



**G R O U P E L A P O S T E**

**RESUMÉS DES COMMUNICATIONS  
EN ANGLAIS**

## **Cristina BADON**

### Grand Duchy of Tuscany, private and public postal service in the 18<sup>th</sup> century

The present proposal in relation to the Colloque International sur l'Histoire de la Poste on 10-12 June 2004 in Paris, *Les réseaux postaux en Europe du XVIII<sup>e</sup> au XXI<sup>e</sup> siècle : construction et développement, fonctions et modèles*, models is born from some stimulus to develop topics that have been partially developed during my three years study for a « dottorato » in Economic History at the University of Naples « L'Orientale », which concluded with the discussion of the thesis *Public Works and Contracts. The Grand Duchy of Tuscany royal postal routes during the first Lorenese era (1737-1799)* in March 2003.

From this study it has emerged clearly the role of the Grand Duchy of Tuscany Administration characterised by a willingness to intervene and directly manage the communication policy, which saw a priority in the street sector strictly connected to the postal service : the royal postal routes. This public service created a complex "satellite economy" which besides the postal station function by its self, readed the use of other professionals tied to the people and goods transportation, to food shelter along the routes, to the realization of artisan products, to agriculture and farming management, focusing in the well working of the whole postal mechanism. Around the postal stations new villages and social roles developed, which grew intensely during the 18th century.

The case of Tuscany is particularly interesting for analyzing these new economies and the consequent transformation of the social roles, because during this century there was competition between the state contractors and private companies, which although there was a ruling, apparently not in their favour, always operated in the territory with a role which had still to be studied, but which still revealed to be significant. For this reason when Italy became one Nation, Tuscany was able to preserve, even though briefly, a special legislation in order to attenuate the difficult passage to the new laws, which were not willing to be managed by the private postal service.

It is worth underlining that in the 18th century Tuscany represented for the Italian States, political perfection was used as a point of reference, and the wellness of the State was considered the Lorena sovereigns a primary point worthy of a paternalist government, which was concerned with the correct distribution of public finances. In effect, the compromise between public and private reached with contracts seemed, at least on paper, to guarantee a good result, with the State overseeing the final service and would have been able to increase the service efficiency through rules that responsabilized the designed contractors. Actually, it seemed things went differently reading unofficial documents of the era, which contain the new interpretations of the system.

In the Archive of the State of Florence much unedited material permits in fact, through comparisons with contemporary guides and accounts of travels, to reconsider many ideas of the historiography thesis of the real situation of the postal system and road communications. This proposal suggests a hypothesis of interpretation about the complex aspect regarding the real efficiency of the public service through its managing of the contractors, and managerial class and very close to State management, and the function – alternative or complementary – of the opportunities offered by an exclusively private service working side by side.

## **Natalia PLATONOVA**

### The postal services in the Russia of the 18<sup>th</sup> century

After a short introduction on the researches concerning the history of the Russian postal services, we will clarify some of its very little-known aspects related to its operations at the modern times. The matter consists in analyzing the settling in and the geography of the postal network since the 16<sup>th</sup> to the 19<sup>th</sup> centuries which correspond to important period of growth due to reforming politics and territorial expansion under the reigns of Peter the Great and Catherine II. These analyses will be completed by a study on the intern organization, the functions and the categories of the Post Offices employees during the 18<sup>th</sup> century, and how the quick delivery of every mail throw the kingdom was ensured. This double approach will allow us to conclude not only on the function and the place of the postal services in the state and in the Russian society during the studied period but to establish the Russian postal administration specificities with respect to its European analogous too.

## John WILLIS

### The scales of communication in New France

This paper comes in the wake of recent Canadian historiography, including the work of Harrison, Friesen and Banks. It represents an attempt to restore the human dimension to the study of the preparation and execution of communication strategies during the French Regime. It will examine a set of strategies that take into account the necessary complementarity between oral and written communication in a barely literate society. We will also consider the various scales of analysis at which communication operates. The balance between oral and written communication appears to fluctuate according to the scale in question.

First, *transatlantic* transport functioned as the umbilical cord of communication between France and New France. Traders and sailors were the faithful servants and users of this system, which, by transmitting written messages, connected Bordeaux and La Rochelle to such faraway destinations as Québec and Louisbourg. The correspondence of a certain Abraham Gradis will serve as an example.

Secondly, on the *continental* scale, French America was criss-crossed by waterways, trails and portages familiar to the Aboriginal peoples. Whether letters were carried along these routes or the latest news from up country was transmitted verbally, communications were dependent on Aboriginal messengers who could travel the main axes of the continent with ease. Here a map will allow us to examine more closely this phenomenon.

Thirdly, New France comprised a *corridor of settlements* along the St. Lawrence River and its tributaries, running for several hundred kilometres in what Kalm likened to a village-street (*village rue*) pattern. News spread quickly along the royal road as it would within any village. Québec and Montréal were communication hubs where quantities of letters, rumours, discussions, and public proclamations and ceremonies converged. In the cities the Ancien Régime communicated through writing, speeches and rituals. We shall use several sources to discuss this.

## Anne BRETAGNOLLE, Nicolas VERDIER

### Setting up of the postal network in France 1700-1850

In this paper, we will study the construction of the network of roads of the "Horse Post", used for the first part of distribution of the mail in France. This organization is first set-up in the institutions. Therefore it goes from the creation of a unique farm to the merging of the Horses Post to the Letters Post. It is then organized in the way these roads are presented to the public such as directories that organization varies along this period of time. This construction can even be seen in the morphology of the whole roads. As a matter of fact, during this period, unified and dense network of road in the French territory can be noticed. Thanks to the perusal of the directories and the use of a Geographic Information Systems (GIS), the analysis of the network at six successive dates enables to understand very precisely the very nature of the network and its transformation. The analysis of the postal system presented here is therefore at the parting of at least three dimensions, institutional, organizational and morphological.

## Klaus BEYRER

### The Revolution of the German Mail-Coach-System in the early 19<sup>th</sup> century

In Germany, as well as in other countries of Central Europe, the stage coach traffic follows a normal evolution. After the Thirty Years War (1618–1648) the sovereign principalities established their own sovereign postal organizations. The state and private monopolies ensured links and guaranteed transport services on numerous routes. The regular mail coach service's effect was that travelling was institutionalized. The ordinary stage coach operated on the basis of a timetable ensuring a regular and reasonably priced service at fixed times independent of fluctuations in demand for service. Around the mid-18<sup>th</sup> century the routes and in some places even the timetables were coordinated to establish a network of services.

But it was not before the early 19<sup>th</sup> century that the stage coach system became part of a revolutionary progression. The highly sophisticated system of express coaches and mail services introduced in 1821 allowed the travel time on the national routes to be halved. Following the French example, the passenger service was raised to the level of the courier services so that the passengers were now transported as fast as the mounted postal service. This meant that the time at the stations was limited as much as possible: five minutes for changing horses, 10 to 15 minutes for the passengers at the central stations. Conductors, equipped with a pocket watch and timetable, strictly supervised the adherence to the schedules. On the route from Berlin to Hamburg the express postal services reduced the old travelling time between 85 and 91 hours to less than 31 \_ hours, and express coaches employed between Frankfurt and Stuttgart reduced the time from 40 to 25 hours.

## **Gaspar MARTÍNEZ LORENTE**

### The Consolidation of the Spanish Post in the second half of the 19<sup>th</sup> century, as compared with the European Posts

The establishment of the Liberal State in Spain favoured the necessary reforms for the consolidation of the postal system which, since 1850, saw the introduction of the adhesive stamp as a means of payment for franking the mail. This meant a considerable rationalisation and cost reduction of postal tariffs; the extension of the daily mail collection and delivery in practically all Spanish towns and the structuring of the postal transport system based on the railway network.

The importance of these reforms became obvious in the 1870s, when the Spanish postal service was able to offer a level of performance higher than its social demand. A few years later, its modernisation made possible the use of the postal services in all sectors of our society: State, finance, press, commerce, culture and, of course, communication between private individuals.

This continuing process of modernisation placed the Spanish Post at a level close to that of the most industrialised European countries. This has been shown in the detailed analysis of the postal statistics of European countries drawn up by Universal Postal Union for the last quarter of the 19<sup>th</sup> century.

## **Elisa LE BRIAND**

### European pneumatic networks in the 19<sup>th</sup> century

During the 19<sup>th</sup> century, ways to communicate developed and information transports accelerated. Engineers were interested in compressed air and urban rapid mail delivery networks using pneumatic tubes (with compressed air and vacuum) took place in many European cities : Berlin, Munich, Prague, Paris, London, Liverpool...

These networks organisation and technical basis were established in three great European capitals : London (from 1853), Berlin (1865), Paris (1866). Each network had peculiarities concerning its administrative status, spatial organisation, kind of "objects" transported or equipment and engineering, but their histories have many common points. For example, it is clear that establishment of such networks in London, Berlin and Paris, is linked to exchange between countries of engineers' experiment and knowledge, in charge of their construction. Moreover, in their beginning, these networks were linked to electric telegraph – in the three capitals, the first line of pneumatic tubes were from the Bourse to the Central – then they were linked to post administration. An other example : in the 1880's France and Prussia led their network spatial organisation to a similar way which continued during the 20<sup>th</sup> century and induced other European cities to get such pneumatic networks.

This report relates a part of the little-known European pneumatic networks history during the 19<sup>th</sup> century, pointing out the importance of the exchange between Great Britain, Prussia and France to setting up such networks in Europe.

## Robert DALTON HARRIS

The Wiener Rohrpost : the best pneumatic system in the world

The Wiener Rohrpost as a fully integrated postal system is worth close study for several reasons : its longevity (1875-1956) ; its being the first pneumatic delivery network to offer service to the public : its complex design of stationery and procedures. Comparison with other European cities (such as Paris and Berlin) shows its pre-eminence over other models (in the United States, several pneumatic tubes to supplement mail transmission but none matched Vienna's success).

Organization : Postal district number 1 was the old city of Vienna within the Ringstrasse, which has supplanted the inner city walls in 1860. Postal districts numbers 2 to 9 lay between the Ringstrasse and the Gurtelstrasse which replaced the outer city walls around 1890. District number 10, and others later developed, lay beyond that. In most postal districts there was at least one pneumatic post station (sometimes sharing quarters with the regular post office). Two tubes linked all the individual postal stations, enabling two-way traffic to be maintained. From a study of thousands of examples of the posted cards and envelopes, the author has analyzed postal activity at each station from August 1879 through December 1882 ; and answered some of the questions about the inner working of the system (the matching of station numbers to locations ; the matching of peculiar postmarks to stations ; the sequential numbering accounting ; the working of the Botenlohn, or return message ; the manuscript notations under receiving station numbers to indicate retrieval from the special, red, Rohrpost boxes).

Service : The Rohrpost offered the city's citizens more rapid and convenient communication within its boundaries, and without. At the very dawn of the age of the telephone, it offered similar advantages but with the addition of a printed confirmation. A message could be sent to another point in Vienna ; a message could be sent to the same Rohrpost station it was mailed at, to take advantage of the system's courier service, which handled the final delivery to the home ; airmail letters and express mail, for some period at least, was both delivered and sent via Rohrpost.

Stationery : The post office at first provided letter sheets and envelopes, both printed with the prepaid postage of 20 kreuzer, sold at the ten stations. Public use of these forms was light and, until the introduction of a 10 kreuzer postal card in late 1879, fewer than 35 000 messages were sent, or about two messages per station per day. (Crucially, this did not mean that the system was idle for during the same period some 3,5 million telegrams were either dispatched or delivered through the tubes) The card format was critical for the system's success (appropriate, for Austria had produced the world's first postal card in 1869). Changes were made to the Rohrpost postcard which simplified its use and accountancy.

## Sophie MORLOT

Presentation of a new guide of research : the Post in France,  
since the origins until the end of the Empire.

The guide of research in history of the Post at the time modern follows upon that devoted at the time contemporary. This one proposes to direct the researcher or the curious one in his research, since the origins of the Post, in 1464, until the end of the Empire, in 1815.

This guide fits in a vast bibliographical current. Let us quote only work of Pierre Nougaret with his *Sources of the postal history (Station with the horses, Letter post, transport and diligences): guide research*, appeared in 1992, and its *Critical bibliography of the French postal history. Letter post, Posts with the horses, transport and diligences, Telegraph Chappe*, published in 1970; like those of Eugene Vaillé on the *History of the French Post*. There is no question here of resuming this various work, but of presenting the state of the research carried out since 1970 and of identifying the fields still open to the study.

In order to guide enquiring or curious, this work is divided into chapters. After having briefly presented the history of the organization of the postal system, a chapter is devoted to the bibliography. This one is divided into two parts ; one is devoted to the general history of the Post, the other with the regional history. Fact continuation a chapter devoted to the printed sources, for which, two funds of files were especially stripped, that of the *Historical Library of the Post and Telecommunications* and that of the

*Library of the Post Museum.* Then are presented the handwritten sources. Various deposits of files were then stripped, of the Public Records to the Municipal Files, while passing by the Files of the *Historical Service of the Army and the Quai d'Orsay*. Lastly, a final chapter proposes problems of research: prisms of the policy, personnel of the Post, movements and flows postal. The publication of this guide is planned for the end of the year 2004.

## **Gaspar MARTÍNEZ LORENTE**

Historiography and research on Spanish postal history.  
The state of the art.

Historiography and research on the postal history of Spain have had a rather limited output from the intellectual field, especially if compared with the development registered in the main countries of Western Europe.

Starting from this vacuum situation in our historiography, a group of University scholars, headed by Professors Angel Bahamonde and Luis Enrique Otero, started, since 1990 to set the foundations of the Spanish postal history and that of telecommunications. Ever since, the studies of postal history have greatly increased, chiefly through theses for Degrees and Doctorate. Special courses have been created, such as History of the Post and Telecommunications in Spain, in the Faculty of Ciencias de la Información (Information Sciences), in the Complutense University of Madrid.

Furthermore, the efforts of Spanish philatelists in the field of postal history have added to the progress of this field, specially those conducted by the members of the Academia Hispánica de Filatelia (Spanish Academy of Philately).

Even if the historical sources on the Spanish post are not overly scarce, their dispersion in many scattered archives has been the main cause of the vacuum suffered in its historiography. Special efforts have been made in the recent years to improve this situation. Among them, the publication of the Catalogue of the documents kept at the Archivo General de Indias (Indies General Archive), in Seville, and the efforts in compiling documents made by institutions such as the Fundación Albertino de Figueiredo para la Filatelia and the Postal and Telegraphic Museum of Madrid. It is in the latter where the authors of this paper are working on the preparation of a historical archive of Post and Telegraph.

## **Armando SERRA**

For the archaeology of posting – The stations surviving

In addition to archaeological disciplines of the antiquity, first of all that classical, already hard working in the 18<sup>th</sup> century, there are the medieval archaeology and the industrial archaeology.

The archaeology of posting chronologically is situated between the medieval and industrial archaeologies. No doubt for the end of the period, unlike of industrial archaeology : the postal stations were no longer justified when railways had a large circulation in second half of the 19<sup>th</sup> century.

There is an indispensable relation between the archaeology of posting and the postal history, as well as the transport-history.

This theme will be treated with reference to the states of the pre-united Italy and to the France.

## **Anne CONCHON**

Horse-drawn and water coaches in the 18<sup>th</sup> century in Europe. Schedules and transport costs

With the passengers transport expanding and trade flows growing, the improvement of the postal networks can be observed throughout Europe during the 18<sup>th</sup> century. Many studies are chiefly concerned with the geographical spread of the horse-drawn and water coaches, as the organization of such transport services. Thanks to the scope of the available schedules, I would like to attempt a comparison of the costs of transport and the relative productivity of these postal systems.

## **Marie-Françoise BERNERON-COUVENHES**

The concession of mail services by the state to private steamship companies from 1835 to 1914

In the 18<sup>th</sup> century, it was a necessity for the state to create regular lines, to carry mail in the French colonies. With the development of steam navigation in the first part of the 19<sup>th</sup> century, two solutions were possible. First, the state could organize mail services with its own “packet boats”. Secondly, the state could grant mail services to concessionary companies.

In 1835, mail services were organized by the state in the Mediterranean sea. But since 1851, the concession was chosen.

Private steamship companies, the *Messageries Maritimes* and the *Compagnie Générale Transatlantique*, have scheduled mail services like the P&O (*Peninsular and Oriental Company*) in England. In exchange for a grant from the state they ship mail. Yet, their main business and what enables them to make a profit is to carry passengers and merchandise. They are setting up in ever remoter places in the world: the Mediterranean line ; the Atlantic Ocean lines to North America and to South America ; the mail line to Indo-China, China and Japan ; the Western Indian Ocean line to Madagascar and eventually the line to Australia and New Caledonia.

This paper aims to analyse the geographical and financial solutions that France has chosen to create mail services in the world during the 19<sup>th</sup> century : why French mail services have always been granted and how have they contributed to create public policies in France ?

## **Marie CARTIER**

Management strategies in the French Postal Service during the “Trente Glorieuses”

This paper studies management strategies in the French postal service from 1945 to 1974. In this period of economic growth and of urbanization, postal activity increased very rapidly but human resources were difficult to find. In the Paris area, mail carrier jobs didn't attract enough applicants. Workers could find better paid jobs in dynamic industries such as transport or banks in the private as well as the public sector. Having to deal with a strong turn-over and a little selectivity recruitment , the postal government agency attempted to stabilize and to moralize (for instance through particular benefits, through social services, through a housing policy...) a population coming from the rural working class. Relying on administrative archives, especially on disciplinary records, this paper examines the nature and the limits of this management strategies applied in a state administration during a period of economic modernization.

## **Sune Christian PEDERSEN**

The broken Seal : Postal espionage in Denmark in the 18<sup>th</sup> century

In the spring of 2002, Post & Tele Museum in Copenhagen opened a temporary exhibition titled « Hush ... the enemy is listening ! » about secret communication, espionage and surveillance. During the preparation of the exhibition, the idea of a PhD project about the intelligence activities of the Danish Post service in the 1700s arose.

The starting point of the paper is the career of a controversial Danish Postmaster General in the years 1703-1730. Despite repeated accusations of corruption, abuse of office and illegal opening of letters, Christian Erlund remained persona grata with the Danish king Frederik IV thanks to an obvious talent for espionage during the Great Nordic War 1700-1720.

Christian Erlund further developed and professionalized surveillance and deciphering of domestic as well as foreign correspondence. Eventually he became a central figure in the intelligence service of the Danish autocracy also participating in physical investigation, interrogation and torture. He ended his career as Postmaster-General.

Erlund's career is used to present the formulation of the problems and perspectives of the project : the organization of espionage in cooperation between the post service and the chancelleries in a network which can be described as an early, not formalized, intelligence service. Clientelism and corruption in the autocratic state of Denmark are the consequences of the surveillance for mentality and the letter-writing culture. And the political conception of the importance of information and secret intelligence in the relationship between government and subjects, and in the relations between states.

## **Jesus GARCIA SANCHEZ**

### From the Kaiser to Tony Blair : the Europe of the postal censorship in 20<sup>th</sup> century

The postal censorship was born in the Ancient times at the same time that the first letters, but it became most important in the Renaissance and in the revolution times of 18<sup>th</sup> and 19<sup>th</sup> centuries.

In 20<sup>th</sup> century almost all the countries make use of the postal censorship, especially during the two world wars. Thousands of censors in every nation read the military letters, to avoid that the soldiers diffused dangerous messages, and also the civil correspondences, to obtain valuable information for the fight against the enemy or to blockade the diffusion of compromising rumours in the eyes of the official propaganda. In these wars there weren't any differences between the countries' censor systems, whichever the side of belligerents or neutrals, but the non-democratic nations began to benefit from the censorship for the ideological control of people.

Besides, many European countries introduce a hard control of letters, in several peace times, to prevent currencies export and to warrant the economic protectionism.

After, the "cold war" and the "low intensity conflicts" took the censorship worldwide, in spite of the texts of the UN and the Council of Europe on the right to the postal secret.

Today the postal control is not a usual system of political repression, but the new threats of terrorism and drug trafficking, besides the intervention of European soldiers in peace missions, have makes that the police and the intelligence services use the correspondence to obtain enquiries or to prevent offences. All it is foreseen in the laws but the reality shows that the methods of authorities are continually in the limits of the legality.

## **Marie-Cécile THORAL**

### Functions and role of postal services in local government from 1800 to the 1830's : the post, instrument of the administrative centralisation ?

The question I would like to answer in this paper is : is the post an efficient instrument of administrative centralisation at the beginning of the 19<sup>th</sup> century , from 1800 to the end of the 1830's ?

To try and answer this question, I would like to study, in the first part of the paper, the organisation of postal services : the number and the location of the post offices, the post offices staff.

In the second part, I would like to show the different functions of postal services in local government : to communicate (by sending laws, orders... ; by maintaining relations between all the local officials and civil servants in the department or county), to inform (by sending administrative reports, police reports, statistical reports ...), to form (by teaching mayors the rules of the administrative correspondence, by writing pieces of advice to mayors, by helping civil servants ...), to supervise (by receiving confidential reports in civil servants, or petitions from citizens against a local official, or by controlling the accounts sent by mayors), to prevent troubles (by sending reports on the moral and political situation of a French "canton" for example, or, in Isère, by receiving reports, from the prefect of Rhône, upon the repression of riots caused in Lyon by workers or by republicans, which allows local officials in Isère to reassure people and to negate rumours expressed by local republicans, before the arrival of mail and news from Lyon, upon the fall of the government in Paris and Lyon), and to maintain relations with the local population (through petitions , letters... sent by citizens to local officials).

After having shown the essential role of postal services in local government, I would like, in the third part, to stress the flaws and imperfections of the system at the beginning of the 19<sup>th</sup> century, which prevent us from seeing the post as an efficient instrument of administrative centralisation. The small number of post offices, the slowness of the postal service and its frequency (the number of days of distribution of letters



per week) not high enough often require from mayors, for administrative needs, to hire “piétons” who can go to the closest post office or to the capital of the “arrondissement”. But the narrow revenues of a lot of villages prevent them from paying the wages of a “piéton”. Thus, a big number of villages, in Isère, have irregular access to letters (only when local farmers or businessmen go to the market of the town in which is located the closest post office). Moreover, the slowness of the postal service limits its efficiency from an administrative point of view, especially in times of emergency, during which local officials are generally in fact quite autonomous. This lack of efficiency is shown by the fact that, when Isère is at war with the Austrians and the Italians, in 1814 and 1815, the military authorities ask the prefect to set up a parallel and quicker postal service, between mayors and the prefect and between the different military headquarters in the department. The incompetence of some directors of small rural post offices, whom mayors often accuse of losing letters or letting letters stagnate for months in their offices, even add up to the slowness of the postal service and contribute to the slow and difficult communications between local officials.

## **Sébastien RICHEZ**

The Sunday Post service in France and Europe : a different vision of the part played by the Post-Offices from the Second Empire to the interwar period.

When in the 19<sup>th</sup> century, the law in France made a point of stopping labour forces from working on the Sunday, French Post-Office seemed to keep away from that evolution. The political leaders regarded as a French superior achievement, compared to Europe at large and Britain and Germany in particular, the fact that the service given by the Post-Office was not interrupted on Sundays. So, for more than a century, the French Post-Office worked full time on Sundays when the rest of Europe had already adapted their services. It will be necessary to wait until the 1920s for France to evolve with difficulties and blockages towards that the model.

The case of « service public à la française » and its oddities already emerge like a filigree through the different debates. That sensitive subject of the Sunday Post service reveals important stakes and basic questioning closely related to the nature of the European countries. The first question deals with the definition of a national Post service, here considered like a traditional commercial activity and there like a public service of prime importance. The second question deals with the relationship between a given state and its administration of the Post : the French State asserts its lay character and its providence like role through providing a universal and uninterrupted service to the nation whereas in the United Kingdom, officially Anglican, the religious rule prevails. The third question relates to the part played by the Post-Office service as an economic, social and cultural link with the population. Using the archives of universal Post Union, the French parliamentary reports, the general and postal printed media and modern comparative studies, it is quite instructive to set up a panorama of the Sunday functioning of the Post in Europe and to scrutinize the existing models.

## **Bernard ALLAIRE**

The sending's protocols of the official correspondences between France and Canada during the colonial period (17<sup>th</sup>-18<sup>th</sup> centuries)

Even though the official correspondences between France and Canada are one of the principal sources employed by the historians, they have not been systematically exploited for a study of their circulation, mainly because of the extent of the series which contain thousands of letters dispersed in the funds of Colonial and Navy Archives. During the Ancien Regime period, the official correspondences sent to or coming from the colonies can be distinguished from the other types of mails (personal mails or commercial letters) by their methods of circulation. They had their parallel dispatching mechanisms often independents from the public postal network, employed more systematic safety measures (specific bags and sealed chests, encrypted letters) and a tighter postal follow-up (listing of the correspondences, recording of the departures and carriers, notification of delivery, etc). These letters circulate on the French road network by the means of public transport, of royal messengers, but also via special riders which were given the responsibility to convey them in the numerous official checkpoints and landing places, which were the military arsenals and the residences of the intendants in the main cities or

seaboard towns of France. Although defective, such system for this type of mail aimed to restrict and to partition as much as possible, the correspondences to the only authorized readers. The existence of the colony depended largely on this protocol which, on the one hand, reduced to the minimum the risk of espionage by foreign powers and, on the other hand, avoided the confrontations between the numerous political, religious or commercial factions which had divergent interests within the overseas establishments.

## **Antonio AGUILAR PEREZ**

The organization of the postal services in the border territories between France and Spain

In this communication, we propose a series of territorial reflections on what the frontier between France and Spain implied in the organization of the postal services in both countries. It approaches the formation of the frontier and the part of the postal services in the consolidation of the State in the border territories.

Some cases in particular are mentioned, such as Andorra, a State between both frontiers (France and Spain) which had never had an own postal service –and for-which- so much so, the Spanish service as the French service, serves its purpose ; the « islands » inside States, as the Llívia case, and the particularity of the Valle de Aran.

Over time, all of this lead us to air some peculiar facts, coming from the Spanish and French frontier. And there are some still occurring, such as the fact that in a « Europe without frontier borders », a fringe of thirty kilometres on both sides is maintained where a different postage is established.

## **Olivier BATAILL\_**

Postal progress and European influence in France during the 19<sup>th</sup> century

During the 19<sup>th</sup> century, some important reforms allow to an amelioration of the efficiency of the French Post office. These reforms offer a similar aspect which can have a special interest for this conference : the influence of the European legislations in their elaboration.

This influence is not always easy. Two 19<sup>th</sup> century's big postal reforms are characterised by important controversies born of the utilisation of Europeans examples in the national debate. This is the case for the tariffs' reform of 1848 and for the fusion of the postal and telegraphic administrations at the time of the Second Empire. The accession of the Third Republic and of a new political staff is a turning for the international relations of the Post office. France joins the international postal institutions, setting his postal services in a supra-national reformer logic. Foreign legislations also start to be the object of thorough studies from the French postal administration, as testifies a numerous collection of registers withholds by the archives of the Ministry of Post and Telegraph.

This study is essentially founded on the archives of the former Ministry of P.T.T. and on the collection of the Toulouse University's library. The study must put in evidence the part played by the European legislations in the evolution of the French postal services. The foreign examples are often a model for the postal reforms' projects. The management of the French postal service according to fiscal criterions explains the reserve of the public services to utilize this reforms, despite of various requests (I). The arrival to power of the Republicans at the end of the 19<sup>th</sup> century allows to the economical and social considerations to become preponderate in the management of the French postal services. The influence on the international cooperation is undeniable, setting up what the finances' minister Léon Say calls a "new era". The reforms are now leads according to the new economical and social considerations, as in the neighbouring countries (II).

## **Olivia LANGLOIS**

The effect of the English experience on the adoption of the uniform tax in France and in other countries

From 1792 to 1848, the postal tax was calculated according to weight and distance in France. With the Reform of 1848, it will only be calculated according to weight, regardless of the distance, while maintaining a reduced retail price aimed at local destination. The Reform is of major importance for the French postal history, because it establishes the social aim of the service and takes part in the evolution of the public postal service, even though England had preceded it in this particular matter. Indeed, thanks to the initiative of Rowland Hill, a uniform tax of 10 cents was to come into force in England from January the 10<sup>th</sup>, 1840.

The influence of the English experience on the adoption of the uniform tax in France is indubitable, and we thought it was of major importance to deeper question about the extent of it. This is the point we will examine here, that is to say, we shall envisage in what, how and when the English example was to contribute and to play a role in the process of the adoption of the uniform tax in France. The subject will take into account the history of the postal Reform in England, its consequence in France, and this notably regarding opinions of people, whether they were in favour of, or not, whether they were representing the Nation, or they were postal employee. Besides, the influence of the English reform was a worldwide effect. Thus, whereas France was to adopt the unique tax in 1848, Spain and Russia already had preceded it, and, despite that Austria, the United-States and Sardinia were indeed attached to zones system, they had adopted it and simplified it by reducing the average tax of letters. The context will lead us to evoke international consequences of the English experience.

## **Iwona WIERZCHOWIECKA**

### Principal idea of universal postal taxation – project in 1892

The International Congress in Anvers about the customs legislation and labour regulations took place in August 1892.

It was an occasion to reunite the sociologists, the economists, the socialists, the merchants, the industrialists, the workers, the legislators, and the representatives of Belgium Government, to debate and to attempt to elucidate the two great subjects mentioned below. The main idea of the discussions and debates was the fact that the multiplicity of the commercial relations and the solidarity of the transactions had fortified the economical ideas and broadly opened philosophical thinking.

At this assembly, with regard to the customs duties, Mr. J. Henniker Heaton presented his project of the universal taxation of 10 cents instead of 25 cents at that moment. He proposed to fight against excessive postal fees. In his opinion, these taxes had been exaggerated and not useful in the international correspondence and they had been the tax absolutely depraved. Imposing the letters coming out from the country, the government strikes his own citizens. According to him, the government that has a monopoly of letters transport should limit the profit up to the certain level accepted by the community. This tax should not become a taxation instrument which could directly strike the labour.

He pointed out, especially to the attention of the congress, the bold postal policy in United States, and the postal treaty between Germany and Austria-Hungary. These examples were presented to explain the principal idea of universal postal taxation.

Thanks to examining this important universal taxation being one of the postal service's problems, it is very interesting to observe the development of an international administration idea at the end of 19<sup>th</sup> century.

## **Benoit OGER**

### Post office savings banks in Europe before 1945 : history of a missed cooperation

In 1930, out of the thirty-five countries which have a Post office savings bank or public, twenty-three are European. The example of England which, in 1861, institutes Post-Office-Savings-Bank (POSB) is thus followed by a great majority of European countries even if the creation process is not immediate and that it is stretched until the interwar period.

The creation of the Post office savings banks meets concerns or specific needs to each country. For Belgium and Hungary, it acts, like England, to deaden the national debt ; for Italy, it is rather a question of dis-enclosing areas stripped in banking service thanks to the creation of a national booklet. This one

also makes it possible to consider cooperation at the international level. And frontier countries like Belgium (1882), Italy (1904) and France set up a system of exchange for operations of payments and refunding. At the origin, two conditions appear necessary to the installation of conventions binding two countries in the field of the saving : the existence of a Savings bank which uses the postal structures and a relatively important emigration/immigration between these two countries so that this convention might be really useful.

From the Belgian example, Italian and French and under the aegis of the Universal postal union (UPU), a project of arrangement to create an international service of the Post office savings banks is studied by the Congress of Lisbon in 1885. In spite of the good starting intentions, the project of an international arrangement is blocked for political and financial reasons. Finally, after having been with the avant-garde for the creation if an international service, the Post office savings banks adhere to the International Institute Savings Banks (IICE) founded by the private Savings banks. And it is only in the fifties that fifteen countries sign an arrangement concerning the International Service of the saving of the Post Office savings banks within the framework of the UPU.

## **Léonard LABORIE**

### Airmail organisation in the interwar period : French and foreign postal administrations and the set up of a new network

Airmail was first developed on a regular and reliable basis for international mail in Europe, even if it calls mainly to mind heroic intercontinental expeditions.

During the interwar period the number of intra-European airmail connexions increased. Bilateral (first between France and Great Britain) and soon multilateral agreements specified lines and calls, timetables, categories of correspondence admitted, and above all tariffs. Postal administrations from Europe, which had been cooperating for fifty years, thus tried to establish a new network for the exchange of mail. For this difficult task, they had to deal with the opinions of the government and of the air carriers: the politics and the companies. They had also to discuss with the users of this new service, represented by the International Chamber of Commerce. All those actors were definitely interested by the development of airmail, but for different reasons, so that negotiations were most of the time very difficult. Government wanted national companies to get stronger; companies wanted to earn easy money with mail; and postal administrations wanted to improve the service they provided to their, unsatisfied, users.

Official and non-official meetings and conferences between the different actors took place during the period. To be exhaustive we will also have to take into account the technological factor. Aircraft capacities and terrestrial infrastructures improved a lot. It appears then once again the Post Office, beside its neutral aspect of an administration, is at the intersection of several stakes.

We will have to determine the strategies and the play of those various actors. We will focus on the administrations: how far do they share the same views and how far do they cooperate in an environment they don't mastered completely? We will also try to evaluate volumes and to distinguish periods.

If the administrations didn't succeed in building a purely postal aerial network at the European scale, they managed to define at the end of the 1930's a specifically European regime for airmail services. They break the vicious circle: extra cost, surcharge, low traffic and prepared on an administrative basis a new era, after the Second World War: the expansion of a normalised service.