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# **BELGAPOST**

**THE JOURNAL OF THE BELGIAN STUDY CIRCLE**

— relating to all aspects of Belgian Philately —

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VOLUME TWO

# BELGAPOST

THE JOURNAL OF THE BELGIAN STUDY CIRCLE

-- relating to all aspects of Belgian Philately --

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Volume 2 (part 3) Page 54

Edited and Produced by J B Horne

7 Elm Drive,Bradley,Stafford ST18 9DS

This edition of Belgapost is being sent out a little later than planned - I hope you all think the wait is worthwhile. You will see that I have even included a short note re the December meeting. A lot of my time in producing this issue has been taken up with getting catalogue numbers for the lists and then typing them out. I have been careful and shall be delighted if no mistakes are found, but if you do find any errors do please let me know so that they can be corrected in the next edition.

I mention the Bristol Federation Convention in the Circle News, and can tell you that this will be held on Saturday and Sunday 8th and 9th August 1987 at The Somerset Hall Portishead. We, this Study Circle will be giving a static display in Room B on Saturday 8th August from 12 Noon to 1.45pm. All Members are welcome.

You will see elsewhere that I have over 300 pages of articles in French awaiting translation, and I do hope that some of you can offer me assistance. Apart from these articles I have very little material left for publication. I have been offered an article but at present this is not written. I have said before that I am prepared to rewrite, edit, type and set out for you anything you care to send me. The article on the Stickney machine has been produced from about 15 pages. Incidentally I learn that there is a good article on the Stickney machine in the Czechoslovak Monographie and I am trying to get a copy and then get it translated for future publication.

The Lunch meeting is being held on 28th March and details will be sent out to you all shortly. Do please make a note of the date now.

Please remember that I need articles from you so please get out your stamps and your pens and start something NOW .

JBH

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by S J ANDREWS F.R.P.S., L. F.S.P.H.

The first numeral cancellations of Belgium- ie those incorporating a numeral in the centre of a pattern of bars- came into use on 1st July 1849, following a Ministerial Decree of 17th June 1849. These cancellers were used to cancel the adhesive postage stamps introduced on 1st July.

They were brought into use at the "Perception" or Main Post Offices and consisted basically of 17 horizontal bars, these having some variants, all well illustrated on page 131 of Balasse Catalogue. They were in use at 133 offices on the original date of 1st July 1849, but as new offices were opened, 10 of these first cancellers were transferred to other offices and a further 34 offices were opened. The series was continued to No 171. Of the 34 offices, 13 of their cancellers were transferred to other offices. Hence in allocating these cancellations to specific offices it is essential to know the dates of transfer - year dates are well set out in the catalogue - but the only sure way of allocating these marks to their correct offices is by collecting them on cover.

For the three main offices - Antwerp , Brussels , and Ghent , an 18 horizontal bar canceller was used instead of the 17 bar, and Liege also used the 18 bar in addition to the 17 bar.

A 14 bar canceller was also used at Bruges , Brussels , and Ghent , I have no date on which they were introduced.

In 1858 a new canceller having 8 bars was introduced to 72 offices, 46 of these being new offices and which used only this particular canceller. Of these, 4 are not "numerals" in the true sense, but are the four Brussels offices of Nord , Midi, Est and Ouest.

Included in the 17 bar items mentioned there is a special one - that for Verviers Annex, the numeral being shown as 123 above AI.

Additionally there were special marks used by Brussels, one with 26 bars, the "points" and the 10 bars, the first two being of some rarity. Tournai (No 120) also used a "points" canceller. There are also certain varieties of the 10 bar type.

At the same time that the 17 bar type was issued to the "Perception" or Main Offices, The "Distribution" or Sub-Offices , received a cancellation having 18 vertical bars and again incorporating a numeral in the centre. 63 of this type were originally issued but as some of these sub offices were upgraded in status, the cancellers were transferred to new offices being opened and eventually up to No 145 was issued.

The " Ambulants" or Travelling post offices, also used the 17 horizontal bar canceller, these incorporating a letter and numeral to indicate on which T P O the canceller was used (eg NI , M III etc) Roman numerals were used except for O.5. The Ambulants MIV , MV and MVI also used an 18 bar canceller.

From 15th April 1864 a new type of numeral cancellation came into general use, this being known as " Cachet a points" or "Lozange of dots". This was created under Service Order No 49 dated 4th April 1864. By 2nd November 1864, all offices "Perception", "Distribution" and so on, except "Relais" offices were given these new type cancellers, some 410 being issued (Aeltre to Zele). Later further offices were opened and an additional 45 offices were issued with cancellers . Similar cancellers were issued to the Ambulants. The types of office were now distinguished by various marks within the dated office handstamps.

The new (1864) type in the higher numbers, particularly above 400 are in general rare or very rare as they were in use for a very brief period. Some of these were allocated as late as the end of 1872 and for No 451 (LINCINT) not issued until 1 March 1873 giving a nine day use. These were finally succeeded on 10th March 1873 by the normal dated circular office handstamps, these previously having been struck on the envelope only. In other words, having done away with the numeral cancellers, half the work of cancelling the stamps was cut overnight. In the increasing use of the postal services, the postal officers must have been very pleased.

Following the illustration etc in the August 1986 edition of Belgapost - page 39, I thought you would like to have some information about this steamer.

The General Steam Navigation Company was formed in October 1824 by a group of ship-owners who traded with small steam packets between London and Margate. It was originally intended to trade to India, America and the countries bordering on the North Sea and the English Channel, but the company eventually limited its routes to the Continent and to ports in the Mediterranean. It was, and is, one of the oldest to conduct a sea/ocean going Steamship service.

The First two boats owned by the Company were the "Lord Melville" and the " Earl of Liverpool ", being built in 1822. The first ran on the London-Calais service in 1826 and the other to Ostend, having been purchased in 1824.

By the end of this year, eight further ships were purchased, including the " Soho ". This was of 242 net tons (433 gross), a length of 150 ft 5 ins.

She was built in London in 1820 for the London-Leith run, but in the early thirties she was transferred to the Antwerp service. In 1839 she was on fire in the Thames, but by the exertion of a junior engineer was saved and lasted well into the 1840's.

The " Soho " left Antwerp at 11 a.m. every Sunday to London, and returned from there every Thursday at 10 a.m. The Captain ( in 1845 ) was Capt. Thomas Whitcombe.

The ship departed and arrived at Brunswick Wharf, Blackwell, in London, and " carried a bag of letters from the Post Office ".

The " Earl of Liverpool " ( Capt. Henry Lomax in 1845 ) also carried a bag of letters from the Post Office. This Steamer left on Saturdays and Wednesdays from London (London Bridge Wharf) to Ostend.

S J Andrews.

TABLEAU des SERVICES de MESSAGERIES 1847

I have bought an original copy of the 1847 booklet issued by the Ministry of Public Works - Postes in Belgium in September 1847. This booklet sets out all the Mail Coach routes, times of departure, arrival, intermediate stops and times, types of coach used, and name of carriers. It is of great interest and I am sure that members will be interested to see a copy. I have produced a small number of copies for those members interested : - the price is £ 5 .00 plus 50p postage. Please let me know if you would like a copy.

J B H 11.86

I mention also that I have original prints of the 19 Oct 1844 Convention -UK and Belgium and the 8 Jan 1857 Convention . I have copies of the Nov 1844 Articles and the August 1857 Convention. These deal with the transfer of mails between the two countries and the Articles set out in detail the rates and also append some specimen forms. I can provide any member interested with a bound copy of the set at £ 6 .00 plus 75p postage. ( have a spare copy of the Jan 1857 Convention at £10.)

J B Horne 7 Elm Drive Bradley Stafford ST18 9DS

EXCHANGE PACKET.

Dr Jack Gibbs has sent some Packets round and would ask any member who would like to be on the list to receive packets to please let him know. At the same time he appeals for booklets for future packets please. Regret that packet is only available for members in the U K. Form to advise Dr Gibbs is enclosed.

by S J ANDREWS F.R.P.S.,L. F.S.P.H.

Previous to 1879 the cost of conveying small parcels within Belgium varied according to the distance travelled. This led to a certain restriction of trade especially in goods of little value.

Royal Decrees, dated 25 February 1861, and 26 October 1868 were promulgated, by the terms of which the Minister of Public Works was authorised to arrange special rates for such goods.

By 1870 a great expansion of trade took place in the country. The French in particular, many now residing in the country, insisted on a change in the Belgian method of buying and selling. So it became necessary for even the smallest purchase to be delivered to the buyer's residence free of charge, and even for articles outside the Towns it was necessary for these to be delivered free when the purchase exceeded a certain minimum value .

Owing to a general desire for a reduction in the very heavy rates charged for carrying parcels, which were hitting retail traders very hard, the various trade associations and Chambers of Commerce devoted a great deal of time and trouble to the formulation of a workable scheme. Many petitions were prepared and addressed to the Government and to the Minister of Public Works, It was not an easy task to establish a uniform rate for any distances owing to the fact that at that time most of the railway lines were in the hands of various companies, amongst whom part of the receipts had necessarily to be divided.

However, on 15th April 1879 the Department of Public Works, above the signature of Saintelette decreed the details of a special tariff on these small parcels as follows : -

- " Item 1. Parcels weighing 5 Kilograms and under, which may be despatched on the State Railways, will be subject to a uniform rate of frs 0.80 or frs 0.50, according as to whether they be accepted under tariff 1 (Express) or tariff 2 (fast goods): the above rates are inclusive of carriage and delivery "
- " Item 6. Stamps of 10,20,50 and 80 centimes will be provided for the purpose of franking such parcels. They will be placed on sale at all stations of the State Railways. "
- " Item 9. This decree shall come into force on 1 May 1879. "

The basic colours of the stamps were 10c brown, 20c blue, 50c rose, 80c orange all with various shades. The stamps were printed in sheets of 200 by Messrs. Gouweloos, Rue Brogniez, Brussels. They were designed by Charles Weiner.

Owing to arrangements having been entered into between the various countries composing the International Postal Union to establish a service of parcels post of a declared value (i.e. Registered or Insured) a 25 centimes stamp became necessary to prepay the additional charge. This new stamp in the same design as the earlier issues came into use on 1 August 1881 and was in green; but was now printed by the new stamp-printing office in Malines. It should be noted that this printing office was quite separate from that used by the Department of Posts and Telegraphs.

A further stamp - 1 franc -was also issued on 1 February 1882 , for use on parcels weighing under three kilograms on which no value had been declared and was for sending abroad. This stamp ,in grey, was now printed in sheets of 100.

This short article is basically a postal history subject and hence the article is headed "Parcel Post " rather than what we would normally see as "Railway Stamps" Is not " Parcel Post " the more correct way of seeing this ? This subject is certainly the correct way of seeing this in a more important article to be read on this subject in a forthcoming issue of "Belgapost ".

S J Andrews 11.86

I have in hand the following articles, all in French. They total about 300 pages including illustrations. I need you to help me in two ways;-

Firstly to tell me which articles you want first (otherwise I shall print them in my own choice and order) and

Secondly I need help with translation - Any offers please ?

(I do have an offer to translate 'De Paardepost ' from Flemish, is there any member willing to undertake the translation of small articles for me from Flemish please. )

Most of these articles have appeared over the last 6 or so years in the Journal of the Cercle Paul de Smeth and are by well known Belgian Philatelists

Les Ambulants de Belgique	J Smidts	17	pages
Obliteration Chemin de Fer et Colis Postaux de Belgique		12	
Angleterre-Origine et Histoire del'actuel usage des lignes Bleu et croix apposees sur les letters recommandes	P Dusart	2	
Analyse Instruque d'un lettre internationale hors du commune (une lettre de MONS a TEHERAN en Aout 1914)	Eug Lejeune	4	
Les 'Army Post Office' en 1944-45 dans le Brabant, Anvers et Limbourg	J Oth	3	
Les Cartes Postales de Service	Raymond Marler	6	
La Carte Postale No 61 (Emission 1919 )	Raymond Marler	25	
Les 'Moins 10%' Van Acker de 1946 sur les cartes Postales	R Marler	17	
Conference Diplomatique de Spa	J De Bast	10	
Documentation		6	
De L'Interet historique des lettres par Ballon Monte A Vakeket		2	
Etude sur le transport du Courrier par Helicoptre	Raymond Marler	52	
(first 24 pages on Belgium)			
Doc Phil. Des Militaires allemandes capture par Armees Belges 1914-18	Gerhard Ludwig et Rene Silverberg	4	
Propos sur les projet du Premier Entier Postale Belge	R Marler	8	
Entiers Postaux Perfores a L'Emporte-Piece (1919)	J De Bast	7	
L'Entier Postaux et les Paquebot de la ligne Ostende Douvre	R Marler	20	
Evolution et Organisation du service des Envois Retules	D Herman	6	
Les Etiquettes-Adresse	J De Bast	6	
Les Griffes obliteration pendant la Guerre 1940-1945	Dr E Stocker & R Marler	8	
Ligne Bruxelles-France-Antilles 100 % aerien sept 1937	P de Smeth	1	
A Propos d'une Marque de Controle rare re 1944 2Col ouvert	M Bosteels	2	
Postes & Journeaux sont historiquement depuis deaux siecles	E Lejune	6	
La Postes a Ixelles	Jules Lenaerts	16	
Bureau de Poste de Bruxelles(Nord)(1861-1913)	Jules Leanaerts	12	
La Reforme Postale	Doc phil	5	
Les Service Affluents	Emile Thiery	13	
Tour d'horizon sur les Chiffres Taxe apres la 1ere Guerre Mondiale	J De Bast	18	
Les Timbres-Poste Au service de l'Eparne	R Marler	8	
Les Vols 'Rhein-Main ' 1912		4	

RAILWAY PARCEL POST.

Peter Rollinson.

The work of the small group recording these cancellations is proceeding and the main basic information has been entered onto a Card Index, with A - T having been completed. There is still the time consuming job of entering Brussels has yet to be completed, together with the initial letters U + Z .

The basis of the current recording has been the schedules prepared by the late R J Hughes, together with the Study Circle's own lists of Railway Parcel Post cancellations. To This has been added records from other sources, mainly from members of the Circle, without whose help it would be impossible to produce a creditable work.

The Time Tables of the Belgian Railways have been very helpful; the earliest we have was published in 1929. This lists in its Index some 1500 passenger stations in Belgium of which about 15% are Halts with probably no facilities requiring the use of cancellors. There is no guarantee that a Halt listed in the 1929 Timetable always remained as such in later years; it could have been upgraded to a Station or even been done away with ( changes could also have occurred prior to 1929). The latest Timetable we have is dated 1982 and it is interesting to note that there were some 800 passenger stations with about 45 % being Halts!

The period of use of these cancellations is considerable and they are consequently to be found on a great many stamp issues, starting with the 1902 Issue. They are also found clear of stamps on Waybills or other documents. The earliest cancellation to date is " ISEGHAM/FACTEUR No 1 " dated 11 Jan 1908. The latest cancellation so far is that of " HARELBEKE 7 + + " dated -8 1 8117 (8 Jan 1981). There is considerable overlapping by the earlier Rectangular postmarks, one indeed being recorded by Tom Jones in his book as late as 1951.

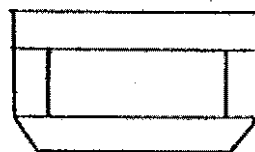
So far over 5,000 entries have been put onto the Card Index and naturally the total of details received from members and other sources greatly exceed this number. Nevertheless there are areas where the information is patchy, and in some cases non-existent. As an example the small Station of "HABAY" in the Ardennes has no recorded cancellations. You can see why we are asking for records and even more records!

Provisional Schedules of these cancellations should be ready early in 1987. They will show the type and relevant Station or Depot and show the earliest and latest dates so far recorded. A full list of all types will also be provided. The idea is that interested members would kindly go through their collections and make a note of any alterations to earliest and latest dates and any additions ie items not yet recorded. Once this had been done the list would be returned for incorporation in the Index. The publication of the final work is provisionally set for end 1987 / 1988 and all contributions from members will be gratefully acknowledged.

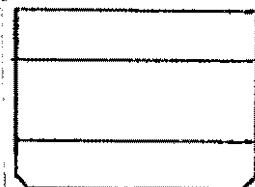
As a reminder I show here some of the postmark types we are looking at and recording.



Type 10(1)



Type 10(3)



Type 10L(1)

If you can help and would like a copy of the Provisional Schedules when they are ready, would you please let Barry Horne know NOW so that he will know how many to prepare, and can put your name on the mailing list for this work.

( Ed. This is a mammoth task and the members of the small group are to be congratulated on the work done so far, I know that they have been helped by members already, but I feel sure that there must be more material with members and I would ask you all to see whether you can help by checking your postmarks against a list provided. Do Please Look at this today and let me have YOUR NAME NOW. )

Thank you for your help

JBH 11.86.

( continued from page 40.)

1902 - 1914 Issue

## 1. The preparation of the pane of 25 and the make up of the sheet.

For the first issue on 1st October 1902 of the new Railway stamps in the two colours new dies were not prepared but an altered locomotive design used for the previous Poortman issue was used, so the plate of 25 was still employed. In this pane the horizontally lined centre with the words CENTIMES and CENTIEMEN and the name of F Poortman in the bottom was removed. It can be clearly proved that this occurred because it had been realised that this part of the design was now incorrect. That the alteration was done by cutting away the original and not by the making of a new pane of 25 can be seen because on different stamps of the pane as a result of incomplete work at the right and left of the centre traces were left of the horizontal lines which give the impression of a comb with very short teeth. These comb-like traces are found on varying positions in the pane and are clearer whenever the printed value shield is more or less shifted to the left or right. That the edges of the value tablet area were touched up with the file in order to remove these traces can be seen on several stamps so that the top and bottom coloured frame of the value tablet is made smaller and very thin. There are also obvious traces left of the name F Poortman particularly at the top of the letters.

How many plates were prepared in the period of validity and how many printings were made cannot easily be determined because it cannot be established how many complete sheets of all the printings are still with collectors or dealers.

On my enquiring of the Belgian Administration over the number of plates and printings, I received the following answer :-

" Societe Nationale des Chemins de Fer Belges  
Exploitation, Service 14  
No.29 449/2

Brussels 26 September 1933

Dear Madame

In reply to your letter of the 21st inst. addressed to our stamp printing works at Malines, we regret to inform you that we are unable to give you the information requested. We have no documents about this, as our files in our offices in the month of August 1914 have been destroyed during the occupation.

Yours faithfully

(signed p.p. the Societe )

As this letter shows, the entire file material has been lost during the Great War and so no confirmation can be expected from the official side so that the opinion is correct that the plates used were made in no certain order.

From sheets and part sheets sent to me for study and my own complete sets of the last printings I could calculate after a year or so in handling some 15,000 used copies of all values that there were two plates which shall be called Plate A and Plate B. More will be said about these in the individual descriptions of the flaws.

About the make up of the sheet (illustration 2 ) there are some things to note for a better understanding of the following remarks.

The sheet consists of 100 stamps divided into 4 panes ( 5 x 5 ). The panes are separated vertically and horizontally by margins. The horizontal margin measures 21.4mm from the perforation hole centres and is not perforated. The vertical margin separating the right and left halves of the sheet is the width of a stamp (38.4mm) and is perforated horizontally so that in each of the ten horizontal rows is one space which could be used for forgeries if care had not been taken to prevent unauthorised use by two vertical wavy lines in the basic colour of the stamp. The wavy lines do not run continuously the whole height of the sheet but consist of 24mm single lines for the height of each stamp and are at different distances from the neighbouring stamps, i.e. approximately 16mm on the left and 14.6mm on the right measured from the outer edge of the stamps. The outer margin of the sheet narrows on all sides (20 -25 mm) and so never is as high as a stamp.

The panes of 25 will be described as follows in the descriptions below :-


Top Left	Pane	1	Stamps	1	to	25
Bottom Left		2		26	to	50

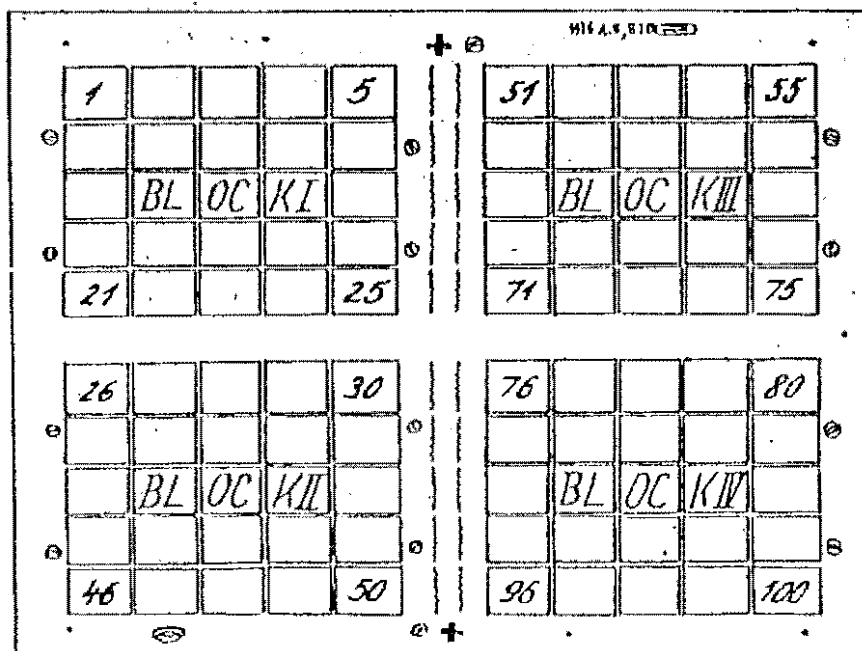


Top Right            Pane 3            Stamps 51 to 75  
 Bottom Right        4                    76 to 100  
 This is for both plates

Illustration 2.  
 at right.

Illustration 3  
 below

1914-K. 5,613 



Details to be noted in the outer margin are :-

In the top margin over pane 3 and stamps 52 - 54 is the inscription in black consisting of the year in large plain figures, the sheet number, and a small eight-sided box with the words in two lines ' Timbres Chemin de Fer ' .

The frameline of this box is sometimes broken over the B of TIMBRES; the printing 1914 E also showing two wide breaks over the T and M. In all inscriptions up to 1914 F there is a square dot after the date and code letter, and in printing 1914K in place of the dot is a line level with the centre of the 4 (1914-K ) (see illustration No 3 ).

(to be continued.)

#### BELGIUM - chemins de fer - PERFORATIONS OF THE 1882, 1895, and 1902-14 ISSUES

The author has measured the perforations on 111 of these 3 issues including at least one of each major listed variety.

For the horizontal perforations, 85% of the readings are 15.40 plus or minus 0.10 and for the vertical perforations, 98% of the readings are 14.70 plus or minus 0.10 ... All major catalogues call these perf. 15 x 14½ - which they are not - they are 15½ x 14 ¾ ... Recognizing the trend of the past several decades towards increased specialization among philatelists - and the importance of perforation differences - stamp catalogues should discontinue their incorrect nomenclature (rising from the old, give-away perforation gauges with only 0.5 increments) and show perfs. to the nearest 1/4.

I have a mint 1902-14 issue 4Fr with perforations 13.95 plus or minus 0.05 all 4 sides - no major catalogue indicates forgeries of this very inexpensive issue exist. Pending examination by a BSC expert on these issues I must deem it an excellent forgery, and will be pleased to have it examined.

E. A. Hirdler #177/o Oct. 1986

P.S. Our Aug. 1986 address list has mine correctly. I will welcome correspondence from any BSC member.

Belgapost Vol 2 12/86

**Introduction :** A plucky little band crossed La Manche in order to represent the Circle at a combined weekend with the Congo members, in September 1986. We arrived in unforecast amazingly good weather which, unfortunately, did not go the distance but it was nice to see the Belgian Coast in glorious sunlight, at least for a few hours. Had it been 70 years ago we would have been talking about being in the Yser Enclave, albeit well away from the reach of the Front Line guns.

**Venue :** The Hotel was situated amongst sand dunes well away from the seafront between Oostduinkerke and Nieuwpoort and was modern in concept. Our first impressions on arrival were mixed as bed-making was a do-it-yourself job and no 'handkerchiefs' were provided. During a short stroll the Hotel management kindly produced two towels for each visitor. Vouchers were necessary to obtain each meal in the self-service canteen and we wondered what was in store for us during the remainder of our stay. One member was so worried that he purchased a supply of wine nearby, as a contingency measure.

**Hospitality :** It turned out that the hotel was owned by a group which provided facilities for middle-class women's catholic groupings and had a strong self-catering holiday-camp-type approach to its administration. However once we had mastered the system we were well satisfied and a very good reception dinner was provided on the Saturday night. Indeed the hotel management were anxious to do all they could and did make us comfortable during our stay. It was just a case of adapting to the Flemish way of life and business. Many of the Congo members arrived first and it was not long before one type of beer ran out of stock. Reinforcements were needed but as the weekend went on appetites for the Belgian beer waned- as an outsider it seemed to be less like ale more one might say Pi Sporter.

**Business Meetings :** Very comfortable facilities were provided for all our meetings in many cases larger rooms than absolutely necessary. The topics covered were :-

- The German Occupation of Belgium 1914-1918
- Pellens Issue 1912 (part of Cousins collection)
- Mail to and from the Congo (jointly with Congo Circle)
- Albert 1915 Issue Die II
- Postmarks 1918-1919
- Mail between Belgium and U K up to 1914

We were joined by some Belgian members throughout the weekend but unfortunately the Postmarks 1918-1919 session was truncated by the absence of one of our number. As a part substitute some Elstrom sheets were displayed and the 1915 Die II discussion expanded to fill the gap. This session had considerable input from the Belgian members much of it in Flemish and our translation facilities were stretched to the limits with a lot of 'crossed' conversations.

**Finale :** Our thanks to Ter Helme for their kind hospitality (most of us arrived home heavier than when we left) and to all those who contributed to the weekend both philatelically and socially and to the Congo Circle for the organisation of the weekend, especially W Deynckens who was closely involved in the detailed booking arrangements. In 1990 the 1915 Issue will be 75 years old and it was suggested that Belgium may hold a special Philatelic Exhibition to celebrate that occasion. That might provide an excuse ( if one were needed ) for a further crossing of the Channel to unite us in a common cause - philately.

R T Harrison September 1986

**Footnote.**

FIG 1 was a TICKET entitling the holder  
to the combined Circle Dinner.

<input type="checkbox"/>	CHRISTELIJKE BEWEGING VOOR VROUWEN UIT DE MIDDENGROEPEN	
	JOZEF II STRAAT 71 bus 6 1040 BRUSSEL - TEL. 02/230 33 84	
	<b>LIDMAATSCHAPSKAART</b>	
(	AFDELING :	
(	NAAM :	
(	STRAAT :	DE NAT. VOORZITSTER R. PEERS-GEUENS
(	PLAATS :	
(	BIJDRAGE : <input type="text"/>	

FIG 1 FISCAL DOCUMENT OF VALUE?

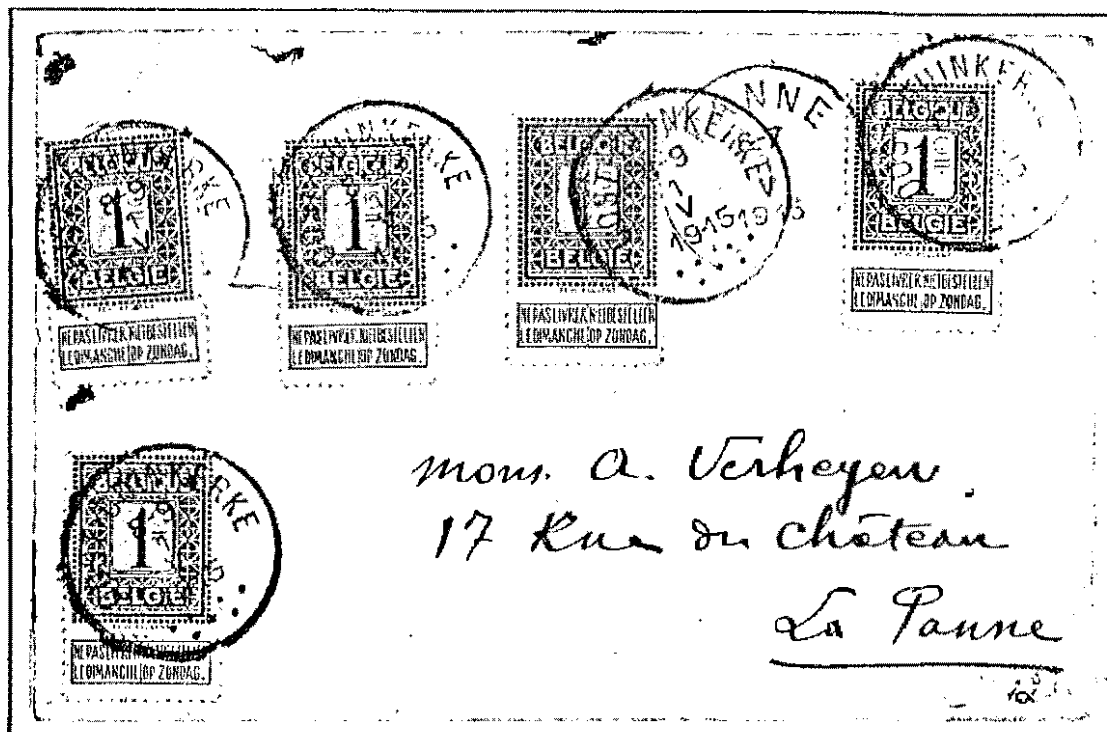


FIG 2 YSER ENCLAVE 1914-1918 WAR COVER FROM OOST-DUINKERKE TO LA PANNE DATED 1ST MAY 1915. FRANKED WITH 5 X 1 CENT OF 1912 ISSUE.

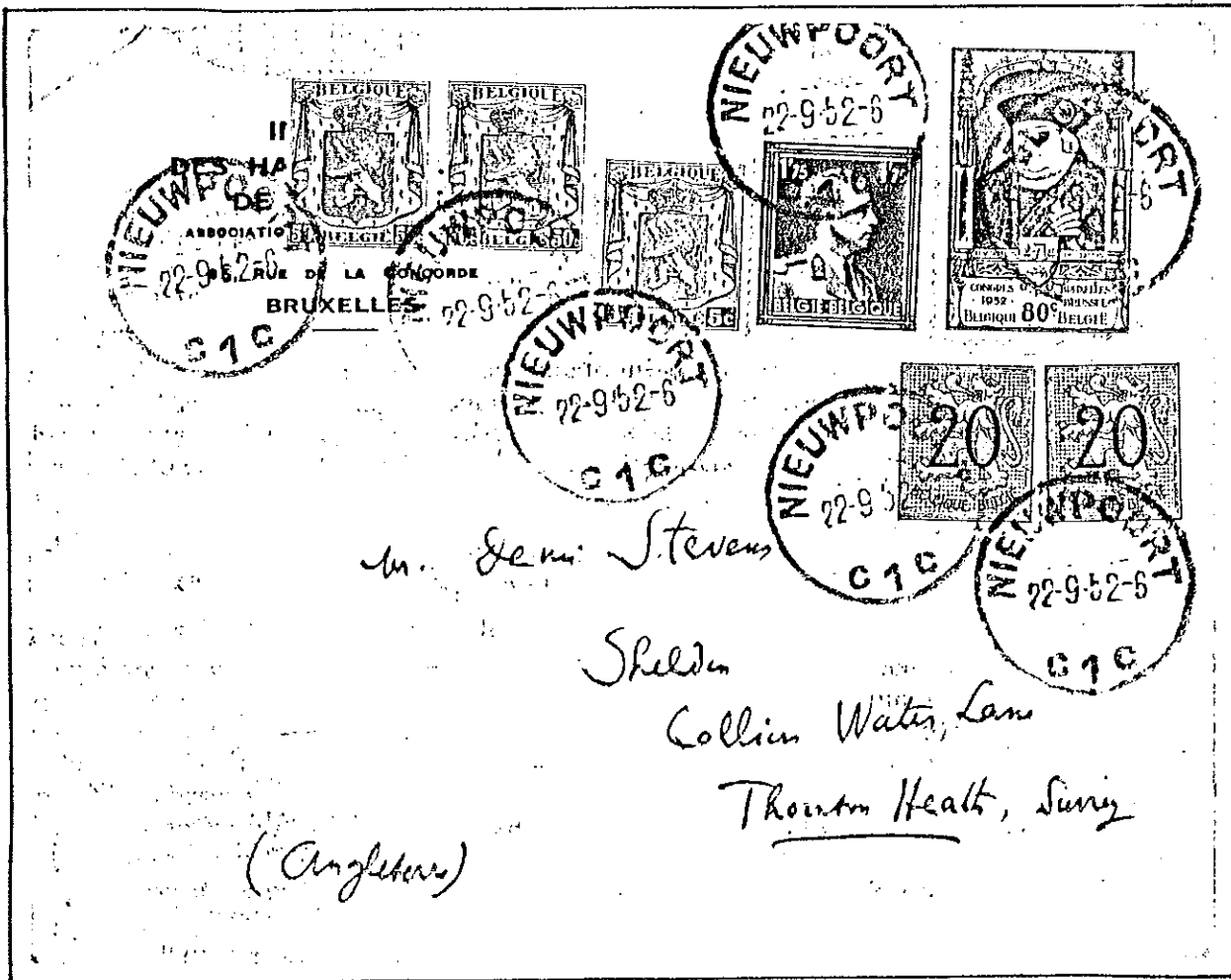


FIG 3 COVER FROM NIEUWPOORT TO CROYDON 22ND SEPTEMBER 1952. MIXED FRANKING. SINGLE CIRCLE POSTMARK.

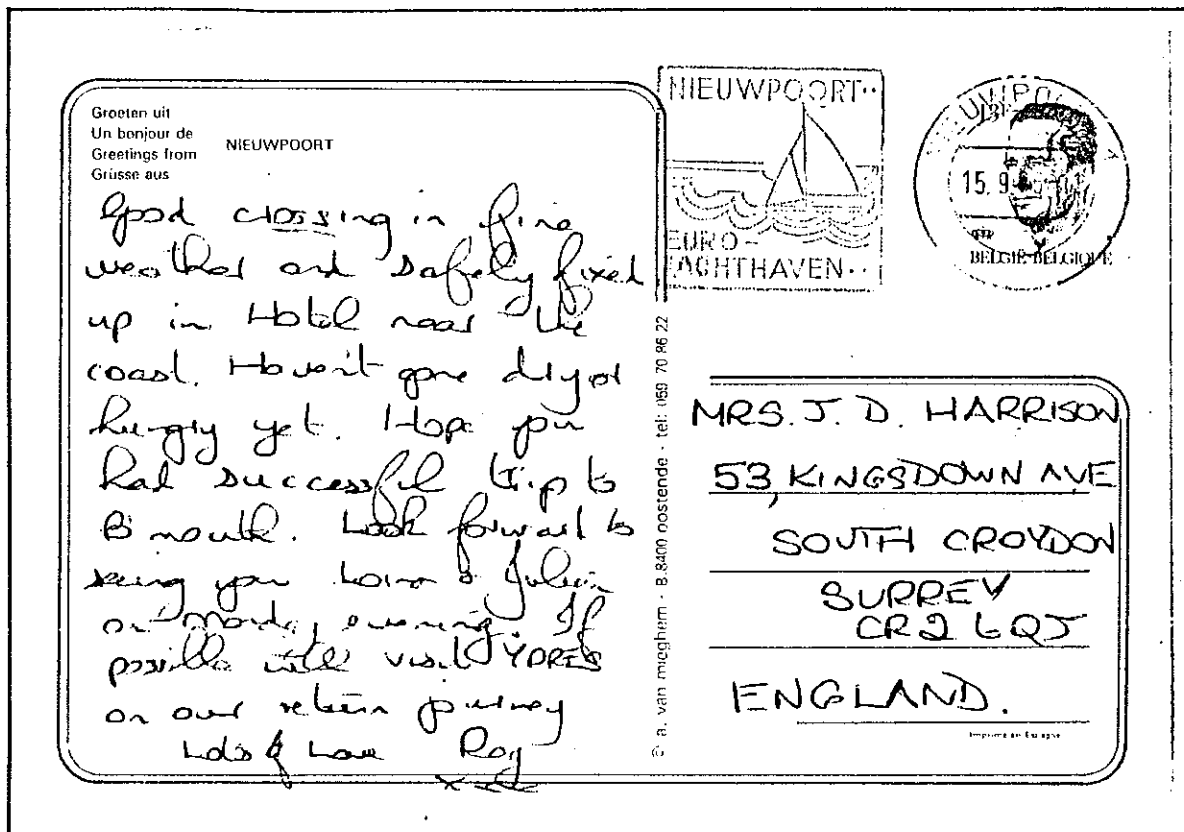


FIG 4 TER HELME SOUVENIR. POSTCARD FROM NIEUWPOORT TO CROYDON 15TH SEPTEMBER 1986. DOUBLE CIRCLE GERMAN TYPE BRIDGE CANCELLER!

# Jean De Bast

JEAN de BAST

Designer and Engraver

This was the subject of a Display at the Lunch meeting of the Circle last March when Jeffrey Kalp showed us examples of all the stamps designed by, Engraved by or designed and engraved by Jean de Bast.

I felt that we should have a permanent record of his work and Jeffrey has now kindly provided me with the list, to which I have added catalogue numbers.

JBH 12.86

## A BRIEF BIOGRAPHY

JEAN de BAST was born in Brussels on the 14 June 1883, the son of a Printer. When he was 11 he studied drawing at the Academy and was awarded three first prizes. Three years later he was accepted as a student at the Beaux Arts. He was in M.Bals class studying decorative composition and ended his period of study as a Manuscript Writer of documents in the Library. He then studied at Malines where he began his engraving career and studied with Professor Rosiers.

Later he was a member of the Philatelic Commission of the Belgian Post Office and he was also Head of Stamp Production at the Security Printing Works at Malines.

He died on the 24 December 1975.

He produced 106 engraved Belgian Postage Stamps starting with Catalogue of Officiel No.31 in 1919 and ending with Catalogue Officiel No.783 in 1966. In addition he produced 9 Railway Stamps and 2 Postage Stamps for the Belgian Congo.

In addition to his work with stamps he was a skilled painter of landscapes, still-life and flowers and he also engraved the die for the Belgian 10 Fr. piece which is still in circulation. He also sculpted designs for various medals and medallions.

Finally, all his material was presented to the Museum of Post and Telecommunications by his son.



Jean de Bast Designed (D) some stamps, Engraved (E) others and Designed and Engraved (DE) others.  
I am indicating prior to the date which the stamps are by reference to: D, E, or DE.

COB	SO	Year	Issue and values
164	236	D 1919	Perron at Liege Eng H Cheffer Recess Enchede 25c
165/178	237/48	D 1919/20	King Albert TIN Hat Eng H Cheffer Recess Enchede 14 vals 1c to 10fr
R135/66	P375/408	DE 1923-31	Railway Parcels 33 values
240/44	429/33	DE 1926	War T B Fund low val 5c20c 50c Malines typo. 1.50 5f recess Enchede
R170/3	B526/9	DE 1929-30	Parcel Post Recess
293/8	552/7	DE 1929	Anti T B Fund Recess malines 6 vals 5c -5fr
302/4	565/7	E 1930	Centenary of Belgian Independence recess
H1-18	H443/60	DE 1928	Newspaper stamps )
H19-36	N505/25	DE 1929-31	Newspaper stamps ) overprinted on 1923 issue Railway stamps
301	H5568	DE 1930	Internation Phil Exhibition Antwerp
305/7	574/78	E 1930	Congress of International Labour Office
310/4	574/8	DE 1930	Anti T B Fund Recess 40c to 5fr 5 vals
317/24	582/91	DE 1931-2	Definitives Albert with Kepi 1fr - 10fr 9 vals phot and recess
326/32	593/99	DE 1931	Anti TB 10c -5 fr 7 vals Recess
351/2	618/9	E 1932	Infantry Memorial Des Massonet Recess 75 & 1.75
353/5	621/3	DE 1932	Scientific Research Fund 3 vals 75,1.75 & 2.50
174	B645	DE 1933	Parcel Post 4 fr on 6 fr ('73)
394/400	670/6	E 1934	Anti T B Des J Thiriar 7 vals 10c - 5 fr
410	H5688	DE 1935	Siteb Min Sheet Brussels Phil Exhibition
R178/207	P689/712	E 1935	Railway Parcels Centenary of Railways
437	H8776	DE 1936	Charleroi Phil Exhib
477	821	DE 1938	Kockelberg Basilica Completion Fund
519/26	872/5	DE 1939	Anti TB Fund 1f to 5f 4 values
8-11	1165/8	E 1946-51	Air stamps Des J D Croa 6f 8.50f 50f 100f
12/13	1177/8	E 1946	Air Bastogne Monument Recess Malines 17.50 x 2
737/41	1188/92	E 1946	War Victims Relief Medieval Heroes from Paintings by Gallait 5 vals
751/5	1207/1211	E 1947	War Victims Relief ditto 5 vals
790/1	1258/9	E 1948	Anti T B 4f -20f
810A	1275	E 1949	Centenary of First Postage Stamp AIR Des R Bruynseraede
818/22	1302/6	E 1949	Anti T B recess Malines 1f75 to 8 fr
823/5	1307/9	E 1950	Anglo-Belgian Union Des M F Severin
876/8	1389/91	E 1952	Kockelberg Basilica Fund Des M F Severin
(879.	1393/97	DE 1952-8 )	Definitives 50f 100fr. 1.50 2f 4f
(909/11		)	
(1075		)	
880/91	1398/409	DE 1952	13th U P U Congress Brussels des & Eng by J de Bast AND W Groffin
997	1588	E 1956	Centenary of Birth of Anseele
1093	1680	DE 1959	Day of the Stamp
1103.7	1690.94	DE 1959	Royal Library of Belgium Fund 1fr. 5fr.
1109/10	1700/1	DE 1959	5th Anniversary of Popr Adrian VI
1116.20	1707.11	E 1959	Anti T B Des J van Noten 2fr 7 fr
1121	1712	E 1960	Stamp Day des J Van Noten
1125/7	1755/8	E 1960	Centenary of Credit Communal
1165	1761	E 1960	Anti TB I val. 2 fr
1174	1770	E 1961	400th Ann of Birth of Burgomaster Rockox Des M Dolphin
1181	1777	E 1961	Culture Fund 6fr
1205.7	1805.7	E 1962	Culture Fund 40c.1 fr.
1212	1812	E 1962	Stamp Day Recess Des J Thiriar
1213	1813	E 1962	450th Ann of Birth of Mercator
1224	1824	E 1962	Concentration Camp Victims
1249	1851	E 1963	Stamp Day des E Verboegshoven
1250	1852	E 1963	Centenary of Paris Postal Conference
1273.7	1875.9	E 1963	Anti T B 1fr.6fr.
1281	1884	E 1964	Belgian Celebrities 50c
1284	1887	E 1964	Stamp Day Des J Thiriar
1303	H51904	E 1964	Cultural Funds 8fr
1307.12	1908.13	E 1964	Anti T B Des Malvaux 50c 6 fr
1327	1925	E 1965	Philately for the Young
1328	1926	E 1965	Stamp Day Des J Thiriar
1349/50	1949/50	E 1965	Centenary of the Death of King Leopold 1st
1367	1964	E 1966	Stamp Day Des O Bonnevalle after water colour by J Thiriar
1382	1975	E 1966	Centenary of Prof. Kekule's Benzene formula. Des Malvaux
1381	1976	E 1966	19th World I P T T Congress Brussels
1395/6	1997/8	E 1966	75th Ann of Royal Fed. of Belgian Philatelic Societies. 2 vals Optd.
1387	1980	E 1966	Cultural Funds 2fr
1403	2003	E 1966	Child Welfare 8fr
1413	2012	E 1967	Stamp Day
1422	2021	E 1967	European Telecommunications Day

CONGO.

A7/15	197/205	D 1934-9	Air Stamps Recess Malines
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Please note that in Catalogue numbers / means all numbers from-to while a . indicates separate numbers

This list of details was handed to members at the Study Circle meeting in London on the morning of 13th December 1986, when Lawrence Green led a most interesting talk and display on the Postage Due stamps. I hope we can have a longer article for you in the future but thought that all members would be interested in this resume. jbh.

Before 1870 Various marks on envelopes to mark underpayment, the most common being :- (note that number is the P O No )

Timbre  
insuffisant

Affranchissement  
insuffisant

AFFRANCHISSEMENT  
4 0  
INSUFFISANT

AFFR. INSUFF.  
53

- 1869 Essays for first Postage Due stamps by Charles Weiner (based on French)
- 1.8.1870 Following A M (Arrete Ministeriel) of 20.7.70 10 & 20 centimes stamps p.15 issued for use only for understamped letters sent to an address within the area of the same P.O. Designed by Henricks
- 1.7.1875 Tax fixed for first time at double the amount understamped
- 15.3.1876 The mark 'T' replaced 'AFFRANCHISSEMENT INSUFFISANT' **T**
- 1.11.1895
1. First issue 10c & 20c withdrawn, but in fact usage continued until stocks were exhausted - I have seen July 1900
  2. Following AM of 8.10.95 5 new stamps 5c. 10c. 20c. 50c . 1fr. were issued. Basic design by Privat-Livemont continued with modification until 1966.  
P.14 Bilingual
- 28.5.1900 A M of 23.5.1900 altered colours of 10c. 50c. & 1 fr.
- 1.4.1909 A M of 27.2.09 . much needed 30c blue was issued.
- 1915-1918 German Postage Due Markings used PORTO etc
- 1.9.1916 Centime values of 1895 re-issued with the shading round the lion thicker
- 25.4.1919 Due to fraud the P O surcharged the name of each P O on the Postage Dues, mainly on 1916 stamps, but also seen on 1895 and 1919 issues.
- 30.6.1919 PO's short of 5 centimes. authorised to cut 10c into two equal parts
- 1919 1915 definitives authorised for use as Postage dues with T on stamp.
- 10.9.1919 A M of 18.8.19 centimes values issued with white centres. All Stamps except 30 centimes also perforated 14 x 15
- 1922/1938 Issue at various dates of 18 values 5c to 3.50 fr. Figures and colours modified from 1919 issue Perf 14 x 13 $\frac{1}{2}$
- Dec 1945 Liberation Issue. 7 stamps 10c to 2 fr. First with BELGIQUE?BELGIE.
- 1946/1953 Issue at various dates of 10 stamps. 65c to 10 fr of 1922 type.
- 30.6.1959 All Postage Dues withdrawn and until 1966 ordinary current postage stamps surcharged 'T' used instead.
- 1966 Totally new type of Postage Due stamps without any wording issued. 7 values from 1 fr. to 20 fr.
- 1981 "Meter Marks" used as postage dues some marked direct onto the envelope, some on a separate piece of paper gummed onto the envelope

If any member can add to this will they please either send information to me (JBH) or direct to Lawrence Green

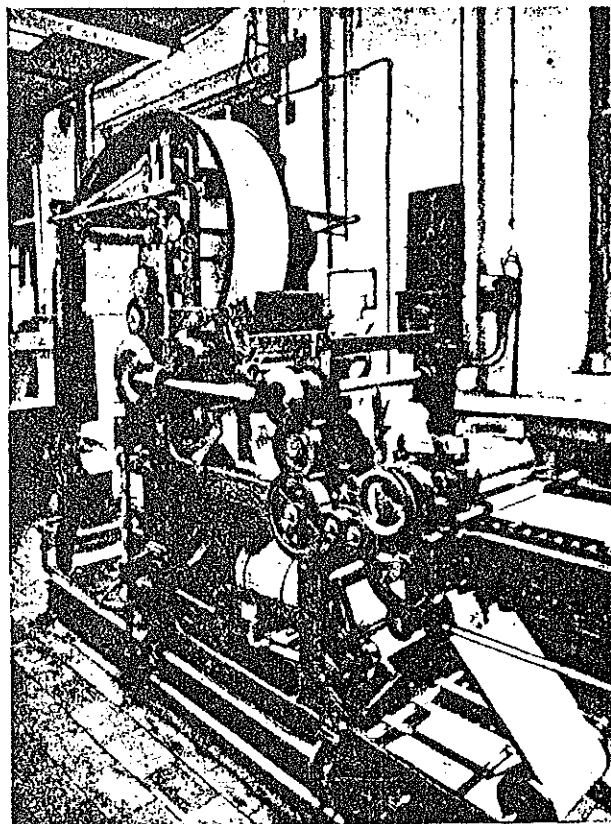
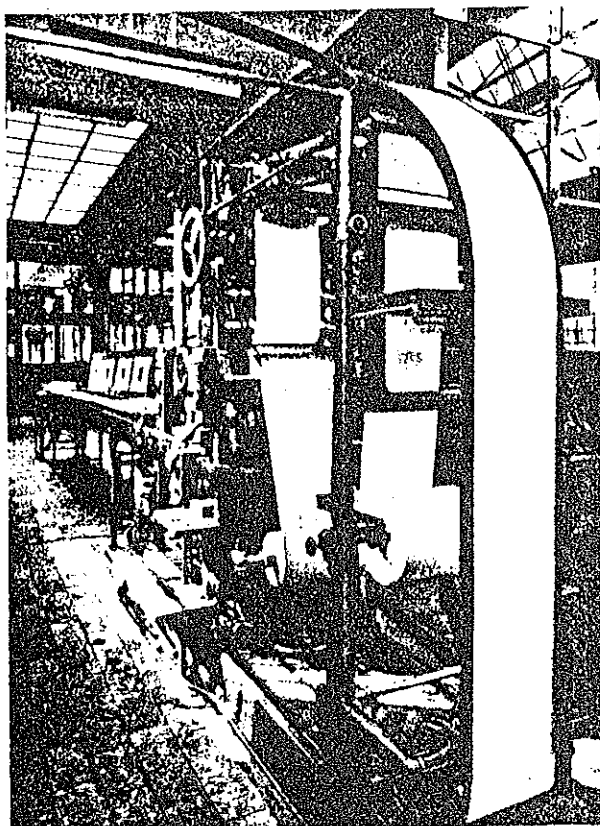
THE STICKNEY MACHINE

This article is based on a larger article by P S FODEN which was published in the Congo Circle journal and dealt with the Congo definitive issue 1931-1937 which was produced on the Stickney Machine. The notes that follow should bear this in mind for I have extracted that part of the article relating as far as possible to the operation of the machine and the reasons for the various plate markings. I trust this article will help members in their study of the issues produced on this machine. The Stickney machine was put into service at Malines in 1927 and used until 1950 to produce stamps. Due to technical problems the machine was not used for stamps issued in large quantities and although fitted with a perforator this was not used .(see article on Malines and Equipment in Belgapost Volume 1 pages 16 & 17 .)

I have checked several sources for details relating to the Stickney machine and have found much of interest in a slim booklet "L'Imprimerie du Timbre" issued in 1962 by the 'Regie des Postes, Bruxelles'.

This book indicates that at the end of 1926 they bought and installed a new American Rotary recess printing machine- the Stickney - plus accessories to recess print and to gum (note the machine gums after printing). The book states that the machine was used to print all rotary recess stamps for Belgium from 1927 to 1950, reintroducing a printing method last used in 1865. Note that the large format Montenez (10F. 20F. 50F. 100F ) of 1929 were not printed on this machine, being produced in France. I give a list of all Belgian stamps printed on the Stickney machine at the end of the article.

J B H 11.86



Two views of the Stickney machine installed in the  
Printing Works at Malines.



The Stickney Machine - remember that the details are referring to the 1931-1937 Congo definitive stamp.

" The layout of a typical sheet of vertical format stamps is shown in the accompanying diagram. All the sheets of horizontal format stamps inspected have the tops of the stamps at the right, as indicated by the alternative position numbering. Each sheet corresponds to a plate of 75 stamps and it will be remembered that a complete rotation of the Stickney Machine cylinder printed two such sheets, plates 1 and 2.

As usual with the Stickney Machine, a full sheet is approximately 44cm x 27.5cm, the long sides of the sheet are trimmed, having formed the sides of the original roll of paper, and the ends are rough, the sheets apparently having been separated from one another by being torn over a straight edge. The gumming roller of the Stickney Machine could have been only some 25cm in length, so that there is a band some 1cm - 1.5cm wide without gum at the top and bottom of each sheet; however, due to the depth of selvage at the top and bottom of the sheets, some 4cm - 4.5cm in each case, this lack of gum does not affect any of the actual stamps.

#### Perforation Guide Crosses

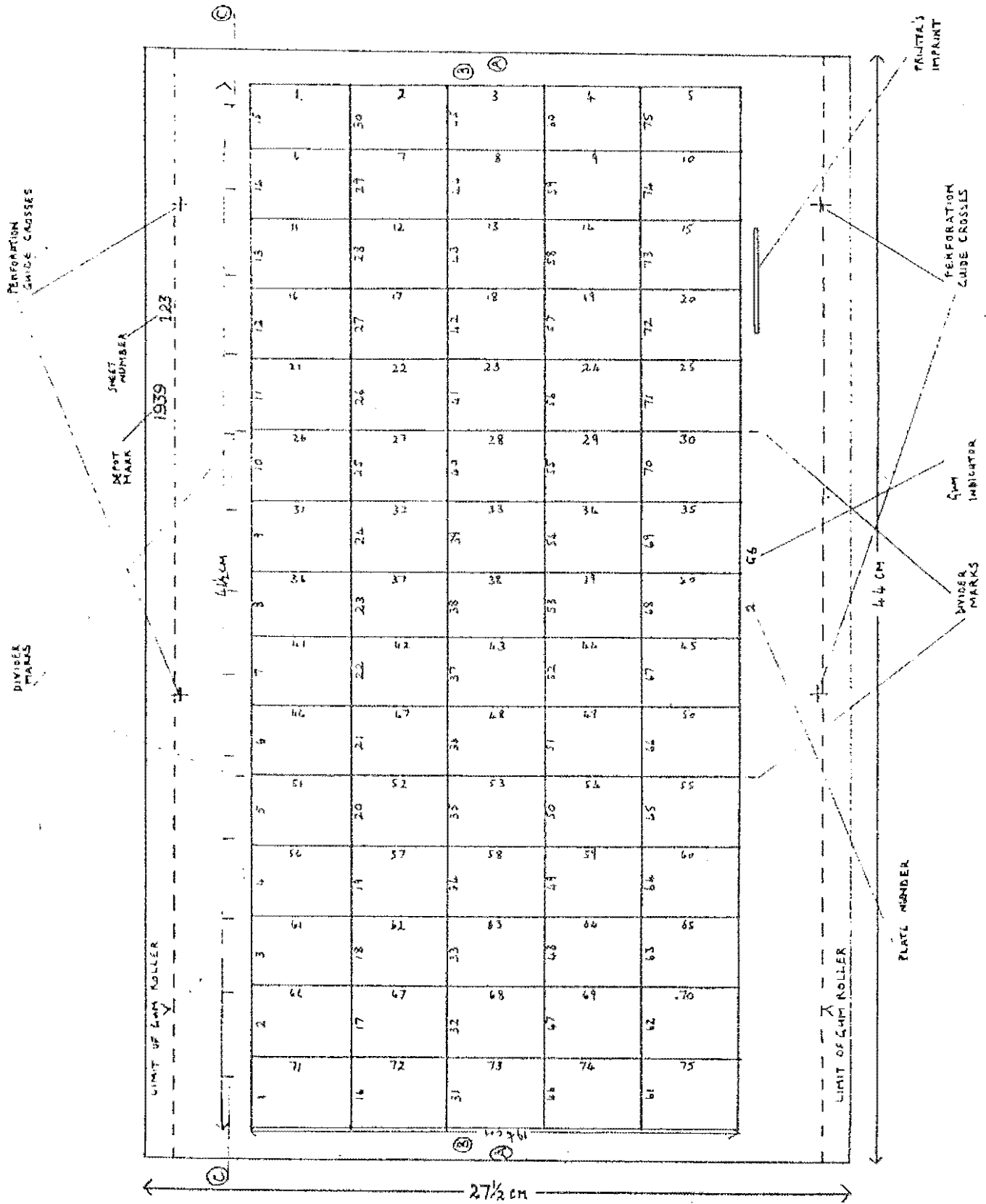
These appear on every sheet some 2.5cm above, and towards the left-hand side of, positions 7 and 14, and symmetrically placed at the same distance below positions 67 and 74. However, on certain sheets, there are two further crosses in the end selvages to left and right of the centre of positions 31 and 45 respectively. Sheets showing these additional crosses (shown as {A} in the layout) are:-

15c	Plate 1
15c	Plate 2
20c	Plate 1
20c	Plate 2
25c	Plate 1
40c	Plate 1
50c	Plate 1
50c	Plate 2
60c	Plate 1
60c	Plate 2
75c	Plate 1
75c	Plate 2
20,00 fr.	Plate 1

#### Sheet Numbers

These all consist of 3-digit numbers, commencing with zeros if necessary, and are some 0.5cm from the top of each sheet. Consisting of black, serified figures about 0.5cm in height, these numbers were produced during the actual printing process. It is clear, however, that the numbering machine was not in a precisely-fixed position vis-a-vis the printing cylinder, as the numbers appear in slightly different positions in the horizontal plane, generally above positions 12 or 13.

As can be seen from the list of sheets inspected, however, there is an anomaly on the two Plate 1 sheets of the 60c which have consecutive sheet numbers. It might be thought that the sheet numbers are coincidental and that the two sheets come from different printing runs - this would provide a simple explanation, but is almost certainly incorrect. Both sheets come from the same source and similarities in minor plate



The layout shows the main features visible on a sheet, although not all appear in every case.

varieties as well as the shade of the ink and the amount of ink suffusion in the paper make it virtually certain that these sheets do come from the same printing run. Further, there is no sign that the numbering ink would have required to be changed, or indeed was changed, between these two sheets. Is it therefore possible that the machine failed to register on a Plate 2 sheet between the two sheets seen? Any indication that sheets exist without sheet numbers would be very welcome.

A second interesting variety occurs on the 20c Plate 2, Sheet 257. In this case, instead of appearing above position 14 - retaining the vertical format for reference (otherwise to the left of position 16), the sheet number is in the diametrically opposite position - i.e., as if the sheet had been upside-down when it was numbered. Even more interestingly, this had been noticed and the number applied again in the correct position, but using a different, presumably hand-operated, numbering machine. Without seeing further sheets from this Plate, it is difficult to be sure of how this could have happened, but the only obvious explanation is that Plate 2 was fitted on the cylinder recto-verso vis-a-vis Plate 1 during some part of the printing.

#### Depot Marks

As was the case with previous issues printed at Malines - e.g., the 1886 and 1887 Portrait Issues - the depot marks are believed to indicate the year of entry of stamps into main store, while those which were sent direct to Post Offices, etc., for sale did not receive any such mark. In the present case, the marks consist simply of a 4-digit year printed in black serifed letters about 0.5cm tall and generally positioned some 2cm - 3cm to the left of the sheet number.

#### Divider Marks

These are short vertical lines just above the margins between positions 5/6 and 10/11 and just below the margins between positions 65/66 and 70/71. The writer believes them to have been intended as an aid to counter clerks in dividing the sheets and accounting for stamps sold.

#### Plate Number

The plate number, 1 or 2, is found engraved on the Plate immediately under position 68. Unfortunately there is no general rule that Plate 1 corresponds to an odd sheet number. Obviously, the position of the printing cylinder at the beginning of any run would determine whether sheet 001 was from Plate 1 or Plate 2.

#### Gum Indicator

The small "G6" on several of the sheets is believed to have informed the printer that only a certain type of gum should be used in these cases. It is noted that the stamps involved use magenta or purple ink, as is the case with some Belgian stamps printed on the Stickney Machine for which the same indicator can be seen. Knowing the early difficulties which Malines experienced in finding suitable inks for the Stickney Machine, the writer imagines that there must have been some interaction between certain dyes and gum mixtures and that the gum indicator was intended to avoid such problems.

Printer's Imprint

All sheets have a small framed imprint some 0.5cm below positions 72 and 73. This appears as in Fig. 2. The actual size is: length 40mm  
height 1.5mm

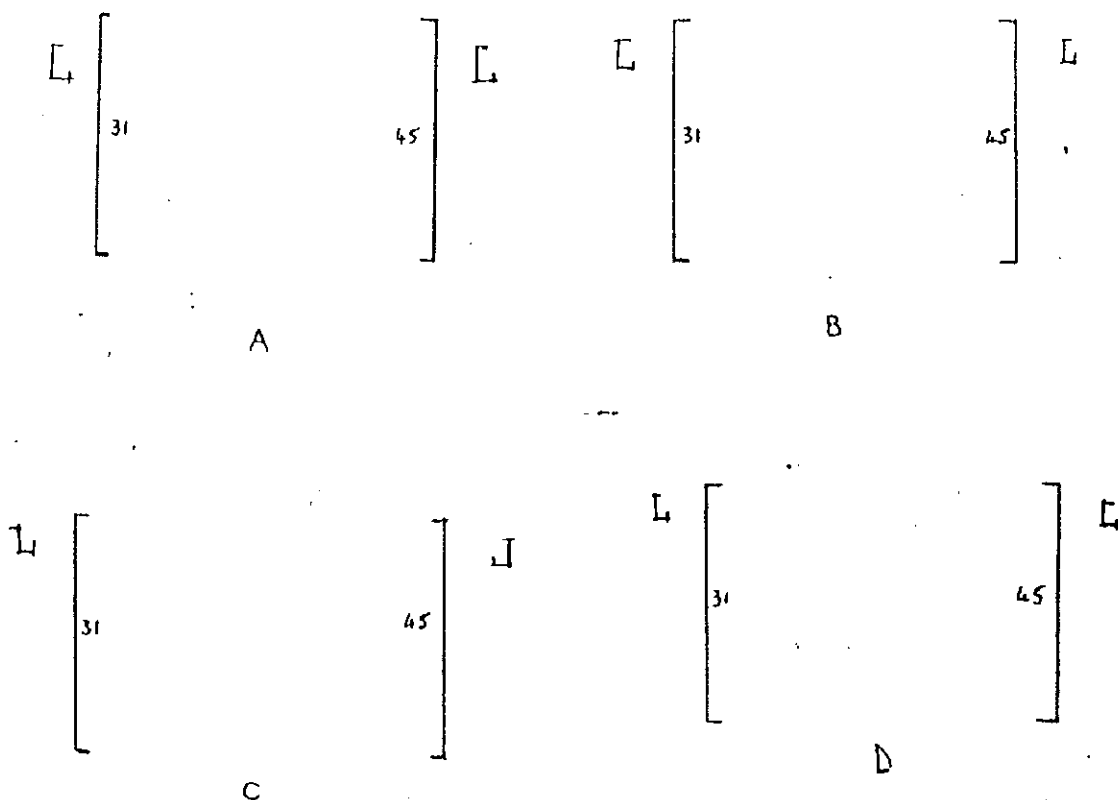
Fig. 2

— «ATELIER DU TIMBRE - - ZEGELFABRIEK» —

Other Plate Markings

On a number of sheets of vertical format stamps, further markings appear in the end selvages near the tops of stamps 31 and 45 (as indicated on the layout by {B}). These all have the general form of "L", but see Fig. 3. The size varies from sheet to sheet. It is assumed that these marks were used in the process of laying out the plates themselves, but their precise function is not apparent to the writer. These marks are seen on the following sheets:-

A	40c	Plate 1
B	60c	Plate 1
C	60c	Plate 2
D	20,00 fr.	Plate 2

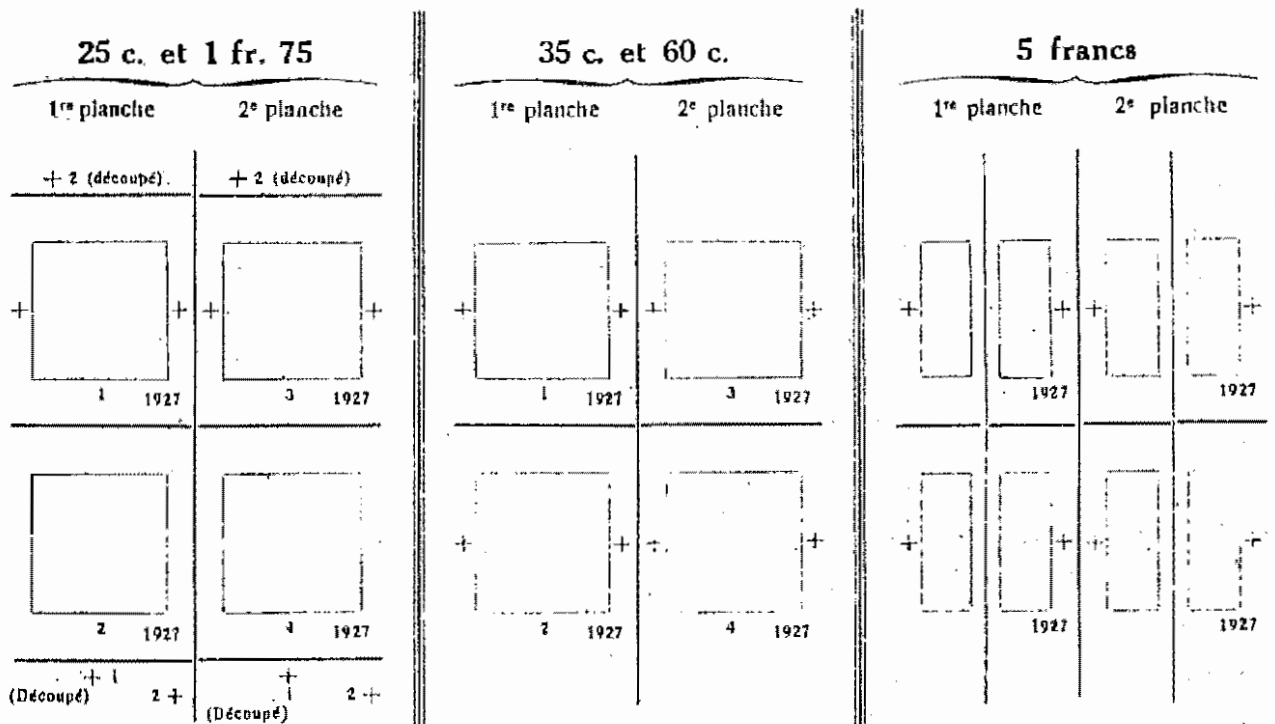
Fig. 3

A further set of marks, which appears only on the sheet of 20c Plate 1, is indicated on the layout as {C}. This consists of a series of 13 short vertical lines, each some 31mm apart and about 8mm above the top row of stamps. These appear to bear no relationship to the laid-out plate and give the impression that this plate was intended originally to be marked out for stamps of a different format entirely. As the size does not fit any of the Congo or Ruanda-Urundi issues printed on the Stickney Machine, perhaps one of our colleagues in the Belgian Study Circle has some information which could identify the intended issue? Alternatively, of course, it is possible that whoever was marking out the plate simply suffered a lapse and commenced working to the wrong measurements.

Perforation

The same, or similar, perforator was used as for the 1930 issue - a regular comb machine giving perf. 11.5. The perforation does not extend into the top or bottom selvages, nor into the right-hand selvedge of any sheet, but does continue through the left-hand selvedge, indicating that the perforating was performed always from the right of the sheets. There were 111 pins in the base of the comb and 15 in each of the legs. Given the large gaps between stamps, never less than 2.5mm and as much as 4mm between adjacent horizontal stamps, the general standard of perforating was rather poor, giving a large proportion of badly-centred stamps.

The following diagram is reproduced from the Philatliste Belge for Jan 1928 and shows the setting for the plates for the 5 values of the Barquettes issue



Observer qu'il n'y a pas de crois latérales aux panneaux inférieurs 2 et 4.

PLANCHES DES TIMBRES « ANTITUBERCULEUX » 1927-28.

COPI	S.G.	Issue and date	values	No. in sheet.	Perf	Plate Nos	Comments
170/77	B526/9	2.2.29 Colis Postaux	3.4.5.6fr	25 :5x5	11½		
249/53	438/42	15.12.27 Barquettes	25c. 1.75 35c 60c 5fr	25 :5x5 25 :5x5 10 :2x5	11½ 14	Pl 1-4 Pl 1-4 No Pl No.	See Philatelist Belge Dec 1927 & Jan 1928
260/66	463/7	15.9.28 Orval	35c to 3fr 5fr 10fr	75 :15x5 25 : 5x5	11½ 11½	1 & 2 1-4-	
269/72	474/7	1.12.28 Cathedrals	35c -1.75 5 fr	75 :15x5 25 : 5x5	11½ 13x14	1 & 2 1-4	
293/8	552/7	1.12.29 Sitas	5c-1.75 5 fr	75.5x15.15x5 25. 5x5	11½ 14	1 & 2 1-4	
302/4	565/7	1.7.30 Three Kings	60c 1f.1.75	75. 15x5	11½	1-8 ea val	
305/7	569/71	6.10.30 B I T	do	do	11½	60c 11 & 12. 1f.1.75 3 & 4.	
310/4	572/8	1.12.30 Castles	40c-1.75 5 fr	150.10x15 25 . 5x5	13½x14 do	1 & 2 1-4	
301	B5568	9.8.30 Antwerp	4fr+6fr	1	11½		? Stickney?
318/24	584/91	15.6.31 Kepi	1.25 to 10fr	150.10x15	14½x13½	1 & 2	
326/32	593/9	1.12.31 Q. Elizabeth	10c -1.75 5 fr	100.10x10 25 . 5x5	14x13½	1 & 2	see catalogue note re Pl Nos
346/50	609/17	10.6.32 Mercier	1.75 -5f 10fr	75 .15x5 30 . 10x3	11½	1 & 2 1 - 6	
351/2	618/9	4.8.32 Infantry	75. 1.75	100. 10x10	14x13½	1 - 4	
353/5	621/3	26.11.32 Picard	75.1.75.2.50	75. 15x5	11½	1 & 2	
377/83	646/52	1.12.33 Cross of Lorraine	10c-1.75 5 fr	100.2 pa 50 80.4 pa 20	14x13½	1-4.1f 1&2 1-8	
394/400	670/6	1.12.34 Chevalier	10c-1.75 5 fr	100.2 pa 50. 20	13½x14	1-8	(5x10) ? 5f sheet 80.4 of 20?
410	B5688	25.5.35 SIREB	5fr+5fr	1	14		? Stickney ?
429/35	760/9	10.9.36 Poortman	1.50-40fr	150.10x15	14x13.2	1 & 2	
437	B5776	18.10.36 Charleroi	2.45 + 55c	1	11½		do ?
477	821	1.6.38 Basilica	5 fr	10 . 5x2	11½		
4771	B5822	1.6.38 Basilica	5 fr	1	11½		
523/6	872/5	1.12.39 Belfries	1-5fr	150. 20 10x5	14x13½		
597/600	990/3	15.5.42 Savants	1-5fr	150 .10x15	14		
601	994	July 42 Plantin	10fr	120 .15x8	14		
A8/11A	1165/8	1946 Dakota	6.8.50.50.100.		11½		
A12/3	1177/8	15.6.46 Bastogne	17.50 (x2)	75 .5x15	11x11½		
737/42	1188/92.4	16.8.46 Anti TB	75 -5fr				
A14	1193	9.46 Air	2 fr	50	11½		
743/7	1195/9	2.12.46 Anti T B	65 - 4.50	75 . 15x5	11½		
751/5	1208/11	25.9.47 War Victims	65 -20fr	75. 15x5	11½		
756/60	1212/16	15.12.47 Anti T B	65 -20 fr	50	11½		
766.9.72	1223/8	1948 Exportation Belge	2.25.3.15.6.30	75 5x15.15x5	11½	3.15. Type 1. 1-6.T2.7-16	
768/70.1			3 . 4. 6.	75 5x15	11½	see BM 59/60 & 61.	
790/1	1258/9	15.12.48 Anti T B	4fr.20fr	50	11½		
807/10	1271/4	1.7.49 Centenary	90c -4fr		14x13½	1 - 4	
810A	1275	Air (A24)	50 fr		11½		
812	1296	1.10.49 75th U P H	4 fr		11½		
823/5	1307/9	15.3. 50 Anglo Belg Un	80.2f.4f		11½		
A25	1317	7.8.50 Air	7 fr	50	11½		

Note that several Railway sets - 1935 Centenary and 1942 sets are also recess printed, possibly on a Stickney Machine. But, we are not sure where they were produced; we do know that most of the Railway Parcels stamps were produced at Malines, but at the 'Atelier de Coupon' and at present we have no information dealing with recess machines there. If any members can help on this point will they please pass any information to me please.

JBH. 12/86