

BELGAPOST

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Belgian Study Circle**

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Editor - S J Andrews

37 Barton Lodge Road, Birmingham, B28 ORL

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EDITORIAL BEING THE

EDITOR'S REPORT TO A.G.M. 25th APRIL, 1992

After a few 'hic-cups' in production since we took over "Belgapost", you are now receiving the fourth issue. It is pleasing that we have been able to include the important article on the Railway Postmarks by Tony Geake in the year of his presidency. Following this, we will be issuing another similar subject, this time by Peter Rollinson.

As we mentioned in our first issue, we said there was a problem of obtaining suitable articles on stamps as compared with postal history. You will certainly have seen this in these four issues. But we have had the very fine article on the 1915 Issue by Peter Russell - very well detailed and well presented. Can anyone give a similar article on any other stamp issue? We would like to have it. On the other hand we have, for the next year or so, probably enough postal history items to fill up "Belgapost". The "Counties" postal history articles will be continuing, these by Reg Harrison.

We would like to have more short notes or queries. These are always welcomed.

We would like to thank all those who physically produce "Belgapost". Without them we would be without a magazine.

TREASURER'S NOTES

Members should by now have seen my report as submitted at the A.G.M. The subscription for 1992/93 was agreed to be held at £8 and members who have not already paid are asked to pay promptly by cheque. Members who previously paid by Standing Order to Wolverhampton, are reminded to cancel their Standing Order and revert to direct payment by cheque.

R. T. HARRISON

SECRETARY'S NOTES

Before the A.G.M. on 26th April, we had a good auction, just under three quarters of the lots were sold and, although only ten members were present, there were successful postal bids from just under twenty other members. I, personally, was sorry that some of the lots of several 100s of the low values of the 1869 and 1884 issues were not sold: newer members missed a chance to specialise in these stamps.

At the A.G.M. the following officers were confirmed in office:

Chairman	A. D. Geake
Vice Chairman	M. Wilkinson
Treasurer	R. T. Harrison
Secretary	A. G. Wood
Editor of Belgapost	S. J. Andrews
Packet Supt.	A. D. Geake

The important item of the afternoon was the election of Mrs. D.M. Green, R.D.P. as an Honorary Life Member of the Circle.

I have been asked by the Publications Committee of the Royal Philatelic Society to call members' attention to a book "British Mails to Overseas Destinations 1840-75" by Jane and Michael Moubray. It is to be published at about the end of November. It comprises 500 pages of text, tables and maps, and 80 black and white illustrations. The published price is £80 delivered in UK, but non-members may place pre-paid pre-publication orders before 30th September, at £74 delivered in UK. I will be happy to provide further details.

A. G. WOOD

MEMBER FAME

During the last series of "Mastermind" on BBC TV, members may have noticed the appearance of one of our members - Iain Stevenson - in the Black Chair. Although not a winner, "well done, Iain" and nice to hear that our Study Circle can produce such academic results.

MEMBER NEWS

The Circle extends a warm welcome to the following new members:

- R. Barracano - Saudi Arabia
Stamps, Especially Classics
- V. Schouberechts - Bruxelles
20 cent Medallions Perf.
Postal History 1863/66
- S. W. Osbourne - Bridgwater, Somerset
General, Railway Letter Stamps, Pre-Cancels
- P. J. Silvester - Axbridge, Somerset
Railways and Associated materials
- Doris Green - Bournemouth
Honorary Life Member

RESULTS OF SALE HELD 25th APRIL, 1992

1	12. 00	37	--	73	4. 50	109	2. 00	145	--	181	1. 00
2	63. 00	38	--	74	4. 00	110	1. 50	146	--	182	1. 50
3	40. 00	39	4. 50	75	4. 00	111	5. 00	147	1. 60	183	7. 50
4	50. 00	40	8. 50	76	1. 50	112	--	148	1. 50	184	3. 00
5	6. 00	41	1. 00	77	2. 50	113	--	149	2. 50	185	--
6	5. 00	42	2. 00	78	5. 00	114	--	150	9. 00	186	6. 00
7	5. 00	43	--	79	--	115	2. 00	151	12. 00	187	--
8	5. 00	44	--	80	2. 50	116	--	152	4. 00	188	--
9	7. 50	45	--	81	7. 50	117	5. 00	153	2. 50	189	5. 00
10	9. 50	46	4. 50	82	11. 00	118	--	154	5. 00	190	--
11	4. 00	47	2. 50	83	3. 50	119	--	155	3. 50	191	25. 00
12	7. 00	48	1. 00	84	3. 50	120	3. 00	156	7. 00	192	10. 50
13	--	49	3. 00	85	3. 00	121	2. 00	157	1. 50	193	--
14	--	50	5. 50	86	3. 00	122	--	158	8. 00	194	6. 00
15	--	51	6. 00	87	3. 00	123	--	159	10. 00	195	2. 00
16	--	52	--	88	--	124	--	160	--	196	3. 50
17	--	53	6. 00	89	--	125	--	161	2. 00	197	2. 00
18	4. 00	54	3. 00	90	0. 50	126	--	162	9. 00	198	--
19	27. 00	55	3. 50	91	--	127	--	163	2. 00	199	--
20	14. 00	56	1. 50	92	--	128	--	164	4. 00	200	3. 50
21	6. 00	57	3. 00	93	--	129	4. 50	165	5. 00	201	1. 00
22	5. 00	58	3. 00	94	2. 50	130	--	166	--	202	0. 50
23	--	59	4. 00	95	7. 00	131	--	167	5. 00	203	--
24	--	60	--	96	5. 00	132	--	168	2. 00	204	2. 00
25	5. 00	61	--	97	5. 00	133	--	169	1. 00	205	4. 50
26	21. 00	62	2. 50	98	5. 50	134	--	170	--	206	--
27	1. 00	63	2. 00	99	3. 50	135	1. 00	171	4. 00	207	--
28	2. 00	64	4. 00	100	7. 00	136	--	172	6. 50	208	2. 00
29	1. 00	65	1. 60	101	--	137	4. 00	173	6. 00	209	3. 00
30	3. 00	66	20. 00	102	9. 00	138	3. 00	174	4. 00	210	3. 00
31	2. 00	67	--	103	4. 50	139	--	175	3. 50	211	5. 00
32	4. 00	68	--	104	--	140	--	176	5. 00	212	5. 00
33	--	69	--	105	1. 00	141	--	177	4. 50	213	3. 00
34	--	70	--	106	--	142	--	178	9. 00	214	2. 00
35	--	71	6. 00	107	3. 50	143	--	179	0. 70	215	--
36	--	72	6. 00	108	7. 00	144	--	180	1. 50		

OBITUARY

CHARLES WILLIAM EDWARD (Ted) COLES died on 3rd March, 1992, at the age of 80, after having an enjoyable few days with many of his friends at Stampex.

He was born and educated at Lichfield and an enthusiastic rugby player locally. After army service, he became a civil servant but his great love was philately and, more importantly, a postal historian.

Ted was a Fellow of the R.P.S. and an Hon. Life Fellow of the Society of Postal Historians and a Past President (1978). A Permanent Vice President of Birmingham P.S. and a prominent member and former President of the France & Colonies P.S. He was also a member of the Forces P.H.S., the T.P.O. & Seapost Society, the Midland P.H.S, the Midland Federation (and Past President), and the Indian Ocean Study Circle. In 1986, he was given an Award of Merit at Congress at Norwich.

Over the years, he made important collections of many areas, such as Military Mails, Royal Naval Air Services, Seaposts, but mainly connected with France and Madagascar, and for his home City of Lichfield.

For many years he was always ready to show his collections to local societies and farther afield, and supported day meetings and conferences regularly to the societies to which he was a member.

All who knew Ted will miss his expertise and his affability.

We send our sincere condolences to his family.

S. J. A.

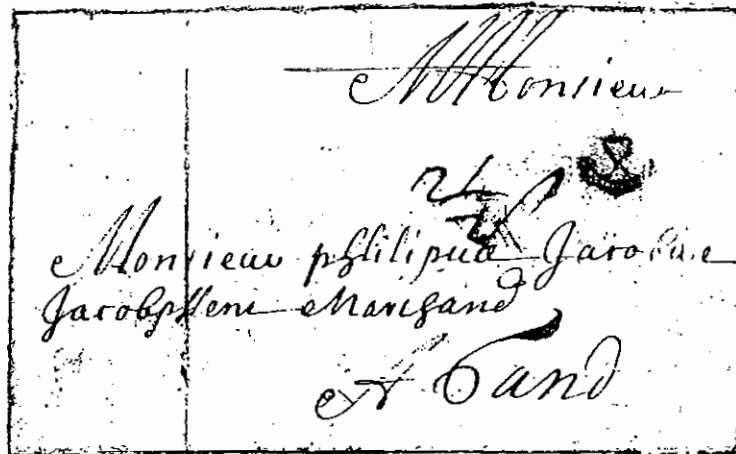


Ted Coles next to Doris Green.

THE "GHENT POSTHORN" OF 1674

by F. E. Goatcher, FRPS,L. & S. J. Andrews, FRPS,L. Hon.FSPH

We first heard of this postal marking in "Les Marques Postales de la Flandre Orientale" by L. P. Herlant in 1962, the first issue of this publication. The illustration then shown is given here:



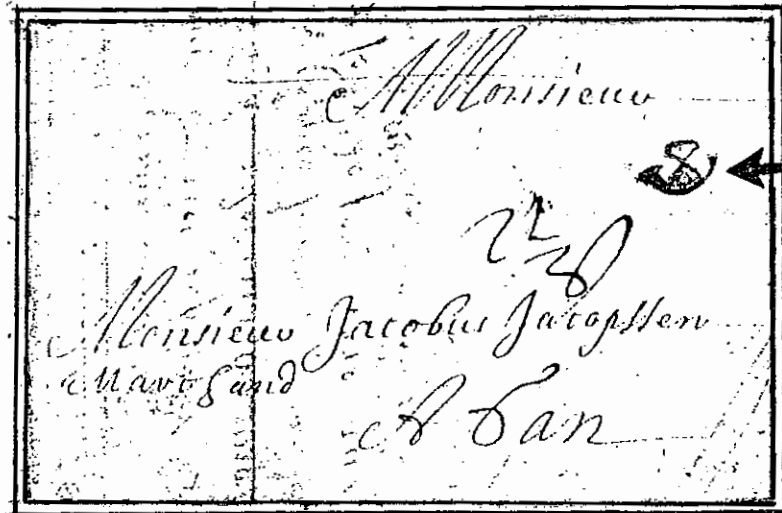
The letter is dated 6th July, 1674, from Lille to Ghent.

In the second issue of the brochure (1972), it expounds this and mentions another letter dated 16th April, 1674, and believed to be from Paris (manuscript "de Paris" on the reverse), again to Ghent. Both letters were illustrated as Lots 43, 44 in the 169th Sale Catalogue, 4th March, 1989, of Maurice Baeten & Co., Brussels.

Without doubt this mark is extremely rare.

Very recently, we have come across another letter with this same handstamp "posthorn". This is dated 17th June, 1674, and again from Lille to Ghent. It is also sent to the same addressee as shown above and showing the same postage due (2½ stuyvers).

We also illustrate this, but must point out that there is a small part of the posthorn inked, but a superb impressed un-inked copy of the mark. In this illustration, it has been pencilled in for this article.



Now what do we know about this "Ghent Posthorn"?

Firstly, this mark is some 20 years or so earlier than any other handstruck marking known in Belgium (in the area now known as this). In Holland there were a number of handstruck marks, many including a "posthorn" in some form. There are also handstruck marks in the same period coming from France.

Secondly, we cannot understand why a handstruck mark would be made on a letter when it arrived at an office.

However, research into the Thurn & Taxis Archives by Martin Dallmeier shows:

"Given at Brussels on 27th April, 1618

"By a mandate on behalf of Archduke Albert of Austria and Isabel Clara Eugenie, Infanta of Spain, there was renewed the permission to the Governor of Lille, Douai and Orchies and to instruct every officer (or servant) of the Post to wear and employ the sign of the Posthorn as their authority to accept and deliver letters."

This particular instruction has so far been found only for the Thurn and Taxis Post Offices in the French border area of Flanders.

The accounting house of the Thurn and Taxis Post was situated at Lille before this part of Flanders was acquired by France. The City of Lille was taken over by Louis XIV in 1667.

We also find, again under the above Archives, written at Ath, dated 28th May, 1669:

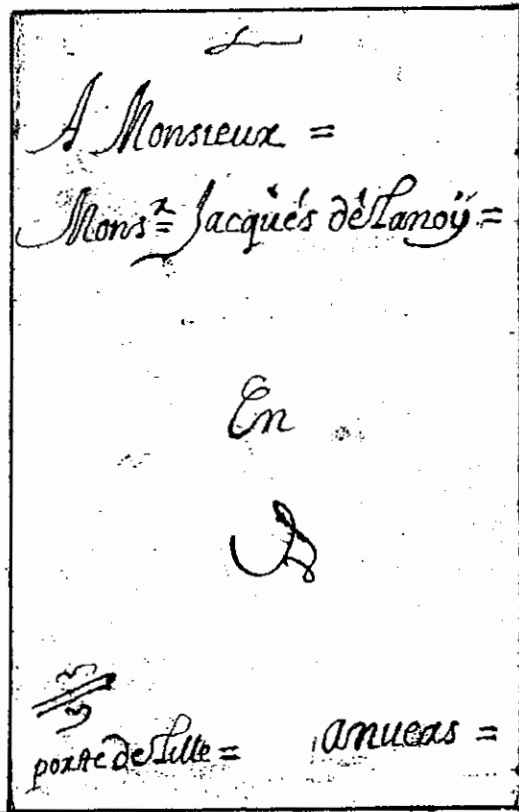
"Lamoral, Claudius, Franziscus, Count of Thurn and Taxis, Imperial and Royal Spanish General Postmaster in Flanders and Nuguet (Nuget), General Comptroller of Posts of France, Delegate of the Marquis de Louvois and Courtenevaux, Grandmaster of Couriers, General Superintendent of Posts of France have come to the following arrangement:

Couriers are to be organised at the expense of the Post Office at Lille who will carry twice weekly letters and parcels from Paris and those towns which in the Peace of Aachen were ceded to France as well as other French towns on the route to Antwerp, Brussels and other Royal Spanish towns in Flanders and Brabant up to Deynse, then such letters will be passed on for further transmission by mail coaches or relais to the Taxis officials. The tax for these dispatches will go to the Count of Thurn and Taxis who will bear the expenses for letters to Lille and other towns which became French in 1668, up to Deynse.

The Count of Thurn and Taxis holds himself responsible for the costs of dispatching letters from Deynse to Rutveen and Sas-De-Gand on the border to Holland and Zeeland for correspondence to these provinces; the Taxis Post Offices will pay the General Post Office in Paris in regard to these dispatches the disbursement for letters and parcels from Bordeaux, Bayonne, La Rochelle, Nantes and other French towns beyond Paris. They will hold themselves responsible for the return of dispatches to the Post Office at Lille. All letters and parcels coming from Germany, Italy, England and other foreign countries, addressed to Paris and all towns which are French since 1668 will be dispatched by the Count of Thurn and Taxis free of charge to the couriers of the Lille Post Office; at the same time the Taxis couriers receive returned letters free of charge."

We have also recently found two further letters of 1667, again both from Lille but this time to Antwerp (one illustrated). Whilst not concerning the posthorn marking directly, they are somewhat appropriate to this period and has some possible connection with the accountancy markings of this early period.

We believe the marking we show below can be interpreted as follows:



$\frac{3}{5}$ = $\frac{2}{5}$

$\frac{3}{5}$ = 18 (8 DENIERS)

3+5 = 8 POSTAGE SHARED
BETWEEN FRANCE & T.&T.

This may suggest they are the earliest accountancy marking.

A further letter of 30th June, 1679, from Lille to Ghent the same mark of $2\frac{1}{2}$ stuyvers, but no other markings - neither posthorn nor accountancy mark - so the marks were used for only a very short period - hence the rarity.

So we can conclude that the "POSTHORN", previously known as the Ghent Posthorn, should, in fact, be allocated to LILLE, to identify the Thurn and Taxis mails.

THE OSTEND-DOVER SERVICE, 1847

This handbill has been provided by Geoffrey Wood and refers to the "CHEMIN DE FER", the new steamer which had recently gone into service by the Belgian authorities.

MINISTRY OF FOREIGN AFFAIRS.
MARINE DEPARTMENT.
 ROYAL MAIL-LINE BETWEEN
OSTEND AND DOVER
 BY THE SUPERB STEAMER
BELGIAN RAILWAY,
 (of 120 Horse-power),
 PERFORMING THE VOYAGE IN ABOUT 4 HOURS,
 And avoiding the dangerous approach of the *Goodwin Sands* near
Ramsgate Harbour.
 The BELGIAN RAILWAY leaves *Ostend* every TUESDAY and FRIDAY Mornings, and *Dover* every SUNDAY and THURSDAY Mornings according to Tide. Travellers must sleep at *Ostend* and *Dover* on the evening previous, as the departures in the morning are arranged to avoid all Landing in Boats.
FARES : 1st Class 15/. — 2nd Class 10/. — Children 7/6. — Private Cabin, L. 2. 2. extra.
CARRIAGES : 2 Wheels 31/6. — 4 Wheels 63/. — Horses 31/6 each. — Dog 5/.
 On all other days the service is performed by the Steamers of the English Government, with the exception of SATURDAY from *Ostend* and MONDAY from *Dover*.

Time table for JULY 1847.

FROM OSTEND TO DOVER.				FROM DOVER TO OSTEND.			
JULY.	A. M.	JULY.	A. M.	JULY.	A. M.	JULY.	A. M.
1 st Thursday.	10	† 16 Friday.	5 30	† 1 st Thursday.	10 15	16 Friday.	11
† 2 Friday.	5 45	18 Sunday.	6 30	2 Friday.	11	17 Saturday.	2
4 Sunday.	7 30	19 Monday.	7 15	3 Saturday.	2 15	† 18 Sunday.	2 15
5 Monday.	8	† 20 Tuesday.	8	4 Sunday.	2 15	20 Tuesday.	3
† 6 Tuesday.	9 30	21 Wednesday.	9 15	6 Tuesday.	3	21 Wednesday.	3
7 Wednesday.	9 45	22 Thursday.	10 30	7 Wednesday.	3 35	† 22 Thursday.	3
8 Thursday.	11	† 23 Friday.	11	† 8 Thursday.	4	23 Friday.	4 30
† 9 Friday.	5 45	25 Sunday.	6	9 Friday.	6	24 Saturday.	6
11 Sunday.	7 30	26 Monday.	6 45	10 Saturday.	7	† 25 Sunday.	6
12 Monday.	8	† 27 Tuesday.	7 30	† 11 Sunday.	7 15	27 Tuesday.	8 10
† 13 Tuesday.	8 30	28 Wednesday.	8 30	13 Tuesday.	8 30	28 Wednesday.	8 30
14 Wednesday.	9 15	29 Thursday.	9 15	14 Wednesday.	10	† 29 Thursday.	9 15
15 Thursday.	10	† 30 Friday.	9 45	15 Thursday.	10	30 Friday.	9 45
						31 Saturday.	10 15

There are 11 trains from *Dover* to *London Bridge* every week day viz.,
 h. m. Express. h. m. h. m. h. m. h. m. Express. h. m.
 Morning : 1 h. Mail. — 6 15 — 3 — 9 — 10 15 — 11 15. — Afternoon : 2 15 — 1 — 3 15 — 4 — 6 15.
 On Sundays : Morning 6 30 — 9. — Afternoon 3 — 6 30 — 1 h. Mail.
FARES : 1st class 16/6. Second 12/. — Third 7/4. — Express 20/. 1st class.

FOR TICKETS AND ALL OTHER INFORMATION APPLY

At Brussels, to Joux PIDDINGTON, general Agent: *Dover*, *Ostend* and the Rhine, Steam Navigation Office, 74, Montagne de la Cour.
 At *Ostend*, to Louis CARBON, Customs Agent, and Exchange-Office, 13, George Street.
 At Antwerp, to L. EYTBORCK, Exchange-Office, Place de Meir, 1082.
 At Bruges, to J. MOLHANT, 2, rue des Pierres.
 At Ghent, to B. KREPS, 18, Quai au Blé.
 At *Dover*, to J. HAYWARD, J.
 In LONDON, at the *Dover*, *Ostend* and *Cologne* Company's Steam Packet Office, 450 A, West Strand Near Charing Cross. — The Passport Office of the Belgian Legation, 9 A, Weymouth St. Portland Place. — The Belgian Consulate, 5, Copthall Buildings City. — And all the principal Hotels.

See also the various Railway Guides and Tourist's Hand Books.

N. B. The offices at Antwerp and Brussels are in direct communication for forwarding messages by the Electric Telegraph between these 2 towns. — And at the Brussels Office the latest English newspapers may be read daily free of charge.

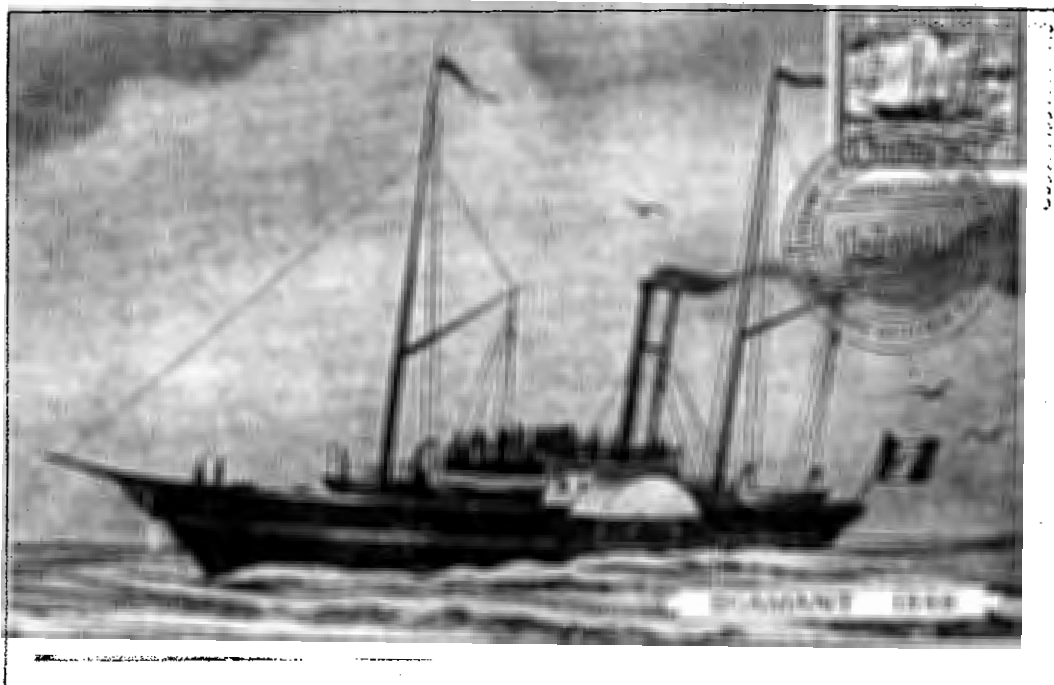
"DIAMANT" ex "CHEMIN DE FER" 1846

The inaugural ceremony of the Brussels-Ostend Railway took place on 28th August, 1838, and the London-Dover Railway was completed three years later. In 1844, the Belgian Government passed a decree authorising the the government to establish a steamship service between Ostend and Dover. The same decree also included the re-organisation of the mail coach service. By the Law of 9th July, 1845, a contract was signed for a steamer to be built by Ditchburn & Mare of Blackwall, London, with engines to be built by Maudslay, Son & Field.

She was delivered in early February, 1846, to be known as "Chemin de Fer" and was later to become known as "Diamant". She had a length of 168 ft. 6 in, with a speed of 14 knots.

On 4th March, 1846, she sailed from Ostend to Dover inaugurating a Belgian steamer service between the ports. This was in addition to the British steamer service already in operation. During the next few years, by agreement between the two countries, closed mail from Ostend to Dover was carried 6 times per week by Belgian steamers and 8 times per week from Dover to Ostend by British steamers.

The Belgian Government issued a set of three stamps on 15th June, 1946 depicting development of the packet boats and were reproduced by sketches done by Rene de Pauw in 1935. They also issued three postcards, the "Diamant" being shown here.



The commemorative postmark was used for one day only at a special post office opened at the Cockerill shipyard at Hoboken, Belgium. It was struck in blue ink on the occasion of the launching of the new mailboat "Konig Albert" and commemorated the Centenary of the Ostend-Dover mailboat service.

SOME PAID MARKS USED IN FRANCE IN THE NINETEENTH CENTURY

by C. W. E. Coles

A series of marks were used in France on letters from abroad to indicate that postage had been paid in part or in full. Various types with the initials "A.E.D." which signified "Affranchie à l'étranger jusqu'à destination (paid abroad to destination) were used. Those recorded are:



Used at Paris from about 1822 and normally struck in red. Blue and black have been recorded but are rare.

A.E.D.

Found on letters from Switzerland from about 1828. Used at Delle, Ferney and Pontarlier. Red and black inks were used.



Two marks used at Le Havre (1837) and Morteau (1843) have been recorded, both in red.



Finally, there is a series which is found in two types consisting of the initials "A.E.D." with a number above in an oval. The first type in a large oval has numbers from 1 to 15 although No. 2 has not been recorded. The number was allotted to the town of use, viz:



1 = Antibes; 3 = Dunkerque; 4 = Forbach; 5 = Givet; 6 = Grenoble; 7 = Huningue; 8 = Lille; 9 = Pont de Beauvoisin; 10 = Sedan; 11 = Strasbourg; 12 = Thionville; 13 = Valenciennes; 14 = Wissembourg; 15 = Lyon.



Some towns used red ink, some black and some both colours. No. 9 has been found in blue as well. The second type has a much smaller oval and is only known for two numbers, 7 - Huningue and 11 - Strasbourg. Both used red ink. These two types were used between 1827 and about 1850.

The other series of marks consisted of the initials "A.E.J.F." which signified "Affranchie à l'étranger jusqu'à la frontière" (paid abroad to the frontier). These have only been seen on letters to Great Britain and the frontier, evidently referring to the English Channel i.e. Calais.

A.E.
J.F.

The first type was used at Delle and Ferney on the Swiss frontier from 1831 and is found in both black and red ink.



The second type has a number above the initials.

Those recorded are:

1 = Antibes; 3 = Dunkerque; 4 = Forbach;
7 = Huningue; 8 = Lille; 11 = Strasbourg.
Some towns used black ink, some red and some both.
Recorded from 1828.

None of the marks described above are common and many of the numbered marks are rare.

Finally, another scarce mark is the initials "P.S.F." used at Antibes which indicates "Paid in Sardinia to the Frontier". Sardinia means the Kingdom of Sardinia and Savoy. I have only seen one example used in red in 1849 on a letter from Ancona to Portugal via Genoa and France.

There are a number of other fairly common marks indicating payment, namely "P.P.", "P.D.", "P.F.", "P.P.P.P." and "P.P.EST".

GERMANY & COLONIES SOCIETY

In Volume 28 No. 2 of Germania, the Editor includes a brief item re German Postal Orders during 1914/18 used in occupied Belgium, submitted by Reg Harrison (pp.131 - 134). Also, on p.135, an article by Doris Green on a mystery cover.

The Editor also advises that a display on the "German Occupation of Belgium 1914-18" will be given on 10th October, 1992 at Patcham Vicarage, (Brighton), to the Germany & Colonies Society. Any interested member of our Society is welcome to attend. (Details from Heinrich Wasels, 16 Ironstone Way, Hempstead Fields, Uckfield, Sussex.)

D'ANGLETERRE PAR BRUXELLES, 1779-1783

For many years, a mark D'AB in a circle was considered to mean "D'ANGLETERRE PAR BORDEAUX", particularly because many of the known letters had been sent to Bordeaux.

However, the well-known French postal historian, Louis Lemain, considered that this could not be so and he eventually was able to come across a convention between France and the Austrian Netherlands.

It must be remembered that from 1779 to 1783, France and England were in a state of war because of the American War of Independence. An agreement was concluded between France and Great Britain for the exchange of mails between the two countries through the Austrian Netherlands during the Seven Years War. This agreement for the use of the link through Flanders was taken up again on this convention dated 10th November, 1779. We reproduce those parts relative to this subject.

The agreement was signed by Joseph de Wevelinckoven, Director General of the Austrian Netherlands Posts for the Prince of Taxis Office, on the one part and by Joseph Jacques Goupy, Viscomte de Quabeck, for France, on the other.

Article 1 - An efficient and mutual mail will be kept up between the two Post Offices of Paris and Brussels for the sending and forwarding of letters, messages and packets coming from England from one office to the other, Scotland and Ireland, destined for France, Spain and Portugal, and reciprocally, letters, messages and packets coming from the said Kingdoms for England, Scotland and Ireland.

Article 2 - Every Wednesday and Sunday there will be sent from Paris via Valenciennes for England, Scotland and Ireland, all the letters and packets from the Kingdoms of France, Spain Portugal and others, which have crossed France. The Paris Post Office will do everything possible to send the said letters and packets addressed by it to the Brussels Post Office to Valenciennes before eight o'clock in summer, and nine in winter, the said letters and packets then being carried by the Brussels Offices and at its expense from Quievrain with all possible diligence and without delay to Ostend, to take advantage of the twice weekly departures of the packets running between the said Ostend and Dover, wind and tide permitting.

.....

Article 4 - The Brussels Post Office will, in its turn, send by the same route from Ostend to Valenciennes, every Tuesday and Friday, wind and tide permitting, all letters and packets from England, Scotland and Ireland for all France, Spain and Portugal and other countries mail for which crosses the Kingdom of France, so that the said packets can be handed over at Valenciennes to the French Post Office, the whole at the expense of the Posts of the said Austrian Netherlands, from Ostend to Valenciennes, so that from the said town the said letters and packets addressed by the Brussels Office to the Paris Office only can be sent through the Valenciennes Office to their destination, without delay, by means of the France postal couriers.

Article 5 - All the said mail, either coming or going, will be put into the ordinary despatches that the Paris Office makes up for Brussels and in those which the Brussels Office makes up for Paris, in the which despatches, the letters and packets of the said mails will be bundled separately etc.

Article 6 - The French Post Office will be accountable to the Brussels Post Office and will pay it at the end of each quarter according to the account drawn up by the parties, as set out in the preceding article, i.e. for letters from England, Scotland and Ireland addressed to France, and which are to be delivered at the rate of 6 sous tournois for a single letter, 8 sous tournois for a double one, and 12 sous tournois for a letter weighing one ounce standard. The same rates will also be paid and at the same time to the said Brussels Post Office by the Paris one, for single, double and ounce weight letters for packets which coming from England, Scotland and Ireland are addressed to Spain and Portugal.

.....

Article 9 - It is agreed that the letters from England, Scotland and Ireland addressed to France which are non-deliverable for reasons of it being impossible to distribute them, will be sent back by the Paris Post Office every three months to the Brussels one so that the account of them can be drawn up at the end of every quarter for deduction of the cost of carriage and transit paid to the Brussels Office to be adjusted in the total of the quarter to be paid to it by the Paris Office. This will follow the total in case of such letters being returned.

And for this purpose so that no mistakes may arise, it is agreed on both sides that all letters from England which the Brussels Office is to hand over to the French Post Office for this kingdom will be struck with a distinctive mark so that the Brussels Office can distinguish them. Reciprocally, it is agreed that the French Posts will also use on all letters coming from the Paris Office and addressed to England, Scotland and Ireland a special mark and that they will also accept all returned letters for deduction from this account.

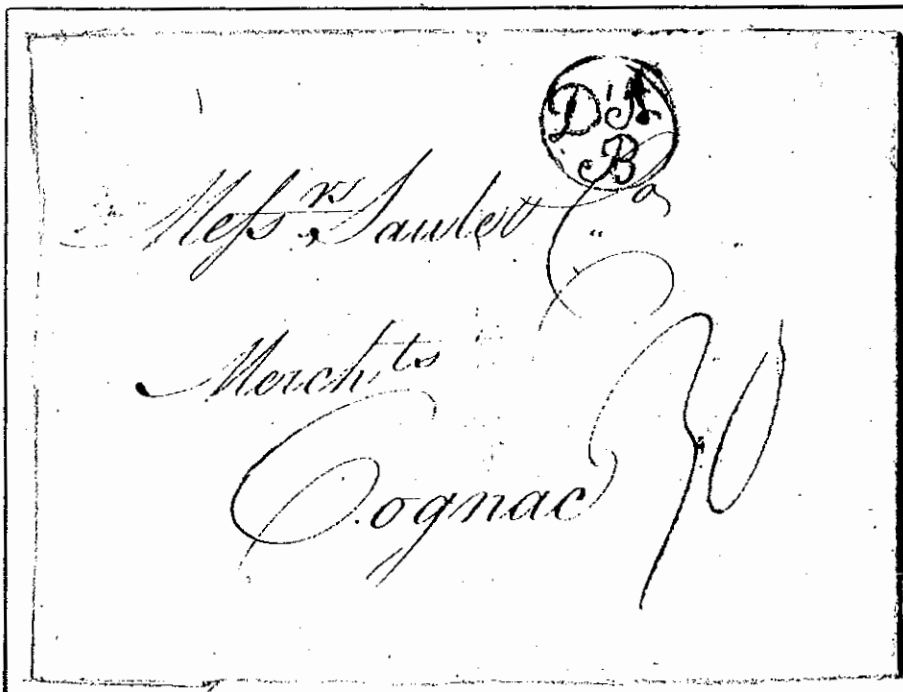
.....

Article 12 - This treaty will be retrospective and put into effect by both sides when direct mail services between France and England ceases.

Mon. Lemain recorded the dates from 10th December, 1779, to 22nd February, 1783, and the mark can be found as follows:

- In deep green: from December, 1779 to July, 1780.
- In blue green: from the end of 1780 to 1782.
- In dull bright blue: from the end of 1782 to 1783.

In the illustrated letter (from London, 27th March, 1781), it comments:
 "The rupture with the Dutch has stopped our brandy in Holland.
 Some of our brandy has at last got to Ostend but the
 War very much hurts the brandy trade



S.J.A.

SMALL BEARDS - 1893 ISSUE

Number of Plates Used

by A. GEOFFREY WOOD, FRPS,L

This is to expand on the short note on P.19 of Belgapost Vol.4, No.1. On page 198 of "Le Moniteur du Collectionneur" for November, 1898 (8th year No.11) under "Miscellanées BELGIQUE" it says "On parle de la confection d'un nouveau timbre à 1 centime".

Does this mean a new plate for the 1 centime 1893?

Although more than one plate was used for several values of this issue, the same master pane of 50 or half pane of 25 was used. I have been able to distinguish some secondary varieties (i.e. those peculiar to a pane or half pane) to determine which plate from which stamp comes. Further study undoubtedly will reveal many more.

The nomenclature of other varieties mentioned is in accordance with the suggestions made on pp.44/47 in Belgapost Vol.4 No.2.

I will now detail the placings of the "Atelier du Timbre" (A. du T.) rectangle on the sheets, blocks and singles that I have available.

I have ignored illustrations in handbooks and auction catalogues as they are not always of the exact size. The measurements are from the bottom of the Sunday Label to the left and right corners of the A. du T. rectangle.

1 CENTIME

Plate 1 Left corner 3.5mm. Right corner 3mm.

Depot 1894 Sheet No. 353296 (Pane I)

and Depot 1894 Sheet No. 443868 (Pane VI)

Secondary Variety 50s Pane VI (300s)

Large white spot on rosette above and to left of B of BELGIQUE.

Plate 2 Left corner 1mm. Right corner 1mm.

Single stamp pre-cancelled BRUXELLES 1896

Plate 3 Left corner 2.5mm. Right corner 2.5+mm.

Single stamp postmarked 19 May 1898

Plate 4 Left corner 3mm. Right corner 3mm.

Depot 1901 Sheet No. 939 199

There are differences in the "Croix de repère" which appear above the 2nd pane and below the 5th pane, but lack of examples precludes descriptions.

2 CENTIMES

Plate 1 Left corner 2+mm. Right corner 2.5mm.
 Yellow - Depot 1893 Sheet No. 020 998
 Brown - Depot 1894 Sheet No. 042 239
 Depot 1897 Sheet No. 163 368

Plate 2 Left corner 1.5mm. Right corner 1.5mm.
 Used copy, date illegible.

The varieties on the 2c. brown are more easily seen than on their yellow counterparts.

5 CENTIMES

Plate 1 Left corner 1mm. Right corner 1mm.
 Single stamp postmark dated 17 Nov. 1897

See photo of F.D.C. in E. & M. Deneumostier's book on the 1893 issue. Page 56.

Plate 2 Left corner 2.5mm. Right corner 3mm.
 Single stamp postmark dated 10 Dec. 1899 and
 Depot 1905 Sheet No. 144 961.

10 CENTIMES

Plate 1 ?

As I have two different examples of the "Croix de repère" under the 48th stamp of Pane V in the red-brown colour, I assume there are two plates for this colour. I have not a copy of the A. du T. rectangle for Plate 1.

Plate 2 Left corner 1.5mm. Right corner 1.75mm.
 Red-brown single stamp. Date of postmark 29 May 1899.

Plate 3 Left corner 2.5mm. Right corner 2.5mm.
 Rose single stamp postmark 20 Nov. 1903.
 Block Depot 1902 Sheet No. 611 192.

25 CENTIMES

Plate 1 Left corner 2mm. Right corner 2mm.

Single stamp date of postmark illegible, but I have a used copy date 5 Aug. 1895 which shows a distinctive secondary variety, namely a break in the top line of the lower border ornament under the B of Bestellen.

Plate 2 Left corner 2mm. Right corner 2.5mm.

Used copy postmark dated 23 Jan. 1901 and a mint copy. All the 23rd stamps in the report block of 25 of this value show a primary variety. The top right corner of the stamp is not square.

It is unlikely that more than one plate was necessary for the other values of this issue.

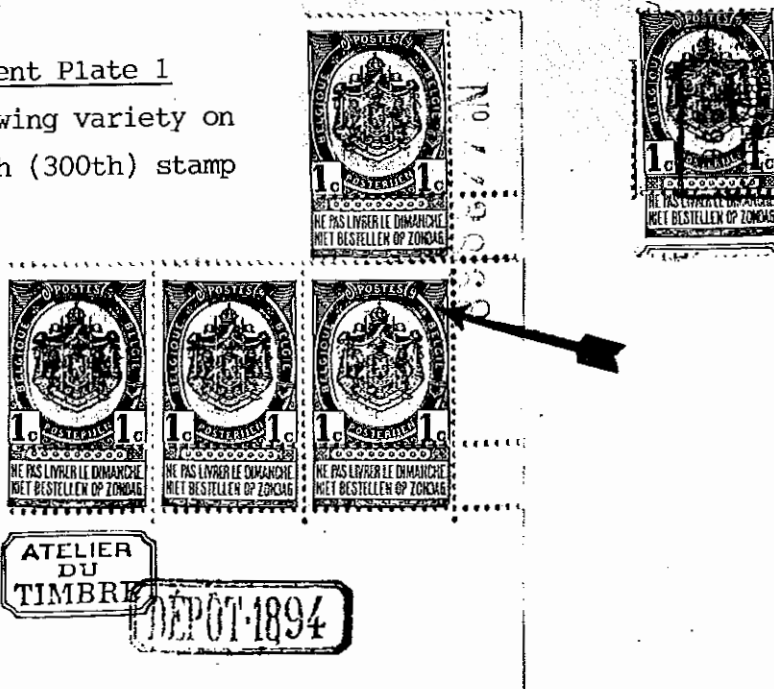
The 50 centimes ochre with the A. du T. rectangle does show an interesting variety. Firstly, it shows the variety that occurs on all stamps in third column - a white pimple on the top of the P of Posterijen (sub type 3). The secondary variety is a diagonal white line through the letters DIM of Dimanche. The top of OP is also distorted.

As the top left corner of the sheet is the alternative place for the sheet number, study of the top of Pane I should also yield some secrets, as should Panes II and V and the "Croix de repère".

I would welcome any further information that members might have.

1 Cent Plate 1

Showing variety on 50th (300th) stamp



1 Cent Plate 2

THE 1915 ISSUE, 5 CENTIME TYPE II, IN GREY-BLACK

by A. GEOFFREY WOOD

Recently, looking through an old David Feldman catalogue (29-30 March, 1984, Sale No. 317), I noticed three lots of the above stamp - a pair (lot 12768) and two singles (lots 12769-70). Examination of the illustrations showed that they had formed a block, the singles being 37 and 38 in the sheet and the pair 47 and 48 in the sheet.

I was amazed to see that the certificate signed by Jean Baete stated that these were from an imperforate plate proof which had been unofficially perforated. This struck me as strange. On the face of it, the perforations seemed normal compared with the issued stamps and it does not tie in with the block of fifteen 5c. die 1a in black which I have and can show that the perforations are identical with those of the 1915 printing.



THE MANUFACTURE OF BELGIAN POSTAGE STAMPS, 1853

The issue of a one centime stamp for the prepayment of printed matter in 1853, impressed upon the Administration of Posts of Belgium the necessity of regulating its manufacture of postage stamps. Below are the principal points of the first general circular which was put into effect on 3rd January, 1860.

"EXTRACT FROM THE RULES FOR THE MANUFACTURE OF BELGIAN
POSTAGE STAMPS.

January 3, 1860.

Art. 1. The Bureau which has charge of the manufacture of postage stamps, established at the building of the General Administration of Railroads, Posts and Telegraphs, is placed under the control of the Bureau of Supply.

Art. 2. The plates for the printing of stamps are to bear an engraved inscription, indicating the manufacture and year of their being placed in use.

Art. 4. The dies and the rolls for the manufacture of the plates intended for printing the stamps, as well as the plates no longer in use, are to be deposited in a vault, with three keys, which are to be entrusted, respectively, to the President of the Commission, the Inspector of Postage Stamps and the Custodian of Stamps.

The openings and closings of the vaults are to be registered by written reports, supplied with the signatures of the three depositaries of the keys.

As soon as they are rendered useless for service, the plates are to be scratched with a graver in order to prevent their again being used for the printing of stamps.

The sheets intended for the printing of stamps are to bear at the right, in the upper corner, the printed inscription "Timbres Poste", followed by the indication of the series and the numerical order of the sheet.

The sheets printed in 1860 are to form the series "A", and all following series are to be indicated in alphabetical order.

A new series number is to be begun on the 1st of January of each year.

Art. 6. The paper intended for the printing of stamps, after having been numbered, is delivered to the Custodian of Stamps, duly invoiced and against receipts, these latter indicating the number of the order and, fully written out, the number of sheets. The rejected white sheets are to be returned under the same formalities.

Art. 7. Every foreman of the Bureau is to be supplied with two small books, indicating day by day the number of white sheets delivered to the workmen and the number of sheets returned to the Custodian of Stamps. These books are to be used alternately, being changed at the end of each month.

Art. 10. Immediately after the printing, the Supervisor will apply at the bottom of each printed sheet, at the left, a hand stamp bearing the inscription "Atelier de Timbres Poste (Contrôle)".

Art. 34. At the end of the day the sheets for the printing of stamps are removed from the press and placed under the key of the Custodian of Stamps.

Art. 35. On the day of the printing the rejected impressions are to be placed in a chemical solution, in order to render improper use impossible.

Art. 36. Once in each quarter the rejected sheets are to be burned in the presence of the three officials designated in Art. 4. A written detailed report, in duplicate, supplied with the signatures of the three officials, shall confirm the destruction of these refused sheets.

Art. 37. After having been gummed, the good impressions are to be placed in packages of 25 sheets of the same value, under a crossed band, in order to permit of the verification of the number without a breaking of the seals. The packages are to be closed with wax and sealed with a stamp bearing the words "Atelier de Timbre Poste (Contrôle)". A cord, the two ends of which are to be tied together and sealed, is to run through the upper margins of the sheets of postage stamps as well as the two bands. On one of the bands is to be indicated the number, the numerical order, and the value of the sheets enclosed in the package.

Art. 39 and last. The present regulations are to be executory after the 1st of April following.

(Signed) The Minister of Public Works,
Jules Van der Stichelen.

BELGIUM STUDY CIRCLEDISPLAY GIVEN BY R T HARRISON - 15TH DECEMBER 1990THE POSTAL HISTORY OF LIEGE PROVINCE

It is some years since Nick Martin gave a display to the Circle, on Liege. Arising from that display, I agreed to give a display on the Province of West Flanders, which was followed by East Flanders and Antwerp Province, on the basis of one Province per year. This year, it has come around to the Province of Liege, with acknowledgements to Nick Martin - my not knowing quite whether to praise or curse him for having sown the original seeds!

HISTORICAL BACKGROUND

The present-day Province was a relatively recent addition to modern Belgium and certainly has the most interesting history taking in, as it does, the Eupen and Malmedy Cantons.

Until 1794, Liege was a large principality, or Bishopric, under the control of the Bishops of Liege (Fig A).

The first was Notger (971) and today's Liege contains St Martin's Church which dates from the year 962.

The original Bishopric was a large tract of land covering not just present-day Liege but also part of Limbourg and Namur Provinces (Fig B).

It was powerful enough to remain independent from the Burgundian Low Countries, up to the time of the Spanish and Austrian Occupations. However, it should not be assumed that all was peaceful because it was the frequently the scene of revolts, plots and sackings of short duration. Unfortunately, the sackings caused a lot of destruction but even today the Bishops Palace is worth a visit.

Further occupations occurred by English and French troops but the final change was initiated by the population which, in 1789, rose against the Prince-Bishop who had to flee from the city. Troops from the adjoining Austrian Netherlands quelled the revolt in 1791 but, by this time, the French Armies were on the march and occupied Liege in November 1792.

Their final occupation started in 1794 and saw Belgium divided into 9 Departements (see Fig C). The Bishopric was swallowed up, part of which became the Departement of L'Ourthe.

On the fall of Napoleon, the eastern districts were ceded to Prussia and 'L'Ourthe', with small adjustments, became Liege Province (See Fig D).

Apart from the division of the Grand Duchy of Luxemburg, to create the additional Belgian Province of Luxemburg in 1839, very little change occurred to the boundaries of Liege Province until after the momentous First World War.

Following the plebiscite, the Cantons of Eupen, Malmedy and St. Vith were returned to Belgium by the Treaty of Versailles 1919 and became, as today, part of the Liege Province.

SPANISH NETHERLANDS (1621-1713)

As previously mentioned, apart from brief invasions, the Liege Bishopric never formed part of the Spanish Netherlands. To keep uniformity in this series of displays, however, this heading is retained and, during this period, three towns are listed with postal markings, viz:

DOLHAIN-LIMBOURG
HUY
LIEGE

Markings are mainly manuscript but a small handstamp of LIEGE is known around 1699.

Dohain

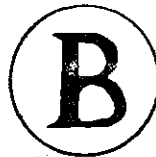
Liege

AUSTRIAN NETHERLANDS (1714-1794)

During the period, as with other Provinces, a number of towns gained postal status. Until the French invasion of 1792, the Province was still independent of the Austrian Netherlands but, again, the towns are listed for uniformity:

BATTICE	NANDRIN
DOLHAIN-LIMBOURG	SPA
EUPEN	STAVELLOT
HERVE	TONGRES
HUY	VERVIERS
LIEGE	
MALMEDY	

Markings included both manuscript and straight-line handstamps. For Battice, the letter B in a circle was used. During this period, no postmark for Dolhain-Limbourg has been discovered. The end of the Austrian period also marked the end of the Thurn and Taxis regime, which was ousted by the following French Invasion.

EVPEH**DE LIEGE***de Nandrin*FRENCH OCCUPATION (1794-1814)

When, on 30th July 1794, Liege fell to the French Armies, the whole of Belgium was in French hands. In August 1795, the formal division into 9 Departements was authorised and one of these, named Ourthe, was created out of part of the original Liege Bishopric. It is this area which forms the basis of this display.

Only 8 towns. during this period, retained postal status, viz:

BUTGENBACH	LIEGE
EUPEN	MALMEDY
HERVE	SPA
HUY	VERVIERS

The other towns previously listed lost their status except Tongres, which was transferred to Meuse Inferieure Departement (now Limburg Province).

The normal postmark was a straight-line with the Departement number 96 above, eg, 96 .

LIEGE

Post-paid mail received the additional letters PP, viz, P96P .
LIEGE

96
HERVE

96
HUY

96
SPA

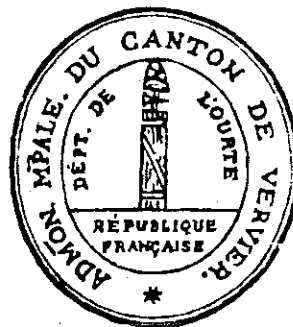
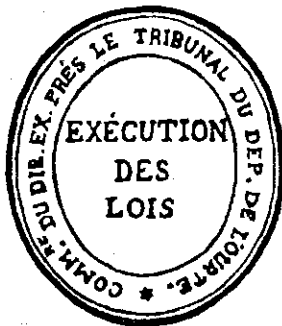
P96P
EUPEN

DÉB 96
S P A

This arrangement brought the so-called 'Departements Conquis' into line with the postal regulations in all the other French Departements.

Some special municipality and military handstamps were in use, especially at Liege - the capital of the Province, eg, PREFET/DEPT DE L'OURTHE, COMM ORD/25 DIV MRE, etc.

*Prefet
Dip. de l'ourthe*



UNITED KINGDOM OF THE NETHERLANDS (1815-1830)

After the French withdrawal, 5 Cantons, including the towns of Butgenbach, Eupen, Malmedy, St Vith and Schoenberg were transferred to Prussia and the remainder came under the Dutch control. It was not until the 1914-1918 War that these areas returned to the Belgian fold.

Therefore, only 7 towns in modern Liege Province retained their postal status:

HENRI-CHAPELLE	SPA
HERVE	STAVELOT
HUY	VERVIERS
LIEGE	

The change of 'management' saw the Dutch language being used wherever possible instead of French, eg, HOEI for HUY, LUYK and LUIK for LIEGE. As a stop-gap, the French handstamps were used with the department number erased, eg, P P until the word

LIEGE
FRANCO was substituted for PP, eg, SPA
FRANCO

HOEI LUYK LUIK

**P. P.
S P A LUYK
FRANCO**

In 1829, the first circular date stamps (CDS), consisting of a single outer circle, were introduced for all these towns except Henri-Chapelle and Stavelot, which continued with a straight-line handstamp. For Liege, an administrative mark 'GOUVERNEUR DE/LA PROVINCE DE LIEGE' also made its appearance.

STAVELOT
Henri-Chapelle



*Gouverneur de
la Province de Liège*

KINGDOM OF BELGIUM (1830)

With the increasing population, from this date onwards a number of new towns gained postal status. Up to the end of the pre-adhesive period, the following is a list of towns for which postal marks exist:

AMAY	GLONS	NANDRIN
AUBEL	HANNUT	OREYE
AYWAILLE	HENRI-CHAPELLE	PEPINSTER
BODEGNEE	HERVE	SPA
CHAUDFONTAINE	HUY	STAVELOT
DISON	JEMEPPE-SUR-MEUSE	THEUX
DOLHAIN-LIMBOURG	LANDEN	VERVIERS
EYNATTEN	LIEGE	WISE
		WAREMME

One of the first steps taken by the new Belgian Government was to introduce a new large double circle datestamp (CDS) to distinguish Belgian from Dutch markings. Some included 2 small pearls in the outer ring, for no obvious reason. Normally, they were struck in red ink for this Province and are known for the towns of Herve, Huy, Liege, Spa, Stavelot and Verviers. In Liege, black ink was also used.



From around 1838, the large CDS was superseded by a smaller version, initially in red ink but later in black.



Of special interest are the very small CDS of a single circle which are noted for use in Amay, Aywaille, Bodegree, Chaudfontaine, Dolhain, Glons, Hannut, Henri-Chapelle, Jemeppe, Landen, Nandrin, Oreye, Pepinster, Visé and Waremmé.



Finally, in the pre-stamp period, the horseshoe-type cancellation of Dolhain-Limbourg is shown - perhaps a vestige of past independence!



CITY OF LIEGE

As the capital of the Province, a lot of mail went to and from the city and a small selection is shown starting with double and single CDS's.

With the railway developments, district and station handstamps appeared and examples are shown for Liege (Guillemins), (Longdoz) and (Palais).

The Liege (Depart) came into use, including a large size bridge-type with ornamentation. Bilingual cancellers came into use, in common with the rest of the country, of which examples are shown.

Finally, postcards showing the 402 steps leading up to the Parc de la Citadelle - well worth the climb for the fine view over the city.

TOWN OF VERVIERS

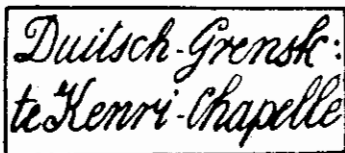
A small, but historic, frontier town which rapidly expanded in the 17th and 18th Centuries as a major industrial town for the cloth and yarn trade.

Later to become a frontier-exchange office for Prussian mail and subsequently boasted, during the railway development, of becoming the Belgian terminus of the Verviers-Cologne Travelling Post Office.

Its philatelic fame, however, arose from its use of a special barred circle for its new railway station which was called Annexe 1. This canceller, issued for cancelling the adhesive stamps to prevent reuse instead of containing just the bureau number allocated for Verviers = 123, added the A1 below and read 123. The words A1 continued to appear, in circular datestamps in various forms, until it conformed and became Verviers (Station).

FOREIGN SORTING MARKS

During the period of Dutch occupation, the main Bureau Frontiere was Henri Chapelle with Spa as a secondary bureau. Marks applied included DUITSCH-GRENSK/TE HENRI CHAPELLE (boxed), DUITSCHLAND OVER/HENRI CHAPELLE and DUITSCHLAND/OVER SPA, all in italic lettering.



*Duitschland Over
Henri Chapelle*

*Duitschland
over Spa*

After independence, only one more mark was used at Spa - "ALLEMAGNE/PAR SPA' is an oval, whereas Henri-Chapelle was closed as a Frontier Bureau and the role transferred to Verviers in January 1829.

The only Verviers Dutch period mark was DUITSCHLAND/OVER VERVERIES to be followed by ALLEMAGNE/PAR VERVIERS (in small oblong) shortly after independence. In March 1834, Verviers ceased to be a Frontier Bureau but was later to serve for the cross frontier railway mail.

From March 1834 the town of Herve became a Frontier Bureau and the first 2 marks seen were PRUSSE/PAR HERVE and ALLEMAGNE/PAR HERVE, both in a small oblong. From 1840, the style of handstamp was changed to a large double circle in red ink. The words ALLEMAGNE/PAR HERVE appear in large and small size print.



The large size CDS was superseded by ALLEMAGNE/PAR HERVE in a smaller CDS in 1847. The importance of Herve declined after the opening of the Verviers-Cologne railway in 1843 and Liege rose in importance as a result.

Up to the time of the introduction of adhesive postage stamps (1849) the following were in use:

ALLEMAGNE/PAR VERVIERS	- Red and green ink
ALLEMAGNE/PAR HERVE	- Red and green (large CDS)
HOLLANDE/PAR LIEGE	- Red
ALLEMAGNE/PAR LIEGE	- Red

The use of green ink indicates Railway TPO markings on an experimental basis until finally ALLEMAGNE CHEMIN-DE-FER (3 types) in green ink became the regular mark on the railway route from 1843.

In the period to 1880, when foreign sorting marks were withdrawn, the following appeared, all small CDS in black ink:

ALLEMAGNE/PAR VERVIERS	(without time plug)
ALLEMAGNE/PAR VERVIERS	(with time plug)
ALLEMAGNE/PAR VERVIERS	(Station)
HOLLAND/PAR LIEGE	
PRUSSE/PAR STAVELLOT	

Finally, in this section, should be mentioned the much sought-after COELN-VERVIERS and VERVIERS-COELN railway markings, which need a separate display to do them full justice.

TRAVELLING POST OFFICES

Most of the marks mentioned in the previous section were applied at Frontier Bureaux or Sedentary Exchange Offices.

From the time of the establishment of the railways, a network of sorting routes was set up, based on compass directions. The route Brussels-Verviers was named EST (1, 2, 3, 6) to be supplemented later by a route VERVIERS-ERQUELINES (or French Frontier) named EST (4, 5).

The Ostende-Brussels-Verviers route carried large quantities of mail en route for Germany and beyond. Markings include ALLEMAGNE/EST 1, ALLEMAGNE/PAR EST 1, ALLEMAGNE/PAR EST NO 1 and so on up to 3. Other markings include ALLEMAGNE/PAR QUEST 4. The word PRUSSE was also used, examples being PRUSSE/EST 1, 2, 3, IV and PRUSSE PAR EST V.

After the withdrawal of Foreign Sorting Marks in 1880, inland TPO Marks were still used and examples shown include:

EST 4
 AMBT OSTENDE - VERVIERS NO 1
 OSTENDE - VERVIERS
 ERQUELINES - LIEGE 1

EXHIBITIONS

The first National Exhibition held in Liege was in 1905. A selection of the special postcards issued is shown together with the 'LIEGE EXPOSITION' handstamp used at the Exhibition Post Office from 21st April to 30th November 1905. During 1905, which was the 75th Anniversary of the Independence of Belgium, a new issue of stamps and postal stationery was produced. Most values appeared within the duration of the Exhibition, as they were intended as a joint celebration of both events.

In 1939, a second special Exhibition was held in Liege and this time a set of 4 commemorative stamps was issued for the event.

Further Exhibitions were held at Liege in 1955 and 1956 (Philatelic).

WORLD WAR 1

Not surprisingly, as the Province adjoining Germany, it was first in line for the invading German troops in August 1914. The first major village occupied was that of Vise and the last Post Office to be handed back in November 1918 was Welkenraedt.

Within the Province, near Spa, was the German Army Headquarters - West and in 1920, at Spa, was held the Spa Diplomatic Conference to settle the question of War Reparations.

EUPEN AND MALMEDY

Important and interesting parts of the Liege Province are the East Cantons of Eupen, Malmedy and St Vith. Predominately German-speaking, they were covered so fully by Jean Bruwier in London on 13th October 1990, that I omit them from the display.

FINAL MISCELLANY

A collection of odd postal history marks and topics, including accountancy and frontier marks. Included are DEBOURSE and AFFR INSUFF, used in that area.

CONCLUSION

I hope this display gives an indication of the interest to be found in the area of Liege Province. An added factor is the influence of Germany throughout the last 200 odd years and perhaps this aspect deserves a separate display at a later date.

December 1990

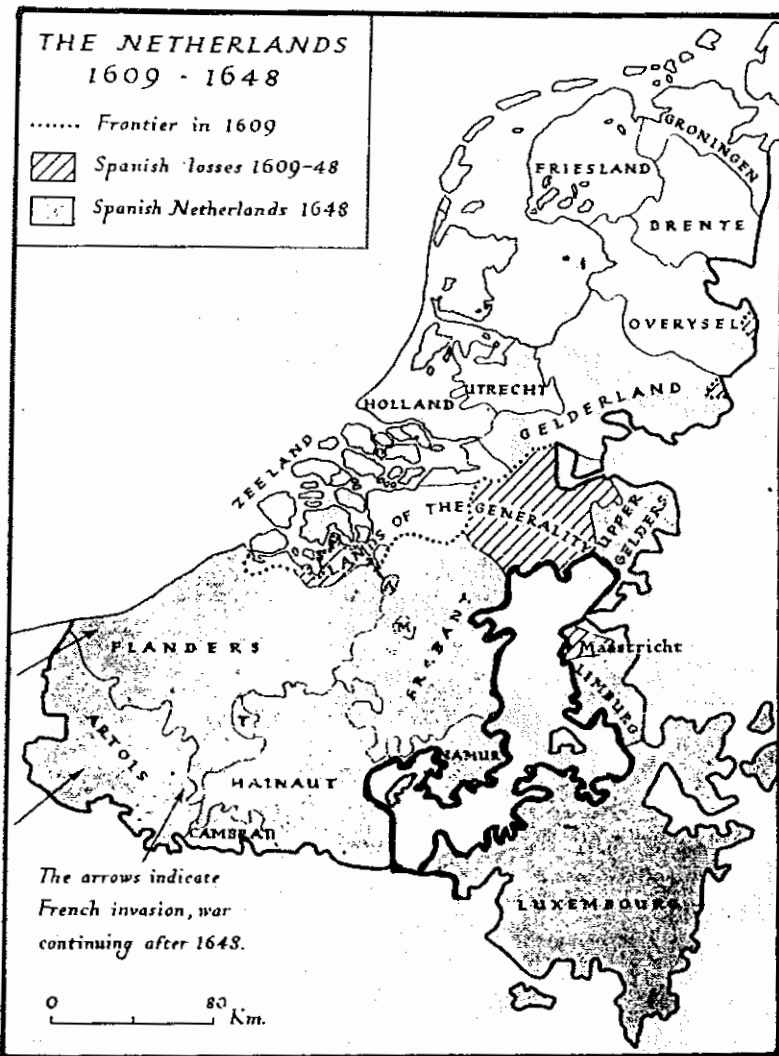


Fig. A The Netherlands in 1609-48

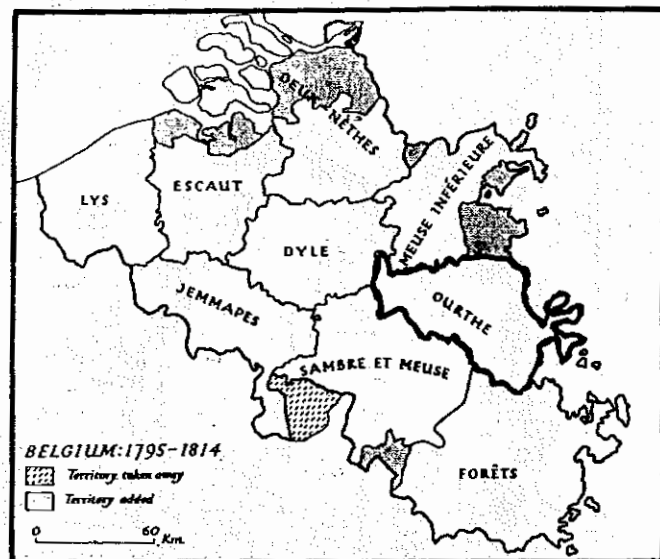


Fig. C Belgium under French domination

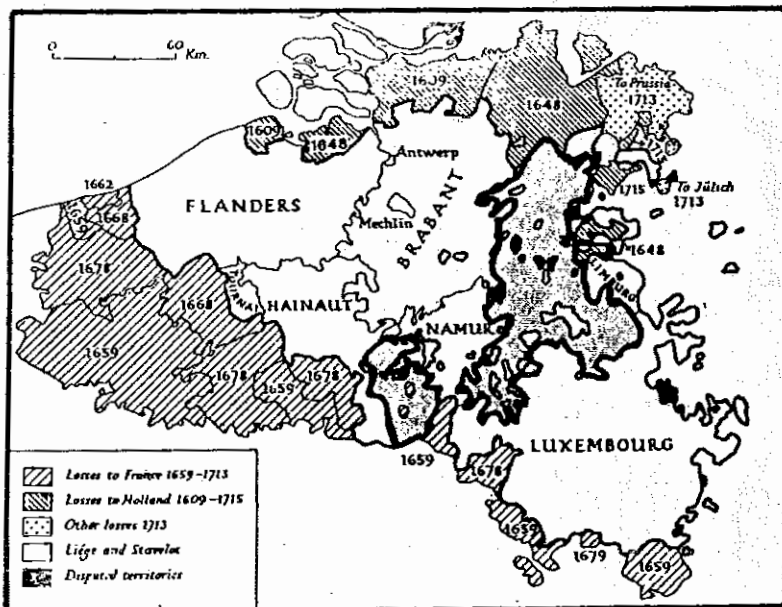


Fig. B The Spanish Netherlands, 1659-1715

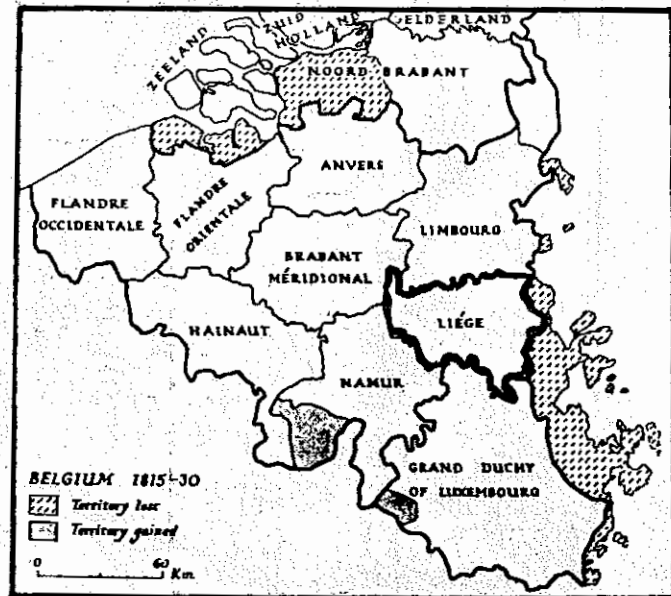
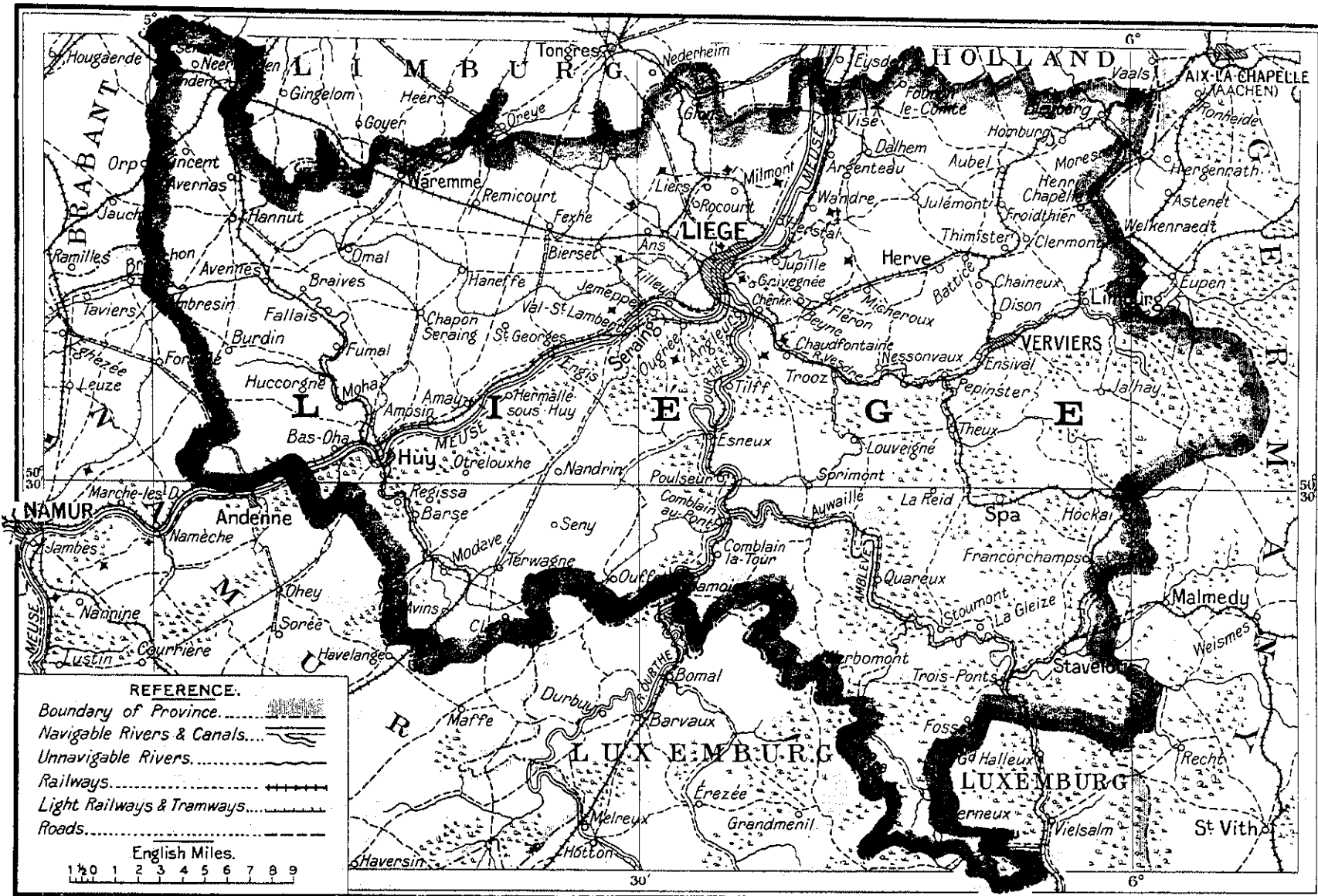


Fig. D Belgium in 1815-30



MAP OF LIEGE.

Both the situation and the arrangement of the "Birmingham of Belgium" are charming. The once dirty and unattractive town is now a spacious and clean city, lying mainly in the plain around the Meuse, picturesquely hemmed in by steep hills of a somewhat gloomy beauty. To the north in particular, the Citadel hill seems to thrust its foot into the city, falling sheer down close to the Place St. Lambert, the centre of the life of Liège.