

France & Colonies Philatelist



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5c 5c
surcharge
over
each 2c
Perf.

Unknown Surcharged French

Newspaper Stamps of 1869

The two stamps shown in the pictures are not the ordinary 2c lilac Newspaper Stamps of 1869, but something different --something which Mr. Raoul Lesgor, who owns them and who lent them for illustration and announcement here, has not hitherto seen or known of. He states that he has hunted the literature in vain for mention of these or anything like them.

These lilac 2c stamps are:

surcharged 5c over each numeral
of value.

The surcharge appears to be a printed job, but could be a carefully done handstamping with a device striking the two changes at one time. These lilac Newspaper Stamps of the issue, in 1869 at end of the Empire, were strictly for revenue use, for collecting a tax---unlike the red and blue ones which paid postage. But in the years from 1870 on they served for postage and were used up postally.

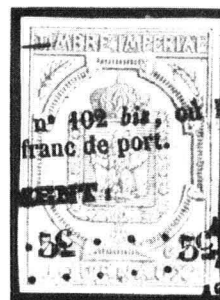
As might be expected, these stamps show the normal usage: cancellation on them is the usual and regular "Annulation pour les imprimés," as described in this journal, No. 40, July-August 1948 and in Yvert's Specialized Catalog of France.

On both copies the cancellations are on top of the surcharge. Your editor examined them by means of the microscope and proper lighting. No question of possible faking can thus appear.

Who can tell us anything about these stamps?

These two copies, off paper, are the only ones thus far reported or seen. Perhaps some of us have others lurking unnoticed on entires or loose, in our collections.

Who can give us further information?



5c 5c
surcharge
over
each 2c
Imperf.

WALLIS AND FUTUNA ISLANDS

By Henry M. Goodkind.

Reprinted from *Aerophilatelists' News*, July 15, 1950 by courtesy of the society, *Aerophilatelists, Inc.*

The Wallis and Futuna Islands, a French Colony in the South Pacific, seem better known to stamp collectors than any other group of people. Many of the world atlases and encyclopedias do not show them on their maps.

The Wallis Archipelago (also called "Uvea") is situated a few hundred miles north east of the better known Fiji Islands. Its land area is about 40 square miles with a population of approximately 4,500. Its inhabitants are Polynesians, a most peaceful and industrious group. It is named after an English explorer, Samuel Wallis, who discovered them in 1767 and the islands were considered British until they came under French missionary influence in 1837. They were subsequently annexed and administered from New Caledonia after 1888. Now they have a French resident.

Futuna has little recorded about it. It is part of the Horne Islands (Futuna and Alofi), located south of the Wallis group, with about 1500 inhabitants. In 1888, they were also placed under French protection and administered from New Caledonia.

Wallis and Futuna did not start with its own stamps until 1920, when the stamps of New Caledonia were overprinted "Iles Wallis et Futuna." It was not until 1931 when the commemorative issues for French Colonies appeared that definitive stamps for Wallis and Futuna were issued.

The first air mail stamp from Wallis and Futuna was the 1946 "Victory" stamp (Scott type Camerouns API), when this colony was included with the 15 French Colonial lands to mark the triumph in World War II. This was shortly followed by the 1946 Liberation or "Chad to Rhine" set of six values (Scott C2-7).

Despite frequent attempts, no information could be garnered from French sources here or abroad as to the facilities which Wallis and Futuna Islands had for air mail. Reports coming to us from Paris simply stated that when the French Colonial Office decided to issue the "Victory" and "Chad" sets, it was for 15 colonies, in the form of air mail stamps, and Wallis was included.

There are some among us who especially relish collecting stamps and covers from out of the way and far distant places. Consequently, air mails from Wallis and Futuna offered a real aero-philatelic challenge. Our experience in attempting to secure air mail covers from there could almost be compared to exploring the unknown.

In 1946, when attempting to secure the "Victory" and "Chad" air stamps from Wallis and Futuna, we immediately had to contend with problems in this country. The G.P.O. in New York City had no record in the U. S. Postal Guide of the Wallis and Futuna Islands. We were extensively cross-examined when trying to post our letters in New York. Clerk after clerk asked each other if they knew anything about a place in the Pacific called Wallis and Futuna. We were directed to the Main Information desk. The same U. S. Postal Guide was consulted with the same

expression of disbelief on the faces of the postal clerks. The N. Y. Post Office finally permitted our letters to be posted with the understanding that delivery was not assured. Off went our letters requesting the air stamps from Wallis and Futuna with our fingers crossed.

We had to be patient but hope began to wane after six months had passed and no word. It required close to one year until the "Victory" and "Chad" air mail stamps arrived back here in New York on air mail covers. Their postmarks tell the story, so here they are:

The stamps were cancelled "Protectorate Francaise Wallis-Futuna, Oct. 16, 1946." The covers were postmarked on the back Noumea, New Caledonia, March 1, 1947, San Francisco, Calif., Mar. 8, New York, N. Y. March 10, 1947.

We checked distances and found that it is about 1200 miles from Wallis to Noumea, New Caledonia. It took our covers 135 days to make this distance. It is about 7,000 air miles from New Caledonia to San Francisco and 2,500 miles from San Francisco to New York, N. Y.; or a total of 9,500 air miles, which our letters covered in 10 days.

From this, certain conclusions can be drawn. Wallis and Futuna Islands have no facilities for air mail. There is a steamer connection with New Caledonia. This must be none too frequent, perhaps with calls between the two points only a few times yearly. Thus mail on Wallis and Futuna must await the next mail boat call, which can be a lapse of many months. If your mail reaches Wallis in the near vicinity of time when the mail leaves by surface routes, your return letter will reach here quicker. If it arrives between the ship's calls, it can be almost a year until you hear from there.

However, if your letter has Wallis and Futuna air mail stamps, once it reaches New Caledonia, speedy performance follows. Thus on our covers with the 1946 commemoratives, it **required 5 months to travel from Wallis to New Caledonia, but only 10 days to fly from Noumea to New York.**

It was decided in 1948 by the French Colonial Office in Paris not to continue with air mail stamps. (AERO PHILATELIST'S NEWS, Vol. III, No. 8.) But later we received an unofficial report that Wallis and Futuna would issue two definitive air mails of a 50 and 100 francs (Scott C8-9). The explanation, as later reported to us, reveals typical Gallic logic, which we recorded in Vol. IV, No. 10. Its retelling is warranted to become part of this story.

"Actually, it had been decided some time ago not to issue separate stamps for the colony of Wallis and Futuna. But in the meantime, the Colonial Office had placed the printing order for the airmail stamps with the firm of 'Helio Vaugirard' before this decision of the Ministry had been made. Consequently, the printing of the stamps was under way, and to order this work stopped would have countermanded the directive of the Minister of Colonies. So in the end, the Accounting Department (L'Agence Comptable) of the Postage Stamp Division decided to allow the printing to proceed to avoid any unpleasantness or criticism."

So the definitive 50 and 100 francs air stamps did not appear late in 1948, as reported in our New Issue 52D.

As is known, 1949 was the year of the 75th Anniversary of the U.P.U., and in June of that year, 12 French Colonies issued either one or a set of two air mail commemoratives for this purpose. Wallis and Futuna was included among the 12 French Colonies.

So early in the summer of 1949, the 50 and 100 frs. air stamps and the U.P.U. commemoratives were requested from Wallis and Futuna on covers. Again there was a long lapse of time until the covers with these stamps reached here. Our covers bore these postal markings:

Mata-Utu*, Wallis and Futuna, April 1, 1950. (The covers with the 1946 commemoratives were cancelled "Protect. Francaise, Wallis and Futuna".)

Noumea, New Caledonia, May 6, 1950.

San Francisco, Calif., May 10 and New York, N. Y. May 11, 1950.

Thus these covers traversed the 1200 miles from Wallis to New Caledonia in 36 days and the 9,500 air miles by air mail in only 5 days. These again show the long lapse of time between the French Colonial islands of Wallis and Futuna by surface mail in contrast to the speed when air mail service starts at Noumea, New Caledonia, requiring only 5 days to reach New York.

One should not overlook the fact that mail from Wallis to the U.S.A. actually starts out in reverse. Wallis is about 1000 miles nearer the Western Hemisphere than New Caledonia.

A new postal directive from the French Colonial Office in the near future ordering the discontinuance of Wallis and Futuna air mail stamps would not surprise us. Then air mail from these Islands will revert to the former practice of using the stamps of New Caledonia. If this should happen, then those who possess covers with the air mail stamps from Wallis and Futuna will always be pleased with examples of some of the most fascinating and interesting pieces of aero-postal history. It was indeed fortunate that the post office in Wallis could mail our covers by registered mail so that their revealing history of the time in transit was permanently recorded.

*Scott and Sanabria Catalogs give this name as "Nat-Utu."

THE NEW SERVICE

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

Wanted: International and French Colonial Reply Coupons from France and Colonies...prefer to buy....have some of France to swap. Leo F. Goerth, P.O. Box 6, Cincinnati 7, Ohio. (Member 222)

Wanted to buy: Used French Colonies mixtures, accumulations and collections. Lewis Izzo, 228 Woodward Ave., Iron Mountain, Mich. (Member 251)

Wanted: Covers of all stamps of French Oceania from 1892 to 1920; also used blocks of 4 off cover. H.M. Barnhart, D.D.S., 2185 Huntington Drive, San Marino 9, Calif. (Member 392)

If you have the 5 francs Type Sage (Scott 96 or 96a) of France with clearly-showing date in the cancellation, please offer it to me on approval at your price. V.G. Rich, Verona, N.J. (Member 2)

How Seldom We See them!

These Obock high value triangles, which are even harder to get with actual postal cancellation, rarely are even seen. By courtesy of our member Gregory Mozian, who lately sold them at auction, we have the pictures.

(Actual size)



Courtesy Leon Monosson

The
U.P.U.
1949 Stamps
of the
Colonies.

Most of the
colonies
have THREE
colors on
their stamp

FRENCH COLONIES — Twelve stamps, all of the same design but in a variety of colors comprise the series issued for the Universal Postal Union commemoration. Each colony has a single stamp of the design shown here, with denominations as follows: Cameroons, French Equatorial Africa, French West Africa, Madagascar, St. Pierre and Miquelon, and Togo, each 25 francs; French Oceania, New Caledonia and Wallis and Futuna, each 10 francs; Somali Coast, 30fr; Indo China, 3 piastres and French India, 6 fanon.

--Chambers
Stamp
Journal

TO FRANCE BY BRITISH PACKET

By George S. Hill

Direct postal communication with France by U. S. Mail Packets commenced in 1847 at 24c per half ounce. This covered the U. S. domestic and sea postage only. On July 1, 1849, announcement of a new rate of 20c per half ounce for the U. S. charges was made. Later an understanding was reached with France that letters for delivery at the ports at which U. S. Mail Packets touched were to be 6c extra for each quarter ounce to defray French domestic charges. This made the rate 26c for a quarter oz. letter and 32c for a half ounce letter. Havre seems to have been the only port regularly touched. Letters for other parts of France were charged 12c per quarter oz. extra for French domestic service, making the total rate 32c for a quarter oz. letter and 44c for a half ounce letter. U. S. charges were always figured per half oz. while those of France were always one-quarter oz. So much for mail exchanged between U. S. and France by direct packet.

The treaty of 1849 with Great Britain which went into effect July 1 allowed letters to be sent to France by British Packet via Great Britain with only 5c per half oz. prepayment required, the balance to be collected from the addressee. Letters of the 1852 to early 1857 period sent by this last route present somewhat of a problem. They fall into three different classes. All show a prepayment in the U. S. of five cents but differing charges levied by France. The first and commonest show the French handstamp "19" (type 1). The second show the French handstamp (type 2) or manuscript (type 3) marking "26". To the eye not familiar with the French "fist" this looks more like 96. The third, and scarcest show our type 4 marking denoting that 1 franc 60 centimes was collected from the addressee, also applied by the French.

19 96 96



1	2	3	4
June 1852- Sept. 1856 Handstamp	Nov. 1854- July 1856 Handstamp	April 1856 Manuscript	Early 1857 Handstamp

These letters were sent in what was called "open mail". In other words when they were laid down at the pier at Boston, New York, Philadelphia or New Orleans they ceased to be U. S. mail and became a matter for the French and British to squabble over. Uncle Sam no longer concerned himself very much about them. So that we are here dealing with a matter which is essentially a British or French domestic problem. At this time there was no real postal treaty between the U. S. and France. As an illustration of which the U.S. P. M.G. learned in 1854 that an agreement was concluded in May 1851 between Great Britain and France regarding U.S. bound mails. A delay of three years in securing such vital information seems comical to us to-day. Under this agreement the mails for the U. S. from France, when sent via G.B. were carried through G.B. in sealed bags.

The handstamps "19" and "26" were prepared for use on U. S. mails by France. Thus we see that the "19" and "26" embody both England's 16c and the French domestic charges. We know that the British government was financially interested in the Cunard line and gave them the fiscal ad-

vantage over other British vessels. Such as the Allan Line of Canadian Mail Packets and the British Imman Line operating out of Philadelphia and New York. I had thought that perhaps some of this saving via "Cunarder" was passed on to France to account for the difference in the two French rates. But unfortunately for this theory we find letters via Cunarders showing both types of marking.

When found on complete folded letter sheets those with the "26" are always the heavier. My conclusions regarding these are as follows:

"19" was used on letters of less than "one quarter oz. representing the 16c due G. B. plus 3c French domestic charge.

"26" was used on letters of between one-quarter and one-half oz. representing the 16c due G.B. (per half ounce, be it noted) plus the French domestic charge of 10c, (for a double rate letter, French standard). At this period in France the most popular unit for local letters, letters "de Paris pour Paris" etc. was the half ounce. But letters over a half a half ounce were charged two and one-half times the single rate. If we apply this to the foreign service where the quarter ounce was the standard of value we see that the jump from 3c to 10c is logical.

"1 F 60c". This represents collection of the full 32c maximum allowed France under her understanding with the U.S. for a quarter oz. letter. They must have been considered fully unpaid by France. Obviously they were letters landed in G. B. by British or other ships not accredited to the British Post Office and thrown into the P.O. as private ship letters. Here they again started from scratch and the 5c originally prepaid was lost and France charged all the traffic would bear. These also show the handstamped "16" (¢) due G.B. applied by the French travelling P. O. operating out of Calais.

On April 1, 1857, the first real treaty between U.S. and France went into effect and provided for a uniform rate of 15c by all routes to replace the puzzling rates that preceded it. I am indebted to Stanley Ashbrook for the loan of a number of the covers used in reaching my conclusions.

Oct. 1855 -
July 1856April
1856March-Sept.
1856

Types of American markings found on covers with the French rate marks. Philadelphia and New Orleans markings without the word "packet" are also found on these covers.

— POSTAL MARKINGS, December 1936.



One of the new Air Mails of the COMORO ISLANDS. (The new unit of postal service off the African coast.)