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THE MALTA PHILATELIC SOCIETY

The **JB** Catalogue of Malta Stamps and Postal History



2014

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Sliema Stamp Shop
91, Manwel Dimech Street, Sliema, SLM 1055 Malta
Tel: +356 21342189
Fax: +356 21346069
e-mail: sales@sliemastampshop.com.mt
<http://www.sliemastampshop.com.mt>



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F. I. P. Commissioner johnacardona@gmail.com

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2014 Committee

**President &
Journal Editor:**

Chev. Dr. A. Bonnici MD, MA(Melit) FRPSL, KM, UOM
(Tel: 2133 8437, 9949 5066), abonnici@maltanet.net
34 "Casa Bonnici", Sir Augustus Bartolo Street, Ta' Xbiex,
XBX 1093, Malta.

**Vice President &
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Mr. J. Buttigieg (Tel: 2134 2189, 9942 4874)
sales@sliemastampshop.com.mt

**Secretary/ Treasurer
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johnacardona@gmail.com - 56, Triq Santa Marija, Tarxien,
TXN 1703, Malta.

**Ass. Secretary,
Web site admin &
Public Relations Officer:**

Mr. John De Battista (Tel: 2141 1919)
debfamily@hotmail.com

**Liaison with Malta
Study Circle UK:**

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Mr. A. Caruana Ruggier (Tel: 2124 3518) - alcarug@gmail.com
Mr. S. Parnis (Tel: 2169 7547, 7904 5780) - samritpar@gmail.com
Mr. John Micallef (Tel: 2143 3545, 9943 2945) - elcamino@onvol.net
Mr. C. Mejlaq (Tel: 2149 8069, 7973 4088) - charlessmejlaq@gmail.com

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chrishowe@skanderbeg.fsnet.co.uk
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ncutajar@optusnet.com.au
Mr. Paul Bondin, 86 Ocean Street, Woollahra, NSW 2025, Australia (Sydney Area)
paubondin@singermedical.com.au

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Prime Minister Dr. Giorgio Borg Olivier with the Independence documents on 21st September 1964

50th Anniversary of Independence

by

Dr. Alfred Bonnici

50 years ago the Malta Government under Prime Minister Dr Giorgio Borg Olivier achieved independence on the 21st September 1964. and to commemorate this great political event the Independence Commemorative Stamps were issued on the 21 September 1964.

Dr Carmelo Caruana instructed Mr Emvin Cremona to design a set of Independence Commemorative stamps, which were submitted and the Ministry approved them.

After the referendum of May 1964, the printing was awarded through the Crown Agents, to Messrs Harrison & Sons.

Proofs started coming in one after another with Mr Cremona doing the necessary re-touches. When the final proof arrived the printers demanded from the Minister the go ahead, by a certain date, as otherwise they would not be ready by September.

The talks dragged up to the end of July the bill having to pass through the House of Commons and the Lords and so the Minister could not give the go ahead.

However his Secretary Mr John Scicluna in an article about the Minister's achievements while in Office in "Il Mument of 4 February 2007" tells us the following.

"The Minister called him and told him that he was going to tell the printers to go ahead. If the British Parliament will grant us Independence we will have a commemorative set of Postage Stamps to be proud of. If Parliament does not approve our Independence, we will over print them with the words "*Independence not granted*".

He gave the necessary order to Messrs Harrison to go ahead with the printing. The road to Independence was a long one.

The French occupation Forces surrendered to Major Pigot on the 4th September 1800 and Malta passed under British rule. Since then Malta had various Council of Government, with the first Self Government Constitution being granted in 1921.

In the pre war years of 1940, the Nationalist Party was in favour of a transfer from the Colonial Office to the Dominion Office - Dominion Status, a concept which the Nationalist Party continued to demand up to the time when the Malta Labour Party advocated a policy of Integrating Malta with the United Kingdom.

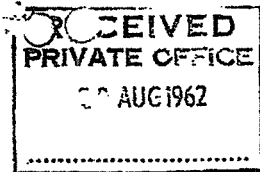
When this idea failed in 1958, Mr Mintoff on the 30 December 1957, presented in Parliament "The Break with Britain Resolution", which the Nationalist Party under Dr G Borg Olivier seconded. There was now a united demand by the Malta

Parliament for the first time for INDEPENDENCE. The Integration talk failed and Mr Mintoff resigned on the 21 April 1958., and Malta passed under a Council of Administration up to 1962.

In the electoral manifesto of the Nationalist Party and the Malta Labour Party, Independence featured prominently.

This election saw the Nationalist Party being returned to Government, and after Dr Borg Olivier clarified various clauses which he objected to with the Colonial Secretary, formed a Government and summoned Parliament.

To counter act severe British Forces run downs and the Dockyard problem Dr



SAVOY HOTEL,
London, W.C.2.

20th August 1962.

Sir,

On behalf of the Government and People of the Island of Malta and its Dependencies, I have the honour to invoke for my country the right to be an independent State.

I request you therefore to fix as a matter of urgency a date for the Maltese Islands' independence within the Commonwealth.

I have the honour to be,
Sir,
Your obedient servant,

The Secretary of State for Commonwealth Relations
and for the Colonies.

Borg Olivier started negotiations with the Colonial Secretary Mr Duncan Sandys, for financial help, asking for 1.8 million Pounds.

On the 17 August 1962, Mr Sandys, offered the miserable sum of £100,000.

Dr Borg Olivier told him that if he were to accept this sum he would become the laughing stock of the Maltese.

“I am not a SAXTON I did not come here for a Silver Collection”

On the 20 August 1962 he demanded the granting of INDEPENDENCE with URGENCY.

At that time besides the Malta Labour Part in opposition which wanted Independence, but as a Republic and with the inclusion of six Religious clauses, fully documented in the Blue Book issued by the British Government, which of course the Church in Malta at that time objected to, there were three other parties in opposition. The Progressive Constitutional Party led by Miss M Strickland, The Democratic Nationalist Party led by Dr H. Ganado and the Malta Workers Party led by Mr T Pellegrini, who were totally against Independence at that time

Negotiations with the British Government started in earnest in London where all parties were represented.

Dr Borg Olivier in a Referendum on the 5th of May 1964 proposed his Independence draft, without the amendments that Mr Mintoff wanted, namely that Malta becomes a Republic and six religious points, among which was civil marriage and divorce, corrupt practice act etc

The question being.

“Do you approve of the Independence Constitution as being presented by the Malta Government”

In other words, without the clauses that Mr Mintoff wanted to include. The vote was yes. From now on negotiations with the British Government continued.

Attached to the Independence Constitution there was attached a Financial and Defence Agreement. Negotiations were hard with sessions lasting for a long time the longest was on 4 July which lasted from 7pm to 3am with a short break, continuing the next day at noon.

On the 26 July 1964 the British Parliament at its last sitting before dissolution approved the Malta Independence Constitution

Malta became Independent on the 21st September 1964.

Independence enabled Malta to become a Republic in 1974 and join the European Union as a full Member State in 2004 which will feature in the December Issue.

I served as Member of Parliament 1962-1976, Speaker Parliament of Malta 1966-1971.

independence
commemorative
issue

21st september 1964



Presented to

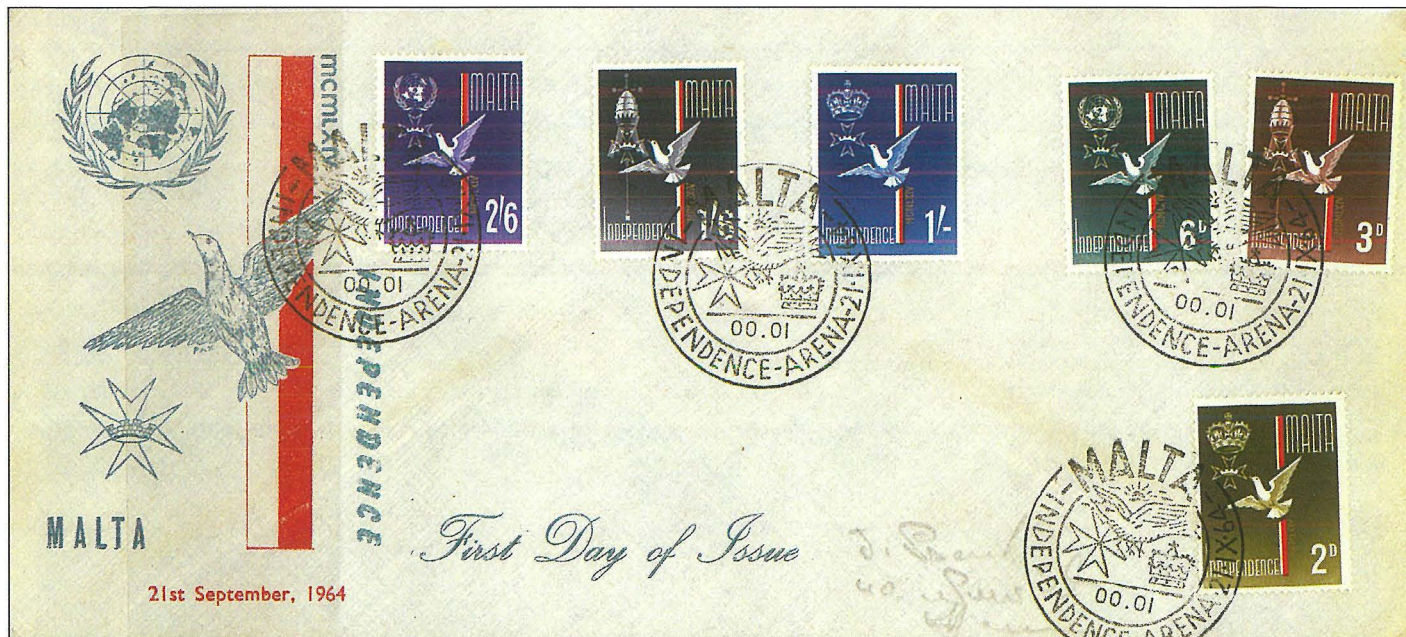
The Hon. Dr A. Bonnici, M.P.

With the Compliments
of
The Government of Malta

Special souvenir folder presented only to Members of the Malta Parliament



Independence Coat of Arms



1st day of issue cover, with special hour dater (00.01)

INDEPENDENCE (1964—1975)

1964 21st September
INDEPENDENCE

Designer	: Chev. E.V. Cremona
Printer	: Harrison & Sons
Process	: photogravure
Watermark	: Maltese Crosses pointing upwards
Gum	: arabic
Perforation	: 14.5 by 13.5 comb
Plates	: 1A1A1A; 1B1B1B
Sheet	: 60 (10 × 6)
Imprint	: none
Last day of sales	: 31st December, 1964
Quantities sold	: No. 301: 1,150,927; No. 302: 1,797,145; No. 303: 600,777; No. 304: 349,203; No. 305: 221,468; No. 306: 151,358;

Plate block 1A 1A 1A
 and
 1B 1B 1B





Plate block IA IA IA
and
IB IB IB



Plate block IA IA IA
and
IB IB IB



Plate block IA IA IA
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Plate block IA IA IA
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Errata Corrige – April 2014 Vol. 43/1 pg.2

The colour of this block of four:

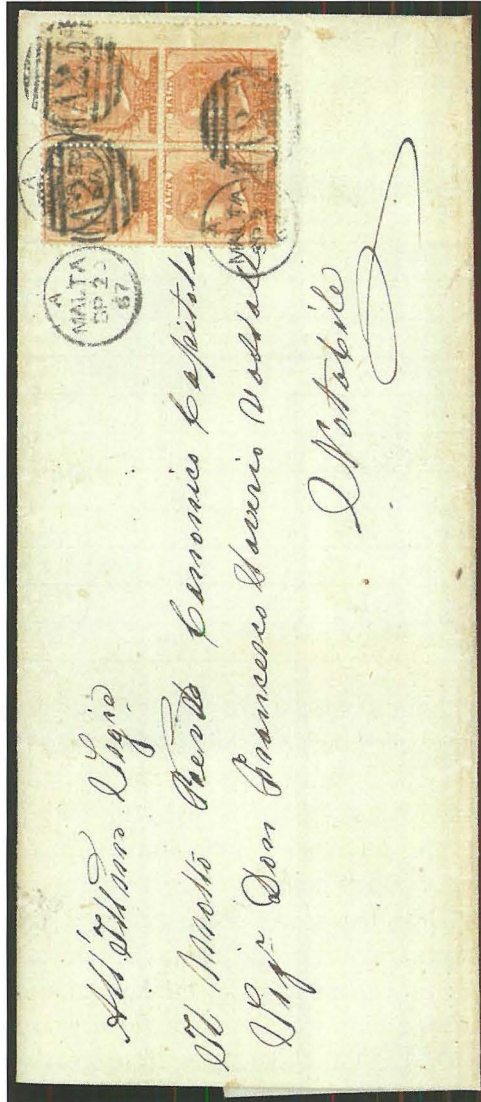
Unique block of four 20th September 1867

Printing No. 21: S.G.17 – should be Pale Red Brown

1/2d Yellow Desireables

by

Dr. A. Bonnici



*Unique block of four 20th September 1867
Printing No. 21: S.G.17 – Pale Red Brown*

Knight's Postal Markings

by
Alan Bannister

I have been trying to build up a listing of the postal markings used by the Knight's in operating their postal service and the listing is now quite substantial. Dr Ganado wrote articles for the PSM magazine on how the service operated and what the rates were.

A list of early items related to the Lazara correspondence is included, having been obtained from a small book by Robson Lowe. ROUTE PADUA - MALTA.

"There are only 19 letters in this section between 3 October 1789 and 20 August 1790 one of which (22 March 1790) has the handstamp VENEZIA. This letter and nine others have rates in black, eight having a double rate, the second being in bajocchi. One letter was endorsed "*P. Venise*".

			bajocchi
1.	3 October 1789	2.6	25 (15?)
2.	27 November 1789	4.8	10
3.	31 December 1789	–	25 (15?)
4.	4 February 1790	3.17	8
5.	18 February 1790	2.6	15 (25?)
6.	4 March 1790	3.17	8
7.	10 March 1790	4.19	12
8.	22 March 1790	1.18	– (VENEZIA handstamp)
9.	25 March 1790	3.17	8
10.	19 April 1790	8	8

The fourth, sixth and ninth of these are identically charged. The first and fifth also show identical rates but these were shown differently by Robson Lowe with the Malta rates being 92 (2.6 inverted) and y.6. The use of bajocchi indicates that this was the charge by the Papal States who used this currency. The charge could have been applied at Rome at Raggio (on the Straits of Messina). 100 bajocchi = 1 scudo, 5 bajocchi = 12 Maltese grani.

It is possible that the nine letters with a bajocchi rate were carried from Padua to Rome by the Papal couriers, hence the charge in bajocchi. In Rome the letters could have been put on one of the ships of the Knight's of Malta who paid the bajocchi charge and wrote their own charge in tari and grani.

OTHER PLACES TO MALTA: There are two letters to record. Modena to Malta on 21 January 1790 which has no endorsements. Firenze (Florence) to Malta 19

April 1790 which has three rates. “baj. 8” (the charge to Rome?), “8” (Rome to Messina) and “3.17” (arrival charge).

Note that the two latter charges are identical to three of the letters listed above. This may well indicate transmission by the same route as those other letters.”

Other letters with Maltese rates but not related to the Lazara correspondence.

1.	GENOA 7 May 1718	1:13:?		–	Earliest known marking???
2.	GENOA 26 January 1765	2.9.		4	4 on the front.
3.	GENOA 9 February 1765	2.9.		4	4 on the front.
4.	GENOA 2 March 1765		4		4 on the front.
5.	GENOA 10 April 1765		4		4 on the front.
6.	GENOA 27 April 1765		4		4 on the front.
7.	GENOA 11 May 1765		4		4 on the front.
8.	GENOA 29 June 1765		4		4 on the front.
9.	GENOA 17 August 1765	2.9.		4	4 on the front.
10.	GENOA 31 August 1765	2.9.		4	4 on the front.
11.	GENOA 14 Sept. 1765	2.9.		4	4 on the front.
12.	GENOA 28 Sept. 1765	2.9.		4	4 on the front.
13.	1765, 1st. October EL from Rome to Malta with a fair ROMA mark on the front and what may be the earliest recorded Malta postage charge on a postal letter – “1:8” on the reverse in manuscript, which must be 1 tari and 8 grani to pay. Rare. Photo. This was Lot 164 in the “Disraeli” sale by Cavendish on 11 June 1994 and was sold for £110.00 plus charges to book bid. Clearly it was not the earliest recorded item.				
14.	GENOA 5 October 1765	1.8		–	–
15.	ROME 5 November 1765	1.8		–	ROMA in yellow on front.
16.	GENOA 16 November 1765	2.9		4	4 on front
17.	GENES 28 December 1765	2.9		4	4 on front
18.	NAPLES 1766	18.		–	18 is on reverse
19.	GENES 11 January 1766	2.9		4	4 on front
20.	GENES 1 February 1766	2.9		4	4 on front
21.	GENES 22 March 1766	2.9		4	4 on front
22.	NAPLES 29 March 1766	18		–	Only one m/s marking
23.	GENES 10 May 1766 2.9.		4		4 on front
24.	NAPLES 7 June 1766 18.		–		Only one m/s marking
25.	NAPLES 21 June 1766	1.?		–	Also has 1/2. 1/16 marks
26.	VIENNA 21 June 1766	2.9		8.4 and 12	8.4 and 12 on front

27.	VIENNA 23 June 1766	1.8/3		6 and 8	6 on front and the 8 on the rear in brown crayon. The 1.8 deleted and the 3 is below this. Rate error?
28.	NAPLES 21 July 176618		—		No other markings.
29.	PARIS 19 August 1766	3		—	3 on reverse. On the address side there is a word written and it has been suggested by the owner that the 3 and the word are written by the same person.
30.	ROME 16 September 1766	1.8		—	Only one m/s marking
31.	VIENNA 18 October 1766	2.9		4 and 8	4 on front and 8 on rear in brown crayon. Also an 80 on front which has been deleted by lines.
32.	VIENNA 16 Nov. 1766	2.9	4 and 8		Another 4 on the reverse which has been deleted.
33.	VIENNA 24 November 1766	2.9		4 and 8	4 on front and 8 on rear in brown crayon.
34.	VIENNA 1 December 1766	2.4		3 and 8	3 on front and 8 on rear in blue crayon.
35.	VALENCIA 1767	9.9		3 and 30	3 is erased, 30 underlined – and 6 above address apparently in same writing 6, Valencia handstamp. On reverse 9.9.
36.	VIENNA 14 March 1767	??3		6 and 8	6 on front and 8 on rear in blue crayon.
37.	GENOA 21 March 1767	1.12		1/2	
38.	VIENNA 28 May 1767	2.9	4 and 8		4 on front and 8 on rear in blue crayon.
39.	GENES 18 July 1767	1 8	3		3 on front. Also an unclear h/s in yellow.
40.	MARS 29 August 1767	1 II 8=		—	Only one m/s marking on front.
41.	GENES 20 February 1768	1.2		—	NAPOLI in yellow on front.

42.	VIENNA 25 February 1768	1.3		24 and 18	24 on front and 18 on rear in blue crayon. There is a further marking 1.-3/16 which may be postal on the rear.
43.	ROME 30 May 1768	1.12		–	ROMA in yellow on front. The reverse may have a 1/ deleted and the 1.12 written below.
44.	VIENNA 24 October 1768	2.9		4 and 8	4 on front and 8 on rear in brown crayon. Also a marking, possibly in code, on front deleted and replaced by a cross between a 3 and a 6. A further 4 has Roma after it on the front.
45.	VIENNA 6 March 1769	2.4		4 and 8	4 on front and 8 on rear.
46.	VIENNA 6 March 1769	2.4		4 and 8	4 on front and 8 on rear in brown crayon.
47.	VIENNA 22 May 1769	5.2	10 and 8		10 on front and 8 on rear in brown crayon.
48.	MADRID 9 July 1770 Posta lti. 4g			–	Must have been applied in
49.	MADRID 4 August 1770	9.9		<u>30</u> and 3	The 3 has been applied in Malta.
50.	NAPLES 3 November 1770	1.2		–	Unclear yellow h/s on front.
51.	PARIS 15 January 1771	2.9		4	4 on front.
52.	PARIS 12 February 1771	2.9		4	4 is on front.
53.	VIENNA 31 January 1771	2.4		3 and 8	3 and 8 on front. 8 in brown crayon deleted by two black ink lines.
54.	PARIS 9 February 1773	–		15s	15s in front.
55.	PALERMO 19 July 1774	8		–	Only one marking.
56.	NAPLES 6 October 1776	18		–	Only one m/s marking.
57.	NAPLES 14 October 1776	1.2		–	Only one m/s marking.
58.	NISMES approx. 1785	3		8	This is a rare envelope.

59.	VALLETTA 10 Sept. 1786	46?		–	To GOZZO. The only internal entire to show a rate mark so far in this period.
60.	VENICE 6 Aug. 1700		7 and 2		Both marks are probably
61.	PALERMO 11 June 1793	1.S?		–	Only one m/s marking.
62.	PALERMO 21 March 1797	1.S?		–	Only one m/s marking.
63.	PALERMO 1805	2		–	To George and Edmund Noble. PALERMO handstamp. On reverse 2.
64.	LONDON 1806	2n3		–	Letter to George and Edmund Noble. On front 2n3 with large* inspectors handstamp. On reverse Foreign Office cds.

1775 Letter from Malta to Monsieur De La Croix, geneologista de l'ordre de Malte, Ave Phelippeaux au Marais A Paris. Handstamps Rome and DE MALTHE. On reverse 1.4. This item is included in the listing on the assumption that the 1.4 may be a sign that amount was prepaid. It may be a transit or delivery marking.

The purpose of this listing is twofold. Firstly to show what is known to exist and stop collectors being misled. Only recently an auction catalogue described entire numbered 13 above as “Believed to be the earliest recorded Maltese postage due marking”, but the fact that it is number 13 above shows that it clearly is not. The second purpose is again to try and stimulate someone into carrying out further research on this mail which, hopefully, will lead to a better understanding of exactly how the system worked. In fact most of the items listed are owned by myself but I have reason to believe that there are many more in collectors hands, in some cases identified as what they are and in others the owners not knowing the significance of the markings.

2014 MALTEX XV PHILATELIC EXHIBITION

The fifteenth edition of Maltex 2014 is once again being held at the 'Green Lounge' of the Hotel Phoenicia. The dates are 16th to 19th October. The inauguration and blessing of the Exhibition will be held on Thursday 16th at 18.00 hrs whereas the Exhibition will be opened to the public on 17th and 18th (09.00 to 18.00 hrs) and 19th (09.00 to 12.00 hrs). **All the members of the Society are invited to the official opening.**

“T” Markings

by
Alan Bannister

Waterlow Setting Marks

Waterlow setting or ‘T’ marks are frequently met with. Although small they are intriguing and the reason behind their existence is given in the following letter, published in Stamp Collecting on 24 September 1954, from P. A. Waterlow, the Chairman of the Company, to W. T. Williams who had queried their presence on the GB 5 shillings value. The final sentence is of particular importance and relevance.

Dear Sir,

King George VI High Values

In reply to your query regarding the ‘T’ mark traced in the above stamps, this mark is used by us when transferring printing plates and is used to line up the transfer cylinder with the marked out plate. It is cut into the original die on both sides of the stamp and taken up together with the stamp impression when the transfer cylinder of the die is made.

The method of use is to move the cylinder in the transfer press until such time as these marks coincide with the marked outline of the plate. This may entail several attempts before correct alignment of the stamp is obtained. When the correct position is found, the cylinder is held in position and the various marks made and the area of the marked outline on the plate are removed by burnishing.

In this particular instance we would imagine that these ‘T’ marks have not been completely burnished out. It sometimes happens that to the transferor’s eye the burnishing is complete, and in the facing of the plate with chromium these marks become able to print due to the building up of the deposited metal around these burnished marks, making them just prominent enough to give a weak impression.

For this reason we try to place these marks in some position of the engraving, where it is either rolled out by transferring or hidden by surrounding work.

All stamps are transferred in this manner and not solely the ones in question.

Yours faithfully,
WATERLOW & SONS LTD.
P.A. Waterlow, Chairman.

At first sight it would appear that these markings are irrelevant to us but in fact

they are often the reason for small, or large, varieties appearing on the stamps we collect. Indeed examples are recorded by specialists on the majority of the King George VI definitive stamps of Malta and some of them raise basic questions.

Perhaps the best examples of one of these which was not cleared at all is the “semaphore flaw” on the King George VI 5/- value. This has achieved catalogue status as SG. 230a and SG. 247b.. What is intriguing about the two stamps is that the first is relatively common whilst the second is extremely rare – but only one printing plate is stated to have been used.

I have believed for a long time that when the SELF-GOVERNMENT stamps were created the bulk of the stock held in Malta was returned to Britain, overprinted and then returned. I also believe that when stock of the 1938 set was received in Malta it was simply put on top of the existing stock. The result of this was that the stamps sent to Britain could be from ANY PRIOR printing as well as the latest received although the vast bulk would always be stamps from the latest printing. I personally have corner plate blocks showing plate numbers which can only have been produced had the stamps been originally handled in the manner I believe. I have also seen a report that a block from plate 3 of the ½d. Brown shows the “joined NT” flaw but have not had this confirmed. Plate 3 was last used for the March 1944 printing and there were later printings from plate 4 before that stamps were overprinted. Of course, for some of the stamps only the latest printing existed and even if earlier printings were returned to Britain they might be from quite early printings with later ones used up.

In thinking this two things become clear. SG. 247b is rare because only a few sheets were sent for overprinting which came from an early 5/- printing and these were simply used in the normal manner – indeed the stamp is only listed so far in used condition. The other is that at some point another printing plate for the 5/- value was created or the original plate was treated again to remove the “semaphore”. If this is the case then the change must have been carried out relatively early because nearly all of the stamps were used BEFORE the overprinting was considered, i.e. only a very few of the early sheets were still there with most stamps overprinted being from a more recent printing.

The new King George VI study paper by Graham Pound gives information on more stamps showing traces of the “T” markings and it may well be that these reveal more apparently new printing plates. A research project for a member who has a large KG6 collection?

The 5/- (British 1939-48 type) may be found with a “T” guide mark in the hair. The late Gerry Bater, well known as a philatelic photographer and philatelist, wrote a series of articles in Gibbons Stamp Monthly, which were full of new observations on the British “square” high values of 1939-48. Gerry was responsible for getting me to understand how “T” guide marks came into being. I quote and paraphrase

him, from his book *Waterlow Procedures; King George VI "Arms to Festival" high Values; Design to Press:* "For most of the arms high values, two "T" guide marks were impressed in the original die, one each some 5-6mm ABOVE and BELOW the stamp design. (These could) "sometimes be transferred to the printing plate". The "T" guide mark ABOVE would become the lower "T" of the stamp above. Few actually appeared on the plate; most were carefully burnished off and the position re-engraved when necessary. Sometime partial marks remained. Doubled marks, marks on the neck (from a plate differently set up), marks at the base and even one where there is a clear "T" in the hair as well as another, diagonally placed across the hairline all exist. The assumption by philatelists that ("T" guide marks) must always appear in the King's hair on Great Britain high values is now proven to be unformed".

This explains to me why the "T" marks on King George VI stamps of Malta are in different positions and why they happened. I hope that it helps you as well.

The Pneumatic Post of Paris

by

J.D. Hayhurst O.B.E.

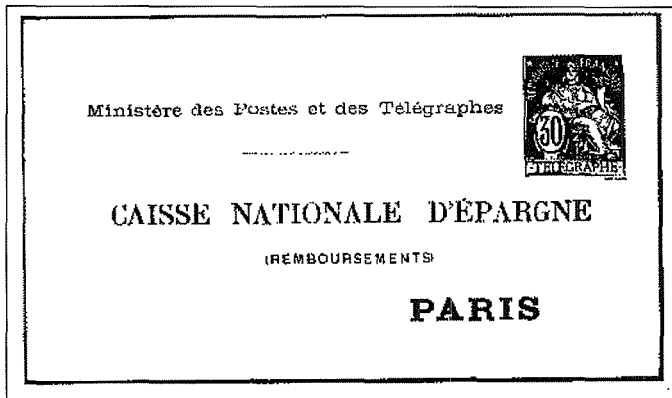
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continued from August 2013 Edition

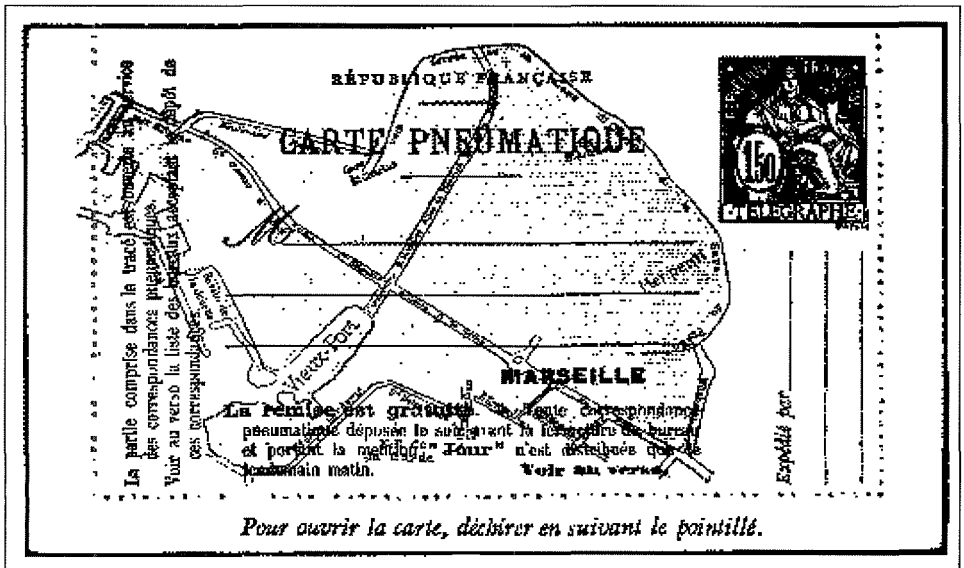


*"Caisse d'Épargne" card
of 1884.*



6fr. "Caisse d'Epargne" card of 1947.

Apart from the standard items of postal stationery that have just been described, there have been three groups of other issues. The first are those for withdrawals from the *Caisse Nationale d'Epargne* in the rue St Romain and consist of reply-paid forms, part for the applicant to complete and part for the *Caisse* to return to him with authority for a withdrawal. They appeared in 1884 as joined cards and then as



1fr. 50 card of the Marseilles Pneumatic Posts of 1929.

folded forms with varying texts between 1890 and 1904 all with a black *Chaplain* stamp of 30 centimes. In 1909 the Sower stamp replaced the *Chaplain* design as had happened with the standard postal stationery and similarly abdicated in favour of the *Chaplain* stamp in 1921 at a value of 60 centimes, increased to 1 franc in 1925, to 1.50 franc in 1928, and to 2 francs in 1939. A 3 franc rate of 1942 was denoted by a stamp of Petain but the *Chaplain* stamp reappeared after the war at 6 francs on what transpired to be the last of these forms. A second type of special postal stationery was associated with the *Pompes Funèbres*, the official agency responsible for funerals. In 1884 there was a fear of a major cholera epidemic in Paris and it was foreseen that there would be a large number of corpses each requiring urgent notification to the *Pompes Funèbres*. The pneumatic post offered a rapid means of notification and two cards were printed, with a 30 centimes *Chaplain* stamp in black, addressed to two of fines of the *Pompes Funèbres*, with spaces in the inside for writing in the length and breadth of the corpse together with other relevant information, all to be filled in by the doctor in attendance. It is doubtful whether any of these cards were ever used. They are rare but even rarer are those carrying advertising matter and which were sold at reduced prices. The very few known were all issued by the one agency '*la Publicité Postale*' and were published around 1898.

Although far from being official, deserving mention are the miniatures of postal stationery which appeared around the turn of the century in children's toy post offices. A 'pneumatic' card of 1898 was so good a reproduction of the official card that there must have been an official demand to change it and one sold in 1900 bears the additional inscription '*La Poste Enfantine*'. The printer of a miniature letter-card of 1898 tried to anticipate the modified prohibitions on the outside of the official card following the admission of private stationery to the tubes but failed to foresee the continuation of the prohibition of the insertion of hard objects, and so his miniature has a different inscription on the back from the official text.

All the foregoing refers to the pneumatic post of Paris; a similar but much more restricted service existed in Marseilles between mid-1910 and 29 February 1964 and which had its own postal stationery until the last war. Letter-cards showing on the front a map of those areas of the city served by the pneumatic post were issued in 1910 (single and reply) with a Sower stamp of 30 centimes. On the reverse were listed the seven offices from which pneus could be sent. Later, as in Paris, the *Chaplain* stamp was used: in 1919 at 40 centimes with an eighth office added on the reverse, in 1921 at 60 centimes, in 1926 at 1 franc, and in 1929 at 1.50 franc, all these being against a blue-green background. The background was changed in 1934 to grey and when the 2 francs letter-card appeared in 1938 the map was deleted; this was the last letter-card. One envelope only was issued: in 1910 and similar to the contemporary letter-card.

Whilst the pneumatic postal stationery of Paris may have occasionally been

used outside Paris and Marseilles, its regular use is known only in Algiers where an express service was operated by messengers inside the city. In 1938 this service was given its own letter card, and the link with the Paris pneumatic post was broken.

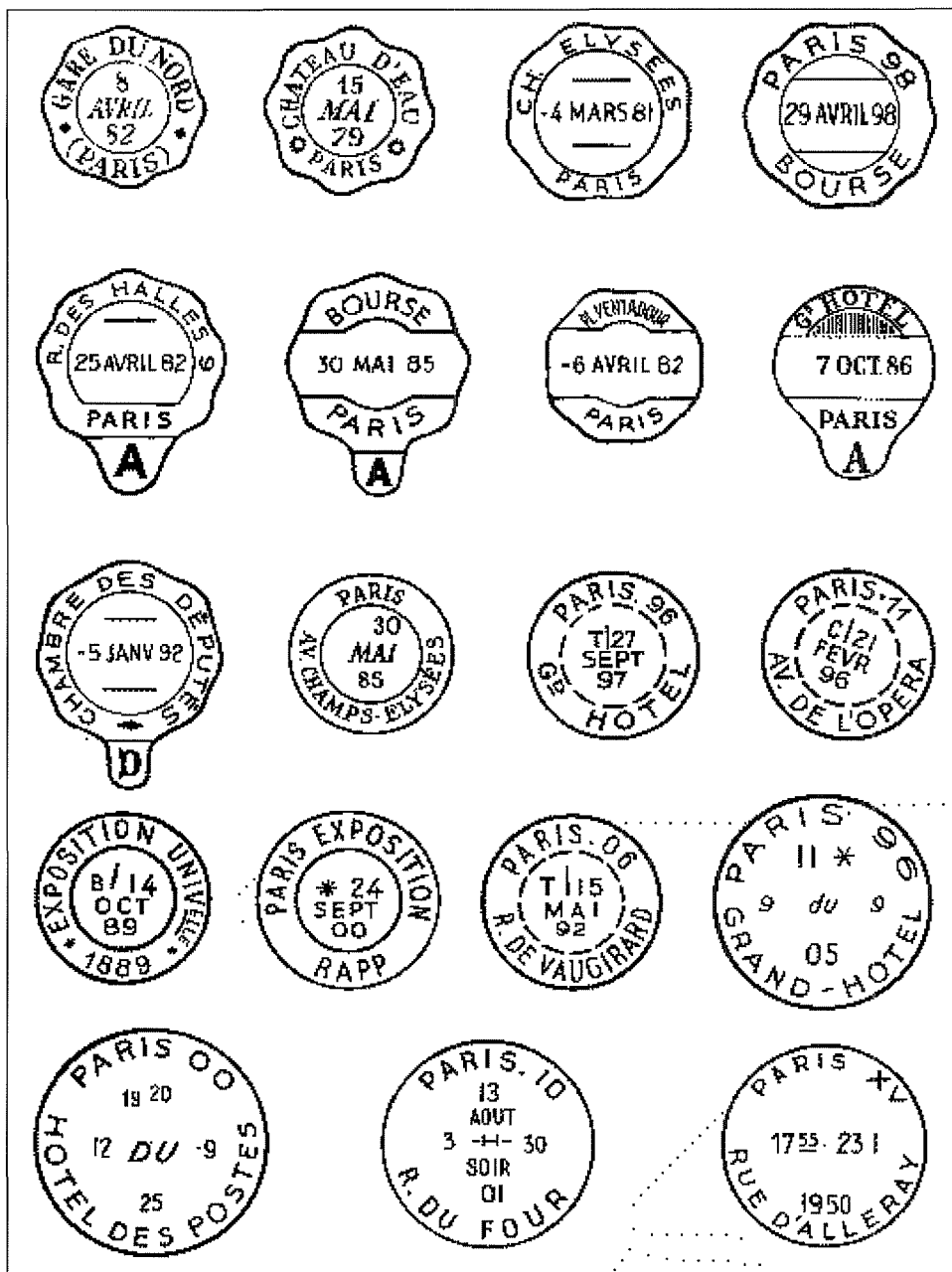
The Postal Markings

It has been continuously emphasised that the pneumatic post in Paris has always been operated by the *Télégraphes* or, nowadays, the *Télécommunications* and the date stamps have therefore been those of that service. In 1885 there was an official decision to make the date stamps of the *Postes* and the *Télégraphes* similar but the telegraph date stamps were to contain, in place of the collection number, a T or, in the case of the larger offices, a letter denoting a particular telegraph counter. However, existing date stamps were to continue in use until they were worn out. This economy led to the retention of date stamps of earlier vintages and, furthermore, when an office changed its address, it used at its new address the date stamps which still bore the old address. In 1879 the most common telegraph date stamp was a small wavy circle of which there were several variants. Other different types were used, some with appendages. Most of these date stamps were applied in blue, some in red, and occasionally in black. The 22 mm diameter 'postal' date stamp is sometimes found on pneus prior to the application of the 1885 decision. The 'postal' date stamp of 25 mm diameter incorporating a B was applied at the 1889 *Exposition Universelle*. Again these were usually struck in blue and sometimes in black, but in the first half of 1894 a number of offices used a violet ink. As has already been described, the Paris post offices numbered up to 9 had their telegraphic numbers preceded by a zero and this appeared in their date stamps. Hexagonal date stamps intended for the late-fee. postal service were sometimes used at some offices even when those offices were equipped with conventional date stamps as were the circular date stamps incorporating an E. At the turn of the century new types of date stamp were introduced which, for the first time, showed the time of despatch of a pneu, so that it was no longer necessary to record this time in the daily register. Two of these differed by having small and capital lettered "d" in "du"

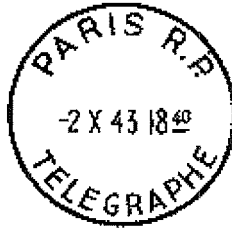
A pneu, during its journey from the sender to the addressee, might have to be transferred from one tube line to another and when this occurred the office of exchange applied its date stamp on the back. Using date stamps incorporating times, the times of each stage of a journey could be ascertained. At the big exchanges of Central and Bourse a stamp was mechanically applied.

Around 1930 a date stamp of the 'Rotoplan' type was introduced with the year appearing at the bottom; shortly afterwards there was another on the same pattern but within the year in the central slug. This is not an exhaustive list of the postmarks but served to illustrate the principal ones.

The auxiliary marks on the conventional post have also been applied to pneus,



Postmarks of the Pneumatic Post.



PARIS-CENTRAL
PN

1965 FEV 24

15:50



HORS LIMITES T040

Les pneumatiques peuvent être recommandés (Droit spécial 1 fr. 50)

BOURSE .B

PCV 0.20

LES PNEUMATIQUES PEUVENT ÊTRE RECOMMANDÉS DROIT SPÉCIAL : LE MÊME QUE LES LETTRES-MISSIVES

Postmarks & sundry cachets of the Pneumatic Post.

often in a particular context. A pneu put, not into the correct and smaller box, but into an ordinary post-box would, on being sorted, receive the post office date stamp and also the mark 'TROUVE A LA BOITE' before being transferred to the telegraph counter where the telegraph date stamp would be applied. In much the same way, a pneu put into a box attached to the rear of a tram would be taken to the post office adjacent to the Paris terminus of the route of that tram, receive there the post office date stamp and 'B M' (for *boite mobile*) before being transferred to the telegraph counter where again the telegraph date stamp would be applied. Other postal marks such as 'AFFRANCHISSEMENT INSUFFISANT' or 'PARVENU SANS ADRESSE' or 'RETARDE FORTUITEMENT' were equally applied to pneus. In

the early days of the pneumatic post, pneus might be addressed, by accident or otherwise, beyond its boundaries; they were then endorsed in manuscript '*Hors limites*' or '*Hors service*' and transferred to the post. The sorters tired of writing and made up their own handstamps for these and other annotations. In this category of individual initiative handstamps is 'BOURSE B' (B for *banlieue*) applied to pneus arriving at Bourse for the suburbs after the last despatch and held there overnight.

A handstamp often found on pneus of 1938 and the five following years refers to the registration of pneumatic mail. The 2 francs letter-card of 1938 contained on the back the information that pneumatic mail could be registered in the same way as ordinary mail and this facility was widely publicized by a cachet applied by hand to the front of a pneu. There are numerous varieties, those of 1938 show that there was a special registration fee of 1.50 franc for pneus but the later cachets merely announce the facility.

Also from individual initiative came handstamps for deficient payment, such as PCV for '*à percevoir*', and T 0 0, writing in a digit between the two zeroes to show the tax. The pneumatic service was for a long time less severe than the ordinary post in taxing a deficiency and until 1926 only the simple difference was taxed. The original compulsory use of the official postal stationery and the weight limitation of 7 grams made underpayment impossible but after the concessions of 1896 and 1898 underpayments could and did occur. If a pneu or a privately printed envelope bearing postage stamps appropriate to the tariff for 7 grams weighed more than this (but not more than 30 grams) the addressee had the option either of paying the simple difference or of refusing to pay in which case the item was transferred to the ordinary post and delivered later. After 1926, under the same conditions, double the deficiency was required although items were subsequently retained in the pneumatic post provided they were prepaid to at least half the correct fee but still the addressee could not immediately receive them unless he paid the amount due.

The Most Famous Pneu in History

For generations the pneumatic letter-card was known affectionately as the *petit bleu* since, between 1897 and 1902, it was on blue paper and it was under this name that a '*Télégramme*' was a vital piece of evidence in the enquiries which led to the eventual acquittal of Dreyfus. At a court-martial in December 1894 he had been found guilty of passing military secrets to the Germans and was transported to Cayenne. In 1896 the contents of a waste paper basket in the office of Schwartzkoppen, the German military attache in Paris, were taken to the French Intelligence Staff and found to include a torn-up pneu which had never been sent.

When pieced together, it was found that the *petit bleu* contained a message to another French officer, Esterhazy, implicating him in the offences attributed

to Dreyfus. Thus started the chain of events which culminated in 1906 with the ceremonial restoration of his commission to Dreyfus in that courtyard of the Ecole Militaire lying just behind the Pavillon de l' Artillerie which had housed the telegraph office Ecole Militaire until its closure in 1891.

The Celebration of the Centenary of the Pneumatic Service

The P.T.T. recognized the centenary of the service in 1966 by the issue of a commemorative postage stamp with a face value of 1.60 franc, the then basic rate for a pneu. The stamp, designed by Combet, showed the Bourse with the hexagon system of 1867 and, at the side, a cylinder in a section of tube. It was issued on 11 November 1966 at the autumn philatelic salon and was there cancelled by a postmark also showing a cylinder in a section of tube. There was the usual range of first day envelopes and cards together with one letter-card which bore a surprising number of mistakes. Its inscription referred to the centenary of the pneumatic postal service although this will not occur until 1979. It was decorated with a reproduction of a 30 centimes *Sage* type postage stamp embodying the word 'POSTE'. Whilst the true *Sage* type postage stamp embodied the word 'POSTES' (with a S) the design on the first pneus omitted the word altogether and was for values of 50 centimes and 75 centimes; the 30 centimes rate was not introduced until 1902. To make matters worse, at the last moment, it was found that the French postal administration would not accept the letter-card with its unofficial representation of a postage stamp and the offending illustration had to be hidden under a square of adhesive paper.

ACKNOWLEDGMENTS

The standard work in France on the pneumatic post is '*Cent ans de tubes pneumatiques*' J Boblique, *Echo de la Timbrologie*, 1966.

The engineering aspects of the service are recounted in '*Le réseau pneumatique de Paris*' M Gaillard, *Revue des PTT de France*, 1, 1959.

The postal markings of the 19th century are studied in '*Oblitérations du service des pneumatiques de 1879 à 1900*' R Cantais, *Feuilles Marcophiles*, 168, 1966.

The present writer warmly acknowledges his debt to these authors, and, additionally to M Gaillard for arranging visits to the installations in Paris, and to M Cantais who, until his death in 1971, was always ready to pass on the results of his researches at the *Musée Postal*. Recent research, as yet unpublished, by Dr. G Rykner has also generously been made available to the author.

Tribute is due to the A.C.E.P. members who contributed to these excellent catalogues, the numbering of which has been respected in the abbreviated listings which follow of the postal stationery.

The writer expresses his gratitude to M A Fileyssant for permission to reproduce the hexagonal postmark of place Ventadour and to Mr J E Colley for drawing the

postmarks shown in the illustrations.

The catalogues of the postal stationery are:

'Catalogue des entiers postage de France' Association des Collectionneurs d'Entiers Postaux 1965,

and, with more specialist detail,

'Catalogue complet des entiers postaux de France et Colonies' A.C.E.P., with Supplement 3, 1969

These listings are very similar to those in the American Postal Stationery Catalogues published by Higgins & Gage, but the catalogue numbers do not quite correspond.

PNEUMATIC POST TARIFFS

1879-1901

1 Letter-cards	1879	(1 May)	75c	
	1880	(1 June)	50c	
1 Cards	1879	(1 May)	50c	
	1880	(1 June)	30c	
1 Envelopes	1885	(15 January)	75c	
	1887	(1 January)	60c	
	1896	(17 September)	50c	up to 7g
			1f	7 - 15g
			1,50f	15 - 30g

Tariffs 1902 -

		Up to 7g	7 - 15g	15 - 30g
1902	(1 January)	30c	50c	1f
1917	(1 January)	40c	65c	1.25f
1920	(1 April)	60c	1f	1.50f
1924	(25 March)	75c	1.25f	2f
1925	(16 July)	1f	1.50f	2f
1926	(1 May)	1.50f	2f	3f
1937	(12 July)	2f	3f	4f
1942	(2 January)	3f	4f	5f
1945	(1 March)	6f	8f	10f
1946	(1 January)	10f	12f	14f
1947	(1 April)	13.50f	16f	19f
1947	(8 July)	19f	24f	28f
1948	(21 September)	30f	40f	50f

1949	(6 January)	45f	60f	75f
1957	(1 July)	100f	120f	160f
1959	(1 January)	125f	150f	200f
1964	(1 June)	1.50f	1.75f	2.25f
1965	(15 January)	1.60f	1.90f	2.40f
1971	(3 January)	3f	3f	3.60f
1973	(7 July)	3.90f	3.90f	3.90f

POSTAL STATIONERY OF THE PNEUMATIC POST (An abbreviated summary)

Letter-cards

1	1879	75c Sage modified TELEGRAMME	
2	1880	50/75c	
3	1881	50c Chaplain	
4	1882	50c with map of Paris, blue shading at west	
5	1883	50c -do-, blue shading at west and north	
6	1884	50c -do-, no shading	
7	1885	50c No 6 with 'Valable pour tout Paris'	
8-15		50c no map 1f with reply coupon	(differing perforations)
16-26	1897	50c CARTE PNEUMATIQUE FERMEE 1f with reply coupon	(differing inscription on back)
27-70	1902	30/50c 60/1f	(on previous types and with differing surcharges)
71		30c black on blue CARTE PNEUMATIQUE	
72,74		30c red on blue	(differing inscription on back)
73,75		30c + 30c	
76	1907	30c Sower	(differing inscriptions on front and on back)
84		30c + 30c	
85	1919	40c Chaplain	
86	1921	60c	
87	1924	75c	
88	1925	1f	

89-92	1927	1.50f (differing colours)
93	1938	2f
94	1942	3f Petain
95	1944	3f Chaplain
96	1946	6f
97	1947	19f
98	1949	30f
99,100	1950	45f (differing inscription on back)
102	1959	125f
103,104	1960	1.25f (differing colours)
105	1964	1.50f
106-109	1965	1.60f (differing inscriptions on back)
110	1972	3f

Cards

1	1879	50c Sage modified CARTE TELEGRAMME
2	1880	50c Sage Chaplain
3		50c + 50c
4		30/50c Sage modified
5		30/50c Chaplain
6		30c + 30c/50c + 50c
7		30c
8		30c + 30c
9	1882	30c with map of Paris, blue shading at west
10	1883	-do-, blue shading at west and north
11	1884	-do-, no shading
16,18,19	1885	30c No. 11 with 'Valable pour tout Paris'
17		30c + 30c No. 8
20,22		30c no map
21,23	1887	30c + 30c no map
24,25,27	1897	30c CARTE PNEUMATIQUE
26,28,29		30c + 30c

Envelopes

1	1885	75c TUBES PNEUMATIQUES
2,3	1887	60/75c
4	1889	60c
5	1896	50/60c

6-8	1897	50c (two formats) ENVELOPPE PNEUMATIQUE
9-15	1902	30/50c on previous types
16		30c
17-19	1907	30c Sower (differing inscriptions on back)
20	1919	40c Chaplain
21	1921	60c
22	1925	1f
23,24,25	1928	1.50f (differing colours)
26	1938	2f

Caisse Nationale d'Epargne repayment demands

1	1884	30c + 30c Chaplain on card
2-5	1890	30c + 30c on paper (differing inscriptions)
6-8	1909	30c + 30c Sower (-do-)
9-10	1921	60c + 60c Chaplain (-do-)
11	1925	1f + 1f
12-14	1928	1.50f + 1.50f (-do-)
15	1939	2f + 2f
16	1943	3f + 3f
17	1947	6f + 6f

MARSEILLES

Letter-cards

1	1910	30c Sower
2		30c + 30c
3	1919	40c Chaplain
4	1921	60c
5	1926	1f
6,7	1929	1.50f (differing colours)
8	1938	2f

Envelope

1	1910	30c
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Air Mail Magazine

My Flight Down Africa

10 - 13 February 1936

by

Tommy Rose

With acknowledgements to 'The Cape Argus', 'Cape Times' and
Messrs. C. C. Wakefield & Co., Ltd.

I landed at Cape Town as fresh as a daisy despite a series of adventures during my record flight from England, unequally by anything in my twenty-one years' flying experience. At least three times during the past three days I felt that all was up with me, and that so far from breaking the record I should break my neck. Over the Mediterranean, in the Soudan, and again in Rhodesia, I went through adventures which I do not want to endure again. In these days of safe and easy flying I scarcely feel inclined to tell the full story of them for fear that my friends might think I was "shooting a line of tripe."

And I realised then that I could not have succeeded but for the marvellous support of my machine and engine, considering the really terrible weather conditions that I encountered at various stages of the flight.

Horriying weather on Saturday evening, just about twenty-four hours before I reached Cape Town, made me certain that my flight was prematurely ended. Here came the greatest adventure of the trip.

Darkness was descending, I was trying to creep into Salisbury, disappointed that I was not then, as I had hoped, reaching Cape Town. A barricade of tropical storms barred my way to the town. I changed course and tried to fly around the downpours that I saw ahead of me and to cut into Salisbury from the back.

But the storm caught me. It was an astonishing experience. My tanks, which hold 111 gallons when full, were at least two-thirds empty and so the machine was light. My Gipsy Six Engine had every chance of showing the fine climbing power it could give, but even at full throttle I could not maintain height.

I was literally beaten down to the ground by the force of the cloud-burst. No one who does not know Rhodesia can realise the astonishing weight of water that came hammering down on me.

And this was where astonishing good luck for at least the second time of the flight made possible the achievement of a record, to say nothing of letting me get away with it.

When the machine could be held in the air no longer an open space in the bush appeared below me. It seemed as though it had opened up at the crucial second for my sake. At full throttle still, the machine landed in the open space undamaged.

I spent the night on a ranch.

At dawn I attempted to take off again for Salisbury, but owing to the high altitude – almost 5,000 feet – this was a matter of the greatest difficulty. Although at the outside my petrol was only one-third of the maximum, the machine was not air-borne by the time it reached the end of the stretch of smooth ground, which was about four hundred yards in length.

Then it struck the shrubs and anthills. At least twenty times the bus smacked down on anthills, until I suspected that my undercarriage was pulverised. As I flew on to Salisbury I thought again of my bad luck on my previous flight to the Cape, when an anthill at Palapye Road broke the undercarriage of the machine I was flying then.

Eventually I just staggered over the tree tops with a couple of feet to spare. When I landed at Salisbury, at about six o'clock in the morning, I found that the only damage was a split fairing. I "tanked" up again and got off by 8 a.m. The weather was still, to use the only possible word, "lousy".

These tropical deluges – I had struck the worst of the Rhodesian rains – barred my way again to Bulawayo. I could not get through, so at the end I altered course and tried to circle round the side of the storm. I must have gone at least fifty miles out of my way, and at one time I felt that I was irrevocably lost over uninhabited country.

Again I found my petrol running lower than I liked, a trouble that has upset my schedule several times during these three tough days. I set a course for Mafeking and went down there, a fact which does not seem to have been reported anywhere and illustrates the lack of communication in Africa, particularly on a Sunday.

Nobody seemed to see me arrive expect an Air Force pilot from whom luckily I was able to borrow twelve gallons of petrol. This enabled me to carry on to Kimberley.

I landed there at four o'clock in the afternoon, left after twenty five minutes and had an uneventful flight through decent weather to Cape Town.

The desperate experience in Rhodesia which I recounted followed another alarming adventure near Wadi Haifa. I had left Cairo just after midnight (on Friday morning) for Khartoum. The full moon was up and gave me just enough light to fly by.

But before dawn I grew worried. I detected an overwhelming smell of petrol in the cabin where, in order to bring my range up to about 1,650 miles an extra tank containing 75 gallons was fitted. Next I found the floor was flooded with petrol.

Owing to the extreme danger of fire an immediate landing was imperative. But it was dark and I could not see the country below me. As soon as the first light made the ground visible I attempted to land. It was desolate, volcanic, humpbacked country.

Imagine an apparently endless series of hilly undulations of lava only three hundred yards long and you will know what the prospect was below. If I overshot the summit of one of these slopes there was no telling what might happen.

The machine was landed up the slope of a hump, and fortunately she stopped right on top. I was considerably relieved, because I knew full well that had my machine been damaged it would never have been found owing to the unusual course I had risked taking in order to clip a few miles off the route. I was at least fifty miles from the nearest hut or from water.

I am certain that my machine cast the first shade ever known in this desert region.

Airways of the World

[12] British Overseas Airways Corporation

On April 1st the British Overseas Airways Corporation came into existence by the amalgamation of two famous companies – Imperial Airways and British Airways. Many will regret the passing of the two names especially as they have represented all that is the best in civil aviation and have worthily maintained British prestige, but the new Company inherit a tradition that should be an incentive to them to take a leading place in air traffic.

The history of the two concerns, Imperial Airways chiefly in the development of the long-distance Empire routes and British Airways in the provision of swift and reliable services to and from the Continent, provides a saga in business and technical enterprise.

Imperial Airways came into being on April 1st 1924 by the amalgamation of four pioneering companies – Handley Page Transport Ltd, operating between London and Paris; Instone Air Line Ltd., which ran a service from London to Brussels and Cologne; Daimler Airways Ltd., flying from Manchester and London to Amsterdam; and British Marine Navigation Ltd., which had been formed to cover services from Southampton to Le Havre and the Channel Islands. Following a period of consolidation and a wide survey of the economics of air transport, the newly merged company made the important decision to concentrate on plans for the setting up of Empire routes. The first link established was from Cairo to Basra in 1927. In March 1929 this service was extended eastward and westward thus inaugurated a weekly air service between England and India. In Feb. 1931 the London – Tanganyika was opened and extended to the Cape by the Christmas flight and the First Regular Air Mail of January 1932. The India route was extended to Calcutta in July 1933, to Rangoon in September and to Singapore in December 1933. December 1934 saw a 11,000 miles service between England and Australia and April 30th 1940 the Trans-Tasman link to New Zealand operated. Despite this magnificent record, other services were not neglected. Faster and more commodions aeroplanes were flown on the London – Paris route; a Bermuda – New York service was operated; and on August 5th 1939 a mail service was started from Southampton to New York, via Eire, Newfoundland and Canada, and continued as scheduled until the end of September. It is a matter of great regret that its expected revival this year has had to be sacrificed in the interests of the RAF. The war has also stopped the No Air Fee Air Mail, and the privilege of sending a letter for 11/2d. for 13,000 miles by air must await happier days.

British Airways was also a result of a merger. It was formed in October 1935 from five companies – Hillman’s Airways, United Airways, Spartan Airlines, Northern and Scottish Airways, and Highland Airways. On its inauguration its routes totalled 22,000 miles, serving 25 centres in the British Isles and Western Europe. In February 1936 a subsidy was granted by the Government for the establishment of a passenger and mail service between London and Scandinavia. This Amsterdam – Hamburg – Copenhagen – Malmo route was later extended to Stockholm. In July 1936 British Airways established the first night mail and freight service between Gatwick and Hanover, later extended to Berlin. Until the outbreak of war six return services were run weekly in conjunction with the German air lines. July 1936 also saw British Continental Airways amalgamated with British Airways. BCA had been running a competitive line into Scandinavia, in addition to services between London – Lille, London – Brussels, London – Antwerp – Amsterdam, and in the summer London – Ostend – Le Zoute. In September 1938 British Airways aeroplanes flew the Prime Minister to the Munich Conference with Hitler. Just before the war the company organised a direct service to Scandinavia, and this started on the Monday after the outbreak of hostilities, rendering valuable service to diplomats and British trade.

Since Airways Corporation came into existence, besides the New Zealand link already mentioned, a regular mail will be flown from London to Lisbon starting this month.

The following dates should be noted: 11th November 1938 Sir Kingsley Wood, Minister for Air, announced in the House of Commons the proposed merger; 4th August 1939 the Airways Bill received the Royal Assent; 26th November 1939 Sir John Reith announced as Chairman, Clive Pearson, Deputy-Chairman, W.L. Runciman, member, later, Director-General; 7th March 1940 Clive Pearson appointed Chairman in succession to Sir John Reith; 9th March 1940 Irvine Geddes appointed Deputy-Chairman with Harold Brown and Gerard d’Erlanger members of the BOAC; 20th March 1940 Air Ministry announced April 1st as appointed day for the amalgamation.

The Overseas Corporation appreciate the importance of air communications, but they are under the direction of the National Air Communications, and with their depleted fleet and serious shortage of machines and pilots, they will have to wait for Peace before they can hope to maintain their prestige. The sooner the public realise that the Mercantile Air Service is of equal importance to the Mercantile Marine, the sooner BOAC will be able to maintain air communications that are vital to the life of the British Commonwealth.

The 1956 3d. Value with inverted Watermark

by
Alan Bannister

Many specialists in Maltese stamps have never seen an example of this variety and the question is regularly asked “does it exist?”. The simple answer is that if it is listed in Gibbons then it certainly does exist because the catalogue editor will only list items he knows exist, generally by seeing an example of each.

Personally I can say “YES” because sitting in my collection is an example – possibly the only one in existence. When I started to collect way back in 1964 I focused on Malta because the first stamps I purchased were from the GPO whilst I was on a “Sunspot” exercise with four Vulcan bombers at

Luqa Airport. About five years later an example in a small auction house, North West Philatelic Auctions, caught my eye simply because I didn’t have the item in my collection. A bid placed and a short while later I became the proud processor of the stamp.

As the years have gone by I have come to realise that it is very rare and probably unique. Gibbons lists it at £850 but they have never actually sold one in the last forty five years and the figure is just one at which they would sell the stamp if they had it. My example is used – Gibbons only list it as used – and I presume it is the item the listing came from. As can be seen from the illustration the stamp has a slogan postmark which dates from early 1957 so it must have been used on commercial mail. This almost certainly means that the other examples were used in the same manner and the others have either been lost or not yet identified.

Incidentally the 6d. of the same issue also exists with inverted watermark. This is a different ball game as I was told that Gibbons purchased a complete mint pane many years ago and they were sold over a period of time to collectors. My own example was purchased in the early 1970’s and it regularly comes up for sale in different places.





Postal Diary

1 January – 11 February 2014

by
Joseph Fenech (JF) and John De Battista (JDB)

1 January

MaltaPost plc announced that, following the approval of the Malta Communications Authority (MCA), various postage rates were being revised with effect from the 1 January 2014. These changes are outlined below:

Letter Mail to Europe

Current		Rates effective 1 January 2014	
0 – 20g	€0.37	0 – 30g	€0.59
21g – 40g	€0.67	31g – 60g	€1.25
41g – 60g	€0.97	Letter weighing above 60g, up to 2kg, each additional 20g	€0.30
Letter weighing above 60g, up to 2kg, each additional 20g	€0.30		

International Registered Mail

	Current	Rates effective 1 January 2014
Fee to register mail	€2.25	€3.00
With Advice of Delivery	€1.75	€2.00

Local Letter

	Current	Rates effective 1 January 2014
Letter weighing below 50g	€0.26	€0.26 (unchanged)
Letter weighing above 50g and up to 100g	€0.32	€0.42

Letter weighing above 100g and up to 2kg, for each additional 50g	€0.20	€0.20
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Local Registered Mail

	Current	Rates effective 1 January 2014
Fee to register mail	€0.90	€0.90 (unchanged)
With Advice of Delivery	€0.90	€1.20

Local Bulk Letter Mail (simultaneous posting of 50 or more identical items)

	Current	Rates effective 1 January 2014
Letter weighing up to 50g	€0.24	€0.24 (unchanged)
Letter weighing above 50g and up to 100g	€0.30	€0.36
Letter weighing above 100g and up to 2kg, for each additional 50g	€0.20	€0.20

(JF)

2 January

MaltaPost plc notified that, in agreement with the Malta Communications Authority, no delivery of mail was to be effected, and all post offices were to remain closed for business, on Thursday, 2 January 2014. Normal service was to resume on Friday, 3 January 2014. (JF)

2 January

The Sub-Post Office at 'Fleet Stationery', Testaferrata Street, Ta' Xbiex XBX 1402, was closed for business on the 2 January 2014. (JF)

2 January

The Sub-Post Office at 'Future Focus', 9, Triq l-Imħażen, Floriana FRN 1118, was closed for business on the 2 January 2014. (JF)

3 January

MaltaPost p.l.c. announced that on 3 January 2014, it was to issue a set of three stamps in the series 'Treasures of Malta'. The stamps illustrating fountains located in Floriana, Attard and Gozo bear a face value of €0.42, €0.59 and €1.25 respectively. The stamps were designed by Cedric Galea Pirota and were issued in sheets of 10 stamps. Each stamp measures 44 mm x 31mm, with a perforation of 13.9 x 14.0 (comb.) bearing the Maltese Crosses watermark. The print run, by Printex Ltd, consisted of 200,000 of the €0.42 denomination, 700,000 of the €0.59 denomination and 100,000 of the €1.25 denomination. The stamps were printed in 2013. MaltaPost p.l.c. prepared an occasion hand stamp to cancel the stamps on the first day of issue (on FDC No. 1/2014). The hand stamp was inscribed "MALTAPOST ----- MALTA/TREASURES OF MALTA/SERIES II 'FOUNTAINS'/JUM IL-ĦRUĠ/03-01-14", and also included an outline image of a fountain ornament. The MaltaPost Philatelic Bureau featured these stamps in Stamp Bulletin No. 316. It should be noted that an error has been observed in the text description next to the images in the bulletin. The €0.42 value stamp image is actually that of the Fountain in Floriana and not of the Fountain at San Anton Gardens as described. The latter is the image to be found on the €0.59 stamp. (JDB)



3 January

The Sub-Post Office at 51, Triq Ġorġ Borg Olivier, Mellieħa MLĦ 1024, was closed for business on the 3 and 4 January 2014. (JF)

3 January

Legal Notice 1 of 2014 – Postal Services Act (CAP. 254) – Postal Services (General) (Amendment) Regulations, 2014 – was published as a supplement to Government Gazette No. 19,190 dated 3 January 2014. Through this Legal Notice, in exercise of the powers conferred by article 81 of the Postal Services Act, the Minister for the Economy, Investment and Small Business introduced certain changes relating to the fee structure concerning operators authorised to provide postal services. (JF)

15 January

MaltaPost plc notified that, in agreement with the Malta Communications Authority, the last collection of mail from all letterboxes was to be effected at 1.00pm, on the 15 January 2014. On the same date, the Parcel Office at the MaltaPost Head Office was to close at 4.00pm. (JF)

16 January

In a Company Announcement issued by MaltaPost plc on the 16 January 2014 pursuant to the Malta Financial Services Authority Listing Rules, MaltaPost informed that the Annual General Meeting (AGM) of the Company held on Wednesday, 15 January 2014, had approved all the five ordinary resolutions on the agenda. The first ordinary resolution was for the AGM to receive and approve the Audited Financial Statements and consider the Report of the Directors and of the Auditors, for the year ended 30 September 2013. The second resolution was for the AGM to declare a final ordinary net dividend of €0.04 per nominal €0.25 share, representing a final net payment of €1,368,702 either in cash or by the issue of new shares at the option of each individual shareholder. The third resolution was for the AGM to re-appoint as auditors PricewaterhouseCoopers, and to authorise the Board of Directors to fix their remuneration. The fourth resolution was for the AGM to appoint Directors in accordance with the Articles of Association of the Company. The fifth resolution was for the AGM to establish at €30,000 the maximum annual aggregate Directors' remuneration for the holding of their office.

Following this Annual General Meeting, the Board of Directors of MaltaPost plc was made up of Mr Joseph Said (as Chairman), Mr Julius Bozzino, Mr David Stellini, Mr Philip Tabone and Mr Aurelio Theuma. A number of interesting facts emerge from the MaltaPost plc Annual Report for 2013. During the financial year 2013, MaltaPost employed a total of 637 staff members (compared to 619 the previous year). Premises were secured in Xewkija Industrial Park in Gozo to develop a state-of-the-art document management centre. A property in St. Paul's Bay was purchased and another was identified in Floriana; both sites will be used as Post Offices to improve customer reach in the respective areas. A promise of sale agreement was entered into for the property currently used as a Post Office in Hamrun. The upgrade and refurbishment of the Post Office network continued as planned, with the new Sliema Post Office opening in February 2013. As at the 6 December 2013, the Issued and Fully Paid Up Share Capital was made up of 34,217,549 ordinary shares of €0.25 each, all of which carried the same voting rights. Equity attributable to shareholders at 30 September 2013 stood at €16.6 million. The number of shareholders of the Company as at 30 September 2013 totalled 2,154. Redbox Limited, a subsidiary of Lombard Bank Malta plc, held 69.2% of the share capital of the Company as at that date. At year-end, there were 34 Post Offices (29 in Malta and 5 in Gozo), 28 Sub-Post Offices (25 in Malta and 3 in Gozo), as well as 1 Mobile Post Office and 1 Vintage Mobile Post Office. (JF)

22 January

MaltaPost p.l.c. announced the second re-print of the €0.37c from the “Occasions” stamp issue of 17 March 2010 in single se-tenant stamp format. The re-print was made available as from Friday 24 January 2014. Collectors could purchase copies of the stamp reprint from the MaltaPost Philatelic Bureau personalised with the label attached bearing the MaltaPost logo on a white background.



MaltaPost p.l.c. also notified that the Sub Post Office at ‘SGS’, 6, Triq Felic Borg, San Ġwann SGN 2040 was to be temporarily closed for business on Friday 24 January afternoon and Saturday 25 January 2014. The public was given the choice to avail itself of postal services provided from the San Ġwann Post Office situated at 95, Triq in-Naxxar, San Ġwann SGN 9031 if it so wished.

The Malta Communications Authority published its “*Quality of Service Requirements and Targets to be achieved by MaltaPost for the Universal Postal Service*” (Final decision notice MCA/D/14-1786). One may access this document online on the MCA’s website at <http://www.mca.org.mt> (JDB)

28 January

On Tuesday, 28 January 2014, MaltaPost plc issued a stamp as part of a joint issue with Israel, with the common theme of the issue being “The Knights Hospitaller Halls”. The Mediterranean Conference Centre in Valletta is depicted on the Malta stamp, while the Knights’ Hall in Acre, Israel, is shown on the Israeli one. Both stamps were designed by Ronen Goldberg of Israel. The Malta stamp, carrying a face value of €0.51, was issued in sheets of 6 stamps in ‘tête-bêche’ format. Each stamp measures 41mm x 30.5mm, with a perforation of 13.7 x 13.8 (comb). The stamps were offset printed on Maltese Crosses watermarked paper by Printex Limited. 60,000 copies of the stamp were printed. MaltaPost plc prepared a special commemorative hand-stamp to cancel the stamp on the first day of issue (on FDC No. 2/2014). The hand-stamp was inscribed “MALTAPOST - ----- - MALTA/ISRAEL - MALTA/JOINT STAMP ISSUE/JUM IL-ĦRUGĠ/28-01-14”, and also featured the Maltese and Israeli flags in the centre. The MaltaPost Philatelic Bureau featured this stamp in the stamp bulletin No. 317. The Israeli stamp, with a face value of ILS 3.90, was also available for purchase from the MaltaPost outlets. These stamps, which were available in sheets of 15, were offset printed (security mark – microtext) by Cartor Security Printing of France. The margins of



the sheets of both the Malta and the Israeli stamps include a map of the Mediterranean, with arrows pointing out the Maltese Islands and Israel on the map, as well as the text “The Halls of the Knights Hospitallers in Valletta, Malta and Acre, Israel” in both English and Israeli.

The year 2014 marks 50 years of diplomatic relations between Israel and Malta. On Wednesday, 5 February 2014, MaltaPost marked this joint stamp issue with an event held at the Mediterranean Conference Centre in Valletta, the building depicted on the Malta stamp of the joint issue. An event to celebrate this joint issue was also held the previous week at the Ministry of Foreign Affairs in Jerusalem. (JF)

30 January

MaltaPost p.l.c notified that the Sub Post Office at 51, Triq Ġorg Borg Olivier, Mellieħa MLĦ 1024 was to be closed for business on Friday 31 January and Saturday 1 February 2014. The public was given the choice to avail itself of postal services provided from the Mellieħa Post Office situated in 100, Triq il-Miħna l-Ġdida, Mellieħa MLĦ 1107 if it so wished. (JDB)

3 February

MaltaPost p.l.c. announced that thanks to its new online Postage Rate Calculator, customers can now instantly calculate the cost of sending a letter or a parcel and the respective time frames right from the comfort of their computer. Viewers will also be able to compare rates between one service and another and choose the best possible service to match their delivery needs. Using the online Postage Rate Calculator is easy. One must simply specify the destination, whether the mail is a letter or a parcel and its weight. Following this the website will provide the different options available, the cost and also the approximate time frame that delivery is to take place. The Postage Rate Calculator can be accessed from the website’s Quick Links or directly through maltapost.com/postagecalculator.

5 February

On Wednesday 5th February 2014, MaltaPost p.l.c. marked the Malta - Israel joint stamp issue with an event held at the Mediterranean Conference Centre, Valletta - the building depicted on the stamps. An event to celebrate this issue was also held the previous week at the Ministry of Foreign Affairs in Jerusalem. Charles Dalli a University of Malta academic delivered a lecture on ‘The Medieval Jewish Heritage of the Maltese Islands’, which highlighted the connections between the two countries dating back to the Middle Ages and the living heritage of these ties today. When addressing those attending the event MaltaPost chairman, Joseph Said, thanked Israel Post for teaming up with MaltaPost and explained how “the significance of this collaboration goes beyond a philatelic product but it confirms the positive relations that exist between the postal operators of both countries as well as the intention of

further strengthening ties between the two”. In his short speech H.E. David Oren, Ambassador of Israel to Malta highlighted the importance of the event, which usually happens once, and the fact that it coincides with the 50th anniversary of bilateral relations between Israel and Malta.

7 February

MaltaPost p.l.c. notified that the Sub Post Office at ‘Midas’, 34, Triq Ix-Xatt, Marsaskala MSK 2113 was to be closed for business on Saturday 8 February 2014. MaltaPost p.l.c advised the public that if it so wishes it can avail itself of postal services provided from the following Post Offices:

Żabbar Post Office - Ċentru Ċiviku, Triq il-Kunvent, Haż-Żabbar ŻBR 1351.

Żejtun Post Office - 37, Triq San Luċjan, Iż-Żejtun ŻTN 1834

11 February

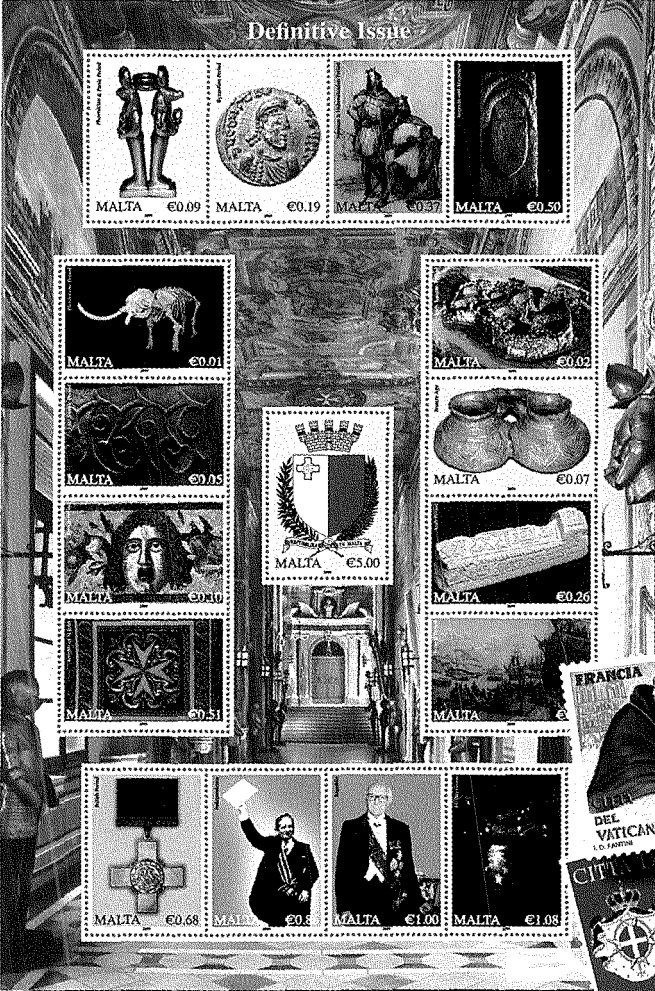
MaltaPost p.l.c. issued the following company announcement pursuant to the Malta Financial Services Authority Listing Rules.

“Interim Directors’ Statement

Looking ahead, we remain focused on improving revenue and profit growth through product and service diversification and by seeking opportunities arising from the structural trends in e-retailing. The revision of certain tariffs with effect from 1 January 2014 is expected to contribute towards mitigating the continued decrease in Letter Mail volumes. However, the main objective underlying such tariff revisions is to alleviate some of the pressures on the realistic sustainability of the Company’s Universal Service Obligations. We continue to maintain an open dialogue with the Malta Communications Authority to ensure that the Company can continue to reasonably and realistically fulfil its obligations.”

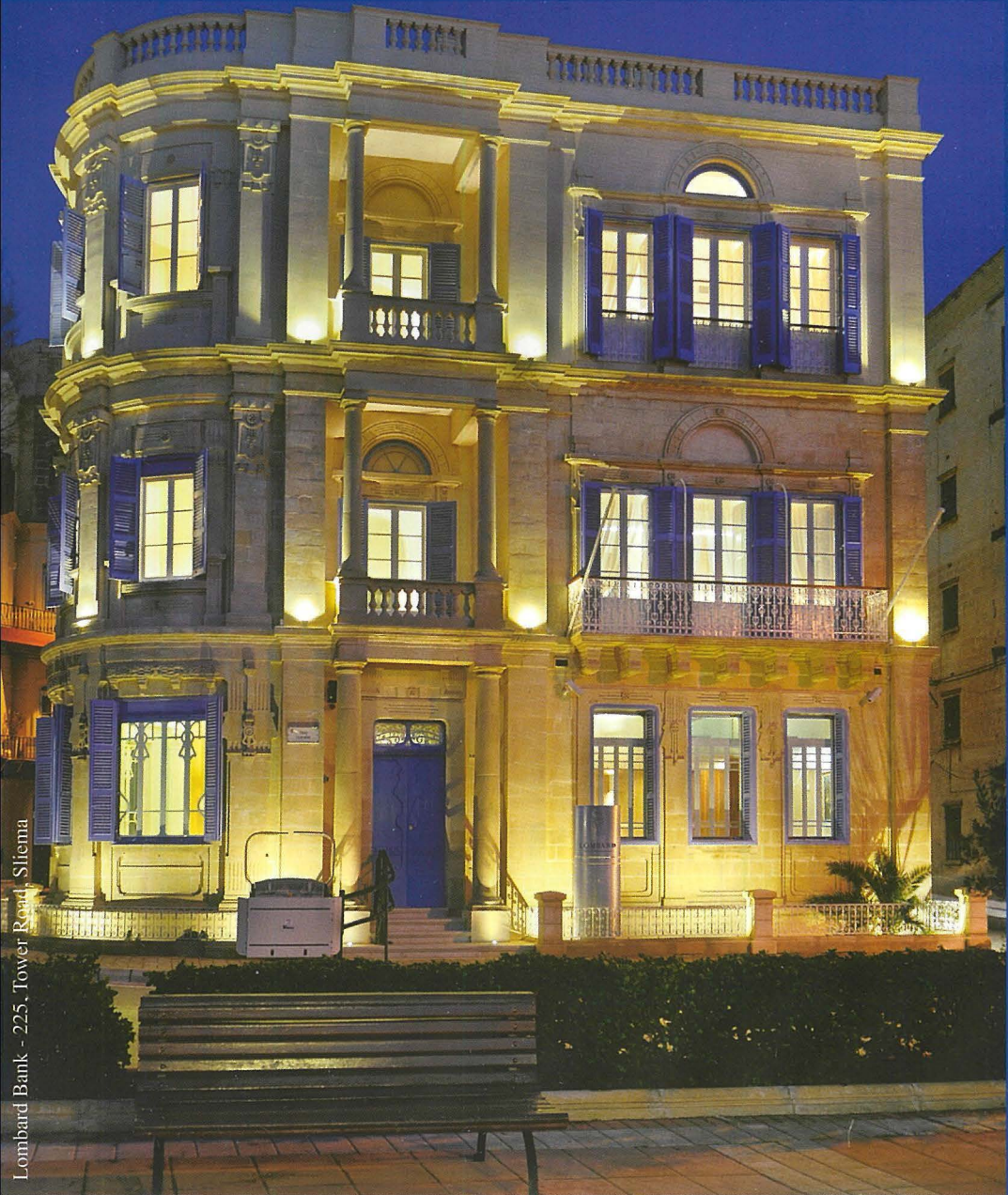
MaltaPost also announced that a total of twenty-two awards were presented to MaltaPost staff members recognising them for their continuous commitment in achieving the highest quality and best results during the last financial year which ended in September 2013. The awards were handed to the winners during the Company’s Annual Staff Meeting which welcomed all MaltaPost staff from the head office as well as the different delivery hubs and post offices. Eleven individual awards were handed out whilst four group awards were given. The Employee of the year was given to Doreen Mizzi who works in the MaltaPost San Gwann Delivery Hub. MaltaPost also announced that it is also the holder of the EMS Cooperative Performance Award (Silver Level) for its performance in 2012. EMS is an international postal Express Mail Service for documents and merchandise, offered by postal operators of the Universal Postal Union.

Printex



Security printers since 1971,
producing stamps for Maltapost and the
Vatican Philatelic Bureau, amongst others.

Lombard Bank - 225, Tower Road, Sliema



LOMBARD
Lombard Bank Malta p.l.c.

Head Office: 67 Republic Street Valletta Malta • PO Box 584 Valletta VLT 1000 Malta

Tel: +356 25581117 • Fax: +356 25581151 • e-mail: mail@lombardmalta.com • www.lombardmalta.com • SWIFT Code: LBMAMTMT

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(+356) 2596 1740 | info@maltaphilately.com | www.maltaphilately.com

