

France & Colonies Philatelist



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ONCE MORE, WITH FEELING

There has been a long and disheartening delay in the publication of the "Philatelist" due entirely to business and personal problems incurred by your editor during the past months. The situation has now been resolved and publication is being resumed with this issue.

We would like to thank all of you for being so patient during an irritating and trying period. As for the future, we will let it speak for itself in the regular appearance of this journal.

Most sincerely,
Ira Zweifach

VARIED FRENCH DATESTAMPS CURRENTLY IN USE

By Daniel Perreau

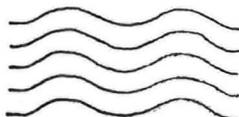
Our thanks to "COVERS" Magazine for this useful article on some of the current cancels used in French post offices and their relative scarcity.

French post offices use numerous and various date stamps for cancelling common mail of all types. I think it is interesting to study them. Certain cancels are curious (for example, the ones in hexagonal shape) and several others are scarcely seen on envelopes ("ambulants" for example). For collectors interest I shall try to do a difficult thing: indicate value of the cancels. I shall use a scale going from 1 to 5:

- 1 - Common
- 2 - Obtained Easily
- 3 - Interesting
- 4 - Scarce
- 5 - Very Scarce

Perhaps it is first necessary to say some words about our post offices. Roughly speaking, they can be divided in two classes: (a) post offices doing all postal operations, they use an important variety circular date-stamp; (b) secondary or auxiliary offices have a simple activity, indicated with a hexagonal cancel. Please study the illustrations as they are explained herein.

The first offices indicated above use generally machine cancels which exist in various sorts. The most widely seen on mail is now the "S.E.C.A.P." machines



A



B

which print five undulated lines and a date stamp (A1) or in place of the lines a slogan (CA1).

Hand date stamps are used in small offices.

A few are larger in diameter than those made by the machines (B2).

Larger Post Offices

The most important office is the R.P., abbreviate for Recette Principale; or a G.P.O. In each capital city of the French department there is an R.P. which supplies post offices of its jurisdiction in stamps, bonds, etc. (C1) Chaumont.

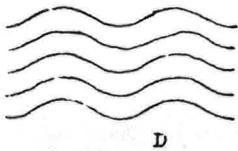


C Large Post Office

Another important office is the Bureau Principal indicated in date stamps by the abbreviation Ppal (D1). In a town where there are several post offices, one only is specialized in receipt and delivery of the mail, and it's called the Bureau Principal or main office. In a similar case, the other offices indicate generally in their date-stamps the place where they are located in the town (E2). An office having to cover an important surface can open branches which are indicated on date-stamps by "AN" (for annexe) and a number (F3).

The Recette-distribution is at the "boundary" of the two classes of post offices. It's the smallest kind of

Over.

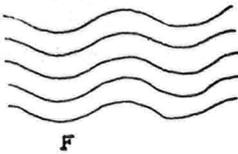


post office of our P. and T. It's indicated by a circle of dashes as the cancel. These offices have a lone clerk who is the local postman who opens a "window" during a few hours each day and, after, delivers the mail. I think we can translate French words "recette distribution" by "delivery office" (G2).

Shop Post Offices

Now, we begin to study the secondary offices using generally a kind of cancel that is picturesque. It is hexagonal. These "offices," generally in small villages, are placed in shops. Here it's the shop keeper who does the most common postal operations!

The Agences Postales are established in numerous little places. In the "postal agency" (I think I can translate like this, the words "agence postale") the shop keeper chosen by the P. and T. does delivery of the mail and has a simple postal activity for the small quantity of mail arriving each day (H2).



Smallest Office

Van Post Office

Another kind of office is the "correspondant postal," an "agence postale" located on the way of a postal van. The date stamp, very curiously, indicates the name of the town where begins the way of the mail car and a number which is the one of the "mail correspondent" (J3).

I shall close this chapter about small offices in shops in speaking of the "recette auxiliaire." It exists in not very important towns where certain quarters are located far from the "regular" office. Date stamp of the auxiliary offices is hexagonal in full line, rarely seen on covers because it is only used on registered letters. (It's the regular office which picks up and delivers the mail) (14).



Shop Office



Registered Letters

Railway Mails

We can now open a new chapter with the cancels of the sorting offices, located on or traveling by railways: "station offices" (P2), "entrepots" (R3), "ambulants" (S5) and "convoyeurs" (T4). Since for only a few years it has existed in France it's called "Ambulants routiers" which is practically the same thing that is your "R.P.O." The date-stamp is the same as the one of the "ambulants"

described in (S).

French Military Postmarks

I shall conclude with descriptions of our military markings. The three arms have particular date-stamps:

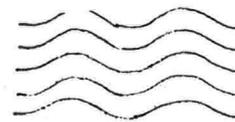


Military Postmarks



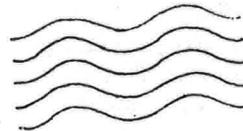
Air Force: It exists generally an "Agence postale" in each main base and date-stamp bears word "Air" (L4).

We have seen practically all French date-stamps. Certainly there are various other ones, as for example, cancels used on numerous documents which follow the ways of the letters, but I have tried to indicate only what it's possible to obtain on all day mail. As an outline I think our cancels could be a good subject for a collector.



Land army use of the well known cancel "Poste aux Armees" (K2) used abroad (Algeria and Germany).

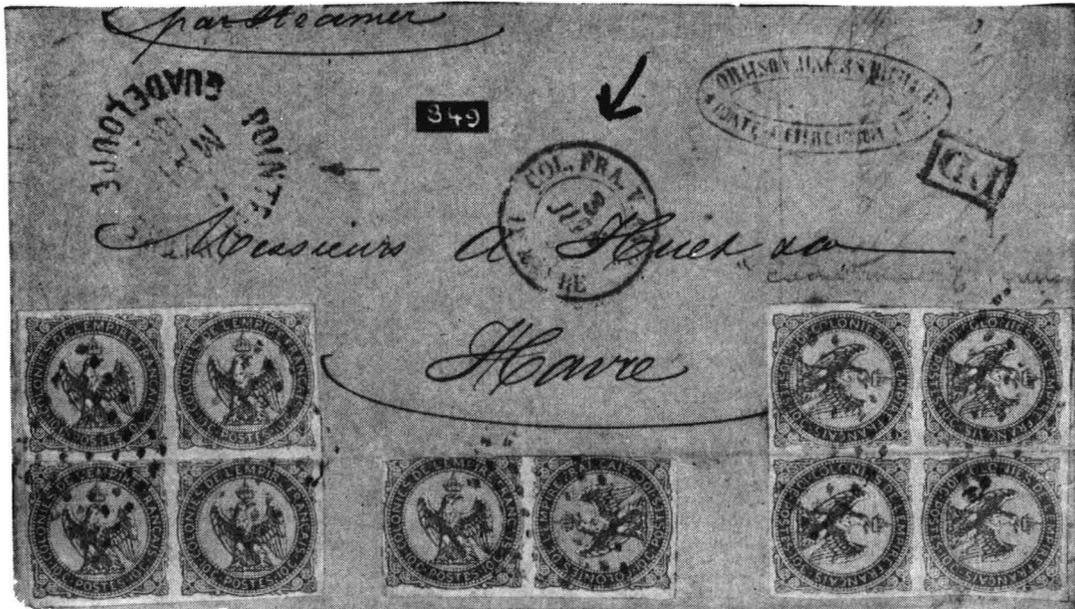
The navy has her particular offices in France and elsewhere. Three kinds of cancels are known to the writer: round date stamps used in Paris and some military harbors (M4); hexagonal date-stamps in naval schools, arsenals - indicated by the word "Marine" (N4) and on board ship having more than 500 men as the crew (cancel indicates name of warship) (O4).



THE FRENCH MARKS OF ENTRY ON LETTERS OF COLONIAL ORIGIN

By Robert G. Stone

One of the interesting aspects of early French colonial letters addressed to France is the usual presence on them of a port-of-entry mark ("marque d'entree").



Port of entry marks are much more likely to be found on French colonial letters than any postmark of origin, for prior to the 1850's or '60s the latter were seldom used in the colonies.

At first, when sailing ships were small, there were many ports in France that could accommodate them. But as the ships became larger, and especially with the introduction of steamships, fewer and fewer ports could berth them. Thus, prior to 1850, over 50 ports on the French coasts had been active in overseas shipping, whereas in the '50's about 25 were still more or less active, and by the 1870's well less than 10 were of any importance for colonial shipping.

In the sailing period most of the ports had straight-line or fancy marques d'entree containing the word COLONIES, COL., or COLONIES PAR - - - (Name of port), although they often used them on mail from other countries than French colonies. These were introduced between 1760 and 1825 at about 30 ports and were replaced during 1828-38 with marks reading PAYS D'OUTREMER PAR -- (name of port) in a rectangular box, which were, of course, used indiscriminately on ship letters regardless of origin (about 25 ports).

In 1839 or early 1840's circular dated postmarks inscribed OUTRE-MER and name of port were supplied to 20 ports and almost immediately the use of the preceding types ceased (with rare exception). From 1849 into the 1850's about 22 ports were issued a circular dated post-

mark of a type reading COLONIES FRA. and name of port, which type did not generally replace the OUTRE-MER type but supplemented it. Both of these types had an intermittent use at a few ports for many years, into the 1870's and even the 1880's. Ports having both types were supposed to confine the use of the OUTRE-MER type to mail from colonies of other nations. However, one finds it on French colonial mail sometimes, and conversely the COLONIES FRA. type may be found on mail of other origins. The reason for having the two types was that the postage-due charges were different according to the origin.

The collector of early French colonial letters should be aware that the value of a piece may often depend more on the marque d'entree than on the place or mark of origin. Although the old "Catalogue des Estampilles" and a little book of Noel's have provided some guidance on these marks we are now fortunate to have a very complete and definitive work by Raymond Salles: "La Poste Maritime, Tome I: Les Entrees Maritimes et les Bateaux a Vapeur" (Paris 1961, 35MF). Salles illustrates all the marks, gives dates of use, colors, and prices, as well as other background data. The rarity of the marks varies greatly, and Salles even shows large price differences for a given mark according to the year in which it was used. This is an indispensable work for the collectors of colonies. Later volumes, yet to appear, will include the French packet (seapost) line marks, which are also important for the colonies.

NEW CALEDONIA

Special First Flight Handstamps

HENRY M. GOODKIND

Our special thanks to the "Aero Philatelist Annals" and Mr. Goodkind, its editor, for permission to use this material. - Ed.



Fig. 1 The handstamped overprint. (photo Boutrelle)

On page 309 of the "Sanabria Air Post Catalog," 1957-8 edition under New Caledonia the following is found:

"NOTE: A 90¢ red 'Exposition Internationale Paris' postage stamp of New Caledonia and Nos. 20, 24, 25 and 26 with handstamp overprint, 'ler, Courrier 100% Aerienne - Nouvelle Caledonie - France via Australia' were used on March 22, 1939, from Noumea to Paris. Correspondence was received in Paris, April 15, 1939. Stamps thus overprinted were never sold unused, but affixed to the letters. Price for the cover: \$15.00." (See Fig. 1)

Through the courtesy of George A. Weiler, past president of "The France and Colonies Group," we received some additional information about these handstamps that adds further to the text note in the Sanabria catalog. Because it is direct information from France, it is believed to be reliable.

Mr. Weiler has translated into English the contents of three articles in the 1939 "Echo de la Timbrologie" pages 409, 456 and 520. We quote:

"We have received from one of our kind subscribers M.R. Pognon, a cover, which was distributed in the April 4th mail, having left Noumea on March 23rd, and having gone by air mail on the whole trip.

"Mr. Martinet accomplished this first aerial flight from New Caledonia to France in collaboration with the Postal Administration. This aviator left the aerodrome at Voh on March 24th, reached Brisbane, Australia the same day, and at that point the mails were transferred to other air mail services of the British Dominion, which carried them by air to their destinations.

"Covers must carry the notation 'Par Avion MARTINET' and the Postal Administration placed on the stamps of New Caledonia a rubberstamp slogan reading:

ler, Courrier 100% Aerienne
N'ville Caledonie-France
Via Australia

"The cover, which was sent to us, was franked with the two 4.50 Frs. brick-red postage stamp of the 1939 issue, both having the surcharge with this imprint.

"We chronicled in our last issue, the courageous initiative of a Noumea druggist, Mr. Martinet. Our kind subscriber, Mr. Pognon, has written to us again with further interesting details of this first air mail link.

"Thanks to the perfect organization of the New Caledonia Postal Service, which deserves congratulations, 6500 grams (6 kilos, 5/cents.) of mail were carried. Of this mail, 1154 letters were addressed to France, 75 to Australia, 44 to Indo-China and India. The total postage ran to over 15,000 francs and this must have required almost 10,000 stamps for the Postal Administration to surcharge and then cancel. The collectors were not barred from taking advantage of the opportunity offered them to have mail on this flight.

"Besides the 4.50 frs. stamp of 1938, a rather large number of other stamps received the imprint of the rubber handstamp, which we showed before. M. Rouland sent us the list of stamps surcharged as follows:

15¢ Yvert 144 (Scott 147)*	85¢ Yvert 152A (Scott 155)
20¢ Yvert 145 (Scott 142)	1fr Yvert 154 (Scott 158)
20¢ Yvert 166 (Scott 208)	1 fr. 75 Yvert 156A (Scott 167)
30¢ Yvert 147 (Scott 144)	2 fr. Yvert 157 (Scott 203)
30¢ Yvert 167 (Scott 209)	3fr* Yvert 158 (Scott 172)
70¢ Yvert 151A (Scott 152)	1fr. 75 50¢ Curie (Scott B4).
75¢ Yvert 152 (Scott 153)	

"Now Mr. Sarrazin writes that he has received a cover that was franked with the following stamps that were surcharged by the rubber handstamp. These are:

50¢ violet & brown (Yvert 2500 (Scott 148)*, the 90¢ red (Yvert 159) (Scott 173)."



Fig. 2 One of the special flight covers.

Illustrated is a cover from our collection (Fig. 2). The dates and markings correspond to those mentioned by this French source. This cover is cancelled in Noumea, New Caledonia, March 22, 1939 and backstamped Paris, France, April 4, 1939. Also it carries the notation "Par Avion MARTINET." The four stamps having the handstamped surcharge are Scott Nos. 158, 169, 173 and 212. We have seen other covers using different stamps. So from this reliable French source, we know that there were at least seventeen postage stamps with Scott Designs A19, 20 and 21 handstamped and the note in the Sanabria Air Post Catalog" can be amended in this respect.

* (Ed. Note) The Scott Catalog numbers have been added by us.

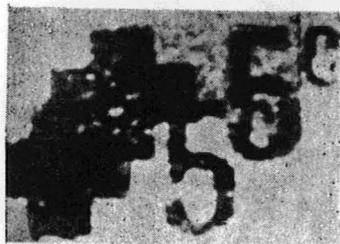
B1 - THE COUNTERFEIT OVERPRINTS



Genuine.



Counterfeit.



Counterfeit.

The 10 centime red sower type was overprinted provisionally in 1914 with a cross and "5c" to make a semi-postal (Scott's B1). The sum over the franking value was used for charity.

The issue did not produce any minor varieties, but this fact was just a minor item to the counterfeiters. They produced their own varieties; varieties that have never existed.

Two of these fake overprints are quite common — they are the double overprint in normal position and the single inverted overprint.

As is often the case, the genuine overprint appears to be a more careless job than the counterfeits. The genuine overprint is in red ink; but the red ink of the counterfeits is three or four shades darker.

The cross of the genuine is just as sloppy as the cross on the counterfeit; however, there is a difference in the shape of the "5". On the genuine, the vertical stem running down the flag of the number 5 is cut off at a 15 degree angle downwards before curving. The curve itself ends in a sharp 10 degree cut. Between the base of the stem and the end of the curve there is a $\frac{3}{4}$ mm. space.

On both counterfeits, the double normal overprint and the single inverted overprint, the number "5" shows a definite difference as compared with the genuine overprint. The vertical stem running down from the flag of the number "5" ends in a sharp point from which point it starts to curve, this curve ends in a round end. Between the base of the stem and the end of the curve there is a $\frac{1}{2}$ mm. space.

The "c" on the genuine is much thinner than on the counterfeit and it is shaped differently as can be noticed by comparing the illustrations.

While they may exist, we have not seen a faked normal single overprint that would imitate the genuine issue.

REUNION — A Bit Of Postal History

Arnold Broadbent

All collectors, as well as specialists in Reunion, will be interested in this unusual sidelight of French postal history.



As everyone knows, the French Possession of Reunion, after its restoration to France by the Congress of Vienna in 1816, resumed its ancient designation, "Ile Bourbon," which it had borne for 142 years before the French Revolution of 1789. (For two years after the Revolution, 1791-93, it was known as Ile de la Reunion, and then in honor of Napoleon, the name was changed to "Ile Bonaparte. The British captured it in 1810.)

The name Bourbon was restored and remained in use from 1816 to 1848, when the revolution of that year finally banished the Bourbon dynasty from the throne of France and the Second Republic began. Thereafter, for sixteen years, the island was again known as "Ile de la Reunion," but in 1865 the name was shortened to "Reunion," and has so remained to this day.

Now, one might suppose that the hated name of Bourbon having been suppressed (hated, that is, by the Parisians), the "Ile Bourbon" datestamps in use in Reunion would have been withdrawn. Perhaps they were. But it is one thing for the Paris Postal Administration to order the return of the datestamps, and another thing for the local administration in Reunion to carry out the order in full.

It may be that some relics of Royalist sentiment survived in the island; this would not be surprising, for it is a notorious fact that colonists in remote possessions are often more Royalist in sentiment than the mother country (e.g., Canada). However that may be, there is evidence that the "Ile Bourbon" datestamps were not all suppressed, for here is a reproduction of a cover from Metz in France, addressed correctly to a solicitor in St. Denis, Ile de la Reunion, on 24th April, 1855 -- seven years after the change of name.

It will be noticed that the arrival datestamp on the back of the cover (which has been slit to show both back and front) is St. Denis, Ile Bourbon, 17 Juin, 1855.

FRENCH AND RELATED PHILATELIC DUBIETIES

JAN KINDLER

FRENCH-PRODUCED FOREIGN ISSUES

From one point of view, swindling is an art and the talented French inventors of postal dubieties have not let this form of expression languish. Indeed, when the home front limited their opportunities, they have turned to the greener fields of distant lands.



A good deal of foreign gallimaufry has been thought up, printed, and hawked by the enterprise of imaginative Parisians. One of the earliest, if not the first, bogus stamp is the famous 1862 Seated Lion of Paraguay. It was produced in Paris by the engraver Stern at the order of General Lopez who was then president of Paraguay. That much appears to have been a legitimate transaction and the design can be characterized as an unadopted essay. However, the original matrix of the die came into possession of Monsieur Barre, of the mint, and he promptly ran off copies for some philatelically-minded friends. These, quite naturally, are not legitimate. Still another of the dies came into the hands of the famous Sower engraver, Eugene Mouchon, and he printed up a number of examples, as he said, to amuse himself. Most of the Barre and Mouchon experiments, run off in different colors, are now to be found in fantasy collections. As a cryptic footnote, the copies in the Stanley Gibbons reference collection are classified under the name of a M. Perviere, of Paris, but with a query added.

The same Stern who started the chain was responsible for the completely bogus "Clara Roth" fantasies of 1869. The Clara Roth was a supposed packet ship plying between St. Thomas and Porto Rico under a Danish charter. At the time the stamps were made, in Paris, she was actually in use as a gunboat by the Republic of Haiti.

That very republic had, in the previous year, been endowed with a spurious postal issue, its supposed first, as it happened. We don't know the source but the fact that the frame of the design was taken directly from the French "Ceres" issue suggests a possible provenance.

In 1892, the International Philatelic Exhibition in Paris became the occasion for launching what F.J. Melville, in "Phantom Philately," has called "the most cleverly conceived and executed fraud ever perpetrated on the stamp trade." He meant the Bolivian newspaper stamps run off by a group of Parisian dealers of whom R. Moens seems to have been the ringleader.



The very next year, during the Paris Exposition, the same government had occasion to complain to the U.P.U. about the appearance of another series inscribed "Correos de Bolivia" which it emphatically was not. Details of this issue are elusive and I am in the process of tracing its history, but there seems to be no doubt that the original engraving and printing were done in the city in which the stamps first appeared, that is in Paris.



Bolivia appears to have been a favorite target for the Lutecian con-men. As early as 1865, a Bolivian fantasy was engraved by a Monsieur Reisler, of Paris, who claimed he could prove that he had submitted the Bolivian authorities as an essay. No one asked him to do so.

In 1894, two employees of the Bolivian ministry in the French capital used local printers to perpetrate one of the slickest bits of juggling in the annals of philately. They shortstopped a shipment of genuine stamps which had been printed in London and was being sent, via the Paris ministry, to Bolivia. They then substituted a counterfeit printing which they themselves had made for the purpose. These products differ greatly from the originals but were accepted as the real thing by the authorities and were released for sale and use. Thus they were

PRESIDENT'S COLUMN

COLLECTORS CLUB PROGRAM FEATURE

The France and Colonies Philatelic Society has been invited to present a France and Colonies "Night" at the September 18, 1963 meeting of the Collectors Club. Four of our members will speak, representing our Society on various aspects of French Philately. We expect to have the talks backed up by filling the 20 permanent frames of the Collectors Club with the "cream" of France and Colonies philately.

WE OWE A VOTE OF THANKS...

Through the co-operation of two of our good members, William Horwitz (#181) and our Corresponding Secretary, Charles Bretagne (#357), our Society had booth space at the National A.S.D.A. Show in New York.

For years, we have always been turned down when we tried to buy space for a Society lounge at the Show. We wanted to interest serious France and Colonies collectors in our organization. Each time we were told - "No!"

However, through financial help from Mr. Horwitz and the co-operation of Mr. Bretagne in giving the Society part of his commercial booth space, we did have Society representation at this heavily attended show.

In addition, a number of our members stood "tours of duty" and did a good job in representing the Society. As a result, a number of serious collectors learned about our Society for the first time.

ANNUAL DUES NOTICES

Dues notices are going out immediately. Because of the long delay in the publication of the "Philatelist," these notices were withheld until production of that paper got on a regular footing once again.

The "Philatelist" is now on a normal schedule and Corresponding Secretary, Charles Bretagne, asks that all members please send in their dues as promptly as possible. Funds are needed to carry on the functions of the Group - printing of the "Philatelist", mailing, addressing, etc. Your dues will help to defray these necessary expenses.



President

FRENCH POSTAGE RATES TO U.S.A.

For those collectors who like to make up their own First Day Covers, covers for postmarks, etc. from France, the official information issued by the French P.T.T. on the current French postage rates to the U.S. are as follows.

LETTERS - 1 to 20 grams	50 centimes
POSTCARDS	30 centimes
PRINTED MATTER (Imprimés) to 50 grams	50 centimes
REGISTRATION - an additional	60 centimes
AIRMAIL LETTERS - per 5 grams	85 centimes
each additional 5 grams	35 centimes
AIRMAIL POSTCARDS	65 centimes

legitimized and the plotters did a very nice business with the ample stocks they had retained along with a number of varieties available to no one but themselves. In their eagerness to provide something for every taste, they created a cancellation of heavy bars forming an oval and stamps of this issue so obliterated (they are Scott's 40 through 46 on thick paper) were of course cancelled in Paris.

Paris was also the source of the issue of stamps of Samos which appeared in March of 1900. The design is aped from that of the "Sage" stamps and, of course, had nothing to do with the autonomous Greek island they were said to serve since it had always refused to have anything to do with the U.P.U.

In the following year, 1901, a series appeared which was supposed to have been authorized by the insurgents of Union province in the Philippines. Accepted by some and not by others, they have never been authenticated. The great French philatelist Maury accused a Parisian merchant, Juan Hidalgo, of having perpetrated a fraud. A trial which followed was won by Maury but appealed. His death put an end to the dispute and so it remains unresolved to this day.

It was Maury who, in September of 1907, was first apprised, by letter, of the existence of a principality called Sarofu which, the missive informed him, had just produced its first postage, specimens of which were included. The inscriptions were pure Martian and Maury was not fooled, but the wag who made up the nonsense was never uncovered. In the absence of other evidence, we must assume, however, that he was a resident of the city from which the letter was dated and posted, that is from Paris.

Again, and lastly, from Paris and in the same year came the bogus proofs of the Swiss "Standing Helvetias" made from the genuine plates of that perfectly legitimate issue. They came about when Max Girardet, of Bern, was relieved of his contract to print Swiss postage, one he had held from 1886 to 1907. It was then learned that, by its terms, Girardet retained control of the plates. These he promptly took to the City of Lights and turned over to a local dealer who immediately produced fake proofs of the 25 and 40 centimes values in a variety of shades on three kinds of paper -- and very handsome the little dandies are.



By Holger Phillipsen,
Courtesy of Frimaerkesamleren.

Philatelist's Nightmare: When you discover that the rare \$1,000 variety you thought you had gotten for 5 cents is after all worth only 5 cents.

SECRETARY'S REPORT

To April 1, 1963

NEW MEMBERS WELCOME:

- 865 Betts, John, 5 Alton Road, Stamford, Conn. (20th Century France)
866 Waterman, Robert P. Dr., 148 Forest Lane, Glastonbury, Conn. (19th Century France)
867 Ward, Raymond W., 4048 Third Ave., San Diego, Calif.
868 Rubin, Arnold, 219 8th St., Lakewood, New Jersey (France)
869 Moriarty, John, 1530 N.W. 183rd St., N. Miami, Florida (France - Morocco)
870 Purris, John J., 1045 Park Ave., New York 28, N.Y. France & Colonies)
871 Newett, Joseph E., 1111 60th Ave. No., St. Petersburg 3, Florida (France)
872 Smithen A.H. Dr., P.O. Box 160, Flin Flon, Manitoba, Canada (Pre 1950 France)
873 Barnes, Jean C., 510 Genoa Ave. S.W., Massillon, Ohio (France & Col. Postmarks)
874 Levy, Edgar, 1413 Mesa Ave., Colorado Springs, Colo. (France Off. Gen. Cols.)
875 Storch, Sidney, 190 Earle Ave., Lynbrook, L.I., N.Y. (France)
876 Grace, John P., 535 Aylmer St., Petersborough, Ontario, Canada (France)
877 Loisel, Gilbert R., 88-11 34th Ave., Jackson Heights 72, N.Y. (France used)
878 De Toledano, Ralph, 3315 Rowland Place, Washington 8, D.C. (Morocco)
879 Durocher, J. D., P.O. Box 512, Station B, Ottawa, Ontario, Canada (Sower Issues)
880 Collins, Ralph B., 206 W. 8th St., So. Boston 27, Mass. (French Cols. in Africa)
881 Regelin, Clinton D., Major, Box 16, Fort Slocum, N.Y. (Laos, So. Vietnam, Cambodia)
882 Watime, Charles Rouard, 17 Rue Quentin-Bouchary, Paris 8, France (Red Cross Issues)

REINSTATEMENT:

- 179 Bierbauer, S.L., 1267 E. Boston St., Altadena, Calif. (France & Fr. Morocco)

DECEASED:

- 487 Abt, Henry E. 108 E. 38 St. N.Y. 16, N.Y.

CHANGE OF ADDRESS:

- 8 Kremer, Brainerd to 18 Plymouth St., Montclair, New Jersey
17 Vaurie, Dr, Charles to 333 E. 75th St. New York 21, New York.
279 Anthony, Pierce W. to P.O. Box 143, Merion Station, Penna.
374 Randles, Harold to 3335 40th St. No., St. Petersburg, Florida
557 Fairchaid, Edmund to 482 Aster St., Kaguna Beach, Calif.
756 Smith, Raymond L. SMSGT to 1228B Douglas Road, Rantoul, Ill.
814 Kopf, Irving to Box 2835 Yale Station, New Haven, Conn.
849 Vidrick, Capt. Robert L. to 206 Skyhill Rd., Apt. 6, Alexandria, Virginia

MEMBERS APPEALS

Want and exchange notices only; members only; no charge; one or two insertions only. Those who reply will please offer only what is asked for.

EXCHANGE: Better France such as Scott #1, 7, 37, 39, mint, 89 mint, 241, C17 mint for similar such as 2, 16, 226, 254. Otto Hoeffler, 7017 SE 35th Ave., Portland 2, Ore. (Member 156)

WANTED: French postage dues on cover or with unusual cancels from Scott J1 to J45A. Also milleseme pairs or coins dates blacks of the postage dues. Scott J46 to J79. Submit with prices or will exchange for 19th or 20th century France. A.P. Merrick, 7204 SE 32 Ave., Portland, Ore. (Member 743)

AM INTERESTED in obtaining material of the Merson type, its use in colonies, shade varieties, overprints, etc. A. L. Lindgren, 194 Eggleston Ave., Elmhurst, Ill. (Member 779)

WANTED: French Indochina. Proofs, essays, millisemes, covers, revenues, postal stationary, dubious issues, anything interesting. Submit with net prices or will exchange with pre-WWII French colonies (non asiatic). Irving Kopf, Box 2835 Yale Station, New Haven, Conn. (Member 814).

CATALOGUE OF THE REVENUE STAMPS OF FRANCE: By Brainerd Kremer. Prices, lists and illustrated all revenues of France 1860-1962. If interested contact: Brainerd Kremer, 18 Plymouth St., Montclair, N.J. (Honorary Life Member)

AN UNUSUAL ITEM

This very interesting piece is the official document ordering the change of color of the 1F 1849 Ceres. It bears bisects of the 1F vermillion and the 1F carmine with notes by the postmaster in MS and showing a cancellation from "Evreux."

