



Vatican City

POSTAL ISSUES



POSTAGE ISSUES OF 1934

STAMPS OF 1929 ISSUE SURCHARGED
WITH NEW VALUES



Pope Pius XI



Pope Pius XI



Pope Pius XI



Pope Pius XI

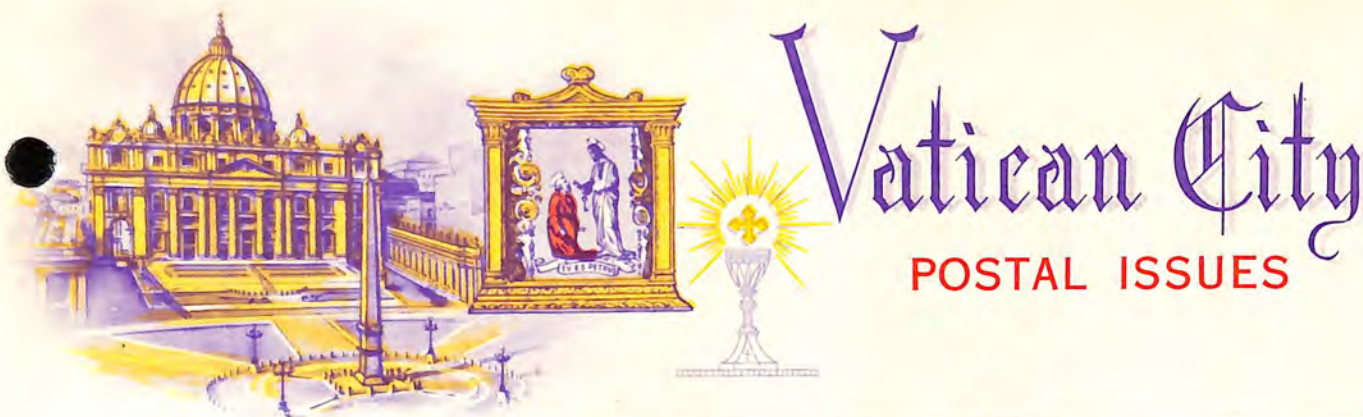


Pope Pius XI



Pope Pius XI





AIR MAIL SERIES OF 1947-48



Dove of Peace over St. Peter's House of Our Lady of Loreto Dove of Peace over St. Peter's



Swallows Circling Cross House of Our Lady of Loreto Swallows Circling Cross Swallows Circling Cross

This series of seven stamps shows three different symbolical designs. The dove, with olive branch of peace in its beak and St. Peter Basilica in the background, is associated with the constant efforts for peace emanating from the Holy See. The second shows the Holy House of Loreto, so called from the tradition that the house, wherein the Holy Family dwelt at Nazareth, was transported by angels to the city of Loreto, Italy. Appropriately, the Madonna of Loreto has been acclaimed the patroness of aviators. The third design shows swallows flying around the cross and emblem of the three hills atop the Egyptian obelisk in the Piazza of St. Peter.



Younger Tobias and Heavenly Guide



Younger Tobias and Heavenly Guide

The design of these stamps, taken from a little known painting of Alessandro Botticelli (1447-1510), depicts the Old Testament incident wherein the younger Tobias was accompanied on his journey to the City of Rages by a dog and by a heavenly guide, the Archangel Raphael.





DOGMA OF ASSUMPTION

1951



Pope Pius XII



St. Peter's Square

This set of two stamps was issued on May 8, 1951 and commemorates the Enunciation of the Dogma of the Assumption of the Blessed Virgin made the later part of 1950. The 25 lire value shows Pope Pius XII proclaiming the Dogma from the Balcony of St. Peter's Church. Cardinals Canali and Mercati appear in the background. The 55 lire pictures St. Peter's Square thronged with Holy Year Pilgrims applauding the proclamation of the Dogma by the Supreme Pontiff.

FIFTH CENTENARY OF GRATIANUS

1951



Franciscus Gratianus



Franciscus Gratianus

A set of two stamps was issued on December 20, 1951 to mark the Eighth Centenary of Franciscus Gratianus. He was a noted Italian Canonist and the founder of the science of Canon Law. Gratianus was a monk and taught in the Convent of San Felici in Bologna. His great work is the Decretum Gratiani.



FRANCE

AIR MAIL

Airplane over Paris Type

February 1936 — July 1936



No. A 12

50fr green

For regular postage

Airplane over Paris Redrawn Type

July 10, 1936



When the 50fr green was put on sale, the Postal Authorities, fearing possible errors between this value and the 85c of the same colour, decided to print a 50fr stamp of a different model. So as to avoid a delay, the original design, approved by the Minister of Posts, was sent to the Institut de Gravure in Paris, after minor changes were made. However, as some copies of the green 50fr had appeared on the philatelic market, it was decided to place this stamp on sale instead of destroying it, so as to prevent speculation.

FRANCE

AIR MAIL

AIR VIEWS OF THE MAIN FRENCH CITIES

1949



LILLE

150 miles north-east of Paris stands the belfry of Lille Town Hall, 330 feet high, dominating the entire Walloon Flanders plain encircling the city. Lille is the nerve center of the rich manufacturing, mining, and agricultural region of the Northern France.

Originally the city formed part of the County of Flanders, established by King Charles the Bald in the IXth century. It belonged successively to Burgundy, Austria, and Spain, and finally returned to French rule under King Louis XIV. There are many historic buildings in Lille which serve as a lasting record of the past:

1. Belfry and Town Hall. 2. Roubaix Gate, built in 1620 under the Spaniards. 3. Ghent Gate, built in 1622 under the Spaniards. 4. Lille Opera House. 5. Old Stock Exchange, a lovely old building dating from the end of the Spanish rule (XVIIIth century). 6. New Stock Exchange, a modern building. 7. Commemorative obelisk of the 1792 siege and the successful resistance of the city. 8. Fine-Arts Museum. 9. Statue of General Faidherbe. 10. Paris Gate, built in 1672 in honor of King Louis XIV after the conquest of Flanders.

Lille and its suburbs have a present-day population of 350 thousand inhabitants, and the city is the fifth most important in France. The cloth industry made Lille famous as early as the XIIth century. Today, its linen and cotton mills employ 30 thousand workers and are even more prosperous. These mills feed many dependent branches such as the weaving looms, the winders (where the thread is wound on spools), and the dressing-mills (where the fabrics are finished), and employ an additional 20 thousand workers.

Because of the great importance given the textile industry, one should not overlook other Lille industries, the metal foundries, glass and china-ware factories, sugar refineries, and of course, the breweries, dating back to the XIIIth century, which make the favorite drink of the capital of French Flanders.

First day of issue: April 25, 1949



LYONS

...Lyons' history goes back to the time of the Emperor Augustus, when Lugdunum, the Roman Colony situated at the meeting point of the two rivers Rhone and Saone, was chosen as the annual meeting place for delegates from the sixty-four tribes of Celtic Gaul, and later as the starting point for the four main military highways crossing the country. The constant influx of foreigners gave rise to trading centers, and in the writings of Pliny the Younger there are references to an already prosperous city.

Since the Barbarians invaded, all trade had remained at a standstill; however, towards the end of the XIIIth century, bankers from Florence and Lombardy whom the civil wars had driven out of Italy, came to settle in Lyons. They brought with them silk weavers and founded the industry for which the town has been famous since the XVth century, the rival cities of Avignon and Tours never equalling the perfection of its finished work. By the end of the XVIIth century, 10,000 looms were working at Croix-Rousse. By 1788 18,000 were producing a total of 131 million pounds of woven silk fabric.

Places of Special Interest in Lyons:

1. Basilica of Our Lady of Fourvières, built in gratitude to the Virgin for preserving Lyons from cholera. 2. Hill of Croix-Rousse, where the Lyons' silk industry first began. 3. Two belfries overlooking the Saone river belonging to the Church of St. Nizier, one of the most ancient sanctuaries in Lyons. 4. Lyons' Opera House. 5. Lake in Golden Head Park, a Lyons Promenade. 6. Guillotiere Bridge over the Rhone river (see No. 500). 7. Rhone River. 8. Bellecour Square, six acres in extent, with a statue of Louis XIV in the center. 9. Ramparts of Ainay. 10. Primatial Church of St. John, built from the XIIth to the XVth century.

In 1949, when this stamp was issued, Lyons' 50,000 looms wove 787 tons of silk, and 10,000 tons of artificial silk were manufactured there. The enormous industrial concentration which this kind of production demands is aided by threadmills, chemical factories producing also rubber by-products, and by the metallurgy industry in a region which employs 40,000 workers. Lyons is a commercial capital and the second most important city in France.

First day of issue: June 23, 1949



BORDEAUX

The prosperity of Bordeaux came from the fact that an arm of the sea, following the course of the river Gironde and the river Garonne, reached the very heart of the city, laying it open as an Atlantic Port to the westerly coasts of Africa, South America, and the Antilles.

Onetime capital of the duchy of Guyenne, ruled by the Plantagenets, Kings of England, Bordeaux became a Crown Possession of France in 1451 after the siege of Dunois (see No. 962); the wine-growing region around the town has produced many well-known "crus": Medoc, St. Emilion, St. Estephe, les Graves, Sauternes, Barsac. Its greatest wealth was gathered in the 18th century under the governorship of the Marquis de Tourny, as a result of the India Company's trade expansion with the "Islands". The fine houses of shipowners, who made their fortunes at that time, call to mind that Bordeaux was the leading port of France before the French Revolution.

There are many historic buildings in the town:

1. St. Michael's Church, a fine Gothic building dating from the 14th to the 15th century. 2. St. Michael's Tower, separate from the church, built from 1472 to 1492. 3. St. Andrew's Cathedral, built between the 11th and 16th centuries, and the Tower of Pey Berland. 4. Grand Theatre, built from 1773 to 1780 at the request of Marshal de Richelieu. 5. Exchange Square, formerly Royal Square, built from 1731 to 1755 by the Gabriels. 6. Rostral Columns, erected in 1829 and the Promenade of the Quinconces. 7. Stone Bridge, finished in 1821 with seventeen arches spanning the Garonne river. 8. Burgundy Door, a work by J. A. Gabriel, under construction from 1751 to 1755.

Today, Bordeaux' population has reached 450,000, and the town is in process of becoming an industrial capital. Its port has six miles of docks, four entry harbors, and a central power station with a 100,000 kilowatt capacity is under construction. Its petroleum industry saved from the ruins of the Liberation is affiliated with the Texas Oil Company and Standard Oil of California.

First day of issue: June 23, 1949



MARSEILLES

Twenty-five centuries ago a group of Phoecean sailors and traders founded a small Greek Colony in the Cove of Lacydon, which became present day Marseilles and was even then a transit and storage base for merchandise.

In his will, drawn up in 1481, the last Count of Provence bequeathed the town of Marseilles to the King of France. The opening up of free trading with the Rhone Valley and the Levant, encouraged the growth of the new harbor which supplanted the rival Mediterranean ports of Narbonne and Agde.

The unusually rapid growth of the town swept away nearly every trace from the earlier centuries. Only the water-course in the Old Port, the square Tower, and St. John's Fort Beacon (illustrated on this stamp) have remained as Charles III, the last Count of Provence, knew them.

Some Places of Interest:

1. Basilica of Notre-Dame de la Garde, the patroness of sailors, built in 1853-1854. 2. Old Port around which the city grew up. 3. Canebiere, Marseilles' Broadway, famous throughout France. 4. Church of St. Ferreol, built in the XVth century. 5. La Charité, ancient XVIIth century Frec-Hospital. 6. Cathedral of St. Maria the Great (XIXth century). 7. Basin of La Joliette. 8. Beacon Tower, which was probably built on the site of a Roman signal tower. 9. St. John's Fort which dates from the XVth and XVIth centuries, and was formerly the Castle of the Counts of Provence. 10. St. John's Square Tower, built in 1447 at the entrance of the Old Port.

The prosperity of Marseilles and its 636,000 inhabitants, depends upon its port, fleet, industries, and airport. The port has a working area of 400 acres surrounded by fifteen miles of docks which are served by forty miles of railways. Eleven and a half million tons of goods passed through Marseilles in 1950. The fleet, which totalled in 1951 800,000 tons displacement, represents a quarter of the French Merchant Shipping. The principal industries are oil and soap factories, petroleum refineries, and metallurgy industries which alone employ 20,000 workers, all serve to make the region wealthy. Finally the ultra-modern airport on the edge of the inland salt lake of Berre aims at an annual total of 72,000 arrivals and departures, and the transport of 2 million passengers.

First day of issue: July 20, 1949

FRANCE

AIR MAIL

AIR VIEW OF PARIS

January 16, 1950



The Seine River, the Islands and the Left Bank

"Picture to yourself this universal town where each step on a bridge, on a square, recalls the glorious past; where, at every street corner, a fragment of history has been enacted."

GOETHE

Paris is divided into two sections by the Seine river, the Right Bank representing the business and commercial area, where tourists concentrate, while the Left Bank and two Islands belong to the University, scholars, antique dealers, art galleries, bohemians, and the government.

On this stamp the foreground shows the curious old façades of the 17th and 18th century houses on the Ile-Saint-Louis, which took its name from the royal patron saint of King Louis XIII (1601-1643).

Two shrub-covered islands in the Seine had remained uncultivated and deserted except for a few washer-women until 1614, when the architect Christophe Marie was given rights to the land on condition that he improve them and build a bridge joining them to the mainland. This bridge, the Pont Marie, has three buttressed arches spanning the Seine river. Because of the charm of their setting, these old houses are still in demand among noble families.

Higher up are the bridges of Arcole, Notre-Dame, and Pont Neuf, which link the Ile-de-la-Cité (see No. A 18) with the Right Bank, and to their left the towers of the Palais-de-Justice, the spire of the Sainte Chapelle, the impressive walls of Notre-Dame, and the belfry of St. Severin, all place names which revive so many of the following almost forgotten events...

...The student revolt leader who in July 1830 led an assaulting party over a bridge leading to the Town Hall shouting, "Remember my name is d'Arcole". ...The Duke of Bedford who in 1422 was master of Paris and Regent of the Kingdom for Henry VI of England, escorted the body of the Mad King Charles VI of France to his tomb at Saint-Denis, across the Pont Notre-Dame (then lined with gabled houses), in the midst of the Paris bustle. ...In 1604, King Henry IV galloping his horse over the newly-completed Pont Neuf to reassure the Parisians and testify to its solid workmanship. ...The Marshal of Luxembourg on his way from the Louvre to Notre-Dame to drape its arches with the 85 standards won from William of Orange at the battle of Nerwinde, in July 1693, when the French infantry made its first bayonet charge...

Notre-Dame, the cathedral-church of Paris, is one of the oldest buildings of the capital. An earlier church dedicated to St. Stephen had stood on the same site, but Notre-Dame with its larger area, surrounded and incorporated the other within its walls. The foundations were laid in 1163, but 200 years passed before the work was completed. The first of the two coronations held there was the crowning of ten-year-old Henry VI of Lancaster, in 1422, who united the symbols of France and England: the fleur-de-lys with the English leopards. The second, which took place in front of a huge assembly of princes, was that of Napoleon, who seized the imperial crown from the Pope and placed it on his own head, thus crowning himself emperor...

The steeple of St. Severin on the left of Notre-Dame is named after a VIth century hermit-Saint who lived there and is said to have cured Clovis, King of the Franks, of a wasting sickness. The University stands close by. The construction of this richly ornamented Gothic building went on from the XIIIth to the XVth century, and when the first printed books left the Paris presses it was in the immediate vicinity of St. Severin. (The printing houses have remained traditionally faithful to the Left Bank since these early days.) In 1292 nine parchment-makers, nine manuscript illuminators, and a bookbinder were living in its precincts. About 1472, the first French books were printed by means of wooden letters on the presses in the neighboring Rue St. Jacques...

The slender stone spire to the right of Notre-Dame marks the Sainte Chapelle. It took only two years to build, from 1246 to 1248, and was erected at the wish of St. Louis as a shrine for the Relics of the Passion which the Emperor of Constantinople, Baudoin II, sold to pay his debts. The Saintly King was thus able to buy the Crown of Thorns and a fragment of the True Cross. The church was designed in the form of the reliquaries of that time, ornamented with 1134 stained-glass windows in the form of precious stones. Very few have been damaged and the whole effect is one of a marvelous multi-colored shrine-setting. Two Citizens of Paris, summoned by the Watch, kept guard over its doors each night. As a token of respect and devotion, the Kings of France carried always the keys to the priceless relics...

The round towers of the Conciergerie (see No. 875) look directly down onto the river Seine. These towers are the last of the Palace of the early Kings of

France, reminders of the Revolutionary Tribunal and the victims it condemned to the guillotine. Marie Antoinette, the most famous of them all, spent her last hours in its prisons. The Square "Clock Tower" was the Palace Watch Tower whose bell once answered the alarm signal from St. Germain l'Auxerrois on the night of August 24, 1572, announcing the start of the massacre of the Protestants of Paris...

Through the horizon mist, the twin towers of St. Sulpice (upper left corner) rise in surroundings which have somehow managed to keep a provincial atmosphere. At the foot of these towers, on the site of a fountain, once stood the seminary of "Messieurs de St. Sulpice", which sent out the men who founded Montreal, Canada. These same men around 1650 built the odd little pointed towers still standing in Sherbrooke Street West, which were part of the defense ramparts around their Canadian Mission against the attacks of the Iroquois...

The oldest belfry in Paris with foundations dating from the year 1000, is the romanesque tower of St. Germain des Prés, not far from St. Sulpice. It formerly stood in the midst of a group of fine chapels and gardens, all of which have disappeared during the last 150 years. It is the last of the abbey's three belfries, rising from the main door of the church where at three in the afternoon on Sunday, September 2, 1792, twenty-four priests who had been brought out from the Ile-de-la-Cité were cut down by sabre-blows as a prelude to the notorious "September Massacres"... The old houses around the church square and in the adjacent streets are the homes of the 1950 bohemians: art students, young writers, would-be actors and actresses, (many inquisitive onlookers), living on love, no money, and hopes...

The Left Bank belongs to the scholars and intellectuals: there is the Institute dome as a reminder. The Tour de Nesles stood on this side of the river, itself surrounded in legend, while the architect Le Vau began in 1663 the construction of the Four Nations College, as Cardinal Mazarin had set forth in his will. In October 1688 free courses were opened for 60 students from territories joined to France as a result of the shrewd policy of the Cardinal Founder. The College was closed during the Revolution, became in 1806 the center for the "National Institute" for scholars who were to "collect knowledge and perfect the arts and sciences". Today, five Academies are housed there, among them the famous French Academy founded by Cardinal de Richelieu...

The most interesting of the distant bridges is the hump-backed Pont-Royal with its five arches. Its designer was J. H. Mansard, the architect of the Chapel of the Invalides, and it was built in 1685 to link Tuileries to the Rue du Bac. The gun-battery which held up the royalist forces of the districts—Unité, Bonnet Rouge and Fontaine de Grenelle—was posted on this very spot by Bonaparte on the 13th of Vendémiaire (October 5, 1795)...

On the extreme right of the Pont-Royal are the outlines of the Pavillon de Flore, a graceful pavilion which survived the burning of the Château des Tuileries in the Paris rebellions of May 1871... The Committee of Public Safety formed in April of 1793 made the ground floor its permanent headquarters. Until the fall of Robespierre (see No. 960) all orders for France from the Terrorist regime were issued there... Pope Pius VII stayed there when he arrived in Paris for the crowning of Napoleon... The dethroned Empress Eugénie furtively slipped from this very spot into exile on September 4, 1870...

In the furthest distance is the Arc de Triomphe (see No. 290). This is the military symbol of France; the Unknown Soldier is buried under the arch. The Victory Parade to celebrate the end of World War I (see No. 451) passed by it on July 14, 1919, and at the Liberation celebration on August 26, 1944, in a Paris still shuddering with gunfire, General de Gaulle came silently to the stone which commemorates those who fell, then passed down the Champs-Élysées, which appears as a faint white trace on the illustration. A few days later there came the great American Army Parade, commemorated in 1945 by the U.S. Postal Administration. A three cents stamp was printed, showing the American Infantry along the Champs-Élysées while six Liberator Aircraft flew over the arch. Some of these men may have remembered Gertrude Stein's words as they marched:

"America is my country, but Paris is my home town..."

FRANCE

Air Mail

RENAISSANCE OF THE FRENCH AERONAUTICAL INDUSTRY

January 16, 1954



The "Mystère-IV"

On September 28, 1952, the "Mystère II" made its first flight. On October 28, 1952, two American test pilots, Marion Davis and colonel Richard Johnson each took off in two of these single seater jet fighters which had just left the Marcel Dassault factories. Quickly climbing to an altitude of 38,000 feet, they placed their aircraft in vertical dives directly over the Melun-Villaroche Airport. Almost at once the spectators heard the two characteristic explosions which occur when aircraft pass through the sonic wall. For the first time aircraft of all French construction had flown faster than the speed of sound.

The Dassault 453, known as the "Mystère IV A-01", an improved version of the "Mystère II", is designed to operate at supersonic speeds not only in dives, but in level flight. Its wings are more sharply swept back than those of its prototype, and the fuselage which previously was circular in cross-section is now pear-shaped. The Director of test flight operations for the Marcel Dassault Company was colonel Constantin Rozanoff, ex-commander of the "Lafayette Fighter Group" (First French Army, under General de Lattre de Tassigny). He made the perfecting of the "Mystère IV" his special concern, and was rewarded on October 8, 1953, when for the one-hundredth time he passed through the sound barrier in a Dassault 453 equipped with a turbo-jet engine Tay capable of developing a thrust well over 6000 lbs.

On April 23, 1953, following highly successful reports on the performance and maneuverability of the plane, the NATO Council signed an \$86,540,000.00 contract for 225 "Mystère IV" fighters, to be delivered by the Marcel Dassault Company for the use of the "Atlantic Air Forces".

On December 16, 1953, a new model of the "Mystère", designated "IV B", made its first flight. On February 24, 1954, colonel Rozanoff piloted this model in level flight faster than the speed of sound. Colonel Rozanoff, who never considered assigning such a dangerous job to anyone other than himself, flew the plane again on Saturday, April 3, 1954, during a presentation flight which many British and French personalities attended. While he was travelling at a speed of around 750 m.p.h. just above ground level, he became the victim of an air tragedy, known as "wing-dropping"... his plane disintegrated...



The "Noratlas"

The prototype of the "Nord 2501" was first flown at the Melun-Villaroche Aerodrome by test pilots Claude Chautemps and Georges Déré on November 28, 1950.

This aircraft, designed by the Northern National Aeronautical Construction Society and called the "Noratlas", is a twin-boom cargo-plane powered by two Bristol Hercules engines of French construction. These engines are capable of developing 2,040 h.p. for the take-off. The unusual twin-boom construction permits rapid loading and unloading from the rear of the fuselage. The maximum payload of this aircraft is 11,685 lbs. with a radius of action of 930 miles. By a re-arrangement of the interior, the plane can be used as a passenger aircraft able to accommodate forty-two. Its cruising speed is slightly over 200 m.p.h. at a service altitude of 26,000 feet.

This plane has been ordered in quantity by the French Air Force for use in Indochina to transport equipment and paratroops. Due to its extraordinary performance record, the "Noratlas" has attracted the attention of numerous South-American air transport services.



The "Magister"

The prototype of the "Fouga C.M. 170 R." took off for the first time from the Mont-de-Marsan Airport, flown by test pilot Léon Bourriau, on July 23, 1952.

This aircraft, built by Fouga and Co., the Aire-sur-l'Adour Aircraft Plant, is a two-place jet-trainer. Its design permits it to be used for high altitude as well as for jet training, and it is therefore intended for equipment of jet-training school.

The "Fouga C.M. 170 R.", since named the "Magister", is the result of research begun in 1947. Its design, its twin Turbomeca Marboré II jet engines, and its construction, give this aircraft an entirely French origin.

This plane was adopted in October 1953 by the Secretary of State for French Air Forces as a jet fighter-trainer for army personnel. Some of the performance details are as follows: fully loaded, the plane, traveling 385 m.p.h., can climb to 29,500 feet in nineteen minutes, and has a working altitude of 35,000 to 38,000 feet.



The "Provence"

The double-deck Bréguet 763, built by "la Société Anonyme des Ateliers d'Aviation Louis Bréguet", is a fifty ton airliner powered by four Pratt and Whitney engines (equipped with reversible propellers) capable of developing 9,600 h.p. on the take-off.

The first official test flight of this aircraft took place on August 20, 1952, and in March of 1953, "Air France" celebrated the inaugural flight of the first Bréguet double-deck airliner, the "Provence", which flew the Paris-Algiers route.

Designed for versatility, this giant airliner can be operated as a middle or long range air-freighter, or economic air-coach.

The air-coach, type "Paquebot", is able to carry 107 passengers with second and tourist class accommodations, and four tons of baggage. Transport type "Cargo" is intended for trans-continental flights of from 1,200 to 1,800 miles, but is especially useful for short runs averaging two hundred miles or less. It has a cruising speed of 225 m.p.h. and a capacity of fifteen tons. Loading facilities make easy the taking aboard of heavy and awkward freight. For longer distances, the payload must naturally be diminished to compensate for the weight of the additional gasoline. For a flight of 1,700 miles, the payload is reduced to seven tons, making room for the necessary 3,264 gallons of fuel.

Twelve double-deck "Provinces" are being used as freight planes at the present time by "Air-France" who scheduled them for operation in the Mediterranean area. Three others, designated "761 S", have been made for the British company "Silver City Airways", who uses them in the Hamburg-Berlin airlift. The first of these aircraft entered service on June 24, 1953, and made two to three round trips daily carrying close to thirteen tons of freight each trip.

These stamps were issued for regular air-mail use. However, French postal regulations authorize the use of these stamps for mail carried by surface transport as well. These same stamps when surcharged with new values and the letters "C.F.A." were intended for use on Reunion Island.

There was an advance sale of this series in Paris on January 16, with a "First Day" postmark. Free sale began throughout France on January 18.

FRANCE

THIRD REPUBLIC

1871—1875 ISSUE

Perforated

No. 57

1c olive green

No. 58

2c red brown

No. 59

4c grey

No. 60

5c green

Small numerals of value

No. 61

10c brown
on rose

No. 62

15c bistre

No. 63

25c blue

Large numerals of value

No. 64

10c brown
on rose

No. 65

15c bistre



No. 67

80c rose

The Government of National Defence resigned and was succeeded by Mr. Thiers who was elected as President on February 17, 1871. On March 18, 1871 a revolution known as the "Commune" broke out and was smashed after two months of bloody civil broils.

German troops were removed from France after the signing of the Frankfurt treaty. A new regime took over and carried on until the disaster of June 1940.

Increase in domestic rates, voted by the National Assembly, came into effect on September 1, 1871. Due to lack of time, it was decided to use old plates and the 1850 ones in their existing condition, were used for nos. 61, 62 and 63. Minor repairs were made to the plates that printed nos. 64 to 67. Values up to the 5c had the Head of Ceres substituted for Napoleon's features. There are eleven values in this set.

FRANCE

"SAGE" TYPE

DIE I — 1877 - 1878



No. 89

3c yellow
on straw



No. 91

15c blue

No. 92

25c blue

No. 93

25c black
on red

No. 94

35c violet
on yellow

No. 95

40c red
on straw



No. 97

5fr violet
on lavender

DIE I — 1879 - 1890

No. 98

3c gray on
grayish

No. 99

20c red
on green

No. 100

25c yellow
straw



No. 102

30c yellow
brown on
yellowish

No. 103

50c rose
on rose

No. 104

75c violet
on yellow

FRANCE

"SOWER" TYPE

1926 — 1927 PREVIOUS TYPES OVERPRINTED



THE 55c on 60c EXISTS ONLY WITH PRECANCELLATION

"AFFRANCHIS - POSTES"

FRANCE

RED CROSS STAMPS

ISSUED DURING WORLD WAR I

1914 — 1918

August 11, 1914



Provisional Issue

September 10, 1914



Regular Issue

August 1918



Due to an increase in postal rates, the above superseded the Red Cross stamps, Sower type.

FRANCE

"WAR ORPHANS" ISSUES.

ISSUED FOR THE BENEFIT OF THE POSTAL EMPLOYEES WAR ORPHANS.

First issue 1917 - 1919



Widow at grave



Woman plowing, replaces
man gone to war.



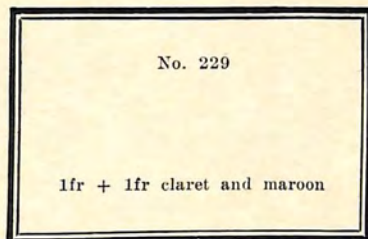
War Orphans



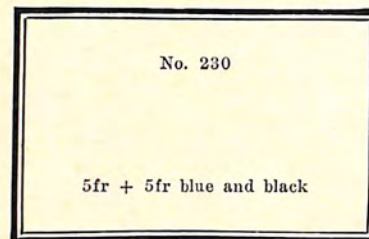
Trench of Bayonets



The Lion of Belfort



1fr + 1fr claret and maroon



5fr + 5fr blue and black

Rude's "La Marseillaise"

FRANCE

"WAR ORPHANS"

SECOND ISSUE: 1922

PREVIOUS ISSUE OVERPRINTED



The first issue was found to bear too heavy a surtax, and, in order to dispose of the stock on hand, a lower figure was overprinted.

A second printing was also made. Shades are slightly different.

THIRD ISSUE: 1926-1927

No. 239

2c + 1c
lilac brown



FRANCE

PASTEUR TYPE

1923 — 1926



1926: above values overprinted



LOUIS PASTEUR

In 1857 Louis Pasteur, a young chemist, then 35, was the Dean of the Faculty of Sciences at Lille. Anxious to help local distillers, he noticed that a living germ was the cause of defective fermentations. Later on in his researches, he improved the vinegar industry, as well as milk, cheese, bread, and the "pasteurization" of wine. Such successive discoveries brought him to one which made him internationally famous. He observed that some germs die in oxygen, but grow to a great extent when not exposed to air. From this, he deduced the reason why dead bodies putrefy. His discovery that there are invisible microbes liable to infect wounds and spread epidemics proved the belief of spontaneous generation to be false. The medical world then learned of antiseptic methods.

Stirred by the rivalry that his theories created, and neglecting criticism, he continued the study of a German doctor on the subject of anthrax. In the second part of his research work, he succeeded in showing possibilities of curing ills caused by microbes he had just discovered.

Continuing his experiments, he observed that when a hen was inoculated with a weak germ of hen's cholera, it was immunized. This led him with the help of Jenner's serum against smallpox, to the discovery of a serum against anthrax, then canine madness. On July 6, 1885 by saving a young shepherd bitten 14 times by a mad dog, he reached the peak of his career. On September 28, 1895, Pasteur, one of the foremost French authorities of the medical world, passed beyond.

FRANCE

ISSUED FOR THE BENEFIT OF THE SINKING FUND

1927 - 1929

September 26, 1927



May 2, 1928



SYMBOLIC OF AGRICULTURE AND INDUSTRY

October 1, 1928



October 1, 1929



FRANCE

ISSUED FOR THE BENEFIT OF THE SINKING FUND

1930 - 1931

March 15, 1930



THE SMILE OF REIMS

One of the angels of the Reims Cathedral. A statue of the XIIIth century well-known for its smile.

March 1, 1931



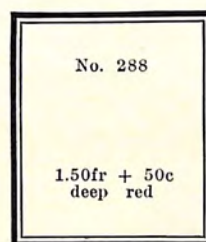
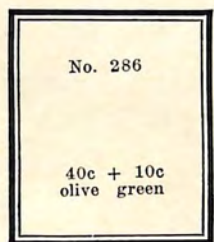
ALLEGORY FRENCH PROVINCES

France, and three young girls wearing the symbolic caps of Boulonnais, Bretagne and Alsace.

October 1, 1930



October 1, 1931



FRANCE



PORT DE LA ROCHELLE

La Rochelle was the former capital city of Aunis, citadel of Protestantism during the religious quarrels. Cardinal de Richelieu was victorious after a stubborn siege in 1627-28. From this port many a departure to America was made. Paul de Chomedey de Maisonneuve sailed from La Rochelle in 1640, with his companions to Canada and founded a French post on the Isle of Montreal. It was also from there that Cavalier de La Salle left in 1678 and 1684 to his glorious and disastrous search for the mouth of the Mississippi River.



No. 295

Die II

20fr bright red brown

No. 296

Die III

20fr pale red brown

No. 296a

Die IV

20fr orange brown

PONT DU GARD

This is a Roman aqueduct over the Gard, a river which falls into the Rhone. It was built in the year 15 B C by, it is believed, Agrippa, son-in-law of Auguste, to allow water from the Eure and Airan spring to reach Nimes. Its height is about 160 feet and its length about 675 feet, and is considered as the most difficult construction of any antique known, since all stones are placed on top of one another, without any mortar.

FRANCE

"PEACE" TYPE

1932 - 1938



Military Stamps 1933 - 1939

No. 325

F. M.

50c red



No. 327

F. M.

90c
ultramarine

For use on mail of Spanish refugee soldiers in France

September 1939

No. 328

F.

90c
ultramarine

FRANCE

SEMI-POSTAL STAMPS ISSUED FOR THE BENEFIT OF UNEMPLOYED INTELLECTUALS, WRITERS and ARTISTS.

1935 - 1940

First Issue: December 9, 1935



ALLEGORIES

Second Issue: October 14, 1936



The surtax of 2fr having been found too high, it was lowered to 20c by overprinting it, in order to dispose of a heavy stock on hand.

Third Issue: November 1936 — June 1937



JACQUES CALLOT

He was a painter of great talent, born in Lorraine at Nancy in 1592. He renewed the art of the French engraving. Several of his etchings are wonders of art such as "Caprices", "Diableries" and "Misères de la Guerre". A protégé of Come de Medicis, he became famous in Florence, and often there is a tone of Italian influence in his silhouettes.



ANATOLE FRANCE

He was a Parisian writer; his clear style made him a master of modern French literature. He died in 1924.



HECTOR BERLIOZ

A French composer of the nineteenth century, born in the Province of Dauphine, he was the author of a large number of works amongst which "La damnation de Faust", "Symphonie Fantastique" and the famous "Requiem". Like many others, he was unappreciated. Leon Daudet once said of Berlioz "it is indeed a bad fate to be born with musical genius".



VICTOR HUGO

This stamp shows an older Hugo, and reminds us of his last works dedicated to his grand-children, under the name of "How to Be a Grand-father". From his book, we read "in seeing grand children, it is as though we see ourselves. To become a grand-father is like going back to childhood".



AUGUSTE RODIN

He was a sculptor. His works had a strange strength which astonished all, like his "Balzac". Leon Daudet, a friend of his, said about his "Penseur" pictured on this stamp "it fills its place in the Pantheon as if made for it."

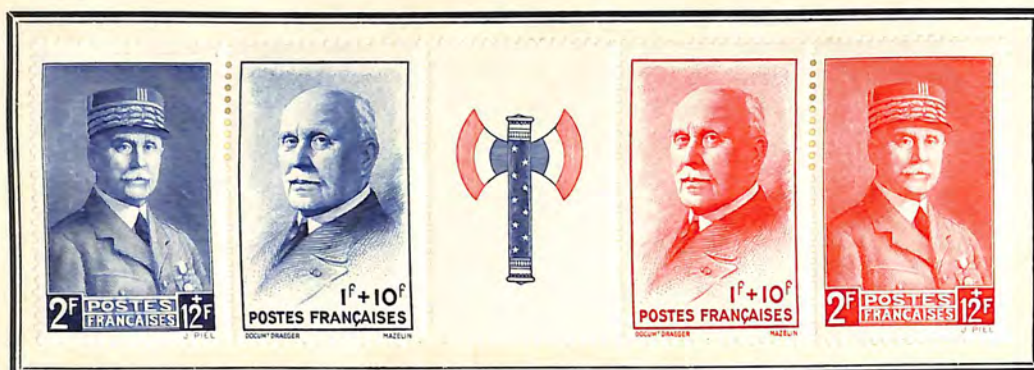


LOUIS PASTEUR

His work on ferments resulted in the discovery of the germs which cause diseases. He thus destroyed the belief in spontaneous generation. After his discovery of how to treat hydrophobia, a national subscription helped the building of a research institute of which he was named Director and which was called the "Institut Pasteur". He was buried on December 26, 1896 in a crypt of what is still the Institut Pasteur.

FRANCE

February 8, 1943



BATTLE-AXE PENTAPTICH

The Battle-Axe, or Francisque, was used as the emblem of the French Government during the war. This set was issued for the benefit of the National Relief. It was sold at the Post Office, only in complete horizontal strips of 5.

March 1943 — May 1943



LYONNAIS

BRETAGNE

PROVENCE

ILE-DE-FRANCE

COAT OF ARMS OF FRENCH PROVINCES

This first set of Coat of Arms was used for regular postage and eventually replaced nos 561, 602, 603 and 604.

June 7, 1943



TRAVAIL, FAMILLE, PATRIE.

Above three words had been chosen as the motto of the French State. This set was issued to commemorate Marshal Petain's eighty seventh anniversary and was sold only in complete horizontal strips of 5 stamps. The surtax was for the benefit of the National Relief.

FRANCE

RED CROSS STAMPS

ISSUED DURING WORLD WAR I

1914 — 1918

August 11, 1914



Provisional Issue

September 10, 1914



Regular Issue

August 1918



Due to an increase in postal rates, the above superseded the Red Cross stamps, Sower type.

FRANCE

"WAR ORPHANS"

SECOND ISSUE: 1922

PREVIOUS ISSUE OVERPRINTED



The first issue was found to bear too heavy a surtax, and, in order to dispose of the stock on hand, a lower figure was overprinted.

A second printing was also made. Shades are slightly different.

THIRD ISSUE: 1926-1927

No. 239

2c + 1c
lilac brown

No. 241

1fr + 25c claret and maroon

No. 240

50c + 10c
pale brown and dark brown

No. 242

5fr + 1fr blue and black

FRANCE

June 18, 1937

PRINTED IN CANADA

MONPHICO MONTREAL



Atelier de Fabrication des Timbres-Poste.

Ceres Type

Commemorative Souvenir Sheet of the International Philatelic Exhibition in Paris
An admission ticket was required for the purchase of the above souvenir sheet.

FRANCE

August 20, 1937



VICTORY OF SAMOTHRACE

One of the most remarkable pieces of antique art of the Louvre Museum in Paris is the above statue representing the allegory of Victory blowing a trumpet; it was erected in Samothrace around 305 B. C. in memory of a naval victory of Demetrius Poliorcète, King of Macedonia. These stamps were sold only at the Louvre, Versailles and Fontainebleau museums, with a surtax (not shown on stamps) of 70c each, for their benefit.

September 1, 1937



January 1939



The surtax on the above two stamps was used for public health work.

October 4, 1937

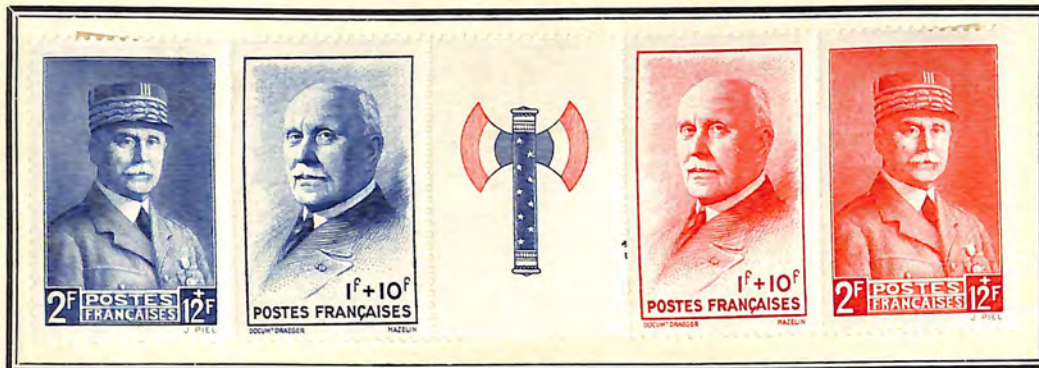


MOUNTAIN ROAD AT ISERAN

This stamp commemorates the opening of the Iseran Road in the Alps, at a height of 8700 feet.

FRANCE

February 8, 1943



BATTLE-AXE PENTAPTICH

The Battle-Axe, or Francisque, was used as the emblem of the French Government during the war. This set was issued for the benefit of the National Relief. It was sold at the Post Office, only in complete horizontal strips of 5.

March 1943 — May 1943



LYONNAIS



BRETAGNE



PROVENCE



ILE-DE-FRANCE

COAT OF ARMS OF FRENCH PROVINCES

This first set of Coat of Arms was used for regular postage and eventually replaced nos 561, 602, 603 and 604.

June 7, 1943



TRAVAIL, FAMILLE, PATRIE.

Above three words had been chosen as the motto of the French State. This set was issued to commemorate Marshal Pétain's eighty seventh anniversary and was sold only in complete horizontal strips of 5 stamps. The surtax was for the benefit of the National Relief.