (J C West)	124
Alsace-Lorraine: Selected Postal Legacies from the German Occupation of 1871-1918 (S J Luft)	135
Postal Relationships between Belgian Congo and French Congo, Part 3 (P Lindekens)	138
Ivory Coast – <i>Journée Nationale des Cheminots 20-21 Mai 1945</i> (R J Maddocks)	141
Shorter Items - including Questions and Answers	143
Airmail Interzone Cards (R E Reader)	143
Syria under French Governance (D Atkins)	144
Inaugural Seaplane Flight 1925 (L H Barnes)	144
French Naval Forces in Borneo and the Far East: the French Light Cruiser <i>Primauguet</i> (M P Bratzel) ...	145
Togo: ‘ <i>Après le départ</i> ’ strike on German Mail (E J Mayne)	146
<i>TRANSIT MATADI</i> mark on cover from Belgian Congo to France (P Lindekens)	147
February Postal Auction: Selected Lots (S R Ellis)	147
Reports of Meetings	149
Southern Group 25 Aug 2012 – D Oram: <i>Ambulants, Courriers Convoyeurs & Cachets de Gare</i> (JNH)	149
London Group 19 Sept 2012 – Members: 12 sheets (MR)	149
London Group 17 Oct 2012 – L H Barnes: Foreign Aviation in 1920s & 1930s in French airspace (LHB) ..	150
Southern Group 27 Oct 2012 – I L Booth: <i>Hatay & Alexandrette</i> (JNH)	150
Wessex Group 6 Oct 2012 – R I Johnson: Suspended Mail to and from France (PRAK/AJW)	151
London Group 21 Nov 2012 – J Aitchison: <i>Les Îles Chausey</i> (CJH)	151
Meeting of 20 Oct 2012 at North Herts Stamp Club Seminar (MLB)	
D J Richardson: <i>Marianne de Dulac, Chaînes Brisées</i> ; Ms B M K Priddy: West African Airmails	152, iv
List of Recently Published Articles (C W Spong & M S Tyler)	153
Index to Volume 62, 2012	154

SOCIETY NOTES

New Members

The Society is pleased to welcome the following:

1408 Dr W E C (Bill) Gillham (Swansea), 1409 George Shand (Aberdeen).

* * *

Future Events

The **London Group** will meet at the Calthorpe Arms, Grays Inn Road, London WC1 at 6.30pm on Wednesday 20 February 2013 when Mick Bister will display the French Somali Coast.

The **Northern Group** will meet at 2.00pm on Saturday 9 March at Heaton Royds, Bradford, courtesy of Stephen & Judith Holder, when Michael Meadowcroft will display a varied French selection.

The **Wessex Group** will meet at 10.00 for 10.30am on Saturday 2 February 2013 at the Scout Hall, Lower Street, Harnham, Salisbury, when Alan Wood will display Algeria.

The **Southern Group** has regularly met at the East Worthing Community Centre, Pages Lane, East Worthing, for the past 33 years, but has now ceased to exist. Colin Spong, the Organiser, had previously announced his intention to hand over the reins, but it appears that so far nobody has been willing to take on the task.

* * *

Southern Group

Colin Spong reports that after thirty-three years and their one hundred and twenty-seventh meeting the Worthing Group of the F&CPS has ceased to exist. Although an alternative weekday had been suggested there wasn't any member who felt able to become the organiser.

On a positive note it was recorded that they had enjoyed a very good innings with excellent displays and sociability. Colin adds that perhaps one day in the future someone will come along to restart the Group. He is deeply grateful for all the support from the Society, members and guests and especially to the ladies who looked after the refreshments for the group.

* * *

Wessex Group Programme 2013

The programme for 2013 has not yet been finalised but the dates for the three meetings will be:

Saturday 2 February 2013 – Alan Wood: "Algeria"

Saturday 29 June 2013 – TBA

Saturday 12 October 2013 – TBA

* * *

Philatelic Honours

Congratulations to **Steve Walske** who signed the Roll of Distinguished Philatelists in October 2012 in Perth, Scotland.

* * *

Displays by Members

On 15 September 2012 at Boulogne-sur-Mer the following members displayed for the Cercle International de Rencontres Philatéliques:

Michèle Chauvet: "*Les mentions manuscrites témoignent...*"

Guy Dutau: "*Affranchissements à l'aide des timbres-poste de l'exposition coloniale de 1931: sélection*"

Jean-François Gibot: "*Des femmes, des ânes... et du lait*"

Peter Kelly: "*Les voyages extraordinaires des types Sage*"

Michel Letailleur: "*30c Semeuse camée et Poste pneumatique*" and "*Émission « Mulready »; lettres et enveloppes de publicité ou de propagande de Grande-Bretagne*"

Jean-Pierre Magne: "*Le timbre à date type 23 des bureaux de distribution*"

Henk Slabbinck: "*Relations épistolaires avec nos pêcheurs opérant dans l'Atlantique Nord*"

Mick Bister displayed extracts from his collections under the title "France - 1929-1979" at Hale Philatelic Society on 5 October 2012; at Bury St Edmunds Philatelic Society on 9 October 2012, at Hemel Hempstead Philatelic Society on 2 November 2012 and at Stevenage Stamp Club on 6 November 2012.

On 17 October 2012 **Henk Slabbinck** (together with a Canadian colleague) displayed "The French Shore of Newfoundland" at the Collectors Club (New York)

On 20-21 October 2012 at Epernay (Marne) the following members displayed for Marcophile XXXVI:

Robert Abensur: "*Relation entre la France et les Amériques au début de la navigation à vapeur (1830-1850)*"

Chris Hitchen: "*Les bureaux de Paris de 1876 à 1900*"

Peter Kelly: "*La ligne « T » au service de La Réunion*"

Peter Maybury: "*Les services de bateaux à vapeur de la Manche et de la zone atlantique*"

* * *

Autumn Stampex 2013

The Society is on the point of finalising the selection of displays to be shown at Autumn Stampex 2013. The sub-committee, which comprises Mick Bister, Steve Ellis, Chris Hitchen, Peter Kelly, and Ashley Lawrence, is endeavouring to create a balanced display of philately and postal history representing both France and her Colonies. Our thanks and gratitude are due to the members invited to represent the Society who have agreed to offer their finest material for display. There are still a few gaps that need to be filled in order to provide the optimum representation of the collecting interests of the membership but from the material that has been offered so far we can guarantee that the display will reflect worthily on the Society and will not fail to impress visitors to the exhibition.

The ABPS website (www.abps.org.uk) is already referring to the exhibition and our involvement and our Society Cérès logo has been incorporated into the relevant documents. There is also a link to the Society's own website.

* * *

Journal Distribution

After many years of great service to our Society Derek Richardson has decided to stand down from his job as guardian of the membership address list and despatcher of the Society Journals.

Mick Bister has volunteered to take over the running of and updates to the membership list but we now need to find **urgently** someone prepared to take over the despatch of our four Journals sent out each year.

This is primarily a manual job that consists of sticking the address labels (which are obtained from the membership list) onto envelopes, inserting the Journals and any enclosures, sealing them and separating those that are to be delivered by hand. The envelopes then need to have the appropriate franking applied together with airmail labels or printed matter handstamps as appropriate.

The envelopes are then bagged up in Royal Mail sacks and arrangements made with the Post Office for their collection. The remaining Journals and enclosures are then parcelled up and sent to the Membership Secretary. All invoices and receipts are sent to the Treasurer for reimbursement. Derek confirms that all of this takes him around 12 hours. This sounds a lot but it is only done four times per year. In the past friends and family have helped Derek with this which has considerably reduced the time he has had to spend on it.

There is, of course, a planning side to this as there is quite a bit of preparation involved including compiling a list of the postage stamps required because of the different postage rates involved and a small number of addressees who have to be dealt with differently, and separating the Journals which are distributed by hand.

Common sense is also required to ensure that we keep our costs down and decisions have to be taken, for example, when dealing with airmail which is needed when auction catalogues are sent out and the closing date is near to the date of despatch. Where advice is required help is at hand from those committee members involved.

A volunteer is urgently needed for this position and further information on what is involved can be obtained either from Derek, Maurice Tyler, Mick Bister or me.

Peter Kelly

* * *

Exhibition Successes

David Hogarth was awarded Vermeil in the Open Philately class at ABPS Perth 2012 (19-20 September 2012) for "Spanish Refugee Mail in France 1939-1942"

Stan Luft was awarded Vermeil at the Omaha Stamp Show 2012 in Nebraska, USA (September 2012) for "*Hors-sac* – Urgent Dispatch Mail"

* * *

New France & Colonies Website

If all has gone well, by the time you receive this issue of the Journal a new website should have been opened for our Society. It will still bear the same name as the previous one (www.fcps.org.uk) but has been redesigned and expanded to include a number of new features.

Much of the text on the pages will look very similar to, if not completely the same as, the former version; but this can now be changed more easily and quickly brought up to date. So what is new?

There are two features on the Home Page that are intended to catch visitors' attention. The first is a Picture Gallery with a moving band of images that can be paused very easily for further examination, and even expanded in size to fill the screen if desired. This is still at an experimental stage and at the time of writing contains the five auction illustrations that were published in the last issue of the Journal as well as appearing on the old website. They will quite probably have changed by the time you read this, however, and the Gallery can be used for whatever series of images we may wish to publicise at any one moment.

Also on the Home Page is an Information Board with moving text blocks – that can similarly be paused for reading – giving our members the latest news of activities or items that need urgently to be drawn to their attention. At the time of writing this includes reminders of group meetings and the plea from the Southern Group that is printed on the previous page of this Journal.

The most radical change is the introduction of a Forum that will be open for contributions from any members who may wish to pose a question, answer a query or just make a statement for others to comment on. In order to join the Forum and add comments members will need to apply to me, your Editor – and this can be done by email – for a username and password, and only by use of these will it be fully open for comments to be entered on screen. It is presumed that none of our members will be abusive or undiplomatic in making their contributions, but of course the site will be monitored and if any comments are found to be obviously inappropriate swift action to remove them will take place. On the positive side, any interesting exchanges could also be printed in the Journal for all our members including those with no Internet connection.

Another innovation that is being explored at the moment is a French translation of the main part of the site. As this will in the early stages be done by mechanical translation it will need a lot of work checking and correcting the language before we would be happy about allowing it to go public.

Initially the site will be monitored by your President, John West, and edited by myself, but any member who would like to consider getting involved in the running of the website should contact me for further details. As often stated recently, I would welcome any diminution in my role as web administrator.

Maurice Tyler

* * *

BOOKSHELF

Books Noted

2012 Catalogue des Timbres Personnalisés, Tome 1 & Tome 2 by Alain Cordina of the Société des Collectionneurs de Timbres Autocollants (SO.CO.TA); price for both volumes together 41€ + p&p; details from SO.CO.TA via associationsocota@wanadoo.fr; available from the author, rue du Faubourg-du-Pont-Neuf, 86000 Poitiers. [Updated and improved, the 2 volumes are devoted to (1) *MonTimbreÀMoi* and *IDTimbres* and (2) to *Collectors*; they include interesting study of technical characteristics, methods of distribution, presentations and particular usages, together with a glossary and a review of the period since 2007.]

Madagascar et Dépendances - Poste - Télégraphe - Téléphone - Timbres-poste - Histoire postale 1920-1930, Tome 3 by François Thénard; pub. Club Philatélique Sénonais; 90pp A4 in colour; price 32€ + p&p; further details via francois.thenard@wanadoo.fr and available from the author, BP 462, 89104 Sens Cedex. [Postal history of area

explores all aspects of royal, consular and contemporary posts from 1920 to 1930, together with all philatelic issues whether for normal postage, postage due or parcel post, and including money stamps, imitation stamps and postal stationery.]

Catalogue des Timbres à Date d'Alsace-Lorraine 1870-1918 by Michel Frick, Alain Sturm & Alain Déméreaux; pub. Association des Spécialistes en marques postales d'Alsace-Lorraine [SPAL]; 226pp A4; price 30€ + p&p; available from SPAL Treasurer, André Lader, 52 rue de Monsviller, 67700 Saverne. [Five years of work have been spent in listing all cancellations of the region (Haut-Rhin, Bas-Rhin, Lorraine) including manuscript marks and handstamps of 1870-71 and date stamps of 1870 to 1918, even the use of some French material up to 1922; the work has a 6-page index and lists 751 offices or postal agencies, and 2234 cancellations,

Maurice Tyler

F&CPS PUBLICATIONS FOR SALE

THE SOWER – A COMMON LITTLE FRENCH STAMP

by Ashley Lawrence FRPSL (2012) A4 252 pages, in colour £39.50

FAKES & FORGERIES OF 20th CENTURY FRENCH POSTAGE STAMPS

by Dr R G Gethin (2006) A4 148 pages, illustrated in colour £39.50

POSTAL & AIRMAIL RATES IN FRANCE & COLONIES 1920-1945

by R E Picirilli (2011) A4 234 pages, illustrated £25.00

TABLES OF FRENCH POSTAL RATES 1849-2011

by Derek Richardson (2011) A5 100 pages, illustrated £10.00

LE TYPE PAIX 1932-1941

by Derek Richardson (1983) A5 52 pages, illustrated £2.50

THE DEVELOPMENT OF FRENCH POSTAGE RATES

by A D Smith (1981) A5 64 pages £3.00

THE BUREAUX DE PASSE 1864-1882

by A Robinson (1977) A5 30 pages, illustrated £2.00

SUBJECT INDEX TO FRENCH STAMP MAGAZINES 1946-2000

Compiled by Derek Richardson (2004) A4 52 pages £6.00

F&CPS SOCIETY JOURNALS

Special offer of 15 different back issues from 1970 to 2000

Including postage and packing (UK only) £25.00

Individual Issues from 2001 (Issue 219) to 2011 (Issue 261) £5.00

(See website: fcps.org.uk for index to past journals)

The above prices are for members of the Society and exclude postage & packing (except where stated).

Please DO NOT include payment, you will be sent an invoice with the items.

Non-members, please contact me for prices.

Richard Broadhurst PO Box 448 Teddington TW11 9AX

Tel: 020 8977 9665

e.mail: stock@fcps.org.uk

Motorised Transport of Mails across the Sahara

Part 2

Peter Kelly

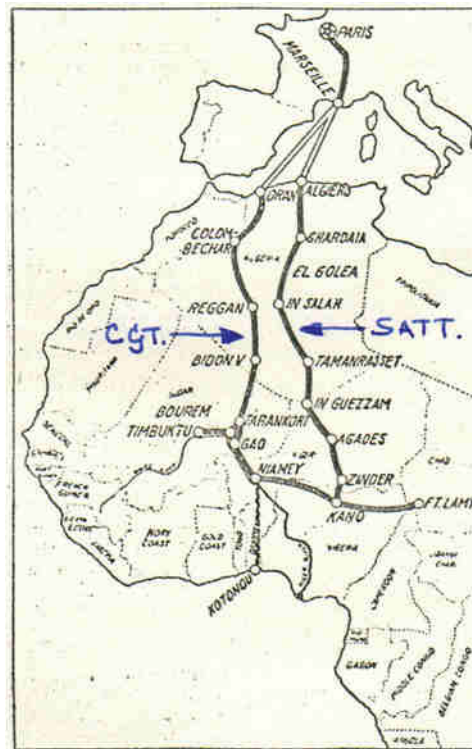


Figure 1
Main trans-Saharan motor routes CGT & SATT

Colomb-Béchar to Gao and Niamey (French Soudan)

In part I of this article the superiority of the Renault vehicles over the half track Citroëns over a variety of surfaces was proved by their performance in the first Gradis expedition, proving that the Sahara could be crossed in 10 days against the 23 days by Citroën. This performance was confirmed in the second Gradis “*grande axe*” expedition when crossing the Sahara *en route* for Cotonou on the Atlantic coast of Dahomey.

Gaston Gradis was the director of Nieuport, the French aeronautical company and it was he who coined the expression “*grande axe*”. In essence, he set out to prove that by setting up a service across the Sahara by land and eventually by air, this gap in the chain would consolidate a route from Paris to the Atlantic. As early as 1923 Gradis formed the Compagnie Générale Transsaharienne.

While at Nieuport Gradis had met Louis Renault who then, as we have seen, entered into competition with André Citroën. In the light of their success, and the backing of General Estienne and the military, Renault worked to improve models for this desert terrain and produced the first commercial bus to carry passengers, baggage, parcels and freight and, of course, mails.

General Estienne was appointed to the Board of Directors and became President and his son Georges Estienne became the General Manager. Georges’ brother René who had worked closely with him was killed in an ambush of a

convoy involving Mauritians in 1927. In the meantime a considerable amount of work had been carried out in locating the best route, marking it and improving it here and there. The final choice was made to run it from Colomb-Béchar to Gao (S-F) and Niamey (Niger) via Adrar, Reggan, Bidon V and Bourem (Fig 1). In good conditions the journey could be made in 6 days.

It is also important not to forget the civilian support for the trans-Sahara project, The Chambers of Commerce of the three Algerian *départements* were very much involved and experimented on a number of routes themselves before giving their approval to the route chosen. They also supported CGT with a grant. Right up until the 1940s there was also a strong degree of support in some quarters for the Trans-Saharan railway as is shown by the propaganda card (Fig 3), a dream unfulfilled.

The route was generally fairly well marked with rest areas for the overnight stops. Even Bidon V, right in the middle of the Tanezrouft, had accommodation – albeit fairly simple initially with two halves of old buses sufficing.

There was also a great innovation in the event of a breakdown or problem – the TSF or *Télégraphie Sans Fil*. Wireless telegraphy had come to the desert. Gradually, hotels were built at some of the rest halts and the two termini and the crossing, never very comfortable, became increasingly civilised (Fig 2).

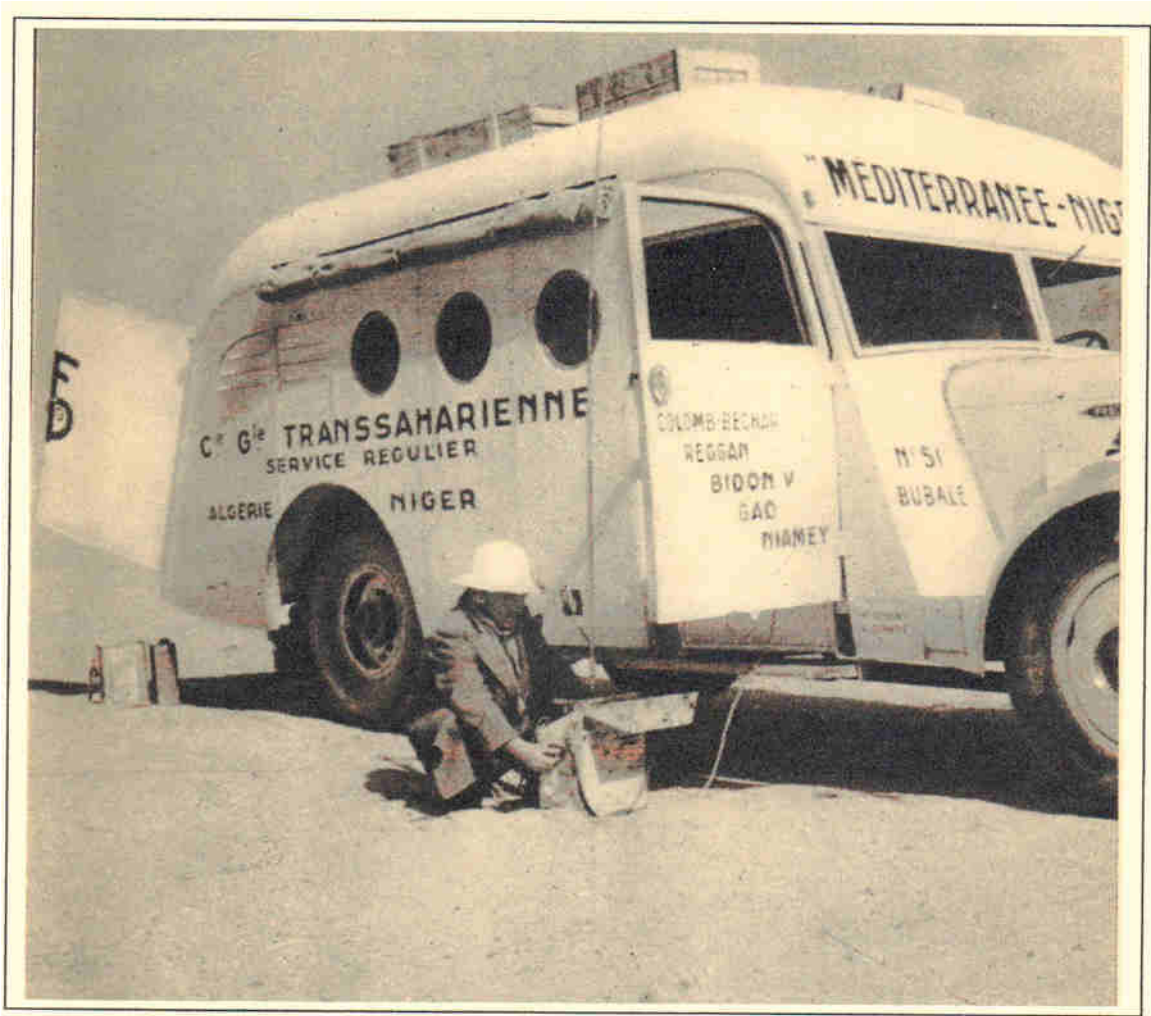
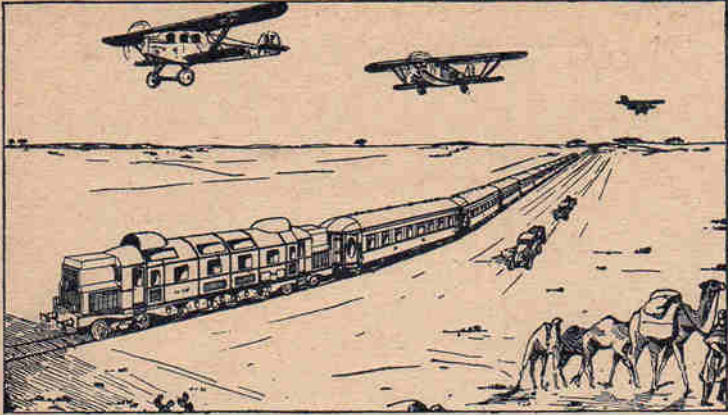


Figure 2
Compagnie Générale Transsaharienne bus
Note wireless transmission

Le Transsaharien : seul moyen de transport économique, pouvant débloquent le Soudan et indispensable au développement de l'automobile et de l'Aviation en Afrique Centrale.



Le Transsaharien ouvrira d'immenses débouchés à nos industries, et nous libérera de la dépendance de l'étranger pour dix milliards d'achats annuels.

Algérie-Soudan : 2.300 kilomètres			
par train de	3.000 tonnes,	prix du transport :	400 fr.
par camion	10 tonnes	—	4.000 fr.
par avion	1 tonne	—	12.000 fr.

Il faut faire le Transsaharien d'urgence
c'est un remède efficace à la crise

Figure 3
Propaganda for the Trans-Saharan railway
A dream unfulfilled



Figure 4
Kidal to Sousse, Tunisia, 4 April 1938
"Voie transsaharienne" applied at Kidal and handed to CGT as it passed through
Received at Sousse 21.4

The route lies well to the west of that chosen by Citroën and it was selected because it was more direct and also avoided some of the rough, broken "erg" areas, keeping where possible to the flat "reg" where the going was faster and easier. So it was that a direct regular service, carrying mails, started operations in 1926. The intention was to run two trips per month and they managed to adhere to this, *grosso modo*, until this was improved to a weekly service which remained in place until the outbreak of war. The service closed down during the hottest months of the year from May to October.

We have the timetable for the late 1930s and it can be seen that there was no great change in crossing times.⁽¹⁾

Km	Halt	Arrive	Depart
0	Colomb-Béchar (Alg)		Friday
243	Beni-Abbès (Alg)	Saturday	Sunday
798	Reggan (Alg)	Monday	Tuesday
1450	Bidon V (Alg)	Tuesday	Wednesday
1857	Aguelock (S-F)	Wednesday	Thursday
2014	Kidal (S-F)	Thursday	Thursday
2393	Gao (S-F)	Thursday	Saturday
2800	Niamey (Niger)	Saturday	

The whole operation from the start had been a considerable success for Renault but what about Citroën? The story as far as they were concerned was not a happy one. André Citroën had spent a considerable sum on the construction of 5 hotels and 7 campsites as well as the manu-

facture of some 35 vehicles. He had hoped to inaugurate the Colomb-Béchar to Gao route earlier in 1924 but had been beset with problems including the political position in Morocco at that time, a motor convoy attacked and robbed, the decision of the King of the Belgians not to attend the inauguration and last, but not least, the indication from the Government of AOF that they could not be held responsible for the security of buses in their territory. As a result, Citroën abandoned the project entirely and concentrated their attention on central and equatorial Africa where the half track vehicles were better suited.

The mails that were carried were not marked in any particular way by the CGT with the exception of those letters sent from their own offices which carried the handstamp of the company with its address and the date contained in a moveable slug. Some of these were philatelic. Other letters were marked by the post offices in the Soudan or Niger with a variety of directional marks including "Voie transsaharienne" (Figs 4 & 5), a boxed "Courrier postal transporté par le / Service Automobile Régulier de la / Cie G^{le} Transsaharienne reliant la / Méditerranée au Niger / par le Sahara" (Fig 6) and printed red labels "Par Voie Transsaharienne" (Fig 7). Generally, but not always, mail carried by CGT had its origins in locations close to Niamey and Gao and this was increasingly the case once airmail services were available in Soudan and Niger. An excellent example of this is the letter from Kidal to Sousse (Tunisia) (Fig 4). Many commercial covers will have been sent but the lack of transit stamps and the dates of the actual timetables of the bus service may make them extremely hard to identify.



Figure 5
Tillabéry (Niger) to Paris, 1 December 1934
Transit: Niamey 20.12 (?); Paris 5.1
"Voie transsaharienne" applied at Niamey

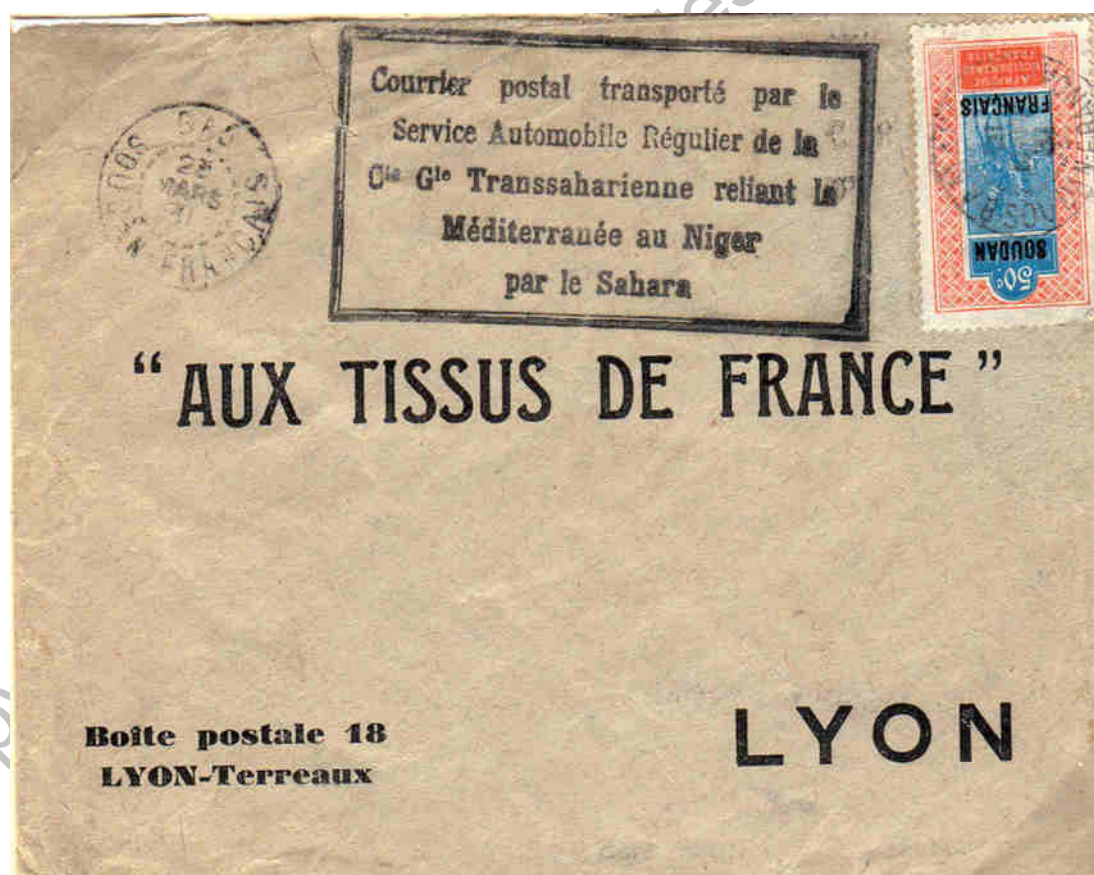


Figure 6
Bamako (S-F) to Lyon, 11 March 1931
A commercial letter in transit via Gao (S-F) 23.3 where it was taken up by CGT



Figure 7
Gao to France, 19 December 1938
No transit marks
Red label "Par Voie Saharienne"

The Alger-Kano (Nigeria) service with Société Algérienne des Transports Tropicaux (SATT)

In 1933 a new company was formed by the General Government of Algeria called the SATT whose object was to open a line of communication between Algiers and Tamanrasset and extended south to Zinder (Niger) and Kano (Nigeria) with a branch line linking in with Fort Lamy (Tchad) (Fig 8). It was understood from the start that this line was not to be in competition with the CGT. Georges Estienne resigned from CGT and became chairman and a principal shareholder with his brother Jean. Once again he chose Renault vehicles but these were different from those used by CGT, being Pullman coaches, considerably more comfortable and aerodynamic in appearance (Fig 9). They only carried 6 passengers – but in some style – and 150 kilos of luggage, parcels and freight.

To give an idea of the exact route and timing elements details are given below of the timetable which was in use in the 1930s. This shows that the principal object of the service was not speed but tourism.⁽²⁾

Km	Halt	Arrive	Depart
0	Algiers		Tuesday
430	Laghouat	Tuesday	Wednesday
955	El Goléa	Wednesday	Friday
1375	In-Salah	Friday	Saturday
1665	Arak	Saturday	Sunday
2065	Tamanrasset	Sunday	Tuesday
2505	In Guezzam	Tuesday	Wednesday
3040	Agadèz	Wednesday	Friday
3600	Zinder	Friday	Saturday
3760	Kano	Saturday	

The return journey is by the same route as far as El Goléa where it turns off to Ouargla and Biskra before ending at Algiers. The service appears to have been a fortnightly one.

It can be seen that the journey lasted 12 days including three rest and tourism days at El Goléa, Tamanrasset and Agadèz. The features of the eastern route were much more attractive than those of the western one where passengers saw little but endless desert and the featureless Tanezrouft. The demand for tourism in the eastern sector and the Hoggar was very strong up until the War. The SATT and CGT services were the only ones carrying mail across the Sahara.

From a collector's point of view mail carried by SATT is extremely difficult to find. To begin with, the volume of mail was relatively small and there were no marks applied by SATT or transit marks either. Only by a process of careful elimination can mail be identified as having travelled by this route except where there are useful manuscript notations (Fig 10) or directional marks applied by the post offices. An example of a directional handstamp "Transsaharienne" is shown in Figure 11 on a philatelic Laralle cover from Tchad to Paris in 1935. There is also a manuscript "Ligne du Hoggar" and "service d'auto" which is particularly helpful. This is extracted from an article by the late Robert Stone.⁽³⁾

In 1939 the reduction in tourism and shortage of fuel required Estienne to reduce the service to compensate for this. After the Allied landings in November 1942 SATT offered their vehicles to the Allied command and many of them saw service in Tunisia and Tripolitania. The services of both CGT and SATT resumed again after the war but demand had fallen as much of the requirement had been absorbed by the airlines with scheduled flights out of Niamey, Gao and Zinder.



Figure 8
Advertising for the SATT "Ligne du Hoggar"



Figure 9
Pullman car used by SATT on trans-Saharan route through the Hoggar

In closing, it is worthwhile to mention again that both CGT and SATT always had ambitions to run airlines alongside the vehicular routes. From 1934 on CGT ran a number of sporadic services which included, increasingly, flights from Gao and Niamey to Reggan, Colomb-Béchar and Algiers. Mail was also carried on some of these flights. In 1935 Air Afrique put in place a regular service. SATT also had a small fleet of planes and a line linking Algiers and Gao.

Bibliography (where not mentioned specifically in endnotes)

- Goinard, O – "Georges Estienne: A summary of his life," www.memoireafriquedunord.net/biog/biog15_Estienne.htm
 Michel, A E – "The Transsahara overland mail," *Philatelic magazine* 13.11.1936, p366

Rouxel, M-C – "Renault en Afrique" *Forum universitaire de Boulogne-Billancourt, Conférence 1.12.2005 Cycle "La conquête de l'air"*

Symons, H E – "Two trans-Saharan motor routes," *Journal of the Geographical Society* 1938 Vol 91 part II, pp153-155

Endnotes

- (1) Naval Intelligence Geographical Handbook, French West Africa, Vol II the Colonies, pp224-5
- (2) Extract from Bouchet, G – "Sahara, le temps des transports commerciaux" (website)
- (3) Stone, R – "A barrier broken – the Sahara," *Postal History Journal (USA)*, February 1978, pp1-14. This is an excellent article



Figure 10

First official postal crossing of the Hoggar by SATT, 4 April 1934

Addressed to Algiers where it was received on 17.4

Registered letter franked 1F75

Postage 50c (tariff 9.8.1926) + Registration 1F25 (tariff 2.1933) (50c on back)



Figure 11

From a remote office in Tchad, cds "Territoire du Tchad N° 1" to Paris, 15 April 1955
(postmark used as temporary measure on opening of a new office)

m/s "Ligne du Hoggar – Service d'auto"

Transit: Fort Lamy 30.4

Received at Paris 22.5

"Transaharienne" direction mark applied at Fort Lamy

(Source - R Stone – see endnote 3)

90 Years of Red Cross Booklets

Part 1

John West



Figure 1

This short series of articles examines and analyses the stamp booklets, issued by the French Post Office, which have benefited the Red Cross over a period of just short of a century. By way of an introduction it is conceded that some booklets, with a charity surcharge on the stamps contained therein, might be considered by some to be eligible for inclusion – but have not. The criterion for inclusion stipulates that the content and the booklet have the Red Cross emblem thereon. For example, it is widely stated that the “*Sourire de Reims*” carnet, issued in 1930, was surcharged for the benefit of the Red Cross, and that many of the “*Fête du Timbre*” issues similarly carried a surcharge, but these do not fall within the remit of this *œuvre* and, hence, will not be referred to. Neither, of course, will any reference be made to the plethora of charity *vignettes* which appeared in booklet form during the two world wars but which did not have any postal validity.

Importance and chronology dictate that I start with the issue of the re-engraved 10c “Sower” in booklet form on 13 February 1915. This booklet contained two panes of ten of the 10c stamps, separated in the centre by a gutter. The booklet stamps, known as Type II, differed from the sheet issue in a number of ways. Primarily, one finds that their dimensions distinguish the one from the other, namely that sheet stamps measure 18.7mm x 22.2mm whilst the booklet stamps measure 18.9mm x 22.4mm. A second difference can be detected in the colour shade, the booklet stamps being reddish-orange, the sheet stamps being red.

A third distinctive feature which, moreover, is the most distinctive feature concerns the re-cutting of the frame of the booklet stamps. In the sheet stamp engraving, the eastern border is formed by a heavy outer line and a faint inner line, between which there is a white line which is so faint that, in the printing, it is to some extent obliterated. In the booklet stamp engraving the eastern border of the frame is formed by a thin outer thread, which is no more than equal in thickness to the inner thread, and between which there occurs a much broader white line (which has expanded

at the expense of the outer line). This latter mentioned difference between the two remains absolutely constant throughout.

The die for the booklets was obtained by retouching a copy of the die for the sheets. As always occurs in similar cases, the die copied directly from another is slightly larger than the original. This is particularly noticeable here, where re-cutting the copy has not reproduced exactly the same dimensions as the die that has been copied. Note how the perforations on the booklet stamps encroach upon, and partially obliterate, the name of the designer and engraver which, on the sheet stamps, can be seen clearly at the foot of the stamp. The die originating from a copy always gives a heavier engraving initially than that from the die from which it has been copied. It is this which makes it necessary for the copy to be retouched. As a general rule, this retouching does not take in the whole of the copy and the result is that the copy (or ‘daughter-die’) manifests a dual divergence from the parent-die.

Certain of its sections become finer than those of the parent-die (and those of the original in the series) while other sections remain heavier. Thus it is that the eastern border and the whole of the effigy have become finer, so fine indeed that the booklet stamps have only a faint border on the eastern edge and the finer engraved “Sower” is a little flat with the engraving being less contrasted and not so well marked. On the other hand, some non-retouched engraving shadows are heavier in the imprinting of the booklet stamps such as, for example, the eye of the letter “R” in ‘Rouge’ and the full stop following ‘5c’. All this enables one to say, with certainty, that the initial die is the one used for the sheets and that the copied die is the one used for producing the booklets. The dates of issue confirm this, although it is not always wise to put one’s trust in those alone.

The booklet itself measured 110mm x 60mm. It was buff coloured with lettering in red and black (Figure 1). There was none of the advertising material (on either the cover or the selvage) which was to become common to many of



Figure 2

the booklets issued in the post-war years, but otherwise the format of the layout was identical to the majority of the other booklets that were printed at about the same time. The stamps were printed in half sheets of 120 and were then cut into six strips, each comprising the two panes of ten (5 x 2) stamps. These strips were then affixed to the cover by stapling the centre of the gutter between the panes.

One or two varieties are recorded, notably the letter "S" of "Postes" being broken. Some sheets were printed on a yellowish coloured paper and rare instances are recorded of "tête-bêche" copies being in existence. The discovery of the "tête-bêche" copies proves that these stamps were printed by the so-called 'windmill sails' method – where the sheet was presented four times to the press, turning through 90 degrees each time. Furthermore, some specimens of this stamp have been noted in a pale vermillion colour but, generally speaking, there is a consistent absence of errors and/or varieties throughout the period that the stamp was being printed.

Neither the booklet nor the sheet stamp was quite as successful as had initially been hoped. They were both, however, used with a great deal of frequency – indicating the benevolent mood of the public who were willing to pay 50% more than was necessary to post a letter. They are even to be found on covers with mixed franking – such as those sent with Belgian and French mail from Le Havre and Sainte Adresse, or on French and German mail in Alsace.

In searching for reasons for the demise of this stamp one must take into account the fact that the "Sower" design had, by 1914, already been on sale in stamp form since 1903 and the public had become a little bored with it. Doubtless, the competition provided by the Red Cross *vignettes* – many of which were attractively printed and incorporated subjects of interest as well – also played a part in reducing the amount of money people spent on the genuine – but lacklustre – postage stamps. The realisation that the "Sower" Red Cross stamps were gradually losing their appeal was to prove a compelling reason for the postal authorities to commission a more elaborately designed Red Cross stamp in 1917. In any event, the death knell for the Red Cross "Sower" was sounded on 1 January 1917 when the postal tariffs were altered. Instances of genuine postal use of these stamps after that date are unusual and they were finally demonetised on 1 April, 1921.

1950 - 1959

The year of 1950 saw the introduction of a regular annual issue of a pair of stamps – each bearing the Red Cross symbol and surcharged for the benefit of that organisation. It was no coincidence that the issue coincided with the increase in postage as the prelude to Christmas. For many years these stamps continued to feature various aspects of the cultural heritage of France, encompassing as they did a wide spectrum of the arts ranging from paintings to wood carvings, from sculptures to stained glass windows and from early medicine to literature, in differing forms.

Not until 1984, when the French Post Office reverted to the issue of a single stamp, did this format alter. That new format remained unchanged for a further 25 years when, in a quite dramatic switch, the postal authorities suddenly started to issue blocks of 5 stamps in miniature sheets. This change finally brought to an end the annual appearance of the Red Cross booklet, a philatelic institution which had commenced in 1952 and arrived as regularly as Santa Claus at Christmas time during the intervening years. In my view they form an integral part of any study of these stamps made since that date.

Ever since 1952, the French Post Office has augmented the sales of the regular issue of the so-called Red Cross stamps by releasing booklets of the same stamps. The changes that these booklets, or *carnets*, have undergone in the ensuing years are outlined in some detail in these articles. Suffice it to say, at this point, that the booklets invariably contained either 8 or 10 stamps.

It would be true to say that initially booklets of stamps were not popular with collectors. Like all booklets, no-one knew what to do with them, there were no albums available with pages specifically prepared to enable the philatelist to mount them and Hawid strips had yet to be discovered. The only way to display them was to affix them to a page by the use of hinges and this, naturally, led to the booklet being defaced when it was subsequently removed from the page.

Understandably, philatelists resented having to buy as many as 10 copies of the same stamp – particularly when, in the early days, there was absolutely nothing to distinguish the sheet stamp from the booklet stamp except the selvaige attached thereto. Possibly the greatest put-down was the refusal by Messrs Stanley Gibbons to either recognise or

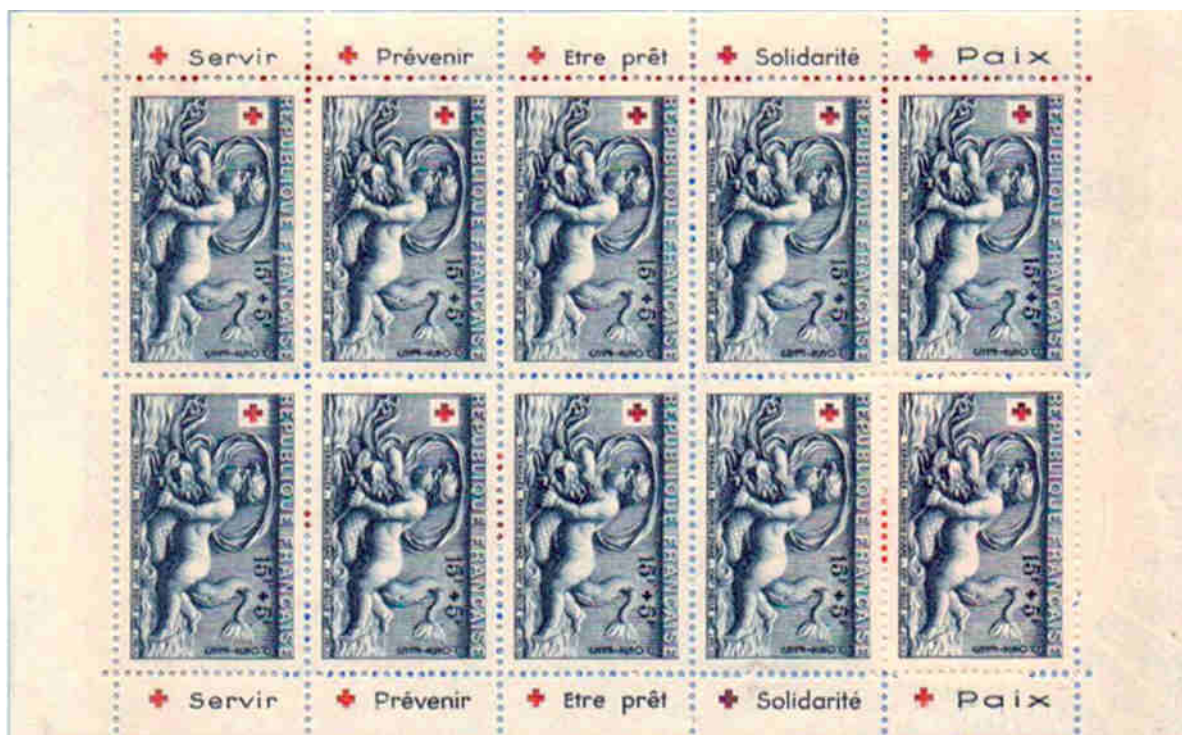


Figure 3

include the booklets in their world-famous catalogues. Although a number of well known French catalogues did include reference to them, the ultimate seal of approval would only come with their appearance in a Gibbons catalogue. Indeed, it was to be 20 long years before that barrier would be broken down and the renowned stamp company finally yielded to public demand by including the booklet issues in their first issue of one-country catalogues prepared for France alone.

I would concede that, with one or two exceptions, the early *carnets* were bland in appearance and lacking in visual impact. However, almost imperceptibly, they became more and more collectable, with the end result that the value of the early booklets spiralled dramatically. To this day, these booklets are good investment material.

On 19 December 1949 a set of stamps was issued (Figure 2) with the surcharge levied thereon going to the Red Cross. Indeed, several series were issued around this time, all with surcharges, the proceeds from which went to the benefit of the National Relief Fund and other charitable causes. Few collectors distinguish any of these series from each other. It is understandable that the majority of Red Cross 'specialists' do not include this set amongst their collections, after all none of the set bore the Red Cross symbol which had been the feature of every previous Red Cross issue (and which would prove to be a feature of every single stamp issued afterwards as well). No other issue, for instance, before or for the next 60 years, comprised a set of four stamps.

Confronted with the evidence, however, the reader would surely agree that this set of four stamps, which featured the bas-reliefs of the fountain of Bouchardon, in the Rue de Grenelle, Paris, was the fore-runner to the regular issue which was to begin the following year. They were, for example, issued in the pre-Christmas period when people

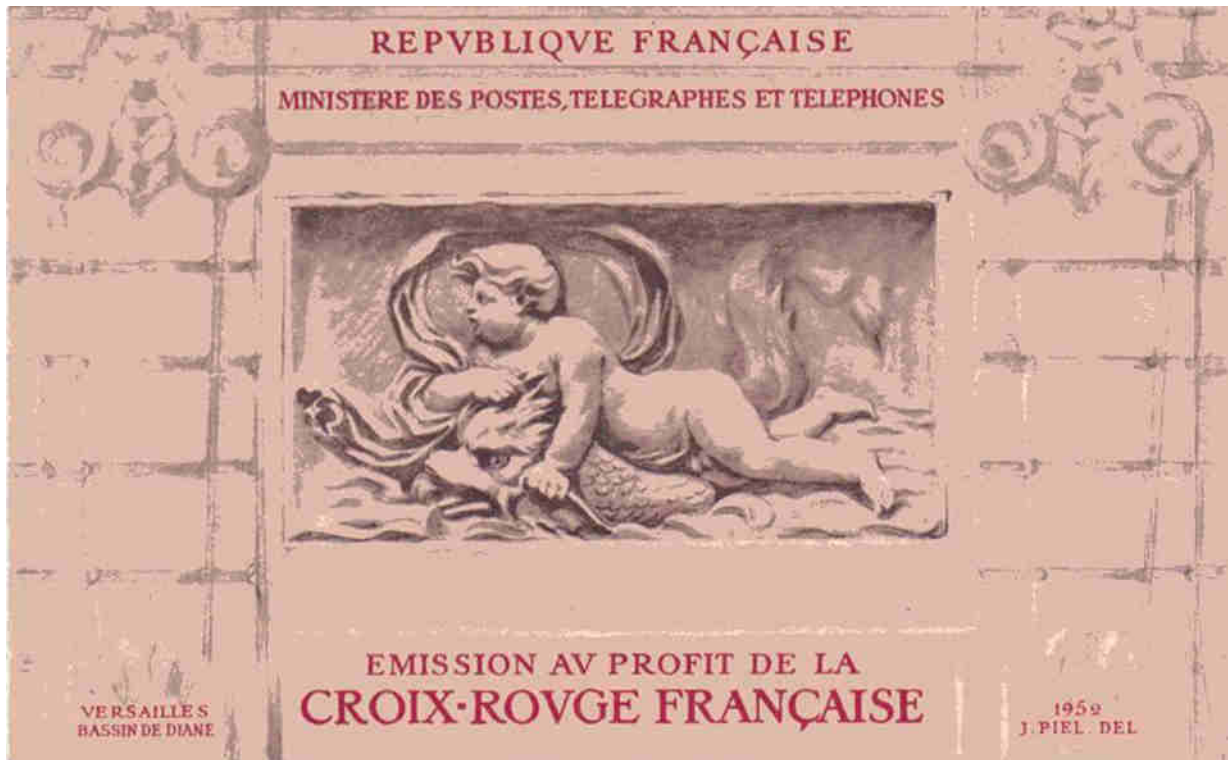
are at their most benevolent. It is not by chance that succeeding releases all appeared at an identical time of year. Note also the similarity of the 1952 Red Cross issue to the 1949 set and, additionally, observe how that 1949 series set a precedent for the use of a recurring theme of "The Four Seasons" as the subject. This theme will appear again in 1968-69 and 1974-75.

The two stamps which comprised the 1952 pair (Yv 937 / 938) both featured cherubs in bas-relief. The 12F + 3F issue portrayed the work of the 17th century sculptor, Le Hongre, whilst the higher value displayed the talents of his contemporary, Le Gros. Both cherubs are to be located in a section of the bas-relief of the Basin of Diana at the Château de Versailles and depict "The Infant on a Dolphin."

The year 1952 heralded the introduction of the modern day Red Cross booklet. It contained a block of 10 copies of the 15F + 5F – the higher of the two values that were released for sale – and comprised two rows of 5. The booklet had a strikingly attractive cover, which was designed by Jules Piel. The end selva was utilised to affix the stamps to the booklet cover – abandoning the concept that booklet stamps should be attached to the cover by means of a staple.

The selva on the stamps contained therein bore so-called 'publicité' labels, with the words and phrases "Paix", "Solidarité", "Etre prêt", "Prévenir" and "Servir" in blue with a red cross alongside each of them (Fig 3). Instances are recorded where the red cross is either discoloured and/or fragmented.

The booklet cover (Fig 4) which measured 162mm x 100mm, featured an artist's impression of the sculpture and surrounding area from the Basin of Diana at Versailles, which formed the subject matter of the stamp contained within. The cover was in brown, with the legend:



Figur 4



Figure 5

REPUBLIQUE FRANÇAISE
MINISTÈRE DES POSTES, TÉLÉGRAPHES ET TÉLÉPHONES
EMISSION AU PROFIT DE LA
CROIX-ROUGE FRANÇAISE
VERSAILLES
BASSIN DE DIANE
1952
J. PIEL . DEL

Inside the front cover (Fig 5) various aspects of Red Cross work are illustrated in shades of blue and white,

showing how 5,556 Francs were spent per minute on helping the needy. Inside the back cover is an appeal to everyone to support the Red Cross, and the design of a finger and thumb inserting a coin into a money box in the shape of a red cross. The lettering inside both covers is in red and blue. 127,000 copies of the booklet were issued.



Figure 6
(reduced in size to 80%)

Figure 7
(reduced in size to 80%)



Marie-Louise Elisabeth Vigée-Lebrun was one of the most successful of all women painters, excelling in her portraits of women and children. Her self-portrait with her daughter is widely acknowledged as being one of her greatest works. It hangs in the Musée du Louvre, in Paris. Louis Le Nain was one of three famous brothers and even experts have experienced difficulty in distinguishing the work of one brother from another, with any degree of certainty. The top value of the 1953 pair shows a detail from one of his best known works, "The Return from the Baptism" – which also hangs in the Musée du Louvre.

On 12 December 1953, the pair of issued Red Cross stamps (Yv 966 / 967) appeared together in a *carnet* for the first time (Fig 6). They were printed in blocks of four in a miniature sheet, separated by a stamp-sized central gutter. The gutter was perforated horizontally through the centre (ie the perforation between the two rows of stamps was extended through the central panel) and was folded in the centre. The selvage all round the edges was blank – as was the central gutter. The entire sheet was affixed to the booklet cover by moistening a part of the central panel – at the fold.

When folded in half the booklet was effectively reduced to the manageable proportions of 77mm x 101mm (3" x 4")

compared to the unwieldy size of the booklet issued a year earlier. The booklet cover was white with a gilt frame over blue edging. The lettering differed from its predecessor only inasmuch as that the words "République", "Ministère", "Télégraphes" and "Téléphones" all now had accents added. Additionally, the PTT logo and the badge of the CRF both appear on the front cover (Fig 7).

The back cover was also white with a small central section in red and blue lettering, encouraging the use of Red Cross stamps. This section is enclosed by a gilt frame identical in design to the front, but half the size. The inside covers supplied sparse details of the artists whose work was featured on the stamps, identification of the paintings and the museum where they were located, at that time, for members of the public who wished to view them.

It should be noted that, once printed and folded, the two blocks of stamps were kept pressed together for some time. One may reasonably assume that they were initially stacked together under some pressure and, it may be seen, this would offer a relatively simple explanation for the colour transference which affects the contents of this and other early *carnets*. 135,000 of these booklets were issued.



Figure 8
(reduced in size to 80%)



Figure 9
(reduced in size to 80%)

The 1954 issues (Yv 1006 / 1007) again featured artwork, this time “The Sick Child” by Eugène Carrière and “Young Girl with Doves” by Jean-Baptiste Greuze. The release of this booklet coincided with the 90th anniversary of the formation of the French Red Cross, celebrated as the result of the Convention of Geneva being signed on 22 August 1864. Fittingly, the postal authorities took advantage of the area of blank space in the central panel, between the two blocks of four stamps in the booklet, to publicise that milestone (Fig. 8).

The words “CROIX-ROUGE” and the figures “1864-1954” appeared in the upper half of the gutter panel and “90^{ème} ANNIVE RSAIRE” was printed in the lower half, in red ink. The printing of this addition to the booklet sheet was done in such a way as to allow the gutter to be folded without

damaging the print – spaces being deliberately left between the lettering at the point where it was to be folded.

Examples of this label postally used ‘se-tenant’ with either of the two values are very scarce because the ‘label’ was used to fasten the sheet to the cover. The cover design (Fig 9) was of a plaque, in white, on a mottled brown background. The plaque itself incorporated a reference to the 90th anniversary, the dates 1864-1954 and a red cross edged in gilt. Additionally, there was an identical legend to that of the previous year, printed in red and blue lettering. On the back cover was a diagonal brown band, on a white background, going from top left to the bottom right hand corner, whereon were the insignia of 6 Red Cross associated societies. The number of booklets printed rose to 150,000.



Figure 10
(reduced in size to 80%)

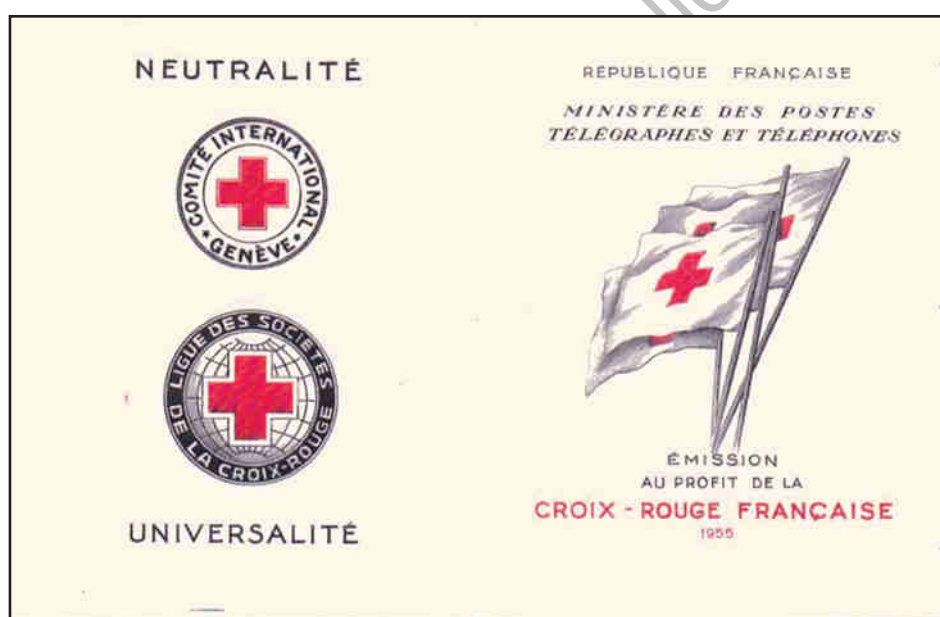


Figure 11
(reduced in size to 80%)

Sculptures formed the subject material of the 1955 issue (Yv 1048 / 1049), with the lower of the two values featuring “Child and a Cage” one of a large number of similar sculptures completed by Jean-Baptiste Pigalle. The choice of the second subject, a Greek statuette described as “Child and the Goose” is far more difficult to comprehend. Unusually it did not spotlight a French artisan, for this work was attributed to the Greek sculptor Boethos of Chalcedon.

For reasons presumably associated with printing techniques of the day the postal authorities reverted to the original form of booklet – as first issued in 1952 – for the 1955 version (Fig. 10). It is hardly surprising to learn that once again it was the higher value stamp which appeared in the *carnet* – but almost all similarities to its predecessor ended there.

Unlike the 1952 version, the booklet was actually designed to fold in the middle and, as the sheet comprised ten stamps (2 x 5) without a central gutter, the fold had to coincide with a perforation. This, of course, left the booklet contents looking unbalanced with six stamps on one side and four (plus the selva) on the other.

Even stranger to record is that the selva was not used

to attach the sheet to the cover. Quite remarkably, the front cover was perforated on its edge – these perforations marrying up with the perforations on the stamps. The two outermost stamps were secured to the front inside cover by moistening a small band at the perforation. This then adhered to the cover, thereby effectively preventing the stamps from becoming collectors’ items.

The booklet could now, however, be folded along the vertical perforations between the third and fourth stamps. The pane itself measured 147mm x 100mm whilst the cover measured 157mm x 100mm when fully extended. The front cover (Fig. 11) was white with the same lettering as in preceding years. The lettering was in black, excepting the words “CROIX-ROUGE FRANÇAISE” and the figure “1955” which were in red. The central design of the front cover was of four overlapping white flags – each with a Red Cross motif thereon. The back cover had the words “NEUTRALITÉ” at the top and “UNIVERSALITÉ” at the bottom. In the centre were the insignia of the “COMITÉ INTERNATIONAL, GENÈVE” above that of the “LIGUE DES SOCIÉTÉS DE LA CROIX-ROUGE”. The inside covers were bare and bereft of any information. A total of 155,700 of these booklets were issued.

Figure 12
(reduced in size to 80%)



Figure 13
(reduced in size to 80%)



With such a large reservoir of cultural masterpieces to choose from, it does seem odd that Louis Le Nain's work should be featured just three years after his work was first selected to adorn one of the 1956 stamps (Yv 1089 / 1090). On this occasion an extract from his painting, entitled "*La Famille de Paysans*" graced the lower of the two values. It featured a young flautist. The second stamp of the pair spotlighted a painting by Jean-Antoine Watteau, entitled "*Gilles*" (Fig 12).

It is significant that, just as quickly as the booklet appeared in its ten stamp, single value, form so it was to disappear. It was unpopular with the paying public and philatelists alike and, one may assume, poor sales must have contributed to the decision to scrap the format of the previous year. It may well be the case, as well, that difficulties in production of the 1955 booklet may have prompted the postal authorities to re-introduce the *carnets* containing two blocks of four stamps.

The major difference between this new booklet and those which had been printed in earlier years was that the horizontal perforations, which had hitherto extended across

the full length of the miniature sheet, no longer continued unbroken across the central panel. Previously, the perforations at the top, the bottom and the centre of the two blocks of four stamps had extended through the central gutter. Now the existing perforations were simply extended by one hole into the middle panel.

The sheet was affixed to the cover by means of the gum on the reverse of the gutter panel. Although this practice was by no means satisfactory to philatelists, it was certainly an improvement upon the idea of using the gum on the stamps themselves!

The booklet cover (Fig 13) was absolutely identical in design to that of the 1953 cover. It differed only in its colouring of the edging – where a pastel green shade replaced the blue of the earlier issue. Additionally, the central insignia of the "CRF" was altered. The words "*Soyez Membre de la Croix Rouge*" appear in green and red on the back cover of the booklet. The inside covers simply provide the usual basic information regarding the subject matter of the stamps. A total of 180,000 of these booklets were placed on sale.



Figure 14
(reduced in size to 80%)



Figure 15
(reduced in size to 80%)

Jacques Callot was one of the world's greatest etchers, producing in all some 1,500 plates. Drawings from his early period featured on the 1957 pair of Red Cross stamps (Yv 1140 / 1141). The lower value was a sketch, entitled "The Blind Man and the Beggar" whilst the higher value portrayed the etching of "The Beggar and the One-Eyed Woman" – both of which works were on public display at the Musée de Nancy (Fig 14).

At last we were to see a semblance of stability in the production of the booklets. For the year of 1957 saw the Post Office release a *carnet* which was identical in format to that issued the preceding year. Even the design was virtually unaltered, the pastel green border edging of the previous year being replaced by a grey colour, whilst the centre section was now a very pale grey.

The legend remained unaltered with the lone exception of the removal of the CRF insignia – which was replaced by

a single red cross which had a gilt edge all the way round it. The back cover, too, is identical – save for the change in the colour of the lettering – which matches that which is on the front cover.

Inside both covers are sparse details about Jacques Callot, his year of birth and death and the titles of the two etchings which are the topic of the pair of stamps in the booklet. The information is printed in black on a white background (Fig 15).

It should be noted that no extra charge was ever made to buyers of the *carnets* simply because they were in booklet form. The purchaser was only ever charged the cost price of the stamps plus, of course, the surcharge levied to benefit the Red Cross. Seemingly, sales had continued to rise as the production of the 1957 booklet rose to 199,300. This number was to be cut back quite considerably the following year.



Figure 16
(reduced in size to 80%)



Figure 14
(reduced in size to 80%)

The 1958 issue (Yv 1187 / 1188) broke new ground insofar as, for the first time, real people were featured on both releases. It is evident that the French postal authorities had been forward-thinking in their choice of subject matter for they obviously had in mind the forthcoming centenary of the Battle of Solferino – a conflict which had provided the idea of a neutral organisation to treat the wounded and dying to M. Jean Henri Dunant. Depicted on the other stamp was St Vincent de Paul – the founder of the “Congregation of Priests of the Mission”, or ‘Lazarists’ as they were known (Fig 16).

The booklet remained unaltered in its design from those preceding it. Once again the lone variation related to changes in the colour of the border edging and the background. A mauve colour replaced the grey edging of 1957, whilst the central area now became a pale shade of lilac. Other than the fact that the year of issue altered, the printing remained unchanged (Fig 17).

The inside cover, as usual, was restricted to information identifying the two persons on the stamps and supplying basic information about the pair of them. This was printed in black in the centre of each cover. Likewise, the format of the sheet of 8 stamps contained therein had nothing to distinguish it from other issues of that period.

French booklet stamps often suffered transference of ink from one to another, for reasons described earlier. The issue of 1958 seems to have suffered worse than most issues from this problem. It is rather remarkable that although this issue of stamps was withdrawn on 16 May 1959, it was given a new lease of life with a large number of special covers being created to celebrate the centenary of the Battle of Solferino. These covers were all handstamped with a cachet dated 24 June 1959 (over a month after the date of withdrawal!) but the booklet production for the 1958 issue was restricted to an issue of just 110,000.



Figure 18

With a precedent having been set a year earlier, the 1959 Christmas pair (Yv 1226 / 1227) once again portrayed legendary personages from the past. Abbé Charles-Michel de l'Épée dedicated his life to the education of deaf mutes and Valentin Haüy spent his life teaching blind children. Both men were responsible for the foundation of institutions for their respective students.

It is interesting to note how rapidly the cost of these stamps, together with the surcharge, escalated. This was the first year of sale when the surcharge was for the same amount – 10 francs – on both stamps (Fig. 18).

The changes in governmental ministries were reflected by the alteration in the legend on the front of the 1959 booklet cover. Whilst hitherto the ministry had been identified as the “Ministère des Postes, Télégraphes et Téléphones” it had now changed its name to the “Ministère des Postes et Télécommunications” and, in consequence, this was now

printed on the front cover.

As far as the design is concerned the booklet still remained the same and, as in previous years, there were subtle alterations to the colours – namely in the edging, which was printed in blue, and the centre of the frame which, for this booklet, was a very pale grey colour. The lettering, recorded as being on the back cover in the preceding issues, was now displaced by a red cross, edged in gilt, encircled in a red band bearing the words “Centenaire d'une Idée 1859-1959” in gilt lettering.

The interior of the covers, as before, provided merely skeletal information identifying the personnel on the stamps and supplying basic information about them both. The layout of the booklet pane, containing the two blocks of four stamps, remained unchanged. So, too, did the number of booklets offered for sale – the number remaining constant at 110,000.

To be continued in the next issue of the Journal.

Alsace-Lorraine

Selected Postal Legacies from the German Occupation of 1871-1918

Stan Luft

Coupon
Peut être détaché par le destinataire

Timbre du bureau d'origine

6141

Nom et domicile de l'expéditeur

SOCIÉTÉ D'ÉCLAIRAGE
SUIVANT LA LUMIÈRE
MULHOUSE
(Alsace)

Valeur déclarée

887 Mulhouse 2

RÉPUBLIQUE FRANÇAISE

frs. 850

frs. 170

Valeur déclarée

oit cent cinquante frs cent soixante dix

(Les unités en toutes lettres)

Fr.-or (en chiffres arabes)

Bulletin d'expédition

Nombre de Colis 1 Nature de l'emballage

Déclarations en douane 2

Certificats ou factures

Montant du remboursement

(Les unités en toutes lettres)

(En chiffres arabes)

1 TILLERIE S. J. BLOCH Sohn

ALB. SRIEDEN-ZURICH/Schweiz

Lieu de destination

Pays de destination

Rue et numéro 1

Zollfreilager

Poids

Empêchement du caduc et reproduction de son fac-similé en cas de déclaration de valeur

Voie d'acheminement

Bureau d'origine

Mulhouse 2

P. 2

Instructions à donner par l'expéditeur

Elles peuvent être données soit par écrit, soit en soulignant ou en complétant

1) que le colis soit signalé comme tel; 2) que l'avis de non-remise soit

3) que le colis soit rendu à mes risques et périls ou traité comme abandonné.

(Signature de l'expéditeur)

1) Indiquer le nom du nouveau destinataire et mentionner éventuellement si le colis doit être livré sans perception du montant du remboursement ou comme paiement d'une somme inférieure au montant primitif.

2) Indiquer éventuellement le nom et l'adresse d'une tierce personne dans le pays de destination.

L'expéditeur qui désire que le colis ne soit pas réexpédié doit l'indiquer par une annotation au recto du bulletin d'expédition et sur le colis. Il en est de même s'il désire que le colis lui soit renvoyé dans un délai plus court que le délai réglementaire de conservation.

Réception du destinataire.

Le soussigné déclare avoir reçu le colis désigné (au recto du présent bulletin).

A le 19

(Signature)

Figure 1

Parcel-post *formule* from Mulhouse railway station post office, plus reduced copy of back, 1 May 1931, to Switzerland
Total 15F40 postage + required 1F fiscal, for two packages totalling 7kg and insured for 850F and 170F
Basel postal customs 2 May arrival date stamps.



Figure 2
Tagsdorf, Haut-Rhin, 19 November 1927 date stamps
90c international postcard rate paid (9 August 1926 Tariff).

Nearly five decades of German occupation, during which use of the French language was generally forbidden, imposed at least a germanic veneer upon the population of Alsace and at least the Moselle part of Lorraine. Even so, the German High Command during the First World War soon learned that it was to their advantage to send Alsace-Lorraine conscripts to the Eastern Front, rather than to have them engage French troops on the Western Front. In turn, the French learned to their advantage to have Alsace-Lorraine prisoners treated relatively humanely by their Russian captors. Thus and quite soon after the War, reunification became quite rapidly acceptable to the German-speaking populace of the “Lost Provinces”.

The French postal system was among the world’s best, but the German one was even more efficient. France soon learned to adopt a number of postal services that the Alsace-Lorraine people had been accustomed to using, first for use in Alsace-Lorraine alone, and then in most cases throughout the rest of France. We now cover some of these services, in no particular order, illustrating them with covers from my personal collections. It could well be that I lack examples of some other services, and would be grateful if readers were to advise me of any lapses.

a. Parcel Post (*Colis Postaux*). Following upon the German system, parcel post was now handled – but in Alsace-Lorraine only – by the posts and paid for with postage stamps (Figure 1), whereas the rest of France continued to send packages and parcels via its railways using railway stamps. This dichotomy continued until the 1940 fall of France.

b. Rural Postal Agencies. Auxiliary post offices in ‘rural’

Alsace-Lorraine were provided with solid-line hexagonal date stamps (Figure 2); the rest of France continued to use dashed-line hexagons for the same purpose. Regular French letter and card rates were, of course, in effect.

c. Cash on Delivery (COD) (*Contre Remboursement*). Although the service had existed in France since 1 October 1892 (Richardson, 2011), it followed the German system beginning 1 October 1920 in using (for the most part) special *formules* and the familiar triangle in shades of red on the envelope or card (Figure 3).

d. Signature-required Mail. Another legacy from Germany, retained specifically for Alsace-Lorraine. An extra-fee certificate of mailing was appended to the document indicating it had been signed for. Owning only one such example (Figure 4), my understanding of the note on page 99 of Alexandre *et al* (1982) was that the fee was and stayed at 25 centimes, from 1 July 1919 until possibly the Second World War.

Are there other examples of such “legacy” mail service in Alsace-Lorraine or in France proper? Information from readers, through the editor, would be highly appreciated.

References

Alexandre, J-P, Barbey, C, Brun, J-F, Desarnaud, G and Joany, Dr R – *Les Tarifs. Postaux Français 1627-1969*, Editions Loisirs et Culture, Le Havre, 1982.

Richardson, Derek J – *Tables of French Postal Rates 1849 to 2011* (4th ed.), The France & Colonies Philatelic Society of Great Britain Brochure N° 7, 2011.



Figure 3

Mulhouse-Dornach (Haut-Rhin), 1 October 1934 registered COD letter at 2F75 (50c 1x letter + 1F25 registry fee + special 1F COD fee stamp) – rates in effect from 18 July 1932
 Refused and returned to sender via Longwy-Haut's "fictitious" postal N° 7572.

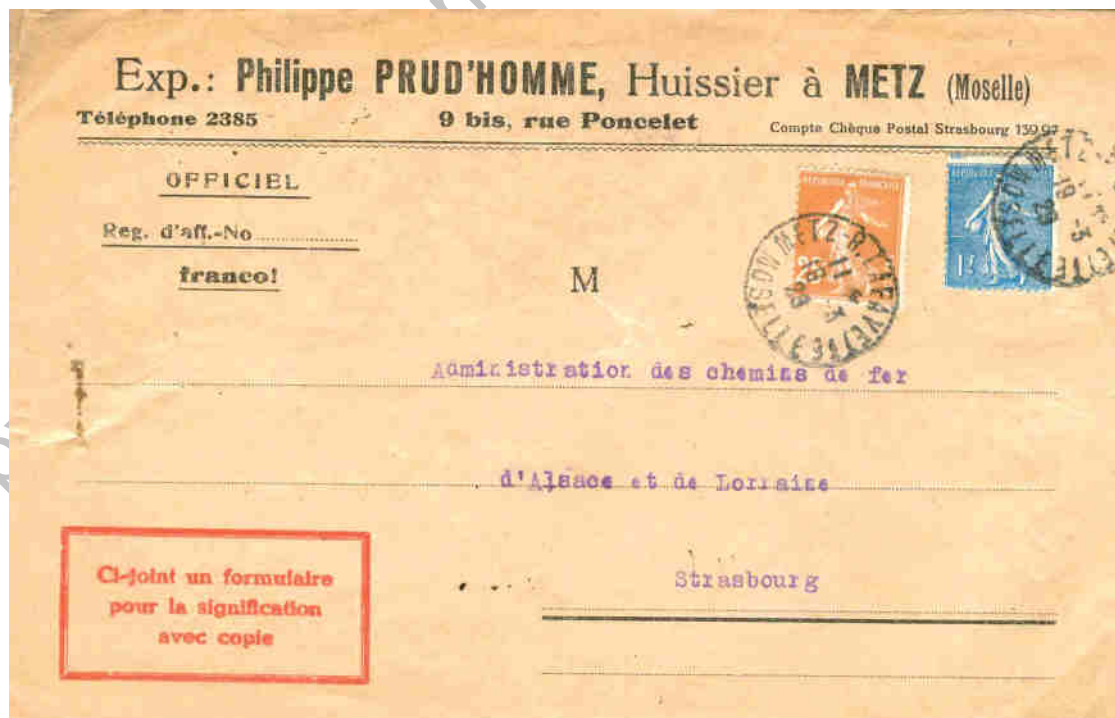


Figure 4 [reduced in size to 75%]

Metz, 19 March 1929 to Strasbourg, on bailiffs letterhead envelope.
 As I understand it, the 25c stamp paid for the signature-required service (as per red box in lower left), and so the 1F stamp covered the extra weight mailing, per 9 August 1926 Tariff

Postal Relationships between Belgian Congo and French Congo

Part 3

Philippe Lindekens

[Reproduced in a slightly edited form by kind permission of the author, who is a member of the Belgian Congo Study Circle, and Stuart Smith, the Editor of the BCSC Bulletin, where it first appeared in 3 parts in 2010-2012.]



Figure 18

In conveying mail between the African and European continents, the various postal administrations had to compete in finding the quickest and most convenient routes, taking account of ship departure and arrival dates. Ports of call, trans-shipments, stopovers and overland means of transport had all to be taken into consideration.

Only 'transit' marks will confirm the actual route taken – except where specific sender directions are included on the letter or package. Even then the authorities sometimes ignored the instruction and chose their preferred route. A relationship between the French and Belgian postal authorities did exist and the following clearly operated:

- Once the rail link between Matadi and Léopoldville had been built in 1898, that route inland was used by both nations, for Léopoldville, Brazzaville or to places further inland and/or upstream. The 'Congo-Ocean' rail link between Brazzaville and Pointe Noire was not inaugurated until 1934.
- Transit via Matadi as a link to steamers of the 'Compagnie Maritime Belge'.
- Transit via Libreville as a link to steamers of the 'Bordeaux to Loango' line.

- The river Congo for places on or conveniently close to either side.

The first very well illustrated example (Fig 18) is a letter from Witten in Germany to the German maritime company Woermann & Co, at Lambaréné in the Gabon region of French Congo. It was first conveyed on 7 May to Antwerp in order to catch the Belgian steamer *Albertville* departing 8 May to Boma where it was offloaded on 18 June 1902 and immediately transferred to the French Loango-Bordeaux Line steamer *Ville de Maranhão* the following day for its onward journey to and beyond Libreville. The absence of postage paid resulted in the application of the handwritten tax mark 'T' in blue pencil and another French hand-stamped 'T'.

According to Raymond Salles, French steamers of the Loango Line were available beyond Libreville. In other words the postal agent was disembarked and the boat continued on its way, having to return to Libreville for the contractual date one month later. It is most likely that both Boma and Matadi were serviced directly at this time, by steamers of this line. The cover illustrated above is an example of this arrangement since it is taken on the *Ville de Maranhão* at this Boma staging post.



Figure 19

Figure 19 shows a picture postcard which had been posted from Brazzaville on 18 May 1905 bound for Antwerp in Belgium where it arrived on 16 June. Initially it would have travelled by river boat over the Congo River, then connecting via the Léopoldville-Matadi rail link to Boma where it received its next transit mark, 20 May - just two days after departure!

From Boma, a coaster vessel will have carried it across the

river to Loanda in Angola for trans-shipment on 23 May using a Portuguese steamer to Lisbon in Portugal where it arrived on 13 June. Thereafter is anybody's guess – possibly even a British ship en route to Antwerp.

Middle Congo, Belgian Congo and Angola - 3 foreign colonies in Africa on the same picture postcard is an exceptional combination! And there are cachets from 5 different countries in total!



Figure 20

This picture postcard (**Fig 20**) departed from Libreville on 6 April 1903 addressed to Putney in London, where it arrived on 12 May. It was carried by coaster to Matadi on 15 April

where it was taken aboard the Belgian steamer *Anserville* which would have dropped it off at an English port, probably Southampton, for overland conveyance to London.



Figure 21

Not all mail was destined for another continent and the cover illustrated above in **Figure 21** is one such item. It is a letter from a French West Africa Government office, posted in Dakar in French West Africa and destined for Kampala in Uganda.

The letter travelled from Senegal with a postmark of 18 January 1940, and transit marks of Pointe-Noire (Middle Congo) 21 February, Brazzaville 23 February, Léopoldville 24 February and Albertville on Lake Tanganyika 1 April.



Figure 22

Transit via the Belgian Congo to South Africa during World War II was well used but covers from neighbouring French Equatorial Africa, possibly less so. **Figure 22** is one such item. It originates 20 April 1944 from Bangui on the northern bank of the river Congo and is addressed to Durban in South Africa.

It was directed to connect with the Imperial Airways service out of Broken Hill (Rhodesia) and on the reverse side received both Stanleyville and Elizabethville transit marks, successively 24 and 25 April 1944. It was not censor opened in the Belgian Congo but was on entry at Durban, where it received their South African 'B' stamp.

Ivory Coast – *Journée Nationale des Cheminots 20-21 Mai 1945*

Bob Maddocks



Figure 1
Postcard N° 1443 'Journée Nationale des Cheminots 20-21 Mai 1945' from Abidjan, Ivory Coast

For those readers who are both philatelic and railway enthusiasts, the specially prepared 1945 fundraising Ivory Coast postcard here illustrated (**Fig 1**) provides a combined interest, albeit somewhat enigmatic on both counts.

The card, headed on the illustrated side '*Journée Nationale des Cheminots 20-21 Mai 1945*' features an apparent woodcut impression of a speeding steam locomotive with the driver/fireman on its footplate. Its provenance is attributed thereon to the *Comité Local [des Cheminots?] de la Côte d'Ivoire* whose President's signature appears in facsimile. '*Cheminots*' translates as railwaymen / railroad workers.

Numbered 1443, this card is from an unknown limited edition, but probably 2000. Obviously produced for fund-raising purposes, it was marked with a selling price of 75 Francs whilst franked with 3 Côte d'Ivoire AOF postage stamps having a combined face value of 11F90. These stamps, 65c, 1F25 and 10F from the colony's pre-WWII 1936-38 definitive and commemorative issues, were affixed in the three pre-drawn rectangular boxes provided. Each stamp was postmarked 'Abidjan / Côte d'Ivoire / 20 Mai 45'.

Having no message or address on the reverse side (**Fig 2**), however, the card has not been postally used. Intriguingly, in the top right hand corner, the same Abidjan canceller has been applied again but this time dated the following day, 21 May 45: *Journée* had become *Journées*? This has yet to be explained. Strangely it is also noted on John West's "Red Cross" postcard (see description below) which bears Abidjan postmarks of consecutive dates, 13 and 14 July 1945 (Ref 2).

There are no clues as to why there was a special occasion in the Ivory Coast to mark a national railwaymen's day, either officially or privately, with a fundraising purpose for whatever benefit. Was Ivory Coast alone in such a venture or did her sister colonies in French West Africa similarly participate? Niger and Mauritania did not, however, have a rail network and Togo, which did, was not a colony.

Bill Mitchell, our fellow member who specialises in AOF, advised me that he had not previously come across any colonial fundraising exercise of this nature. He did comment, however, that perhaps Metropolitan France may have set a precedent, for some nine months earlier on 14 August 1944 it had issued a special 'Railway' stamp 4F+6F (SG 830) though designated for 'National Relief Fund' purposes.

Other interesting queries arise from this Ivory Coast card. Were all the cards produced affixed with the same denominations of stamps? Were these stamps then still on sale to the public at Abidjan Post Office in or around May 1945 and in sufficient quantities to allow for non-postal usage?

As Bill Mitchell had previously informed us in Journal N° 240 (Ref 1), it had been decreed on 31 May 1944 in the *Journal Officiel de l'Afrique Occidentale Française* that the use of postage stamps clearly intended for philatelic purposes was forbidden until further notice. There was an acute shortage of stamps available to the public for postal usage. Following the Allied invasion of North Africa in November 1942 and, until after AOF had changed allegiance from Vichy France to the Fighting French in mid-1943, no replenishment stock

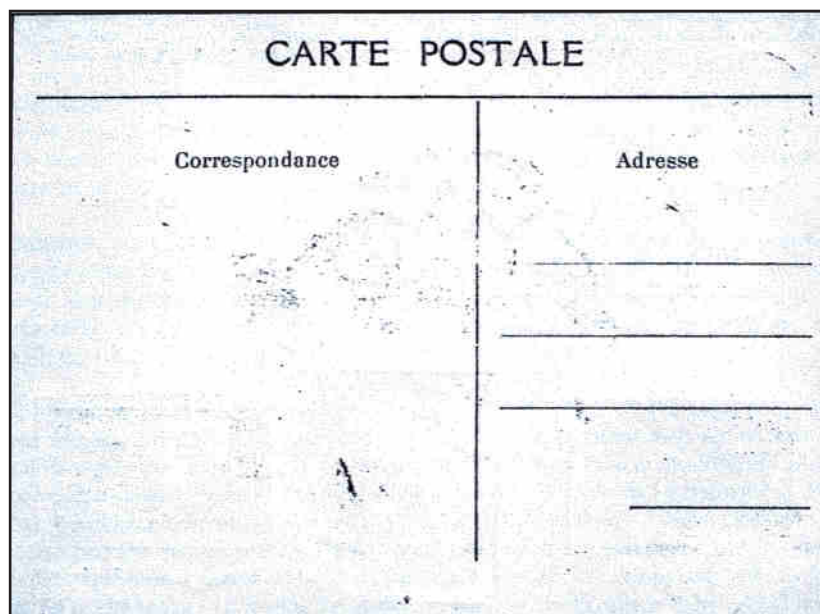


Figure 2
Reverse side of Figure 1 (reduced in size to 75%)

was obtainable from Paris. Only in 1945, when new definitive stamps, printed in London for use throughout the West African Federation, were issued to replace those of the individual constituent colonies, was the situation alleviated – at least concerning postal usage.

It can only be logically assumed therefore, that any stock remaining of pre-war definitive stamps with outdated values incompatible with changed tariffs were demonetised / invalidated. Instead of being destroyed they were perhaps made available (gratis?) to certain officially approved charitable fundraising groups such as the 'Cheminots' and the 'Red Cross'. [It is unlikely that here, concerning the 'Cheminots', the committee members would have paid upfront an outlay, of say 23,800F (2000 cards at 11F90 each) to purchase stamps at face value, to be recovered from unpredictable sales thereafter of the cards.]

Was there, however, official government sanction for the disposal and subsequent use of the old stamps? In this respect there are certain aspects noted in common with an Ivory Coast 'Red Cross' fundraising card produced in July 1945. This was featured by John West in Journal 232 (Ref 2). It bore a block of four of 1F75 value issued in December 1938 defaced with a large 'Red Cross' sign struck across it and postmarked – again perplexingly – with two different dates, ie 13 and 14 July 1945. Of particular note is the authorisation quoted thereon for the card's issue, viz 'D'après l'arrêté 2060 du 13.6.45 de M. le Gouverneur de la Côte d'Ivoire'. Unfortunately, this 'arrêté' has not so far been traced to ascertain the relevant details, according to Bill Mitchell (Ref 3) from his own research.

John West had queried whether the said decree might have given specific authority to, in his words, desecrate legal postage stamps such as by this unsightly large 'Red Cross' obliteration. I suggest that the stamps so treated indeed were no longer valid at that time, ie in July 1945.

Bill Mitchell, in turn, has raised, in an exchange of personal correspondence, the point as to how all the stamps seen on these and other fundraising cards of the time were in pristine condition, considering their age and assumed storage in the local tropical conditions. Moreover, if from local stocks, given the acknowledged acute shortage of stamps for postal purposes, how were the fundraisers seemingly able to obtain the considerable numbers required for their purposes, valid or obsolete? Could it be that these stamps were from remaindered stocks of the now obsolete denominations found still held in Paris post-Liberation in August 1944? Loose ends?

I conclude with a note for railway buffs with West Africa interests! According to the British Naval Intelligence Division Handbooks of WWII (Ref 4) the Ivory Coast had, at the outbreak of war, a metre gauge railway running from Port Buet, Abidjan to Bobo Dioulasso, some 500 miles to the north, serving 34 stations *en route*. The rolling stock consisted of 62 steam and 2 diesel locomotives, 37 passenger coaches and 482 goods wagons. The makers (French?) of the steam locos were given as Hain St Pierre (4), Cail (44) and Corpet-Louvet (14); the two diesels were by Bandet-Dono. Wheel arrangements and type were said to be unknown.

References

- (1) Bill Mitchell: Senegal – "Another WWII Red Cross Postcard and some Early Direct Airmail to the USA" (*Journal* N° 240, June 2006, pages 45-47)
- (2) John West: "Red Cross Postcard N° 1475 from Abidjan, Ivory Coast" (*Journal* N° 232, June 2004, page 70)
- (3) Bill Mitchell: in Postscript to Ref 1 above, page 47
- (4) British Naval Intelligence Division Handbooks — "French West Africa Vol II The Colonies" (HMSO 1944)

SHORTER ITEMS - INCLUDING QUESTIONS AND ANSWERS

Airmail Interzone Cards

In response to Barbara Priddy's enquiry about the airmail interzone cards in the last F&CPS Journal, I offer the following observations.

As observed, both of the cards illustrated have been over-printed '*COMPLÉMENT DE TAXE PERÇU*' and both have been struck with a '*Surtaxe Aérienne Perçue*' handstamp, one at Paris and the other at Bordeaux. The '*Complément de Taxe Perçu*' message has absolutely no connection with the '*Surtaxe Aérienne Perçue*' message.

The first of these messages to be used was the '*Surtaxe Aérienne Postale*' applied in Paris from as early as December 1940. My interzone article that appeared in Journal. 224 of June 2002 outlined on pages 56 and 59 the circumstances surrounding its introduction and the subsequent handling of the cards:

"From 16 December 1940, it became possible for some interzone cards to be sent by airmail. It applied only to interzone cards travelling between the northern zone of France and French territories overseas. Up to then people in the northern zone had not been able to avail themselves of the airmail service available to people in the southern zone using ordinary letters, since the ban on sticking postage stamps on the interzone cards had eliminated the normal way of indicating payment of the airmail supplement. The problem was solved, however, by the introduction of a handstamp to indicate its payment. Anyone in the northern zone wishing to send a card by airmail had to go along to the post office with his/her card, an envelope marked '*Paris R.P. Avion*' (Paris Main Post Office Airmail) and money to cover the airmail supplement. The clerk cancelled the card and put it in the envelope. He then took the money and on the envelope stuck one or more stamps to the value of the airmail supplement paid. Envelope and card were then sent to the Main Post Office in Paris. Once there, the envelope was discarded, while the card was checked [for compliance with censorship regulations] and, if passed, stamped with a handstamp reading '*PARIS R.P. AVION / Surtaxe Aérienne Perçue* (Airmail Supplement Levied) / le frs', the last spaces being for the date and the sum of money paid. The card was then bundled up with others of its kind and put not on an aeroplane – there were not any – but simply on a railway train for taking to Moulins and then Vichy. Inside the southern zone it was taken, probably again by train, to Marseille, where at Marignane it was at last put on board an aeroplane, ready to be flown to its overseas destination."

The '*Surtaxe Aérienne Postale*' message came to be used at Bordeaux from mid-1941 in circumstances as outlined in my interzone article in Journal 225 of September 2002 on page 94:

"On 7 June it had been announced that the Germans were opening up a second point on the demarcation line for the exchange of interzone mail. It was at Langon, south-east of Bordeaux. All cards posted in the Vendée, Deux-Sèvres, Vienne and Charente-Maritime *départements* and in the German occupied parts of the Charente, Gironde, Dordogne, Landes and Basses-Pyrénées *départements* and destined for the southern zone were no longer to be gathered at the Paris Main Post Office but at the Bordeaux Railway Station Office for despatch via Langon. Cards being sent by airmail to French overseas territories would be stamped at Bordeaux with a handstamp like the one hitherto used at Paris to indicate the airmail supplement had been paid, but this one's first line would read '*BORDEAUX GARE AVION*'. As for the cards posted in the southern zone for the above-listed *départements* and part *départements* in the northern zone, they were no longer to be gathered at the Vichy Post Office but at the Toulouse Railway Station Office, again for despatch via Langon. All this mail would now pass through the censor office that the Germans had just opened at Bordeaux on 3 June."

The subject of interzone cards sent airmail is dealt with by Bertrand Sinais in a major article, '*Les Entiers Postaux Iris et Pétain avec Surtaxe Aérienne Métropolitaine Payée en Numéraire*', written for *Les Feuilles Marcophiles* N° 270 of July 1992, and also, not quite so fully, in another article, '*La Ligne de Démarcation et les Correspondances Interzones (1940-1943)*' written by him for *La Philatélie Française* N° 511 of January 1997. Unfortunately he does not give any sources for his information. It is to be noted that in the first of the above articles he gives 16 December 1940 as the date on which the sending of the cards by air was authorised, which is the date also given by Claude Jamet in his article '*Les Cartes Interzones: Très Surveillées Hier, À Surveiller Aujourd'hui*', which appeared in *Timbroscopie* N° 110 of February 1994. However, Gérard Labrègue in his '*Les Cartes Postales Familiales Interzones Type Iris Sans Valeur*', which appeared in *Bulletin* N° 96 (January 2012) of the *Club Marcophile de la Seconde Guerre Mondiale*, states that authority for dispatch by airmail was given in a circular (presumably a Post Office circular) of 23 December 1940. Either the date of 16 December referred to an original German or Vichy Government decree giving initial authority for the service or else the Post Office circular was playing catch-up, as sometimes happened. I do not have at hand a copy of the French Post Office's *Bulletins Officiels* for 1940 to see if they include the circular. With respect to the opening up of Langon, near Bordeaux, for the exchange of interzone mail, details about this can be found in Note PB1 of 7 June 1941 in *Bulletin Officiel* N° 17 of 20 June 1941.

As for the ‘*Complément de Taxe Perçu*’ message, it was printed on 80c postcards in early 1942 for reasons as given in my interzone article in Journal 225 on pages 95 and 98:

“Meanwhile, on 5 January 1942 a problem had arisen with interzone mail when the postal rate for inland postcards rose from 80c to 1F20. No 1F20 postcards or commercial interzone cards had yet been printed. Unfortunately the extra 40c postage could not be made up by the addition of one or more postage stamps to a card destined for a correspondent in the opposite zone, for [...] the Germans had prohibited the use of postage stamps on all interzone mail. The Post Office therefore solved the problem simply by allowing interzone mail to continue to be sent at the 80c rate.

“This lasted until 1 March. From that date, post offices sold new 1F20 Pétain postcards and also, though seemingly only from a good month later, the old 80c Pétain postcards overprinted ‘*COMPLÉMENT DE TAXE PERÇU*’ (EXTRA POSTAGE PAID)’ so as to save paper at a time when it was in short supply. At the same time the chambers of commerce put out new 1F20 Pétain commercial interzone cards as well as old 80c Pétain commercial interzone cards also overprinted ‘*COMPLÉMENT DE TAXE PERÇU*’. All these cards cost, of course, 1F30 each. Anyone with either an old 80c postcard or an old 80c commercial interzone card left on his hands was, of course, able to stick a 40c

stamp on it and use it for correspondence within his own zone without any problem. Only if he had a franking machine to bring the postage up to 1F 20 could he use it for interzone correspondence without postage due being charged at the other end.”

Information about the acceptance of the 80c postcards until 1 March 1942 and then their subsequent use after being overprinted can be found in the second of the two above-mentioned articles by Bertrand Sinais and also, with a few more details, in an article by C J (Claude Jamet), ‘*Des Timbres sur les Cartes Interzones: Ne Cherchez Pas l’Erreur*’, which appeared in *L’Écho de la Timbrologie* N° 1674 of April 1995. Again no sources are quoted for the information given in these two articles. Note PB5 of 3 March 1942 in *Bulletin Officiel* N° 7 of 10 March 1942 referred to the possibility of using a franking machine on interzone mail. Note PB5 of 3 May 1942 in *Bulletin Officiel* N° 13 of 10 May 1942 reiterated that postage due was to be charged on any 80c cards still being sent interzonally, while Note PB5 of 4 May 1942 in the same *bulletin* referred to the possibility of using the 80c cards within one zone if stamps to the value of 40c were added.

One last point: the pencilled markings in the top left-hand corner of the card in Figure 1 of the article do not indicate that the card was sent registered, an impossibility, but that it had been received (R = *Reçu*) on 28.7.42 and answered (Rep = *Répondu*) on 29.7.42.

Roy Reader

Syria under French Governance



I am a member of the Society – by no means an expert, especially on French colonial stamps – and I have been discussing with Godfrey Bowden (also a Society member) a stamp owned by a non-philatelist friend of mine, which appears to have been produced in the late 1930s when France was overseeing the governance of Syria under the League of Nations’ mandate. A scan of the stamp is shown above.

Investigation by Godfrey and me found a set in Yvert 2008

dating from 1938 (I think) where catalogue item 240 was the stamp in question but with a different overprint: 75c red overprinted with 25c in black was listed, whereas the copy I am investigating is the 75c red with a 50c overprint in black.

The item with the 50c overprint does not seem to be catalogued, and I wonder whether any readers of the Journal could shed any light on this item. Is it a forgery (common in those days, I understand), is it one that Godfrey and I have missed from the catalogue, or is it a genuine but uncatalogued stamp? I fear the former, but would be glad of any advice.

I have noted that the printer’s name (Vaugirard) is printed in reverse on the bottom right-hand edge of the stamp, but so is it in the Yvert image for catalogue item 240 and so I assume this was a printer’s error at the engraving stage for the standard 75c stamp.

Can anyone help with the genuineness (or otherwise) or source of my specimen, please?

Derek Atkins

Inaugural Seaplane Flight 1925

On page 101 in Journal 265 of September 2012 Alan Wood showed a card of the inaugural seaplane flight 1925. I can add the information that in fact the first flight went well and the plan was to ferry two passengers

a day and special packets between London and Paris. But on the next flight Robert Bajac noticed for the first time that the River Thames was tidal and cancelled his future plans!

Len Barnes

French Naval Forces in Borneo and the Far East: the French Light Cruiser *Primauguet*



Regarding French naval forces in the Borneo area, on page 97 of the September 2012 issue of the Journal, Jeremy Dickson illustrates a *Franchise Militaire* postcard with a postmark that reads *Croiseur Primauguet / 30-11 / 34*. He refers to the vessel as a French steamer.

In fact, the *Primauguet* was a French naval vessel. Its keel was laid down 16 August 1923. The ship was launched 21 May 1924 and commissioned 1 April 1927. The *Primauguet* was touted as the fastest cruiser in the world. After a number of extended cruises, in April 1932 the ship was assigned to the French Far East fleet and remained there until a refit in 1936.

During World War II, the ship was part of the Vichy naval fleet. The ship saw action at Dakar on 7-8 July 1940. On 8 November 1942, while undergoing a refit at Casablanca, the *Primauguet* was shelled by the American battleship *USS Massachusetts* and the *Wichita* during the landing of Allied

forces as part of Operation Torch. Not fully operational and massively outgunned, the *Primauguet* was badly damaged, burned, beached on a reef, and destroyed by tides a few days later.

Illustrated above is a photo of the ship at San Francisco on All Saints Day, 1 November 1927, together with a postcard sent by a crew member when the ship visited Douala, Cameroun, arriving from Dakar on 3 February and departing for Libreville on 10 February 1931. The *Primauguet* was accompanied by two smaller naval vessels, the *Tigre* and the *Chacal*, and the sender may have been assigned to one of these ships.

The information presented here about the *Primauguet* is drawn from several sites on the Internet. Regarding French naval forces in the Far East in general and the Borneo area in particular, I suggest a Google search. Just enter appropriate words – you may be amazed by the information available.

Marty Bratzel

Togo: 'Après le départ' strike on German Mail



Included in my display, "Togo - The French connection" at Charlecote 2012 were two items of mail collected at Cotonou by French ship with this straight line cachet, one with a Togo overprint, the other with a yacht issue. An earlier item 21.09.1896 from an unrecorded German merchant has surfaced with the strike, and with *Marseille Etranger* arrival of 26.10.1896.

This is the third example recorded of the cachet on mail carried by French ship or plane from a non-French area. The cachet was described as seldom seen by the German

auction house which offered the item.

On the front, you will see the first postmark applied at Klein-Popo had an incorrect date of 02.20.96 and this was cancelled by a red ink cross. The back has many transits as follows: Agoué 21.09, Grand-Popo 22.09, Whydah 23.09, and Cotonou 24.09. The item reached Marseille 26.10 (strike on face) and arrived Altona Germany 28.10. Note the French colonial postmarks are all for Benin, not Dahomey.

Is this cachet possible on other 'foreign' mail?

John Mayne

TRANSIT MATADI mark on cover from Belgian Congo to France

The apparently banal envelope on the front cover of this Journal hides a mystery.

The letter was registered in Matadi (Belgian Congo) on 8 October 1917 and addressed to Paris. It is franked at the international rate of 25c with registration an extra 25c making a total of 50c. The red-brown and black 50c Mols bilingual issue of 1915 was affixed to pay this amount.

Curiously, however, on the back of the envelope is the violet handstamp shown above:

The cachet seems to indicate a departure from French Equatorial Africa for transit via Matadi. Was it forwarded by carrier unfranked to Matadi, to be posted there as a registered item? If so, for what reason?

Belgium had been invaded and Belgian boats between Belgium and Belgian Congo were very irregular. Would the letter not have been forwarded to the French colony for onward transmission to Paris?

Any explanation will be welcome.

Philippe Lindekens

February Postal Auction: Selected Lots



Lot 51 - French Guiana military mail



Lot 183 - 1786 Seurre to Chalon



Lot 9 - Cérés 20c



Lot 117 - Sowers Yv 45-49



Lot 255 - Santiago de Cuba maritime mail



Lot 131 - 2F Exposition Philatélique Le Havre



Lot 130 - 20F Pont du Gard



Lot 63 - 5c Blanc marginal imperf



Lot 8 - Cérés 1F

REPORTS OF MEETINGS

SOUTHERN GROUP MEETING OF 25 AUGUST 2012

Members: Short Displays

David Oram: *Ambulants, Courriers Convoyeurs & Cachets de Gare*

The Organiser, **Colin Spong** welcomed during the day eight members and four guests to the penultimate meeting of the Southern Group of the France & Colonies Philatelic Society. After coffee Colin put up a standing display of Prisoner of War mail in Kenya, including an unusual cover from a camp in the UK where the captain of the submarine sunk at Diego Suarez was interned, and then invited those who had brought material to give their displays. The following members showed:

Alf Taylor showed Paris slogans and machine cancellations. This was a first time for the SG but Alf had made his debut at the Charlecote Annual Weekend.

Mike Annells showed additions to his airmail collection of postcards and illustrated covers.

Alan Carter followed with a selection of flaws and varieties including 1893 Napoleon unissued 25c colour trials; *Type Sage* 1 & 2 with flaws; *Type Blanc* with an inverted overprint; various errors on the Sower Type with missing colours etc; 1907 25c imperf and a number of forgeries including the Turin forgery.

At 12 noon the members went to lunch at the Alexander in Lyndhurst Road. On their return at 14.00 Derek & Beryl Oram were welcomed to the meeting. The last time that **Derek Oram** displayed to the Society was 24 August 1996 before they went to live in France.

Derek opened with a brief history of the railway post in France, drawing a distinction between *ambulants* where special coaches were added to the train and *courriers convoyeurs* where a postman travelled on the train receiving and distributing mail along the route.

The different types of postmark were illustrated and explained. Of particular interest was a cover to South Australia marked "Via Brindisi" and with a *Paris à Modane* postmark.

The first use of the railway for carriage of mail was between Paris and Rouen on 1 August 1845. The advent of the motor vehicle and aircraft made the carriage of mail by rail redundant and consequently the service ended in 1995.

In conclusion a shory display of postcards of Mont St Michel was shown which included one cancelled *Mont St Michel à Pontorson*. In passing, the fares by this light railway route across the causeway in 1907 were 1st Class 1F15, 2nd Class 85c, 3rd Class 55c.

The vote of thanks was given by Colin. Spong.

Members present: Michael & Christine Annells, Mike Berry, John Hammonds, Bob Larg, Colin Spong, Alf Taylor.

Refreshments were looked after by Pat Spong & Jean Hammonds.

Apologies: Graham Booth, Ian Booth, Colin Clarkson, Roy Ferguson, George & Kath Nash.

JNH

LONDON GROUP MEETING OF 19 SEPTEMBER 2012

Members: Recent Acquisitions and New Projects

Eight members were able to attend the traditional opening meeting of the season, and seven of them displayed. The evening's theme was 'New Projects'. **Godfrey Bowden** opened the proceedings with sheets of the 1c Sage, including many on cover and several carefully annotated varieties. **Michael Round** showed recent commercial covers from the Wallis and Futuna Islands; **Barbara Priddy** showed material relating to UN peace-keeping operations involving West Africans. **David Worrollo** then showed his on-going collection of the first issue of France, the 1849 20c, 25c (on and off cover) plus the 40c and 1F, then the 1850 10c and 15c.

Len Barnes showed what he modestly described as a "stand-by" collection of France designed to fill in for visiting speakers going missing at short notice, and/or to encourage newcomers to collect the country. The range was roughly 1900-1950: the condition throughout was superb used and encompassed the difficult *Orphelins* and

other surtaxes too. **Peter Kelly** lifted the curtain on Salonika (originally part of the Ottoman Empire), specifically its French POs from 1773-1881 and to the end of World War I – including Levant stamps used there post-1913 with postmarks amended to remove references to 'Turquie'. **Chris Hitchen** closed the evening with Parisian material showing postage-rate changes 1876-84. The charge at this period's outset was 25c, two and a half times as expensive as the equivalent GB rate: rates were not decreased at first but the weight step was raised. The 1878 unified tariffs were shown in action, including an intriguing twist concerning redirected mail: there was no charge for this if the item concerned was handed straight back, but forwarding it later was chargeable.

Members present: Len Barnes, Godfrey Bowden, Chris Hitchen, Peter Kelly, Barbara Priddy, Derek Richardson, Michael Round, David Worrollo

Apologies: Mick Bister, Maurice Tyler

MR

LONDON GROUP MEETING OF 17 OCTOBER 2012

Len Barnes: Foreign Aviation in the 1920s & 1930s using French Airspace

At the London meeting on a Wednesday evening in October **Len Barnes** displayed in the first half airmail envelopes belonging to foreign countries that had flown over France. These were carried by aircraft of limited range and airships that could fly nonstop for over 5000 miles.

Hugh Eckener had tried unsuccessfully to buy helium gas from the only source in the USA but as it cost 50 times more than hydrogen and any airship lost 10% lift, Len expressed his doubt that hydrogen could have been replaced.

In the second half, Len displayed Air France from 1940 to

1977 showing special events and postcards which depicted the construction, complete furnishings and the control cabin of airships.

Members present: Len Barnes, Mick Bister, Ian Booth, Godfrey Bowden, Michael Fairhead, John Hammonds, Chris Hitchen, Hugh Loudon, John Parmenter, Barbara Priddy, David Worrollo.

Apologies: Tony Merson, Derek Richardson, Michael Round, Maurice Tyler, John West.

LHB

SOUTHERN GROUP MEETING OF 27 OCTOBER 2012

Ian Booth: Hatay and *Alexandrette*



Front row left to right: Bob Larg, Colin Spong, Mike Annells
Back row left to right: Ian Booth, John Hammonds, Mike Berry

After thirty-three years and one hundred and seven meetings **Colin Spong**, the Organiser, welcomed the members to the afternoon display by one of our group. He first mentioned that our member John Yeomans was very ill and he would send our best wishes.

The Southern Group was entertained by **Ian Booth** who displayed stamps and postal history of Hatay and Alexandretta (called *Alexandrette* by the French).

Alexandretta was formed by Alexander the Great to celebrate the defeat of the Persians at Issus in 373 BC. In the settlement after the First World War, Alexandretta and the Turkish province of Hatay were allotted to Syria under the French Mandate, when the area was granted a special autonomous status because it contained a large Turkish minority. Kemal Atatürk obtained in 1937 an agreement recognising Alexandretta as an independent state, called the Republic of Hatay. After 30 June 1939 Hatay became part of Turkey.

There was a French Post Office between 1873 and 1914. In 1938 stamps of Syria were overprinted *Sandjak d'Alexandrette*, and this included airmail stamps! In 1939 a series of Turkish

stamps were overprinted "*Hatay Devleti*" and the value in Turkish currency. A set of stamps for Hatay was issued in 1939 in Turkish currency. These stamps were valid up to six weeks after the province was absorbed into Turkey.

Ian's interesting display included most of the issued stamps together with many errors, varieties etc. He explained that there were very few covers. In passing it is worth noting that the last resting place of the Holy Grail in the film "Indiana Jones and the Last Crusade" was filmed in Hatay.

To end on a sad note, this was probably the last meeting of the Southern Group unless a new Convenor can be found. A vote of thanks for Colin Spong's leadership of the Group over the past thirty-three years was passed with acclamation. Colin thanked everybody for their support over the years.

Members present: Michael Annells, Michael Berry, Ian Booth, John Hammonds, Bob Larg, and Colin Spong, .

Refreshments were looked after by Christine Annells, Jean Hammonds and Pat Spong.

Apologies: Graham Booth, Colin Clarkson and Alf Taylor.

JNH

WESSEX GROUP MEETING OF 6 OCTOBER 2012

Robert Johnson: Suspended Mail to and from France

12 members and one visitor attended the meeting on a fine sunny autumn day. The morning session was taken up by our member **Robert Johnson** who gave us a fascinating display of "French Suspended Mail". The amount and variety of the material on show was of great interest to all and was visually attractive as well. The key element was the way in which Robert explained the background to the display and his encyclopaedic knowledge of the various events which were the cause of the suspension.

Robert started by defining what is a very complicated subject which he divided into three main categories: delayed, intercepted and stopped mails. The display was confined to suspended mails and this covered a wide spectrum of the types of mail, the postal markings used and the different periods when and where mails were stopped. A further complication was that there were times when mails were suspended as a result of wars or incidents where France was not a direct participant.

After our usual lunch at the Old Mill with impressive views of the huge amounts of water coming over the weir following the recent heavy rains we reconvened for a members' session when the following topics were displayed:

Peter Kelly: Mails collected from rural and local postboxes and handed to postmen on their rounds;

Ingrid Swinburn: WW II letters including examples of suspended mails, returned letters and mails detained during the occupation;

Richard Stupples: Stamps and covers of the Sower issues;

Bob Paterson: Covers with Merson issue stamps;

Alan Wood: Recent acquisitions including covers illustrating the Republican calendar, stamps of the Empire and Sage issues, varieties of the 10c Red Cross Sower;

Chris Hitchen: Consequences of the rate changes of 1.1.1876 with Cérés and Sage covers;

Tony Hargraves Graham: A fine display of transatlantic, Far East and other maritime mail;

Ashley Lawrence: A letter of 1870 and the story of the occupation of a French château (de Nainville) – a splendid piece of detective work in tracing the sender of the letter and occupants of the château, brought up to date with his visit there with the family descendants and the local mayor;

Jeremy Martin: A selection of French covers including civil and military mail from Holland during the Napoleonic occupation;

Trevor Buckell: Laureated Empire and some colour trials, stamps and covers.

PRAK/AJW

LONDON GROUP MEETING OF 21 NOVEMBER 2012

Jon Aitchison: *Les Îles Chausey*

The speaker began with a short history of the islands. Whilst the British Channel Islands are well known those controlled by the French are usually overlooked. Only one, Grande Île, is actually occupied with a permanent population of around 50 but swollen substantially in the summer months with tourists. The islands are administered by Granville which acts as the main port for communications with the islands.

A semaphore station was placed there at the end of the nineteenth century and five examples of its telegraphic cachets are known. The display began with two of these.

Napoleon III had ordered a more modern fort to be built in 1859 to replace the sixteenth century one and this served to house some 300 Austrian and German prisoners in the First World War. The display continued with mail to and from these prisoners and Red Cross mail. The French units on the island at this time all had their own cachets to justify the franchise and letters from a wealth of police, military and other units were shown. In the Second World War the French initially garrisoned the island, to be replaced by the

Germans when France fell. Letters from these followed together with some from French prisoners interned by the Germans.

The second part brought the story up to date. Although there is no post office on the islands many of the hotels, shops, restaurants, boatyards and others supplying the needs of visitors have cachets to apply to the letters they collect from them to send on via Granville. This has now expanded into the production of private carriage labels and a full range of these concluded a most enjoyable talk.

The vote of thanks was given by Derek Richardson who congratulated the speaker on the amount of interesting material from such a sparsely populated place.

Members present: Len Barnes, Graham Beresford, Michael Fairhead, Chris Hitchen, Hugh Loudon, Derek Richardson, David Worrollo.

Apologies: Mick Bister, Godfrey Bowden, Maurice Tyler, John West.

CJH

MEETING OF 20 OCTOBER 2012 AT NORTH HERTS STAMP CLUB SEMINAR,

Derek Richardson and **Barbara Priddy** kindly accepted to represent the Society at the annual seminar held in Stevenage. The meeting opened with a bourse during which copies of the Journal and recent Society publications were set out for visitors to peruse. Many favourable comments were received on the quality of our publications.

After a brief introduction by **Mick Bister**, Derek Richardson opened the proceedings with a display of express mail. He explained the term was often misunderstood as the only express element of the service was the section between the receiving office and addressee operated by a special messenger on a bicycle. Introduced in 1892, the service was not immediately popular as the 50c fee was considered excessive in relation to the 15c basic letter rate. Covers illustrating the 50c fee are uncommon but Derek displayed two dated 1901. A range of *EXPRESS* strikes was shown including a rare case where one was used to cancel a 2F Merson paying the express fee on a 1925 letter. Further examples of rates were on display, both internal and foreign, together with the adhesive *EXPRESS* labels introduced in 1930 for use on mail going overseas.

Two examples were shown of the *SERVICE ACCÉLÉRÉ* which operated on a stretch of the railway linking Hanoi and Saigon. For three years trains were disrupted by works on the line. To ensure mail was not delayed an extra fee could be paid for transportation on a daily bus service which would bypass the works. Covers dated 1929 and 1931 to Switzerland and France respectively were admired.

Derek continued with examples of mail using the express service during WWII between France, Germany and occupied countries. Further post-war rates were explained and illustrated up to 1971 when the service and the labels received the new nomenclature *DISTRIBUTION PAR PORTEUR SPÉCIAL*. With the advance of communication technology the express service fell into decline and eventually died out in 1993. Derek closed with a fine example of a 1970 express item franked with 'fictifs' as part of a postal training school exercise.

Barbara Priddy followed with an introduction to French West African airmails. She began with a page illustrating the first known airmail cover to Dakar – a *ballon monté* from the Siege of Paris – but quickly responded to the gasps of admiration by admitting that it was just a photocopy. Barbara continued with an account of the early test flights which unfortunately did not carry mail and illustrated the period with postcards of the types of aircraft involved. A contract was secured by Latécoère in 1919 to implement a service to Casablanca and Dakar and an example of an item of mail carried on the proving flight attracted considerable interest as did a cover transported in 1927 on the first non-stop Atlantic crossing between Dakar and Natal.

Barbara continued with accounts of the derring-does of the pilots and navigators during the 1920s. Neither climatic, political nor technical problems dampened the spirit of these early pioneers and examples of mail salvaged from crashes and forced landings in the Sahara were shown in abundance. A 1925 cover from the famous incident in

which shots were exchanged between pilot and nomads was shown, giving members the opportunity to see at first hand the sought after strike '*COURRIER TOMBÉ AUX MAINS DES MAURES*'.

Barbara closed the morning session with test mail flown between Dakar and the hinterland and onward to other colonies. These included the 1925-26 trial which transported mail from Dakar to Bamako by rail, Bamako to Niamey by plane and finally Niamey to Zinder by road.

Fully refreshed after a magnificent spread provided by North Herts, the speakers returned for their second displays.

Derek presented his study of the *Marianne de Dulac* issue beginning with the historical backdrop to the issue and the preparations undertaken by Thomas de la Rue to provide stamps after the liberation of France. He explained how the shortage of a 1F50 stamp for the basic letter rate necessitated a large printing of the value which was issued on 16 September 1944 shortly after the establishment of the provisional government. The remaining values were not required but were nevertheless supplied and issued later between March and November 1945 in order not to upset the British allies.

Examples of postal usage followed with covers franked by singles and multiples including the rare usage of the 2F40 alone to pay the overseas postcard rate on a business card to Belgium. The Dulac issue was eventually withdrawn but Derek had discovered that remainder stocks were reissued in the 1950s and showed examples of their usage.

After a similar display of the *Chaînes Brisées* issue comprising dated corner blocks and covers Derek closed with an intriguing array of postcards bearing an imprint of a convincing but fictitious 5c red Sower cancelled by equally convincing circular date stamps. Derek explained they were part of a tourist publicity campaign about which very little is known.

Barbara returned to continue her account of the airmail services in French West Africa and France during WWII, concentrating on the period from the outbreak of war up to Operation Torch and the allied invasion of North Africa. Censor marks were explained and their early usage was shown on a Senegal cover dated 2 September 1939. This was followed by *Aéromaritime* mail displaying a variety of censor and *vaguemestre* marks including accepted mail from Gambia, Gold Coast and Sierra Leone. Other covers which attracted considerable attention included a 1940 item from Dakar to London eventually delivered in June 1945 with the cachet *DETAINED IN FRANCE DURING GERMAN OCCUPATION*, mail to the colonies returned to sender due to suspended services, interzone cards, Bermuda censor marks, Djibouti blockade material and more examples of crash mail.

John Hawkes, chairman of the North Herts Stamp Club, congratulated the speakers on providing such high quality displays covering fascinating topics and containing rarely seen material.

MLB

See photographs on back cover

LIST OF RECENTLY PUBLISHED ARTICLES

Compiled by Colin Spong and Maurice Tyler

Bulletin de la COL.FRA

N° 141 3^{ème} Trim 2012: Les entiers postaux d'Indochine avec Adresse Préimprimée (Venot); La Ršunion: Une Marque postale manuscrite de fabrication locale (Kelly); Les Vignettes Croix-Rouge Sanaga-Maritime (Arthur); Viet-Nam: Une Enveloppe, Un Dollar (Hurpet) ; Maroc: Les Oblitérations de la Poste Chérifiennne avant l'apparition des Timbres [1^{er} Mars au 22 Mai 1912] (Lindekens); Nouvelle Calédonie – Surcharges de 1902 (Forgès) ; La Surcharge Sénégal: Réflexions et Compléments sur les Textes Parus (Strobel).

Cameo

Vol 13 N° 3 October 2012 (Whole N° 87): Togo Parcel Post (Mayne); Photos taken after the Togo Campaign of 1914 (Mayne); Use of *Aérogrammes* in Cameroun (May); By SABENA from West Africa to UK, 1944-45 (May); Cameroun – Late use of the Sterling Revalued Stamps (Bratzel); Kamerun – “*Gruss Aus Victoria*” Postcards (Maddocks); Who Was Who in Nigeria / Cameroons in WWII: Correspondents Godfrey Allen & Ken Read (Maddocks).

L'Écho de la Timbrologie

N° 1865 Sept 2012: Dis, Francis Dartois, l'artiste, dessine-moi le timbre de tes rêves... (-); Marianne de Beaujard: émission de juillet 2011 (Robineau); Trois drôles de vignettes au salon Planète des Timbres (Héron et Gengembre); La flotille du camp de Boulogne (Poultier); Jean-Baptiste Charcot et l'Antarctique (Delmotte); Surcharges manuscrites: des raretés méconnues [1], (Danan et Morelle).

N° 1866 Oct 2012: Dis, Bruno Ghys, l'artiste, dessine-moi le timbre de tes rêves... (-); Des Lisa sur de bons rails pour fêter la navigation (Héron et Gengembre); Maxi Marianne aux Étoiles d'Or (Rabineau); Seconde expédition Charcot en Antarctique (Delmotte); Surcharges manuscrites: des raretés méconnues [2] (Danan et Morelle); Un tour de France des synagogues [1] (Rosenberg).

France & Colonies Philatelist

Whole N° 310 (Vol 68 N° 4) October 2012: New Calédonia: A Study of the Issue of 1912 (Ladiesse); Airgraph Extended to Wartime: St Pierre & Miquelon 1943 (Taylor); Gleanings from the Group Type: Locally Fabricated AR Markings and Handstamps (Grabowski).

Timbres Magazine

N° 137 Sept 2012: Les carnets se déclinent en rouleaux (Rucklin); Depuis 1947, ONU cherche à amener la paix au Moyen-Orient (Emmenegger) ; Un Classique de France oublié des catalogues depuis près de 140 ans! (Marion); L'occupation prussienne de la Marne, une collection à découvrir (de Pellinec); Le 75 centimes: un Sage sur lequel on tire à boulets rouges (Singeot); Le 15 janvier 1873 est émise la première carte postale française (de La

Mettrie) ; Bonjour les enfants! (Zeyons); Le point définitif provisoire sur le point définitif concernant les bureaux de distribution (Baudot); Le décime rural (Prugnon); Les bagnards de la Côte ferme (Chauvin); Bernard Luezas, De timbres en découvertes (Amiel).

N° 138 Oct 2012: Timbres d'Indochine: des maquettes inédites (Chauvin); La Lettre... un an déjà (Bablot); L'utilisation des documents postaux dans une collection (Rabineau); Quelques marques de l'action psychologique pendant la guerre d'Algérie (Lievín); De Pezenas à Lisbonne, il peut y avoir 3 300 km (de La Mettrie); De Dion Bouton un grand moment de l'automobile (Zeyons); A propos des indices Pothion la cotation (Baudot); Une lettre insuffisamment affranchie de France pour Bade (Prugnon); 1943: la renaissance de la poste aux armées (Chauvin).

N° 139 Nov 2012: «Graveur au cœur de l'Histoire de France» Louis Boursier (Decaux); 25c Cérès dentelé au type II [N° 60B le fabuleux destin de la case 34G4] (Marion); Les soldats indigènes en 14-18 (Zeyons); Le 5F Empire lauré seul sur lettre (Prugnon); Des parents pauvres qui sont riches (Baudot); Les machines Havas ont servi jusqu'en Algérie (Chauvin).

Documents Philatéliques

N° 214 4^e trim 2012: Découverte d'un lazaret de Rieumajou (Hautes-Pyrénées) (Dutau); Des présomptions de fraude en matière d'empreintes à affranchir (EMA) (Bonnefoy); L'usage par le bureau central de Paris des timbres de la convention franco-bernoise de 1828 (Livnat); Saïda - Marseille - Madrid: une lettre du Levant purifiée à Marseille pendant la Grande Peste - errata et commentaires Dutau).

The Indo-China Philatelist

Vol 42 N° 4 (Whole N° 204) Sept 2012: Essay for 1948 Saigon Fair Souvenir Sheet (Bentley); Postal Validity of North Vietnamese Stamps in France (Heijs); City University or University City [Hanoi] (Bentley & Nguyễn); Color Variety of 40-cent Pétain (Bentley).

Les Feuilles Marcophiles

N° 349 (2^{ème} trim 2012): Une destination peu courante: La Paz (Prince); De nouvelles sources bibliographiques (Pouillart); Recensement des timbres à date au type A9: Introduction à leur étude (Cabayé); Une règle de réexpédition rarement appliquée (Driguet); Une levée exceptionnelle: la couvée postale! (Catherine, Robert); La vérification des franchises postales accordées aux services de la justice dites «franchises de procureurs» [2] (Tixier); Une particularité postale peu connue: les envois de marchandises depuis les zones franches (Bonnefoy); Les boîtes mobiles de courriers d'entreprise dans la Drôme de mai 1865 à juillet 1867 [1] (Douron); De l'indexation du courrier (Sené); La révolution du traitement automatisé de l'enveloppe (Pleinfossé).

INDEX TO VOLUME 62, 2012

Compiled by W G Mitchell (N^{os} 1 - 3) and M S Tyler (N^o 4)

Pages	Issue N ^o	Whole N ^o	Dated
1 - 36	1	263	March 2012
37 - 72	2	264	June 2012
73 - 112	3	265	September 2012
113 - 156	4	266	December 2012

PHILATELIC ITEMS

(longer items indicated by *)

Airmail (see also under French India)	
— Inaugural Seaplane Flight 1925 [London - Paris; postage due on arrival (A J Wood)]	101
— Comment on the above (L H Barnes)	144
Algeria - see under Naval Posts, Sahara Desert	
Alsace-Lorraine	
— *Rixheim in the 19th Century (S J Luft)	15
— Correction to the above (S J Luft)	65
— *Selected Postal Legacies from the German Occupation of 1871-1918 (S J Luft)	135
Austria — See under World War II	
Belgian Congo	
— - *Postal Relationships between Belgian Congo and French Congo (reproduced, slightly edited, from article in the <i>Belgian Congo Study Circle Bulletin</i> , 2010-12) (P Lindekens)	51, 87, 138
— <i>Transit Matadi</i> mark on cover from Belgian Congo to France (P Lindekens)	147
Blanc type — see under World War I	
Booklets — see under Red Cross	
Cameroun	
— Cameroun 1F75 Forgeries [on 27.8.40 overprints, Yvert 227] (D R Cobb)	68
— *Cameroun 27.8.40 - The Displaced Overprint from Mbanga (see article in Journal 261, September 2011) - (1) (M Collet)	91
(2) (D R Cobb)	96
— <i>Cameroun Français: Femme de Lamido</i> [correct description] (see article in Journal 261, Sept 2011) (D R Cobb)	68
— French Cameroun: A Fitful Appearance of the "COURRIER ORDINAIRE/ORDINARY MAIL" Cachet [1942] (R J Maddocks)	72
Cérès de Mazelin — see under Maritime Mail	
Cérès of 1871-1876	
— The 1871-1876 Cérès Issue, Imperforate (W G Mitchell)	100
Channel Islands	
— *Some Handstamps applied to Mail between the Channel Islands and France 1773-1843 [based on Display to the Channel Islands Specialists' Society] (R Flemming)	19
Ecuador	
— Rixheim in the 19th Century (French 3154 GC killer, earliest and latest dates of use) (S J Luft)	15
Entry Marks — see under Channel Islands	
Fakes and Forgeries (see also under Cameroun, French Sudan and <i>Pétain de Bersier</i>)	
— Red Cross Overprints on 10c Sower ["+5c" overprint on 10c Sower, thin and thick figures] (A J Wood)	101
Franco-German War — see under Alsace	
French Congo — see under Belgian Congo	
French India	
— Airmails from French India (J Brown)	85
French Sudan (see also under Sahara Desert)	
— Soudan - Two Mysteries [comment on query in Journal 261, September 2011: 10c surcharge on 1F Alphée Dubois; faked 1904 postcard franked with stamp issued in 1921] (P R A Kelly)	30
French West Africa (see also under Ivory Coast, Naval Posts)	
— French West Africa - <i>France Combattante: Aide à la Résistance 11.11. 1943</i> (R J Maddocks)	13
— Comments on the above (B L Weeks, W G Mitchell)	65, 66
Germany — see under Alsace-Lorraine, Togo, World War I, World War II	
Interzone Postcards — see under World War II	
Ivory Coast	
— <i>Journée Nationale des Cheminots 20-21 Mai 1945</i> (R J Maddocks)	141

Labels

— Napoleon [and other French Heads of State] Poster Stamps (comment on enquiry in Journal 262, December 2011) (H Rosenberg)	31
<i>Marianne de Beaujard</i> (aka <i>Marianne et l'Europe</i>) — see under Postal Tariffs	
Maritime Mail (see also under Channel Islands)	
— The 1 Franc <i>Cérès de Mazelin</i> of 1945 - A 1952 Maritime Mail Puzzle Cover (W G Mitchell)	27
Napoleon — see under Labels	
Naval Forces	
— French Naval Forces in the Borneo Area query (J D F Dickson)	N° 2 iii; 97
— Comments on the above (M P Bratzel, Jr)	145
Naval Posts	
— <i>Poste Navale</i> Bureaux in West Africa [Algerian stamps available in 1943, and locations] (Ms B M K Priddy)	67
Niger — see under Sahara Desert	
<i>Pétain de Bersier</i>	
— *The “ <i>Défense de la France</i> ” forgery of the 1F50 <i>Pétain</i> (Reflections and Revelations) (M L Bister)	5
Philatelic curiosities	
— British Stamp used in France [2012] (J Patch)	99
— Philatelic Cover with Many Postmarked Stamps but No Address [Algiers 1924; Blanc, Mouchon, Sower, Pasteur] (H Fisher)	103
Postal Stationery — see under World War II (Interzone Card)	
Postage Due — see under Airmail, World War II (Interzone Card)	
Postal Services — see under Alsace-Lorraine	
Postal Tariffs (see also under Alsace-Lorraine, French India)	
— Green Leaves [ECOLOGY (Green), ECOPLI and Priority Tariffs, 2011] (J M Simmons)	105
— <i>Marianne et l'Europe</i> (4th Series) [Marianne de Beaujard] (J M Simmons)	72
— Saar: Rates from France to the Saar in 1952 (J Dickson)	32
Post Office Organisation	
— Identification of La Poste Code number 38770A query (P J Whiting)	66
— Reply to the above (M S Tyler)	66
— ROC Codes [<i>Référentiel des Organisations du Courrier</i> ; first seen on cancel — date stamp of machine franking] (J M Simmons)	98
Railways — see under Ivory Coast	
Red Cross	
— *90 Years of Red Cross Booklets, Part 1 (J C West)	124
Russo-Japanese War 1904-05	
— French POW cachet used in Japan query (P L High)	69
Saar — see under Postal Tariffs	
Sahara Desert	
— Early Transsaharan Mails (P R A Kelly)	57
— *Motorised Transport of Mails across the Sahara (P R A Kelly)	80, 117
Sowers — see under Fakes and Forgeries, World War I	
Togo	
— <i>Après le départ</i> Strikes on German Mail (E J Mayne)	146
— Togo Postcard with British and French Stamps [overprints on Gold Coast and Dahomey] (E J Mayne)	104
Tunisia	
— *The French Post Office in Tunisia (augmentation of article in Journal 261, September 2011) (J P Maybury)	59
— Correction and addition to the above (J P Maybury)	98
World War I	
— German Date Stamp on French <i>Semeuse</i> Issue [19 Armeekorps] (A J Wood)	99
— German <i>Feldpost</i> Date Stamps on French Blanc issue (S Roche)	30
— Comment on the above (M S Tyler)	30
— German 6th Army <i>Feldpost</i> Date Stamp on French <i>Semeuse</i> Camée issue (W G Mitchell)	71
World War II (see also under French West Africa, Naval Posts, <i>Pétain de Bersier</i>)	
— An Interzone Card Charged Postage Due (R E Reader)	70
— Comment on the above, with reference to colonial destinations and registration (Ms B M K Priddy)	102
— Further comments on the above, with answers to queries (R E Reader)	143
— The <i>Camp des Milles</i> [summary in Books Noted] (M S Tyler)	35
— [Post-War] The French Zones in Germany and Austria 1945-1955 (detailed report of Display by P S Watkins) (M L Bister)	46

LIST OF MAGAZINE ARTICLES AND BOOKS NOTED OR REVIEWED

Articles from Philatelic Magazines – Lists of Titles (C W Spong & M S Tyler)	4, 29, 49, 78, 153
Books Noted (M S Tyler)	
Association Philatélique du Pays d'Aix (pub) — Lettres des Internés du Camp des Milles.....	35
Barthélemy, J-J, Spano, D, & Morelle, Y — Catalogue des timbres fiscaux et vignettes fédérales de pêche, un siècle de cartes de pêche.....	105
Blanc, J — Les Étiquettes précurseurs – les chiffres-taxe carrés 1825-1882: Collection Joseph Hackmey	35
Boussac, J H & Cabaye, G — Histoire postale du Tarn	105
Collot, D, Dutripon, G, Fricot, J-J, Hurpet, A & Rovéa, J — Timbres à date du département de l'Aube de 1884 à nos jours....	105
Cordina, A — 2012 Catalogue des Timbres Personnalisés, Tome 1 & Tome 2.....	116
Coutan, L & Steff, P — Les Campagnes du timbre antituberculeux français du XX ^e siècle Vol 2 (1945-1969).....	105
Devornique, Capitaine A — Répertoire des oblitérations des bases aériennes (1955-2012)	105
Frick, M, Sturm, A & Déméaux, A — Catalogue des Timbres à Date d'Alsace-Lorraine 1870-1918	116
Morbach, J — Catalogue spécialisé des enveloppes PAP [Prêt-À-Poster] d'usage courant	36
Marquet, R & Métayer, A — La Grande Pêche ["French, Shore" of Newfoundland, and Iceland]	35
Reynaud, P & Coutan, L — Carnets de France: Catalogue Spécialisé, Volume 3 [Type Paix booklets 1932-1939].....	35
Société française de philatélie fiscale — Catalogue 2012 France & Monaco: Les timbres fiscaux et socio-postaux.....	35
Thénard, F — Madagascar & Dép. - Poste - Télégraphe - Téléphone - Timbres-poste - Histoire postale 1920-1930, Tome 3	116
Books reviewed	
Lawrence, A — The Sower, a Common Little French Stamp (M L Bister).....	79
Trapnell, D — French Military Post and Railways 1914-1918: The Authorising Handstamps (P R A Kelly)	35
Trapnell, D — The Postal History of the French in Italy 1915-1919 with particular reference to the French Military Mission (M S Tyler)	50
Publications for Sale	
F&CPS Publications for Sale (R N Broadhurst).....	116

SOCIETY NOTES

Annual General Meeting — Advance Notice.....	2
Auctions — Lots illustrated (M L Bister, S R Ellis)	N° 1 i, 33, 34, N° 1 iv, 77, 147
Displays to other Societies	2, 38, 74, 114
Editorial (M S Tyler)	2
Exchange of stamps requested (D Hubert).....	100
Exhibition successes	38, 115
Exhibitions — Autumn Stampex 2013 – Society to be "keynote exhibitor"	50, 75, 114
— National & International Exhibitions 2012-2016.....	75
— Philatex – now defunct (photos by G H Bowden)	65
Future Events (Group Meetings)	2, 38, 74, 114
Journal — Articles required (editorial) (M S Tyler)	2
— Correction to Contents Page of N° 264	75
— Literature Award 2011	38
— New distributor needed.....	115
London Group Programme 2012-13	38
Mauritania UPU Archive — sale (J Bendon).....	N° 2 iv
Membership Secretary (noted under Publications Stockist)	2
New and deceased members, and resignations	2, 38, 74, 114
Northern Group — 2012 Bastille Day, last meeting in traditional all-day format (C S Holder)	N° 3 iii
— Programme 2012-13	38
Obituaries — I McQueen (A J Lawrence).....	3
— B Wood (P R A Kelly)	3
Organisation (Business Continuity) (reprinted from the France & Colonies Philatelist, January 2012) (D L Herendeen)	32
Philatelic Honours	2, 38, 75, 114
Publications — new Stockist	2
— Sale.....	N° 2 iii, 116
Society's Rules	76
Southern Group — to cease to function.....	114
Website — Newly designed website to appear with extra features	115
Wessex Group — programme 2012.....	2
— programme 2013.....	114

REPORTS OF MEETINGS

(*indicates an illustrated report)

Annual General Meeting

12 May 2012.....At the Calthorpe Arms in London106

Annual Philatelic Weekend

16-18 March 2012*Society's 36th Annual Weekend39

Joint Meeting

20 October 2012*North Herts Stamp Club Seminar (M L Bister):
West African Airmails (Ms B M K Priddy);
Marianne de Dulac & Chaînes Brisées issues (D J Richardson) 152, N° 4 iv

London Group Meetings

30 November 2011.....S Henderson: French Cinderellas — a new approach (M L Bister)36
15 February 2012.....Members: New Projects and Acquisitions (5 short displays) (M S Tyler)..... N° 1 iii
21 April 2012P Watkins:*The French Zones in Germany and Austria 1945-1955 (M L Bister)46
[this report above is also entered under Philatelic items]
19 September 2012Members (7 short displays) (M Round).....149
17 October 2012L H Barnes: Foreign Aviation in 1920s & 1930s using French airspace (L H Barnes)150
21 November 2012.....J Aitchison: *Les Îles Chausey* (C J Hitchen).....151

Northern Group Meetings

30 March 2012G E Barker: Classic France 1849-1870 (P Maybury)46
14 July 2012.....*Bastille Day (21 short displays) (C S Holder, M S Tyler)..... N° 3 i, iii, iv

Southern Group Meetings

28 April 2012Mrs M Pavey: Naval Mail & Philatelic Exhibitions to 1938 (J N Hammonds).....48
25 August 2012.....Members (4 short displays);
D Oram: *Ambulants, Courriers Convoyeurs, Cachets de Gare* (J N Hammonds)149
27 October 2012I L Booth: *Hatay & Alexandrette (J N Hammonds)150

Wessex Group Meetings

28 January 2012P R A Kelly:- Reunion and Niger; Members (10 short displays) (P R A Kelly & A J Wood) N° 1 iii
30 June 2012.....J C West: French Red Cross; Members (9 short displays) (P R A Kelly & A J Wood)112
6 October 2012R I Johnson: Suspended Mail to and from France;
Members (10 short displays) (P R A Kelly & A J Wood)151

Subscriptions for 2013 are due on 1 January 2013

United Kingdom and Channel Islands..... £18.00
Europe (including Republic of Ireland) £26.00
Elsewhere.....£30.00

It would be appreciated if those who pay by standing order could please advise their bank to adjust the amount appropriately

I was asked by one member if the society's bank details could be published for those who bank online and wish to make a direct transfer. In these security conscious times I do not wish to circulate such details publicly but should anyone require them they are welcome to email me and I will advise them individually. Please email me at:treasurer@fcps.org.uk

Chris Hitchen



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





Derek Richardson and Barbara Priddy displaying
at the North Herts Stamp Club Seminar, Stevenage
in October 2012
