

BELGAPOST

THE JOURNAL OF THE BELGIAN STUDY CIRCLE

— relating to all aspects of Belgian Philately —

- 33 -

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In Belgapost No 2 I said I was sorry for delay: this issue has been coming out to you for over six months. It is only in the last few weeks that it has all come together, with translations and original articles to enable me to check the items before print. Within two days I received in the post material for a total of over 31 pages. There are many people to thank for their help, I shall mention only one or two but please accept my grateful thanks.

Page 42 is included for all those members who think they have a complete collection of Belgium ! We have Les Soulsby to thank for sending me the cutting; I have done my best to produce it for you from a very faded original.

The 1865 10c article was published in the Bulletin of the Dottignes Circle, and I have to thank my daughter Deborah for starting the translation and to thank Lawrence Green for taking over the task and then tidying it all up for me. Arnold Cuigniez has provided me with the photocopies of the flaws, many thanks. This has meant I can do justice to the article for it was only when the article had been translated that I realised that the Primary varieties were shown in Black and the Secondary Varieties shown in Red ; and all I had to work from was a photocopy !

It is quite surprising what still turns up and I print at page 37 an interesting booklet sent to me by Harry Green dealing with the Tin Hat issue and first published in 1921. The article on Rayons has taken a lot of thought and having now received a copy of the original print I have had to get further items translated before I could publish. I hope that following publication there will be comment and information produced to enable us to add and expand on the information given here.

I hope that volume 1 of Belgapost has proved to be of interest to members, over 70 pages plus Circle News. Now I must add my usual plea please for more articles , snippets of information in fact anything that I can print to put before you all.

Please do read the enclosed Circle News , there are date changes to be noted and also there is another AUCTION being held on the day of the A G M . Last year the introduction of an Auction went very well so please try to make this years Auction even better. Look out your material now and either send it, or pass it to me, or at least send me a list of items to enable me to produce the List as early as possible.

Projects still in hand are the Literature List which is being added to and will be talked about at the next meeting, and Postal Rates which is still being worked on but I hope we can produce something for the next issue of Belgapost.

Happy Reading

Barry Horne

THE FRENCH ' DEPARTEMENTS ' IN BELGIUM

1792 - 1814

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Present day Belgium was from 1795 divided by the French occupying powers into nine 'departements'. Details leading up to and including the departmental period are as follows :

DEPARTEMENT No 86 'Le Jemappes' (covering approximately the area now known
+++++ as HAINAUT)

First occupied by the French : November 1792 - end March 1793

Second occupation started end of June 1794

Departement created 1st October 1795

The Towns using handstamps with the Numeral 86 were

MONS (the Chief Town)

ATH CHIMAY

BEAUMONT ENGHIEU

X BINCH SOIGNIES

BOUSSU TOURNAY

BRAINE-LE-COMTE

CHARLEROI

The occupation of this area ended on 1st March 1814

DEPARTEMENT No 91 'La Lys' (FLANDRE OCCIDENTAL)
+++++

First occupation November 1792 to March 1793

Second occupation started April - June 1794

Departement created 1st October 1795

The Towns using handstamps with the numeral 91 were

BRUGES (CHIEF TOWN)

COURTRAI NIEUPORT

FURNES OSTENDE

GHISELLES WARNETON

MENIN YPRES

The occupation ended on 1st March 1814

DEPARTEMENT No 92 'L'Escout' (FLANDRE ORIENTALE)
+++++

First occupation November 1792 to March 1793

Second occupation started June - July 1794

Departement created 1st October 1795

The Towns using handstamps with the numeral 92 were

GHENT (Chief Town)

ALOST LOKEREN

AUDENARDE NINOVE

BEVEREN ST. NICOLAS

DEYNSE TERMONDE

EECLOO WAESMUNSTER

GRAMMONT

The occupation of the area ended on 1st March 1814

DEPARTEMENT NO 93 'Les Deux Netthes' (PROVINCE of ANTWERP)

First occupation November 1792 to March 1793
 Second occupation started July 1794
 Departement created 1st October 1795
 The Towns using Handstamps with the numeral 93 were
 ANTWERP (Chief Town)
 CONTICH MALINES
 LIERRE TURNHOUT

The occupation ended on 1st March 1814

DEPARTEMENT No 94 'La Dyle' (PROVINCE of BRABANT)

FIRST occupation November 1792 to March 1793
 Second occupation started June -July 1794
 Departement created 1st October 1795
 The Towns using Handstamps with the numeral 94 were
 BRUSSELS (Chief Town)
 ASSCHE NIVELLES
 DIEST TIRLEMONT
 GEMAPPE TUBISE
 HAL VILVORDE
 LOUVAIN WAVRE

The occupation ended on 1st March 1814

DEPARTEMENT No 95 'Meuse Inferieure' (LES DEUX LIMBOURGS)

First occupation November 1792 to March 1793
 Second occupation started July 1794
 Departement created 1st October 1795
 The Towns using handstamps with the numeral 95 were
 HASSELT
 HAMMONT ST.TROND
 MASSEYCK TONGRES

The occupation of the area ended on 1st March 1814

DEPARTEMENT No 96 'L'Ourthe' (PROVINCE of LIEGE)

First occupation November 1792 to March 1793
 Second occupation started July 1794
 Departement created 1st October 1795
 The Towns using the handstamp with the numeral 96 were
 LIEGE (Chief Town)
 EUPEN (note: was also known 1798-1800 by the Revolutionary name NEAU)
 HERVE SPA
 HUY VERVIERS

The occupation ended on 1st March 1814

DEPARTEMENT No 97 'La Sambre-et-Meuse' (PROVINCE of NAMUR)

Towns using handstamps with the numeral 97 were
 NAMUR (Chief Town)
 DINANT SOMBREF
 MARCHE ST.HUBERT

The occupation ended on 1st March 1814

Handwritten notes:
 Lyngbom
 heda
 Amundby
 Høllund
 Raskel
 Sæviing
 Indebald
 vogn

Handwritten notes:
 Mayroy
 hussel
 Vello

BELGIUM

"Victory Issue"

1919-1920.

BY ALEXANDER HOLLAND, F.R.P.S.L.

IN commemoration of the freeing of Belgium soil from the invader the Belgian Government issued a series of postage stamps known as the "Victory Issue," and these stamps, now obsolete, present to the collector and philatelist an interesting addition to their collection.

Four countries had a hand in their production. Besides Belgium, the issuing country, two of the allied and one neutral country were concerned.

England had the honour of the first step in the undertaking by supplying the photograph of the Majesty King Albert of the Belgians. This photograph was taken by the well-known photographer, Mr. Richard N. Shearman, of London, in 1917, who proceeded to Belgium by command of His Majesty for the express purpose of taking the photograph on the small portion of Belgian soil, recently held from the grip of the invader by the glorious warriors of the allied forces.

Mr. Shearman says "This photograph is considered a wonderful likeness and was taken on a stormy and wet day in a barn used as a garage by the Army and within a very short distance of the front line trenches.

At the time, the guns were reverberating on all sides, a swallow had her nest of young in the barn and kept passing constantly in and out attending to her brood while the improved studio was in use."

France supplied the engraver of the dies from which the plates were made, in the person of M. Henri Chiffon, the well-known engraver of Paris; and Holland the printer, in the well-known stamp makers who prepared the plates and printed the first printing of some and the only printing of others of this beautifully artistic and happy issue.

Belgium not only issued the stamps but supplied the subject depicted on them in the person of His Majesty, the greatly beloved and popular King of the Belgians, and as

the State Printing Works at Molineux printed the second printing of those first printed in Holland and the entire printing of the balance of the issue.

As has already been stated the stamps bear a portrait of King Albert and are the same general design for all values, except as to size. The design is a three quarter face of His Majesty in uniform wearing a Holstei or "Tin Hat," from which the stamps got their nick-name of "Tin Hats."

Above the portrait in a slight curve is the word "Belgique" in double line capitals; to the left of the portrait "1914" and to the right "1918" and in each of the lower corners a small solid square of colour, the figure of value being shown in the left corner and either the letter "C" or "F" for Centime or Franc in the right corner; between these squares is the word "Belgie" in double line capitals, all on a background of oblique parallel lines from N.E. to S.W. with horizontal lines around the head and enclosed in a single lined rectangular frame with a thinner lined frame just inside and parallel to it.

The die was engraved in relief on steel, the plates for printing the stamps were of copper-steel and the process carried out in the usual manner.

There were three dies used, each being the same except as to size; that used for the 1 and 2 centime being the smallest, measuring 18½ x 3½ mm., that used for the 5 and 10 francs being the largest, measuring 28 x 58 mm., and that used for all other values, the 5, 10, 15, 20, 25, 35, 40 and 50 centimes and the 1 and 2 francs, being between the two, measuring 32½ x 26½ mm.

It is presumed that the figures and letters representing the value were struck in the plate or roll by separate dies, a die being left in the master die.

The plates as made by Messrs. J. Enschelode & Sons contained 28 (5 x 5) stamps and consisted of the values as follows: 10 and 15 centimes and 1, 2, 5 and 10 francs; these were the only ones printed by the above firm, they afterwards supplying the Belgian Government with plates of 100 (10 x 10) for the following values, 5, 10, 15, 20, 25, 35, 40 and 50 centimes from which the Government supplied their own stamps through the State Printing Works at Molineux. Thus it will be seen that all of the stamps produced in sheets of 25 were printed in Holland and as only plates for the 10 and 15 centimes, of those printed in Holland, were also made in plates of 100, all of the same values were printed in Holland, so we have in the Holland printing sheets of 25, 10 and 15 centimes.

and 1, 2, 5 and 10 francs, in the Belgian printing (sheets of 100) 5, 10, 15, 20, 25, 35, 40 and 50 centimes.

The 1 and 2 centimes were issued some time after the other values and are in sheets of 150 and 100 respectively and were entirely made in Belgium.

The paper is ordinary white wove without watermark and practically uniform for all values and printings.

The perforation is by a single lined machine and is not very well done and neither is the machine in perfect spacing between the holes, it is therefore rather difficult to gauge the perforation accurately without great care.

The perforations measure 11, 11½ and compound both ways 11½ x 11 and 11 x 11½, though the first and last are by far the scarcer; in fact the only one seen perforated 11 all round is the 10 centime in sheets of 25.

The 11 and 11½ is also quite scarce and the 11½ x 11 is evidently the normal variety and the one in most recent use.

We now come to the various plates from which these handsome stamps were printed. Taking first those made and printed in Holland, we have the following values; 10 and 15 centimes and the 1, 2, 5 and 10 francs, and in this connection it might be well to mention a rather curious happening in the numbering of one or two of the plates. In the 10 centimes there appears as a plate number a reversed figure "6," and although this also occurs on the 15 centime in the sheets of 100, it has so far escaped notice in the sheets of 25. This gives us seven different plates of the 10 centimes in sheets of 25, being plate numbers 1, 2, 3, 4, 5, 6 and reversed "6." In the 15 centimes value we find five different plates, numbers 1, 2, 3, 4 and 5.

In the 1 franc we find plate numbers 1 and 3 and it seems doubtful if there ever was a plate number 2 as it is easily possible to prove from which plate stamps come when in strips or blocks, and all so far examined have come from plates number 1 or 3. It is, however, possible that this plate exists, but as the number of impressions from the two plates was only one-fifth the number from the three plates of the 25 centime plates of 100, a third plate would seem unnecessary.

In the 2 francs there are two plates and one plate each of the 5 and 10 francs, at least so far as is known.

We therefore have the following plate numbers of the sheets of 25 or Holland printing and so far as the franc values are concerned these are the only ones:—

Value.	Plate numbers.
10 centimes ...	1, 2, 3, 4, 5, 6, reversed 6
15 " ...	1, 2, 3, 4, 5
1 franc ...	1, 3
2 " ...	1, 2
5 " ...	1
10 " ...	1

It is not positively known, but generally supposed, that the firm of Messrs. J. Enschede & Sons made up the plates of 100 for the Belgian Government from the dies they had and reproduced the plates of the 10 and 15 centimes in the 100 sheets from the plates they already had made up of 25, using four of these to make one new plate. So far it has been impossible to accurately determine if this is so and which of the smaller plates were used in conjunction with each other.

However, we have the following plate numbers for the various values and we might call attention at this time to two particular plates, one a plate of the 15 centimes numbered with a reversed "6" and a plate of 25 centimes without any figure to denote the plate number.

Value.	Plate numbers.
5 centimes ...	1, 2, 3, 4, 5
10 " ...	1, 2, 3, 4, 5, 6
15 " ...	2, 3, 4, 5, reversed 6
20 " ...	1, 2
25 " ...	1, 2, no plate number
35 " ...	1
40 " ...	1
50 " ...	1

The remaining values, presumably entirely done in Belgium are the 1 and 2 centimes, and the following is a list of plate numbers so far known.

Value.	Plate numbers.
1 centime ...	1, 2, 3, 4, 5, 6
2 " ...	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Stamped with a hand stamp, on the margin of all sheets is a double lined elongated octagonal, or a single line oblong with slightly curved out ends containing either the inscription

"DEPOT 1919" or "DEPOT 1920," making four varieties in all.

The elongated octagonal is slightly larger than the oblong hand stamp as are the letters and figures of the inscription, besides which, the former has the equal sign, (=) between "DEPOT" and the figures denoting the year.

These figures indicating the year show the year in which the particular sheet was drawn from the stock of stamps held by the Ministry of Railways, Posts and Telegraphs for transfer to the various post offices.

Type 1	1919 and 1920
Type 2	1919 and 1920

Besides these hand stamps on the margin there is perforated therein the letter "C" singly or double and the figure 7, these perforated letters are the control marks and are found regular as well as reversed. So far as is known the figure 7 is only known in conjunction with the single "C," and nothing is known as to its significance. As both the C and CC appear on the same values in conjunction with hand stamps of both 1919 and 1920 there is apparently no connection between the two.

From the subsequent check list it will be seen that all values with the exception of the 1 and 2 centimes were issued in 1919 and that all of the values printed in sheets of 25 with the exception of the 5 and 10 francs were entirely issued in that year assuming this list to be nearly complete.

All of these stamps are printed in bright colours and run in shades for all values and from the colour it is impossible to distinguish between the printings as to whether they be the Holland printing or the Belgian printing.

[TO BE CONTINUED.]



BELGIUM

"Victory Issue"

1919-20.

BY ALEXANDER HOLLAND, F.R.P.S.L.

(CONTINUED FROM PAGE 8).

Although it has not been possible to determine the exact number of the Holland printing of the 10 and 15 centimes, we show below the total number of impressions for each value and the total stamps printed.

Value	Impressions	No. of Stamps
1 centime	33,333	5,000,000
2 "	100,000	10,000,000
5 "	50,000	5,000,000
10 "	75,000	7,500,000
15 "	150,000	8,050,000
20 "	10,000	1,000,000
25 "	20,000	2,000,000
35 "	3,000	300,000
40 "	3,000	300,000
50 "	3,000	300,000
1 franc	4,000	100,000
2 "	1,200	30,000
5 "	1,200	30,000
10 "	1,200	30,000

One of the most interesting points in the whole series lies in the fact that they offer field for study in the way of retouches and the evident wearing or absence of lines of the engraving.

We will take the inner frame line which is a very fine and straight line and in nearly all cases it will be observed that this line is broken or strengthened in nearly every stamp. This, as well as a retouching of the oblique lines of the ground work, can best be seen in the 1 franc value, where it seems to have been more often resorted to and it is quite possible to distinguish certain stamps of either plate and reconstruct both plates from blocks or strips, for instance, stamp numbered 5 of plate 1 (being the upper right corner stamp) is easily distinguishable from any other stamp in either plate, in that the upper inside frame line is rather weak and there is evidence of an attempt to strengthen it towards the right end between the 5th and 10th oblique lines, counting from the right corner,

and the 7th, 8th, 9th and 10th oblique lines have obviously been retouched and strengthened where they intersect the inner frame line for a short distance above and below it. Likewise the 10th stamp in plate 1 (being the 4th stamp in the 4th row) can be distinguished from any other stamp in either plate, in that the upper and right hand inside frame lines and the oblique lines at their intersection have all been retouched and strengthened; also the 9th stamp in plate 2 (being the 4th stamp in the 2nd row) shows that the first seven oblique lines in the upper left hand corner have been retouched and strengthened for nearly their entire length, and the upper inside frame line is missing for quite some distance and the left hand inside frame line for a short distance from their intersection. And so it will be found possible to identify by such distinguishing marks nearly every stamp in the two known plates of the 1 franc value, and likewise, in nearly all of the plates, but more especially in those printed in sheets of 25. However, to go into this in detail for each plate of all values would be beyond the scope of this article, but at some future time it is possible that it may be done as the facts would seem to warrant some further study and research into this very attractive and interesting issue.

Check List.

Value	Plate No.	Perforation	Dagot	Control
1 centime	1	11½ x 11	Type II-1919	cc & rev. cc
pace (shades)	2	"	"	"
Sheets of	3	"	"	"
150	4	"	"	"
	5	"	"	"
	6	"	"	"
2 centimes	1	"	"	"
bistre	2	"	"	"
brown (shades)	3	"	"	"
Sheets of	4	"	"	"
100	5	"	"	"
	6	"	"	"
	7	"	"	"
	8	"	"	"
	9	"	"	"
	10	"	"	"
	11	"	"	"
	12	"	"	"
	13	"	"	"

BELGIUM The 1865 Issue 10 Centimes

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A Study by M.Jules LENAERTS (Translation by Lawrence Green)

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The Belgian Government decided in 1862 to print new postage stamps and to replace recess printing by the Letterpress process. In 1864 they started a competition with a prize of B francx 5000 to be awarded to the artist whose work was judged the most perfect and deserving in every respect. The Competition did not produce good results and the Government decided at the start of 1865 to commission 'De La Rue & Co.' in London, specialists in the printing of postage stamps by the Letterpress process to submit some projects.

The English firm delivered two proofs of different types. The one showed at the top the word 'Belgique', the other the word 'Postes'; it was the latter which was adopted. The steel engravings were made in London.

The 'Arrete Royal' of 25th September 1865 laid down in article 2- 'these stamps will be sold by the Administration of Postal Service at their respective nominal value which is fixed at 1, 2, 5, 10, 20, 30, 40 centimes and 1 franc. The 10 centimes stamps and higher values will show the King's Head while the stamps of value below 10 centimes will show the Royal Arms. Both designs will carry the word 'Poste' in the upper part of the frame and the value in the lower part.

The Decree of the Minister of Public Works fixed the colours of the new postage stamps and in article 2 fixes the date of issue as 1st November 1865 for the values 1 franc and 30 centimes. On the 24th November 1865 the article of the Ministerial Decree fixed that the issue of the 10, 20 and 40 centimes will begin on the 1st January 1866, that of the 2 centimes on the 1st March 1866 and the 5 centimes on the 1st September 1866

In 1870, following an order by a circular of the Director General Faaioux, 6000 complete sheets were returned to the Central Administration (That is to say 1,800,000 stamps). The sales in the Post Offices from 1865 to 1870, allowance made for returns were respectively :-

10 centimes	61,500,000	copies
20 centimes	46,000,000	copies
30 centimes	5,700,000	copies
40 centimes	4,800,000	copies
1 franc	915,000	copies

We will concern ourselves in this article with the 10 centime grey, y that is the number 17 in the Catalogue Officiel Belgique.

MANUFACTURE OF BLOCKS

M De Witte says in his book in the chapter 'Les Planches' -

'To make a letterpress sheet of stamps, one produces firstly an original die which is a block of metal or very hard wood on which one engraves in relief the Stamp design ' further on he adds

'These original or secondary dies on their surface therefore show the engraving of the stamp. Their base exceed the borders of this engraving by amounts equal to half the gaps which had been decided to leave between the stamps '

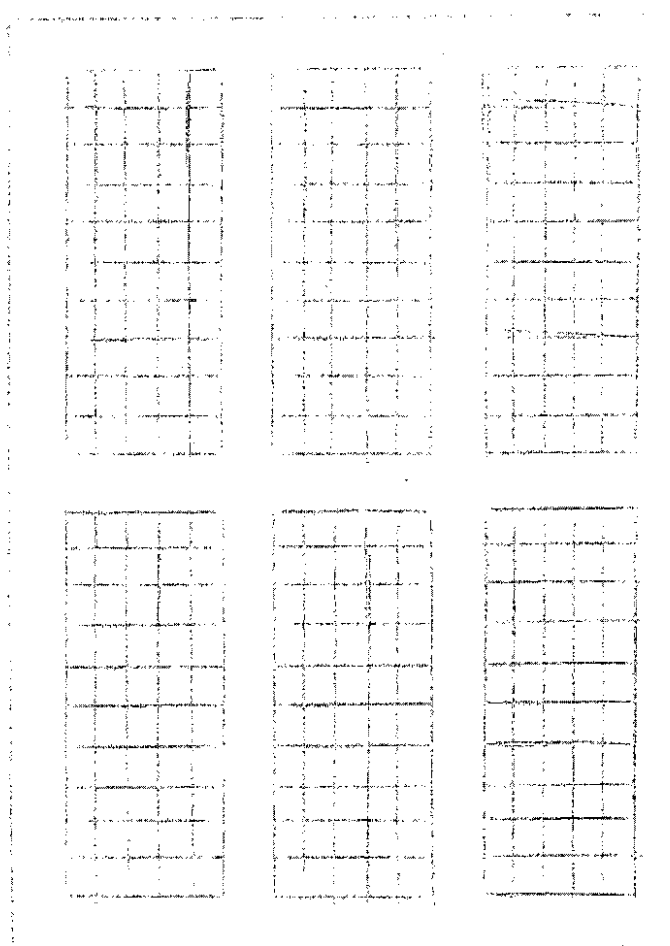
One next takes a certain number of castings of the dies and submit them to galvanoplasty. The copper sheets so obtained are the negatives for producing dies. They are strengthened by being doubled with a fused metal.

To establish a plate one can proceed in two ways. The first consists of making directly from the original die as many castings, that is to say as many electroplated blocks as necessary for the preparation of the plates. These blocks are arranged one beside the other and firmly fixed on a support or enclosed in a 'forme'.

In order to proceed more quickly the procedure of 'Surmontage' is used, that is one makes a certain number of castings of the original die and then assembles them to form a part of the plate. Then the 'surmontage' process is used as many times as is necessary. Finally one assembles them on a support. It is more rapid but less precise.

PLATES

The plates consist of 300 stamps in the issue of 1865. Divided into 6 panes of 50 stamps resulting in a sheet of 300 stamps set out in 6 panes of 50 separated by a white space. Each of the 6 panes of the sheet was formed by 10 horizontal rows of 5 stamps.



DE LA RUE & Co., LONDON

After having made the original dies the house of De La Rue produced according to the first mentioned method, that is they took the blocks from the original die one by one as necessary to produce a plate of 300 stamps. The blocks were cast in lead, obtained under heavy pressure. The engraving of the block for each stamp has the following dimensions - $18\frac{3}{4}$ mm x $22\frac{1}{4}$ mm. As the Belgian workmen knew only the recess method the English specialists had to teach them the Letterpress method and guide them in their work.

On 6th October 1865 the English firm sent their workers to Brussels at the same time they delivered to the Belgian Government a supply of stamps-complete working stock to put them into service (plates, gum, colours etc) On 25th October 1865 the English workers left Belgium after having produced 600 sheets of stamps of 30 centimes and they were put on sale with the previously delivered 1 franc stamps.

PRINTINGS of 10 centimes grey No 17 starting 1st January 1866

You will find on the following page, according to the late M. Rene Vander Borcht, philatelist and stamp dealer, a table giving the date of appearance of each printing, the shade, papers, the impression, the perforation, the plates, for a good understanding of the text which follows.

PLATE 1 (LONDON PRINTING)

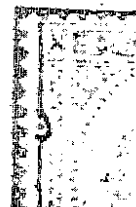
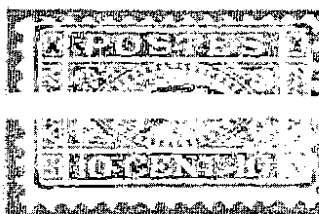
To recall, the first plate was made by the firm of De La Rue & Co according to the procedure of copying from the original die to produce 300 stamps. The engraving of each impression has the dimensions $18\frac{1}{2}$ mm x $22\frac{1}{2}$ mm. The sheets printed from this plate do not have any original varieties.

De Witte says in his book 'The varieties which have an origin inherent from the state of the plate are from this fact permanent, and the curiosities resulting from ephemeral causes which do not affect the plate are therefore without continuity on all printings.

In this 'Plate 1' there are only certain curiosities on the later printings arising from shocks, accidents show up in small scratches or a line broken on the side of the stamp.

(see pictures)

Opposite -
The curiosities
of Plate 1.



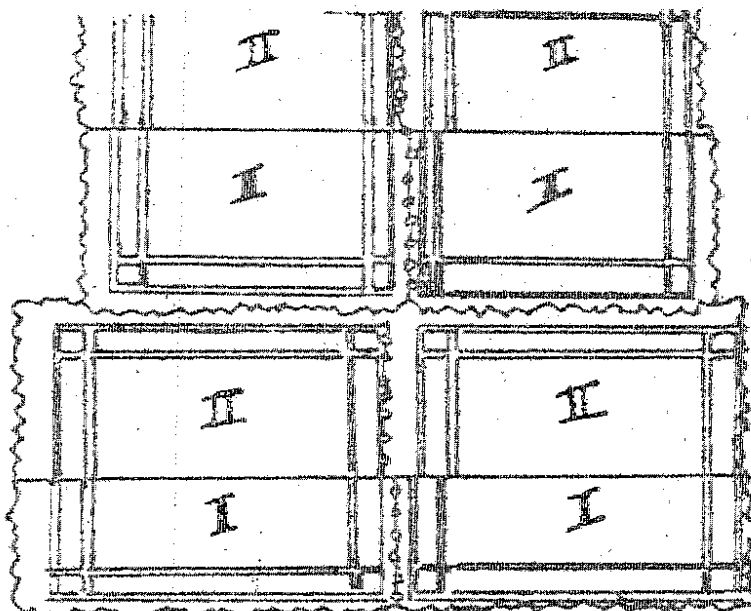
In May 1866 the printings became thick, later on very thick.

PLATE 2 (BELGIAN PRINTING)

From the beginning of the month of August 1866 are found examples of No 17 in different sizes of stamps :- $18\frac{1}{2}$ mm x $21\frac{1}{2}$ or 22mm.

The gaps between the stamps are in height from $2\frac{1}{4}$ to $2\frac{1}{2}$ mm and in width of $1\frac{1}{2}$ mm, while on the London plates the gaps are - in height 2mm and in width $1\frac{1}{2}$ mm.

One can easily tell the difference by superimposing a stamp of plate 1, cut in half horizontally, onto a complete stamp of plate 2. In lining up the vertical frames, those of the stamp from plate 1 will be wider. Similarly one can take a stamp of plate 1 and cut it in two vertically. In lining up the vertical frames one can easily see that the stamp of plate 1 is larger.



1865 Table of Printings of the 10 centimes grey No 17.

dates	Shade	Paper	Impression	Perf	Plate
1866 January	greenish grey	thin	very fine	14 $\frac{1}{2}$	1
January	greenish grey	thin	fine	14 $\frac{1}{2}$	1
January	grey blue	thin	fine	14 $\frac{1}{2}$	1
January	deep grey	thin	slight thick	14 $\frac{1}{2}$	1
January	deep grey	thick	do ^{thick}	14 $\frac{1}{2}$	1
1866 May	iron grey	thin	thick	14 $\frac{1}{2}$	1
May	iron grey	thin	very thick	14 $\frac{1}{2}$	1
1866 August	iron grey	thin	blurred	14 $\frac{1}{2}$	2
September	iron grey	thin	-	14 $\frac{1}{2}$	2
December	iron grey	thin	very thick	14 $\frac{1}{2}$	2
1867 January	pale grey	med. thin	blurred	14 $\frac{1}{2}$	3
February	pale grey	do	do	15	3
April	grey	do	fine	15	3
April	pale grey	thick	blurred	15	3
April	pale grey	thick	do	15	3
April	grey white	thick	do	15	3
June	grey blue	thick	less thick	15	3
September	greenish grey	thick	do	15	3
1868 January	greenish grey	thick	do	15	3
April	grey blue	thick	do	15	3
April	deep grey	thick	do	15	3
April	deep grey	med thick	medium	15	3
October	deep grey	do	very poor	15	3
1869 February	grey black	med thin	rather poor	15	3
June	grey black	do	less poor	15	3
September	deep grey black	thin	passably good	15	3
End	black frame	thin	do	15	3

Note. The 14 $\frac{1}{2}$ perforation is used to the end of 1866 and in January 1867
The 15 perforation is used from February 1867 to the end of 1869.

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On plate 2 there are no original varieties but sometimes there are pointed corners off the frames arising from the deformation of the blocks. The gum is often brown and the paper of the stamp is consequently very yellow. One notices a blurred appearance of the stamp as the ink is often oily. From the month of September the stamps start to show a beginning of thickening. Perhaps it was now becoming impossible to use the plates.

One must suppose that a decision was made to make up a new Plate from this moment. However the stamps of plate 3 only started to appear at the beginning of 1867

PLATE 3 (BELGIAN PRINTING)

The workshop having decided to use a new plate, this coincided with a new order for stamps from the Government, as plate 2 could no longer be used to produce stamps of the desired quality. The workshop decided to look after the plate better, particularly to clean it more often and more carefully.

At the beginning of 1867 there appeared stamps which are of the same size of those of plate 2. The new stamps had several original varieties and no longer showed the deformed pointed corners of the stamp in plate 2.

The presence of these undoubted differences prove the putting into service of a new plate, but we do not know who made plate 3, nor how it was set up. We can only suppose from the details shown on the stamp that it has been set up as follows :-

1. There would have been made a certain number of blocks of the original die not very carefully, just to complete a sheet. (Not very carefully' as compared with the London plate which was carefully prepared and did not have any varieties) The plate 3 was certainly not made by De La Rue.
2. The blocks having been re-assembled on a frame, we do not know in what order they were placed. Finally the existing sheet was copied 5 times to make the complete sheet of 300. In copying the blocks of the 'Panneau-mere' there were certainly created secondary varieties.

THE VARIETIES

are of two kinds :- either from the original make up of the plate or from an accident during the use of the plate or in its cleaning.

It follows from the make up of plate 3 that these are :-

1. THE ORIGINAL PRIMARY VARIETIES

Are to be found in the blocks of the 'Panneau-mere' and certain blocks in the five panels which have been copied (marked in Black)

2. THE ORIGINAL SECONDARY VARIETIES

Arose from the five copied panels and were made during their construction (marked in black but with marginal arrows)

Accidental varieties can arise in the 'Panneau-mere' and in the copied panels.

THE CURIOSITIES

which do not really affect the plate .

They can be caused by the poor quality of the materials used or by the inexperience of the workmen who were occasionally careless.

Curiosities are not of a constant nature on the stamp and can be found in the printing, in the lettering around the margin and in the perforations. To list the curiosities would therefore be useless and without philatelic interest.

LIST OF VARIETIES

We have already said that we do not know how the blocks were placed to form a sheet of stamps.

The Postal Museum has in its possession two plates, fragments of the plate of Belgium (De Witte), sheets of the 1929 reprinting and finally a sheet of 50 stamps of 10 centimes which must date from 1867.

In 1929 it was possible to establish, during cleaning and reprinting that the blocks did not occupy the same place as in the sheet of 1867.

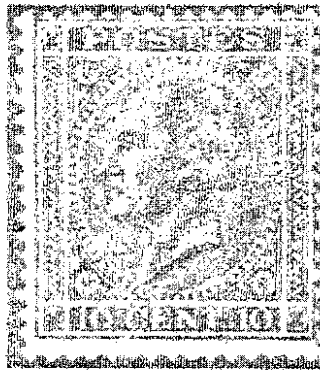
To describe the placing of the stamp we will number from left to right each row of stamps starting from the top row and then to the one immediately below from 1 - 50.

POINT P

There is an original primary variety of the 'Panneau-mere' which appears particularly often ; a little point of colour situated 7.5mm from the lower frame lines and 4.5mm from the right frame line. This is found, depending on the inking on stamps numbered 5, 6, 18, 23, 25, 27, 28, 44, 46, 47, and 50.

(see next page for illustration)

Point P illustration



The following stamps do not have an original primary variety :-

Numbers 3, 4, 8, 9, 11, 12, 13, 14, 15, 16, 17, 19, 22, 26, 32, 33, 35, 38, 45, 48.

Looking at the following pages showing stamps illustrating original and secondary varieties enables us to decide that there is a common origin and / or resemblances.

It is sufficient to compare numbers 18 and 50, 20 and 39, 24 and 34, 30 and 36 to be convinced of this.

It is then permissible to suppose that the production of plate 3 of No 17 agrees with the thesis that we have advanced.

CONCLUSION

The study of Paul de Smeth 'Les émissions de 1865-66-67' published in 1932 and that of E de Witte 'L'Emission des timbres postes à effigie de 1865/66' in 1941 are now 40 and 50 years old. Half a century ago de Smeth was in some ways an indicator of the route.

De Witte perfected and improved the indicated route and discovered much. Since then various researchers have worked on the same lines.

The object of this article, giving a resume of the History of the Plate 3 of number 17 is to enable us to admire the patience and taste for research of these two philatelists. The only wish is that other philatelists may also taste when examining classic stamps, the joy of a discovery. Then they will understand the immense pleasure of research.

Jules Lenaerts.

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Footnote. I would like to record my grateful thanks to Arnold Cuigniez for passing me this article in the first place and for then helping me to sort out the problem I had of working from a photocopy. I should also like to record a further few words from the Author, duly translated for me by Arnold.

' After saying that he is honoured to have us publish his work he goes on to say :-

' When I published the article in the Bulletin of the Dottignies Circle, my aim was to incite people to search and to have the pleasure of finding something. There is a lot to be discovered; just bear in mind that it was the first time that the letterpress method was used in Belgium for Postage Stamps, by employing people who were not 'au fait' with the finer points of the procedure, who had worked only for 15 days with the specialists of De La Rue of London, these latter experts in the art. Believe me there is a lot to discover, especially because the archives have been pillaged at least twice. '

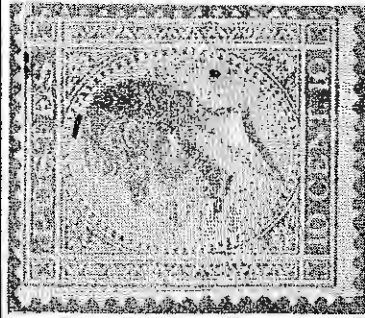
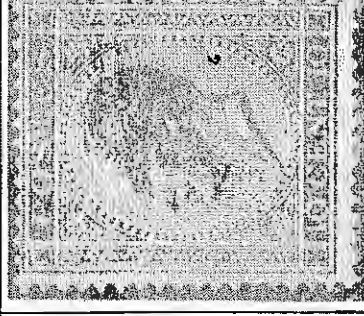
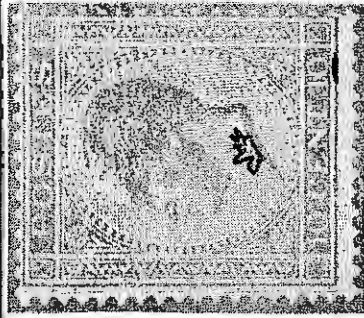
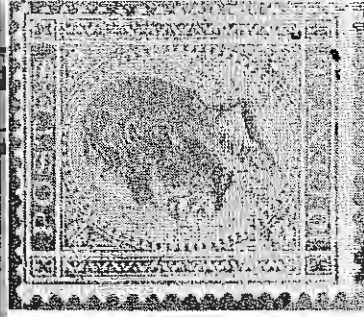
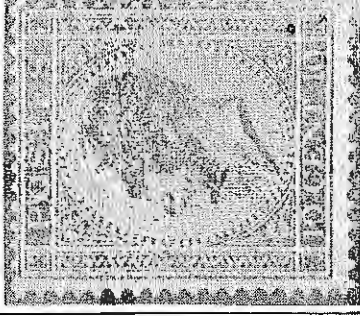
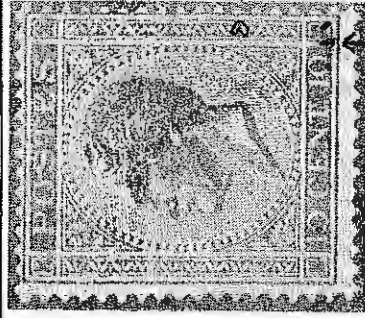
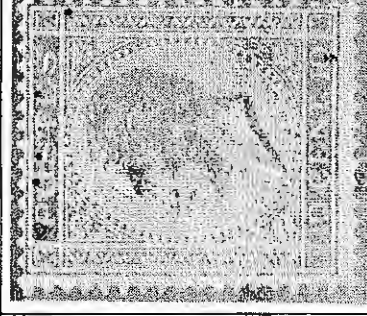
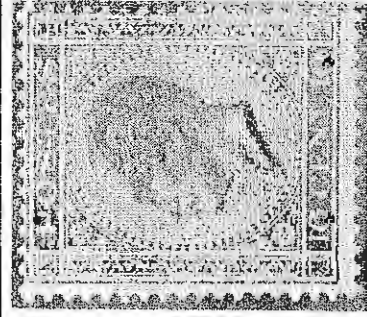
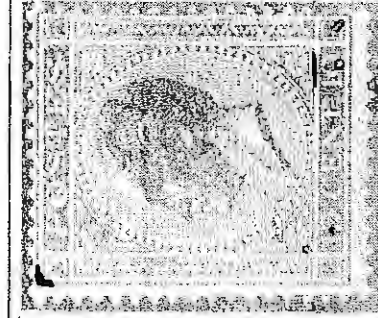
There is also a further note about number 29 - the two lines at the N E are Primary varieties and there are 4 positions of the 2 lines (Secondary)

Stamp No. 17 of Belgium.
Table of Varieties, original, primary & secondary.
Plate 3 1867

(7)



(8)



IN MEMORIAM OLIVER LOADER

With the death of Oliver Loader on 28th September 1982 the Circle has suffered a very great loss. Although not a founder member, number 14 shows that he joined the Circle very early on. In Newsletter No 2, April 1947 Harry Green described him as a young collector of Belgium with a good specialised collection. In Newsletter No 3, December 1947 Oliver was already involved in duplicating Newsletters etc for the Circle.

Oliver assisted in the preparation of Record No 5 on the Red Cross Issues of Belgium: later he and Jack Andrews produced Record No 13 on the early T P O's of Belgium. That Record broke really fresh ground and is still essential reading for a clear understanding of the Belgian T P O System.

Oliver was Secretary and Treasurer from January 1952 until January 1961, during which time he was the main organiser of the Circles joint display to the Royal Philatelic Society in February 1957. Also during this early period his behind the scenes work in resolving difficulties ensured that the Circle continued in existence.

As Oliver had relatives in Belgium he was keenly interested in the history of the country and his display 'From Burgundians to Baudouin' illustrated the Dynastic connections which underlay the pre-adhesive history of the country.

Although Oliver had not had much time to spend on stamps recently he had a fine collection of Epaulettes and Medallions which showed the study he had put into them. He also had a magnificent collection of the Poortman issue which he had shown to the Circle more than once. He was only too ready to lend some of his treasures when I showed on behalf of the Circle at other Societies as he was often not able to attend in person; his stamps were always much admired.

From an early date Oliver was happy in arranging the menus and menu cards for the Circle Dinners and later the Circle Lunches. We all know how successful they were.

During London 1980 Oliver arranged the Evening Buffet Party at the Athanaeum Ladies Annexe, an informal function enjoyed by sixty five members and friends of the Belgian and Belgian Congo Circles. A happy feature of London Philatelic Exhibitions has been the generous way in which Oliver and Eileen held at Homes at Stoke Court Cottage for their Philatelic friends. Thank you Oliver for everything. Our thoughts are with Eileen, Emma and James at this sad time.

Geoffrey Wood.

FIRST BELGIAN 'DOCTOR OF POSTAL HISTORY'

On Wednesday 26th May 1982 History was made at Louvain University when our member (No 127) Hugo van der Veire was awarded his Doctorate in 'Philosophie et Lettres (Histoire)' for his theses on 'De Rurale Postdienst in West - Vlaanderen (1836-1900)'. Our heartiest congratulations to him.

Several members of the Circle have a copy of his thesis.

1912 PELLENS Issue. Query on date of issue of 25c.

Im March our member A L Soulsby wrote to me saying :-

'Early last year I purchased a number of Post cards sent over a period of weeks in September /October 1913 from various places in Belgium to an address in St. Vivant in France. They were all except one franked with 10c or pairs of 5c stamps of the period. The one exception was franked on the picture side with the 25c Albert large head without designers name and neatly tied to the card with the Jemappes cancellation dated 2 X 13, the card being backstamped St Vivant 3.10.13

Both the Belgian and Gibbons catalogues give January 1914 as the issue date for this stamp- three months later than my card. Has any member got an earlier date or could this be a first day post card ?.

(Note. I see in the latest catalogue that the issue date is now given as 1.10.13)

(Ed.)

BELGIUM -- REGISTRATION MARKS ON THE 1915 and 1918 RED CROSS ISSUES
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by A G Wood
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(This article was first published in the journal of the Waterlow Study Circle in December 1981.)

A detailed study of the recess printed stamps of the 1915 and the 1918 Red Cross Issues of Belgium has only recently been started. Only three stamps were bicoloured ; the 35, 40, and 50 cents.

At present: does not know how many plates were used for either the frames or the centres, nor the various combinations, neither has the number of states of each plate been established as in the case of the Mols Issues of the Congo.

However the sheets of Belgian stamps of this period do carry 'Depot' marks which show the year the stamps were printed and put into store. The Belgian Congo Air Stamps of 1921, printed by Bradbury, Wilkinson & Co. also bore 'Depot' marks, but the Mols Issue did not.

We do know, however, from Col.de Haene's booklet on the Red Cross stamps that the frames were printed before the black centres. Also, no 'Registration Marks' appear on the monocoloured stamps, 1fr., 2fr., 5 Franken and 10 fr. It would seem therefore that for these two issues the 'Registration Marks' were used in obtaining good registration when printing the centres on the sheets which already had the coloured frames.

Some comments by 'Bill' Purves on the 'Registration Marks' might be of interest. I quote from a letter from him shortly before his death in May 1979:-

The Waterlow 'Guatemalas' is still proceeding, In general a different positioning or measurement of the 'Registration Marks' etc, means a different frame plate but I have met three cases where the same frame plate continued in use but with different registration marks. In one case the sheet position was altered and in others the old marking was retouched - the dot was made bigger and the line at its side extended.

The only theory that accounts for these changes seems to be the introduction (after the original printing) of a new printing press. Have you met anything similar in Belgium ?

In a previous letter in 1976 he said : Here (Guatemala) the Registration marks are always on the main (frame) plate, the centre being printed last. There are some things here that puzzle but it would probably not be worth putting them down here.'

Have Mr Purves' views on these marks been published in any writings on Guatemala or in correspondence to specialists in that country ?

The Waterlow File Copies have proved invaluable in providing a basis for a study of the Registration Marks. The three stamps are all of a horizontal format and as the sheets are 10 x 10 , the lines of the marks are also horizontal.

The Registration Marks found on these sheets are shown in tabulated form. This table includes further marks which have been placed. Col.de Haene mentions many positions for Registration Marks, These will not be listed until they have been wet and located.

It is still not known how these marks operated.

(see page fifty three for table)

BELGIUM 1915 and 1918 ISSUES - REGISTRATION MARKS

+++++

DATE of FILE COPY and ORDER NO.	35c	40c	50c
8 VI 15 (160 065)	42 43 44 47 48 49 52 53 54 57 58 59 4mm 4mm	42 43 44 47 48 49 52 53 54 57 58 59 5.5mm 4.5mm	44 47 48 49 54 57 58 59 4.5mm
14 XI 17 RED CROSS (207 378)	do do do do	do do do do	do do do
1 IV 19 (204 452)	42 43 do do 48 49 4mm 1mm 4mm 1.5mm	do do do do	do do do
NO DATE (243 304)			do - dp
15 III 20 (243 349) ALSO RIGHT HALF OF SHEET No.188	23 24 27 28 33 34 37 38 6 or 7mm 32 33 38 39 42 43 48 49 1.5mm 5.5mm 8mm 1mm	33 34 38 39 43 44 48 49 2.5mm 9mm 10mm 2.5mm	
25 X 20 (254 220)		42 43 47 48 48 49 top corner 52 43 58 59 5.5mm 4.5mm	42 43 48 49 52 53 58 59 11mm 1mm 0.5mm 8.5mm
28 II 21 (191 819)			do do
OTHERS. 1/2 sheet DEPOT 1920	24 34 4mm left corner		
PART SHEET RHS No 212	27 28 37 38 6.5mm 1.5mm		

Notes. A The spot between 44 & 54 and 47 and 57 is under or above the centre of the stamp and often disappears with perforation.

B The measurements in mm denote the length of the line and the distance between the line and the dot.

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THE MAIL FROM 'OUR COUNTRY' TO AND ACROSS FRANCE

1818 - 1849

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By Claude Delbeke. Translation by G.De Vlieger, from the Article which appeared in the Bulletin of the Belgian Academy for Philately.

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'Our country' means for us the Netherlands (about the present Benelux) from 1818 to 1830 and Belgium from 1830 knowing that the Dutch Limburg and the Grand Duchy of Luxembourg postally were part of our country until 22 June 1839 according to the Treaty of 19 April 1839.

THE FRONTIER OFFICES

The frontier offices are post offices which have to receive and deliver all post coming and going to a foreign country with whom postal relations are kept. They are obliged to keep booking accounts and apply the directions of the Conventions concerning control, cancelling, reckoning the costs of post, sorting letters, etc. Two basic conventions control the studied period :-

The first dated from 12 September 1817 and was applied on 1 October 1818. Four head frontier offices and three secondary or subsidiary offices were arranged on the Belgian side.

HEAD OFFICES :	MENIN	in connection with	LILLE
	MONS	DO	VALENCIENNES and PARIS
	DINANT	do	GIVET
	LUXEMBOURG	do	THONVILLE
SUBSIDIARY OFFICES :			
	TOURNAY	do	LILLE
	VEURNE	do	DUNKERQUE
	BOUILLON	do	SEDAN

The second basic convention dates from 27 May 1836 and came into practice on 1 October 1836. Officially there was no more talk of head or subsidiary offices but instructions were sent to all post offices, such as instructions to which frontier office they had to send the correspondence, this giving the result that certain frontier offices have much more activity than others.

Here they are:	BRUSSELS & MONS	in connection with	PARIS, ST.QUENTIN & VALENCIENNES
	VEURNE (FURNES)	do	DUNKERQUE
	MENIN & TOURNAY	do	LILLE
	DINANT	do	GIVET
	BOUILLON	do	SEDAN
	ARLON	do	THONVILLE

We notice that Brussels was a new frontier office and Arlon replaced Luxembourg. The right date in which this all came in operation is very difficult to establish as all literature concerning this matter does not mention it.

What do we know about it ?

Circular letter No 55 of 12.11.33 makes Arlon a frontier office in connection with Thionville. The authors known to me only give this communication, but a larger study shows that Arlon much earlier took the place of Luxembourg as a frontier office with France.

Indeed in the circular letter No 21 of 20 Oct 1831 we read :-

'ceux qui ont ete achemines a ce jour par Arlon et Thionville '.

Circular letter No 225 of 21 April 1830 and No 226 of 8 June 1830 still mentions the 'bureau frontier de Luxembourg et Thionville'

-Hochstein in his 'Dictionnaire Postal' makes a note after the circular letter No 226 : 'par suite des evenements politiques de 1830 le bureau de Luxembourg .. est transfere au bureau d'Arlon'.

All this dates from 15 October 1830.

The first known cancellation from Arlon as a frontier office, the Red Franco Frontieres in frame, dates 19 May 1831.

(see illustration 1 on page 56) (3)

From this we can conclude that Arlon became a frontier office with France between 15 Oct 1830 and 19 May 1831. The same difficulty exists for the successor of Menin. The author, who takes the circular letters as a basis, says that no. 334 of 28 July 1843 estimates that from 1 August 1843 Menin is followed by three offices, Courtray, Ghent and the Train post office Ghent-Mouscron. Those who take the postmarks as a base, think that Menin was followed by Mouscron according to the green or red 'France par Mouscron' cancellation.

The reality is otherwise : the last known rayon mark from Menin is 9 Oct 1841 and the last red 'France par Menin' dates from 29 Mar 1843.

(see illustration 2 on page 56 (3))

I have a first rayon mark B 2 R originating from Gent of 4 Oct 1842 and a last one of 21 Dec 1846. The first known green 'France par Menin' is 27 Mar 1842.

(see illustration 3 on page 56 (3))

The first known red postmark 'France par Mouscron' is 7 Nov 1843. This colour is identical to the original rayon mark of Ghent. M. de Clercq showed a later letter where a date postmark of Ghent and the 'France par Mouscron' in the same colour were marked side by side,

I also have a first rayon mark B 1 R (boxed) allocated to Courtray on 18 Dec 1844.

(see illustrations 4 & 5 on page 59 (6))

Article 10 of the additional convention of 11 May 1841 says that as soon as the railway between Lille and Courtray be finished, Menin shall be replaced by Courtray or any other office in common debate named.

There are many examples in which service notes only state the real situation and in which the official date is preceded by the real date for some time. In recent times this still happens. (footnote 1)

What different authors do not say and to my idea is very essential in the prephilatelic period is that most of the postmarks have as main object the calculation of the cost of postage. 'France par Menin' or 'France par Mouscron' do not mean specifically that the cancellations were made in Menin or Mouscron, nor that the correspondence went through those towns, but that the internal postage had to be calculated from Menin or Mouscron.

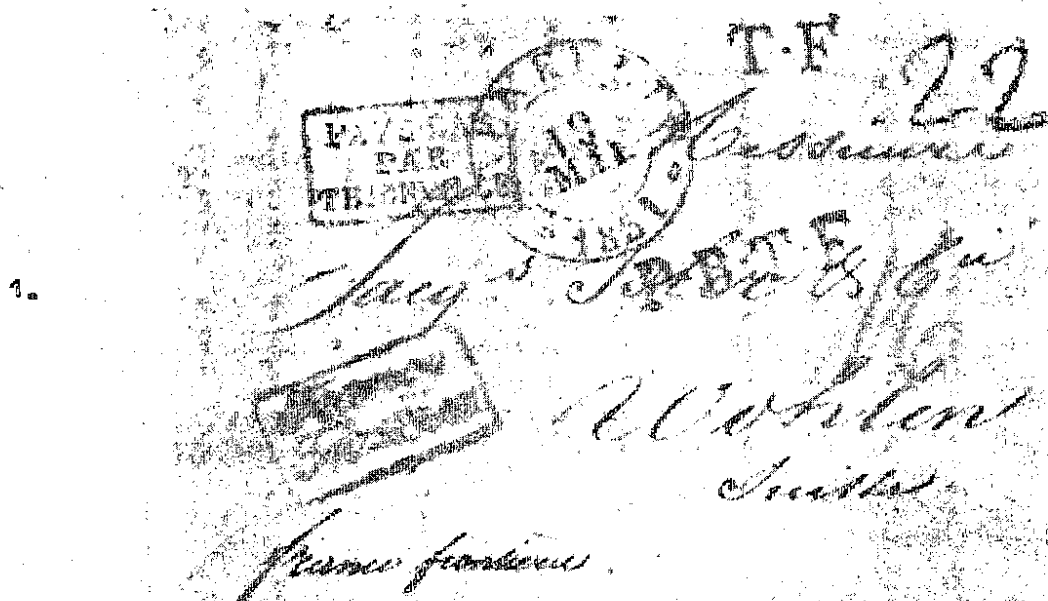
What had been changed on 1 August 1843, is the postage to be calculated from Mouscron and no longer from Menin. This does not mean there has been an exchange of frontier offices.

The green cancel 'France par Menin' is not a postal marking from Menin but the first postal mark from the Train post office 'Ghent-Mouscron'. Why should the correspondence which arrived by train in Mouscron make a large detour and go first to Menin and then go back to Lille which is much nearer to Mouscron ?

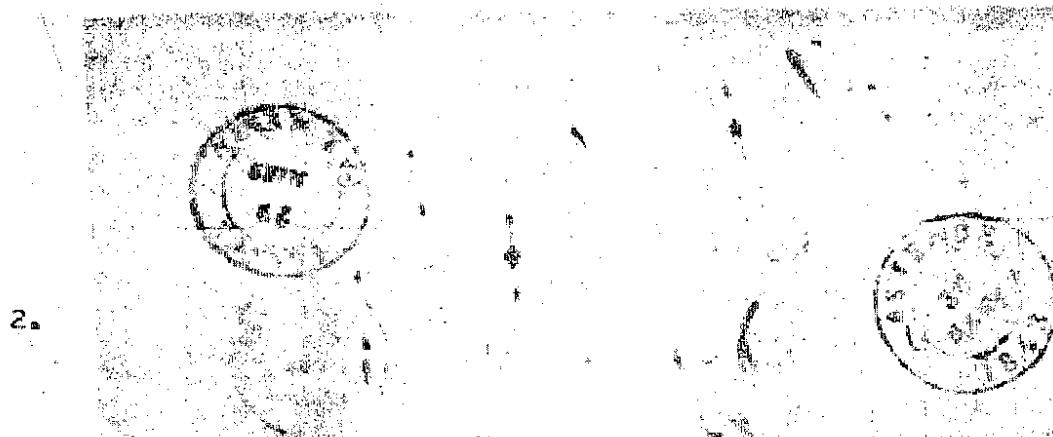
The red mark 'France par Mouscron' was not used in Mouscron which never was a frontier office, but was used in Ghent (eventually later in Courtray)

So we can conclude that : - Ghent was working as a frontier office already on 4 October 1842. Train post office Ghent - Mouscron worked as a change office at least from 27 March 1842. Courtray definitely was a frontier office on 18 Dec 1844, but most probably also at an earlier date. A more profound study of the 'France par Mouscron' marks may show this. Menin was still working as general frontier office on 9 October 1841.

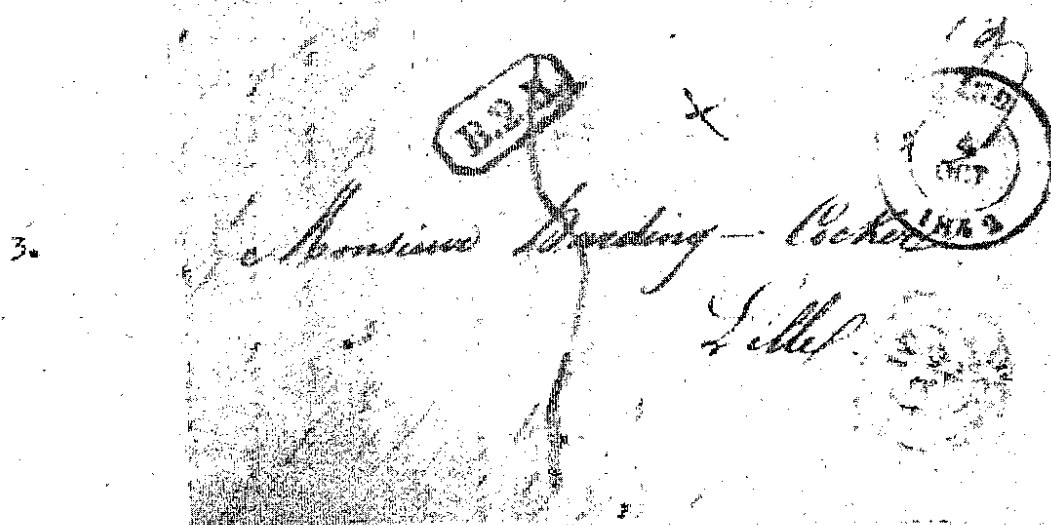
(Footnote 1) (In my study about Ghent I explained that the office of Gent 13 was officially opened by Royal decree of 1 Sept 1959, but in fact was opened on 20 February 1958)



'France Frontiers' postmark used in Arlen on a letter 19.5.1831



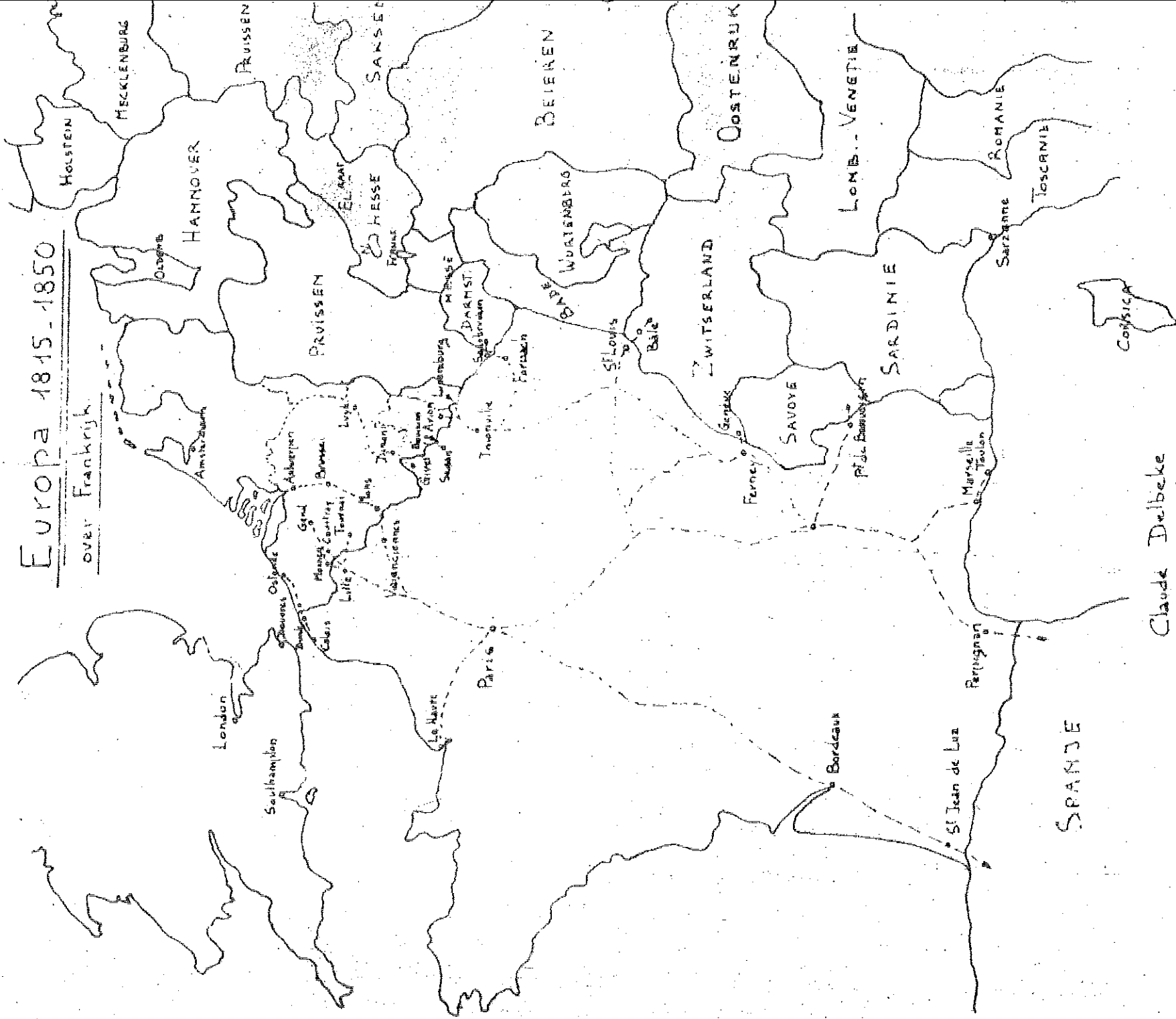
'France par Merin' of 29.3.1843 in red



Red orange rayon mark B 2 R of Gent used 4.10.1842

Europa 1815-1850

over Frankrijk



Claude Delbecq
18-3-1978

I use the word 'general' frontier office intentionally as since the additional Convention of 13 September 1841 there are direct postal connections allowed for local post between Menin and Tournay one way and Tourcoing and Roubaix the other way, between Mons and Maubeuge and Chimay one way and Trelon and Avesnes the other way. The same additional Convention expects a more 'general' post between Mons and Avesnes. We must note that this additional Convention came into practice on 1 February 1842.

A local similar exchange was also between Arlon and Longwy due to an additional Convention of 11 May 1841.

The remarkable thing is that by Royal decree of 13 July 1843 definitely anticipates in article 4 that until further notice Menin could still act as a local frontier office without change of tariff. This makes possible the explanation of the existence of a red 'France par Menin' after 1 August 1843.

I suspect that it must be about 1 February 1842 that Menin was changed from 'general' to 'local' frontier office and was replaced by the train post office Ghent - Mouscron and also by Ghent. But up to now I cannot prove this.

After this explanation there is no doubt that Quievrain was never a frontier office but that the 'France par Quievrain' according to the colour was coming from the frontier offices Mons, Brussels and the railway office Brussels-Quievrain and the postal mark meant that the internal postage had to be calculated from and to Quievrain.

Referring to the railway office, of which M. Van de Catsyne in his study about railway post offices tells us that the first ever green postmark dated from 21 August 1842. Still there exist duty letters which definitely explain that the post wagon was first operating between Brussels and Tubize, later between Brussels and Mons and then to the frontier. What struck me particularly in the letter of 3 December 1841 from the General Postal Inspector who explains the Royal decree of 11 November 1841 is :- '...le travail de la correspondance de France adressee au bureau-frontiere de Bruxelles sera fait sur le chemin de fer de la ligne du midi' and also that 'Les lettres...seront taxees pendant le trajet' which means that the frontier post office activities were done on the train itself.

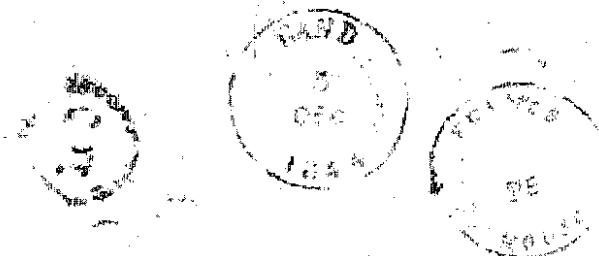
But it may be possible that the original train post office operated as a kind of sub office of the Brussels frontier office and that the first postal marks from this train post office were not green but blue. A detailed study of the blue 'France par Quievrain' could give the answer.

Until further notice we keep on a certain date of 21 August 1842.

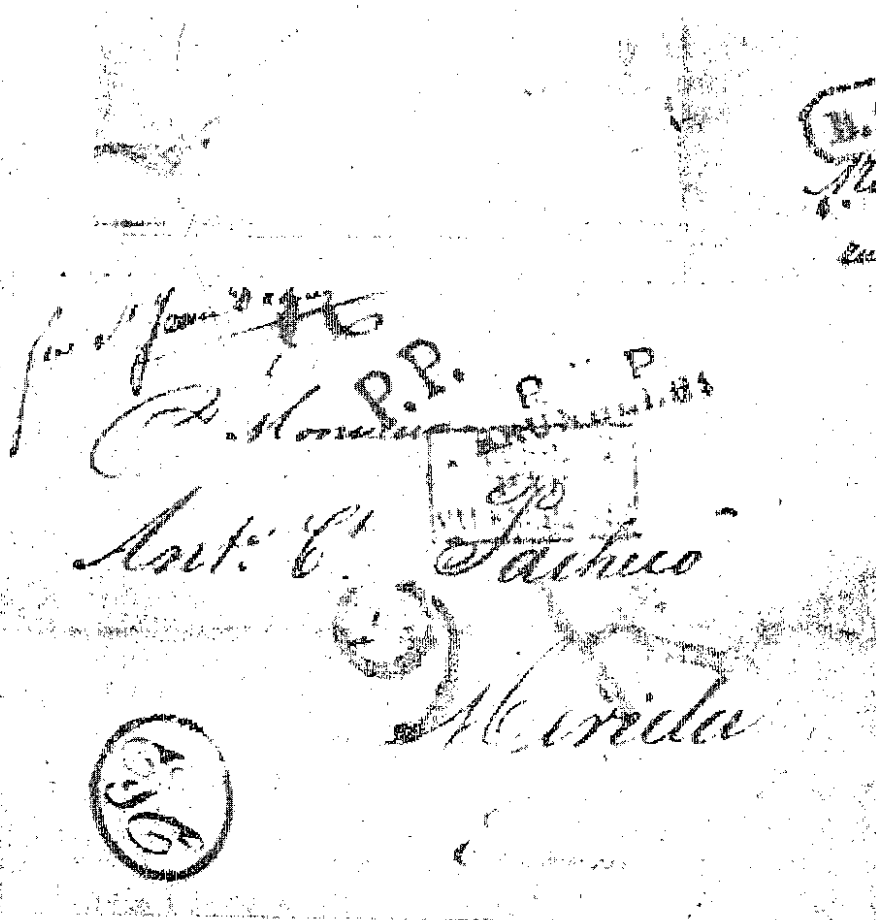
We also note that according to the circular letter No 355 of 9 January 1844 the train post office of the South was connecting with the Spanish frontier post offices of Irun and Figueras. This according to the Convention with Spain of 27 December 1842, green postal marks 'Espagne Bau Amt du Midi' are only known between 4 August and 18 December 1849.

The third basic Convention dates from 3 November 1847, and came into operation on 1 January 1848. The following frontier offices were indicated :-

MONS	in connection with	AVESNES , MAUBEUGE
CHIMAY	do	AVESNES , TRELON
VEURNE	do	DUNKERQUE
KORTRIJK	do	LILLE , ROUBAIX , TOURCOING
GENT	do	LILLE , ROUBAIX , TOURCOING
TOURNAY	do	LILLE , ROUBAIX , TOURCOING
ARLON	do	LONGWY , THIONVILLE
VIRTON	do	MONTMEDY
DINANT	do	GIVET
COUVIN	do	ROCROY
BOUILLON	do	SEDAN
TRAIN OST OFFICE SOUTH	do	PARIS , VALENCIENNES
TRAIN POST OFFICE WEST	do	PARIS , LILLE , ROUBAIX , TOURCOING.

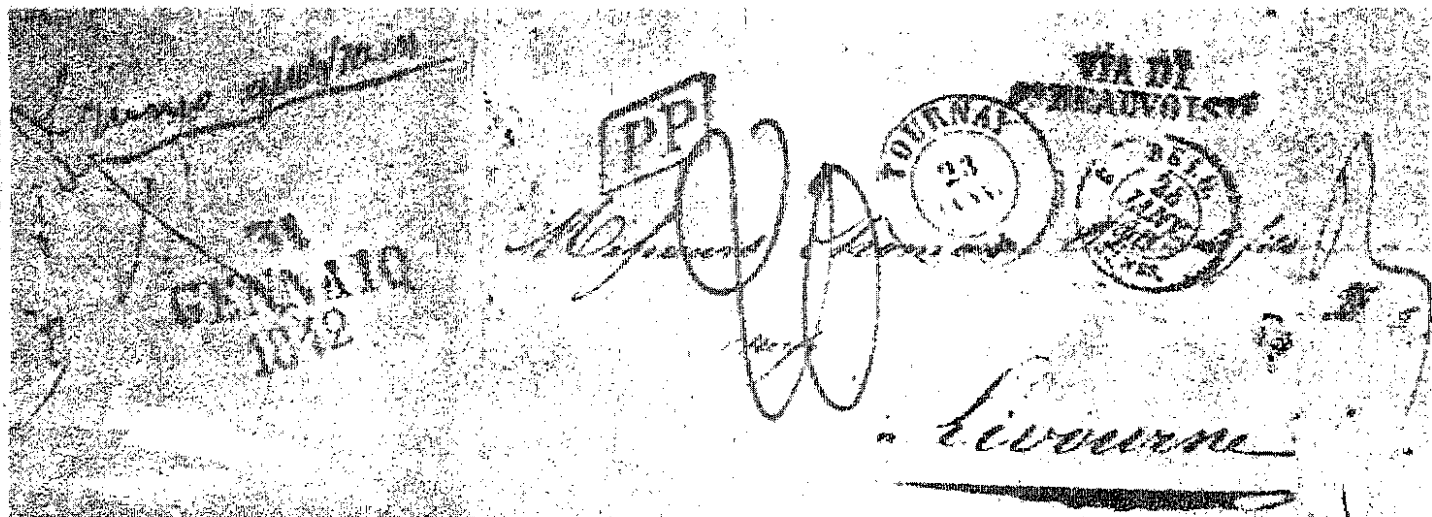


4.
France par Mouscron
of 5.12.1844
with the postmark
of Gent



5. (above) Orange rayon mark
B 1 R from Kortrijk
(Courtrai) on letter from
Ypres to Lille 18 Dec 1844

6. (left) Manuscript 'Ieo
St Jean de Luz' on letter
2 Jan 1822 from Brussels
to Spain



7. Manuscript 'Franco Quievrain on reverse. letter 23 Jan 1842, Tournai to
Livorno with the Sardinian entry mark 'Via di Pt Beauvoisin' on the face.

Brussels is no longer a frontier office and Mons has no further connection with Valenciennes and Paris. Through this the interest as frontier office is much less. As for Brussels the last Rayon mark known dates from July 1847 and we can take it that with the new Convention an end was made to its activities as a frontier office.

Due to the additional Convention of 27 April 1849 which came into operation on 1 October 1849, it was possible to use stamps on letters to France and North African territories. With this Convention more changes were due.

We take the date of 30 September 1849 as an end date for this study. So we can assume the time of the Belgian frontier offices as follows : -

Mons , Dinant , Tournay , Veurne , Bouillon : from 1 October 1818.

Luxembourg : from 1 October 1818 to a date between 15.10.1830 and 19.5. 31 when it was followed up by --

Arlon : for the rest of the studied period

Menin : from 1 October 1818 until end 1841/ beginning 1842, as 'general' frontier office and later than 1 August 1843 as 'local' frontier office.

Ghent : at least from 4 October 1842 for the rest of the period

Courtray : possibly in 1843 but only with certainty from 18 December 1844 until the end of the studied period.

Brussels : from 1 October 1836 until July 1847 and possibly until 31 December 1847.

Chimay : possibly from 1 February 1842 first as 'local' frontier office and from 1 January 1848 as 'general' frontier office.

Train post office Ghent-Mouscron : at least from 27 March 1842.

Train post office Brussels-Quievrain : at least from 21 August 1842.

Virton and Couvin : from 1 January 1848

II. THE POSTAL CHARGES.

Here we give the basic Conventions of 1818, 1836 and 1847 (the general rules) but in particular after 1836 there were frequent changes. We shall try to explain the situation of each country. These notes apply only for ordinary letters. For registered letters, small packets, printed matter, etc. there may be other instructions. The given facts are only valid for correspondence going to or through France.

FRANCE.

- 1 October 1818 : to choice, unpaid or post paid to destination
- 1 October 1836 : as before but with the option to pay postage to the Belgian frontier
- 1 January 1848 : to choice, unpaid or post paid to destination.
- 1 October 1849 : stamps are allowed for paying postage to France.

SPAIN , PORTUGAL & their COLONIES : GIBRALTAR.

- 1 October 1818 : compulsory payment of postage to the furthest French frontier (StJean de Luz or Perpignan for Catalonia)
- 1 October 1836 : unchanged. Frontier may also be Oleron.
- 15 January 1844 : a change for Spain only ; choice unpaid or post paid to destination
- 1 October 1849 : For Spain, always send unpaid (Convention of 17 July 1849)
(see illustration 6 on page 59 (6))

SWITZERLAND

- 1 October 1818 : compulsory post paid to Belgian or furthest French frontier (Huningue, St Louis or Ferney for the free town Geneva.
- 1 October 1836 : the same but also the possibility of paying postage to destination.
- 1 January 1846 : to choice, unpaid or post paid to destination.

BADEN

- 1 May 1846 : to choice, unpaid or post paid to destination . Circular letter No 445 of 22 April 1846.

SARDINIA

- 1 October 1818 : compulsory post paid to Belgian or the furthest French frontier (Pont de Beauvoisin)
1 October 1836 : as before, but also possible to pay postage to destination.
Circular letter 23 May 1839 : at least post paid to Pont de (Beauvoisin)
Circular letter 10 July 1839 : cancelled previous point, so again possible to pay postage to the Belgian frontier.
1 January 1848 : to choice, unpaid or post paid to destination.
(see illustration 7 on page 59 (6))

SOUTH ITALY (below the Po)

- 1 October 1818 : compulsory post paid to Belgian frontier or furthest French frontier (Pont de Beauvoisin for Sardinia, or Huningue for Switzerland or Austria)
1 October 1836 : as before but also the possible extension to paying postage to the furthest Sardinian frontier, Sarzanne.
1 May 1839 : for the Italian ports, possibly paying postage to Marseille (letters go with packet boat)
1 January 1848 : to choice, unpaid or post paid to San Benedetto or Casal-Pusterlango, furthest frontier of Lombardo-Venetia when sending via Austria or post paid to Sarzanne or Broni when sending via Sardinia, or postage paid to Italian ports when sending with the French packet boats.

AUSTRIA, LOMBARDO- VENETIA

- 1 October 1818 : compulsory post paid to Belgian or to furthest French frontier (Huningue)
1 October 1836 : as before. Note that for the Austrian Provinces, Bohemia, Moravia, Silesia, Galicia and also Moldavia in Turkey the furthest French frontier (Forbach)
1 January 1848 : to choice, unpaid or post paid to destination

LEVANT , AEGEAN ISLES, TURKEY, GREECE, EGYPT.

- 1 October 1818 : compulsory post paid to Belgian or furthest French frontier (Huningue)
1 October 1836 : as before, for correspondence across land and Forbach counts as frontier office for the Turkish Province of Moldavia.
-other possibilities via packetboats (French) with compulsory postage paid to destination.
1 May 1839 : compulsory post paid to destination for correspondence with packet boats via Marseille,
1 November 1840 : For the towns Alexandria, Smyrna and Constantinople where there are French post offices we can choose, unpaid or post paid to Belgian frontier or destination
Circular letter 13 January 1846 : for correspondence to the English and Dutch Possessions in East Indies there is compulsory payment of postage to Alexandria.
1 January 1848 : For the French post offices on the Mediterranean Sea (Alexandria, Smyrna, Constantinople, Beyrouth etc,) Greece Malta, via packet boat, and Turkey : unpaid or postage paid to destination
-for Greece and the Aegean Isles : via the Austrian Provinces, to choice, unpaid or post paid to Trieste.

FRENCH COLONIES

- 1 October 1818 : compulsory post paid to Bordeaux. Other ports of embarkation may be chosen, but the amount of postage is always that from Bordeaux.
- Circular letter 21 October 1835 : The French possessions in North Africa are placed on the same basis as France, accordingly postage paid or unpaid, or to Toulon plus 1 decime 'Voie de Mer'
- 1 October 1836 : as before
- 1 January 1848 : North Africa (Algiers) unpaid or postage paid to destination.
(see illustration 8 on page 64 (11))

OTHER OVERSEAS TERRITORIES

- 1 October 1818 : compulsory post paid to Bordeaux
- Circular letter 2 February 1826 : for the United States, regular connection from Le Havre, but postage always in accordance with the tariff from Bordeaux. From Bordeaux there is a regular connection with Vera Cruz.
- 1 October 1836 : as before
- 1 January 1848 : to most countries it is possible to have unpaid or postage paid to port of Destination (i.e. with the exception of local internal postage for delivery at destination)

ENGLAND

- 1 October 1818 : compulsory payment of postage to Belgian or furthest French frontier,
- 1 October 1836 : as before - rule is official with frontier post office Calais, but 'until further notice' not in practice.
- Circular letter 1 August 1843 ; confirmation that for some time paying postage is possible to Calais. Postage is now the amount from an internal office to Ostend, although letters go via Veurne, Dunkirk and Calais.
- 1 January 1848 : to choice, unpaid or postage paid to destination.

The Normal way in 1818 for correspondence to Switzerland, Italy, Austria, Turkey, Levant etc, was for it to go across Prussia.

A special mention 'via France' was needed if the sender chose the French way. These letters, special in the beginning, are therefore rather rare. The way across France is gradually used more, at least for Switzerland, Italy and Levant and even became the 'normal' way (i.e. without mention on the letter) from 1840 for Levant, 1842 for Italy and 1 January 1846 for Switzerland.

III. THE POSTMARKS

a. Unpaid Correspondence

We have seen that letters with France as the destination could be sent unpaid. Transit letters through France on the contrary were mostly postage paid.

On the unpaid letters we find the so called 'rayon marks'. They give the indication of what postage the sender shall have to pay for the Belgian/Dutch part of the journey.

We distinguish three periods : -

1. From 1 October 1818. The Netherlands was divided into five areas, 1st, 2nd, 3rd, 4th, and 5th Rayons. (See Map 1 on page 66 (13)). The Offices cancel the letters on departure with the respective marks L P B 1 R, L P B 2 R, etc. This means : 'Lettre Pays Bas 1er Rayon' (Letters from the Low Countries 1st Rayon, etc) Each receiving office had one rayon stamp for the Rayon in which it was situated. The Frontier offices had the complete set in case of mis-stamping or missing stamp. (There was a disagreement about the situation of the Grammont (Geraardsbergen) office).

After the independence of Belgium the letters L.P. were gradually taken out of the handstamps so now we find the marks as B 1 R, B 2 R, etc which represents 'Belgique 1st Rayon, 2nd Rayon, etc. We note that only a very small part of the present Belgium was situated in the 3rd Rayon so marks L P B 3 R on letters from Belgian towns are always rare,

(see illustration 9 on page 64 (11)).

2. From 1 October 1836 : Only the frontier offices still use the rayon stamps B 1 R, B 2 R, indicating the distance in a straight line between the starting point of the letter and the entry point into France. So letters coming from the same town in Belgium might bear different rayon marks according to which frontier office they went through. (at least some of those offices which had another route into France.) This was not the case for Mons, Brussels and the train post office Brussels-Quievrain. These all took their correspondence to France via Quievrain.

The mark B 1 R was struck for a distance of between 0 and 30 km., B 2 R between 30 and 60 km., B 3 R between 60 and 100 km., B 4 R between 100 and 150 km., B 5 R between 150 and 200 km., and B 6 R between 200 and 250 km.

Theoretically for Belgium there could also exist a B 7 R for a distance between 250 and 300 km., but this mark is unknown to the present.

On Map 2 (page 67 (14)) we give an example of the Rayon zones for letters which leave the country via Quievrain.

3. From 1 January 1848 to 30 September 1849 : The Convention of 5 November 1847 foresaw a uniform postage for the whole country with the exception of the frontier zone of 30 km. on the Belgian side (40 km. on the French side.) where a reduced postage was applied. (See Map 3 (page 68 (15))

The frontier office mark on these letters was R.FRONT meaning 'Rayon Frontiere'. There exists ten exceptional cases where correspondence between frontier offices and no combined postage had to be paid and where this marking was not to be used.

(see illustration 10 on page 64 (11))

b. Post Paid Correspondence

We consider here chronologically the marking regulations.

From 1 October 1818 : Correspondence to France and transit correspondence post paid to the furthest French frontier must bear the mark PP (Port Paye)

Transit letters post paid to the Dutch (Belgian) frontier must not have the PP marking but the handwritten 'Franco frontiere' (according to the regulations to be written in Red)

Transit letters to Switzerland, Austria, Italy, Levant must also have the mark 'par la France'.

From 1 October 1836 : Correspondence to France, Switzerland or Sardinia post paid to destination. The mark PD was to be applied (Paye Destination)

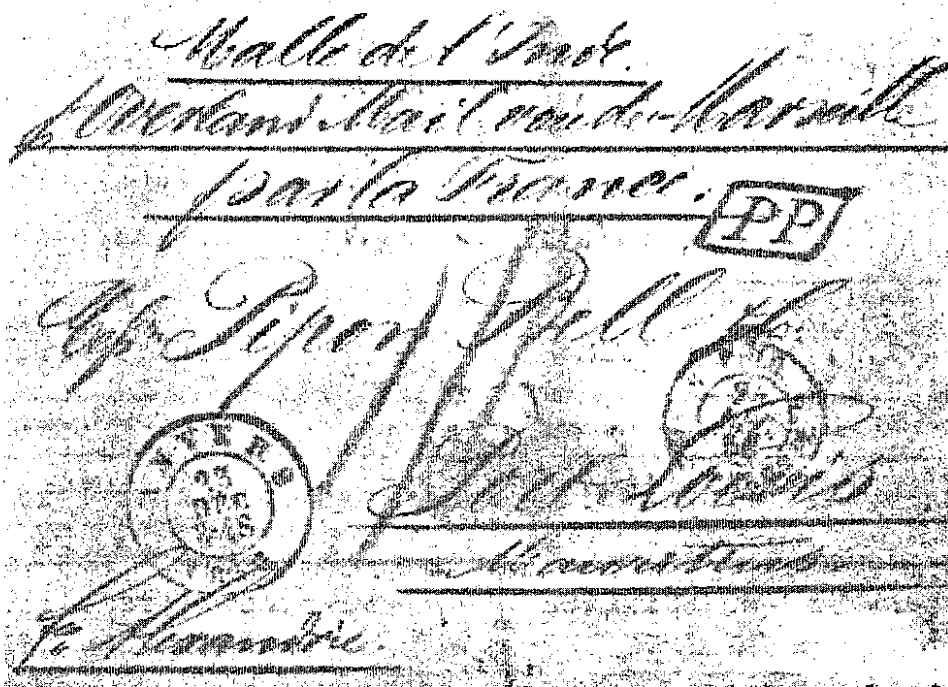
Letters post paid to the Belgian frontier, the furthest French frontier or to Sarzanne, the mark PF was to be applied (Paye Frontiere). For Sarzanne there must also be the handwritten 'franco Sarzanne' applied. The foregoing handwritten mentions of 1818 stay valid for the other destinations.

A Circular dated 12 April 1837 changes the last as follows :

-correspondence post paid to the Belgian frontier must bear the mark PP.

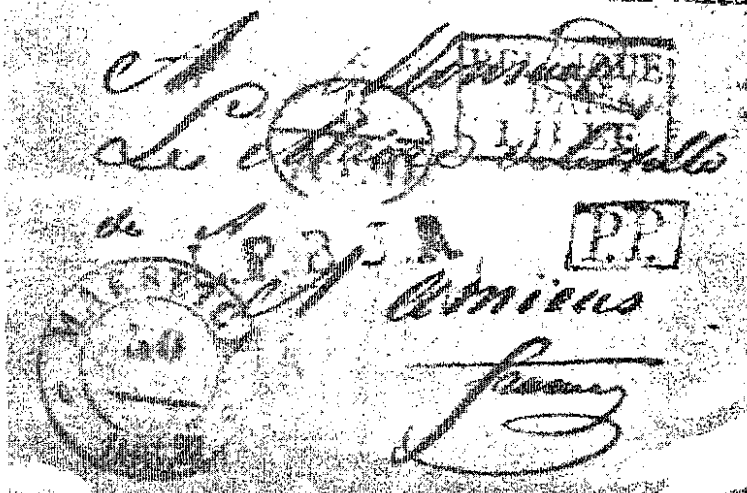
-transit letters post paid to the furthest French frontiers, the mark PF is applied.

8.



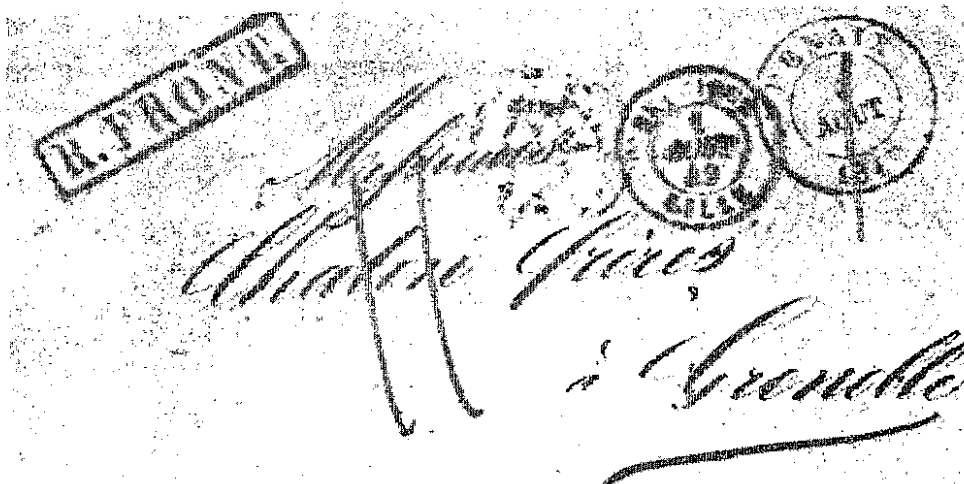
Manuscript 'per Alexandria' on letter Antwerp to Port Louis (Mauritius) dated 23 Dec 1856 when the 1846 regulations were still valid.

9.



The rare rayon mark LPB3R on a letter from Maaseych to Amiens 30.7.1832. The rayon mark was by the frontier office Menin as postage was prepaid.

10.



Red orange framed 'R.FRONT' mark applied by frontier office Ghent on 1 August 1849. According to the convention letters from Rouse had to be sent to Ghent for the T.P.O. or the Gent frontier office to handle depending on the time the letter arrived.

-letters to South Italy post paid to Sarzanne are marked by the frontier offices of Mons and Brussels with the mark PFS (Paye Frontiere Sarzanne) and also with the handwritten 'Franco Sarzanne'

(see illustration 11 on page 69 (16))

From 1 May 1839: compulsory handwritten 'Par Marseille' or 'Par les Paquebots' for correspondence which is to be sent by the regular packet boats via Marseilles.

The Circular letter of 13 January 1846 foresees the compulsory mention of 'Franco Alexandria' for correspondence to the English and Dutch possessions in East Indies.

From 1 January 1848: Letters post paid to destinations and letters for Overseas Countries which are subject to be partly post paid to the furthest places where the French Post is active, a 'P' mark is applied (i.e. in the case of mail to the Mediterranean packet boats)

-letters to America through Le Havre must bear the compulsory marking 'Paquebots francais du Havre'

-letters to the Overseas Territories which must be sent with the English merchant navy must bear the marking 'Batiments de Commerce' or 'Private Ships'

Out of these rather monotonous regulations we must not conclude that the amount of markings is limited. A better examination shows there is a large diversity, of which the handwritten are very hard to find. This makes the search for them more fascinating.

We can summarize as follows :-

THE 'PP' MARKINGS

Following the convention which came into use on 1 October 1818 the truncated 'PP' mark with the name of the place of the French period where the Department numbers were removed was used by the receiving offices. Also used was the large unframed 'PP' mark - the so called 'Dutch model' which was applied above the town mark.

After the Independence of Belgium the so called Belgian types (framed 'PP') mark were gradually used¹

Of these there are a large diversity. Some towns also used the full written 'PORT PAYE' marks.

(see illustrations 12 and 13 on page 69 (16))

THE FRAMED 'PD', 'PF', 'PFS' MARKINGS

Although I did not find any instructions about these it is possible that only the frontier offices and possibly also some important offices were in possession of these markings. All the markings are of the same type and any difference between them is so small that confusion about origin of the office of use is common.

With the exception of the frequently appearing blue marks of Brussels, other PD markings do not appear very often. The PF mark from Antwerp for correspondence to England is found very frequently. All the other PF marks are rarer. The PFS stamping is a very rare one, of which I know of only one copy, notably a green mark on a letter from Brussels to Rome on 22.10.1847 in the possession of Col. Herlant.

(see illustrations 14 and 15 on page 70 (17))

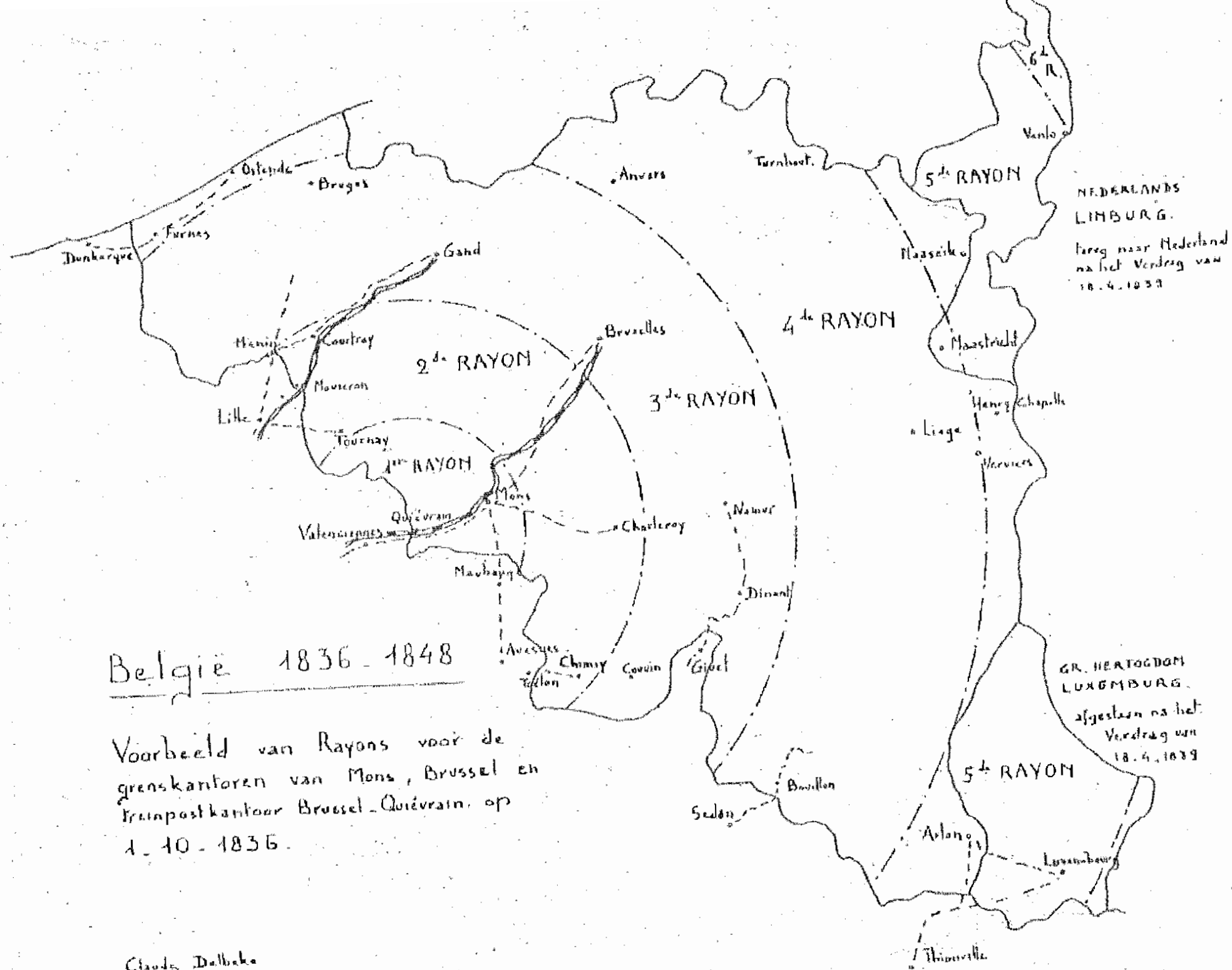
MAP 1.

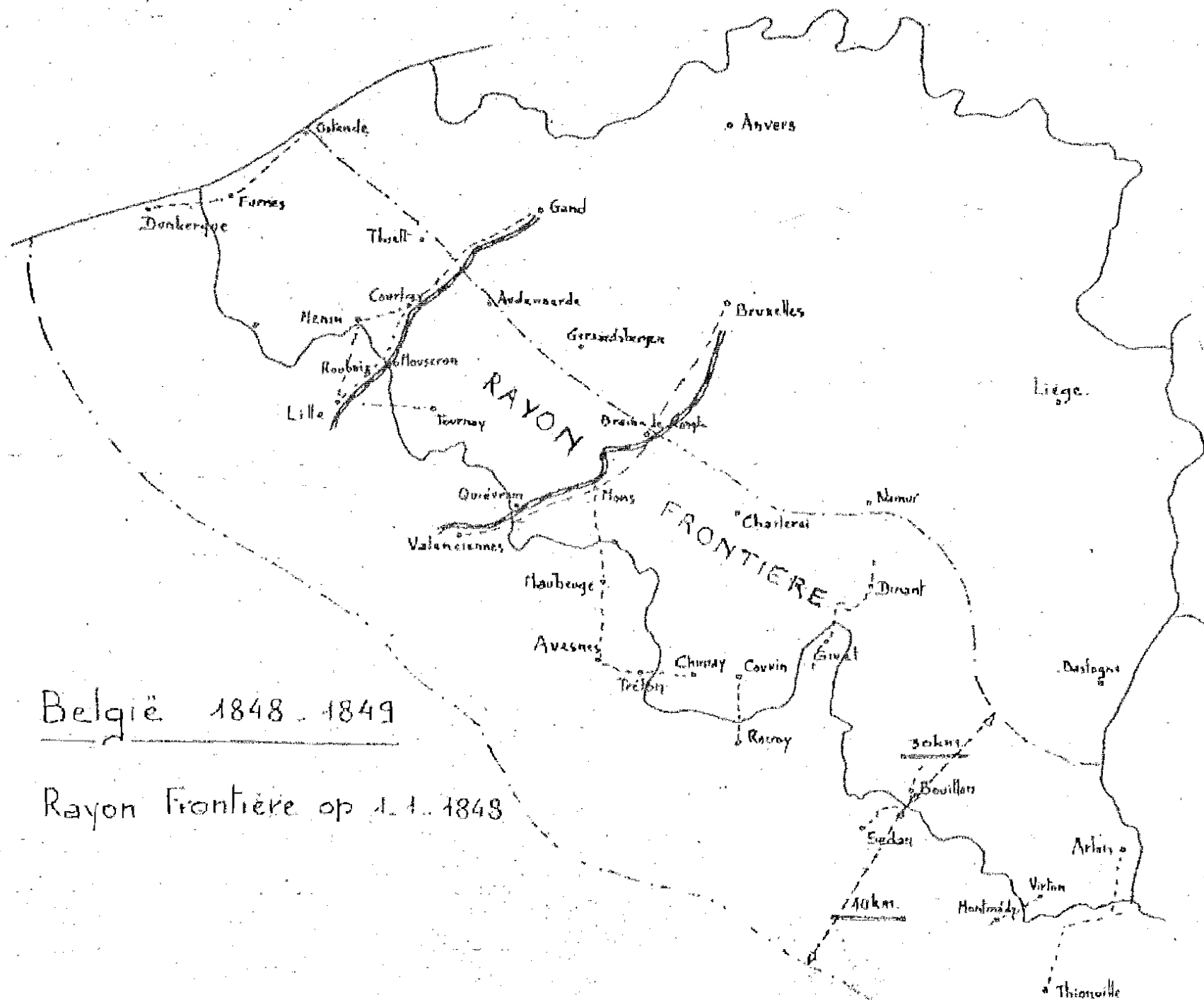
De Nederlanden 1815-1836

Rayons op 1-10-1818



Claude Delbecq
26.2.1878





België 1848 - 1849

Rayon Frontière op 1.1.1848

Claude Delbeke

MAP 3

" 65 "

(75)

11.

M. J. Swan Freres

Halo par la France

PF handstamp on letter from Antwerp to Nice 22 March 1837, in the short period 1.10.36 to 12.4.37 when only letters post paid to the Belgian frontier still had to bear a PF mark.

12.

*Horatio
Joachim Fortia
Sarragossa*

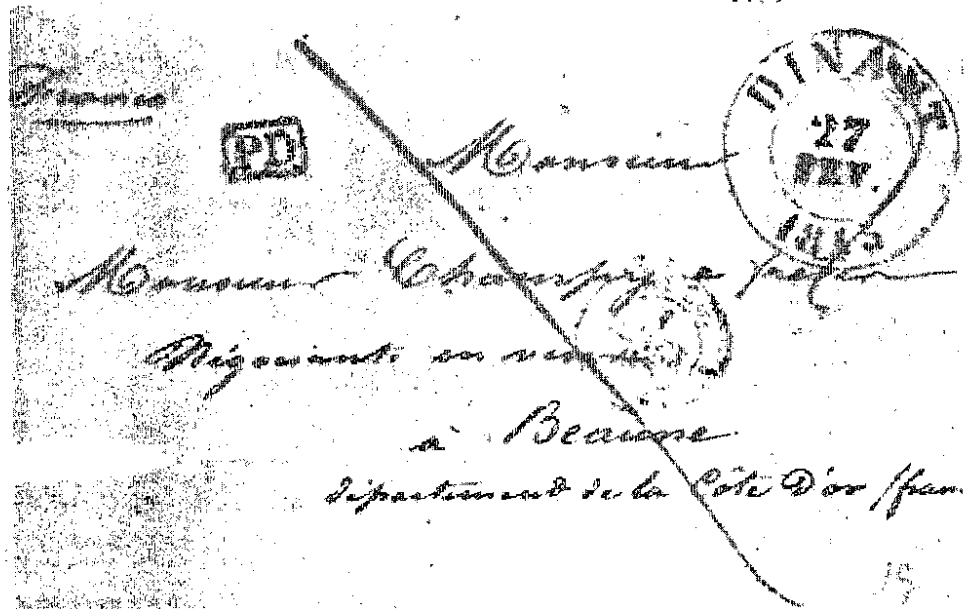
Truncated PF Gand - French type on letter to Sarragossa (Spain)
21 July 1820.

13.

*McBride's Stationery & Printing
No. 10, Broad Street, London
W.C.*

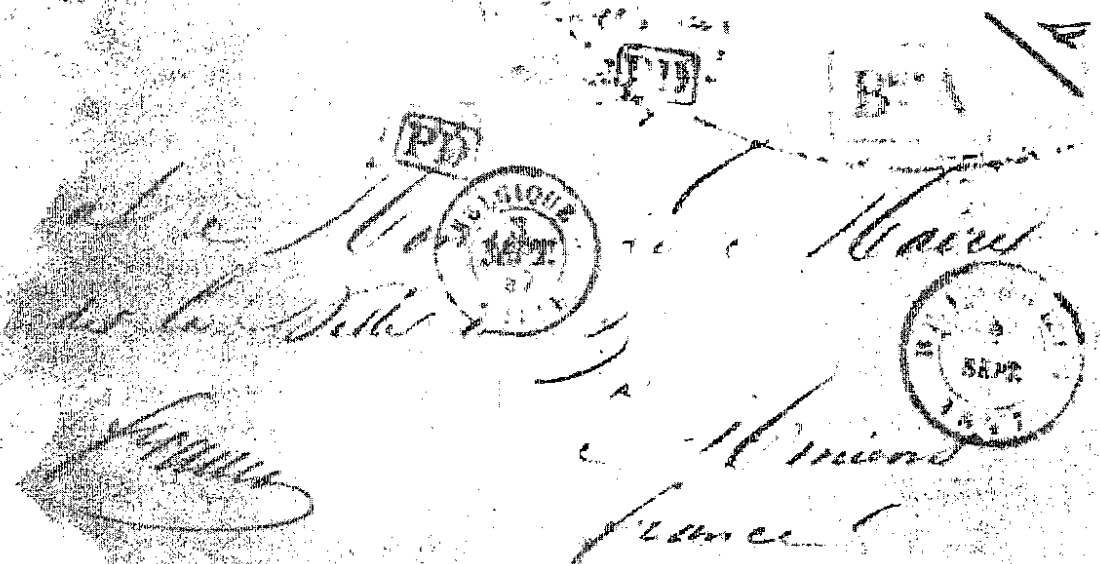
Dutch type PF Gand in Black used 15 October 1828.

14.



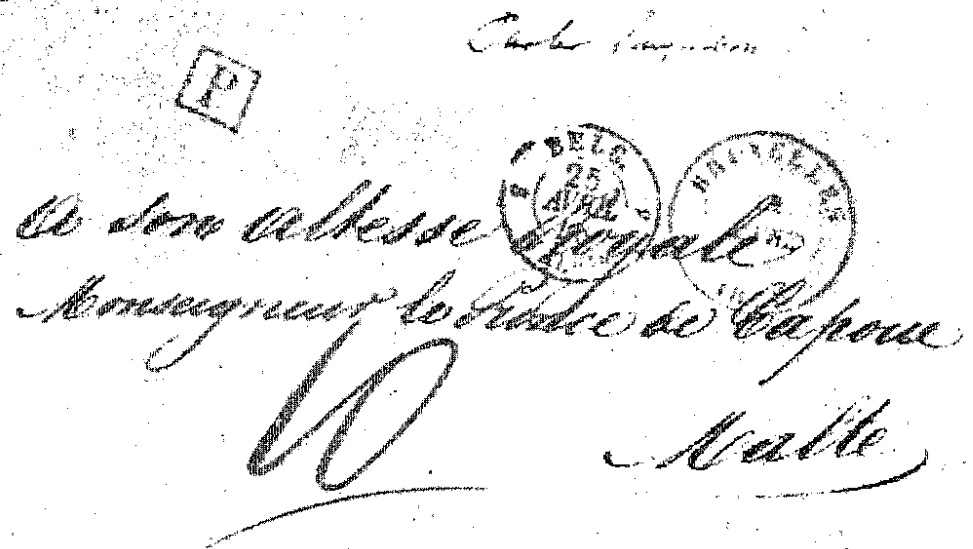
Framed PD mark Dinant 27 February 1845.

15.



Letter from the sub office of Brussels- 'Beau A' whose framed PP mark was overprinted with the PD mark from the frontier office (possibly Ghent) 3 September 1847.

16.



Letter to Malta 24 April 1846 with P from Brussels.

THE FRAMED P MARKINGS

Three marks of this type in blue from Brussels are known to us. Two letters to Malta (Collection De Clercq) with the handwritten mention 'Par les Paquebots'. M Van de Panhuizen is in possession of a letter to South Italy with post paid to Sarzanne. A red mark from Ghent is known in the collection of M. Allard.

(see illustration 16 on page 70 (17))

THE FRANCO FRONTIER MARKINGS

In this section we find rather easily the handwritten 'franco frontiere' and even the 'franco Arlon' mentioned by the despatching office. Rare are the handwritten 'franco St Jean de Luz', 'franco Perpignan', 'franco Pt de Beauvoison', 'franco St Louis', 'franco Marseille', 'franco Alexandrie' of which the existence is sure.

Other possibilities are 'franco Bordeaux', 'franco Le Havre', 'franco Calais', 'franco Ferney', 'franco Huningue', 'franco Sarzanne', 'franco Forbach', 'franco Trieste', 'franco Broni', etc.

Two frontier offices have also used marks which were in fact reserved for correspondence with Germany. Arlon used between 19.5.1831 and 11.12.1835 in red a framed 'Franco Frontieres' mark. Of this it is known that 15 letters exist. Again there is only one letter known with the red oval 'Franco Frontiere' mark from Brussels N 1, on a letter dated 3.10.1834 from Brussels to Wholen

(see illustration 17 on page 72 (19))

THE FRENCH SELECTED ROUTE - NOTATIONS

We know different handwritten models to mark the French selected route : 'Voie francais', 'franco frontiere Suisse', 'Italy par la France', etc.

One stamping is also known nl. the P B T F (Pays-Bas Transit Francais) A profound investigation of different auction catalogues of the last 10 years pointed out the existence of 15 specimen letters between 1823 & 1844. Although 12 of these letters came from Brussels with destination Switzerland, the colour of this stamping (black until 1832, red from 1834) showed that this stamping was mostly not used in Brussels. Exception to this we find on the illustrated letter of 1834 where the colour is the same as the date cancel of Brussels. Up to this date I could not determine which offices used the PBTF stamping. I have an idea it is also because of the convention of 1818. A certain fact is that the intention of this stamping was to indicate the French selected route and that they are found on letters to Switzerland, Levant, (already seen) and eventually Italy, Austria and Turkey.

According to the colour of this mark this could be a French cancellation but then not used when entering France (because of the colour difference with the French T F) but when leaving France.

(see illustration 18 on page 72 (19))

IV. TAXATION AND POSTAGE

To make the matters clear we see how the values stood against each other:

In the Netherlands :	1 stuyver = 1 sol = 5 cents.
	1 cent or centime = 5 1/100 gulden
In France	1 decime = 10 centimes = 1/10 franc.
and	1 stuyver = 1 sol = 1 decime.

A. Correspondence to France.

We note first that in 1818 a letter may weigh a maximum 6 grams and that heavier letters were taxed according to the French progression of weights. This applied as well as for the Dutch as the French part of the transit.

Manuscript 'fco St Louis'
and 'franco frontiere suisse'
Letter to Switzerland
8 May 1828.

[Faint handwritten text, possibly "The end"]

en Châte

FRANCO FRONTIERE
3544
T. P. T. T.
Canton de Vevay en Suisse

Franco Frontiere in oval
and selected route notation
PBTF both from Brussels.
letter of 3 October 1834.
to Switzerland.

Manuscript 'ice Perpignan'
on letter from Antwerp
1 November 1834.
Postage 25/55 totals
80 cents marked on
reverse.
Note 'Par Estafette' to
Portugal.

cc Perpignan L80

Monsieur Schuster fils

Lisbonne

Portugal

Framed PF (Kortryk)
letter 26 March 184
postage F11 -total
14 decimes marked
on reverse.

Catalonia

Barcelona

España

M. J. G. G.

1900

This French progression is as follows :

less than 6 grams	-	single postage
6 to 8 grams	-	extra charge 1sol or 5 cents
8 to 11 grams	-	1½ postages
11 to 15 grams	-	2 postages, etc.

For the overweight letters the weight is written in the left top corner of the front of the letter.

The post paid letters to destination pay the amount of the Dutch internal postage to the frontier which goes to the Dutch post, and the French postage from the French frontier office to the destination goes to the French postal administration. This is marked in cents on the back of the letter. In case the destination is one of six French frontier offices, then the Dutch postage is raised with 10cents or 2 sols which goes to the French.

If on the contrary the place of departure of the letter is a Belgian/ (Dutch) frontier office and the place of destination is not a frontier office, the French postage is raised with 10cents which comes to our country. For correspondence from a Belgian frontier office to a French frontier office the postage is 10 cents which goes to France.

The French post buys off the non post paid correspondence at a rate of 6 sols per 30 grams correspondence from the 1st Rayon, 14 sols from the 2nd Rayon, 16 sols from the 3rd Rayon, 20 sols from the 4th Rayon and 24 sols from the 5th Rayon.

The Dutch and French postages were distributed in large tables to each office. These tables were changed on 1 April 1828, in fact together with the French progression which is now as follows : -

less than 10 grams	-	single postage
10 to 15 grams	-	1½ postages
15 to 20 grams	-	2 postages
20 to 30 grams	-	2½ postages
then per 10 grams	-	add ½ postage

The Convention of 1836 confirms this adjusted measure. Remember again that the frontier offices of Brussels and Mons reckon the internal postage to Quievrain. The same counts later for the train post office Brussels-Quievrain. Similar rules count for the frontier office Ghent and the Train post office Gent-Mouscron, who first charged the internal postage to Menin and from 1.8.1843 to Mouscron.

For correspondence to Corsica and the French Possessions in North Africa, these are equalised with the French correspondence and the French post calculated to Toulon is increased with 1 decime 'voie de mer' in case of being post paid to destination.

Following the new definition of the rayons the buying up of the closed packets per rayon, unpaid correspondence, is made up as follows :

per 30 grams from the 1st Rayon	-	80 centimes
per 30 grams from the 2nd Rayon	-	1.20 franc.
and then an additional		40 centimes per Rayon.

Although the difference of tariff in Belgium and France is a tariff reduction of 10% applied by Belgium to France (art 16 of the convention) by settlement of the unpaid letters.

Note that in 1836 the Belgian internal postage was as follows :

the same village	1 decime or 10 centimes
villages on one route	2 decimes
0 to 30 km.	2 decimes
30 to 60 km	3 decimes
60 to 100 km	4 decimes

The Convention of 3 November 1847 in operation from 1 January 1848, generalises the principle of the exchange of the correspondence, post paid as well as unpaid, in closed packets calculated at a rate of tariff per 30 gram correspondence.

Out of this follows a regulation so the total postage per letter may be different according to whether the sender or the receiver pays the postage.

An unpaid letter from Belgium shall on arrival be taxed with the Belgian 'external' postage increased with the French internal postage. The sum of these two amounts is expressed by one number in decimes on the front of the letter.

A post paid letter from our country is on departure taxed with the Belgian internal postage and the French 'external' postage and is noted on the back of the letter.

The Belgian internal tariff is practically the same as the one applied in 1836 with a weight progression per 10 grams.

The 'external' postage is the postage reckoned in one country for the way into another country and is equal to $\frac{1}{4}$ of the tariff based for 30 grams correspondence that is being refunded by the first country to the other. The weight progression of the external postage raised here per 7.5 grams.

Belgium is divided into two zones, a frontier zone of 30 km., the so called Rayon Frontiere and a second zone which consists of the rest of the country.

France is divided into three zones : a frontier zone of 40 km., the rest of the country with North Africa and the so called 'Parages de la Mediterranee' or towns such as Alexandria, Smyrna, Constantinople, Beyrouth etc, where French post offices are situated.

France buys the unpaid correspondence from the Belgian rayon zone for 40 centimes per 30 grams, and for 1 franc per 30 grams for the rest of the country.

Belgium pays to France for the French way to Belgium firstly for posta paid correspondence 40 centimes per 30 grams for the French rayon zone of 40 km. 1.20 Fr for the rest of the country and 3.20 Fr for the 'Parages'.

The French 'external' postage is then respectively 10 cent., 30 cent., and 80 cents also per 7.5.grams.

The total postage of which a letter is finally taxed must always be rounded off to the highest decime.

B. Transit Correspondence.

We have seen that the Convention of 1818 foresees a compulsory post paying either to the Dutch (Belgian) frontier or to the furthest French frontier.

In the first case only the internal Belgian postage is counted at departure but according to the French weight progression.

In the second case the sum of the Belgian postage is calculated to the frontier and the French internal postage between her two frontier offices.

In the first case there is no settlement with the French Post, and in the second case the settlement is made per piece for sendings to Switzerland, Austria, Sardinia, South Italy, Turkey, Levant, Aegean Isles, For other countries where the sendings take place in closed packets Belgium pays to France an amount per 30 grams of correspondence for the transit way.

This is : -

Spain, Portugal and Colonies, Gibraltar	--	39 decimes
France and Foreign Colonies, Overseas Territories.		36 decimes
England		15 decimes

The changes of 1828 and 1835 of which there was talk for letters to France counts also for transit letters.

The Convention of 1836 in principle does not change this situation. We give here as information the internal French transit postage, expressed in decimes.

(see illustration 19 on page 72 (19))

	Dunkerque	Lille	Valenciennes	Givet	Sedan	Thionville
Bordeaux	10	10	10	10	10	10
Calais	2	4	4	6	6	7
Freney	9	9	8	8	7	7
Huningue or St Louis	9	8	8	7	7	6
Forbach	7	7	6	5	5	3
Marseille	11	11	11	11	10	10
Perpignan	12	11	11	11	11	11
Pt de Beauvoisin	10	9	9	9	8	8
St Jean de Luz	12	11	11	11	11	11
Toulon	12	11	11	11	10	10

The letters post paid to destinations in Sardinia follow the same rules as those to destinations in France.

The transit postage to Sarzanne is 16 decimes per letter. The transit letters of 1818 for closed packets of correspondence given above are unchanged.

As added possibilities we have :

Turkey, Aegean Isles, Smyrna, Greece, Italian ports via French Packet boats
- 9 Fr or 90 decimes per 30 grams.

Each letter to one of these destinations is taxed in Belgium by departure with the Belgian internal postage raised with 23 decimes for the transit inclusive of the sea passage (T I $\frac{1}{4}$ of the tariff per 30 grams rounded off).

We can also reach those countries across land according to the model of 1818 which comes out cheaper. From 1 November 1840 the tariff to these destinations per packet boat was lowered to 15 decimes per single letter (6 Fr per 30 grams correspondence.)

The unpaid Belgian letters with destination Levant, via packet boat are bought by France at a rate of 2 Fr per 30 grams. Following on the circular letter of 9 January 1844 is the transit tariff to Spain lowered from 39 to 23 decimes per 30 grams from 15 January 1844. A uniform postage came into use for paid and unpaid letters from Belgium to Spain across France - 2.5 Fr per letter with a weight progression of per 10 grams.

From 1 January 1846 the postage for letters to Switzerland becomes the sum of the internal Belgian postage according to the Belgian progression and a foreign postage of 6 decimes per 7.5 grams (tariff for closed packets is 2.4 Fr per 30 grams for the foreign way)

From 1 May 1846 a similar rule came into use for correspondence to Baden. The foreign postage here is 4 decimes.

(see illustration 20 on page 72 (19))

The new Convention with France which came into force on 1 January 1848 foresees two possibilities (see also the explanation above for letters to France).

1. Unpaid Belgian letters : external postage increased with foreign postage
2. Post paid Belgian letters : internal Belgian postage increased with foreign postage.

With due regard to the following : -

- the foreign postage can count to destination or to an agreed place.
- in this last case the receiver shall pay the above described postage and also pay the postage to that place.

- the Belgian external postage is uniform for the whole country, nl 1/4 for the tariff in closed packets of 25 centimes per 7.5 grams. So here there is no talk about a reduction of the tariff for the Rayon Frontiere.

The foreign tariff per 30 grams closed packets is as follows : -

Destination of Letter	Limit of paid post	tariff
Great Britain, Ireland	destination	1.6 Fr
Colonies, English Possessions (via Gr. Britain)	disembarkation port	4.4 Fr
Canada, Jamaica, New Scotland etc (via Gt. Britain)	disembarkation port	5.2 Fr
Austria, Belgrade, Cracow	destination	3.6 Fr
Moldavia, Valachie	destination	5.2 Fr
Turkey (European & Scutari)	destination	6 Fr
Bavaria	destination	1.6 Fr
Baden	destination	1.2 Fr
Switzerland	destination	1.6 Fr
Malta (via packet boat)	destination	2.2 Fr
Greece (via packet boat)	destination	3.8 Fr
Sardinia	destination	2.45 Fr
South Italy (via Austria)	San Benedetto or Casal-Pusterlengo	3.2 Fr
Greece, Aegean Isles (via Austria)	Trieste	3.2 Fr
South Italy (via Sardinia)	Broni or Sarzanne	3.5 Fr
South Italy (via packet boat)	disembarkation port	2.2 Fr
Overseas Territories (via French ports with official packet boats)	disembarkation port	3.6 Fr
Various via French ports with commercial ships	disembarkation port	2 Fr
Peru, Bolivia, Chile, Ecuador	disembarkation port	7.2 Fr
East Indies, Ceylon, China	Alexandria	3.6 Fr

The foreign postage per single letter of 7.5 grams amounts to $\frac{1}{4}$ of the tariff per 30 grams in closed packets.

The transit amount on French soil for letters to or from Spain, Portugal and Gibraltar is again reduced to 1.2 F per 30 grams.

We remember again that the total postage per letter is always rounded off to the highest decime.

These rules and regulations apply until the end of September 1849.

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C Delbeke Gent. February 1978.