



# France & Colonies Philatelist

USPS #207700

## TRANSPORT OF MAIL INTO PARIS DURING THE COMMUNE OF 1871

By Ernst M. Cohn

Anyone who has given some thought to the transport of mail INTO Paris during the Commune days of mid-March to the end of May 1871 must have been puzzled by the lack of details concerning the transport of letters that were addressed to someone inside Paris but were stopped by the legitimate government at Versailles. Who got permission to search the accumulated mail bags for mail, not just for themselves but for other Parisians as well; to withdraw such mail; and to transport it from Versailles to Paris? Later, of course, people addressed mail to forwarders with offices outside Paris. That part of the story is easy to understand.

Here are some excerpts from a story that appeared in a German periodical of 1871, a series of letters written by a Paris resident, explaining to his correspondent something about mail transport in both directions. Surely there are other such accounts extant. Perhaps, by combing all the texts, we can eventually explain the procedure in detail.

"Paris, 12 April 1871.

Dear M.

In order to send some letters with certainty, I am despatching my market helper, who is 60 years old and hence allowed to leave the city, to St-Denis. P. S. You must have heard that no letters have reached Paris for the past 2 weeks and hence will not wonder, if you have written to me since, that I am not acknowledging the receipt of mail. All letters are accumulating in Versailles.

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Paris, 19 April 1871.

Dear M.

In my last letter, written about a week ago, I mentioned my assumption that a letter or letters from you might be kept at Versailles, and that is how it was. Yesterday evening I received from the pile there your letters of 30 March and 1 April. Because our truly glacier-like condition seems to last longer than anyone can comprehend, at least up to now, our book dealers' circle (Cercle de la Librairie) decided to organize a postal service. A few days ago we sent our secretary to Versailles, where he is making his temporary home. There he calls for the mail daily for those book dealers who have given him the power of attorney to do so. Every day he also goes to St. Denis where he meets another employee of the Cercle to whom he hands the package to take to Paris. Last evening the first batch arrived in this manner, and with it I received your two letters. Tomorrow morning the second trip is to be made, and the messenger going to St. Denis will take the outgoing letters, yours included, to post them there. If Thurn and Taxis were still alive and would have to witness this postal service despite steam (power) and telegraph, he would have shaken his head often in the past six months! I did not get the envelope with the bank notes because the post office requires an official power of attorney for delivering such letters, and where should anyone get an officially notarized power of attorney in Paris today! That is not a major disaster, the bank notes can stay at Versailles until mail is again delivered at Paris. But under these conditions you were doubly inspired not to send me the draft in the same manner, i.e., in a registered letter, because otherwise it, too, would lie "firmly anchored" in the dungeon (literally: butchers' gallery) of Versailles."

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"Paris, 25 April 1871

Dear M.

Today I am writing to you again because our messenger will be going to St.-Denis again tomorrow and also because I have the time. . ."

"Paris, 3 May 1871 early.

Dear M.

Our St.-Denis-Versailles mail establishment leaves something to be desired as concerns speed. . ."

"Paris, 6 Mail 1871.

Dear M.

Day before yesterday I did not receive a letter from you. Perhaps the Versailles messenger woman will bring me one this evening. . ."

\* \* \*

A number of other letters are cited in that article, but they contain no mention of mail. The anonymous series of letters is entitled "Aus den Tagen der Commune. Pariser Briefe eines naturalisirten Deutschen" (From the days of the Commune. Paris Letters of a Naturalized German), Die Grenzboten, volume 30, first semester, 2nd volume (1871) pp. 925-936.

### SAINT PIERRE UPDATE



**Fig. 1.**



**Fig. 2.**



**Fig. 3.**

The new surcharges for St. Pierre on French Liberté stamps (see FCP #204) have already induced the specialists to study them for varieties. Altériet (Le Monde, May) notes that in addition to the 15 initial stamps now the 0.90 and 1.30F have also been overprinted. The first 15 values were a special printing done on the TD6 #7 press, the stamp and overprint being done simultaneously on the press. The surcharge was apparently set by flexography and printed by a cylinder with chiches of plastic mounted on metal. The cylinder covers two sheets of stamps at each full rotation (i.e., 100 x 2 surcharges). Altériet finds several small defects in the type which appear in both sheets. The final "E" of "PIERRE" has three aspects (see Fig's): normal, short upper bar, and upper bar broken. The chronology of evolution or occurrence of these defects was traced by him:

- 1) printing of 30-12-85 the Es are normal on both sheets.
- 2) 2-1-86 to 3-1-86 the E has the short upper bar on all sheets of the 3.20, 1.80, and 5F.
- 3) 5-1-86 to 7-86 one E is normal the other on the following sheet is with short bar on the 3.00 and 10.00F.
- 4) 9-1-86 to 10-1-86 the first sheet has broken E, second sheet the short bar on the 0.20 and 0.30.
- 5) 13-1-86 to 21-1-86 the E of all sheets returned to normal on the 0.40, 0.50, 1F, 0.10, 2F, 4F and 0.05.

Positions 98 appear to have undergone some small alterations, but it seems

unlikely that identical alterations were made in both sheets of a cylinder rotation. Replacements of type may have been made around 6-1-86.

The basic stamps themselves have some cliché varieties: 0.20 of virole E position 58 has large numeral, the 5F virole B position 12 has a small numeral.

On 11 June a new pictorial 2.20F stamp showing Jacques Cartier was issued; on 4 July a 2.50F stamp of the Statue de la Liberté.

### THE MISSION MARCHAND CONGO-NILE—A NEW DISCOVERY

Joe Geraci of the Smithsonian Philatelic Collection staff recently showed us a remarkable document from his collection, the significance of which he was not fully aware. In the work of Wm. Waugh and Stan Luft on "A Chronology of French Campaigns and Expeditions . . ." pp. 63-64, the history of the Mission Marchand that crossed from Congo to Djibouti in 1896-99 is outlined. Any covers, only several known, from this expedition are extremely rare. The remnants of the party that left the Nile at Fachoda on 11 Dec. 1898 struggled across the wilds of Ethiopia reaching Entotto on 1 March, and finally Djibouti in May. Two covers to France reported by Tristant from

ce

*franchise des taxes sur campagne*



*Madame Dye  
14 rue Littré*

*Paris*





the party while passing Addis Abeba on 25 March were postmarked at Djibouti 29 April. One of those covers was written by Enseign de Vaissaeu A. H. Dyé to his wife in Paris. Geraci's cover is also from Dyé to his wife, endorsed on back: "Colonne du comt Marchand/l'enseigne de vaisseau/A. H. Dyé." On front it is endorsed "franchise de troupe en campagne," and struck with postmark of Entotto (Ethiopia) 12/3/99, and "Correspondance des Armées \* Djibouti 31/MAR/99." On back also a regular Djibouti postmark of 2 April and packet sorter postmark "Corps Expedre de Madagascar No. 2/2 Avril/99." The covers from Ethiopia were sent on to Djibouti by regular mail ahead of the party.

This is a treasurable historical document from the ill-fated Marchard expedition and one of the great rarities of French colonial military mail.

Figures show front and back of cover.



#### REVIEW

"Fransösische Armeepost," by Albert Reinhardt. Published by Peter Feuser Verlag, Postfach 169, D-7000, Stuttgart 1, W. Germany. Price 140 Deutschmarks.

This 287-page hardbound book is a priced catalog of French military markings from 1792 through 1847, the vast bulk of the material relating to French Revolutionary and Napoleonic times. There are numerous illustrations of covers.

It is organized alphabetically by armies, etc., and contains a large section on franchises militaires. The marking listings are in French, the language of the markings, picture captions in German, introduction, etc., in both languages. The catalog is largely self-explanatory so language is only a slight barrier.

The author has performed a monumental task—the number of his listings runs into the thousands and he has put a price on each item, in German Deutschmarks, as well as rating them on a point system.—Wm. Waugh

## IDENTIFICATION OF REGULAR SEPTEMBER 18-OCTOBER 11, 1870 PARIS BALLOON MAIL

By Steven C. Walske

### Background

The 1870-71 Siege of Paris grew out of a disastrous (for the French) war against the nascent German Empire. In the space of only two months after the war's start, Paris found itself encircled by hostile armies on September 18, 1870. The resultant siege was to last until January 28, 1871, and one of the great triumphs of the besieged Parisians was the continuation of outgoing mail service by means of manned coal-gas balloons.

Although that service was to develop a remarkable efficiency by mid-October, it is not surprising that the postal situation was quite unsettled at the start of the siege. A number of factors contributed to this confused situation: first, the postal administration did not articulate a consistent mail program until September 27; second, the early balloons were well-used relics which consequently did not have much lifting power; and, third, weather and winds conspired against frequent departures before October 11.

All this meant that much more mail accumulated in the Paris post office than could be flown out by the September and early-October balloons. This study attempts to determine, or identify, which balloons actually carried the mail which was posted in Paris between September 18 and October 11. That analysis is greatly complicated by the fact that a small portion of that mail was actually carried on the September/early October balloons (as all the mail should have been, given normal circumstances), and a large proportion was carried on the much larger later-October balloons which finally cleared up the mail backlog.

Philatelic students seem to have avoided seriously tackling this difficult identification problem, assuming perhaps that no consistent guidelines could be determined. To a small extent, that is true, and some questionable assumptions have to be made. However, a great deal of the mail from this confused period can be identified to specific balloons with surprising consistency.

### Identification of Balloon Mail

Identification of the balloon which carried a piece of siege mail, it should be noted, is one of the great passions of Paris balloon-mail collectors. Accordingly, mail which can be identified "with certainty" captures significant price premiums. At the simplest level, identification consists of evaluating the Paris posting date and correlating it with the arrival date. A piece of Paris balloon mail can be identified with certainty if its arrival date is before the departure of the next balloon from Paris. Unfortunately, only about a third of all balloon mail can be identified with certainty; however, the more interesting and challenging problem is identifying the other two-thirds.

Many factors contributed to delays in the delivery of Paris balloon mail after the balloon's landing and consequently prohibit many pieces of balloon mail from being identified "with certainty." Perhaps the most final of such delays was the capture of the mail by the Germans; with one small exception this type of delay did not affect the September/early-October balloons. A second, and significant, delay affected those balloons which landed in German-occupied France; their mail had to be transported by non-postal means to a safer area where it could be processed by the postal system. Knowing exactly how and when such "non-postal" means got the mail to a post office is

important to identification studies, but usually only scanty information is available. Third, even if the balloon mail landed in friendly territory, it still might have to detour by time-consuming and circuitous rail or sea routes around the area of German occupation. It should also be remembered that Paris was the hub of the French rail system, so that when Paris was cut off, the rail systems had to be somewhat jury-rigged to carry on, and were sometimes quite slow. Thus, knowledge of the rail system and the very fluid occupation area is also useful to this study; fortunately, the Browns have done a great deal of useful work on this subject in their "Detoured Mail During the Franco-Prussian War of 1870-71—A Puzzle" (F&C Philatelist No. 152). Finally, balloon mail was also subject to delay while military needs monopolized the rail system, so knowledge of military actions is also necessary.

Thus, a more comprehensive approach to identification which incorporates all of these factors is considerably more complex, but much more effective. This method suggests that arrival dates for a given balloon's mail should fan out gradually from the point where it was initially processed by the postal system after landing, avoiding the occupation area and areas of active military operations. To the extent that a letter's arrival is consistent with that pattern of arrivals, it may be logical to assume that the letter was carried by that balloon, but only if the arrival is consistent with only one balloon's pattern. Fortunately the arrival-date patterns are different for each balloon, for the most part. In a very few cases, there is total overlap, and in many cases there is partial overlap.

Nonetheless, this concept of comparing arrival-date patterns of different balloons is crucial to this study. It shows that a balloon letter can be identified with certainty even if its arrival date is after the Paris departure of the following balloon. This is so when that arrival is consistent with the overall pattern of arrival dates for that balloon (i.e.: its delay is explained by normal delays in moving the mail from the landing point to the ultimate destination), and when the following balloon's arrivals at that same destination are demonstrably later. That simple concept allows fully another third of balloon mail to be identified with certainty.

How, though, can these arrival-date patterns be constructed? For that matter, how can one determine how the Paris post office bagged its outgoing mail (to determine which Paris posting dates might have been on a particular balloon), or how the mail was processed after the balloon landing? Precise answers to these questions are important to this study and its conclusions.

The Browns, in their "Pretend-Collection of Balloon Mail" (F&C Philatelist No. 161) showed the way toward constructing arrival date patterns for each balloon or each Paris posting date. They documented the idea of collecting years of auction catalogs and re-sorting the balloon-mail descriptions contained in those catalogs by Paris posting date. A database built on this excellent idea and comprised of about 5000 useful auction listings is the core of this study. It should be noted here that only regular mail posted in Paris post offices is covered in this study; other writers have written extensively on the handling of mail considered directly to the balloonists, which generally shows different arrival patterns than the regular mail anyway.

As to how the Paris post office bagged its mail, not much concrete information has surfaced, at least to the author's knowledge. However, it is generally believed that the mail was accumulated each day (first through sixth collections of that day and the seventh collection of the preceding day) at the central post office and sorted by outgoing train line ("secteurs" in

more normal times) or by foreign destination. The fact that foreign mail was sorted separately is confirmed in Cohn's "The French Mail Bags of 8701" (Postscript No. 150).

As far as the post-landing handling of the mail is concerned, Ernst Cohn has also gathered a great deal of very specific information on how and when a balloon's mail was taken to the nearest post office in his "The September Ballons Montés" (F&C Philatelist No. 204), which helps determine the location and timeframe of the central point of the arrival-date distribution patterns. Chaintrier has also done some pioneering research in this area.

Finally, this analysis will also make use of an analytical tool which is best called "free-lift power." This is a calculation which approximates how much extra lift power each balloon had available to carry mail. It starts with an assessment of the overall lift power (the balloon's size in cubic meters times an average 0.70 kilograms per cubic meter coal-gas lift factor) and deducts the weight of the balloon and its passengers (roughly 700 kg for a typical 1200 cubic-meter balloon plus 80 kg for each person and his personal effects), which leaves the amount of free-lift power available for the transport of mail. This analytical approach is particularly germane to the early balloons since they were generally small, well-used, old balloons with limited lift power. In some cases, it appears that the amount of calculated free-lift power is significantly less than the amount of mail generally assumed to have been carried.

#### The "Neptune"—Did it Carry Any Regular Mail?

Other writers, particularly Cohn and Courtois, have questioned whether the "Neptune" carried mail processed by the Paris post office and referred to here as regular mail. There is no question that the "Neptune" did carry official mail, but this study finds overwhelming evidence that there was no regular mail on the "Neptune."

To begin with, the "Neptune" was a 2100 cubic-meter balloon which, prior to its departure from Paris at 7:45 a.m. on September 23, had been used as an observation balloon by the Parisian army. Only the pilot was on board, along with a purported 100 to 125 kg of mail. Contemporary reports indicate that the balloon's recent use as an observation balloon had weakened the lacquer veneer which covered the balloon and helped contain the coal gas. This resulted in a long inflation period, and an unsatisfactory filling of the balloon. Further, the balloon was characterized as being very leaky. All of this means that the balloon's lift power was less than might have been the case with a new 1200 cubic-meter balloon. Even so, the "Neptune's" theoretical maximum lift power was  $1200 \times 0.70$ , or 840 kg. Deducting the weight of the balloon and associated equipment and ballast (700 kg) as well as Durnof's weight (80 kg) leaves only 60 kg of free-lift power. Given the leaky state of the balloon, it is highly unlikely that any mail was on board, and 100 kg was certainly physically impossible.

The auction catalog sample, which consists of about 60 listings with Paris posting dates of September 18-22, also indicates that no regular mail was on board. Of the 60, only 6 possess arrival dates earlier than September 26 (which was the date that the next balloon's mail was processed after landing), and therefore might be attributed to the "Neptune" with certainty. At the very least, the extreme scarcity of these pieces shows that 100+ kg could not have been on board, or more listings would have been discovered in the survey. That great scarcity is much more consistent with the volumes of mail carried by the few successful line crossers at the start of the siege.

Both Cohn and Amici have documented one such successful crossing in which Messrs. Brare and Geme left 6000 letters at Saint Germain on September 21 or 22. Since the "Neptune" mail would have been left at Evreux on September 23, and these line-crosser letters would have been taken to Evreux via Mantes (nearest large post office) at just about the same time, the 6 supposed "Neptune" letters in the auction sample certainly could have been line crossers.

The most persuasive evidence that no regular mail was on board was uncovered by Gabriel Mangin and reported by Amici and Cohn. It consists of a communication from the mayor of Evreux in 1870, which states on September 23 at noon that "The courier who arrived by balloon carried only official dispatches." This, in combination with the deductive conclusions above, strongly indicates that no regular mail was on the "Neptune."

What, then, became of the mail which was posted in Paris on September 18-22? Turning to the auction sample, the results are very inconsistent. Part of the difficulty in identifying the balloons which actually carried this mail is the fact that it was the lowest priority mail of the backlogged mail. Since it obviously could not conform to the September 27 post office guidelines, it is invariably heavier than the mandated 4-gram maximum. Each Paris posting date will be considered below.

September 18 is the rarest date, since the western rail connection to the outside was functioning until the 4th collection, and mail prior to that time generally caught the last train out. Most of the sample for this date shows arrivals consistent with the "Garibaldi," which left Paris on October 22. That extreme delay certainly shows the low priority of this mail! However, the sample is not broad enough to characterize all of this mail as having actually been on the "Garibaldi."

The September 19, 20 and 21 mail, which is also relatively quite scarce, shows no consistent pattern. The sample variously shows letters actually carried by the "Garibaldi" (October 22), the "Jean Bart 2" (October 16), the "Jean Bart 1" (October 14), and the "Victor Hugo" (October 18). Obviously, this probably-overweight mail was parcelled out to the October balloons only as space permitted. It was clearly not bagged together, and consequently not processed together.

The September 22 mail, which is almost as numerous as the September 18-21 mail combined, begins to show more of a pattern. Roughly half of this mail was carried by the "Washington/Louis Blanc" (double departure on October 12), and half on the "Jean Bart 2." Although there is not enough data to draw definitive conclusions, it seems as though the "Washington/Louis Blanc" mail comes mostly from the rue Bonaparte and rue St. Lazare post offices, whereas none of the "Jean Bart 2" mail comes from those offices. More data is needed to flesh this out more fully.

At this point, it might be useful to remind the reader that these identifications are established by comparing, for example, September 21 mail arrivals with the arrival patterns for a variety of October balloons. Thus, for example, the "Victor Hugo" pattern is obtained by plotting normal "Victor Hugo" arrival dates (i.e. mail with October 16-17 Paris posting dates) on a map of France. If the arrival date for a delayed September letter matches up with the "Victor Hugo" pattern, it is at least partial evidence that the letter was in fact carried by the "Victor Hugo." If an entire class of letters (such as a particular September Paris posting date) shows arrivals consistent with the "Victor Hugo" pattern, that is much more conclusive evidence that such mail was carried by that balloon.

### The "Ville de Florence"—Carried Only September 24 Mail

The "Ville de Florence," which this study suggests was the first balloon to carry regular post-office mail, left Paris at 11 a.m. on September 25. This was a new balloon of 1400 cubic meters, with approximate lift power of 980 kg. With a pilot and one passenger on board, that left about 100 kg of free-lift power for mail. The balloon landed at Vernouillet (several km east of Mantes) at 5 p.m. on the 25th. The mail was taken to Mantes for processing on the evening of September 25. Mail which shows Paris posting dates of September 23-24 and arrivals before September 30 (the date the next balloon's mail was processed at Mantes) can be attributed to this balloon with certainty.

The sample database used in this study shows 24 letters with September 23 posting dates and 37 from the 24th. Only one of the September 23 letters can be identified with certainty; the rest were clearly delayed to later balloons. By contrast, 27 or 73%, of the September 24 items can be identified with certainty. This strongly indicates that, for the most part, only mail from the 24th was on board.

The delayed mail, just as with the September 18-22 mail, appears to have been carried on a number of late-October balloons. In particular, the "Washington/Louis Blanc," "Favre 1," "Victor Hugo," and "République Universelle" all carried a part of the delayed mail. Again, this is because most of this mail was heavier than the 4-gram maximum mandated on September 27, and was therefore lowest priority mail. It appears to have been parcelled out to balloons only as space was available, and was certainly not handled as group. True, no consistent arrival patterns can be constructed for this group of mail.

### The "Etats Unis"—An Emerging Pattern for Delayed Mail

The "Etats Unis" left Paris on September 29 at 10 a.m. carrying a reported 80 kg of mail. The balloon's volume was 1340 cubic meters, which translates to a lift capacity of about 940 kg. With a pilot and one passenger on board (total weight including the balloon of about 860 kg<sup>3</sup>, the free-lift power available for mail was 80 kg, which confirms the reported mail weight on board. Had it carried all the mail available since the last departure, it would have carried the Paris posting dates of September 25-28. The balloon landed near Mantes, where its mail was processed sometime on September 30—the earliest known arrival outside of Mantes is the first collection on October 1. One curiosity is that some of the mail was misplaced during the landing or during the transmission to Mantes, and not recovered and processed until October 17 at Pacy-sur-Eure. The sample uncovered one such letter with an October 17 Pacy transit.

The only mail which can be identified with certainty according to traditional methods are those very few covers which were marked with the September 29 Gare de Mantes cachet. This is because the next balloon's mail was processed at nearby Dreux on the afternoon of September 29. In spite of that, the examination of that next balloon, the "Celeste," shows conclusively that it could not have carried any delayed mail because of its extremely limited lift power. Thus, all mail with Paris postmarks of September 25-28, and arrivals before October 4 can be attributed to the "Etats Unis" with certainty.

Turning to the data, 59% or 77 covers, can be identified with certainty. However, the analysis by day shows remarkable differences, as shown below. These differences are due to the announcement, on September 27 by



the postal administration, of the regulations regarding balloon mail, particularly as regards the 4-gram weight limitation. Once this announcement was known, the Parisians seem to have generally conformed to the weight limit, so most mail after September 26 was priority mail as defined by the postal administration. This means that greater amounts of this mail was carried currently, and that priority mail which was delayed for lack of lift power was carried out before the heavier mail from September 18-26.

September 25 mail was obviously before the announcement, and most of it was delayed to later balloons. Only 35% was on the "Etats Unis," and the remainder was scattered over the late-October balloons, much like the earlier delayed mail.

September 26 mail, although also before the announcement, begins to show a discernable pattern. First, 50% was on the "Etats Unis," and the remainder was largely carried on the "Cavaignac/Bart 1" double departure on October 14. A smaller portion was part of the mail jettisoned from the "Jean Bart 2," and apparently no letters were delayed beyond the middle of October.

A remarkable 70% of the September 27 mail was on board, and the remaining mail was primarily on the October 14 "Cavaignac/Bart 1" departure. A small part of this mail was also on the October 12 "Washington/Louis Blanc" departure.

Lastly, fully 75% of the September 28 mail was on the "Etats Unis," and the mail which was delayed was carried on the "Washington/Louis Blanc." Clearly, this mail conformed to the new post-office guidelines, and received higher priority handling.

#### **The "Celeste"—Very Little Mail on Board**

The "Celeste" was the smallest balloon of the siege, at 780 cubic meters. It carried a reported 80 kg of mail, although the free-lift power analysis shows at most 5-10 kg lift power available for mail. This balloon left Paris on September 30 at 9:30 a.m., and landed near Dreux (near Mantes) around noon. The mail was taken to Dreux in the mid-afternoon. Since the next balloon did not leave Paris until October 7, mail with September 29 Paris postmarks and arrivals before October 7 can be identified with certainty.

Turning to the sample, only 9 covers can be identified with certainty. A remarkable observation is that all 9 are addressed to foreign destinations, leading to the strong, and logical, conclusion that only the foreign mail bag was carried due to the extremely limited lift power. This also means that actual "Celeste" covers rank among the rarities of Paris balloon mail. To set some context, they are as scarce in the sample as "Jacquard" covers.

Further, virtually all of the delayed mail was carried on the October 12 "Washington/Louis Blanc" departure.

#### **The "Armand Barbes"—Also Very Little Mail Carried**

The "Armand Barbes" was the famous balloon which carried Minister Gambetta to his post in the free provinces. Gambetta also took his secretary along, so this 1200 cubic-meter balloon, which had been recently constructed for the Paris balloon service, had three persons on board, including the pilot. That meant very little free-lift power available for mail, and at least two contemporary sources (Nadie and Boissay) reported that only 10 kg of mail was carried. This study, both through the free-lift power analysis and the scarcity of "Armand Barbes" covers found in the 5000-listing sample, also finds that no more than 10 kg could have been carried.

The "Barbes" left Paris at 11 a.m. on Friday, October 7, after several earlier scheduled departures were deferred due to weather. The balloon was apparently very heavily loaded, as well as short of ballast, because it never attained sufficient altitude. In fact, it very nearly landed near German military units, and reportedly had to jettison some mail to evade capture. That mail does show up in the sample, as shown later on. The balloon finally landed southeast of Amiens at 2:45 p.m. and the mail was taken to Amiens around 10 p.m. on October 7. Amiens is a major rail connection in north-west France, and connects the Paris-to-Calais and Paris-to-Lille rail lines. Since the Paris-to-Calais line was cut by the German occupation to the south of Amiens, it had been extended southwesterly to include the major Amiens-to-Rouen rail trunk. Much of the mail actually carried on the "Barbes", was processed by travelling rail bureaus working out of Amiens. The mail variously received the October 8 Lille-to-Paris rail transit, the October 8 Calais-to-Paris marking, or the October 8 Paris-to-Calais transit.

Since the "Barbes" left on the 7th, mail from September 30 through October 6 had accumulated since the previous departure. "Barbes" mail can be identified by Paris posting dates from this period, and arrivals before October 13. Only 8% of the 180-piece sample can be so identified, and a third of that 8% has an arrival pattern which shows arrivals a day later than the mail which was processed by the travelling rail bureaus on October 8. Although not documented in the contemporary literature, this slightly-delayed mail was probably from the jettisoned batch of mail. One of the remaining puzzles is trying to determine how the mail which actually flew on the "Barbes" was selected from the large amount available. One theory is that mail from VIP's or friends of the post office was culled out for early transport, but no confirmation of this exists.

The remaining 92% of the September 30—October 6 mail sorts out with remarkable consistency. With only a few exceptions, all of the delayed mail which was posted in Paris between September 30 and October 4 was carried out by the "Washington" and "Louis Blanc" double departure on October 12. Further, with virtually no exceptions, the delayed October 5-6 mail was carried by the "Cavaignac" and "Jean Bart 1" double departure on October 14.

Finally, actual "Barbes" mail (with arrivals before October 13) is quite scarce—it occurs in the sample only about twice as often as actual "Celeste" mail.

#### The "Washington"/"Louis Blanc"—The Last of the Early-October Delays

The "George Washington" and "Louis Blanc" were two new balloons which had been constructed for the postal service. They were also the first of three double departures scheduled to clear up the mail backlog. The "Washington" was the first of the larger 2045 cubic-meter balloons, while the "Louis Blanc" was 1200 cubic-meters in size. Together, they accounted for about 250 kg of free-lift power, which did allow the postal administration to begin reducing the backlog.

Both balloons left Paris around 9 a.m. on October 12. Five days had elapsed since the preceding departure, so mail from October 7-11 could have been carried. However, as shown above, a considerable amount of delayed mail was on these balloons, so not all of the October 7-11 mail was carried.

The balloons followed a course to the north. The "Washington" landed east of Cambrai, and its mail was taken to Douai around noon on October 13. The "Louis Blanc" flew farther north, and landed in Belgium. Its mail



was taken to Lille, and processed by a travelling rail office out of Lille on the night of October 12. Lille is only about 20 km north of Douai, so the mail from both balloons was processed in close geographic and temporal proximity; this means that it is nearly impossible to distinguish the mail from one balloon from the other. The only exceptions are those few covers which show arrivals on the morning of October 13. Those can be attributed to the "Louis Blanc," since its mail got a slight head start on the "Washington's."

Mail from the next pair of balloons was processed after landing on October 15 in eastern France, so "Washington/Louis Blanc" mail can be identified if it shows arrivals before October 15. Turning to the sample, only mail from October 11 (and some from October 10—most likely from the 7th collection) appears to have been carried on the "Washington/Louis Blanc," in addition to the earlier delayed mail. That means that the October 7-10 mail was delayed to later balloons. The arrival pattern analysis indicates that all of the October 7-10 mail was carried on the October 14 "Cavaignac/Jean Bart 1" double departure.

With only one of the five possible Paris posting dates carried, non-delayed "Washington/Louis Blanc" mail is about five times as scarce as previously thought. The mail which was actually on these balloons was the September 28-October 4 delayed mail (as well as a little from earlier posting dates) and all of the October 11 mail. All of that amounts to about 250 kg actually carried.

#### The "Cavaignac/Bart 1"—Which One Carried the Delayed Mail?

The "Godefroy Cavaignac" and the "Jean Bart 1" made up the second double departure scheduled by the postal administration. Both were the larger, new 2045 cubic-meter size; together, they accounted for about 350 kg of free-lift power.

Both balloons left around mid-day on October 14 (the "Cavaignac" left earlier), and landed at the edge of the occupation area in eastern France in the afternoon of October 14. The "Cavaignac" did, in fact, land in occupied territory and its mail was taken to the major unoccupied town of Chaumont on October 15 in the morning. The "Jean Bart 1" landed in unoccupied territory to the west of Chaumont; its mail was taken to Nogent around 5 p.m. on October 14.

Two days had passed since the previous departure, so mail with Paris posting dates of October 12-13 was on board, as well as delayed mail with Paris dates of October 5-10, and some earlier delayed mail. This was the first balloon to have carried all of the available current mail (i.e. October 12-13).

An interesting, and difficult, question is which balloon of the two carried the current mail, and which (if not both) carried the delayed mail. It is nearly impossible to differentiate mail from these two balloons, but an important piece of delayed mail addressed to western France shows an important piece of delayed mail addressed to western France shows an October 16 Auxerre-to-Paris rail transit; Auxerre was southwest of Chaumont, and the "Cavaignac's" mail was taken eastward from Chaumont after processing. This means that the delayed piece was on the "Bart 1," and gives some indication that delayed mail was on the "Bart 1." Further, some current mail can be shown to have been on the "Cavaignac." In reality, both balloons probably carried some of the delayed mail, and all of the current mail was most likely on the "Cavaignac."

### Conclusion

To summarize, much of the September/early-October mail can now be specifically identified, and many of the identifications arrived at in this study are different than previously thought. The study suggests that:

1.) The "Neptune" carried no regular mail; those few very rare covers which had been thought to be "Neptune" covers are actually line-crosser covers. The September 18-22 mail was all delayed to a variety of later balloons; no general guidelines which might allow specific identification of this mail to specific balloons can be determined.

2.) The "Ville de Florence" carried most of the September 24 mail; all of the September 23 and some of the September 24 mail was delayed. No general classifications of the delayed mail were deduced.

3.) The "Etats Unis" carried most of the September 27-28 mail, and part of the September 25-26 mail. The September 25-26 delayed mail was carried by a variety of October balloons, while the September 27 delayed mail was carried by the "Cavaignac/Bart 1," and the September 28 delayed mail was on the "Washington/Louis Blanc."

4.) The "Celeste" carried only the September 29 foreign mail. The remainder was transported by the "Washington/Louis Blanc." Actual "Celeste" mail is considerably rarer than previously thought.

5.) The "Armand Barbes" carried only a small portion of the September 30-October 6 mail—how that mail was culled out is unclear. The delayed September 30-October 4 mail was carried by the "Washington/Louis Blanc" while the delayed October 5-6 mail was on the "Cavaignac/Bart 1."

6.) The "Washington" and "Louis Blanc" double departure carried the October 11 mail, in addition to the delayed September 28-October 4 mail. The October 7-10 mail, which should have been on these balloons, was delayed to the "Cavaignac/Bart 1."

7.) The "Cavaignac" and "Jean Bart 1" double departure carried the October 12-13 mail, in addition to the September 27 delayed mail, and the October 5-10 delayed mail.

As a final note, it is important to remember that this study's findings are based on a sample of 5000 balloon covers, and rely on the integrity of that sample. The author believes the sample to be highly reliable, but any additional or contradictory information would be greatly appreciated.

Steven Walske, June 1986

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## MEMBERS APPEALS

**OFFER:** Copies of some back issues of FCP, nos. 91-94, 98, 102-117, 118-167 (less 123). Make offer. Raymond Gaillaguet, 15 Fletcher St., Rumford, R. I. 02916

**WANTED:** French Polynesia and Wallis and Futuna, sets, stocks, FDCs, imperfs, deluxe sheets. Buy, sell or exchange. Ask for free sample copy of our Foreign mail sale catalog which have good content of French area included. Edward Foley, Box No. 1, Pontypridd, Mid-Glamorgan CF37 5RA, England. (Mb. 2560)

**WANTED:** Catalogue of Convoyeur Stations. Please send price and information to Guy de Rivières, Box 245, Station B, Québec, Qué. G1K 7A9, Canada. (Mb. 1839)

**WANTED:** Fezzan and Ghadames covers, specialty material, cards, etc. Send list with condition and prices. Thos. A. Joseph, Pleasant Ridge, Michigan 48069 (Mb. 2507)

## AMERIPEX '86

Another U. S. International Show has come and gone. The almost unanimous impressions of visitors were of a well planned, organized and run show, better than others of recent memory. The new metal frames, the lighting, the space, location, special events, etc. were generally praised. Some frustrations inevitable at these large big-city shows—conflicts between simultaneous events, bourse prices and hotels expensive, difficulty in locating people you want to see (and others in finding you), insufficient time and energy to see all the exhibits and take in all the "events." Several big promotional parties with free drinks and eats naturally were well patronized. The weather was tolerable—some coolish drizzly days and few very hot ones. Attendance was probably the largest of any previous international show; the hotels for miles around were overtaxed. The show managers can take credit for successful planning of a very complex affair. Several of our members were on the Committee: Marc Isaacs and Cheryl Ganz.

Our FCPS booth was often a busy spot, a welcome resting and meeting place. Many old friends and members sauntered by. If it were not for the social opportunities, a week at a big show like this would be a terrible drag. Even so everybody was fagged out by the end. Yet the exhibits are the main attraction and at an international you expect to see a lot of exceptional material worth the cost and effort, the aching feet and tired eyes. We can say personally it was very profitable as we saw some things and made contacts with experts that solved some of our research problems.

There were just a few exhibits which did not seem to us to have a place in an international. We saw numbers of exhibits which had gotten golds in US shows but only made silver or vermeil—that is to be expected since international judging standards are supposed to equate about two levels higher than nationals. However, it was easy to find cases one thought were judged unfairly too low or too high. The judges had an enormous task and under pressure could not possibly examine all exhibits closely to find subtle virtues and were vulnerable to seduction by superficially flashy material. It is thus at all shows. Two FCPS members were on the jury: Geo. Guzzio and Herbie Bloch (as consultant).

Our rough count indicates they gave (including literature) 17 Large Golds with special prize and 54 other LGs; 14 Golds with special prize and 117 other Golds, 7 Large Vermeils with special prize and 119 other LVs, 130 Vermeils, 83 Large Silvers, 92 Silvers, 88 Large Bronzes, and 55 Bronzes. The literature awards had a different pattern: 6 Golds, 12 Large Vermeils, 14 Vermeils, 20 Large Silvers, 35 Silvers, 65 Large Bronze, and 39 Bronze. Journals mostly got low awards, and many "impressive looking" books did not get good awards. The Thematic/Topical exhibits obtained: 1 LG, 5G, 8LV, 16V, 9LS, 77LB and 3B. The Youth and Thematic awards mostly went to foreigners.

Exhibits and literature of French area material or subject, were not very numerous: 4 among the LGs, 14G, 11LVs, 7Vs, 3LS, 6S, 2LB, 2B. FCPS members were prominent in these and we list them with our felicitations:—

## Large Gold:

Wallace Dean: Haiti P. H. (with many French packet covers)

## Gold:

Ed Grabowski: French Colonies Group Type

Mort Vermeer: French Colonies General Issues

Marc Isaacs: Indochina 1861-1906  
 Al Steinhart: Pre-stamp and stampless mailings to and from BNA  
 1865-1865  
 Stan and Anita Luft: French Revolution and Napoleonic Armies  
 Marc Martin: French maritime mail 1785-1900  
 Gardner Brown: Aftermath of the Franco-Prussian War  
 R. G. Stone: St. Pierre-Miquelon 1765-1892

**Large Vermeil:**

Denise Gaillaguet: Sower Issue of France  
 Jerold Masler: Monaco 1729-1924  
 Stan Jersey: New Caledonia specialized  
 J. Matsumoto: P. H. of French P. O. at Yokohama  
 John Lievsay: Paris Star Cancels

**Vermeil:**

Earl Plyler: Paris star cancels and misc.  
 Walter Brooks: Siege of Paris  
 Ernst Cohn: "Postal History Journal"

**Large Silver:**

J. Matsumoto: "French P. O. of Yokohama"  
 Wm. Waugh and Stan Luft: "A Chronology of French Military Campaigns and Expeditions . . ."

**Silver:**

Abbot Lutz: "51st Amer. Phil. Congress Book"

**Large Bronze:**

"France and Colonies Philatelist"

Several outstanding French-area exhibits of French and other foreign exhibitors gave our members some competition:—

A. Fillinger: French armies in the campaigns of Louis XIV to Charles X—  
 Large Gold  
 J. Bergier: Poste maritime préphilatélique—Gold  
 John Levett: Franco-Prussian War—Gold  
 J. Baecher: Entires of France—Gold  
 F. Guidici: Siege of Paris—Gold  
 J. Bendon: P. H. of Morocco—LV  
 S. Monteillet: Type Sage sur Documents—V  
 J. Cilingeroglu: French Mediterranean sea posts—LV  
 H. Nierinck: Courrier récupéré (from crashed flights between France and colonies)—V

Members and some others who signed our register (we know quite a few other members were around):—

Jerold Masler, Joe Hahra, Dennis Pollack, Bob McNicholls, Mark Schumacher, Ralph Herdenberg, James Hart, David Mills Jr., Thaddeus Perry, Harry McKean, Bob Pickel, Dave Grossblat, Earl Plyler, Norbert Penty, Albert Schneider, Jeff Bohn, Mort Vermeer, Frank Oakes, Fred Skvara, Hundley Grant, Richard Schlueter, Thomas Garnsey, Fred Edinger, Jim Standiford, Ron Bentley, Jessica Jones, Betty and Stephen Gray, Marcus Martin, Walter Parshall, Kendall Sanford, Ed Grabowski, James Newell, A. T. Bruce, Henry Vyverberg, Leon Oprakien, Gerard Caron, Ronald Fli-gir, Bill Welch, Tom Marra, John Lievsay, Josephine Rowe, Ray Gaillaguet,

Stan Luft, Anita Luft, Bill Waugh, Dick Stevens, Christene Blinn, Dick Winter, Steve Walske, Ernst Cohn, Clarence Stillions, John P. Morton, John Marsh, Marc Isaacs, Gary Hendersott, Scott Gallagher, Louis Robbins, Bob Picirilli, Marty Bratzel, Al Steinhart, Bob Metcalf, Bob Heasman, Don Wolf, John Fagan, Brad Arch, Daniel Nunnell, Don Hunt, Denis Cottin, Albert Hagan, Ed Piehlo, Alex Jackson, Bill Schilling, Frances and Harlan Miller.

Our Editor asked for some comments on the judging at AMERIPEX. It would be inappropriate to comment here on individual exhibits, but some general observations might shed some light on the complexities of judging an international show. First it is necessary to understand that every member of the jury does not judge every exhibit in the show; even in a number of days it is not possible to examine that many frames. (The best I could manage in parts of seven days was to score about 3200 frames before the ribbons went up.)

At International, the jury is divided into sections, each section doing the exhibits in their area (e.g., US, Postal History, Airmail, Europe, Topical, etc.) and their recommendations for every award up to large Vermeil are the final decision; every exhibit recommended for gold or large gold is reviewed by the entire jury. Upshot is that some borderline vermeils can't be raised, but some borderline golds can be knocked down. Make a mental note that the jury decides how many medals are to be awarded, and the fact that the committee only minted 100 gold medals was not limiting, as 131 were awarded.

This show was 40% Postal History, as large a grouping as I have ever seen. I also have the impression that exhibits entered in this category did better than comparable material entered in the traditional class. I won't say that is good or bad, but that in many cases there were traditional exhibits with frames of pre-stamp material, and postal history exhibits with frames of mint stamps. Under these circumstances it is not difficult to realize that members of the jury who knew stamps (traditional) didn't judge the postal history frames, and vice versa.

Another anomaly exists in the selection of exhibits from among those recommended by the various commissioners. Under international rules, the committee is required to make consideration for exhibits which have not been shown before, which in some instances resulted in acceptance of new exhibits of less quality than some repeat exhibits which were rejected. In theory an entry endorsed by a commissioner has won a gold at national level. The fact that only a handful of bronze and silver-bronze medals were awarded by the jury indicates that this is working fairly well. However, in some limited areas it was evident that national standards in some countries do not enjoy the same vigorous level of competition as in this country, and there is an evident need for FIP to review the awards at successive shows and enforce a more consistent standard for entry to international competition.

It is my understanding, but without personal knowledge, that for this show the exhibits committee had a pre-set allocation of frames by class, so that the show wouldn't be loaded in one area and skimpy in another. One consequence of this plan was that if an accepted exhibit for some reason declined the frames allocation, only another exhibit in the same class was accepted. For example if an exhibit of postal history declined to show after receiving less frames than requested, those frames were not available for an exhibit of airmail material, however strongly endorsed. —J.E.L.



Our hard-working commissioner Ray Gaillaguet receiving his Large Vermeil for his (Denise's?) Sower exhibit from Chairman Bud Hennig.



Bob Stone signs the Roll of Distinguished Philatelists of the Royal as member John Levett (right) watches.





Members Walter Parshall, Bill Waugh, Anita Luft, Earl Plyler, Bob Stone and Marc Martin at the FCPS AMERIPEX booth.

## NEW BOOKS, PAMPHLETS, AND CATALOGS

- "Thème Polaire—Timbres-poste du Monde Entier." By G. Dupraz, B. Grellin and G. Laroze. 1986. 1140Fr p.pd. Osiris, 35 rue de Chazelles, 75017 Paris.
- "Journaux et Evrils Périodiques—Leurs Diffusion par le Poste des Editeurs Depuis le XVIII Siècle." By J. Casanave, J. Durin, and A. Tishlowitz. 1986. 135 pp.
- "Courrier Récupéré, Cotation 1985." By H. L. Nierinck. 1986. 8 pp. 100 Belg. Fr. (Price list for book listed in FCP Oct. '84, p. 116).
- "Catalogue Monteaux France Spécialisé à Partir de 1900." 1985, 124 pp. 24 Fr+6Fr post. P. Monteau, 6 Sq. de Lx'Opéra Louis-Jouvet, 75009 Paris.
- "Marques de Franchise entre les Couvents Francaises des Carmélites Thérésienne au XVIII Siècle." By P. Gueririer. 1986. 33 pp. Suppl. to Feuilles Marcophiles #244.
- "Le Marianne à la Nef." By J.-L. Trassaert. 44 pp. 1986. 50Fr+3.20 post. Le Monde Etude #258. Le Monde des Phil., 24 rue Chauchat, 75000 Paris.
- "Nomenclature des Bureaux de Poste de Belgique et du Nord de la France Occupés Guerre 1914-1918." By J. de Bast and G. Ludwig. 1986. 23 pp. (Inquire of A. deLisle, Box 2333, Sun City, Ariz. 85367.)
- "250 Ans de (1826-76) Marcophilie Hérault 33." By Pierre Marty, 1986. 97Fr+15Fr post. Béziers Philatélie, 20 Ave. Alphonse Mas, 345000 Béziers.
- "L'Electricité et le Timbre—France." Tome I. 570 pp. 1986. 118Fr p.pd. Publ. by Philat'EG National. M. Raymond Boyé, 4 Pl. de Mavarre, 31700 Blagnac.

## THE OCTOBER BALLONS MONTÉS

By Ernst M. Cohn

See "Introduction" to "The September Ballons" in FCP for April 1986

### The "Armand-Barbès"

1200 cubic meters, owned by Telegraph Office, piloted by Alexandre Jacques Trichet, passengers Léon Michel Gambetta and Seraphin Eugène Spuller, 21.5 kg mail, 16 pigeons, left Place St. Pierre about 1100 hours on 7 October, landed about 1500 hours near Epineuse (Oise). Paris postmarks 2S/30 Sept. through 1E/7 Oct. and earliest outside pmks. through morning of 12 Oct. are possible on ordinary mail from this balloon (but note later outside pmk. cited below).

### Preparations and Flight—

"The proper place for us is Tours," said M. Gambetta. "Picard, make an effort to escape if you can. We must make up our minds to venture out in a balloon, which at present is the only means of our getting out." (1)

As of Tuesday next, 4 October, we shall hold at the disposal of the Administration a first new balloon of 1200 cubic meters that can carry, with the pilot, a payload of 200 to 300 kg. (2)

2 Oct., 2030 hours, Postmaster General to Interior Ministry: Nadar will not leave. Day after tomorrow, Tuesday morning at 7 o'clock, a balloon of 1200 cubic meters, constructed by him, will be ready to fly from the Place St. Pierre at Montmartre. (3)

3 October 1870. My dear Friends: Tomorrow, 4 October, in the morning the balloon of Nadar will leave! . . . /s/André Lavertujon.

3 October. Director of Telegraphs to M. Nadar, Place St. Pierre, Montmartre. The balloon will not be able to leave tomorrow morning at 7 o'clock. The departure must be postponed to Wednesday morning at 7 o'clock. (3)

4 October. M. Leveillé to M. Tracelet. The Interior Minister leaves tomorrow morning on our Nadar balloon from Place St. Pierre at Montmartre. He leaves at 5 in the morning. . . (3)

The balloon departure, ordered for 5 October, did not take place until the 7th. (5)

7 October. Employee at Solférino Tower to Director of Telegraphs. Balloon carrying the Minister and Balloon May left at 1115 hours in a north-westerly direction. (3)

To stop the activities of francs-tireurs, our Second Guard Regiment marched to Chantilly last week and then advanced via Creil and Beauvais. Our First Company almost made a very fortunate capture during that march. A balloon with several persons in its basket was descending. At a height of about 100 meters they tossed out a rope, probably in the opinion that we were Mobile Guards. Two dozen hands were immediately ready to grab it and pulled for all they were worth. But from a height of about 200 feet the aeronauts must have recognized us after all, because all of a sudden they got rid of the rope and it rained sand, which was being emptied from the basket to lighten the balloon and make it rise again. Even though half the company was immediately ready to shoot the rare birds down, the lieutenant forbade it, thinking they would have to land anyhow. Later some bullets were sent

<sup>1</sup>Nadar's balloon will not have left, and this letter has probably reached us by the Gambetta balloon. It is postmarked at Amiens on 8 October. — Gironde. (4)



after them but they had ascended too high. We saw from later reports in French newspapers to our sorrow that the aeronaut was none other than Gambetta. We should surely all have been decorated had we delivered the French War Minister as our prisoner. (6)

Tours, 10 Oct. According to a private telegram to the Frankfurter Journal, Gambetta was not wounded by a shot at the balloon. (7)

#### Reports on Mail—

4 October, 2210 hours, Director of Telegraphs to Postmaster General. . . Tomorrow at 5 o'clock departure of Messrs. Gambetta and Spuller. Much ballast. They will no doubt take little mail. Please hand over small package sent to you the other evening, addressed to Mr. Steenackers, and small letter to give to the telegraph office nearest the place of descent and which is very urgent. (3)

According to the *Electeur Libre*, the "Armand-Barbès" carried 10 kg mail and 16 pigeons. (8)

According to the *Journal d'Indre-et-Loire* (Tours), the balloon carried 2 kg mail. At Creil the Württembergers shot at it and hit Gambetta's hand. It landed in a tree at 1445 hours. (9)

Tours, 10 October. The balloons (sic) that carried Messrs. Gambetta and Spuller through so many dangers brought to Tours only a few copies of the *Journal Officiel* of Paris and a small bag of letters weighing some 15 kg, i.e., containing a very small amount of correspondence. (10)

Reuters, Tours, October 10. The balloon containing M. Gambetta brought only 10 kilogrammes weight of dispatches. . . The balloon brought also 20 carrier pigeons. . . (11)

Tours, October 11. Gambetta's balloon brought 39,000 letters (if the paper figured, as did most sources, 4 grams per letter, then that was just short of 10 kg). (12)

The two balloons contained pigeons, and the former also carried 10 kg of letters. (13)

We may hypothesize that the "Armand-Barbès" carried a No. 5 mail bag: In his chapter on post-office line crossers during the siege, Mallet mentions that each of two mailmen carried such a bag (p. 115); and that they left with 10 kg letters each a second time (p. 116). (14)

One of our friends from Lausanne has kindly sent us an excerpt from a letter received on the 13th (October) from Paris by manned balloon. Of five (letters) sent since the start of the siege, this is the only one that has reached him: Paris, 5 October. . . (Arrival in Switzerland on the 13th would have been impossible for mail from any later balloon.) (15)

9 October. At the moment we are all busy reading letters that came from Paris in a balloon and fell into our hands. I estimate them to number about 30,000 (this probably refers to "Piper I" but may also include mail from this balloon). (16)

We have received, by balloon that landed on the 11th (sic) October near Vigny in Vessin (sic), and piloted by the aeronaut (blank) an issue of the newspaper *Le Gaulois*, reproduced on thin paper by photography. The letters are microscopic and difficult to read. . . Newspaper of the siege (16th day).—This incomplete and garbled item refers to the mail forwarded via Magny-en-Verin, which is about 59 km from Paris on the main route Paris-Rouen-Le-Havre (from a contemporary description). (17)

A unique "pli confié," i.e., personally entrusted cover, hand-dated 3 September (sic for October), carries the red *Aéronautes* cachet and a transit

marking of Luzarches, 10 October as well as arrival marking of St. Malo, 14 October. It, too, must have been tossed out of the "Armand-Barbès" near Creil. (18)

**Notes and References** (if not shown, year is 1870)—

- 1—The Daily News (Kingston, Ont.), 13 Oct., p1c5-7
- 2—Jean Prinnet and Antoine Dilasser, "Nadar," Paris 1966, p247
- 3—Paul Maincent, "Textes et Documents pour servir à l'histoire vraie des Ballons du Siège," Paris 1952
- 4—La Gironde (Bordeaux), 11 Oct., p11; also Le Journal de Genève (Switzerland), 13 Oct., p1c5
- 5—André Lavertujon, "Gambetta Inconnu," Bordeaux 1905, p103
- 6—Egmont Fehleisen, "Der Deutsch-Französische Krieg," Reutlingen 1894, pp309-310 (from Elberfelder Zeitung)
- 7—Mainzer Journal (Morgenblatt), 12 Oct., p2c1
- 8—L'Electeur Libre (Paris), 13 Nov., tabulation
- 9—Le Journal d'Indre-et-Loire (Tours), 12 Oct., p3c3-4
- 10—Le Progrès du Nord (Lille), 14 Oct. p2-c2 (from L'Etoile Belge)
- 11—Times (London), 12 Oct., p5c1
- 12—Alabama State Journal (Montgomery), 12 Oct., p3
- 13—G. de Clerval, "Les Ballons Pendant le Siège de Paris," Paris 1872, pp26-27 (from Le Moniteur, Tours)
- 14—François Mallet, "Les Aéronautes, les Colombophiles du Siège de Paris," Paris 1909, vi+153 pp.
- 15—Le Nouvelliste Vaudois et Journal National Suisse (Lausanne), 23 Oct., p2c23 -
- 16—Julius Adrian Friedrich Wilhelm von Verdy du Vernois, "Im Grossen Hauptquartier 1870/71," Berlin 1895, p202
- 17—Le Journal de Bordeaux, 15 Oct., p2
- 18—Société des Amis du Musée Postal, Bulletin No. 36 (Paris) 1971, pp86-92
- 19—Paul Maincent, "Histoire du Ballon 'George Sand'," Amiens 1965, p63, cites "Jules" Trichet from Le Petit Journal of April 1871: I had. . . 3 pigeon cages and a bag of mail from the post office. . .

### The "George Sand"

1200 cubic meters, owned by Charles W. May or William W. Reynolds, piloted by Joseph de Révilliod, passengers May, Reynolds and Etienne Cuzon de Rest, no mail (?), 18 pigeons, left Place St. Pierre about 1100 hours on 7 October, landed about 1600 hours near Crémery (Somme). Except for textual reference to a balloonist, personally entrusted mail cannot be distinguished from that of "Armand-Barbès."

They (the balloonists on the "George Sand") carried with them several hundred letters, despatch bags from the Legation of the United States and of the Netherlands Legation; also three baskets containing twenty carrier pigeons and thirty bags of ballast. (There is no evidence for diplomatic pouches aboard.) (20)

Reynolds and May had orders for rubber-tired velocipedes, a new silent cavalry corps. (There is no evidence for this.) (21)

(14 November) William W. Reynolds, an ill-looking New Yorker who came out of Paris in a balloon with Mr. Gambetta, wants to go back to France. (22)

(2 May 1871) Charles W. May called. He is a specious sort of man and

not one that I would care to cultivate or ever to trust. (22)

May, C. W., Firnhaber & Cie., commissioners (néts-commissionnaires), Boulevard Haussmann 50; and May, Ed. (H.), artist painter, Bullault 13. (23)

(6 Feb. 1871) Wm. W. Reynolds, 19 Maiden Lane, NYC, wrote to correct an item of 29 January and to cite Gambetta's thank-you note for the gift of the balloon. (24)

(17 Feb. 1871) Anon. letter correcting Reynolds, saying May is an American artist living in Paris. (25)

(All this confusion obviously arises from the fact that there were two Mays in Paris, Charles and Ed. While there is no doubt that the balloon did not carry any diplomatic pouches, there appears to be some doubt whether it did carry post-office mail bags. But in view of the scarcity of ordinary mail postmarked outside of Paris between October 8 and 12 or 13, it seems unlikely.)

#### Notes and References (if not shown, year is 1870)—

20—N. Y. Herald, 29 Jan. 1871, p5c3

21—Düsseldorfer Zeitung, 19 Oct. p3

22—Benjamin Moran (first secretary at U. S. Embassy, London), diary entries (at Library of Congress, Manuscript Room)

23—"Annuaire-Almanach du COMMERCE et de l'Industrie ou Almanach des 500,000 adresses (Didot-Bottin), 1870" (73rd year)

24—N. Y. Herald, 7 Feb. 1871, p5c3

25—ibid., 17 Feb., p8c4

#### Personally Entrusted Mail on "A-B" or "G-S"

##### A—With Aéronautes' Cachet.—

Luzarches 10 Oct. St. Malo 14

Magny 8 Oct.+Lozange 2161, Nantes ?, to Mme. Vinoy

do. St. Cyprien 13

do. Serguigny à Rouen 13, Le Tréport 13

do. Chamboulives 14, Paris Red Cross cachet

do. St. Malo 15

do. London 17, to Daily News

The above markings are characteristic from the "A-B"

CP2 Calais à Paris D (day) 8, Miribel 11, to Mme. Dortu

CP1 Calais à Paris 1° 8, London 11

CP1 Calais à Paris 8, Marseille St. Marcel 12

Calais à Paris 8, Turin 14

These are "A-B" mail, IF only that balloon carried mail with the Aéronautes' cachet.

##### B—CP2 and/or Calais à Paris 8 Oct.—

Fécamp 8

Paris à Calais 2, 8, Abbeville 9

Carentan 9

Le Tréport 9

Brest 10

Nantes 10, Machecoul 14

Périgeux 10, Bourdeilles 10

Sables d'Olonne 10

Chamboulives 11

Marseille 11 (Nov?)

Angers 14

**C—Lille à Paris 8 Oct.—**

One was carried by May, Lille à Paris night train cachet  
 Paris à Calais 8, London 8  
 Paris à Calais 8, Manchester 9  
 London Paid 8  
 Boulogne-s-Mer 8  
 France-Ouest 8, Brussels 8  
 Le Havre 8  
 Yvetot 2E/8  
 Domart (Somme) 9  
 LeMans 9  
 Mariemont (Belgium) 9  
 Paris à Givet 9, for Belgium  
 Tours 9  
 Tours ?, Lubersac ?  
 Arcachon 10  
 Bordeaux 10  
 Brest 10 (carried by May—same as above?)  
 Fontenay-le-Comte 10  
 London 10  
 Lyon 10  
 Puy-de-Dôme 10  
 Tonnay-Boutonne 10  
 Blois 11  
 Troyes 11  
 Machecoul 13

**D—Lozenge 3997 and Tours 9 Oct.—**

LeMans 10, Rennes 11  
 Parnic 11  
 Montauban 11  
 Bordeaux 11  
 St. Valéry-en-Caux 11  
 Gand (Belgium) with due mark

**E—other.—**

Paris à Bâle 10, 4034 (Troyes), Esonnes 29 March 1871(!)  
 Fécamp 8  
 Nantes 9, Machecoul 10  
 Chartres 10, Angers 11, 30 due  
 Clermont-Ferrand 10

(To be continued)

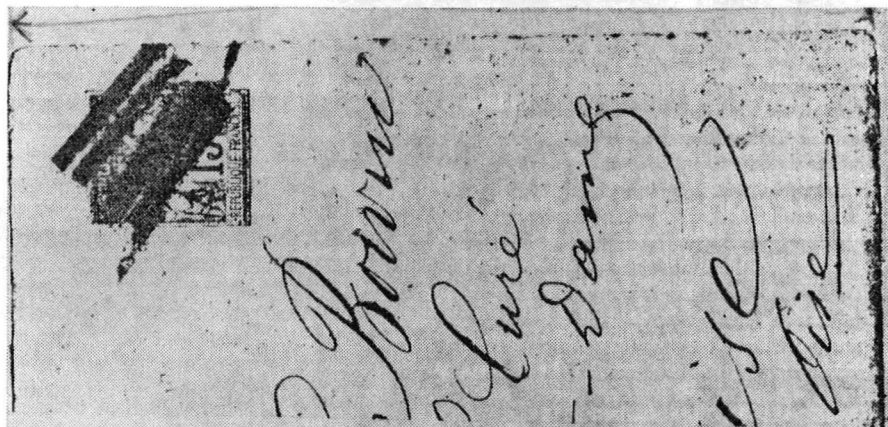
**CORRECTIONS**

"The September Ballons Montés" in the F&CP #204 should be corrected as follows:—

- p. 41 should say "DurNof" near ref. 10;
- p. 42 should say "Postal" in ref. 12;
- p. 43 should say "26 Sept." for ref. 22 and "29 Sept." for ref. 23;
- p. 45 what is now ref. 27 is, in fact, ref. 28; ref. 27 is Le Journal d'Indre-et-Loire, 27 Sept., p1c2;
- p. 48 line 4 should say "(oR arrival)";
- p. 49 ref. 18 should say ". . . de la LoiRe";
- p. 50 next to last line should say "whether IT IS . . ."

## FOR THE RECORD

(Continued from FCP #202, p. 120)



◆ 510). Shown here is Lot 868 of the 28 October 1985 Soluphil auction. What you should be able to see are two parallel pairs of heavy black bars (slightly smudged) effectively obliterating an otherwise uncanceled postal stationery stamp (envelope imprinted with the 15c Sage). Arrival back-stamp of Pontoise is dated 4 Janv. 90. There is no indication of place of origin. The arrival date suggests a Jour d'An (new year's) killer applied by some seasonally overworked postal person. I have not, however, seen this particular killer before. Can anyone help to identify the originating bureau?—S. J. Luft

◆ 511). Ed Grabowski calls our attention to the cover of Mauritania illustrated in FCP 195, p. 2, which has a "T" in triangle struck on the stamp (for due) and another "T" on the cover face. We had presumed that the two "T"s were identical. But Ed noticed they are different in size. That raises the question about the use of the "T" on Mauritania stamps—were the stamps precanceled in quantity before application to the covers at a different place and with a different device than used at the destination P.O. That would be in accord with UPU procedure which is to have the office of mailing mark the due with the T.

◆ 512). David Grossblat sends us a xerox of a cover from Paris rue De-Clary 14 Feb 1871 to Baltimore, franked with a 20c Napoleon, on back the rectangular German foreign exchange office cachet of "Versailles/Auswech-selungs Stelle" and a Bremen transit postmark. This appears to be the only reported cover to U.S. via this exchange office. The use of the Ver-sailles mark is discussed in an article by Maradan in Schweizer. Briefs. Zts., #5, 1985, pp. 169-170 and by Pitter in Postal Hist. Jn. #60.

◆ 513). In the Collectionneur Philatelique et Marcophile recently Char-bonnier reported finding many covers franked by stamps trimmed by a scissor cutter ("Massicoté"). The stamps were Sabines 0.30, 0.70, 0.80, and Libertés 0.40, mostly in blocks and pairs, some singles and strips of 4. The separation being done manually, only 2 or 3 sides of the pairs and blocks

are cut. They seem to have been cut before use, as sometimes the gum can be seen. Many of the covers were sent by individuals paying utility and other bills, and from all over France. The PTT denied any such official trimming and blamed it on individuals cutting up sheets for convenience. These stamps have mystified the specialists. Charbonnier found a possible answer when he received a Readers Digest offer which had affixed at a corner a strip of 4 stamps Sabine 0.40 horizontally "massicoté," stamps intended for use on the reply to the offer of Readers Digest. Of course one could use them on other mail if he wished. It would appear that such firms had a device to trim stamps in piles of sheets, to make the procedure quick and economical, in lieu of coils which would be more work to use.

## ANNOUNCEMENTS AND NEWS



◆ On 24 May the 2.20F Championnat du Monde Masculin de Volley Ball was issued; on 7 June the 2.50 Cloister of Notre Dame en Vaux, and 14 June the 2.00 Chateau de Loches; on 25 June the 5.00 work of Alberto Magrelli "Virginia" was issued; on 4 July the 2.20F Statue of "Liberté 1886-1986" issued in same design as a U.S. 22c stamp. On 5 July the 3.90F "Bastide de Monpazier" appeared. A 2.50 international postal card with the Liberté statue vignette will be issued, sold at 2.80F. A FD cancel of the Liberty stamp was used on pieces deposited 4-6 July in special boxes at Paris P.O.s Allée aux Cygnes, Musée de la Poste, Recette Principale and Bur. 41, 5 Ave. de Saxe.

◆ On August 8 the 2.00 Bicentenary of the 1st ascent of Mt. Blanc will be issued; on 5 Sept. 3.00F Mésures d'Arcs de Méridien 1736-1986 (in coordination with similar stamp to be issued by Finland); on 13 Sept. a set of four

stamps on minerals: 2.00, 3.00, 4.00, and 5.00F; on 20 Sept. a large block of 10 different stamps of 2.20 each, in a sheet with marginal decoration, designs relating to French movies and actors, to be sold at 22F.

◆ For Andorre on 3 May the two Europa stamps 2.20 and 3.20 were issued, on 14 June the 3.00F Coupe du Monde de Football, on 28 June the 2.20 Lac d'Angonella; on 8 Sept. the 5.00F Manual Digest will appear.

◆ The French PTT has appointed the Unicover World Trade Corporation, 1 Unicover City, Cheyenne, Wyo. 82008-0009 as the French postage stamp agency for North America.

◆ The PTT has provided at one of the Lyon P.O.s a special bulk mailing service for organizations sending out more than 500 items at once to places within the Rhone Dept. The organizations do not have to put stamps on this mail but hand it in to a special window which marks the mail with a special P.P. cds and computes the postage cost at a preferential rate. This resembles service given in U.S. and some other countries.

◆ As a result of the recent elections in France there is a new Secrétaire d'Etat aux P.T.T., M. Gerard Longuet. He has already been busy visiting and inspecting postal facilities and talking to postmen.

◆ The PTT last October introduced a fine new type of railway mail cars (ambulants) for service on the night runs between Paris and Toulouse. These cars form "autonomous trains" (unit trains in US RR parlance) which sorts mails to and from intermediate cities. They give one-day delivery from Paris and Toulouse and have cut the transit time on this axis in half, substituting one train for 3 previous trains covering only parts of the route. Sorting on board is coordinated with sorting at the stations (gares).

◆ The printery at Perigueux has 57 rotary presses. It uses 200 different kinds of papers, not all intended for stamps.

◆ A rare variety of the 2.20F Liberté is reported; to identify it note the bottom of the large "2" of the 2.20—if it is thick like that on the 2.10F it is the new Type (no.2). (The base of the "2" on the normal Type (No. 1) is comparable in thickness to the 2F). The Type No. 2 is rare apparently because the virole on which it occurred was shelved after a short use but was used again later and may not become as rare as first thought.

◆ A peculiar SECAP-type machine cancel has appeared of late. It prints the usual long flamme of 5 wavy lines but adjoined to a short flamme of 8 wavy lines with an inserted straightline name of a postoffice between the 4th and 5th lines. It was first discovered for Montargis and has become known as the "cachet type Montargis"—now reported from 8 or 9 other towns. Its use seems to be mainly at sorting centers to cancel stamps on covers which were not cancelled on departure.

◆ Our member Maurice Boule who has held Ventes sur Offres for some years, has acquired the firm Stanley Gibbons Monaco and will hereafter hold all his sales under the trade name Monaco Collections S.A.M., B.P. 282, 98005 Monaco Cedex.

◆ At SCOPEX in May our member Jean C. Smith obtained a Vermeil for his exhibit of France 19th Century Cancellations and Postal History. His exhibit consisted of well chosen clear examples of stamps and covers illustrating the main types of cancels.



◆ Leonard Hartmann's Philatelic Bibliopole 95-page catalog of philatelic literature #11 was issued in April, containing many new titles since his previous catalog, including used books. Offers 12 works on France. For sale at \$2.00, L. H., Box 36006, Louisville, Ky. 40232.

◆ The library of the Royal Philatelic Society, London, proposes to compile and publish a bibliography of major sources of information on stamps, postal stationery, fiscals, and postal history of the World. It welcomes the assistance of collectors of individual countries in identifying the sources of importance on their country. Ray Dehn of the RPS will be the editor.

◆ We remind our readers again about the excellent magazine "Timbroscopie" which in several years has captured a large readership among French collectors. It is in full color and carries well-researched short articles on a variety of topics, addressed to collectors of middle level of sophistication but interesting and useful to beginners and experts also. The articles are written by three staff members who do their homework well and find illustrations of unusual pieces from collectors and dealers. The editor, Georges Bartoli, will send a sample copy gratis on request: Timbroscopie, 35 rue de Chazelles, 75017 Paris.

◆ Regarding the Yvert 1936 Specialized Catalogue of French Colonies reprinted by Roger Koerber and announced in FCP Jan. 1986, we have meanwhile learned from correspondants and checking with others that the Yvert firm issued their specialized catalogue in varying forms from 1929 to 1940 that are very confusing. The 1929 edition which was widely sold and still frequently found was of France, colonies and offices all in one volume. A 1931 edition appeared in 2 volumes, one containing colonies and most of the offices, with revised prices and added issues. In 1932 a new edition brought the issues up to date. The 1931-32 editions are relatively scarce and we had not seen them in years. The Koerber reprint has 1936 as date of issue on the title page but the contents are apparently those of the 1931 edition, vol. 2. A very scarce reprint was apparently made in 1934. In 1936 there were evidently two issues, one like the Koerber reprint and another as Part II of a 3 volume division containing colonies only with updated prices and latest issues. This edition was reprinted in 1940 but still carried the 1936 date on the title page—it is the printing which is owned by several collectors and libraries in US. The listings of the early colonies issues were not essentially changed from 1939 on as they were prepared by Baron de Vinck in the 1920s.

### Wm. G. Bogg

On June 16 shortly after returning from AMERIPEX Bill Bogg died of a heart attack. He was proprietor since the 1940s of the New England Stamp Co., originally located in Boston, which he took over from his mentor Tom Binmore. Bill became one of the best known and respected dealers specializing in cover and world-wide postal history material. Many of our members were among his customers. We had known Bill since he worked for Tom Binmore. He was enthusiastic and steadily increased his knowledge and stock of world-wide covers. He was a fixture at show bourses for many years. Recently he was also associated with Bob Topaz in the New England North firm. Bill had been a member of FCPS since the 1950s. The business is temporarily continuing under his secretary Judy McDonough until a permanent disposition can be made. Bill Fox, his close friend, is appraising the estate,



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## F. & C. P. S. OFFICIAL

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### President's Message

Elsewhere in this issue, you will find a report on AMERIPEX. I believe that all our members who attended had a most enjoyable time, and we extend our regrets to those of you who were unable to get to Chicago. May I point out that there is to be another International Philatelic Exhibition in North America a year from now: CAPEX, 13-21 June 1987, at Toronto. Detailed information is lacking at this time, but our Society will probably participate in CAPEX, and our member should consider exhibiting.

Traditionally our Society has always held an Annual Banquet in the late spring in New York. In the past, these have been very popular affairs with attendance as high as fifty people. This year we have postponed the Annual Banquet until the fall, and are planning it for during the ASDA show in November. We urge all who are planning to attend that show to arrange their schedule to include the F.C.P.S. Banquet. Reservations will be necessary, so anyone interested is urged to contact Ira Zweifach (336 Central Park West, New York, N. Y. 10025, Tel. 212-222-0581) as soon as possible.

Please accept my best wishes for a most enjoyable summer.

—Dick Stevens

### Meeting of 1 April

What better topic for April Fool's Day than "Imitation Postage," presented in his own inimitable style by Jan Kinder. Fakes, fantasies and hoaxes from the French area and around the world filled ten frames. Jan began with a selection of various French essays, followed by proposals for stamps for various factions which never became stamps but reached the market. The Boulanger issue of 1867 was typical of the latter, set with his portrait to support his selection as dictator.

Balloon cards printed after the Siege and the Breton Separatist Issue of 1915 were shown. Madagascar bisects of course (1904)—no shortage of stamps; the issue tolerated though not official and dig some of the prices realized in France for them today. Examples of the Swiss Standing Helvetica printed in Paris from the genuine dies were shown. The printer, who owned the dies, was fired, went to Paris and did his dirty work. Anyone heard of the French Women's Rights Issue printed to counter the Rights of Man issue and used as a label with regular postage. It was there too.

Jan presented a fake Roessler Catapult letter franked with a genuine Pasteur stamp—posted on a day when the catapult was broken! How about imitation postage for ads. We've all seen the Berck "50F Airmail"—he gave yours truly one in July. Too many more items to detail—all lovingly collected with their background stories by Jan.

The best in the non-French area? My vote went to the spiccy parody of "Whistler's Mother" (I dare anyone to find the original in the Louvre) done in the proper violet with a Goya nude substituted for you-know-who!

—Ed G.

### Meeting of 6 May

The proceedings began with our annual meeting. Dick Stevens, Bill Wallis, Bea Berner, Walter Parshall and Ed Grabowski were reelected by acclamation to their respective offices. Stan Luft and Martin Stempien were similarly elected as Directors—Class of 1989.

With business done, we were pleased to welcome speaker-member Prof. Bob Boikess who presented 80 pages of French Classics on cover emphasizing the Paris Bureau Central and Foreign Mail Destinations. Bob began with a discussion and survey of the Bureau Central showing examples of many of the grill and roller cancels, noting that the datestamps used in conjunction with these were coded with the numbers 1-3 at the right for the period of day, and 1-15 at the left for the route of the letter with 15 reserved for foreign mail. A highlight of this section was a double-weight letter to NY franked with 2x1F, 2x25c and 10c first issues, posted from Bureau J and sent to the Bureau Central where the stamps were cancelled with the continuous grid roller enroute to NY. From the post Franco-Prussian War period (1872) a letter from the Alsace was franked with German stamps paying the rate to France, and a 25c perf Ceres issue paying the rate within France. The latter was cancelled "Paris Etranger" on arrival attesting to the complexities of the postal history of this period.

Unusual destinations in the second section included: Norway (1862, 1F20c from Bureau "L" with an unlisted "affranc. insuffic." handstamp); Crete (80c via Italy on an Austrian ship); Poland (50c rate); Reunion (1855 2x1F via Suez, Ceylon and Mauritius where the letter received a rare boxed handstamp); Aden (1F20c backstamped "Steamer PO"); Tasmania (80c via Suez with a "Ship Letter Inwards Free" handstamp); and Mexico 80c rate, but delivered due "3" to an inland small town). The big highlight of this section was a front posted from Paris on Aug. 6, 1873 to St. Lucia at 2x1F (2x80c, 30c and 10c Ceres issues) via St. Nazaire on Line A, thence to Line C arriving on Aug. 21.

Martin Stempien best stated the views of the membership, "Bring him back for more!", and indeed we intend to do so. —Ed G.

### Meeting of 3 June

It was Jan Kindler for an encore, and despite many members yet enroute from AMERIPEX, a good crowd was on hand. Jan's topic was "The Official Free-Frank Postal Cards Of 1914-1918." He noted that the cards were authorized in August 1914 as a way to facilitate soldiers' mail and censorship of the same. The cards evolved through many varieties during their period of use. Initially the cards were also privately produced which contributed to their varieties. The 1914 flag designs had flags to the right for soldiers' use, and flags in the center for civilian use. In 1915 the flag design was changed to save money.

Special cards with the imperial eagle were created for the Russian forces in France, and the eagle was covered via a black overprint for the Kerensky government. The Serbs in Corfu received special cards, and a Statue of Liberty series was created to greet the US forces. A complete set of the "buy bonds" cards was presented. Jan concluded with examples of other free-frank cards including: call-up notices, civilian across-the-line cards, POW cards, return receipt cards for POW packages, and death cards—filled out and carried by individual soldiers to be mailed home in case of death. For those wishing to pursue the details of this unusual period in French military postal history the Sinais catalog was highly recommended. —Ed G.

### NEW MEMBERS

2563 COHEN, Robert, 2674 Park Wilshire Dr., San Jose, Calif. 95124  
(General France, mint. Modern France, mint, used. Monaco. Europa and United Nations. Colonies General Issues, mint. Exchange)

- 2564 CORLEY, Max A., 12828 Longleaf Lane, Herndon, Va. 22070  
(General France, mint. Exchange)
- 2565 RUMSEY, Schuyler, C. P. 81, 1213 Onex, Geneva, Switzerland  
(Dealer—Auctions)
- 2566 LOSH, Richard A., 419 Millwood Dr., Millbrae, Calif. 94030  
(General collector, all issues)
- 2567 AVANN, Richard, Box 90551, Hanahan, So. Car. 29410  
(Regular issues. Classics 1849-1876, used—plating flaws of Scott #58, cancellations. Primary interest number cancels of Scott #58)
- 2568 DAHLIN, Tore B., P. O. Box 2858, Saratoga, Calif. 95070  
(Essays, deluxe proofs, imperforates, artist's proofs, color trials)
- 2569 MUSUMECI, Anthony, 2048 East 28th St., Brooklyn, N. Y. 11229  
(Topical: S.S.T. Concorde. Deluxe proofs, imperforates, artist's proofs, color trials. Philatelic literature. Exchange—Concorde only)
- 2570 McKAY, Gerald, R.R. #4, Salt Springs, Pictou County, N. S. Canada  
B0K 1P0 (General France, used. Classics 1849-1876. Sage type, Modern used. Colonies General Issues, used. All colonies and territories)
- 2571 FARBER, Martin R., c/o Trinity Paper, 555 Fifth Ave., New York, N. Y. 10017 (General France, mint, used. Dealer, part time)
- 2572 ELDRIDGE, J. D., P. O. Box 2774, Dartmouth, N. S., Canada B2W 4R4  
(General France, used Sage type. Colonies General Issues, used—Commerce and Navigation only)
- 2573 BLOOM, Michael, 3 Kaywood Court, Bayport, N. Y. 11705  
(CFA. Colonies General Issues, mint, used)
- 2574 GIBEAULT, Dr. Robert, 3000 Montee St. Hubert, St. Hubert, Que., Canada J3Y 4J1 (General France, mint. Classics 1849-1876, on cover. Modern France, mint)
- 2575 SWANSON, John, 26562 Guadians, Mission Viejo, Calif. 92691  
(General France, used, on cover. Postal History, 19th century. Classics, used, on cover. Dues, cancellations. Sage Type. Colonies General Issues, used, on cover, cancels and postal history 19th cent. Colonies and Territories. Philatelic literature. Exchange)
- 2576 GAUTHIER, Arthur F., P. O. Box 91, Fitzwilliam, N. H. 03447  
(Modern France, 1900-1950, mint. Blanc, Mouchon, Merson Types, Sowers. Semi-postals, airmails, miniature sheets. Offices Abroad, mint only)
- 2577 LUCHINI, Thomas R., 118 Vicksburg St., San Francisco, Calif. 94114  
(Modern France, mint. Sowers. Offices abroad. All colonies and terr.)
- 2578 WAITE, Donna J., 1433 A 19th Ave., San Francisco, Calif. 94122  
(Topical: art. General France, mint. Monaco. Colonies General Issues, mint, used. Stamps of French Polynesia)
- 2579 LASSIGNS, Andre, 22026 Salcedo, Mission Viejo, Calif. 90261  
(General France, mint, used. Liberation issues. Specimen. Anulé, Fictifs, Precancels. Saar)
- 2580 CAMPBELL, John, P. O. Box 787, Point Pleasant, N. J. 08742  
(General collector, all issues. Andorre. Colonies General Issues, mint, used. Colonial provisionals. All colonies and territories. Pre-independence mint and used)
- 2581 EATON, Joe, 421 Apollo Drive, Joliet, Ill. 60435  
(General France, mint, used. Andorre. All colonies and territories)
- 2582 TEMPLER, Darryl L., 5531 La Jolla Hermosa Ave., La Jolla, Cal. 92037  
(General France, used. Offices abroad. Colonies General Issues, used. Stamps of French Polynesia)
- 2583 RAPP, Janet L. C., 430 Ivy Ave., Crete, Nebr. 68333

- (Stampless covers to and after 1815)
- 2584 SIGERSON, William, P. O. Box 603, Madison, N. J. 07940  
(General France, mint, used, on cover. Regular issues. Classics 1849-1876, mint, used, on cover, cancellations. Sage Type, 1876-1900. Offices abroad. Colonies General Issues, mint, used, on cover. All colonies and territories cancels and postal history. Stamps and covers of individual colonies. Dealer, part time. Exchange)
- 2585 JONES, James E., 1417 North Harding St., Indianapolis, Ind. 46202  
(Postal history in general. Special issues and usages, parcel post, newspaper. Dealer, part time)
- 2586 LOEVY, Judith E., 1224 N. East Ave., Oak Park, Ill. 60302  
(General France, used, on cover, postal history. Dues, Liberation, Occupation issues. French Africa. Monaco. Colonies General Issues, used, on cover. Particularly interested in period 1900-1945)
- 2587 LUFT, Anita N., 870 S. Miller Court, Lakewood, Colo. 80226  
(Postal history)
- 2588 McCOY, Vasco, P. O. Box 298, Texarkana, Texas 75504  
(General collector)
- 2589 LIECHTI, Hans U., Rebenstrasse 15, Birchwil CH 8309 Switzerland  
(1870-1871 issues. Commune, Ballons. TV.A Airmail pioneers, L'Aero.)
- 2590 DRESCHER, Harold A., 2828 E. Glenn, Toledo, Ohio 43613  
(General collector, all issues, 20th century)

#### REINSTATEMENTS

- 770 NADATA, Henry, 4022 Kuiken Terrace, Fairlawn, N. J. 07410
- 1855 TERINS, A., P. O. Box 2125, Union, N. J. 07083
- 2305 CARLSON, Patricia L., 1405 10th Ave., N. E., Rochester, Minn. 55904
- 2312 HEYMAN, David, 10 Woodland Place, Port Washington, N. Y. 11050

#### CHANGES OF ADDRESS AND CORRECTIONS

- 2545 KILPATRICK, Russell A., Box 2750, Clarksburg, W. Va. 26301
- 2547 SHAPIRO, Ira, 57-49 Marathon Parkway, Little Neck, N. Y.
- 2468 DEMERITTE, George E., 325 Fran Dr., Rte #1, Montevallo, Ala. 35115
- 2256 KUTNER, Robin M., 36 Sunset Hill Road, Bethel, Conn. 06801-2923
- 2208 REENATJERNA, Frederick R., 804 5th St., Huntington, W. Va. 25701
- 2583 DE PUY, Bradley K., c/o Mrs. Dorothy DePuy, 100 Main St., Candor, N. Y. 13743
- 1017 ROBBINS, Louis K., Room 412, 2112 Broadway, New York, N. Y. 10023
- 280 PARKINSON, A. E., Tei Hai Retirement Community, P. O. Box 190, Honey Brook, Pa. 19344
- 2340 TRIBOLET, Robert W., 749 Canal Road, Sarasota, Fla. 34242
- 1559 ADAMS, Rollo L., 17116 N. E. 126th Place, Redmond, Wash. 98052
- 1990 NILSESTUEN, Kenneth Robert, Grant Thornton, 500 Washington Ave., St. Louis, Mo. 63101-1261
- 1573 BARTLETT, James P., 100 Great Oak Road, Orleans, Mass. 02653
- 2171 GUYER, Jack, P. O. Box 75410, Fairbanks, Alaska 99707
- 1952 HEFFNER, Leonard E., 321 South Chestnut St., Summit Hill, Pa. 18250
- 1312 WALSKE, Steven C., 147 Thorndike St., Brookline, Mass. 02146
- 1318 DE VASHER, William A., 49 Sheridan Rd., Wellesley, Mass. 02181-5418
- 2179 MURPHY, Edward W., 8861 E. Driftwood Tr., Tucson, Ariz. 85749-9656
- 1977 MANCINO, Peter B., 10 Titicus Mt. Rd., New Fairfield, CT 06812-2539
- 2144 PETERS, Kristine A., Plainfield, N. J. "Forwarding order expired"
- 2356 POLHEMUS, J. Mark, United Kingdom "Gone away"