

BELGAPOST

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The Journal of the
Belgian Study Circle



"LE BELGE" – The first engine built in Belgium by Cockerill
in December 1835 under licence from Stephenson.

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 Circle, please do not mention the name of the Circle in the address. Requests for information should be accompanied by a stamped addressed envelope.

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Editor: S. J. Andrews, 37 Barton Lodge Road, Birmingham. B28 0RL. © S. J. Andrews

MARCH 1998

EDITORIAL

We start Volume 11 with the first part of an important article on Registered Mail by our American member, Otto Sellinger. Those members who were able to meet Otto at our Leamington meeting will remember his fine exhibit on this subject. The Montenez issue of stamps continues in this issue but we are very short of articles on stamps (as we have said many times previously). What can you do on this subject? The future of "BELGAPOST" depends upon your participation on stamps - we hope to fill 36-40 pages in each issue but members' contributions are necessary. Postal history items do not present such a problem.

S. JACK ANDREWS

CHAIRMAN'S NOTES

Nearing the end of my two-year term of office, I can look back and reflect how honoured I was, as a comparatively new member, to occupy the Chair during the Circle's 50th Anniversary year.

It has been quite an eventful time, with the revival of the President's Office and a prestigious badge to accompany this Office, courtesy of Doris Green. We owe Doris our heartfelt thanks. A fine display at the Royal was very well received by a near capacity audience.

The Barker-Johnson Cup has been dusted off and competed for after a lapse of several years and at least part of its history brought to light. It was perhaps fitting that the winner in our 50th Year was Michael Barden from Australia - our most far-flung member!

Our Leamington weekend was, I think, hailed by all who participated as a great success. I was glad to have played at least a small part in this via the highly acclaimed celebration cake.

Following Geoffrey's untimely death, I volunteered for the auctioneer's job, finding it rather stressful at first, but I am now getting better organised. Over the past two years we have seen some fine material on offer and realised record sales. A great deal is owed to Reg for his hard work in lotting and settling accounts after the auction.

Midpex proved interesting with a good number inspecting our displays. There were several queries and favourable comments but sadly, no new members were recruited. We have applied for a stand at Midpex '99 and, if successful (last year's event was substantially oversubscribed), we need to think of a spectacularly eye-catching display to attract new blood.

We now look forward to an equally good weekend at Chester in the autumn. I am currently working on a pictorial quiz as a variation for light relief this year. Why not bring along one sheet of interest to Chester and give the Churchill Crown an airing this year?

All the very best for the 1998-1999 season.

PLEASE NOTE THE FOLLOWING URGENT INFORMATION:

KEN CARPENTER

HEYSEL - 17th/19th APRIL, 1998

An International Stamp Fair is being held in Brussels, organised by the Belgian Stamp Dealers, entitled PHIL EURO 98.

Up to the time of going to print, detailed information was unavailable. This is the weekend prior to our own AGM/Auction/Lunch and I shall be taking the auction lots to Brussels for any Belgian member to inspect on **Saturday, 18th April.**

REG HARRISON

SATURDAY, 25th APRIL - AGM/LUNCH/AUCTION

In the last edition of "BELGAPOST" a yellow slip was enclosed regarding the above event. All members are assured of a warm welcome and the lunch at a nearby restaurant should be enjoyable. A good response has been received but it is not too late to register, especially if there are items to interest you in the auction which require examination. Please contact me direct, either by post or on tel. 01737 356266, if you would like to join us.

REG HARRISON

CHESTER - 18th/20th SEPTEMBER, 1998

A separate circular is enclosed with this issue but all members and guests are invited to join us at this event. The programme is just being finalised but there will be a good auction on the 19th September, followed by our celebration dinner in the evening. All enquiries to be made direct to Tony Geake, 12 Tappers Close, Topsham, Devon (tel. 01392 877662.).

MEMBER NEWS

With regret, we record the death of **A. J. Martin** (Bert) in November, 1997, following a period of deteriorating health. Bert joined the Circle in 1979 and although not always able to attend meetings, was always supportive of the Circle and appreciative of its activities. Our condolences to his family, especially his son, Nick, who himself joined the Circle in 1980.

W. D. Winkworth of Steyning has been active and submitted an entry of Belgium Postage Dues in the Shoreham-by-Sea Philatelic Society's Annual Competition. It won the cup in the Foreign Section - our congratulations. He is a past president of both Worthing and Shoreham Philatelic Societies and has recently given displays on Belgium to Horsham, Chichester and Uckfield.

Christine Blakey is still busy with the Sunday Label issues although currently serving as President of the Newcastle-upon-Tyne Philatelic Society. Her husband, Paul, is President of the Gateshead Philatelic Society whilst her father-in-law is President of the Sunderland Philatelic Society. Sounds like a need for a family stamp shop in that region!

Otto Sellinger, whose article on Registered Post starts in this issue, advises that his exhibit has been accepted for Milano 1998 F.I.P. show. He will keep us informed on the outcome.

From Ken Morrell, the sad news that following a long illness, Peg, the wife of **Les Soulsby**, died in January, 1998. Our sincere condolences to Les, who is one of the earliest members of the Circle.

Our Vice Chairman, **Jean Bruwier**, was present at our January meeting and, together with his wife, hopes to attend the luncheon on 25th April. He also plans to be at our Chester meeting, possibly with a display on the Eupen/Malmedy theme.

At the last auction, **Bernard Gillman-Davis**, was pleased to acquire lot 43, which is linked up with other Hastings family correspondence he possesses. He is still active and showing his Belgian display at local societies including Eastbourne.

REPORT OF MEETING, REGENT'S COLLEGE
8th NOVEMBER, 1997

This meeting was slightly better attended than the October meeting although members who were unable to attend missed not only the excellent displays of Peter Watts and Dave Davidson but also Sharon Watts' superb cake. You have been warned!

Peter emphasised that his collection of Postage Dues was still in development and although members had seen some of his material in the past, he hoped that there was something new for everybody. Peter's display covered all of the issues from 1870 until the adhesives were displaced by machine printed cachets. The display encompassed mint and used stamps as well as covers with shades and varieties in abundance. Peter commented specifically on the scarcity of many issues on cover, in particular the 20c of 1870, the occasional sanctioned use of bisects and the somewhat questionable subscription issue of 1945.

I found the town overprints of 1919 arising from theft particularly intriguing. The thought of criminals accosting the postman, surcharging the mail and then demanding a few cents from individual recipients seems a bit George Cole. Unless an act of war, I can only assume the theft was either accidental or philatelically inspired. Almost as bizarre is the short lived subscription issue of 1945 which Peter displayed in complete mint sheets. Incidentally, this is the only specific PD issue which does not feature a lion somewhere in the design. The 1950's trend towards overprinting definitives with T may have contributed to the eventual decline of specific adhesives as well as some philatelically contrived oddities.

In thanking Peter, Reg Harrison commented on the ever present but increasing complexity of establishing the correct surcharge for underpaid mail from abroad. The 1905 postcard rate from Madrid may never have been immediately apparent to the Belgian specialist but the plethora of premium charges over and above the usual underpaid penalty seem almost impossible to grasp. If life were that easy we would probably give up collecting. Having congratulated Peter, Reg Harrison went on to formally thank Tony Geake for his organisation of the Leamington weekend which was, by popular acclaim, the best event of its type in recent years.

After lunch Dave Davidson presented the aerophilately of Belgium, starting with the first unofficial carriage of mail and ending with a much delayed first flight to Bhagdad. The souvenir covers of this flight being returned with an apologetic note from SABENA. Early covers are very rare and are basically items which were carried by aeroplanes rather than being translocated. Transport of mail from one location to another started just after the First War with internal flights of military aircraft. The first international service started in July 1920, being operated jointly with Handley Page in the UK and CFMA of France. This saw the debut of the PAR AVION cachet to the UK and a more complex PAR AVION Ψ PER VLIETUIG cachet to Paris. In 1930 the first specific airmail stamps were issued and the general public were encouraged to make more use of airmail with an overnight service to the UK being started in the same year.

Dave raised an interesting point regarding return first flights. Were the stamps applied in Bruxelles or at the destination for the return flight? Which begs the question of recording pre-payment if the return stamps were applied in say the Congo. Dave went through the peculiarities of catapult, rocket and balloon mails before addressing helicopter mail which experienced a relatively long period of regular service. The development of transatlantic flights either side of the Second War was of particular interest. An area which gave rise to another question was the OAT (Onward Air Transmission) cachet seen on one of Dave's covers to Michigan. Did the flight occur at the beginning of the journey or at the end?

From my point of view, the "must have for my collection" was the printed stationery card with the 65c Lion écusson commemorating the opening of Namur airport, my birth date 22.6.47.

In thanking Dave, Tony Geake stressed the close parallels between aerophilately and the development of aviation itself. In conclusion, Dave must be persuaded to write an article for "BELGAPOST" on this fascinating topic.

CHRIS HOWE

REPORT OF MEETING, REGENT'S COLLEGE - 6th DECEMBER, 1997

Our President, Jack Andrews, opened the proceedings with his display of 15th and 16th century postal history. Some of this material had been seen previously at the Circle's weekend in Weston-Super-Mare but Jack's continuing research ensures the expansion of his own collection and understanding whilst giving other members a still wider insight into this fascinating period. With the notable exception of letters from Margaret of Austria, the majority of Jack's material is merchant post. Margaret of Austria seems to have found a special place in Jack's heart. The illegitimate daughter of Charles V, Margaret was indeed a remarkable woman being Governor of the Netherlands and Duchess of Parma during a period paralleling the early years of the reign of England's own Queen Elizabeth I.

Of particular interest to me were the merchants' marks which apparently were used not only on the letters but also on the goods to which the correspondence often refers. I suppose they have parallels in both the Chinese chop and the wax seals of the nobility. I was surprised to find that the post goes back even further in time through the activities of the municipal messengers of the 13th century. Jan Bode was one of the organisers of these early posts and is commemorated in the stamp day issue of 1961 (COB 1175).

Jack expressed some concern that the historical "establishment" did not take postal historians seriously and often placed obstacles in the way of access to archives. I suppose the only way to counter this type of attitude is "to make a fuss". This runs counter to English reserve but perhaps some of our Continental members would be less reticent.

It is difficult for me as a novice to do justice to this type of material but Reg Harrison, in thanking Jack, quite rightly emphasised the effort required in researching philately so far back in time.

After lunch, John Parkin's presentation of Labels and Tête-Bêche expanded upon that given by him at Leamington. The rarity of the labels on cover was stressed as were the efforts made by the postal authorities to avoid cancellations extending to the labels themselves. The rarity of some of the early booklets is also worthy of comment. In order to defray the costs of production, a premium was charged above the face value of the stamps contained within the booklet. This was clearly a recipe for the commercial failure they became but the problem was soon rectified by the introduction of the paid advertising labels to offset production costs. Naturally these early booklets provided an excellent investment for those who bought them at the time: this is judging from current catalogue values which may not adequately reflect the scarcity of these items.

The second part of John's display was the wartime issues, in particular the Victory Lions. These are a particular interest of mine and with the notable exception of the 1.75fr, these too can be quite difficult on cover. Of Cinderella interest are the imperforate stamps retrieved from the Waterlow archives. As indeed was the case with John's set, all of the sets which I have seen have the 5 franc value perforated, that is COB 688 (Belgique/Belgie). The origin of these stamps also poses a question. Friends tell me that the Waterlow archives were sold off when that company went out of business but in a recent auction catalogue I noted that these were reportedly recovered after the factory was bombed. Those in the auction catalogue had the usual security holes punched in them which seems an odd thing to do with salvage. Incidentally, these holes appear in a variety of sizes and locations on the stamps. Any comments?

An item which caught my eye was the Czechoslovakian block of 1937 overprinted with a Victory Lion in aid of the victims of Lidice (Erinnophile E50). I must look out for these. John's display ended with some items relating to the Stamp Centenary issue of 1949.

CHRIS HOWE

THE "COR DE POSTE"

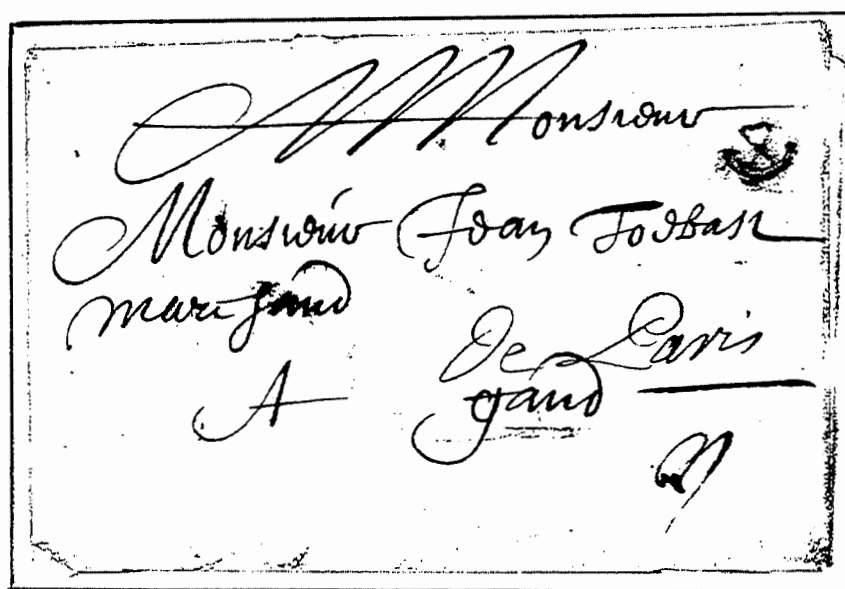
by Andrew Wilson

The place where this mark might have been used has exercised my mind for a while. I was very interested in what Jack Andrews and Fred Goatcher wrote on the subject some time ago in "BELGAPOST" Vol.5, No.2, but have to say that I disagree with your suggestion that it might have been used at Lille - I would suggest Deinze or Ghent.

The 1669 agreement, as I read your translation of it in "BELGAPOST", states that the French Post are liable for bearing the expense of providing couriers for the carriage of mail from France, via Lille and the Pays Conquis, and into Flanders as far as Deinze from where the expense of carrying such mail becomes the responsibility of the Thurn and Taxis couriers, and similarly for mail travelling in the other direction.

The tax received from mail from France to Flanders would be retained by the Thurn and Taxis, similarly although Thurn and Taxis bear the expenses of carrying the mail to Deinze, the tax received by mail from Flanders into France would be retained by the French Post Office.

The following is taken from an agreement between the French posts and that of the Thurn and Taxis regarding the exchange of mail between France and the Spanish Netherlands. You will see that no mention is made of Lille, although the last paragraph mentions Deinze as an exchange point for mail to Ghent, Antwerp and Brussels.



Letter 1674 Paris to Ghent with Posthorn
(ex George Hollings collection)

1674 March 5 Versailles

373

(François Michel Le Tellier) Marquis de Louvois and Courtanvaux, PMG of France (A1), and (Lamoral Claude François) Count of Tour and Tassis, PMG in the Empire, the Netherlands and Burgundy (A2), agree to the following with regard to a mutual exchange of letters during the present war: The regular mails between Spain and Flanders shall be forwarded through France with the same speed as hitherto. The chief (postal) clerk at Brussels (Bruxelles) shall furnish a soldier as town escort to the French courier, who arrives with the valise from Spain, for the time up to the despatch of the valise to Spain. The Count of Tour and Tassis receives four French passports for the free passage through France of two couriers apiece from Flanders to Madrid and from Madrid to Brussels; the Marquis de Louvois likewise receives from the Count of Monterey (Stadtholder of the Spanish Netherlands) four passports for French couriers in Flanders. Four new passports shall be given reciprocally semi-annually, so that annually eight Spanish/Flemish or French couriers apiece can pass freely.

Each French courier can on the basis of the passport get himself escorted on Spanish territory from the first to the last town by a Spaniard or Fleming against 400 thalers indemnity; likewise a Spanish or Flemish courier in France between Bayonne and Metz en Cousture or Peronne and St. Jean de Luz against this indemnity. The passports or safe-conducts shall be handed over to the PM and ordinary couriers; a list of them will be kept by the PMG. It will be forbidden for provincial administrators and combatants to arrest couriers, to seize letters and packets or to prevent passage. The pertinent PMG must pay damages to the courier for transgressions.

Until the start of the next campaign the PMGs shall make an arrangement for a free passage for those mails which are going to the army; otherwise the agreement stands invalid. Letters and packets due for the Spanish Netherlands from the towns in the Spanish Netherlands conquered by France shall be forwarded to Ghent (Gand), Antwerp (Anvers) and Brussels from Deinze (Deinse) with the regular mail, which arrives in Brussels twice weekly (on Mondays, on Thursdays). Within 15 days the Taxis' ratification and the passports for the ordinary couriers and PM will be issued at the French border and similarly the French passports in the conquered towns. - Two copies - Authorised agents: A2: C. de Provins, Chief Clerk of the Brugge (Bruges) Post Office. - Seal 1 and signature: Marquis de Louvois. Seal 2 and signature: Provins. - Fait à Versailles ce

II) Ratification by Louis (XIV) King of France, of 1674 March 17 Versailles. - Seal 3 (Privy) and signature.

III) Ratification by (Johann Dominicus de Zuñiga, Count of Monterey, Stadtholder of the Spanish Netherlands) of 1674 March 29 Brussels. - Seal 4 and signature.

- I. Despatch Papers French, written document with 4 pp. and 2 seals (1. 2 red). -
- II. Inserted into No. 387 (agreement with [attached] ratification). -
- III. Transcription (contemporary) (agreement with [attached] ratification). Papers French, written document with 3 pp - LO: Postal documents No. 909. -
- IV. Copybook B, 205-208

Register: Vaillé 1953, Vol. 4, 340 ff.

(Translated by Geoffrey Wright)

This all suggests that Deinze was the actual point of exchange and I would doubt that mail (say from Paris) would be delayed at Lille by the French Post for the application of such a postmark or manuscript endorsements. I would have thought that Deinze would be the point at which such a mark would be applied as this was the actual point at which Thurn and Taxis couriers became responsible for the carriage of this mail and would indicate to the office of designation that all tax on these letters was due to the Thurn and Taxis. At a later date Deinze was designated as a "Bureau d'Exchange".

A Thurn and Taxis agent may have been installed at Lille after the French occupation, although I would have thought this unlikely given the practice of expelling (as I understand it) Thurn and Taxis officers from other occupied towns in the Pays Conquis and also that the existence of such an agent is not mentioned in any of the relevant agreements between the French Posts and the Thurn and Taxis. So, if the marking was applied at Lille, it would have been applied by the French Posts as they carried this mail up as far as Deinze anyway, an event that, as it would have illogically interrupted the mail, I doubt.

I go along with your argument that it is odd to apply such a mark at the point of designation. However, is it a freak that all but one example of this mark that has survived is addressed to Ghent (the one that isn't is from Lille to Antwerp: 22 April 1674, 4 stuivers tax in red crayon and 'de Lille' endorsement). Furthermore, if the mark was applied at Deinze this would not be the point of destination but of exchange.

James van der Linden suggests that such marks (and associated manuscript endorsements) were applied at Ghent. I'm not sure I agree and would, as I say, suggest Deinze. Specifically he writes that the manuscript endorsements were applied at Ghent so as to indicate the origin of the bags or bundles transported to Deinze at the cost of the French Post Office. By this last phrase, does he mean 'carried by French courier' (as the 1669 agreement suggests) or that a proportion of the postage was to be received by the French post? I would have thought the former but the language used by him (and by the agreement) is not exactly clear and could be read a number of ways.

Lastly, there is an agreement between Thurn and Taxis and the French Posts, dated 5th March, 1674, which seems to only mention Deinze as a point of exchange and does not mention Lille in this respect at all.

I think the subject needs quite a lot more looking into but, in the meantime, I would suggest that the Cor de Poste might have been struck at Deinze or Ghent, but probably not at Lille. I would be really interested to know what you think of all this - I am quite ready to admit that I have got it all wrong.

(Editor: Both S. J. Andrews and F. Goatcher agree that Deinze struck this mark.)

INFORMATION WANTED

The noted World War 1 specialist, Gerhard Ludwig, is currently studying the oval railway cancellations in use 1915-1918 in preparation for a forthcoming book. He seeks information on any of these marks held in members' collections in the following format:

<u>Town-Names</u>	<u>Train No.</u>	<u>Date of Use</u>	<u>German/Belgian</u> <u>Civilian</u>
eg Brussels-Lille	Z454	27-3-1915	German

This will enable him to compile an accurate up-to-date listing of these interesting marks many of which are scarce. Even the more common ones are getting difficult to find!

In my experience, their use by Belgian civilians was rare - transport being reserved for German military purposes.

Would any member possessing these marks please write to Mr. Ludwig listing those in their collection. His address is:

Gerhard Ludwig
Avenue de Janvier 19 Bte 4
B1200
Brussels

An example of the postmark can be seen in the article on pages 158-161 of Volume 9.

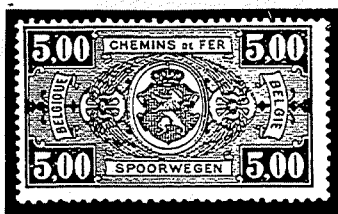
RAILWAY TAX STAMPS

by Tony Geake

Since 1940, special stamps have been issued by the Belgian Railway authorities for the purpose, according to the Catalogue Officiel, of payment of the tax of documents and reduced price tickets. In Stanley Gibbons catalogue, however, such stamps are described variously as "for use on goods consigned at reduced rates", as "railway parcels postage dues", as "tax stamps", and yet others are listed within the general railway parcel series.

This article firstly gives details of the issues which fall into the category of railway tax stamps, thereafter examines some instances of their usage and finally examines the evidence regarding the question of whether they should properly be included in a postage stamp catalogue at all.

1. The Stamps



The first two stamps were issued in 1940 during the Second World War in the same design as the general railway parcel series then current, which was the lion coat of arms design of Charles de Bont printed by typography at Malines. There were two values, the 5 francs in brown and the 10 francs in black (COB Nos. CF 211-2, SG Nos. P876/7), the colours being clearly different from the violet and green respectively of the similar values in the general set. This issue is unique among Belgian Railway parcel stamps in having, on the majority of stamps, an underprint in black of the logo of the Société National de Chemin De Fer Belge in the format illustrated (measuring 7mm by 5mm):



This issue is noted by Gibbons as for use on goods consigned at reduced rates. The 10 franc is extremely scarce in used condition, the total printing being only 22,000 and they ceased to be valid for use after the end of 1942.

When, later in 1940, other railway parcel stamps were given the overprint of B in an oval to invalidate stolen stamps, these two stamps were not overprinted in this way - either because none were stolen, or perhaps because they could not be used by the general public.

In January 1941, when the general issue was reprinted in new colours, a 5 franc black (CF 250, SG P925) was included in the set, as well as the general use 5 franc lilac, but no 10 franc was issued. Gibbons and Catalogue Officiel list this stamp within the general series.



The railwaymen's activities issue of 1945-46 included a 10 franc black in the "porter" design (CF 283, SG P1109), as well as the 10 franc red for general use. A 5 franc black in the "plate layer" design exists imperforate, but was not issued. Presumably this was because charges were increased between the time the stamp was designed and the issue date.



The next issue provides the first case of a different design being used for the tax stamp from that of the same value in the general issue. On 17th January, 1946, the "Locomotives" series was issued; whereas the 10 franc for general use was printed in olive green and showed the 1910 T 36 locomotive, the 10 franc tax stamp was printed with a black centre and pink frame and depicted the 1905 T 41 locomotive (CF 314, SG P1295). This was the only bi-coloured stamp in the set and is an extremely attractive and popular stamp.

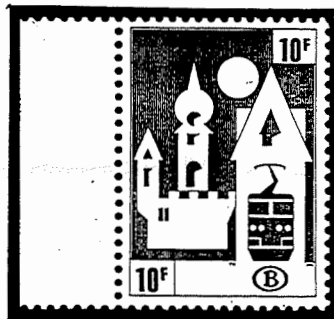
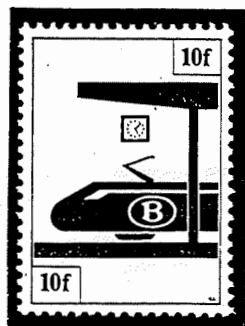
Gibbons lists the stamp separately from the series as a tax stamp, but Officiel does not.

It should be noted that all issues from CF 314 onwards exist imperforate with gum; also that in common with all railway parcel stamps from 1949 onwards, there is no indication of the country of issue except for the B logo.



In 1954 two stamps were issued in the "Brussels Stations" set, depicting the Gare de Congrès, a 5 franc brown, on 1st January (CF 341, SG P1490) and a 15 franc red-orange on 1st March (CF 347, SG P1497). Again, both Gibbons and Catalogue Officiel list them as part of the general issue, although Officiel lists the subsequent 10 franc, issued with the same design, as a tax stamp. The stamps were issued in sheets of thirty (5 x 6), which as will be seen later, fit conveniently onto the back of a form of A4 size.

The 10 franc, in grey, was added in June 1968 (C399, SG P1496) and exists with four different combinations of paper and gum (details are given in the Catalogue Officiel). It was followed on 1st June, 1975 by a 20 franc green and a 50 franc blue, both in the Gare du Congrès design (CF 426-7, SG P1498a and P1501a) which exist on both plain and polyvalent papers.



A set of four stamps was issued on 1st September, 1982 which, for the first time, were completely unconnected with any regular issue. The design was a pictogram of a locomotive in a station, and the values were 10 franc red, 20 franc green, 50 franc grey-brown and 100 franc blue (CF 455-8, SG PD2703-6). Catalogue Officiel describes them as "Timbres-taxi", whereas Gibbons calls them railway parcels postage dues. They were printed on shiny paper originally, but the 10 and 50 francs were printed on matt paper in 1983/84. The shade of the 50 franc was changed to red-brown in 1983 but reverted to grey-brown in 1984.

These were followed on 12th October, 1987 by a set of five values (10 franc red, 20 franc green, 50 franc brown, 100 franc lilac and 150 franc yellow-brown - CF 461-5, SG P2923-7) publicising tourism by train in a symbolic design.

2. Usage

- i) On certificate for obtaining a season ticket for a scholar (form DC 1723)

24

D. C. 1723.

(B)

CERTIFICAT POUR L'OBTENTION D'UN
ABONNEMENT SCOLAIRE

796410

Handwritten: *Handwritten text*

Les vacances sont fixées comme suit :

du 22/12/66 au 4/1/67 inclus

du 27/3/67 au 9/4/67 inclus

Eugène, le 24 août 1966

(signature)

Signature de l'établissement. (3) Nom et prénoms. suit tous les cours, le terme « généraux » suffit. (4) Biffer les jours où il n'y a pas cours.

7317-10-54 (10.000). A 0

The form bears the handstamp of the educational establishment, and two copies of the 5 franc Gare du Congrès stamp, cancelled with a normal railway canceller of ATH.

ii) On attestation for obtaining a season ticket for a low paid employee (form C43)

265077 Recto.
Fasc. I VOY. art. 72 § 3.


C 43

(B)
**ATTESTATION POUR L'OBTENTION
D'UN ABONNEMENT SOCIAL
D'UN OU DE TROIS MOIS.**

Le soussigné... (1)G...MACHUROT.....
agissant en qualité de (2) Secrétaire d'administration.....
XXXX(3) des Travaux Publics 158 Bd. E. Jacquain.....
W.T.C. Tour 3 1000 BRUXELLES.....

certifie que la nommée (1)VANDAMME Eliane.....
domiciliée à 6312 REVES Rue Révieux 9.....
est attachée à son service à (4)BRUXELLES.....
en qualité (5) :

☒ 40 — d'ouvrier ou apprenti se livrant en sous ordre à des travaux essentiel-
lement manuels;
☒ 41 — d'ouvrier (autre que ceux ci dessus);
☒ 42 — d'employé dont la rémunération brute annuelle n'est pas supérieure à
5.350.000 francs (6) (7).

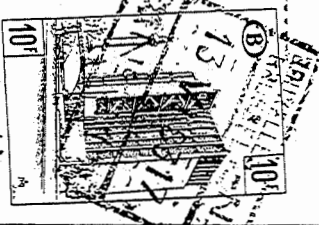


Bruxelles..... le 13 juin 1983.
(signature)

DECLARATION A COMPLETER PAR LE DEMANDEUR (8)
Je déclare que mes rémunérations brutes annuelles ne dépassent pas
5.350.000 francs (9), même en y comprenant celles provenant
d'autres employeurs que celui qui m'a délivré la présente attestation.
Je m'engage à informer aussitôt la SNCB, si je cessais de réunir les
conditions requises pour bénéficier de l'abonnement social.

Bruxelles..... le 13 juin 1983
(signature)

(1) Nom et prénoms.
(2) Directeur, fondé de pouvoir, chef de service, etc.
(3) Nom et adresse de la Société, établissement, etc.
(4) Lieu de travail.
(5) Biffer les qualifications qui ne conviennent pas.
(6) La gare indique elle-même, avant remise de l'imprimé, le montant cité au Fascicule I du Recueil Officiel des Tarifs des Voyageurs et des Bagages art. 74 et 72.
(7) Voir au verso.
(8) Uniquement pour les employés.
(9) L'employé indique de sa main le montant dont question aux renvois (6) et (7).



Délai de garde : 3 ans.

Masquellier Tinsy - 1484.5.79/50000/A

This form bears the handstamp of the employer and is franked with a 10 franc Gare du Congrès stamp, cancelled with a normal BRUXELLES canceller. I have another similar form, cancelled in red in 1983 with a three line rectangular canceller of LINKEBEEK (probably a rubber stamp, not a metal one). However, all other forms I have seen have normal railway station cancellations.

iii) Certificate for obtaining a workmen's season ticket (form DC 1771)

37

30171. - CERTIFICAT
GETUIGSCHRIFT

pour l'obtention d'un abonnement ouvrier
tot het bekomen van een werkabonnement
pour 1, 6, 7 déplacements par semaine (7)
voor 1, 6, 7 verplaatsingen per week (7).

Le soussigné (1)
De ondergetekende (1) **194-196, chaussée**
(2)
van (3) **d'Aixemberg**
.....
BRUXELLES

certifie que le nommé (4)
verklaart dat de genaamde (4)
habitant à **Schaarbeek** rue et n° **112**
wonende te **Av. Emile Max** straat en n°
porteur de la carte d'identité civile n° **708.699**
houder van de burgerlijke identiteitskaart n°
est occupé en qualité de (5) **moniteur électicien**
werkzaam als (5)
à (6) **A. Lohr, Hambourg**
te (6) **ff. Brauer, l'Allee**
L'intéressé est - ~~n'est pas~~ (7) astreint à travailler le dimanche.
De belanghebbende moet - ~~meet niet~~ (7) 's Zondags werken.
A **Bruxelles** le **26 juillet**
Te
Signature, **L'INGÉNIEUR EN CHEF**
Handtekening **S. BRISON**

Omnium
Voor renvois au verso
Constructions Electriques
Cachet
et d'Aixemberg
Stempel
194-196, chaussée d'Aixemberg
BRUXELLES

Vignet.
timbre.
Taxe

10 **BRUSSELS** **10**

This is a form from an earlier date (1952) with the 10 franc locomotive tax stamp and a normal railway cancellation of BRUXELLES.

iv) Tax on candidate entering an examination

IV. — Talon à détacher par le service qui organise l'examen ou le concours.

N. B. — La participation aux concours ou examens — sauf stipulation contraire dans les avis annonçant ces épreuves — est subordonnée au paiement préalable d'un droit d'inscription qui n'est remboursé en aucun cas. Pour acquitter ce droit, il y a lieu d'apposer, dans la case ci-dessous, un timbre chemin de fer du montant mentionné à l'avis annonçant l'épreuve. Ce timbre doit être annulé au moyen du timbre à date de la gare qui a délivré le timbre chemin de fer. Le timbre à date doit être très lisible et être appliqué en partie sur le timbre et en partie sur le formulaire.

Nom et prénoms du candidat :
(à compléter par l'intéressé)

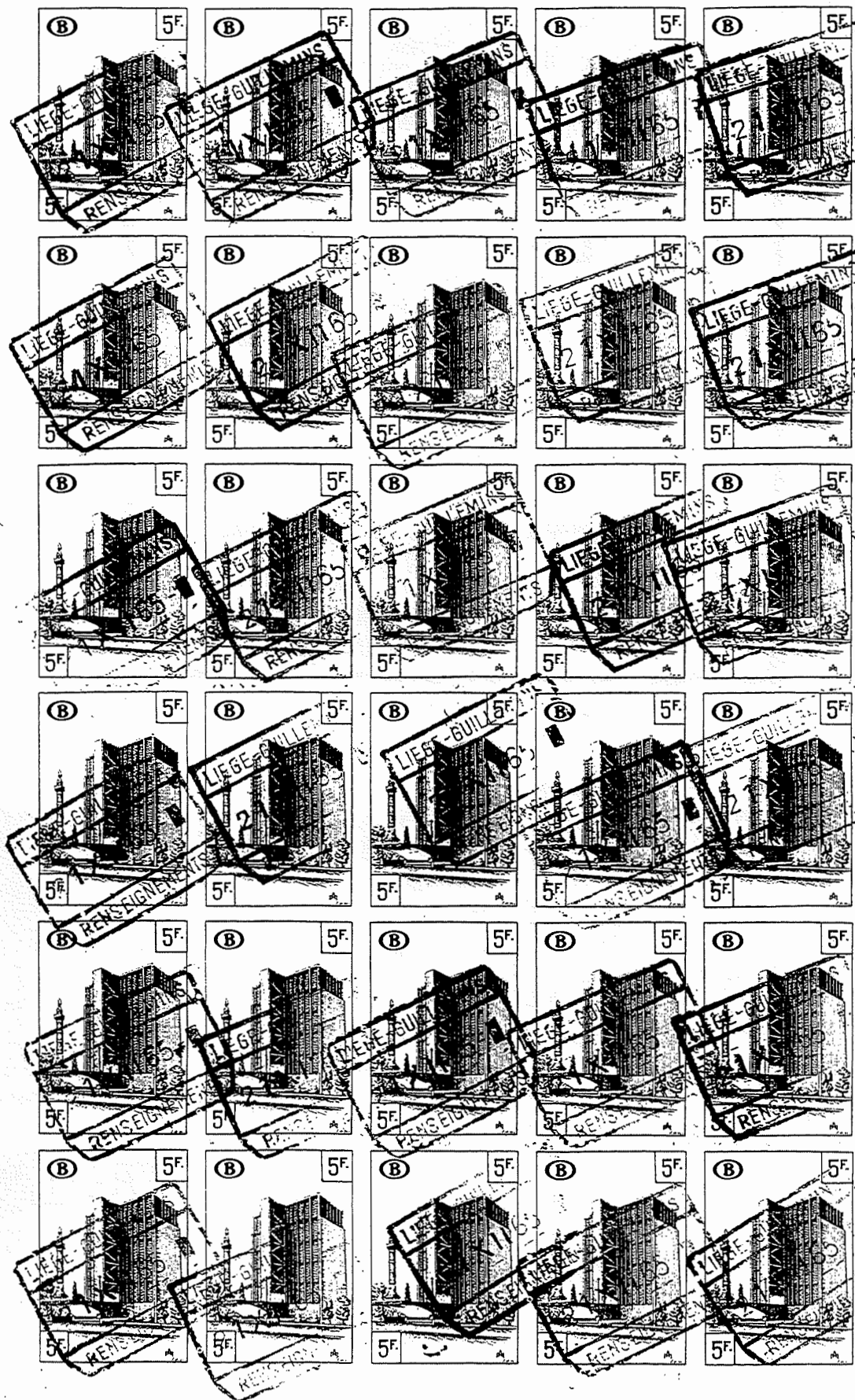
Vanderkelen
Hector, Gabriel



From the same period as iii) above is a form bearing a 20 franc general issue locomotive stamp, not a tax stamp, with a straight line undated cancellation of TOLLEMBECK. This indicates that rigid use of tax stamps was not enforced; I have also seen cases of the 10 franc green "Midi" station stamp being used instead of the 10 franc grey "Congrès".

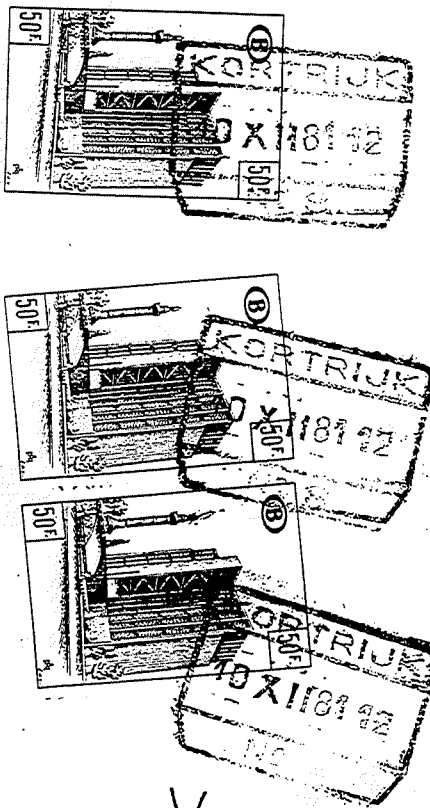
v) Tax on application for season ticket for blind people

The application was typewritten, listing a number of blind men and women for whom season tickets at reduced price were requested. A full sheet of 5 franc Gare du Congrès stamps were affixed to the back of the page (see opposite) and cancelled individually in violet with the canceller of LIEGE GUILLEMIN.



vi) Application for season ticket for large family (form C81)

This is a large form in Flemish, listing the names and ages of a family of seven, together with other data. As it is in Flemish, I have not been able to translate very much of the form. It is franked with three 50 franc Gare du Congrès stamps, cancelled KORTRIJK with normal canceller.

ARVAN SPRAKE ONDER (1) EN (2) VAN KADER I EN VOOR ECHT TE T ORGANISME DAT DE KINDERBIJSLAG UITBETAALT																									
..... wonende te																									
verklaart dat voor de hiernavermelde kinderen van minder dan 21 jaar kinderbijslag wordt uitbetaald.																									
68657/82 19.....																								
(Handtekening) :																									
<table border="1"> <thead> <tr> <th>Geboorte Datum</th> <th>B</th> </tr> </thead> <tbody> <tr> <td>29/4/62</td> <td></td> </tr> <tr> <td>22/7/65</td> <td></td> </tr> <tr><td> </td><td></td></tr> <tr><td> </td><td></td></tr> <tr><td> </td><td></td></tr> <tr><td> </td><td></td></tr> <tr><td> </td><td></td></tr> <tr><td> </td><td></td></tr> <tr><td> </td><td></td></tr> <tr><td> </td><td></td></tr> <tr><td> </td><td></td></tr> </tbody> </table>	Geboorte Datum	B	29/4/62		22/7/65																				
Geboorte Datum	B																								
29/4/62																									
22/7/65																									
ETAALT																									
de werkelijkheid overeenstemt. 7/12/ 19. 81 A V																									
bijslag uitbetaalt.																									
D Ontvangen <u> twee </u> kaart(en) op <u> 21 12 1981 </u> Het gezinshoofd, <u> Delonghe </u>	E Teruggezonden aan bureau P Groep <u> Gewe </u> na uitreiking der kaart(en) aan het gezinshoofd Voor de Chst, <u> [Signature] </u>																								

vii) "Points taxés" ticket

Etiquettes « Points taxés »		Gare de destination : (A indiquer par le chemin de fer)	
Départ B Arrivée ATH		ATH	
N° à l'arrivée 259 Lotissement			
DESTINATAIRE : DEPAULD Louis Rue de Strasbourg BELOEIL			
GARE DE DESTINATION : à faire suivre par Vicinal à :			
Je demande : (biffer ce qui ne convient pas)		C. C. P. N° 16206	
R. A. D. — B. R. — FRANCO — NON FRANCO — LE PESAGE			
Rembours ^t		en lettres	
Intér. à la livraison			
Débours			
Valeur déclarée			
Valeur assurée à la Cie Européenne			
Colis		Nature	
Marq. et N°	Nom-bre	Emballages	Poids brut
Ades 1	paquet	pièces mécaniques	5.300
Expéditeur : USINES Edouard de SAINT-HUBERT Société Coopérative — ORP (Belgique) Date et signature :		Poids reconnu par la gare	
Etiquette comptable		Poids taxé	
Fiche comptable destinée à la gare de départ		Reçu l'envoi de	
259		Signature du destinataire	
Nombre de colis :		Total :	
Poids :		Reçu l'envoi de	
Valeur déclarée		Signature du destinataire	
		Total :	
		Reçu l'envoi de	
		Signature du destinataire	
		Total :	
		Reçu l'envoi de	
		Signature du destinataire	
		Total :	

This is a waybill (unfortunately part only surviving) headed "Etiquettes < Points Taxés >" conveying a packet of mechanical articles from ORP to BELOEIL. It is franked with a general issue 10 franc and a pair of 15 franc tax stamps, cancelled at ORP on 19.2.59, with backstamps of BRUXELLES T.T. on 20.2 and ATH on 21.2. It also bears a NAMUR straight-line handstamp in the top left corner. The make up of the 40 franc charge is not shown in the surviving portion of the waybill and there is no apparent reason why this type of form should have been used.

viii) Modern cards for computer input

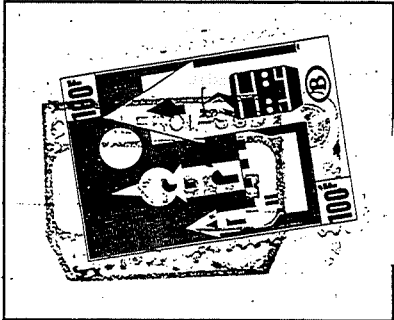
A remplir par le client

NOM et prénom (2): MALLART PHILIPPE

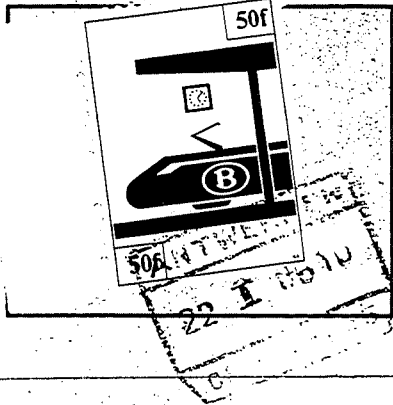
Rue et n°: Sentier Saint-Jacques
n° 96

Localité: Bobo of by

Date de naissance: 20 / 06 / 66



226 242 291



Both the above cards have on the reverse seventeen data boxes for completion ready to input to a computer system.

II

1 **384 560 237**

de 2 **6 2 2 0 9** 3 **2 2 0 2 4** 4 **1 2 0 0 5**

ou 5 **6 2 2 0 9** 6 **2 2 0 2 4**

Km SNCB 7 **0 8** Km SNCV 8 **0 1** 9 **0 6**

Classe 10 **2** Durée 11 **0 1** Cat. 12 **0 6** Réd. 13 **0 0**

Prix 14 **3 0 3 0** Date initiale de val. 15 **0 1 0 2 8 6**

N° de ligne SNCV 16 **6 1 2 0 0** Gare de débit 17 **6 1 2 0 0**

3. Postage Stamps ?

In Belgium, carriage of parcels is entrusted to the railways rather than the post office. The railway system conveys some parcels which are considerably larger than those normally conveyed in the postal systems of other countries. Nevertheless, since it is the recognised system for sending parcels and it works closely with the post office, the case for including railway parcel stamps in a postage stamp catalogue is a strong one. Whether this recognition should be extended to the railway tax stamps is a more difficult question. Some of the usages described in this article are very far removed from the conveyance of mail or parcels through the post. From the nature of the railway parcel documentation, it is also difficult to see how they could fall into the "postage due" category.

On the other hand, they are cancelled with the same cancellers as the normal railway parcel stamps; usage on the waybill (points taxés ticket) does provide a good indication of their use in connection with parcels transport; and the fact that normal stamps are sometimes used for tax purposes indicates inter-changeability between the two categories.

It would be very interesting to hear of other usages of which members have examples - also of any actual experience of the use of these stamps. We should, I think, await any further evidence which emerges before deciding whether they are truly postage stamps. But, whether they are or not, they are a subject of considerable interest and I shall certainly not be banishing them from my collection.

NEW DENEUMOSTIER BOOK

By the time this journal is issued, a new book should appear in the Deneumostier series entitled "La Telegraphie Belge 1876-1914". Comprising 217 pages, this will cover Belgian Telegraphy, including stamps, cancellations, etc. and should provide interesting reading to all who are interested in this aspect of Belgian philately. The price is not known at present but will be advised when issued.

REPORT OF AUCTION - 24th JANUARY, 1998

Although there were fewer postal bidders, a good attendance in the room, including our Vice Chairman, Jean Bruwier from Belgium, ensured a successful outcome. Of the 357 lots on offer, 248 were sold for a total of £1,705.

Postal History, especially the Austrian/French periods, went well, mostly around estimate price. Foreign Sorting Marks are beginning to be more appreciated. Printed matter/Preos were well competed for and it is timely that the excellent new book by COB should invoke interest into this facet of collecting. Most went above estimate, which is still difficult to establish.

All the postage dues found new owners at generally modest prices. Relais marks and Christmas themes are yet to be fully appreciated. Anything connected with Dover-Ostend is eagerly sought after but not so TPO items. Most of the Railway items were sold. Commemorate stamps of the middle period do not commonly become available, especially commercially used, and a large section was included in the sale. Most sold but I suspect their scarcity is not yet fully appreciated. Publicity stamps continue their popularity (I must find time to print a few more!) and generally exceeded their estimates. On balance, a good mixed sale covering a wider range of material than usual.

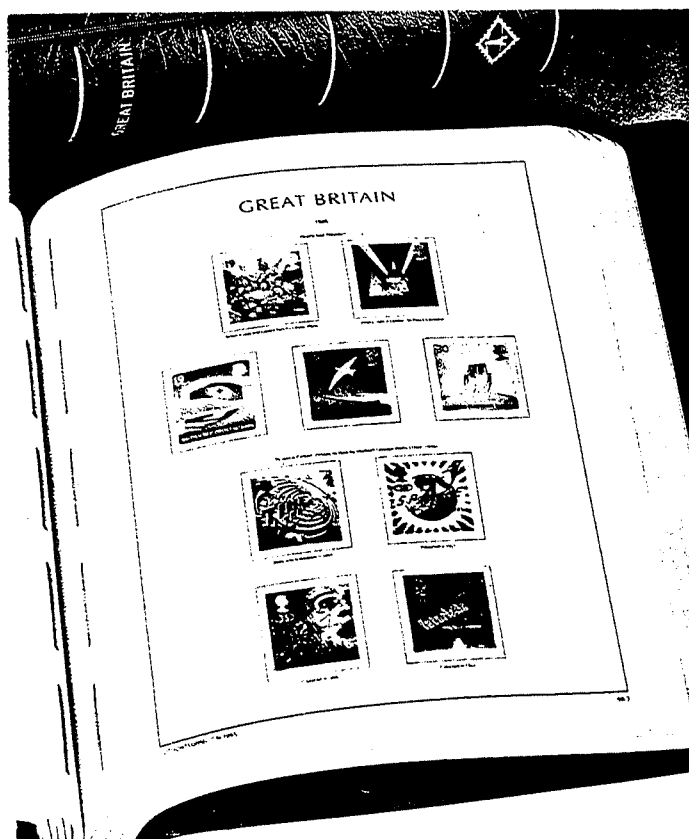
Future sales do, of course, depend on members' contributions and although the next auction list is enclosed in this sending, members wanting to include items in the September sale should contact me as soon as possible.

For our Belgian members - notification that I plan to be at Heysel on Saturday, 18th April with the Auction lots for 25th April so that inspection can be made of the material on offer.

REG HARRISON

RESULTS OF SALE HELD 24th JANUARY, 1998

	£.p.		£.p.		£.p.		£.p.		£.p.
1	15.00	77	8.00	141	1.00	202	4.00	280	4.00
2	16.00	79	10.00	142	2.50	203	2.00	281	3.00
3	15.00	80	10.00	143	3.00	204	2.00	283	3.00
5	10.00	81	12.00	144	5.00	205	4.00	284	3.00
6	30.00	82	10.00	145	2.00	206	2.50	287	6.00
8	12.00	83	6.00	146	7.50	207	1.00	289	3.00
10	40.00	84	29.00	147	4.50	208	2.50	291	4.00
12	35.00	87	12.00	148	4.00	209	2.00	292	4.50
13	10.00	91	10.00	149	5.00	210	1.50	294	3.00
14	12.00	92	13.00	150	1.00	211	5.00	295	2.00
15	15.00	96	2.00	151	2.00	213	18.00	297	4.00
16	10.00	97	5.00	152	3.00	215	2.00	299	4.00
17	15.00	98	6.00	153	2.50	218	5.00	300	2.00
18	10.00	100	1.50	154	2.50	222	8.00	301	3.00
20	17.00	102	2.50	155	6.00	224	10.00	302	5.00
21	8.00	103	1.50	156	4.50	225	8.00	303	4.00
22	12.00	104	7.00	157	2.00	226	10.00	305	3.00
23	20.00	105	3.50	158	3.00	227	10.00	306	5.00
24	15.00	106	5.00	159	3.50	228	10.00	307	4.00
25	27.00	107	1.50	160	1.00	229	13.00	308	3.00
26	22.00	108	4.00	161	1.50	231	10.00	311	4.00
27	10.00	110	5.00	162	1.00	233	6.00	312	4.00
28	17.00	111	6.50	163	2.50	239	4.00	316	3.00
29	8.00	112	4.50	164	1.00	241	10.00	317	3.00
30	10.00	113	1.00	165	1.00	242	2.00	318	3.00
31	23.00	116	2.00	166	2.00	243	3.00	320	5.00
33	10.00	117	1.00	167	2.00	245	3.00	328	4.00
34	26.00	118	.50	169	3.00	246	2.00	329	3.00
35	20.00	119	.50	173	4.00	247	3.00	332	1.00
36	21.00	120	2.00	174	3.00	248	8.00	334	1.50
37	6.00	121	2.50	176	3.00	249	5.50	335	5.00
38	8.00	122	3.00	177	5.00	250	2.00	336	9.50
39	15.00	123	1.00	178	5.00	253	7.00	337	42.00
41	18.00	124	1.00	179	5.00	254	4.00	338	11.00
42	10.00	125	1.00	180	3.00	255	5.50	339	8.50
43	12.00	126	1.00	181	2.00	256	4.50	340	2.00
48	5.00	127	1.00	182	3.00	257	4.00	341	1.00
50	8.00	128	1.00	183	3.00	258	11.00	343	12.00
54	8.00	129	1.00	184	3.00	259	3.50	345	4.00
56	10.00	130	1.50	188	2.00	263	6.00	346	5.00
57	8.00	131	1.00	192	2.00	265	6.00	347	8.00
58	15.00	132	1.00	193	4.00	268	10.00	348	21.00
62	6.00	133	1.00	194	1.00	271	4.00	349	28.00
64	15.00	134	1.00	195	2.00	272	2.00	350	19.00
66	33.00	135	1.00	196	1.00	273	1.50	351	50.00
69	10.00	136	1.00	197	6.00	274	2.00	352	8.00
71	10.00	137	1.00	198	1.00	275	2.00	353	5.00
73	4.00	138	1.00	199	3.50	276	8.00	355	5.00
75	6.00	139	1.00	200	1.50	278	8.00	---	---
76	15.00	140	3.50	201	1.50	279	3.00	---	---
END OF SALE									



Lighthouse are generally agreed to be the "Rolls Royce" of hingeless albums.

A member of the Circle is offering four Belgium albums covering the period

1849 - 1981

including Railways and Occupations. Each album has the "luxury" binder and each is contained in a heavy card box. The albums are pristine and today would cost £700.

They are available at only

£275 plus carriage.

For further details please contact The Editor.

WANTED - by your Editor

- a) La Poste a Tournai, by Van Horenbeek, in Revue Postes Belges 1956, No.2.
- b) Nieuport et Son Bureau de Poste, same author, in Revue Postes Belges, 1961, No.3.

REVIEW OF JOURNALS

Again we have many to review! So here goes!

L'Amicale Philatélique

No.427, September 1997 - The main article in this issue is one dealing with the "Auto-Canons Mitrailleuses Belge, 1916" by René von Felten.

No.428, October 1997 - Jean de Bast gives an interesting article on Post Cards that are underpaid.

No.429, November 1997 - The René von Felten article in No.427 is continued, showing some useful maps.

No.430, December 1997 - The Post Card article of Jean de Bast continues.

Info-Phila

The articles in Nos.62/63 on Belgium International Relations and on Chimay are continued² in No.64.

No.65 continues with the Chimay article and also a good article on the first issues of the Tax Stamps.

World Wars 1914-1918, 1939-1945

Issue No.33 has two important articles: The Merode Issue by S. Toulieff, and "Le Colis du Soldat" of September 1939, by Paul Lambert.

The Belgiophile, which we mentioned in the last issue of "BELGAPOST" is now being sent to us regularly. Vol.XIV No.3, September 1997, gives R. Harrison's "The Postal History of East Flanders" which is taken from "BELGAPOST". The next issue, No.4, December 1997, gives the first part of the Montenez Issues by S. J. Andrews and also some details by R. Harrison on the "Tin Hat" photograph, both again taken from our own journal. However, in the first article no illustrations are shown, which somewhat kills the information and also adds "However, we will not reproduce subsequent articles presenting a detailed description of the plate varieties. Those interested in these details are advised to consult the "BELGAPOST" of June 1997 and following."

Your reviewer thinks this an odd way of dealing with such a subject.

Belgian Postal History (Posthistorama)

September/December Nos.19/20. These two issues cover a number of subjects between France and The Netherlands 1811-13; Rome; France to England 1756-1815; Forwarding Agents in France, together with a useful article on Dover-Ostend Mail.

Both issues also contain articles (no doubt of great interest) on stamps - one issue of Belgium, one issue of Spain. Hardly subjects for a postal history journal!

BOOK REVIEW

"Early Forces Mail" by Barrie Jay, published by the Stuart Rossiter Trust Fund. £20 + pp. Published 1997. 57 pages, A4, with coloured card covers.

This is the first publication to stem from the series of Memorial Lectures, this being the result of a fine lecture delivered at the National Army Museum on 16th December, 1995. This is a much extended display given to the BSC on 12th November, 1994 ("BELGAPOST" page 128, Vol.7) and Professor Jay's article "Four Centuries of Forces Mail, 1440-1840" (pages 17-24 "BELGAPOST" Vol.8). Any member in this society with the slightest interest in Belgian Postal History must obtain this book. Well written, well illustrated (five pages in colour) and an important contribution to the postal history of Belgium. **It should be in your library!**

Copies can be obtained from the Corresponding Trustee, R. I. Johnson, c/o Osborne Clarke, 50 Queen Charlotte Street, Bristol BS1 4HE.

THE ALTERNATIVE RELIGION

The following "psalm" has been submitted by Ken Morrell and may strike a chord with some of our members. It seems an appropriate way to greet 1998.

Stamp collecting is my hobby, I shall not be bored
It maketh me to do research on far places
It causeth me to correspond with odd people
It keepeth me alert
It leadeth me into areas of understanding for curiosity's sake
Yea, though I live through a winter of inclement weather
I will fear no boredom for my stamps are with me
They provideth a means of escaping from the tensions of responsibility
It filleth my house with books
The cash runneth lower
Such interest and knowledge shall follow me all the days of my life
And I shall be listed in the ranks of Philatelists for ever and ever.

Amen to all this.

EXCHANGE PACKET SECRETARY'S REPORT FOR 1997

Activity again declined, with only two packets completing circulation during the year (last year six, the previous year eight). On the plus side, the average percentage sold on each half circulation was over 40% (compared with under 30% in the previous two years) - this in effect means that books have three-quarters of their contents sold. Quality of material has been generally good and prices reasonable - our only problem is lack of books for circulation. And we still made a profit of £35, which has been contributed to Circle funds.

Two packets are at present circulating and there is almost enough material for another to go out. However, only five members, and one non-member, have provided books this year.

Sales of "Cinderella" material and railway parcel stamps have been very good and there is a steady demand for the less common commemorative and charity issues. One member has enquired in particular for early post World War II charity issues. Postal history items have also gone well and almost anything other than common stamps will sell if it is reasonably priced.

Insurance for the current year is 1.64% and members are reminded that insurance is optional and they can ask for only a proportion of the selling value of their material to be insured. The Circle charges a very modest 5% commission on sales, so the packet is a very economical way of disposing of your surplus material.

TONY GEAKE

BELGIAN STUDY CIRCLEEXCHANGE PACKET ACCOUNTS - YEAR 1997

<u>1996</u>		<u>1997</u>
£		£. p.
47	Income - Commission	42.08
49	Insurance recovered	35.86
3	Postage recovered	3.93
-	Charge to non-member for making up books	5.00
29	Sales for Circle funds	-----
128		86.87
(18)	Expenses - Insurance	(33.49)
(13)	Postage, etc.	(18.07)
<u>97</u>	Surplus for year, paid to Treasurer	<u>35.31</u>

Balances at 31st December, 1997

593	Bank balance - Girobank	605.79
158	Cash and cheques	31.00
5	Amounts due from/to members (net)	7.01
<u>756</u>		<u>643.80</u>

Representing

659	Collections from current books	608.49
97	Surplus paid to Treasurer, January 1998	35.31
<u>756</u>		<u>643.80</u>

Packet Details

<u>Packet No.</u>	<u>Book Value (gross)</u> £. p.	<u>Sales</u> £. p.	<u>Membership circulation</u>	<u>Percentage sold</u>	<u>Commission to BSC</u> £. p.
G33	555.07	231.27	16	42	11.56
G34	669.68	261.71	15	39	13.09
not in packet	31.00	31.00	-	100	1.55
	<u>1,255.75</u>	<u>523.98</u>		<u>42</u>	<u>26.20</u>

Packets in circulation

G35	711.77	247.95			12.40
G36	785.75	19.42			0.97
Less:	not yet paid out	(608.49)			(30.42)
Add:	paid out this year on books partly circulated last year	<u>658.64</u>			<u>32.93</u>
Total sales paid out		<u>841.50</u>		Commission earned	<u>42.08</u>

THE MONTENEZ ISSUE OF 1925

by S. J. Andrews

The small issues of Montenez, 1921, have been dealt with in the last four issues of "BELGAPOST" and we were going to continue with the large issues of 1929-31. However, it seems appropriate at this stage to cover another small issue, also done by Montenez - namely the 1925 issue and, strangely, very few people appear to know which engraver made this. It is the large size stamp, 13 in number (SG 410-22 COB 221-33) and was issued for the 75th anniversary of the first postage stamp issued for Belgium.

A Royal Decree dated 24th March, 1925, followed by the Ministerial Decree of the next day, 25th March, 1925, led to the issue appearing on 1st June, 1925.

The stamps were issued by subscription only, in complete sets, with some 100,000 sets being sold. As such, this may be the reason that one cannot find any single (or blocks) used on cover!

The design shows, on the left, a reproduction of the epaulette issue and, on the right, King Albert in army uniform, without cap or helmet. Was this taken from a photograph by Speaight (see "BELGAPOST" Vol.10, page 102)? The stamp was engraved by Montenez, the plates by Chassepot of Paris, and printed by De La Rue of London. They were printed on a very thin paper and in sheets of fifty (5 x 10).



The colours are
Red Blue

Red Blue

Black on Black
Blue paper

Red Blue

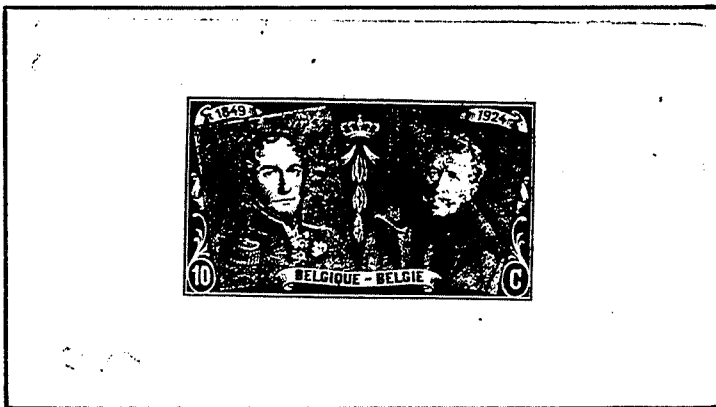
In the Caroly collection of proofs, there were fourteen proofs in seven states of engraving of the Albert portrait and in two colours. The proofs are in large sheets. We illustrate these.

The first stage is dated "Puteaux décembre 1924" and signed "G. Montenez". The other states are dated "Puteaux 1924" and also signed.

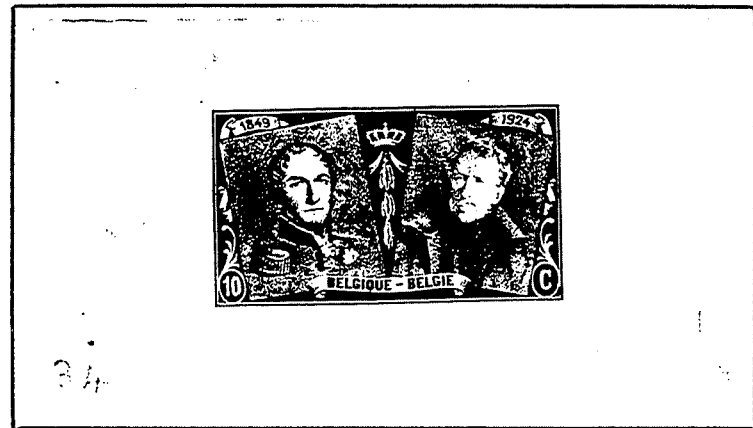
Another proof recorded by Grubben is inscribed, in manuscript, "Etat définitif avant le renforcement de la matrice". Impression Achille Chassepot, Paris, avril 1924, G. Montenez".

Grubben also records the usual reimpresions made in 1929, in black, in the following - 10c, 15c, 20c, 25c, 30c, 35c, 40c, 50c, 75c, 1F, 2F, 5F, 10F.

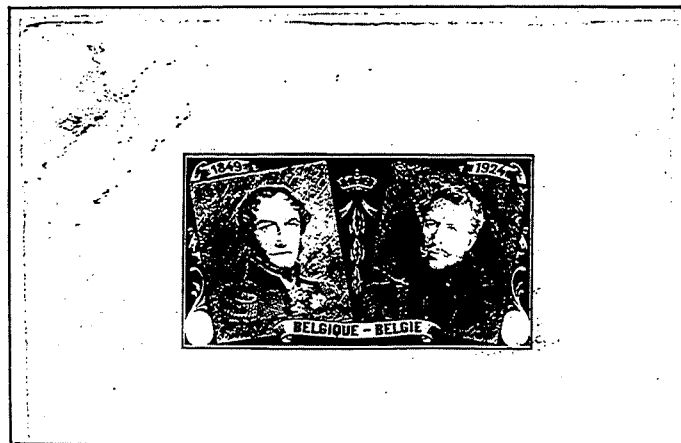
However, other proofs were made, in colours, in small sheets. We show two, both 10c, one in blue (marked in pencil, left bottom corner "34", and one in orange (number 25). How many colours are known and which values?



No. 25 in Orange



No. 34 in Blue



Blue without value tablet

It is said that Montenez was dissatisfied with the result.

A collection of 203 proofs/essays, by Montenez, was sold by Willy Balasse in 1996. There is a very small illustration in the catalogue of a similar size stamp showing the epaulette on the left but, on the right, a copy of the helmet stamp of 1919 (Roi Casque). It is shown in brown. We have no information on this design. Can members help on this?

BELGIAN REGISTERED MAIL: FROM ITS BEGINNINGS TO 1920

by Otto Z. Sellinger

This account follows the display given by Otto to our Circle at Leamington Spa in September 1997 and is reproduced by permission of the Collectors Club Philatelist, New York.

During the past 50 years or so, several articles have appeared in the Belgian philatelic literature dealing with the practice of mail registration. These were written in French and Dutch, two of the official languages of Belgium. To my knowledge, none has appeared in German, the third official language, nor in English, barring my recent translation from the French of René Silverberg's¹ seminal review on gummed registration labels.^{1c}

The history of the registered letter in Belgium may be divided into several distinct time periods, each progressively simpler and more uniform in its rules and regulations than the preceding one. Because in the present article I intend to recount the odyssey of the registration process in Belgium principally as it relates to the post-adhesive stamp period, the coverage of its vicissitudes during the stampless era will be somewhat reduced. Yet, hopefully, sufficient literature references will be provided to encourage and enable the curious and motivated reader to explore this complex research area more thoroughly on his own.

1. Brief Historical Overview

The objective of the brief historical overview of the pre-stamp period is to acquaint the reader with some of the nuances in the use of the terms *recommandé* and *chargé*, as used separately, concurrently, and interchangeably during the 17th and 18th centuries, pointing out that the two terms became clearly demarcated in function and application only in 1853.

A grand total of two specialised research articles published in Journals of Belgian Philatelic Associations and the Journal of the Belgian Academy of Philately have described, respectively, "The history of the registered letter in Belgium"² and "The origin and evolution of the *recommandé* and *chargé* letter in Belgium"³, while a letter to the Academy in German⁴, but appearing in French, tells the tale of the gradual evolution of the registration process in Europe, including Belgium, from a privately run system to a State-run enterprise. It is covered in the present article from its inception in 1573 to September 20, 1920, when only the fourth increase ever in the registration fee went into effect. The Bibliography at the end of this article cites many other articles written in French and Dutch that have been consulted to tell the story in digest form, and from which the historical documentation that follows has been excerpted.

a) Before 1800

Following more than 90 years of acrimony, beginning in 1501, between the house of Thurn and Taxis, Maximilian of Austria and Charles V of Spain, who established the long, State-run route connecting Brussels to Innsbruck, Austria, and later to Verona, Rome and Naples, on the one hand, and many budding private mail delivery associations, such as the Butcher's Guild on the other, Rudolf II proscribed these private guild "operations", and appointed the house of Thurn and Taxis as the sole monopoly in the "mail delivery business" on November 7, 1597.

Although the territories constituting present-day Belgium, including the Principality of Liège, were supposed to be incorporated into the royal Thurn and Taxis postal system, the local Belgian municipalities often appeared to prefer the services of the privately run, messenger

driven, mail delivery associations, many of which they proceeded to make official, in defiance of the royal Thurn and Taxis authorities. Eventually, and inexorably, these local postal authorities blended in and became part of local public institutions, being frequently defended in this role in the local courts.

A case in point is that which took place in Antwerp in 1609, where the local court forbade the publication of a royal postal decree directed against the private mail delivery associations, until the Archduke Albert pledged to leave intact all privileges of the local postal messengers. In 1653 the locals demanded that the royal postal service be abolished. The conflicts between the locals and the State became even more vicious with time, and eventually turned violent, leading to hangings of the rebellious transgressors. Side efforts undertaken by the Thurn and Taxis messenger service "conglomerate" to step into the disputes between the locals and the State failed, with the formal interdiction of this organisation's operations in Belgium in 1679.

In 1701, Philip d'Anjou brought into being a State-run postal system with new post offices to be established throughout the Low Countries. However, this enterprise failed to spell the end of the private delivery associations, which struggled to co-exist. Yet, over 77 years of Austrian domination (1715-92), the organisational capabilities of the State coupled with the pressures and penalties it was able to impose on the private mail distributors, particularly in the province of Brabant and the city of Ghent, led to a compromise. Thus by virtue of two separate decrees issued in 1767 and 1768 by the Empress Marie-Thérèse, the State and the municipal postal authorities were mandated to share the costs and responsibilities of mail distribution on a 50-50 basis.

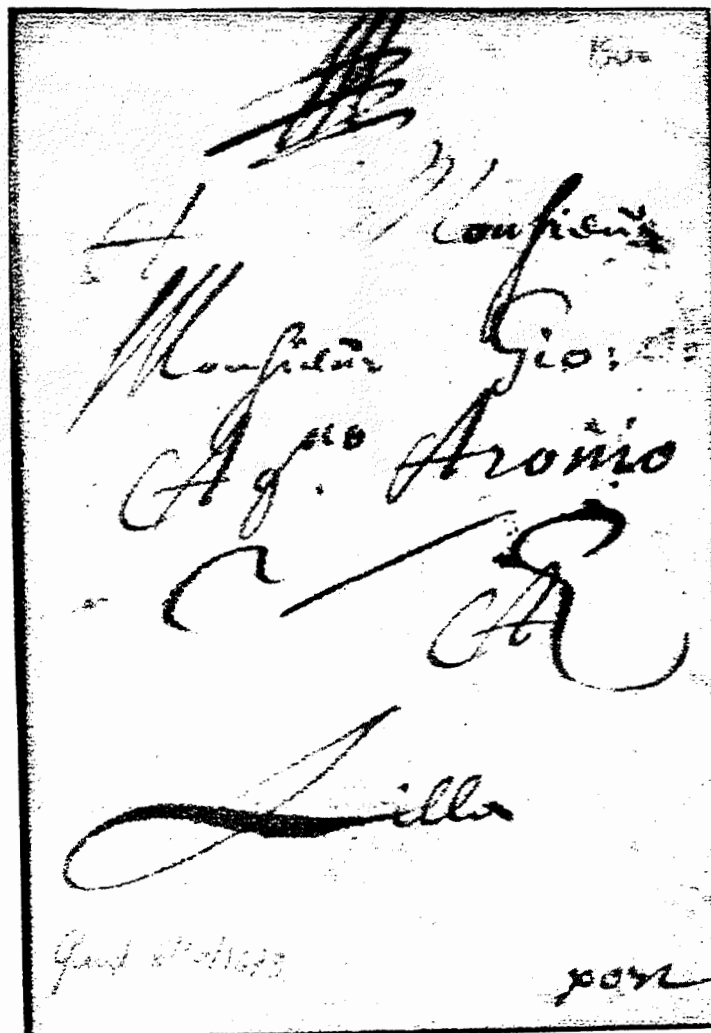


Figure 1 - Ghent to Lille, 6th October 1679

It is also in 1769, on the 9th of June to be exact, that the first official "registration" of a letter is mentioned to have been "advertised" in a postal district pamphlet of the Thurn and Taxis authority. In this official and public notification, the "postal customers" were encouraged to enclose valuables inside letters which, once paid for in advance, would then be "recommended" or entrusted to the care of the existing postal messenger service. Confirmatory receipts for such transactions were duly issued and were delivered to the sender in person. One of the earliest of these is reported for a letter leaving Ghent on August 20, 1775.³ A sum of 3 "sols" was acquitted as payment, as noted on the back of the letter. Figure 1 shows a recently sold⁵ example of such an officially "registered" letter, carrying the appropriate marking in red ink.

While the forms of "recommendation" cited above refer to an officially sponsored activity, other unofficial and generally post-free "recommendation" transactions are known to have taken place much earlier. Indeed, these practices seem to have been not only more prevalent but also more interesting philatelically because of the diversity of markings they engendered, as compared to the official "registered" missives described above. The earliest postal item of this kind is reported to have travelled from Amsterdam to Ghent in 1633 and is described by Herlant³ as containing the following penned remarks on its front: "Recommended to the courtesy of Mons. Roelans, postal chief of Antwerp" (figure 2). Such unofficial and personal "recommandé" mailings are characterised by numerous, diverse markings e.g. "recommandé à la Poste", "chargé" (as in 'entrusted to') on a letter from Ostende to Ghent, dated 1794, or, again, "recommandé" + franco + NNB + Ostende + PP in a circle, all on a letter from Bruges to Ghent, also dated 1794. Figures 1 and 2 thus illustrate the richness of these informal "recommendations", including the NNB penned marking. The handstamp CHARGÉ struck in its unboxed form, used by the post office of Maeseyck and a penned "chargé" marking + the handstamp "recommandé" on one and the same letter from Liège, both dated 1791, are further proof⁶ of the simultaneous usage of the two terms.



b) After 1800

As briefly alluded to in the previous section, the penned "recommandé" and "chargé" markings appeared to be used interchangeably near the end of the 18th century and were seemingly equally able to symbolise registration, a process that consisted at the time in the sender handing over his mailing in person either to the chief of postal operations of the district or to the local postal carrier. Either one of these individuals was verbally "entrusted" or "charged" to take special care of the item during the journey to its destination. Amazingly, no fee was charged for this "recommendation" at either end of the journey. Additionally, in order to raise the visibility of a letter's registered nature, either of the two markings and/or the letters NB, NB NB, NNB, or NNNB, crossed horizontally or vertically by several closely spaced pen strokes, would be written on it (figures 3, 4)^{5,7}. It was suggested that the letters NB represent the first two letters of Nota Bene, Latin for "take note" (of any markings).

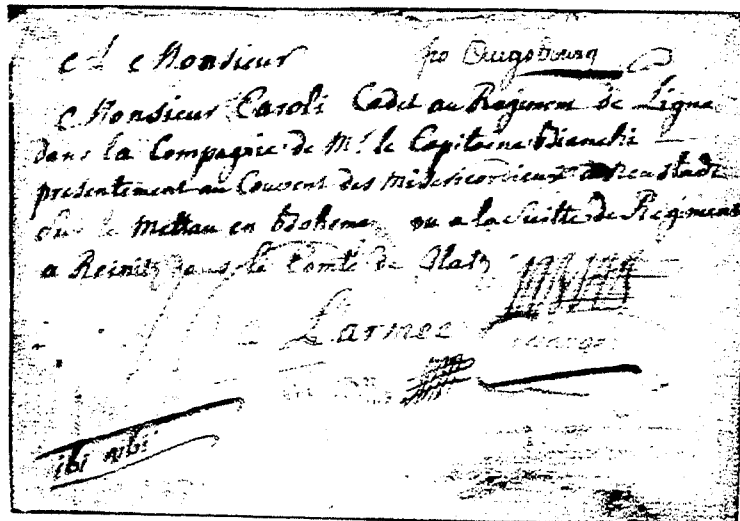


Figure 3 – Mons to Neustadt, 20th April 1779



Figure 4 – Antwerp to Bayonne

After about two years of continuous Franco-Austrian engagements on the battlefield, the French eventually won out and occupied or annexed most of Belgium as we know it today, in the name of the First Republic, which was proclaimed in Paris on 21 September, 1792. Although this First Republic was to last only until May 28, 1804, several important modifications relative to the registration process in Belgium came about during its stay in power. These were, for the most part, extensions of current French practices governing registration to the Belgian postal system. These new regulations were encoded into law in France on August 29, 1791. Article X was transposed into the "General Instructions" for the postal system in the Belgian territories. Articles 20 and 21 of this law are cited below.

Article 20

Persons who wish to charge letters or parcels will hand them over to the postal employee, who will exact payment in advance (double rate) and will then register them by placing their number on a running list.

Article 21

In the event that a letter or parcel entrusted to the Post should not reach its destination in France within, at the most, 15 days of it being charged, the sender or the person(s) to whom the letter or parcel is addressed may enter a claim; should the letter continue to remain undelivered within 1 month of the date of the claim, the Postal Administration vouches to pay the claimant the sum of 300 livres (in currency).

It is of interest that Articles 20 and 21 refer exclusively to letters marked *chargé* and that all throughout the text of the General Instructions of 1792 the term *recommandé* is mentioned only in Article VI of that document and only with reference to the following special conditions:

Any letter suspected by the postal personnel to contain banknotes, jewellery or other precious objects, not so mentioned by the sender, will be placed on the register of the "list of notices" to be forwarded to the addressee's postal authorities or to an appropriate intermediate postal office for further forwarding; yet, because this manner of registry reflects an informal practice and also because no fee is charged, the letter will be franked as an ordinary one and the inscription "Recommandé d'Office" will be penned on its front upper side.

Figure 5 shows an example of the *Chargé d'Office* marking in its later boxed form, on a letter dated 1852.

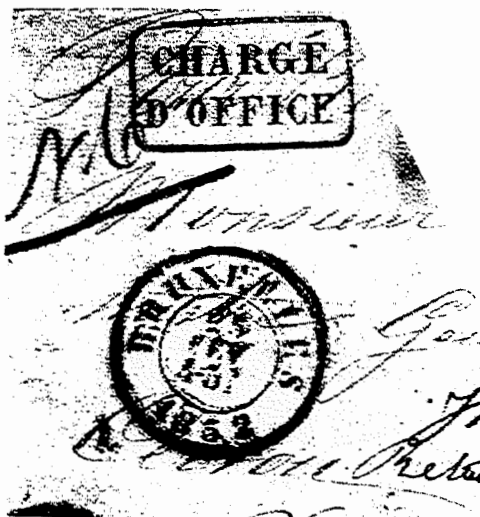


Figure 5 – Boxed "Chargé d'Office" on piece 1852

It would seem, therefore, that the pot pourri of contradictory specifications governing the registration process at the beginning of the 19th century recognised no fundamental difference in function between the terms "recommandé" and "chargé" which were, at best, insignificant and moot.

Things began to change following the promulgation of the official disposition of 27 Prairial, year VIII of the post-Revolutionary First Republic (June 15, 1799); particularly, Article 19 states:

All future letters and parcels will be registered only after an appropriate request for this service, signed by the sender or his designee, is received to this effect.

Evidently, the decision was made to curtail the gratuitous practice of "informal" registration ever so gradually. Figure 6 shows a letter carrying a black (Belgian) and a red (French) unboxed CHARGÉ handstamp, dated 1802, travelling from Ypres to Auch in the Department of Gers, France.

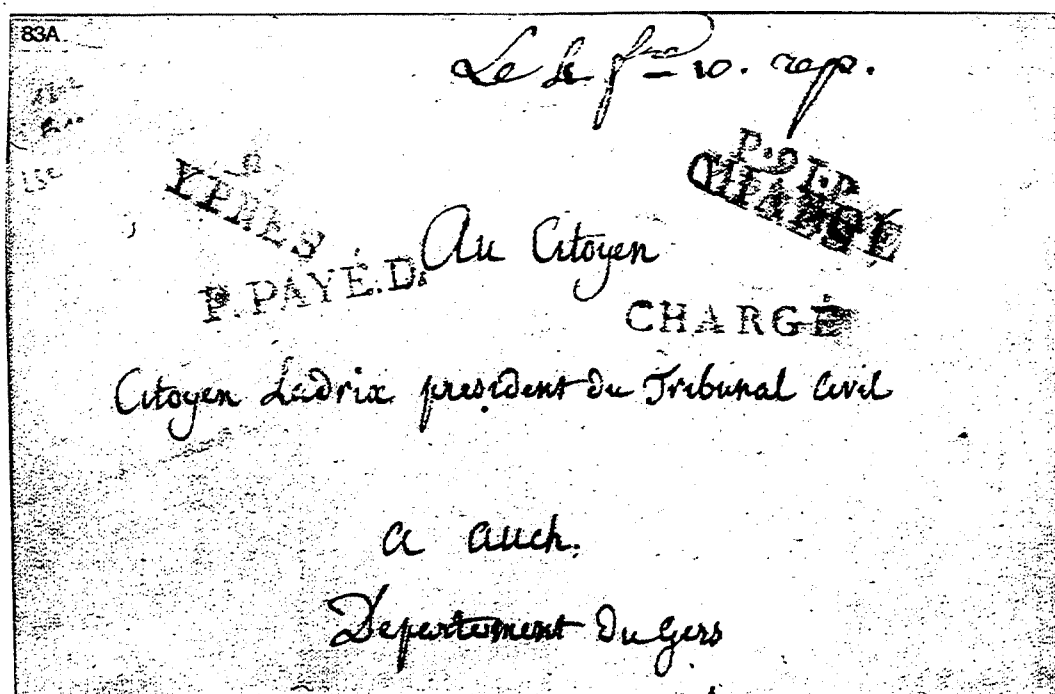


Figure 6 – Ypres to Auch 1802

It was the General Instructions of April 18, 1808, that tightened things up a bit further by requiring the personal appearance of the sender and a formal application to register any outgoing mail. In addition, a registration fee began to be charged, amounting to twice the postage rate, while the reimbursement in case of non-delivery was reduced to 50 francs. Furthermore, no letter was home-delivered, a practice that was inaugurated only on February 1, 1848. Instead, the addressee was notified of the registered letter's arrival and had to be identified at the post office before the letter was released.

As the French occupation gave way to the Dutch occupation (1815–30), the markings *chargé* and *recommandé* were converted to the Dutch *aangeteekend* (figure 7). Very few letters with this marking originating in localities now in Belgium are recorded.



Figure 7 - Termonde to Munster, 1st March 1830

The term *chargé* continued to be used on a regular basis in the form of different types of handstamps, unboxed, boxed, of different dimensions and colours (red, blue or black)⁸. The use of these handstamps lasts into the period of Independent Belgium, which was founded in mid-1830, following weeks of vocal popular opposition to the regime of the Dutch monarch, William I of Orange. A provisional Belgian government was formed in Brussels on September 25, 1830, and only the citadel of Antwerp stood in the way of total Belgian independence. Belgium finally declared itself independent on November 18, 1830. Yet, all during the first half of the year 1831, armed engagements between the Belgian and Dutch armies continued to take place; the Dutch army reoccupied, temporarily, the towns of Hasselt and Leuven. The French army intervened on the side of the Belgian forces and the Dutch crossed the border back into the Netherlands. A peace treaty with William I was signed on November 15, 1831, yet Antwerp capitulated only on December 23, 1832. Finally, on June 8, 1839, William I, Belgium under King Leopold I and the Allied Powers signed accords establishing Belgium as a sovereign nation under Leopold I, Duke of Saxony. Leopold I was installed on the throne in July 1831.

As stated by Herlant³, "from the postal point of view, the years 1830-49 see a succession of improvements", which culminated on July 1, 1849, in the issue of the first adhesive postage stamp, with the effigy of King Leopold I, the so-called Epaulettes.

Several new postal regulations saw the light during those turbulent years; one of them, in 1837, instructed the postal service to switch from *chargé* to *recommandé* markings, using red ink. Additional regulations (1847-48) publicised the inauguration of home delivery for registered letters. The year 1847 also marked the official creation of the RECOMMANDÉ letter and of the 1 decime fee for its handling, to be paid in advance and added to the 1 decime for domestic postage. The practical application of the relevant circular No. 508 of December 27, 1847, became effective on January 1, 1848. Even though home delivery characterised this new era, failure of delivery was no longer a matter for reimbursement, given that no inclusion of valuables was permitted in the *recommandé* letter. Furthermore, a PP handstamp was mandated on the letter's front. Registration of this kind of mailing was still limited to domestic destinations and no registration to foreign destinations was accepted. Figure 8 shows a letter for which a 1 decime registration was paid, also carrying a boxed PP. Because this arrangement lasted for only 18 months (Up to June 30, 1849), letters with an unboxed *recommandé* handstamp plus a PP marking are not common.



Figure 8 - Marche to Liège, 14th January 1849

2. The Registration after 1849

The next step in the expansion of the registration service was taken by the Postal Reform Law of April 22, 1849, which went into effect on July 1, 1849. Henceforth letters were to be franked with adhesive stamps. It should be noted, however, that a) affixing postage stamps to a mailing remained optional until April/June 1864^{9,10}, but not doing so cost the sender more, particularly for mail to certain destinations and, b) registration could only be accomplished at the post office window by the postal clerk. The registration of foreign mail was a stepwise process, France qualifying as early as October 1, 1849, and Iceland being the last nation in Europe to qualify (May 29, 1870). The new registration fee was set at 20 centimes (2 decimes). Additionally, five red wax seals had to be applied to the back of the letter and for each letter lost or undelivered, a sum of 50 francs was guaranteed as reimbursement to the sender. Finally, as of June 1, 1864, stamps were required as payment for both postage and registration; curiously, penned *recommandé* and *chargé* markings were allowed to co-exist until September 21, 1852 (figure 9). Subsequently, the latter handstamp prevailed, becoming the only valid one until October 31, 1868. On November 1, 1868, the *recommandé* handstamp reappeared in a different format, that of a parallelogram, to be used exclusively on registered mailings with "No Declared Value", in contrast to the *chargé* handstamp, which continued to be used on mailings with "Declared Value" and containing permissible enclosures such as currency and valuable documents.

An important fact to remember at this point is that the present article limits its scope and coverage to the evolution of the *chargé* handstamps, which eventually mutated into the *recommandé* parallelogram in 1868 and that it disregards (with one exception) the *chargé* marking as it applies to letters registered for the value of its contents. Parenthetically, it should also be noted that the later use of the *chargé* marking became totally separate on November 1, 1879, when it was replaced by the boxed handstamp ASSURÉ (insured). The *recommandé* parallelogram was in turn itself replaced by the brand new "Etiquette Gommée", referred to herein as Gummed Label or simply as GL, in mid-July 1882. This form of registration marking endured for it is still in place in 1996.

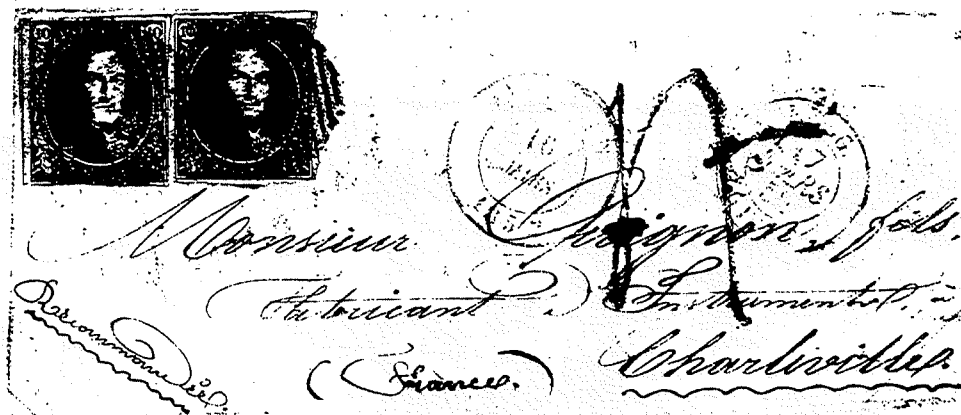


Figure 9 - Couvin to Charleville, 16th March 1852

a) The CHARGÉ Handstamp

As indicated in the section "After 1800", the CHARGÉ handstamp was popular before and after 1849, undergoing several births and renaissances in both unboxed and boxed forms⁸ (Table 1). Figures 4 and 6 show unboxed examples antedating 1849, while Figure 10 shows both a penned *chargée* (note the double *ée*, referring to the French 'lettre' which is feminine) and a boxed CHARGÉ marking, plus a Prussian "Recommandirt" handstamp on a letter from Brussels to Nauheim dated July 19, 1858 (the double 'm' is indicated by a bar over the m in the handstamp). Letters *chargé* with imperforate Belgian stamps, namely the Epaulettes (1849-50) and the Medaillons (1849-61) are very difficult to find and I have never held one in my hands. As shown in the letter of figure 9, in conjunction with two imperforate 10 centimes Medaillons (1851), the penned *recommandé* reflects a personal "recommendation" by the sender, one might say in the old-fashioned sense of the practice, who wishes to entrust it to the goodwill of the postal personnel. It is surprising to note, therefore, that this letter went on its journey to Charleville, France, underfranked and hence marked "Timbres Insuffisants" in red ink across the upper left side. The letter was taxed 4 decimes (twice the deficiency) and departed Couvin on March 16, 1852, receiving a French double circle transit postmark on its front and an arrival backstamp of March 17.

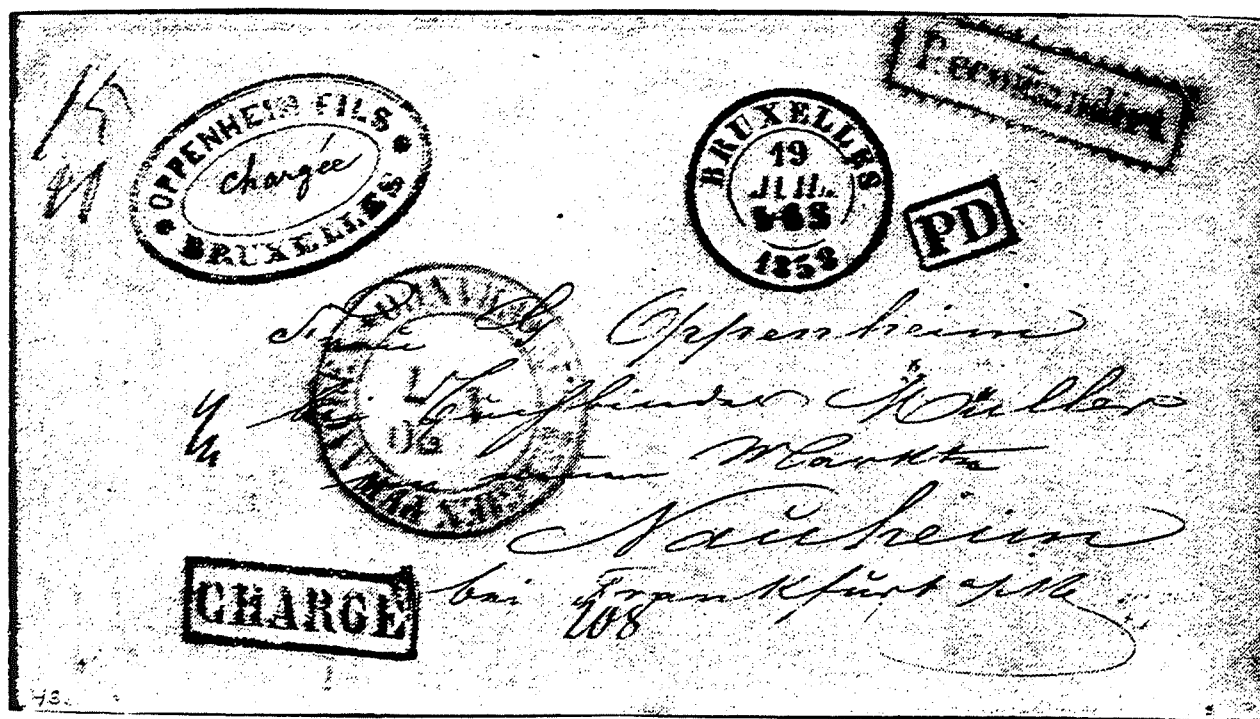


Figure 10 - Brussels to Nauheim, 19th July 1858



Figure 11 - Brussels to Bouillon, 24th June 1864

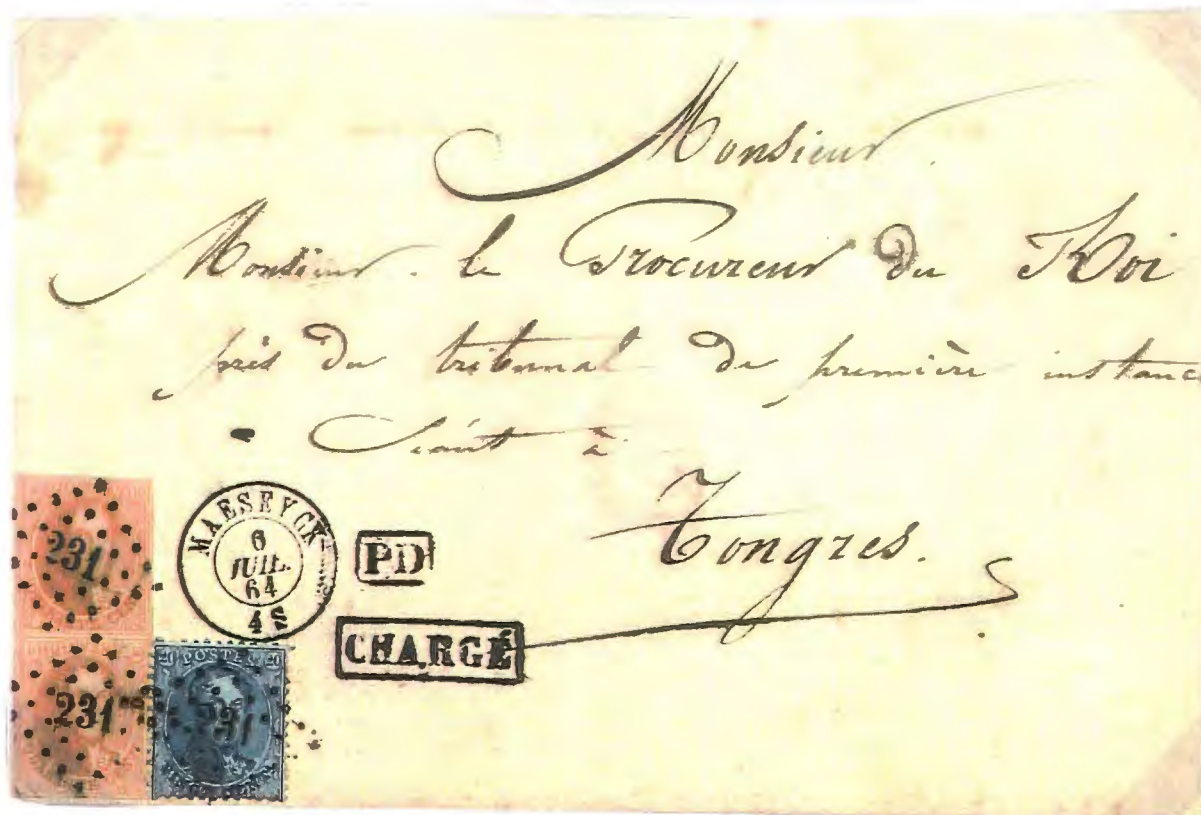


Figure 12 - Maeseyck to Tongres, 6th July 1864



Figure 13 - Brussels to Servian, 26th August 1865



Figure 14 - Gosselies to Brussels, 20th July 1866



Figure 15 - Brussels to Sart-Dame-Avelines, 8th October 1868

One of the very early letters struck with a true-to-form boxed CHARGÉ handstamp (25 x 8 mm, in black) is shown in figure 11. It is dated Brussels, June 24, 1864, and its franking of 1 franc is composed of three perforated 1863 Medaillons. The rate corresponds to 80 centimes for the second weight stage (20.1 to 60 grammes) and a distance of over 30 kilometres for postage and 20 centimes for registration. The letter in figure 12 carries a similar total franking but even though it was mailed on July 6, 1864, ie after the letter in figure 11, its franking is composed of a vertical pair of the imperforate 40 centimes Medaillon (1861 issue), plus a perforated 1863 Medaillon, hence a much appreciated mixed issue franking. Another consequence of the posthumous use of the imperforate Medaillons is that they received the dot cancellation "231" of Maeseyck, a form of cancellation which came into being on April 15, 1864, and is thus rarely seen on imperforate Medaillons, another feather in the cap of this letter. It should be noted that the earliest use reported for the CHARGÉ boxed handstamp in conjunction with a letter bearing postage stamps is the figure 64A shown in Silverberg's handbook^{1d}, an advertising letter franked with a 40 centime imperforate Medaillon dated April 12, 1863. A further comparison of figures 11 and 12 shows a boxed PP and a boxed PD handstamp respectively. While either of these markings was valid on domestic registered mailings up to the late 1860's, the handstamp PD (Payé jusqu'à Destination) became obligatory for foreign mail after 1868, and thereby ceased to have anything to do with the registration process. The same may be said for the PP and P.P. (Port Payé) handstamp, also found on ordinary foreign letters, particularly those with transatlantic destinations. Figure 13 shows a boxed Belgian and an unboxed French CHARGÉ handstamp on the same letter from Brussels to Servian, Department of Hérault, France, dated August 25, 1865) and on its reverse side the five red wax seals and the official French rectangular weight-control handstamp, verifying the penned 9 & 9½ annotations. None of the double circle postmarks refer to its registered nature. The rate of 40 centimes for postage (as of October 1, 1849) plus a flat registration fee of 50 centimes (as of April 1, 1858 for France and Algeria) were applied. In addition, the registry book No. 1760 appears on the reverse of this uncommon letter. Two additional examples of different types of CHARGÉ and PD handstamps, co-existing in 1866-67, are shown in figures 14 and 15. In the former, the CHARGÉ letters are thick and stubby and the rectangle measures 26 x 8½ mm, while in figure 15 the letters are thin and slender and the dimensions of the box are 23 x 8 mm. The rates are respectively 40 centimes for double weight, domestic postage over 30 kilometres, plus 20 centimes for registration, totalling 60 centimes (figure 14), vs single weight 20 centimes for postage plus 20 centimes registration, totalling 40 centimes (figure 15).

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10. E. & M. Deneumostier, "Tarifs postaux (1849-1987), Service Intérieurs", *Imprim'Expres*, Verviers, 1987, p8.

Table I

THE CHARGÉ HANDSTAMPS*

Colour	Dimensions (mm)	Boxed
Black	20 x 4	Yes
	20½ x 4	No
	22½ x 8	Yes
	23 x 8½	Yes
	24	Yes
	25 x 8	Yes
	26 x 8	Yes
	30 x 5	No
	32 x 5	No
	33 x 10	Yes
	36 x 5½	No
Red	20½ x 4	No
	25 x 8	Yes
	36 x 5½	No
Blue (Brussels)	20½ x 4	No
	20 x 5	No
	25 x 8	Yes

* See Reference 8 for further descriptions. Those CHARGÉ handstamps not listed there are shown in the figures in this article or have been noted in the collection of R. Missiaen (Belgium).

[To be continued]