

**BELGAPOST**

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The Journal of the  
Belgian Study Circle



**1893 – 1993**

# **BELGIAN STUDY CIRCLE**

Founded 1947

To Promote the Study of the Postal History and Stamps of Belgium

(Twinned with the Phila-Club Flemalle)

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



## KING BAUDOUIN OF THE BELGIANS

17th July, 1951 - 31st July, 1993

(Photograph by Marchand)



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Belgian Study Circle****C O N T E N T S**

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SEPTEMBER, 1993EDITORIAL'BELGAPOST' VOLUME 3

On page 1, Vol. 5 No. 3 the Editor stated that a number of members had written to say that they were missing Vol.3. He, the Editor, advised that, due to production problems, the Vol.3 issues were not produced and will not now be issued.

The Committee of the Belgian Study Circle has received, under date May, 1993, a volume said to be "Volume 3". This has been prepared without authority of the Committee or the Editor. It consists of some 71 pages but unfortunately, in our opinion, is of very poor quality in several ways.

It is not of the quality of the present journal, both in content or production of 'Belgapost'. As a result we, the Committee and the Editor, are not prepared to issue this volume.

We also understand the production of this volume has cost in excess of £400, this sum apparently having been withheld from the present Treasurer and without his knowledge. We might add that the accounts have not been received for that year.

The Editor will, of course, include any (or re-edit some) articles that can be included in future issues.

SECRETARY'S NOTES

I was pleased to note that Bernard Berkinshaw-Smith was awarded a "Large Vermeil" at Braziliana: not for a Belgian exhibit, I regret to say.

With this issue of Belgapost we are enclosing a copy of a letter from Stanley Gibbons to those who have not already received one. This will enable members to get a copy of the new Volume 4 Benelux Catalogue at a reduced rate post free. I am awaiting details of the Airmail surcharge.

A personal note - both Jack Andrews and myself have now celebrated our eightieth birthdays and, although Jean and Reg Harrison's invaluable assistance enables us to continue, the Circle should start looking for replacements.

Comments on the programme are always welcome. If there is something you wish to see or be discussed, don't hesitate to say so verbally or in writing.

1993/94 Change in Programme

Without his knowledge, Iain Stevenson has been engaged to give a display on 6th November. As a consequence, he will give his display on "Dutch Internée Camps 1914-1918, Bar-le-Duc and Belgian Postal Services outside Belgium" at 11-15 a.m. on 11th December, and Jack Andrews "Postal History 1450-1700" and Prof. B. S. Jay's "ABs and Early Military Marks" will be seen on 6th November at 11-15 a.m.



TREASURER'S NOTES

Since my last notes, I am pleased to report that my request for annual subscriptions has received a good response. As at early August, only 12 remain outstanding and a reminder is included in this mailing to those members. From the April auction sale, all except 1 buyer has paid and, to avoid further delay, settlement has been made to the vendors of the lots. As previously mentioned, auctions and circulation packets form an important part of the Circle's activities, benefitting vendors and buyers, not to mention the commission accruing to the Circle. Reference to my report at the AGM shows the extent to which this source of income enables us to thrive and hold down the annual membership subscription - please help us to continue with this policy whether you are buying or selling (or preferably both!).

With this sending will be included the auction list for 9th October. Shortly after, work will commence on preparations for the next auction in 1994! If you have any material, please submit early to help in smooth planning.

CHAIRMAN'S NOTES

By the time you read this, summer holidays for most people will be over and evenings will be starting to draw in. The plus side to this should be more time to spend on the stamp collection! the 1993/94 programme enclosed with the previous issue will, I hope, include some meetings covering your area of interest. If you are able to come along to some of our Saturday meetings in London, you will receive a warm welcome from the dozen or so regulars, so why not book up a few dates in your diary now, before other things get written in.

This note is written before the Circle's weekend conference in Weston-Super-Mare, which will have taken place by the time you read this issue of Belgapost. We hope to have about twenty (including several wives) over the weekend, and there is a full programme of displays, discussions, etc. - we are also hoping for fine weather and several of us are staying on until the Monday.

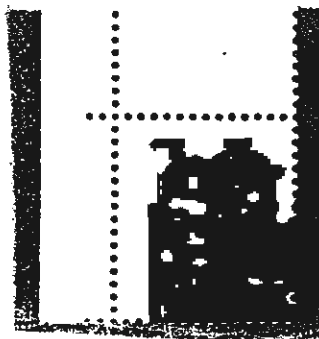
Wearing my other hat of Packet Secretary, there has been a steady flow of books from members and my ninth packet has just started circulating. There are almost enough books for the next packet - so I would welcome a few more very soon. May I emphasise to members that account slips should always be forwarded as soon as the packet has been passed on, together with cheques. If there is a delay, it means firstly that I may need to ring up to ensure that I know where the packet is, for insurance purposes, and secondly, I cannot break up packets which have completed circulation and pay out contributing members.

I am sure all members will be waiting expectantly for the new Gibbons Benelux catalogue, to see which issues are going up or down and how the exchange rate gyrations have affected prices - it's probably too late for the recent movements to be reflected. [NB - See note elsewhere in this issue on special offer to BSC members.]

May I wish all members a good year's collecting.



A "CINDERELLA" QUERY



Can anyone give any information on the above "Cinderella" items?

They would appear to be advertising stickers for the 1949 BELGICA EXHIBITION, subsequently overprinted with the value and "75me ANNIVERSAIRE UNION POSTALE UNIVERSELLE" in 1950. From their appearance and numbering they would appear to emanate from Malines.

Jeffrey Kalp has copies but no other information. The query comes from a non-member.

A. G. WOOD

Since receiving the above, it has come to light that a block of 4 without overprint appeared in the SOETEMAN sale 23rd May-13th Juin 1992, Lot No. 2098. Described as "E. Mineur Belgica 1949, 3 essais denteles en blocs de 4. Tous B. de F. à un type non adopte en brun, violet et grenat TB/500BF".



ANTIWERP TO AUSTRALIA, 1939

Following the problem (page 43, Vol.6, No.2) from our Australian member, Michael Barden, we have now received a photocopy of the cover in question and, although we cannot yet tell you by which route it was taken, we can now give details of the rate.

The cover is stamped 16.50 fr.  
 International postage rate: 1.75 fr. per 20 gr. ) 3.50 fr.  
 Registration rate: 1.75 fr. )  
 So Air Surtax (6.50 fr. per 5 gr.) = 13.00 fr. = up to 10 gr.





The cover was sent from Antwerp on 2nd October, 1939, arriving at Sydney, Australia on 26th October. It appears that the Air Mail Service had been closed but it presumably must have been travelling part of the way by air. What was the route?

QUESTION AND ANSWER

From Dr. C. E. Phelps, of Oxford:

Q. What are the overprints 'PAR L'ETAT' and 'ETAT' as shown on the enclosed?



A. Many collectors are unaware that in Belgium not all the railways were State owned, some still being privately owned. One of these was the "Nord Belge" which ran from Liège to Mons, via Huy and Namur. The town of Huy was a junction where the two lines - one State, one private, met. The authorities controlling the parcel post at Huy considered that if parcels destined for the towns in the State owned area were transferred from the private line to the through-State line, much time would be saved in the delivery of a parcel, so forthwith the next consignment of parcels were duly taken off the train and transferred to the State line.

This proved very satisfactory and to facilitate arrangements on all the parcels (which had to have the normal parcel stamps added), they used the current (1912 issue) and overprinted them "Par Etat" and "Etat" as shown. All those parcels transferred to the State line were franked with these overprinted stamps for easy recognition.

1893 SMALL BEARDS ISSUE OF BELGIUMNUMBERS PRINTED

Just as M. & Mme. Deneumostier were concerned about the numbers printed for the 50-centimes 1883 Issue, for some time I have been worried that, in some cases, the figures of the numbers printed for the 1893 Issue as listed in the catalogue, are wide of the mark.

The figures usually given are those that appeared in the Gelli and Tani Catalogue of 1925. In some cases, these differ from those given by Roger Mennevée in his "Timbres de Belgique" published in 1912. It should be noted that M. Mennevée gives no numbers for the 50c-grey, 1fr-orange or 2fr-lilac.

Table 'A' shows the numbers printed, a column has been added to show the number of sheets of 300 required. The figure that M. Mennevée gives for the 2c-yellow of 9,000,000 stamps or 30,000 sheets of 300 is supported by the Sheet No.032377 Depot 1893 which is shown on page 29 of the book on the 1893 Issue and was on show at Flemalle.

TABLE A1893 ISSUE DATES OF ISSUE AND NUMBERS PRINTED

VALUE	DATE		1893 FINE BARBE E & M. D. P12	NUMBERS MENNEVÉE WHERE DIFFERENT	SHEETS OF 300
	OF ISSUE	OF NEXT ISSUE			
1 cent Grey	1 IX 93	1 X 07	1,134,000,000		3,780,000
2 cent Yellow	1 VIII 93	15 IX 94	4,580,000	9,000,000	30,000
2 cent Brown	15 IX 94	? 08	42,500,000		142,000
5 cent Green	1 IX 93	1 X 07	118,000,000		393,000
10 cent Red Brown	1 VI 93	1 I 00	567,000,000		1,890,000
10 cent Rose	* 1 I 00	1 VI 05	486,000,000		1,620,000
20 cent Olive	1 VIII 93	1 V 05	12,600,000		42,000
25 cent Blue	1 VIII 93	1 V 05	36,000,000		120,000
35 cent Brown	1 XI 93	1 V 05	69,200,000	6,920,000	23,600
50 cent Bistre	1 X 93	15 IX 97	747,000	4,747,000	15,800
50 cent Grey	15 IX 97	21 VII 05	1,305,000		4,350
1 fr. Rose/Green	1 X 93	1 IV 00	224,000	1,224,000	4,080
1 fr. Orange	1 IV 00	21 VII 05	270,000		900
2 fr. Lilac/Rose	1 XI 93	1 IV 00	168,000	468,000	1,560
2 fr. Lilac	1 IV 00	21 VII 05	140,000		470

\* Date of issue Vide Ministerial Decree of 6th December, 1899.  
(U.P.U. Requirement)

The wastage of about 7½% would appear to be high but the colour could possibly have caused 'teething' troubles. Incidentally, I recently saw a letter from the printers, Perkins Bacon and Co. that they could expect paper wastage of 10%.

Owing to the shortage of statistics, the 1c-grey, 2c-brown and 5c-green have not been included in the present study.

STATISTICS

We are fortunate that statistics from the Belgian Post Office were published in sundry journals. Those that I am aware of I attach in tabulated form. In some cases I have estimated the figures. This is shown by an 'E'. I have also estimated the figures for part of a year. I have used the figures for the year 1893 from p.120 in the Deneumostier book on the 1884 Issue. I have also used the figures for the annual use of the 50c-stamp given on p.78 in their book on the 1883 Issue.

TABLE B

SHEETS OF STAMPS USED ANNUALLY

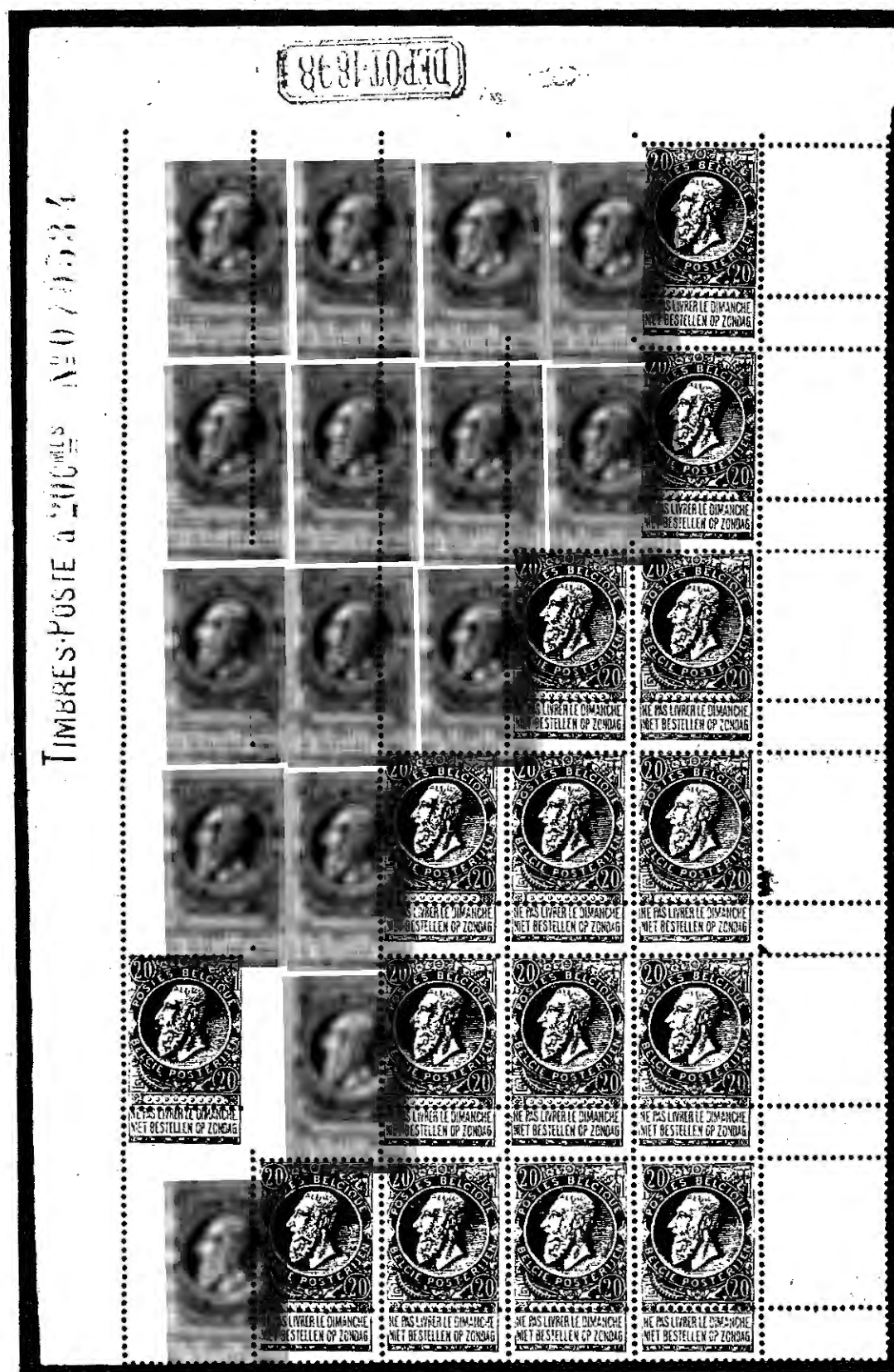
<u>YEAR</u>	<u>10 CENT</u> Red Brown	<u>20 CENT</u>	<u>25 CENT</u>	<u>35 CENT</u>	<u>50 CENT</u> Bistre	<u>1 FRANC</u> Rose/Green	<u>2 FRANC</u> Lilac/Rose
1893	7/12 140,000	5/12 5,000	5/12 17,000	1/6 450	1/4 950	1/4 220	38
1894	230,000	12,500	42,800	3,120	3,920	820	260
1895	237,000	13,100	43,000	3,260	4,060	820	252
1896E	250,000	13,500	45,000	3,500	4,200	835	225
1897	274,000	13,900	47,400	3,700	3,250 16,380	855	204
					<u>50 c Grey</u>		
1897					1,100		
1898	284,000	14,400	50,000	4,060	4,750	980	250
1899E	300,000	15,700	52,000	4,500	5,060	980	250
	1,715,000						
	<u>10 cent Rose</u>						
1900	314,000	17,000	54,000	4,900	5,490	1/4 240 5,750	1/4 60 1,539
1901	327,000	17,900	56,000	4,600	5,680		
1902	337,000	18,800	57,500	5,160	5,820	<u>1 FRANC</u> Orange	<u>2 FRANC</u> Lilac
1903	350,000	19,600	59,500	5,300	6,125	NO STATISTICS AVAILABLE	
1904E	370,000	20,000	60,000	5,500	6,375		
1905E	5/12 150,000	1/3 6,000	1/3 20,000	1/3 1,800	1/2+ 3,500		
	1,848,000	187,400	604,200	49,850	43,900		

E - These figures are estimated as are the fractional figures.

I regret that I have not yet had access to the "Recueil Administratif des Lois etc." mentioned by Mme. Deneumostier.

Table 'B' shows the sheets of stamps used annually from 1893 to 1905 for the values 10c to 2fr. Except for the 50c-grey, the figures from 1900 onwards are from M. Mennevée.

ACCOUNTANCY MARKS OR SHEET NUMBERS



Except for Councillor Lowet in his article in the Philatelist Belge of May and June, 1926, little attention has been paid to the accountancy marks. He lists one hundred of these and, despite printing errors, this list is invaluable.

Despite what has been said to the contrary, this mark only appeared once on the sheet, either on the left of Pane I or to the right of Pane VI; as stated in the Balasse Catalogue 1949 Part 1, p.289. The reason is that the sheets were numbered before the stamps were printed and the position varied with the way the sheets were put to press. It would have been pointless to number the sheets twice.

TABLE C

SHEET NUMBERS

<u>YEAR</u>	<u>10 CENT</u> Red Brown	<u>20 CENT</u>	<u>25 CENT</u>	<u>35 CENT</u>	<u>50 CENT</u> Bistre	<u>1 FRANC</u> Rose/Green	<u>2 FRANC</u> Lilac/Rose
1893	003225(L)						
1894	225758(L)						
1895				009329 (No year on block)			
1896					007166(L)		
1897	132434(L) 132439(L)				010643(L) 014387(L)		
1898		070534	20775-		<u>50c Grey</u> 016182	004848 (no year)	
1899	557177(L) <u>10c Rose</u> 694092(L) 726297(L)		284356(L)		022523(L)	005062	001726
1900	808253(L) 986515(L)					<u>1fr.Orange</u> 006709(L) 006806 006928	001878 002318 002319
1901	--8812	137073(L) -38103(L)	-24923		--1822(L)	008842(L)	002338 <u>2fr.Lilac</u>
1902	-94396(L) 426741(L) 503396(L) 611192	159048(L) 159601(L)	485399(L)				003059 003301(L) 00369-
1903	--7252 115212(L)		533928(L)				
1904	189941(L) 259304(L) 299922(L) 339565(L) 463372(L) 536334(L)	187462(L)		043579	049531(L)		
1905					054662(L) 057979 (No year)	012897(L) (No year given)	
Large Beard				059405	059609	013641	004728

I have a complete sheet of No.81 1907 1c Balasse Type I (COB Type II), numbered once Timbres Poste de 1 Cme 538033 Depot 1907.

The wording of the mark was Timbres Poste a 1 Cme No.000001, in block letters until 1899/1900 and then altered to Timbres-Poste de 1 Cme No.000001. When 999999 was reached, a new series of numbers was commenced.

The colour used for this number was red vermillion or brick red until 1899/1900 and then red rose or carmine.

Now that we know that more than one plate was used for the 1-cent grey, 2-cent brown, 5-cent green, 10-cent red brown, 10-cent carmine and 25-cent blue, the sheet numbers have greater importance.

In Table 'C' are details of sheet numbers that are known to me. This is based on the listing by Councillor Lowet: the numbers from this listing are followed by an (L). Some of these items have appeared on the market since 1926. In some cases I have amended the numbers, for example from 007252 to --7252, as I have assumed only part of the number was in the block. I think there are two printing errors under the 20c 1902 where numbers 559048 and 599601 should be 159048 and 159601 to fit into the sequence. Under the 1fr-yellow I have assigned No.012897 to 1904 as the earliest number for the 1fr 1905 I have come across is 013641 (sheets of 100).

It is interesting to note that there are two sheets of the 10c-rose issued on 1st January, 1900, with the 1899 Depot Mark.

As can be seen from Table 'C', there are great gaps in the numbers and I would welcome to be told of additions. It would help for the pane to be included I or VI.

From a comparison of the tables, the numbers printed could be revised as follows:

<u>FROM</u>	<u>SHEETS</u>	<u>STAMPS</u>	<u>TO SHEETS</u>	<u>STAMPS</u>
20 cent	42,000	12,600,000	188,000	58,400,000
25 cent	120,000	36,000,000	600,000	180,000,000
35 cent	23,600	6,920,000	50,000	15,000,000
50 cent grey	4,350	1,305,000	44,000	13,200,000
1 franc red/green	4,080	1,224,000	5,700	1,710,000

It should be remembered that during this period the numbers used of the 10c and 25c were augmented by sales of the Antwerp and Bruxelles Exhibition stamps.

The lowest sheet number for the 35c 1905 Issue I know is No.059405.

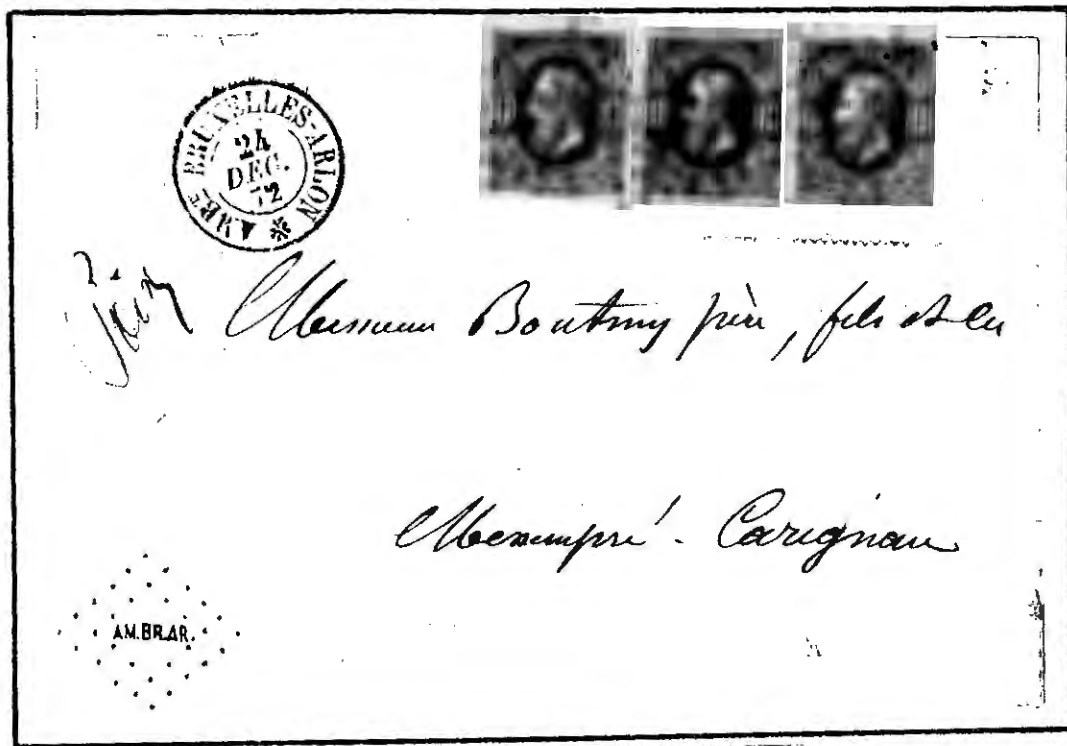
I think that the above shows that if the official statistics are available, we can revise the numbers printed for the values 1c, 2c-brown and 5c and the 1905, 1907 and 1912 Issues, provided we assemble sufficient sheet numbers.

GEOFFREY WOOD, FRPS(L)

INLAND MAIL MARKINGS

The first markings appeared during the period of use of the losange of dots for stamp cancelling. For this line, the letters AM.BR.AR. appeared around 1871. The letters appeared in two sizes - both relatively small, the first and smallest being very difficult to find.

The second size is slightly less common but both are rarely seen on cover. I show a cover dated 1872 bearing a strip of 3 x 10c 1869 which has received three strikes - one per stamp as per the postal instructions. This canceller was only permitted to be used on letters and business papers.



"A.M. BR. AR" on strip of 3 x No. 30. 24th December, 1872

For printed matter, samples, postcards, only dated cachets were used which were of the circular type. After the withdrawal of the losange of dots handstamps on 10th March, 1873, these cachets were also used for letters and business papers.

The first circular cachets were introduced on 1st October, 1869 and contained the legend:

AMbt ARLON-BRUXELLES or AMbt BRUXELLES-ARLON

according to the direction of travel.

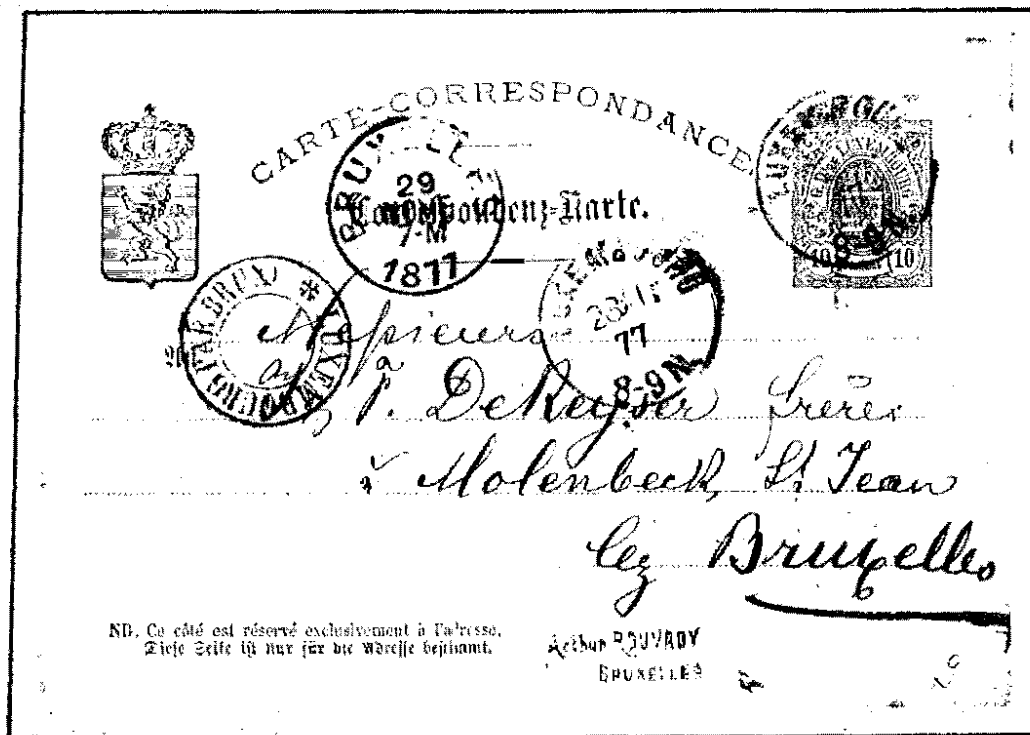
A succession of variations appeared over the years and these are dealt with in great detail by Dr. Jacques Stibbe in his writings.

Minor changes in the nomenclature occurred, including BRUX. instead of BRUXELLES, together with the introduction of No.1 and No.2 in various forms. Ultimately, the word AMbt was omitted completely.

I show a selection of these markings but my collection is by no means complete.



Finally in this category is a double CDS (22mm) "LUXEMBOURG PAR BRUX)"\* with blank centre. Struck in black ink at Brussels - I have copies dated 1877, 1878, 1879.



C.D.S. "LUXEMBOURG PAR BRUX" \* 1877

### TRAVELLING POST OFFICES

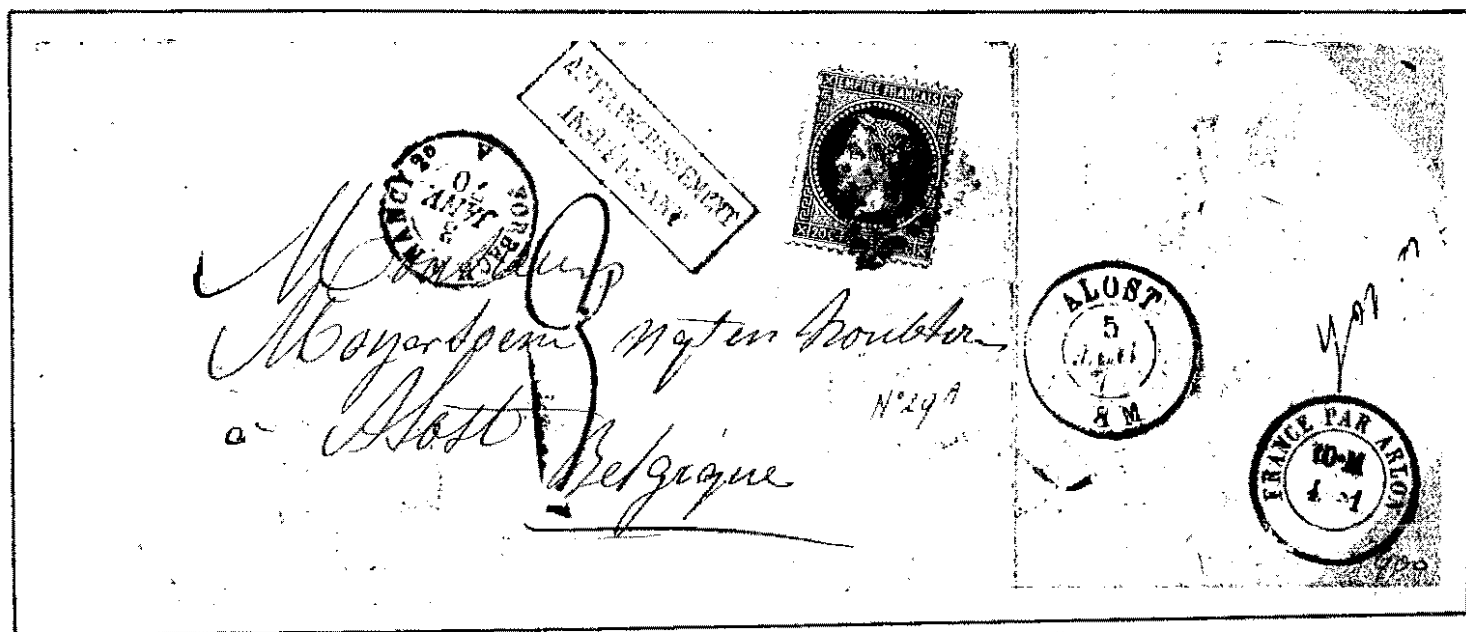
With the development of the railway network throughout Belgium, its subsequent use for sorting of mail became highly developed at an early stage (c.1849), as mentioned in my previous displays. These travelling sorting offices saved much time and have survived to this day in a modified form.

Radiating from Brussels, they were given a compass direction name e.g. Nord, Midi, Est or Ouest. However, the only line to this province was the route Brussels-Namur-Arlon onwards to Luxembourg, which was completed in 1858-59. This line alone did not receive a compass direction but retained the terminal towns' names "Bruxelles and Arlon" in its title.

Mail could be taken on board from intermediate stations along the line and would receive the same handstamp as mail covering the whole journey.

This TPO used both inland and foreign mail markings which I shall treat separately.

Subsequently, a smaller CDS (22mm) appeared of a different style and I have only found FRANCE PAR ARLON in black ink used in 1870. No year plug at the base.



**BELGAPOST VOL.6 No. 3**

After independence, the style was changed to become boxed with chamfered corners:

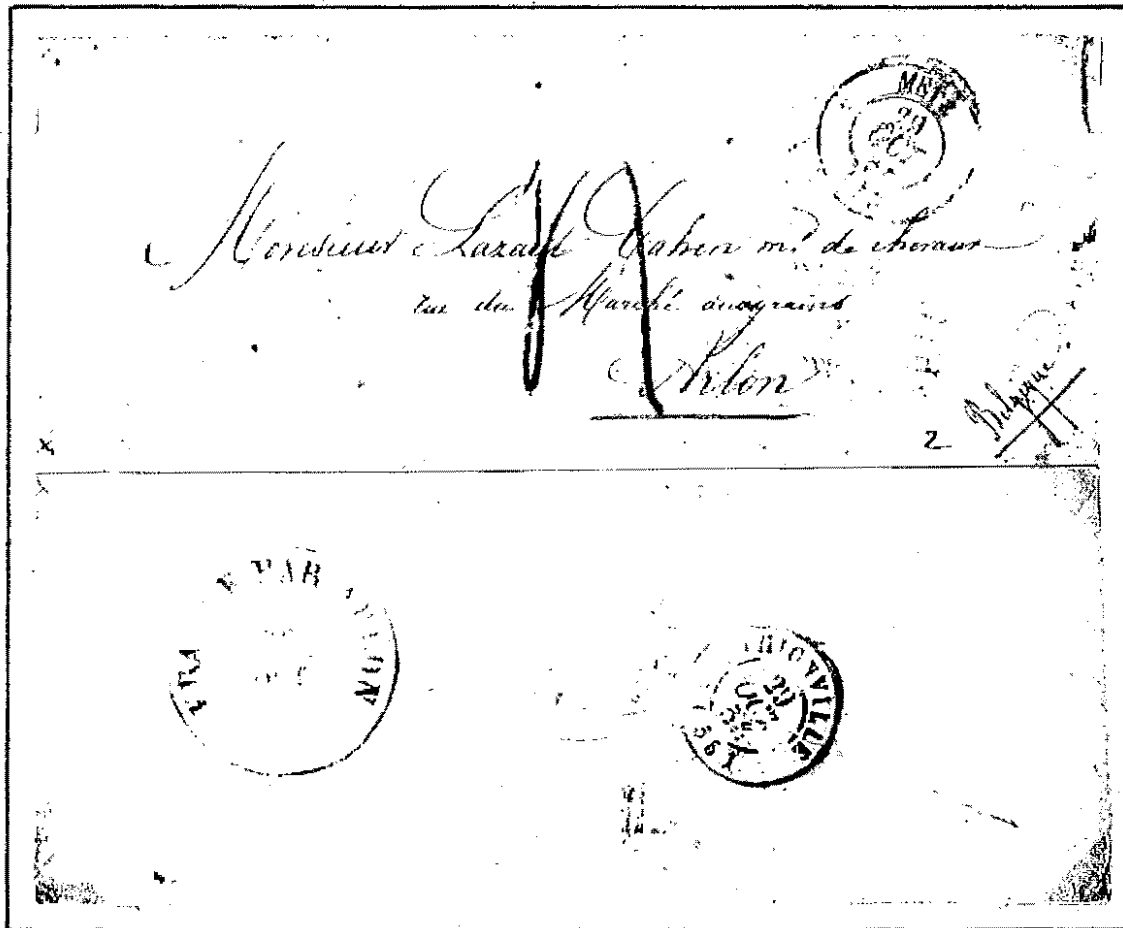
FRANCE  
PAR BOUILLON

- 1838 Red Ink

FRANCE  
PAR ARLON

- 1835 Red Ink

When the style was changed to the large (30mm) double CDS type, only FRANCE PAR ARLON (1844) was seen for this province. For some reason, the year plug was missing from the base of the stamp. Red and black ink was used. Black is not listed by HERLANT in his book.



Large C.D.S. "FRANCE PAR ARLON" in red ink 1856

Within a short period, all large CDS were replaced by a smaller sized version (c.25mm).

LUXEMBOURG PAR BASTOGNE	-	1846	Red Ink
FRANCE PAR BOUILLON	-	1849	Red and Black Ink
LUXEMBOURG PAR ARLON	-	1849	Red Ink
ALLEMAGNE PAR ARLON	-	184?	Red Ink

This latter mark ALLEMAGNE PAR ARLON is mentioned by HERLANT as "probable". My copy is dated 1850.

FOREIGN SORTING MARKS

Mail crossing Luxembourg Province would be destined for France, Germany or Luxembourg (after 1839). The Frontier Bureaux were set up during the Dutch Occupation although arrangements for the transfer of mail would have previously operated between adjoining countries. It is during the Dutch period that the first markings were used.

SEDENTARY OFFICES

The principal postal route for many centuries had run from Brussels via Namur to Arlon and then on to Luxembourg City. From there, it could run south into France or eastwards to Prussia. When in 1839 the creation of Luxembourg Province took place, Arlon became the Frontier Exchange Bureau for Belgium.

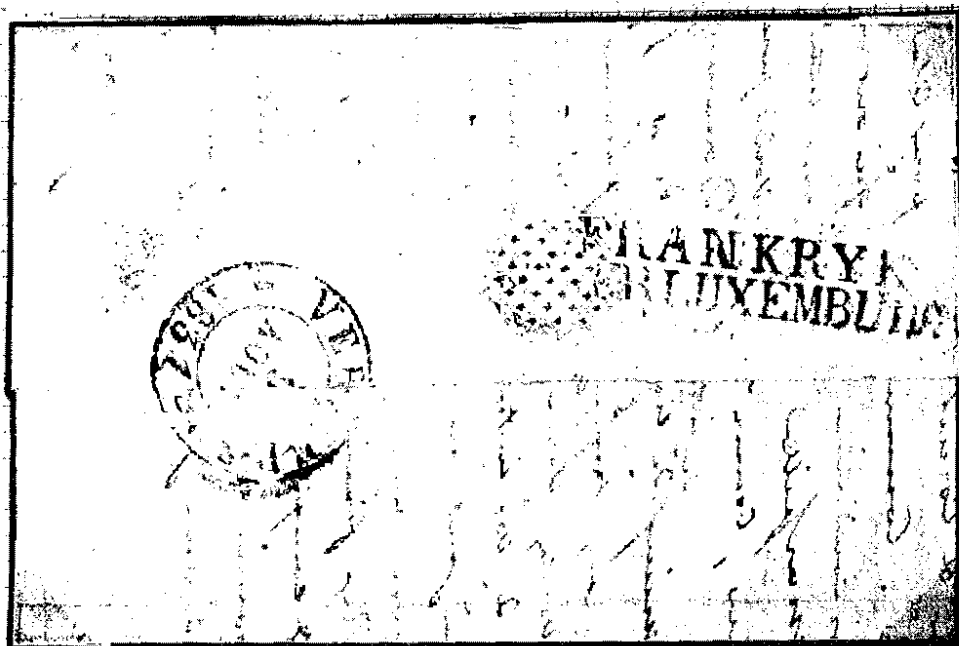
For mail moving southward into France, the town of Bouillon was created a Frontier Officer in 1818 in connection with the French town of Sedan. Likewise from 1839, the town of Bastogne became a Frontier Office in connection with the Luxembourg town of Wiltz.

MARKS USED

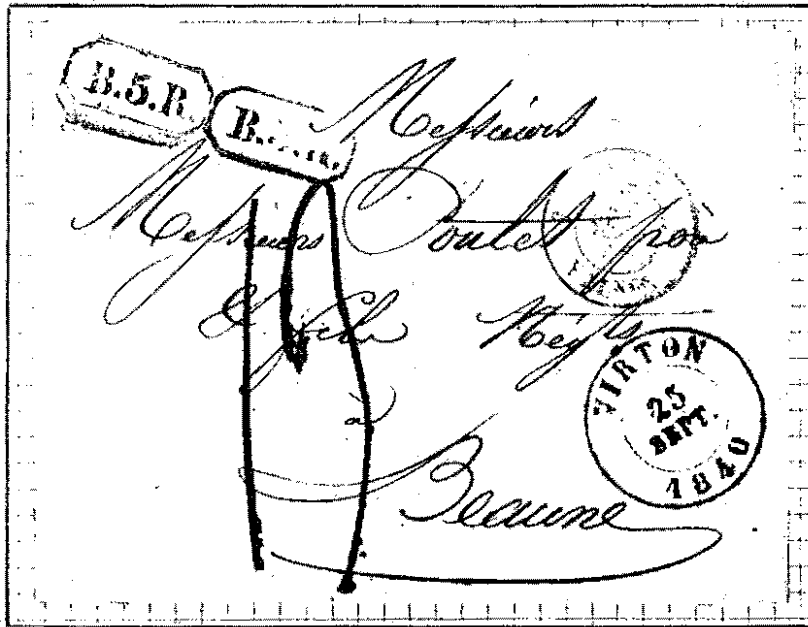
The first type seen was of the double straight line unboxed. Examples seen include:

FRANKRYK  
over LUXEMBURG - 1818 Red Ink

FRANKRYK  
over BOUILLON - 1819 Red Ink



'FRANKRYCK OVER LUXEMBURG' METZ TO VERVIERS 1831



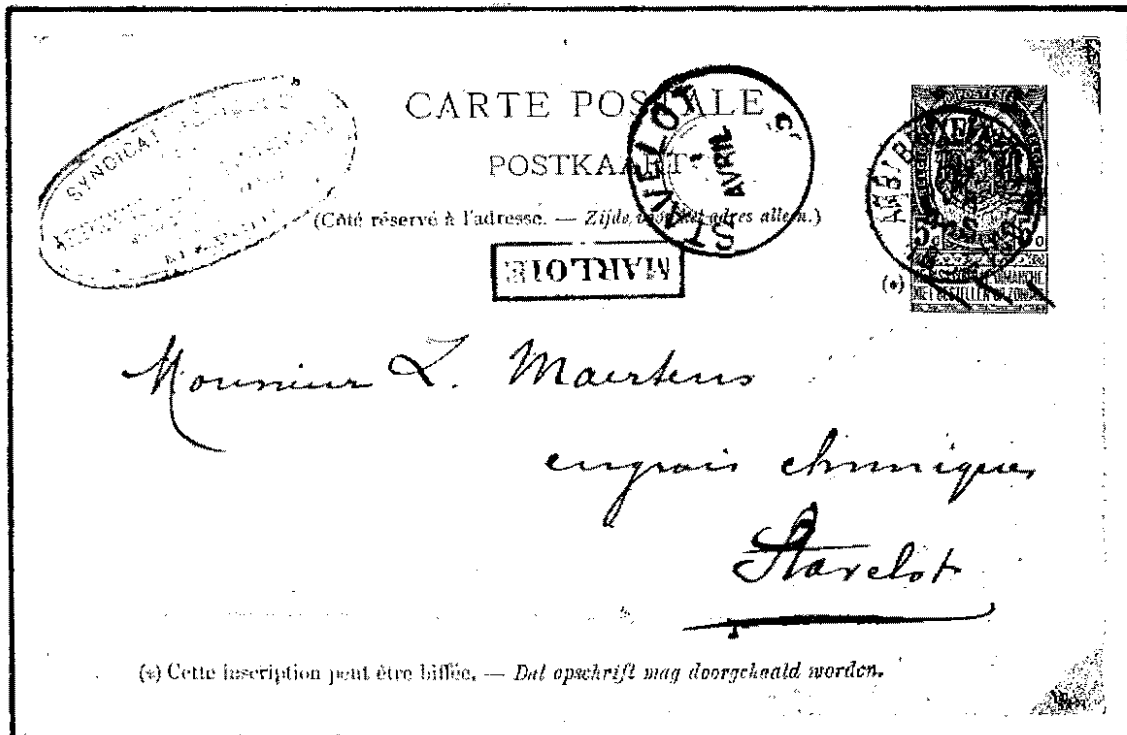
Red C.D.S. "VIRTON" plus rayon mark B.5.R. in blue ink 1840

A very small C.D.S. (c.18mm) with an arc at the bottom appeared for use at smaller towns e.g. Aubange, Barvaux, Florenville, Habay-la-Neuve, Houffalize, Laroche, Martelange, Paliseul, Saint-Leger, Vielsalm, Wellin and are well worth looking out for. They were also in use in some of the other towns which now lie within the Grand Duchy.



Eventually the double circular date stamp was succeeded by a single circular type, at which point this display generally ends.

For letters put on to the railways, straight-line boxed station marks were used and examples shown include Habay-la-Neuve and Marlole.



C.D.S. AMBT BRUXELLES-ARLON 1, plus boxed "MARLOIE" 1895

The towns which had postal status during this period were as for the previous French occupation, viz:

ARLON  
BOUILLON  
FLAMISOUL  
MARCHE

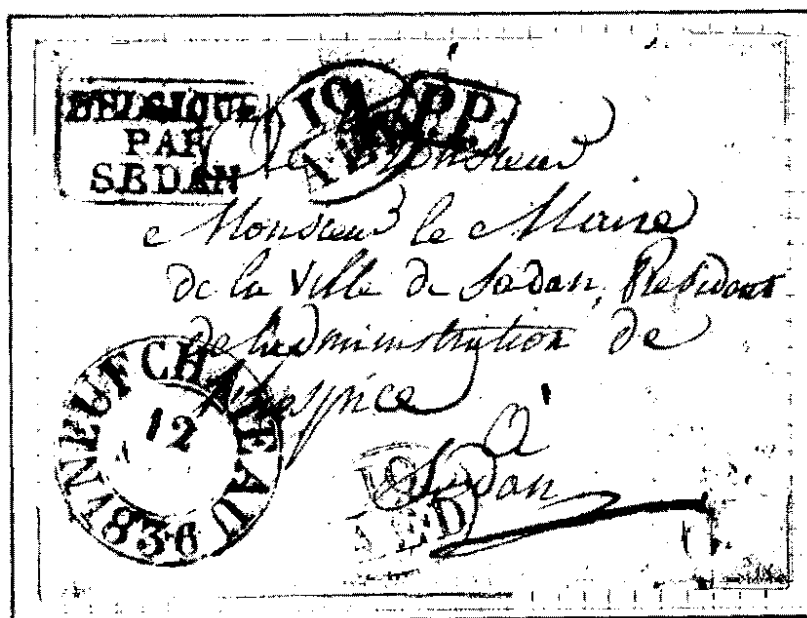
NEUFCHATEAU  
PALISEUL  
SAINT HUBERT  
TELLIN

plus: FLORENVILLE

HARAY-LA-NEUVE

KINGDOM OF BELGIUM (1830)

Before proceeding to postal markings, a brief summary of the final boundary changes. The revolutionary movement in 1830 had the support of the Duchy except for the Luxembourg capital, which was still garrisoned by the Prussian troops. The Treaty of London (1831) divided the Duchy, giving the current province area to Belgium whilst retaining a reduced size Duchy of Luxembourg, which was allocated to the King of Holland. This agreement was not satisfactory to either Holland or Belgium and was only finally accepted by both sides in 1839. From that date, the Grand Duchy was responsible for its own postal affairs. The reduced-size western portion therefore became the Province of Luxembourg with basically the same boundary as seen today (see map E).



Large Double C.D.S. "NEUFCHATEAU" 1836

The first step of the Belgian Postal Administration in 1830 was the issue of new double circular town handstamps with the year at the base. These were 29-30mm diameter and struck initially in red ink, later in black. They sometimes bore 2 small "pearls" for no obvious reason. From around 1838, they were replaced by smaller handstamps which continued in use after the introduction of adhesive stamps in 1849.

UNITED KINGDOM OF THE NETHERLANDS (1815-1830)

On the French evacuation, the creation of the United Kingdom under Dutch control did not make a clean break as with the rest of modern Belgium. Firstly, most of the land transferred from the Duchy on the western frontier was restored but, on the eastern frontier, a large area was ceded to Prussia. To add to the confusion, Luxembourg City was still considered to be a Prussian fortress and was occupied as such by Prussian troops for the next 50 years (see map D).

The Dutch postal system was, of course, implemented with straight-line town handstamps, minus the French Departement numbers, which were erased. This was more obvious on the Postage Paid i.e. Port Paye handstamps where P98P became P P

ARLON ARLON.

As part of the Dutch language substitution in place of French, this became ARLON  
FRANCO.

Generally, however, very few place names were actually altered.

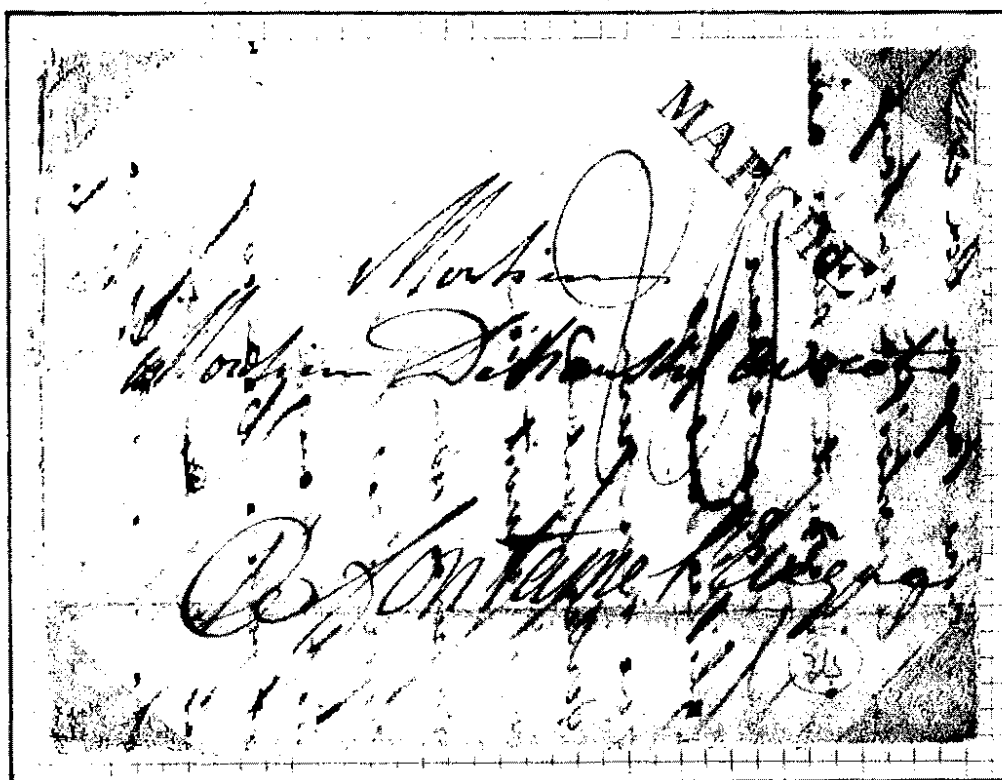
When in 1829 the first circular date stamps were introduced, they were allocated to the main towns. These were a single circle (25-27mm) but without a year plug.

Foreign sorting marks were also introduced during this period but are dealt with elsewhere in this article.

MARCHE  
FRANCO



NEUFCHÂTEAU  
FRANCO



Dutch period straight-line 'MARCHE' in black ink 1828



SPANISH NETHERLANDS (1621-1713)

Apart from the City of Luxembourg, the only postal mark recorded during this period is that of MARCHE. This was a manuscript marking in keeping with most of the markings of this time and possibly other towns may have used similar markings, especially ARLON. As a result of various treaties, agreements and occupations, the boundaries of Luxembourg underwent changes during this historic period (maps A and B).

AUSTRIAN NETHERLANDS(1714-1794)

The expansion of towns with postal status saw the inclusion of Arlon, Bouillon, Durbuy, Flamisoul, Grandchamps, Marche, Paliseul, Saint Hubert and Tellin during the Austrian period. Of these towns, Bouillon and Paliseul were situated in the Duchy of Bouillon, which came under the Principality of Liege until the French Occupation.

Markings seen during this period include both handstamps and manuscript town names, some towns using both. The handstamps were the normal straight-line type except for Durbuy, which was in the form of an arc, and Saint Hubert which used a small S.H. in a frame.

As with the rest of Belgium, it was the end of the Thurn and Taxis posts which were displaced by the following French Occupation.

*Arlon*

ARLON

FRENCH OCCUPATION (1794-1814)

Although Luxembourg had managed to avoid various wars and revolutions, it was nevertheless occupied by French troops along with the rest of Belgium during the dates above. One step taken by the French, however, was to create DEPARTEMENT No.98 FORETS to match the standardised system throughout both mainland France and the so-called DEPARTEMENTS CONQUIS. In doing so, a large part was transferred away from Luxembourg to Departements No.96 and 97 (see Map C).

As elsewhere, the French postal markings and systems were implemented with the Departement number being placed over the town name e.g.

98  
BASTOGNE

98  
ARLON

Pre-payment of postage produced the letters P.P. being placed either side of the name e.g.

P98P  
BASTOGNE

Debourse marks e.g.

DEBOURSE  
MARCHE

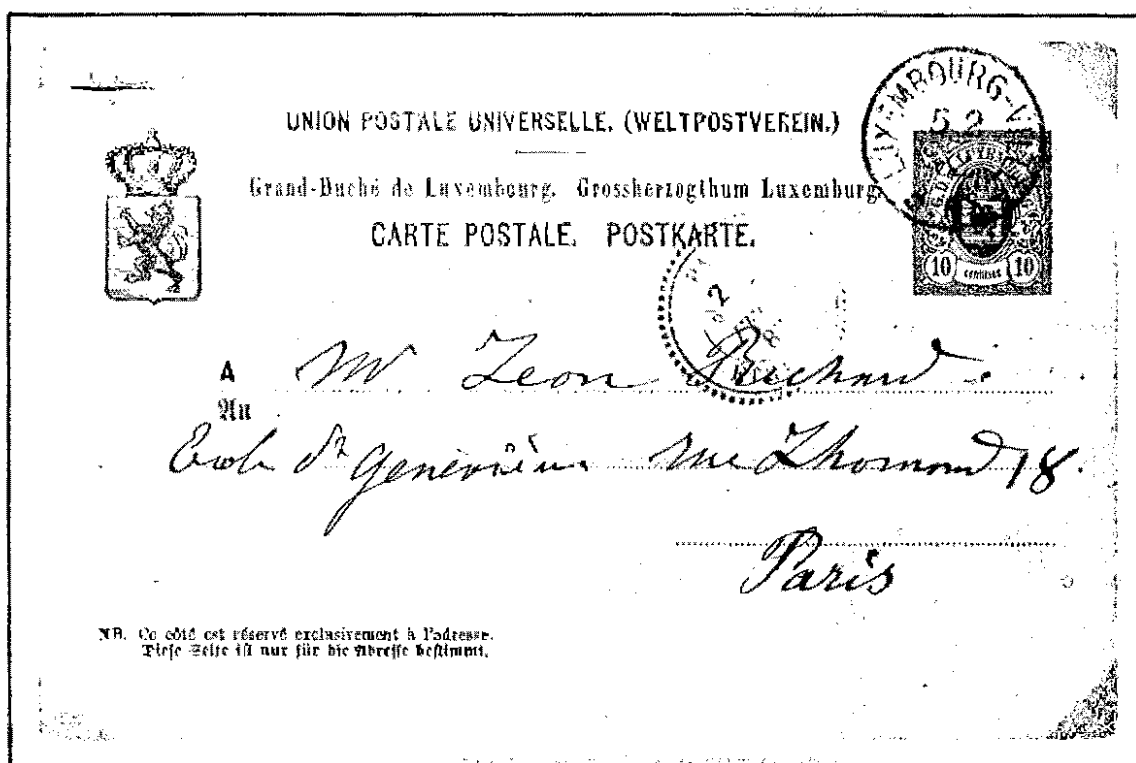
were brought into use.

As far as I can trace, the only administrative marks were restricted to the Capital - Luxembourg, which is outside the remit of this display.

THE POSTAL HISTORY OF LUXEMBOURG PROVINCEINTRODUCTION

Although one of the more picturesque provinces of Belgium, its relatively sparse population makes it one of the most difficult to assemble sufficient items to match previous displays in this series. With the exception of Arlon, early material is difficult to find, and even with more recent periods, items bearing small village names (eg HEYD, PORCHERESSE, REDU) have eluded me.

The arrangement of the display follows the now established format except that I start with a few covers of the Grand Duchy of Luxembourg to set the scene. Thereafter, the display is confined to the Belgian Province in keeping with the rest of this series of displays.

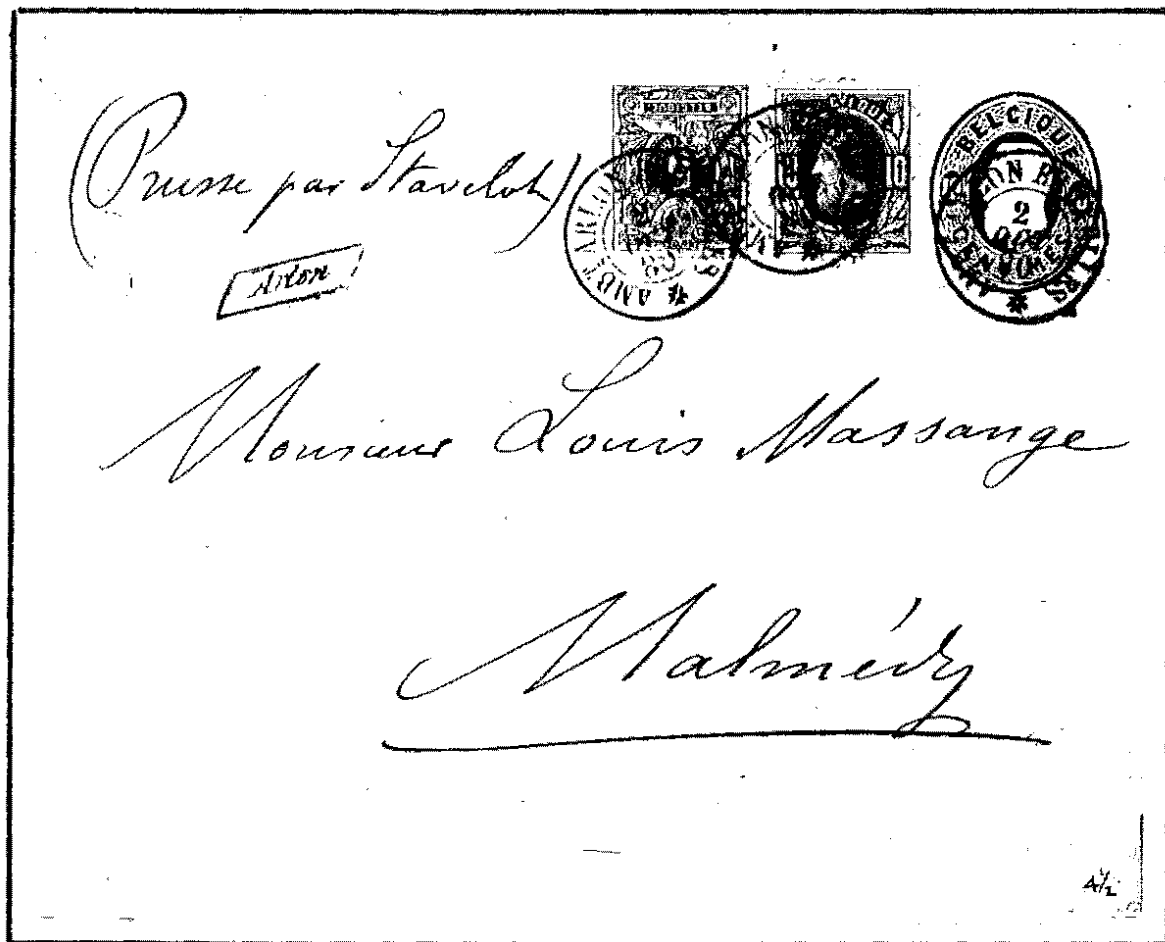


LUXEMBOURG KINGDOM - C.D.S. "LUXEMBOURG-VILLE" 1882

HISTORICAL BACKGROUND

Along with the rest of modern Belgium, the area was occupied by a series of tribes commencing with the BELGAE. Its recognition as a separate entity commences around 963 AD when Siegfried, Count of Ardennes, by way of an exchange of lands, acquired a small Roman castle on the Alzette river - today's City of Luxembourg. Its title LUCILINBURHUC (Little Fortress) became LUTZELBOURG, from which today's name originates.

In 1060, Conrad (a descendant of Siegfried) took the title Count of Luxembourg and, in 1354, it was raised by the then Count of Luxembourg, Charles IV, King of Germany, to the status of a Duchy. It later became one of XVII Provinces of Holland until occupied by the Spanish.



C.D.S. AMBT ARLON-BRUXELLES, plus "ARLON" in parallelogram 1880

FOREIGN SORTING MARKINGS

For those members who are familiar with my interests, it will be no surprise that these are high on my collecting list.

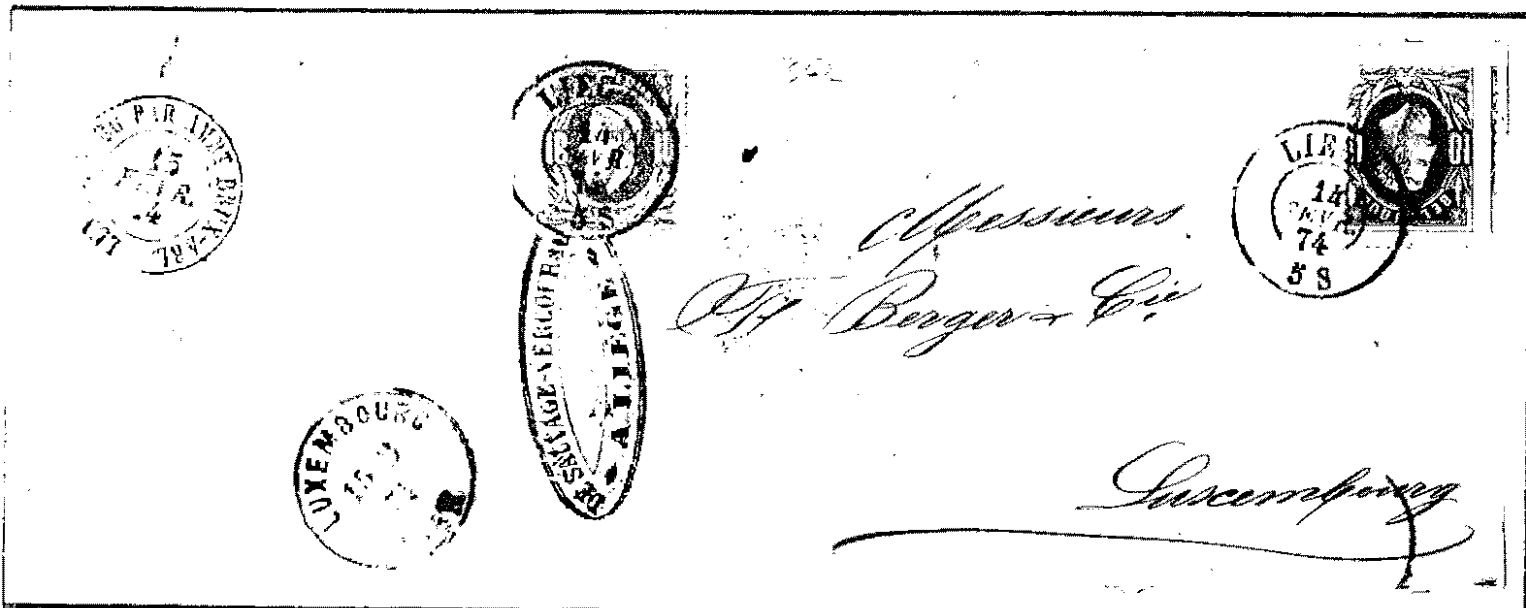
As previously discussed, the foreign destinations were France, Germany and Luxembourg and those marks known to exist are as follows, together with the dates first seen:

LUXEMBOURG PAR AMBT. (PAR NAMUR)	Double CDS	1872
LUXEMBOURG PAR AMBT. BRUX-ARL.	Double CDS	1874
LUXEMBOURG PAR AMBT. BRUX-ARLON	Single CDS	1880
ALLEMAGNE/AMT. BRUX-ARLON	Single CDS	1877
FRANCE PAR AMBT. BRUX-ARL.	Double CDS	1873
PRUSSE PAR AMBT. BRUX-ARL.	Double CDS	1872

As with other Foreign Sorting Marks, these marks were used for mail irrespective as to whether it was travelling to or from Belgium and covers are shown in both directions proving this.

Finally, at times sorting of mails to and from Antwerp was carried out on the Nord line (Brussels-Antwerp) and on Luxembourg mail the following mark was in use:

LUXEMBOURG/NORD 1	Single CDS	1877
-------------------	------------	------



C.D.S. "LUXEMBOURG PAR AMBT BRUX-ARI," 1874

All Foreign Sorting Marks were withdrawn in 1880 and therefore only had a relatively short life - hence the scarcity of some of these marks.

I am indebted to Cyril Kidd of Manchester for his help on this section of my display.

MISCELLANEOUS

I am unaware of any major exhibitions held in this province but as a substitute, the Abbey of Orval has produced a topic of philatelic interest. Originally built around XI Century as a Benedictine establishment, it was systematically bombarded and destroyed in 1794 by the Napoleonic General Loyson. A decision to rebuild it was taken in 1926 by the Trappist Order, some of the funds required to be raised by special charity stamp issues in 1928, 1929, 1933, 1939, 1941, 1943. Included were various miniature sheets and issues available by subscription only at high surcharge premiums.

Although some are expensive to purchase, most saw very little postal use and can be considered semi-private issues.

The reconstruction was credited as being completed by 1948.

SUMMARY

Clearly in a display of this nature, a detailed study is not possible but I hope it will serve to indicate the range of material which can make up a province collection. I have omitted 20th Century War Occupation periods, together with modern material, but hope this display will serve to encourage others to collect from a different viewpoint.

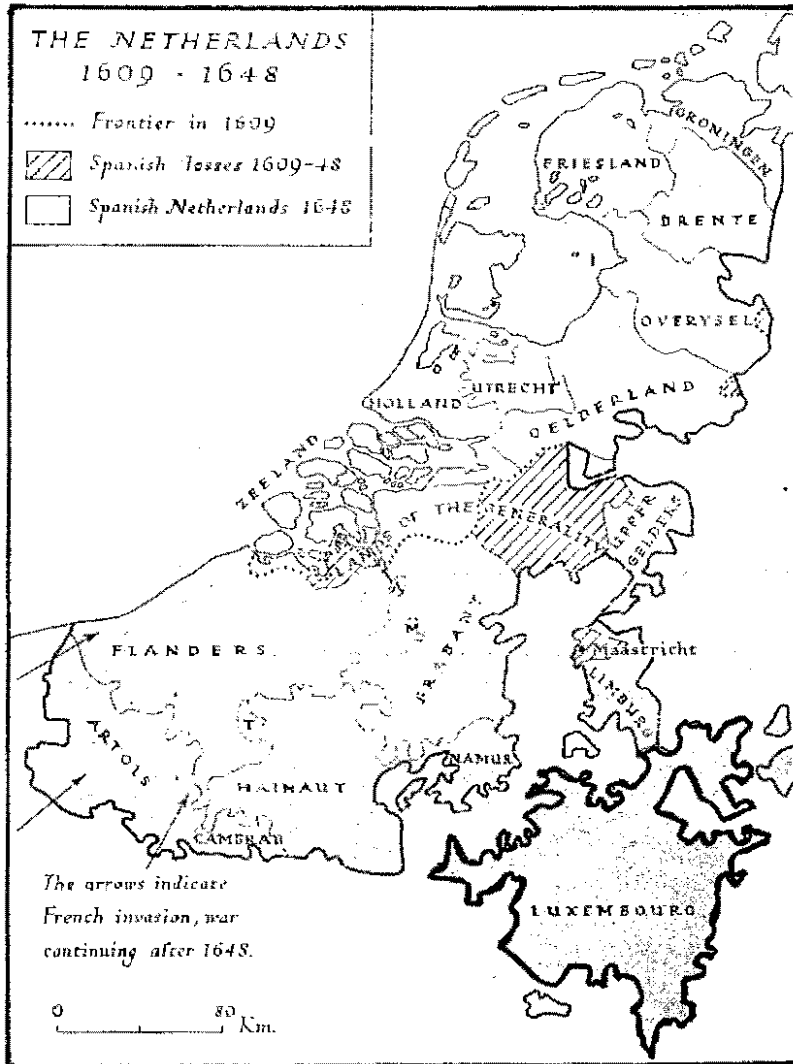
Many of the early period references can be found in Herlant's books - my task being to reassemble and present in my now familiar, if unorthodox, manner.

My thanks to those members who have assisted with the display in what has proved to be a very difficult province.

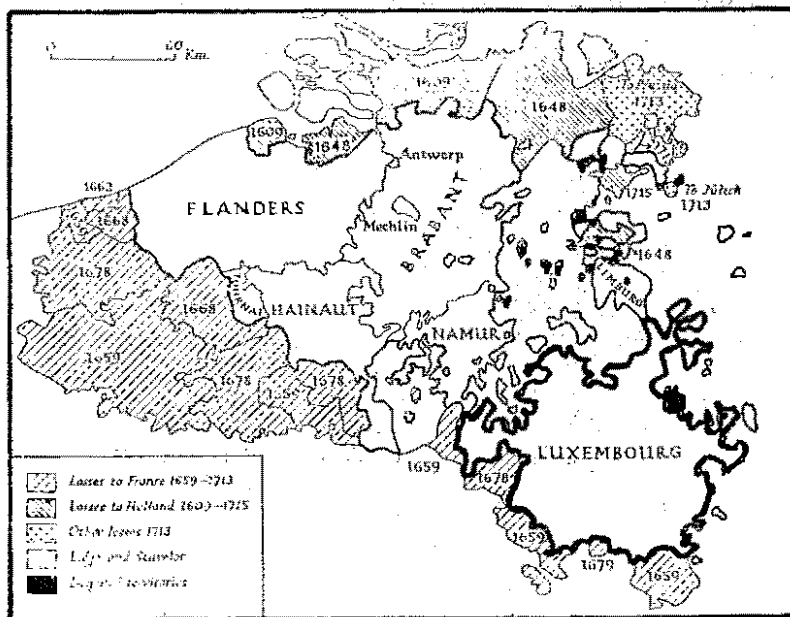
R. T. HARRISON

The above account is a summary of a display given in London on 23rd January, 1993.

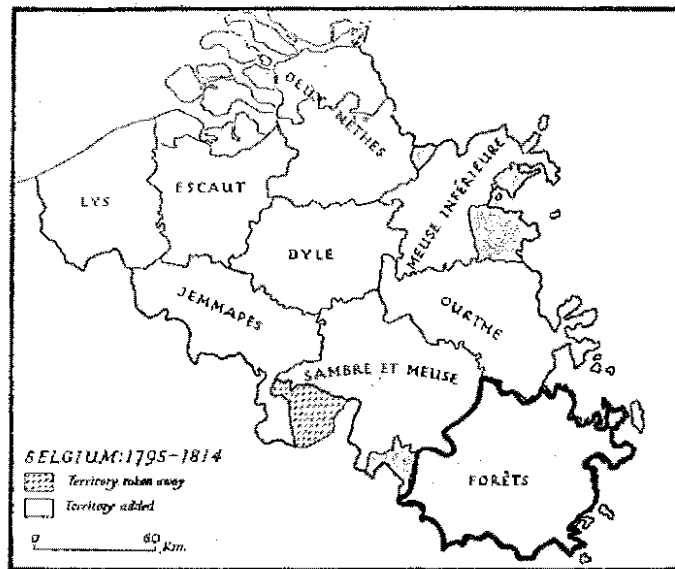
MAPS SHOWING EVOLUTION OF THE PROVINCE



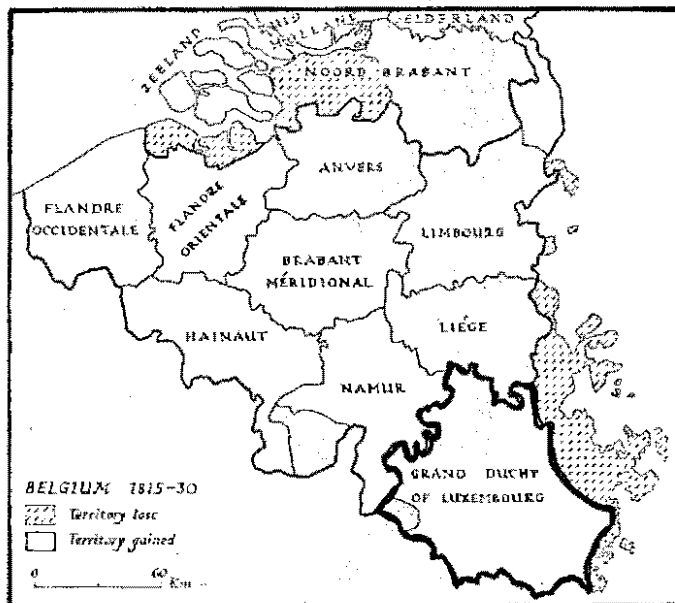
map A The Netherlands in 1609-48



Map B The Spanish Netherlands, 1659-1715



Map C Belgium under French domination



map D Belgium in 1815-30



map E Belgium in 1831-9

## MAP SHOWING PROVINCE BOUNDARY IN 1914

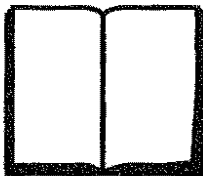


Copyright]

[Hutchinson &amp; Co.

## MAP OF LUXEMBURG.

The province of Luxembourg, whose capital is the old town of Arlon, is the largest and most sparsely populated of all the divisions of Belgium. Forming the south-eastern corner of the kingdom, it borders North-Eastern France and the Grand Duchy of Luxembourg. While parts of it are a somewhat dreary tableland, it also contains stretches of wonderful mountain scenery, particularly in the historic old Duchy of Bouillon.



BOOK REVIEWS

"Histoire Des Postes et Messageries Liègeoises (1580-1794)"  
by Luc Destruvaux. Edition A.C.D.A. Liège 1993.  
292 Pages + Index (9" x 10"). Hardback. 2575 BF + postage.

It must be said at once that this work was a model postal history study and we must congratulate M. Luc Destruvaux for ensuring that it is once more available in a facsimile reprint. A glance at the index reveals the completeness of the detailed study. The proof of this is seen firstly in the numerous illustrations of the letters studied and, secondly in the actual reproduction of the many documents covering the messenger service and those concerned with it. All this is the subject of a very full commentary which appears to cover all aspects of the Liège service.

J.G.

"Les Bureaux Ambulants de Belgique, 1840-1914"  
by E. & M. Deneumostier (Histoire et Philatelie Collection No. 33)  
196 Pages (7" x 10"). Paperback. 695 BF + postage.

Those interested in travelling post offices would find this book most useful, giving for the earlier years good details of the start of this important subject of Belgium. The book is well illustrated and should be in the postal historian's library.

"Les Quatre Périodes d'Utilisation de la Grosse Barbe"  
by E. & M. Deneumostier (Histoire et Philatelie Collection No. 35).  
85 Pages (7" x 10"). Paperback.

An interesting collection of covers and other illustrations showing the various usages of the stamps of the 1905 issue of Belgium. A well produced and useful publication for all those who collect this issue.

"La Poste à Anvers depuis ses débuts jusqu'en 1793" (Antwerp 1993).  
Edited by Pandora for "Antwerpse Kring voor Stempelstudie en Postgeschiedenis" (A.K.S.P.) and in association with Antwerp, Cultural Capital of Europe 1993. (9½ x 11¼ in.) 750 B.F + postage.

This book of some 130 pages, including 16 pages in colour and some 60+ illustrations of documents and letters in black and white, consists of parts as follow:

- a) The postal traffic of Antwerp, by Maartens Coppens and Piet De Gryse (historians).
- b) Antwerp in the International Network of the Tour and Tassis postes from 1541-1789, by James Van der Linden (postal historian).
- c) Inns and other postal addresses in Antwerp in the 17th and 18th Centuries, by Leo De Clercq (postal historian and member of the BSC).

As can be seen above, the sections cover an interesting period of the posts and any person working on or reading the history of the posts of this area should obtain a copy of this well produced book which should be in your library.

J. A.



Review of Belgian Journals

The second issue of "Posthistorama" (the Belgian Postal History Society) has arrived. It contains a number of interesting articles (and, as expected, some in French, some in Flemish).

Particularly interesting is "1795-1811-1815" by C. Delbeke - the postal services in the French Revolution period in The Netherlands, and "Great Britain in the European Continent 1745-1794" by L. Janssen, this giving details on the "D'AB" mark (also see article in Belgapost Vol.5; No.2, page 13).

"Bandelette-Club" No.16 (June, 1993) is the quarterly journal of the Circle of Collectors of the Sunday Labels. This is associated to the "Phila Club Flemalle". A number of articles on these interesting issues are included, particularly of the "China" overprints.

Another quarterly journal is "Info-Phila" (Phila Club Flemalle). Amongst other articles are "Study on the electronic obliteration machines" (J. Heyvaert), "Portraits in the Senate" (E. Lejeune), "Military Aerogrammes of the Belgo-Luxembourg Battalion in Corea (1950-1955)" (H. Smets).

A longstanding quarterly is "Amicale Philatelique" - issue No. 384 (March, 1993) has arrived. An important article on the railway station of Waulsort and its parcel post postal markings, by Raoul Hendrickx (in Flemish).

J.A.

WESTON-SUPER-MARE 1993

Linking up with the Bristol and District Convention being held at Portishead, the Circle's Summer Meeting was held this year at the Grand Atlantic Hotel over 14th/15th August.

Opening the event, Maurice Wilkinson gave a display on Moresnet and its postal history. This small triangle of land has had an unusual history, both physically and philatelically involving at one time the dealer Moens. This was followed by Postal History 1500-1700 given by Jack Andrews showing a wealth of early covers. In particular, Jack dealt with the difficulties in correcting erroneous information within Belgium and the need to research your sources rather than accept the written, repeated accounts.

After a tea break, the discussion then centred on Railway Cancellations which are keenly studied by a number of our members, especially in the West Country. Starting with Chamfered Rectangles, Norman Claydon then continued with Emergency Post-War Cancellations 1918/19 and 1944/45. The first discussion considered how much more deeper the listings should become and it was agreed to await the completion of the Peter Rollinson listings in the next Belgapost (Part 2 is elsewhere in this copy). With regard to the emergency cancellations, Geoffrey Wood commented that the 1918/19 period should be linked with the similar postal position at that time. Tony Geake then completed this session with a display of 19th Century (excluding standard types) showing the breadth of collecting (and shelf space!) needed to competently cover the Railway Topic. It was generally agreed that some future displays and possibly articles could be based on the individual lines to make them of more general interest to members.

During the evening dinner, a presentation was made to Geoffrey Wood and to Jack Andrews who both recently celebrated their 80th birthdays and have loyally served as officers of the Circle for some years. Geoffrey is one of the two surviving founder members of the Circle and is the only one able to attend our meetings. (The other is Geoffrey Miller.) After dinner, a cake decorated with the Belgian Lion was cut by Geoffrey and Jack, to accompany our coffee.

Opening the Sunday programme, Jack Gibbs gave a talk entitled Mixed Rubbish which was mixed but certainly was not rubbish. Commencing with some postal history items, Jack homed in on some fascinating insights into both World Wars and the odd happenings, mostly with a humorous aspect. On a similar theme, Reg Harrison showed items on World War 1, separated out between the German Side and the Allied Side. Included were bisects, unofficial use of stamps and stationery, mixed frankings and the use of cancellers from one country on the stamps of another. Some comments were made on the creation of philatelic covers and the apparent high numbers of philatelists amongst the combatant armies.

Following lunch, Geoffrey Wood gave a talk on the 1893 Sunday Label Issue with particular reference to the lower values and the plates used (see Belgapost Vol.5 No.2, pp 16/18). In order to make further progress, Geoffrey would like details of blocks held by members with marginal markings and elsewhere in this copy is an important article on the current knowledge.

The final session was given by Jack Andrews on the Mot des Soldats activities during the World War 1. The clandestine nature and penalties for those caught was highlighted and John Connolly was able to show a series of covers relating to the family of Arnold Cuigniez during the war.

Members attending included Jack Andrews, Geoffrey Wood, Tony Geake, Maurice Wilkinson, Jack Gibbs, Reg Harrison, John Parkin, John Connolly, Mike Welch, Norman Claydon, Peter Silvester, Jeffrey Kalp, Ken Dore and Ken Carpenter, together with a number of our wives.

Our thanks to Tony Geake for his handling of the arrangements throughout the weekend.

RTH

Footnote to the above

On behalf of the wives and stamp-widows who accompanied their husbands to Weston-super-Mare, I would like to say that we all had a lovely weekend: shopping, sunbathing, exploring the surrounding countryside, etc. etc. and enjoying the luxury of a thoroughly lazy weekend away from the usual cooking and housework. The weather was wonderful - summer returned from the moment we all arrived - and the hotel was excellent. Our thanks to Tony for organising the weekend.

JEAN HARRISON

THE DOVER-OSTEND MAIL SERVICE (PART I)

by Norman Stewart

Some historical notes on the carriage of mails between Belgium and the United Kingdom, and on the Belgian Packet Boats used on the Ostend-Dover service to 1940.

CARRIAGE OF MAILS

Surely there could be no better introduction to these notes than the historical résumé contained in the section relating to "The Dover to Ostend Post Office Packet Service" in Robertson's Maritime Postal History reproduced as follows:

"In the 16th Century, the Emperor Maximilian established an Imperial postal monopoly throughout the widely scattered territories of the Holy Roman Empire. This covered most of the middle and north eastern areas of Europe. The control of the monopoly was granted to the brothers Franz and Johann von Taxis and it remained with the Taxis family for several centuries. Court and official state communications comprised the majority of the letters and documents carried by the special postal couriers. In 1551, the service was extended to Antwerp and Ostend and the couriers were permitted to carry 'ordinary' mail destined for London. Their route followed the River Scheldt to Ghent, thence to Bruges, after which one service continued to Ostend and the other courier took the road to Nieuport. At each of these ports, the couriers awaited the opportunity to sail to England in boats bound for Harwich, London or, more frequently, Dover. The Nieuport and Ostend mail sea-routes to Dover were therefore in use long before the establishment of the Post Office in England. In later years when more organised postal communications by packet boats were established, they followed the same traditional sea-routes to Flanders and the Low Countries."

From the latter part of the 18th Century until 1821, British mails were carried to Ostend by Admiralty packets but, in that year, the service was transferred to the Post Office. Passengers also were carried, the fares being regulated by the Postmaster General. This system lasted until 1837 when the Admiralty again took over control, which continued until 1854.

Thus, in 1830, it seems clear that all British mail to Belgium was carried by British vessels. As regards Belgian mail to Britain, however, it is not possible to be so definite but it seems likely that these vessels carried the bulk of that mail also. No indication can be found of a regular service to Britain by Belgian vessels at that time.

The Belgian Revolution in 1830 did not interfere with the Dover-Ostend service, which continued to run efficiently and regularly.

In accordance with a new agreement concluded between Belgium and Britain in 1834, the British Postmaster General took over the mail service by

sea in both directions and, for this service, the Belgian administration paid a yearly subsidy of £1,000.

It was the completion of the Brussels-Ostend railway in 1838, followed by that of the London-Dover line three years later, which led the Belgian Government to decide upon running their own ships across the Strait and a Parliamentary Commission was therefore entrusted with the task of studying the problem of running a Belgian mail-boat service between the two countries.

A decree was passed by the Belgian Government in 1844 concerning the organisation of transport apart from railways and Article 5 of this decree authorised the Government to establish a steamship service between Ostend and Dover at its own expense. There was, of course, a lengthy discussion in Parliament on the subject of whether the postal service was to be run by private initiative or by the Government. The latter won and, on 9th July, 1845, a law was passed authorising the necessary expenditure for the acquisition of three steamboats to sail under the Belgian flag.

There had been activity in Britain also during this time and in 1844 the South Eastern Railway Company decided to run their own steamers. However, Parliament refused to grant them permission with the result that a subsidiary, the South Eastern and Continental Steam Packet Company was formed to operate steamers between Dover and Folkestone on this side, and Calais, Boulogne and Ostend on the other.

The Belgian Minister for Transport, whilst awaiting the ratification of the decree of 1844, approached the English and Continental Steam Packet Company with the object of bringing more tourists to Belgium and facilitating postal facilities with Britain. An agreement was concluded under which the Belgian Government was to pay an annual subsidy of 25,500 frs. but reserved the right to replace the Company's steamers on this line by Belgian vessels. This subsidy was regularly paid until March, 1846 when the Belgian service started.

The steamships run by the British Admiralty also received a subsidy of 25,500 frs. from the Belgian Government and carried passengers and mail four times a week. For the remaining two days, the South Eastern and Continental Steam Packet Company took over. The cessation of this payment was ultimately agreed by the British Government for as long as the Belgian vessels continued and in recognition of the services rendered by the Belgian packets in facilitating Anglo-Continental relations.

In 1846 the Belgian Government came into the picture, beginning to compete with the British with their first vessel and, in the following year, 1847, with two further boats available, vessels left seven times weekly from Dover and Ostend respectively, which meant a daily service both ways. The Belgian mail-boats made six crossings a week while the British made eight. In November, 1848, the crossings were made nightly in both directions, the Belgians being responsible for eight (four return trips) and the British for six.

From time to time, the Admiralty had protested that their running of a cross-channel mail service was a diversion of effort from naval requirements. In 1853, Mr. W. E. Gladstone, who was Chancellor of the

Exchequer, saw a chance of saving £10,000 a year if the Admiralty service could be terminated and the carriage of mails between Dover and Calais and Dover to Ostend was put out to tender. The contract was obtained by Messrs. Jenkins and Churchward of Dover, who, under the name of the English, French and Belgian Royal Mail Company, ran from 1854 a service of mails each way between Dover and Calais and on the outward run only, from Dover to Ostend.

Mr. Churchward, who was interested in politics as well as in shipping, has left a lasting name in the history of cross-Channel service. Evidence of his strong character was shown when, in 1862, the carriage of mails for Belgium from this country was awarded to the Belgian Government. For some time after the change, he ran his steamers empty beside the Belgian boats until he realised that there was no hope of retrieving the contract.

Thus, from 1862 the Belgian Government have had a monopoly of the regular service between Dover and Ostend and of the carriage of mails in both directions.

#### BELGIAN PACKET BOATS

In 1846 the Ostend-Dover service commenced with CHEMIN DE FER, subsequently renamed DIAMANT (see page 10, Vol.5, No.2) and some details of this, the first vessel of a service which has continued for over a century, may well be of interest. Following upon the law of 9th July, 1845, which authorised the expenditure necessary for the acquisition of three steamboats to sail under the Belgian flag, two officials left for England where they made contact with Ditchburn and Mare at Blackwall. It was from this shipyard that Belgium's first steam packet-boat came - an iron built single-funnel paddle steamer with engines by Maudslay Son and Field. Her length was 168 ft. 6 in. by 21 ft. beam and the engines proved, on her trial run on the Thames, capable of a speed of 14 knots. She could maintain this speed which enabled the crossing to be made in a scheduled time of five hours.

With the object of beating foreign competition on the Ostend-Dover line, the administration of the Navy had, prior to 1846, entered into negotiations with John Cockerill regarding the equipment of the future line. This British shipbuilder had, in 1820, built a shipyard at Seraing, near Liege, and in this yard ships were built partly to the orders of private companies and partly on behalf of the Dutch Government. But the size of ships grew and Cockerill therefore decided in 1846 to build a shipyard for ocean going vessels at Antwerp.

From this yard, therefore, came in 1847:

VILLE d'OSTENDE subsequently renamed RUBIS and  
VILLE DE BRUGES subsequently renamed TOPAZE.

With these three vessels the service was maintained for some ten years and, with two later vessels, were known as the 'Precious Stone' series, carrying on the bowsprit a figurehead cut and painted to represent the stone in question.

In 1858 the EMERAUDE was purchased from The Thames Ironworks Co.

In 1863 the Belgian Government made an interesting experiment which did not, however, prove successful. They took over the iron paddler LA BELGIQUE which had been built as a survey ship for use on the River Scheldt and, after several years in the Ostend-Dover service, she was considered unsatisfactory as a mail and passenger carrier and was returned to surveying duties. She was still afloat when war broke out in 1914 and for the next four years, she performed valuable work by transporting munitions between Southampton and Le Havre. She was broken up in 1923.

During 1862, as part of a comprehensive rearrangement of the cross-Channel services, the Belgian Government was left to conduct the British and Belgian mail service via Ostend and Dover. To meet the sudden demand for more vessels, the SCUD was hired from the London, Chatham & Dover Railway Company in 1863 and, in 1864, was purchased from the same owners the JOHN PENN renamed LA PERLE. This latter vessel which had been built by the Thames Ironworks Company in 1859, was employed on the Ostend-Dover run until 1872 when she was sold to the French Government.

Also in 1864, the Belgian Government purchased from the South Eastern Railway Company the QUEEN OF THE FRENCH renamed SAPHIR built by Ditchburn and Mare in 1845.

In the same year, it hired from the South Eastern and Continental Steam Packet Company the PRINCESS CLEMENTINE.

In view of all this activity, it seems appropriate to summarise the resources which the Belgian Government managed to assemble to meet its sole responsibility for running the Ostend-Dover mail and passenger services. They were:

<u>Owned Vessels</u>	<u>Built</u>
Saphir	1845
Diamant	1846
Rubis	1847
Topaze	1847
Emeraude	1858
La Perle	1859
La Belgique	1863
<u>Hired Vessels</u>	
Princess Clementine	1846
Scud	1862

The Sixties witnessed the advent of a large number of vessels on all the cross-Channel routes and there were built for the Belgian Government at Cockerill's yard at Antwerp:

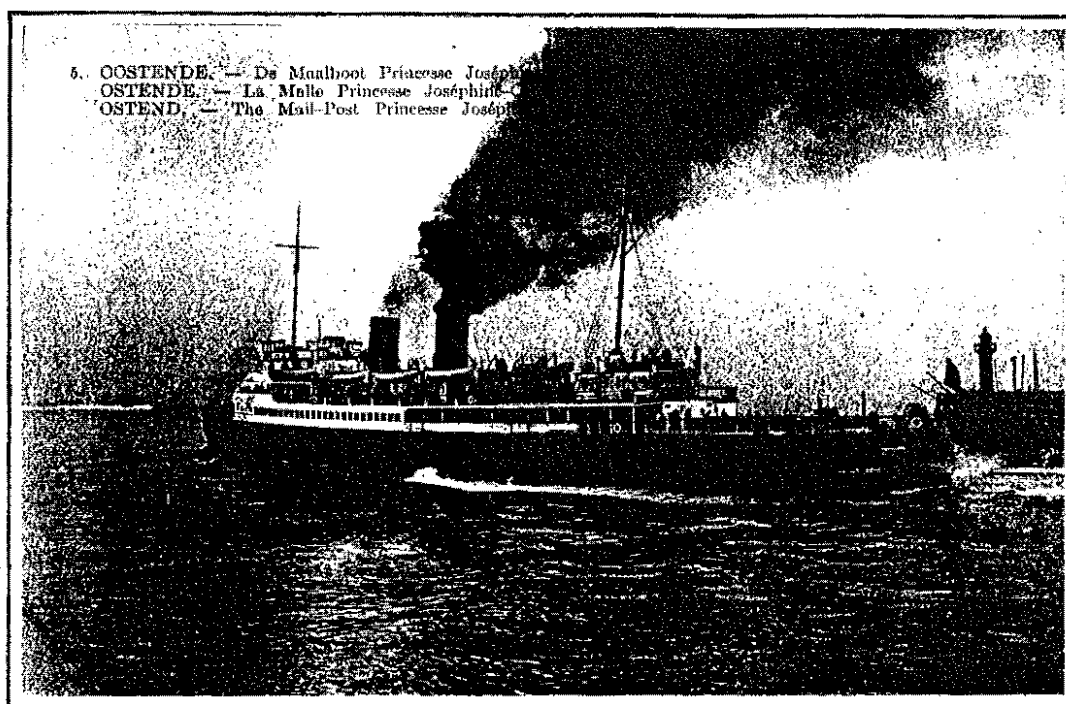
LOUISE MARIE 1867; LEOPOLD I 1868; MARIE-HENRIETTE 1869

In 1870, the Government ordered - from Cockerill's the clipper-bowed paddlers COMTE DE FLANDRE and COMTESSE DE FLANDRE. These two were of 16 knots speed, the first lasting until 1893 when she was broken up in Holland, and the second until 1899 when she sank off Dunkerque after a

collision with PRINCESSE HENRIETTE.

In 1872/73, two more 16-knot Cockerill-built iron paddlers, the PRINCE BAUDOUIN and PARLEMENT BELGE, joined the Ostend-Dover fleet, both ending their days in a Dutch shipbreaker's yard in 1897.

In 1887, the Belgians inaugurated a third daily service between Ostend and Dover and, between that date and 1889, they had built for them the VILLE DE DOUVRES 855 tons; LA FLANDRE 862 tons; PRINCESS HENRIETTE 1,100 tons; PRINCESS JOSEPHINE 1,100 tons and PRINCE ALBERT 861 tons.



The two Princesses came from the Dumbarton yard of William Denny & Brothers, Ltd. while the other three were built at Antwerp by John Cockerill. The Belgian built boats were originally 259 ft. long but later they were lengthened to 276 ft. and re-engined. LA FLANDRE, it may be mentioned, was the first in the fleet to be lit by electricity scarcely four years after the first successful land installation had been carried out on the Continent.

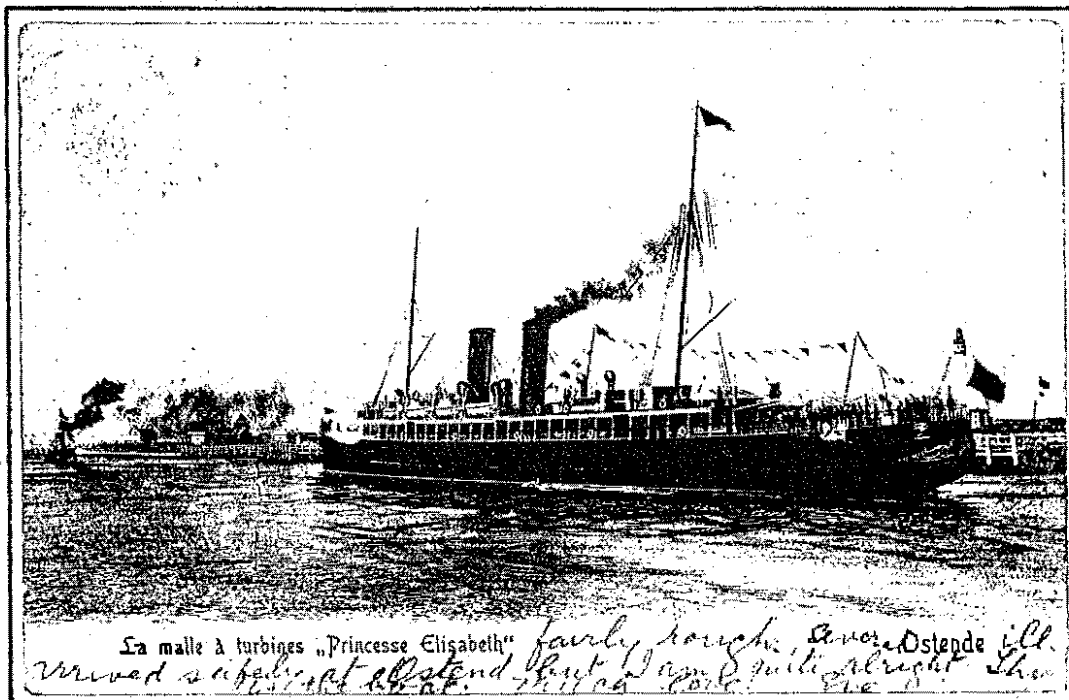
During the construction period of the five fore-going vessels, the Belgian Government, to handle the traffic, hired two paddle steamers, namely the FRETA built by Blohm & Voss of Hamburg in 1885. This boat, which was a comparatively small one, was owned by the Stettiner Dmpfsch, G.E.S. The other vessel, the MANX QUEEN, was formerly named the DUCHESS OF EDINBURGH and was hired from Messrs. J. Little & Co. of Barrow-in-Furness.

By 1892, therefore, the Ostend-Dover service was being operated by twelve vessels - seven rather old Cockerill-built boats of 15-16 knots speed, three newer 19-knot ships from the same yard, and two built by Denny's and able to do 21-knots.



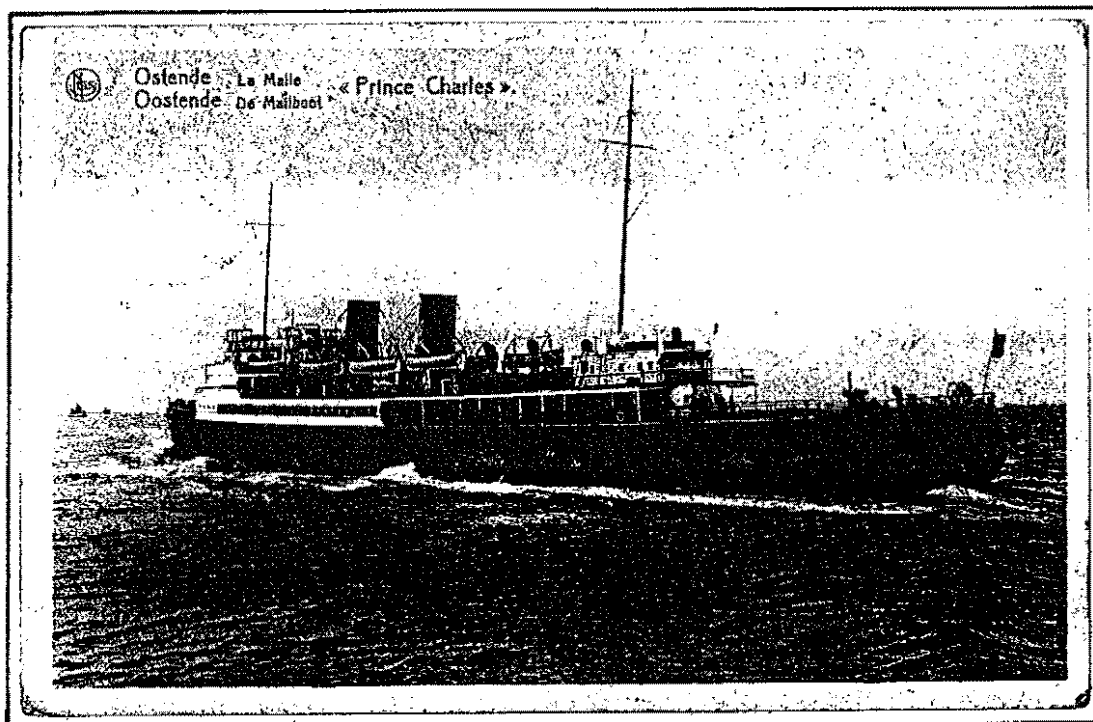
Traffic, however, was increasing rapidly and in the following year the Belgian Government ordered two more paddle steamers - MARIE HENRIETTE 1,451 tons, from John Cockerill, and LEOPOLD II, 1,367 tons, from Denny's. Both of these were capable of 22-knots and were at that time not only the fastest vessels in Channel service but also the fastest paddle steamers in the world. They were followed in 1894 and 1896 respectively by the Belgian-built RAPIDE 1,195 tons and PRINCESS CLEMENTINE 1,474 tons. These were the last paddle steamers built for the Belgian Government's Ostend-Dover service.

During the period 1902 until the outbreak of the Great War in 1914, the Belgian Government added the PRINCESSE ELISABETH 1,747 tons, a triple-screw turbine steamer of 24-knots, built by John Cockerill, Antwerp in 1905; the similarly powered JAN BREYDEL 1,767 tons and PIETER DE CONINCK 1,767 tons, of the same speed and products of the same yard in 1910; and, three years later, the STAD ANTWERPEN and VILLE DE LIEGE, two more Cockerill-built triple-screw 24-knot turbine steamers.

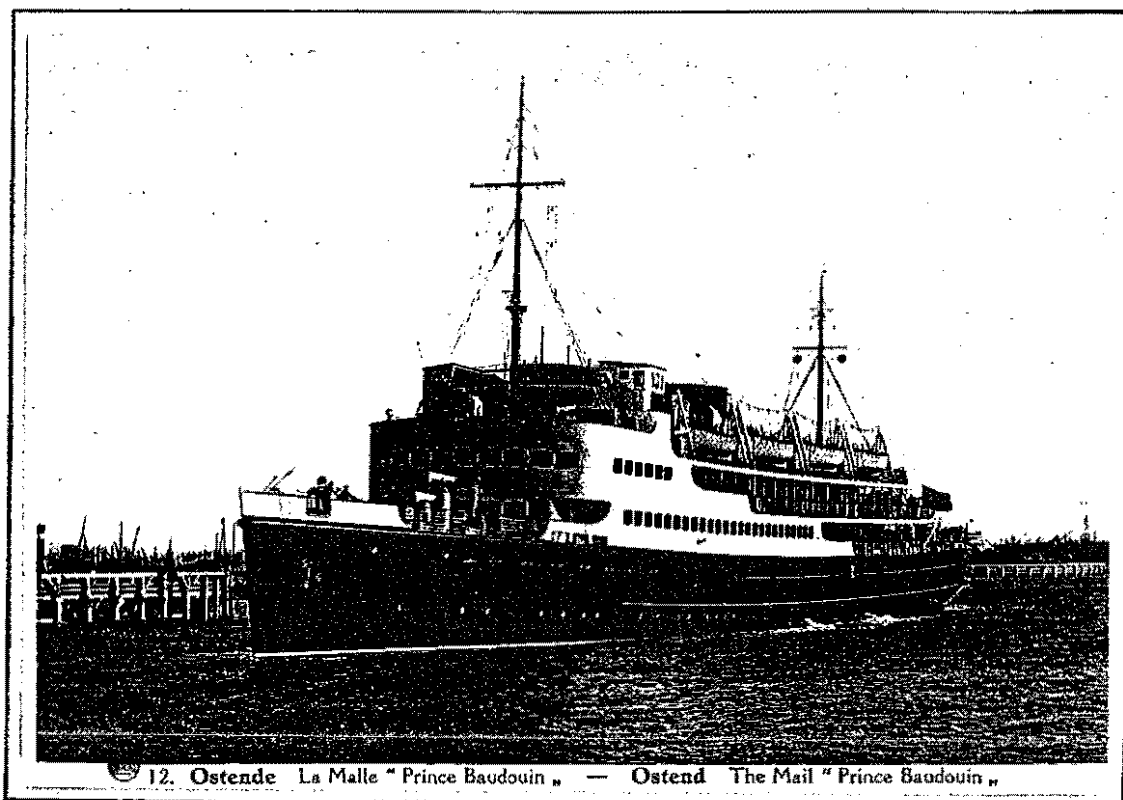


The majority of the Belgian steamers escaped to French or British ports when the Germans invaded Belgium in 1914 and performed yeoman service either as transports or as hospital ships. LA FLANDRE, however, was caught in Ostend by the Germans and was eventually sunk by them to block the entrance to the harbour against the possible entry of allied raiding craft.

The first post-war addition to the fleet was PRINCESS MARIE JOSE 1,922 tons, which came into service from Cockerill, Antwerp in 1922 and which, together with the pre-war vessels, was sufficient to maintain the service until 1930/31 when four similar vessels came into service from Cockerill's yard: PRINCE CHARLES 2,938 tons; PRINCE LEOPOLD 2,938 tons; PRINSES ASTRID 2,950 tons; PRINSES JOSEPHINE CHARLOTTE 2,950 tons. These were all twin-screw turbine steamers with a speed of 24-knots.



In 1936, the Belgian Government entered the sphere of transporting motor cars by converting the 1913-built VILLE DE LIEGE and renamed her LONDON-ISTANBUL. Her original appearance was completely altered and four hinged ramps were provided on the starboard side of the ship so that cars could be run on or off. After conversion, there was capacity for 60 cars and accommodation was also provided for 200 passengers in two classes.



A major development in post-war (1914-1918) cross-Channel service lies to the credit of the Belgian Government which, in 1934, had built for them by John Cockerill at Antwerp, the twin-screw motorship PRINCE BAUDOUIN 3,050 tons. She was not only the first diesel-engined vessel on any of the cross-Channel routes; she was the largest of her type when she first appeared, she was the fastest Channel packet and also the fastest motorship in the world, having a speed of 25½-knots.

In 1937, the Belgians introduced a second motorship, the PRINS ALBERT 2,938 tons, which although slightly smaller than the PRINCE BAUDOUIN, has the advantage in speed, being capable of 26-knots. This was the last vessel to be added to the fleet before the outbreak of war in 1940.

The foregoing notes have been largely compiled from the following publications:

1. English Channel Packet Boats  
C. Grasemann and G. W. P. McLachlan 1939
2. Boat Trains and Channel Packets  
Nixon Bucknall 1957
3. Vitesse. The Story of the Continental Express.  
Aytoun Ellis 1949
4. Cross-Channel and Coastal Paddle Steamers  
F. Burt 1934
5. The Centenary of the Ostend-Dover Line 1846-1946  
Albert de Burbure de Wesembeek
6. The Maritime Postal History of the British Isles.  
Alan Robertson

The authorities cited above do not always agree with each other. Where discrepancies occur, the account which appears in the Centenary history by Albert de Burbure de Wesembeek has been accepted as the definitive version.

PELLENS - NO NAME

The June, 1993 number of the magazine of the "Bandalette Club" of Belgium, contains details of a letter from Professor Pellens to the Minister asking him to have the name of Pellens removed from the stamps bearing his name as alterations had been made without the Professor's authority.

PELLENS - A FANTASY

Recently, whilst sorting some of the 20c Pellens Large Head, I came across this composite copy. It consists of the top half of 20c Large Head with name (COB 119) and the Sunday Lable from the 20c 1893 Issue (COB 59) which had been carefully joined by part of a 5c 1907 (COB 83) on the reverse.



A. G. WOOD

THE ANTIWERP MOTOR SERVICE, NOVEMBER 1914

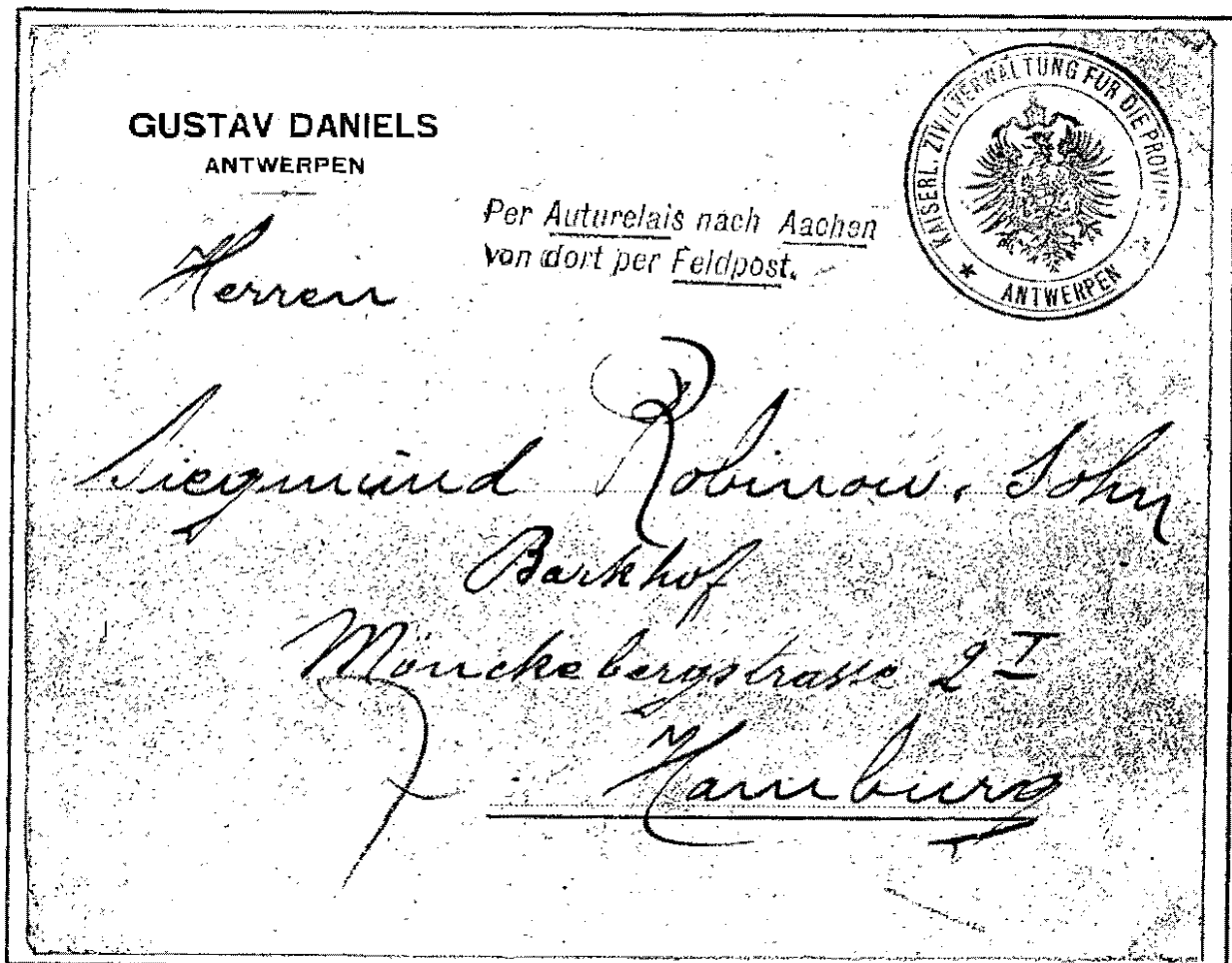
The use of motor vehicles is nowadays a matter of course, but in 1914 mail was mainly despatched by horse-drawn wagons. However, in November 1914, an attempt was made to use motor vehicles for the mail, particularly for important letters which were urgently required by the German economy. As a result, a service was started from Antwerp to Germany. The instruction "Per Autorelais nach Aachen von dort per Feldpost" was to be written on the envelope. A two-line rubber stamp, probably made by an Antwerp firm, was brought into use but contained an error, "Autu" instead of "Auto".

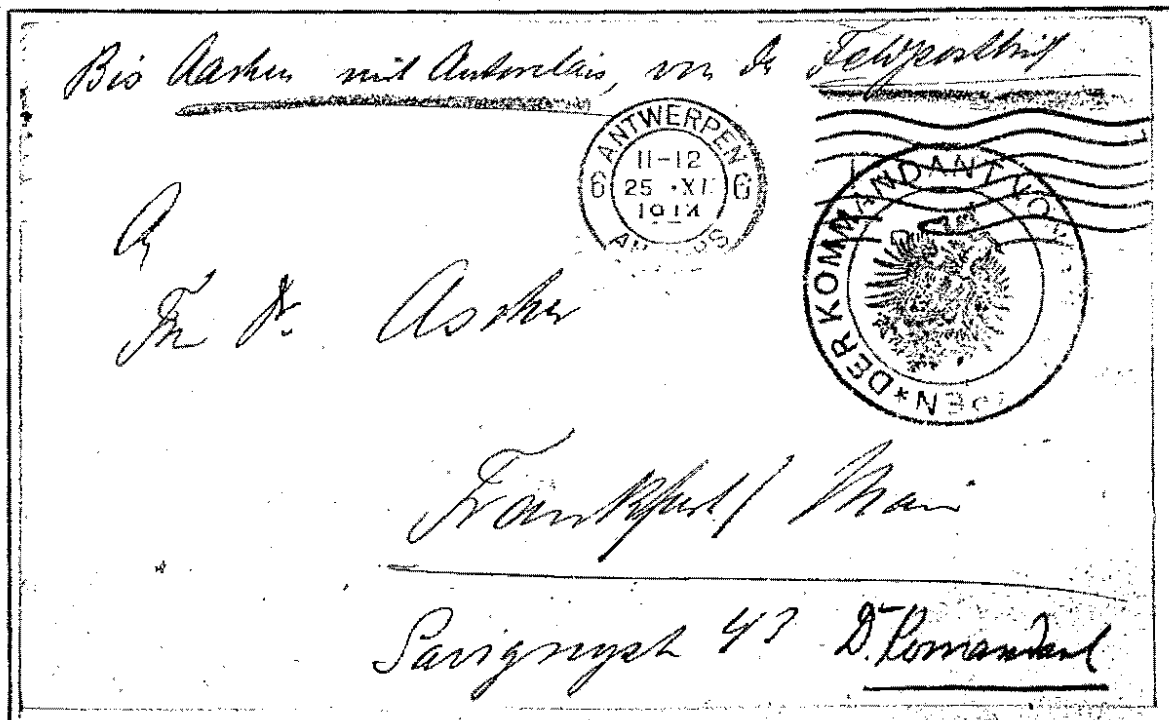
All mail despatched in this way also carries an additional official stamp of the Imperial Civil Administration of the province of Antwerp. Letters intended for forwarding by the motor service and which bore the official mark of the Antwerp administration were to be handed over to the Post Office, Antwerp 2. No postal fee was payable by German units.

Presumably the service was not successful as the very few correspondence known indicates as from 20th to 23rd November only.

The second cover shown here and dated 25th November shows that it was too late for the service.

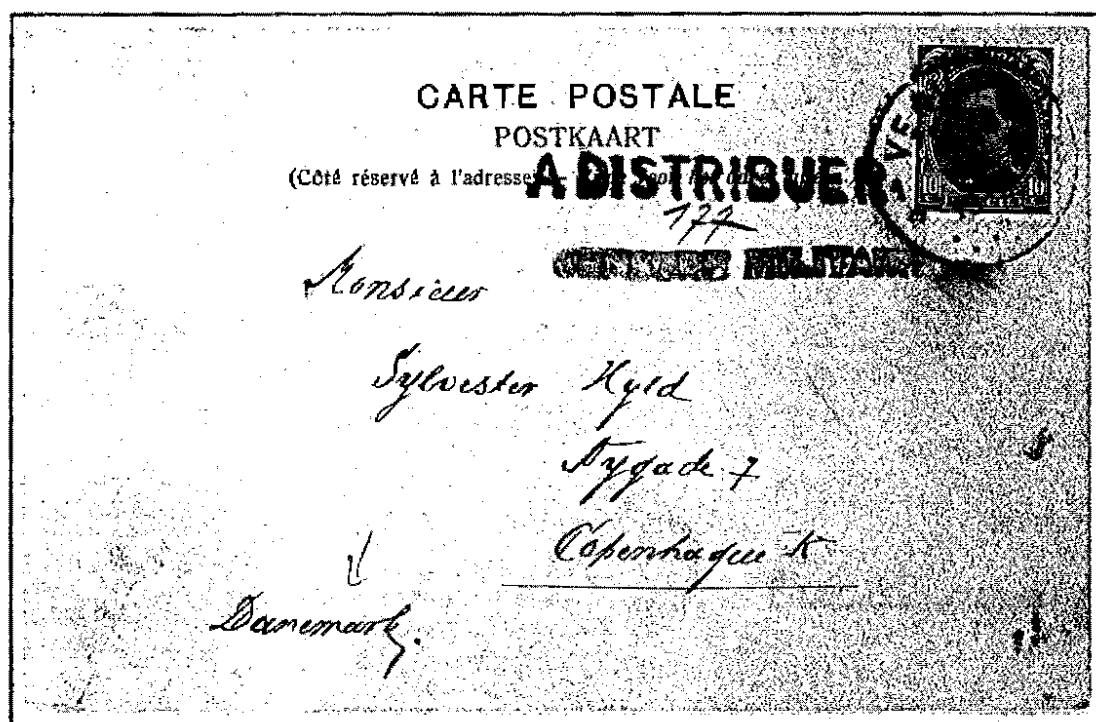
S. J. ANDREWS





A DISTRIBUTUER

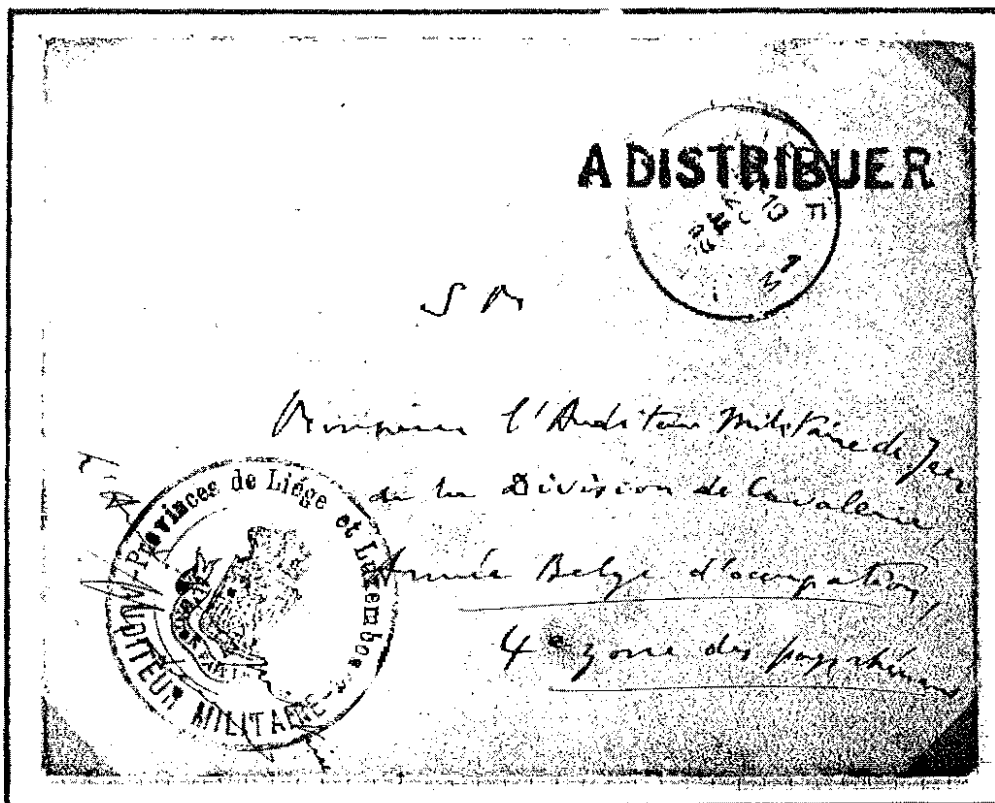
I have a number of single stamps from 1919 showing part of the hand-stamp "A Distribuer". Recently, I was very pleased to obtain a postcard bearing this handstamp.



POSTCARD, POSTMARKED VERVIERS 30-1-1919

Reference to the 1982 edition of Rene Silverberg's "Censure et Postes Militaires Belges 1914 à 1929" pp 90, 91 and Fig. 85 shows that this handstamp was used on printed matter and picture postcards in February and March, 1919 to show that they had been released by the Censor.

Also illustrated is an envelope with "Auditeur Militaire" cachet of Liege sent from Liege 20-2-1919.



BRUSSELS TO PARIS, 26th JUNE, 1901

The "Bruxelles 3" and "Bruxelles 3/10" datestamps were used at the Head Post Office, Brussels, registered mail section.



## OF THE BELGIAN RAILWAY PARCEL POST (cont.)

F

Station, Depot, Office etc.	Pmk Type	Date 19..		Station, Depot, Office etc.	Pmk Type	Date 19..	
		E	L			E	L
<b>G</b>				GHOY	*		
GALMAARDEN	10	48	77	GIJZEGEM	10(L)	36	61
GANSHOREN	*			GILLY - 4 - BRAS	10	27	65
GASTUCHE	10(L)	27	66	GILLY HAIES	10	27	65
GASTUCHE - ETAT	10	32	39	GILLY SART ALLET			
GAVERBEEK		21		GILLY SART CULPART			
GAVERE	10	27	46	GIMNÉE	*		
GAVERE-ASPER	10(L)	33	42	GINGELOM	10	42	62
GEDINNE	10	51	72	GISTEL (see also GHISTELLE)	10(L)	51	65
GEEL (see also GHEEL)	10(L)	21	54	GITS	10(L)	33	57
GEETBETS/GEET-BETZ	10	31	42	GLAIN		36	38
GELLIK	10	41	84	GLAUMONT	*		
GELRODE	10(L)	22	42	GLONS	10	13	54
GEMBLOUX	10	32		GLONS BAS			
GEMELDORP	10(L)	32		GLONS HAUT	*		
GEMMENICH	10	32		GODARVILLE	10(L)	10	60
GENAPPE	10(L)	32		GODINNE	10	39	48
GENDRON-CELLES	10	32		GODSCHEIDE		47	68
GÉNÉRAL-LEMAN (RUE)	10	32		GOFFONTAINE	*		
GENK/GENCK	10	32		GOMPEL			
GENLY	*			GONTRODE	10(L)	45	48
GENT/GAND - see end of 'G'	10	24		GOSSELIES	10	13	58
GENTBRUGGE	10	13	69	GOUGNIES	10(L)	53	
GENTBRUGGE NORD/NOORD	10	09	44	GOURDINNE	10	51	
GENTBRUGGE ZUID/SUD	10(L)	23	51	GOUTROUX	*		
GENVAL	10	61		GOUVY	10	10	73
GE(E)RAARDSBERGEN	10(L)	38		GOUY-LEZ-PIÉTON	10	46	63
(see also GRAMMONT)	10	25	81	GRAIDE	10	27	74
GERLIMONT	*			GRAMMENE			
GÉRONSTÈRE	10	13	69	GRAMMONT (see also GERAARDSBERGEN)	10(L)	10	32
GERPINNES	10	09	44	GRANDCHAMPS	*		
GHEEL (see also GEEL)	10(L)	32	36	GRAND-BRUYÈRE	*		
GHISLENGHIEN	10	10	69	GRANDGLISE	10	23	36
GHISTELLE (see also GISTEL)	10	12	77	GRAND-HALLEUX	10(L)	47	
GHILIN	10	32	39	GRAND-LEZ-THOREMBAIS	10	37	47
				GRANDMETZ	10	51	
				GRAND-RENG	10	35	
				GREMBERGEN	10	22	69
				GREMBERGEN-MOERZEKE	10	10	79
				GRIMDE	10	22	79
				GROENENDAAL/GROENENDAEL	10(L)	35	



Station, Depot, Office etc	Pmk Type	Date 19..		Station, Depot, Office etc	Pmk Type	Date 19..	
		E	L			E	L
GROENENDAAL HIPPODR.	10	37	80	<b>H</b>			
GROOT-BIJGAARDEN	10	37	47	(HAACHT	10	66	69
GRUPONT				(HAECHE	10(L)	35	
				HAALTERT	10	43	66
				HAASDONK	*		
				HABAY			
				HACHY			
				HAGOHEID			
				HAINÉ-ST-PAUL	10	09	62
				HAINÉ-ST-PIERRE			
<u>GAND/GENT</u>				HAININ	*		
GAND CH. DES. MAN.	10	08	10	HALANZY	10	10	80
GAND CENTRAL	10	10		HALEN/HAELEN	10(L)	47	
GENT CENTRAL	10	11	12	HALEWIJN	10	10	23
GAND B <sup>de</sup> (ou P <sup>re</sup> ) D'ANVERS	10	24	68	(HALLE	10(L)	32	38
GENT DAMPOORT				(HAL	10	24	74
GAND B <sup>re</sup> ZOOLOGIQUE	10	45	6	HALDY		32	36
GENT DIERENTUINLAAN	10(L)	29	38	HAMBOS (CH)	*	10	61
GAND ENTREPÔT	10	15	76	HAMENDES			
GENT STAP.	10	18	66	HAMIPRÉ	10(L)	48	59
GAND EST	10	21	31	HAMME	10	13	69
GENT OOST	10	13	76	HAMOIR	10(L)	32	39
GAND/GENT HEIRNISSE	*	23	41	HAMOIS-EN-CONDROZ	10	25	66
GAND/GENT MUIDE	*			HAMONT	10	34	47
GAND RABOT	10	09		HAM-SUR-HEURE	10	10	50
GENT RABOT	10	13	78	HAM-SUR-SAMBRE	10	14	69
GAND ST PIERRE	10(L)	31	38	HANDZAME/HANDZAEME	10	10	60
GENT ST PIETERS	10	09	37	HANNUT	10(L)	7	
GAND SUD	10	22	86	HANSBEKE	10	35	37
GENT ZUID	10	23	44	HANZINNE	10	09	69
GENT NOORD	10	08	24	HARCHIES	10(L)	30	46
GENT WAAS		14	28	HARELBEKE	10	10	35
GENT WEST				HAREN	10	23	
GENT ZEEHAVEN-VORM.	10	49	69	HAREN BUDA	10	30	
				HAREN NORD	10	20	84
				HAREN SUD	10(L)	42	50
				HAREN TILLEUL/LINDE	10	25	36
				HARMIGNIES			
				HARNONCOURT	*		
				HASSELT	10	09	59
					10(L)	30	37
					10(L)	33	
					10	30	59
					*		
					10	13	80

Station, Depot, Office etc.	Pink Type	Date 19..		Station, Depot, Office etc.	Pink Type	Date 19..	
		E	L			E	L
HASTIÈRE	10	48		HERENTALS	10	09	87
HATRIVAL	10	71		HERENTHALS	10	09	33
HAUCHIES	10(L)	32	59	HERENTALS KANAAL	10(L)	33	35
HAUTE-FLÔNE	10(L)	24	35	HERGENRATH	10	29	50
HAUTRAGE ETAT	*	34		HÉRINNES-WARCOING	10	29	41
HAVELANGE	10	10	57	HERMALLE-SOUS-HUY	10	80	
HAVERSIN	10(L)	33	39	HERMETON-SUR-MEUSE	10		
HAYINNES	10	24	49	HERNE	*		
HAYINNES VILLAGE	10	09	72	HERNE-EDINGEN/HERINNES-ENGHIEN	10	52	
HAYRE-VILLE	10	12	63	HERSEAUX	10	09	68
HAYETTES	10(L)	23	79	HERSEAUX-PLACE	10	10	80
HÉDENGÉ	10	23	66	HERSTAL	10	13	69
HEER-AGIMONT	10	50		HERVE	10	41	69
HEIDE	10	23	74	HERZELE	10	09	60
HEIDE-LO	10(L)	38	49	HEULE	10(L)	34	62
HEIKE	*			HEULTJE			
HEIKEN	*			HEURNE			
HEIRWEG				HEUSDEN			
HEIST (see also HEYST)	10	70		HEVER	10(L)	35	
HEIST-OP-DEN-BERG	10(L)	51	65	HEVERLÉ	10	09	10
(see also HEYST-OP-DEN-BERG)	10	51	81	HEVERLEE	10	44	69
HEISIJDE (see also HEIZYDE)	10(L)	35	62	HEYST (see also HEIST)	10(L)	09	37
HELCHTEREN	10(L)	32		HEYST-OP-DEN-BERG	10(L)	33	35
HELLEBECQ	*			(see also HEIST-OP-DEN-BERG)	10	27	36
HEMELRIJK				HILLEGEM	*		
HEMELVEERDEGEM	*			HINDEL BAS			
HEMIKSEM	10	39	66	HINDEL HAUT			
HEMIXEM	10	10	39	HOBOKEN	10	46	63
HEMIKSEM WERKPL.	10(L)	32	33	HOBOKEN KAPELSTR.	10(L)	48	63
HEMPTINNE-LEZ-FLORENNES				HOCKAI			
HENDRIKSTRAAT	*			HOEGAARDEN (see also HOUGAARDE)	10(L)	60	
HENNE-CHÈYREMONTE				HOEILAART	*		
HENNUYÈRES	10	37	76	HOELBEEK			
HENRI-CHAPELLE	10(L)	31	45	HOEPERTINGEN (see also HOUPEERTINGEN)	10	44	
HENRIPONT	10	17	45	HOESEL	10	49	
HEPPEN				HOFSTADE	10(L)	32	
HERBESTHAL	10	22	76	HOFSTADE STRAND	10	36	
HERBESTHAL TIVOLI	10(L)	33	42	HOGNE	10(L)	35	59
HERBEUMONT	10	27	62	HOLLAIN	*		
's HERENELDEREN	10	35		HOLLEBEEK	10	33	47
HERENT	*			HOLLEKEN			

Station, Depot, Office, etc.	Pink Type	Date 19..		Station, Depot, Office, etc.	Pink Type	Date 19 ..	
		E	L			E	L
HOLSBEEK *				I			
HOMBEEK	10(L)	30	66	ICHTEGEM/ICHTEGHEM	10	13	66
HOMBOURG	10	26	28	IDDERGEM *	10(L)	35	37
HONSFELD				IDEGEM	10	10	46
HONY *				IEPER (see also YPRES)	10	39	69
HOUBOIS				INGELMUNSTER	10	09	68
HOUEMONT				INGENE-IMMER			
HOUDENG - GOEGNIES	10	33	69	IRCHONWELZ			
HOUDRIGNY *	10(L)	47	59	ISIÈRES			
HOUGAERDE (see also HOEGAARDEN)	10	24		ISEGHEM	10	08	38
HOUPPERTINGEN (see also HOEPERTINGEN)	10(L)	34		IZEGEM	10(L)	31	37
HOURAING	10(L)	34	35	IZEL	10	38	67
HOUR-HAVENNE				IZENBERGE	10	10	69
HOURPES *							
HOUTHAIEN	10	79					
HOUTHEN	10(L)	32					
HOUX *	10	27	46				
HOUYET-ARDENNE							
HOYE	10	51	52				
HUCCORGNE	10	38	62				
HUISSIGNIES	10	35					
HUIVELDE/HUYVELDE *				J			
HUIZINGEN				JABBEKE			
HULSHOUT *				JAMAGNE			
HULST	10	27		JAMBE DE BOIS			
HUPPAYE	10	36		JAMBES ETAT *			
HUY NORD	10	46	70	JAMBES NORD	10	42	69
HUY ST HILAIRE				JAMIOULX	10	46	47
HUY SUD	10	10	57	JAMOIGNE *			
HYMIÉE *	10(L)	36	61	JAUCHE	10	10	59
HYON-CIPLY				JAYA	10(L)	35	47
HEIZYDE (see also HEISIJDE)	10	29	30	JEMAPPES	10	26	86
HOUYET	10	10		JEMELLE	10	31	65
				JEMEPPE - FROIDMONT	10	34	66
				JEMEPPE - SUR-MEUSE	10	44	68
				JEMEPPE - SUR-MEUSE ETAT			
				JEMEPPE - SUR-SAMBRE	10	22	86
				JESSEREN	10(L)	32	34
				JETTE	10	10	74
				JEUX-ROSOUX	10(L)	34	60
					10	49	63

Station, Depot, Office, etc.	Pmk Type	Date		Station, Depot, Office, etc.	Pmk Type	Date	
		19..				19..	
		E	L			E	L
JODOIGNE	10 10(L)	09 35	70 43				
JOLIVET							
JUMET-BRÛLOTTE	10 10(L)	10 30	69 48				
JUMET-LA COUPE	10(L) 10	35? 10	47 62				
JUPILLE							
JURBISE	10	10	80				
JUSLENVILLE	10(L)	35	37				

Station, Depot, Office, etc.	P/mk Type	Date 19--		Station, Depot, Office, etc.	P/mk Type	Date 19--	
		E.	L.			E.	L.
<b>K.</b>				KORTRIJK VORMING			
KAASKERKE (Caeskerke)				" WEST			
KACHTEN				KOUDE HAARD			
KAIN	10	24		KREKELENBERG			
KALF				KROMBACH			
KALMTHOUT (Calmpthout)	10	40	49	KRUISKALSJDE			
KALTERHERBERG				KUMTICH (Cumptich)			
KAPellen (Cappellen)	10	39	74	KWAADMECHELEN			
KAPellenBOS (Cappellenbosch)	10	48	68	KWATRECHT (Quatrecht)			
KAPELLE-OP-DEN-BOS (Cappelle-au-Bos)	10L	47					
KAPELLEVELD (Woluwe)	10	48					
KAPRIJKE (Caprycke)	10	31	46				
KEMZEKE or KEMSEKE				<b>L.</b>			
KERMT DORP or KERMT VILLAGE	10	42		LA BROUCK			
KERMT STATIE or KERMT ST.				LABUISSIERE or LA BUISSIERE	10	47	80
KERNIEL				LA CALAMINE or CALAMINE			
KERSELAAR				LA CAMBUSE			
KESSEL				LA CAVÉE			
KEZELBERG * (Moorseele-kezelberg)				LA CHAUSSEE *	10	34	35
KIEWIT				LA CLINGE (De Klinge)	10	24	66
KIJKUIT (in Netherlands)	10	42		LA CROYÈRE	10L	30	39
KINKEMPOIS				LACUISINE			
KLEIN LEISELE				LADUZE	10	48	
KLEIN-RUSLAND (Petit-Rusière)				LA EKEN or LAKEN	10L	09	79
KLEIN-SINAAI (Petit-Sinay)				LA GLEIZE	10L	33	35
KLOOSTERHEIDE *				LA GOMBE			
KNOCKE ZEE or KNOCKE SJMER	10	27	77	LA HAGE or LAHAGE *	10	45	85
or KNOCKE AZEE	10L	35	36	LA HULPE (Ter Hulpen)	10	10	67
KNOKKE *	10	13	14	LA LOUVIERE	10L	27	35
KOEKELBERG				LA LOUVIERE-BOUVY	10	27	47
KOKSIJDE				LA MALLIEUE (stockay?) *			
KOLVEREN	10	47	51	LAMBERMONT *	10	09	52
KONTICH DORP (Contich Village)	10	42	86	LAMBUSART	10	48	
KONTICH KAZERNEN (Casernes)				LAMORTEAU	10	08	79
KONZEN (Conzen)	10		59	LANAKEN or LANAEKEN	10	46	54
KORBEK-LO (Corbeek-Loo)				LANDEGEM			
KORTEKEER	10L	35	47	LANDELIES	10	26	70
KORTEMARK or (Cortemarch)	10	44	67	LANDEN	10L	35	
^ KORTEMARCK	10	44	73	LANDSKOUTER or LANDSCAUTER *			
KORTENBERG (Cortenberg)							
KORTENBOS (Cortembosch)	10	24	85				
or KORTRYK	10L	33	88				
KORTRIJK (Courtrai)							

Station, Depot, Office, etc.	Pmk Type	Date 19--		Station, Depot, Office, etc.	Pmk Type	Date 19--	
		E.	L.			E.	L.
LANEFTE				LEUPEGEM	10	29	69
LANGDORP *				LEUVEN (Louvain)	10L	33	42
LANGEMARK or LANGEMARCK	10	34	63	LEUZE	10	26	80
LANGERBRUGGE	10L	71		LEUZE-LONGCHAMPS.	10L	30	67
LANQUESAINT	10L	42	63	LEVAL	10	10	75
LA PINTE (De Pinte)				LE VIEUX CAMPINAIRE	10L	32	35
LA PLANCHE				LE VIEUX CAMPINAIRE FION	10	13	54
LAPPEN	10	50		LEYSELE-ISENBERGHE	10	35	69
LA PRÉALLE *	10	27	29	LIBRAMONT	10L	23	74
LA REID				LICHTAART or LICHTAERT	10	32	
LAREM or LARUM *	10	23		LICHTERVELDE	10M	09	80
LA ROCHE (BRABANT)	10L	39		LIEDEKERKE-TERALPHENE or	10	34	66
LA SAMBRE	10	39	47	LIEDEKERKE-TERALFENE			
LATOUR FION ET DÉPÔT	10	10	50	LIEGE, CORNILLON (Cornillon) *	10	68	76
LAUWE	10	24	50	" ENTREPOT	10	09	84
LAVAUX				" GUILLEMIN (Luik G.)	10L	27	61
LA VILLETTE				" HAUT-PRÉ	10L	12	68
LÉAU (Zoutleeuw)	10	39	77	" JONFOSSE	10	35	45
LEBBEKE	10L	31	35	" LONGDOZ	10	09	47
LE CAMPINAIRE	10L	21	61	" MEUSE	10	53	65
LE CAROSSE or LE CARROSSE	10L	32	45	" PALAIS	10L	08	69
LEDE	10L	11	79	" SIRÉNE	10	36	53
LEDEBERG		24	62	" VENNES	10	09	69
LEDEGHEM-DADIZEELE or	10	10	45	" VIVEGNIS	10L	25	40
LEDEGEM-DADIZEELE	10L	43	69	LIENNES	10	10	85
LEERS-NORD or LEERS (N.)	10L			LIERS	10L	33	37
LEEST *				LIERDE or LIERRE	10	10	36
LEEUWERGEM *	10	10		LIERDE-STE-MARIE (S. Maria - N.)	10L	51	53
LEIGNON	10	09	69	LIGNE	10L	36	45
LEMBEEK (HALLE) or	10	34		LIGNEUVILLE	10	35	42
LEMBEEK or LEMBECO	10	10	69	LIGNY (CARRIÈRES)	10	32	63
LEMBEKE or LEMBEKE (EELCLO)	10	10	69	LIGNY SUD	10		
LEMBEKE or LEMBEKE (EEKLO)	10	40		LILLE-STE-HUBERT (S. Huibrechts)	10	27	69
LENDELEDE	10	32		LILLOIS	10L	36	
LENGELER	10L	24	85	LIMAL	10L	39	
LENS	10			LIMELETTE-BUSTON	10	10	48
LEOPOLDSBURG (Boisg.-Leop.-ld.)	10L	10	83	LIMERLÉ	10	10	12
LÉS-AVINS-EN-CONDROZ *	10L	34	48	LINCENT	10L		48
LES EPIOUX				LINDESTRAAT (GENT)	10	37	71
LESSINES	10L			LINKEBEEK	10L	32	39
LESSINES (CARRIÈRES)				LINKHOUT or LINCKHOUT	10	29	
LESTERNY *	10	14		LINT or LINTH	10		51
LES XHAWIRS	10L	35					
LE TOUQUET							

Station, Depot, Office, etc.	Pmk Type	Date 19--		Station, Depot, Office, etc.	Pmk Type	Date 19--	
		E.	L.			E.	L.
LIOTTE				MAFFLE	10 10L	26 38	49
LISSEWEGE or LISSWEGHE	10	48		MALAVÉE			
LOBBES	10	31	69	MALDEGEM	10 10L	12 32	74 62
LOCHRISTI or LOOCHRISTI	10	21		MALDEREN	10	29	63
LODELINSART	10	09	76	MALDANGE or MALDINGEN			
LODELINSART-OUEST	10L	12	23	MALINES (see Mechelen)	—	—	—
LOKEREN	10 10L	10 31	85 40	MALMEDY	10	22	69
LOMMEL	10	25	83	MANAGE	10 10L	10 46	68 59
LOMMEL WERKPLAATS or LOMMEL (USINES)	10	37		MARBAIS	10	21	
LOMMERSWEILER	10	29		MARBEHAN	10 10L	11 36	29 69
LOMPRET				MARBISOUX	*		
LONDERZEEL OOST or (EST)	10	13		MARCHE-EN-FAMENNE or MARCHE	10L	24 34	75 35
LONDERZEEL WEST or (OUEST) or LONDERZEEL	10	32	69	MARCHE-LES-DAMES			
LONGLIER-NEUFCHÂTEAU	10 10L	32 27	70 39	MARCHE-LEZ-ECAUSSINES			
LONZEE				MARCHIENNE-AU-PONT	10 10L	11 34	83 43
LOOZ				MARCHIENNE-EST	10 10L	10 44	66 59
LOPPEN or LOPHEM				MARCHIENNE-ZÔNE	10	44	62
LORCÉ-CHEVRON				MARCHIN	10	40	61
LOSHEIMERGRABEN	10	39	48	MARCINELLE-HAIES	10L		50
LOT or LOTH	10	27	87	MARCO	10	14	
LOUETTE-ST-DENIS				MAREDRET			
LOUISE-MARIE (Maid Liege)	10 10L	30 33	37	MARENNE			
LOUVAIN (Leuven) or LOUVAIN	10 10L	09 29	29	MARET			
LOUVAIN-LA-NEUVE				MARIA-AALTER (Autre-St-Martin)	10L	35	45
LOVENJOEL or LOVENJOUL				MARIAKERKE			
LUCHTBAL (was Merksem?)				MARIAKERKE H.S.	10	24	69
LUIK GUILLEMIN (Liège)	10L	41		MARIEMBOURG	10L 10	13 42	66
LUIK				MARIEMONT			
LUIPAARDBRUG or LUYPAERDRUG	10 10L	46 36	69 40	MARIJVE	10	32	38
LUITHAGEN or LUYTHAEGEN	10	48	69	MARKE or MARCKE	10	19	69
LUSTIN	10	09		MARLOIE	10L	33	64
LUTTRE or LUTTRE PONT-A-CELLES				MARTEAU	*		
				MARTINRIVE or MARTIN-RIVE	10	29	47
				MARTOUZIN	*		
LIEGE-NATALIS	10	76		MASNUY-ST-PIERRE	10	38	48
				MASSÉS DIARBOIS	10	25	41
M.				MASTA	10	35	35
MAASEIK or MAESEYCK	10 10L	12 32	68 32	MATAGNE-LA-GRANDE			
MACHELEN	10 10L	28 33	45	MATAGNE-LA-PETITE	10	32	35
MACON	*			MAUBRAY	10	24	
				MAZY	10L	35	37

Station, Depot, Office, etc.	P/mk Type	Date 19--		Station, Depot, Office, etc.	P/mk Type	Date 19--	
		E.	L.			E.	L.
MECHELEN inc. MALINES	10	09	80	MOERBEKE or MOERBEKE(WAAS)	10	10	74
MECHELEN NECKERSPOEL	10L	33	35	MOERE	10L	59	62
MEIBOOM	10	28	85	MOHA	10	12	
MEIX-DEVANT-VIRTON	10L	29	66	MOIGNELEE *	10	09	88
MEIZ *	10	30	48	MOL or MOLL	10L	33	45
MELDEN				MOLLENHEIDE	10	37	48
MELN *				MOLLEM or MOLHEM			
MELKOUWEN or MELCAUWEN	10	29	70	MOMALLE	10		65
MELLE	10L	35	67	MOMIGNIES	10		61
MELLIER				or MONCEAU-USINES? *	10		
MELREUX-HUTTON or MELREUX	10	52	66	MONCEAU or M... PAIROTTÉ	10	08	83
MELSELE	10L	33	38	MONS	10L	32	36
MELVEREN	10	22	46	MONSTREUX *			
MENEN or MENIN or MEENEN.	10	10	77	MONSVILLE			
MENEN KOEKOEK or MENEN <sup>CAUSEAU</sup>	10L	24	46	MONT-A-LEUX			
MERBES-S <sup>te</sup> -MARIE	10	27		MONTAIGU (Scherpenheuvel)			
MERCHTEM	10	10	69	MONT-DE-L'ENCLUS *			
MERCKHOF				MONTEGNEE *	10	32	35
MERELBEKE or MEIRELBEKE	10	23	86	MONTENAU			
MERKSEM (Later Luchtbal?)	10	32	36	MONTIGNIES FORMATION	10	39	63
MERLEMONT				MONTIGNIES-LE-TILLEUL			
MERLEMONT VILLAGE *				MONTIGNIES-NEUVILLE			
MERNY,				MONTIGNIES-S-SAMBRE			
MÉRY,	10		47	MONT-ST-GUIBERT	10	19	69
MESEN				(Zone-ETAP) *	10		69
MESLIN-L'ÉVÊQUE	10	20	4	MONT-SUR-MARCHIENNE	10L	35	49
MESSANCY	10	12	35		10	26	85
METTET	10	10	67	MONTZEN	10L	54	61
MEULEBEKE	10	23	59	MONTZEN VILLAGE			
MEVERGNIES-ATTRE	10L	35	37	(Keizerberg) *	10	10	14
MICHELBEKE	10	24	25	MOORSELE-KEZELBERG	10		
MICHEROUX	10L	34	49	MOORSELE-PASSENDAL	10	09	65
MIGNAULT	10	31	69	or MOORSLEDE-PASSCHENDAELE	10L	31	34
MIJLEBEKE or MITLBEEK				MOORTSEL(E) or MOORTZEELE	10L	33	34
MILLEGEM or MILLEGHEM *	10	09	50	MORESNET	10		44
MILMORT				MORHET	10	23	32
MILMORT CHARBONNAGE				MORIALMÉ	10	23	32
MIRWART *				MORIALMÉ BIFURCATION	10	11	84
MODAVE				MORLANWELZ	10L	34	49
MODAVE VILLAGE	10	25		MORNIMONT	10	10	85
MOEN-HEESTERT	10L	33	53	MORTSEL	10L	34	59
				MORTSEL-DEURNE			
				MORTSEL OUDE-GOD (Oude-God)	10	23	35
				MOULINS			
				or MOORSLEDE-PASSENDAL			