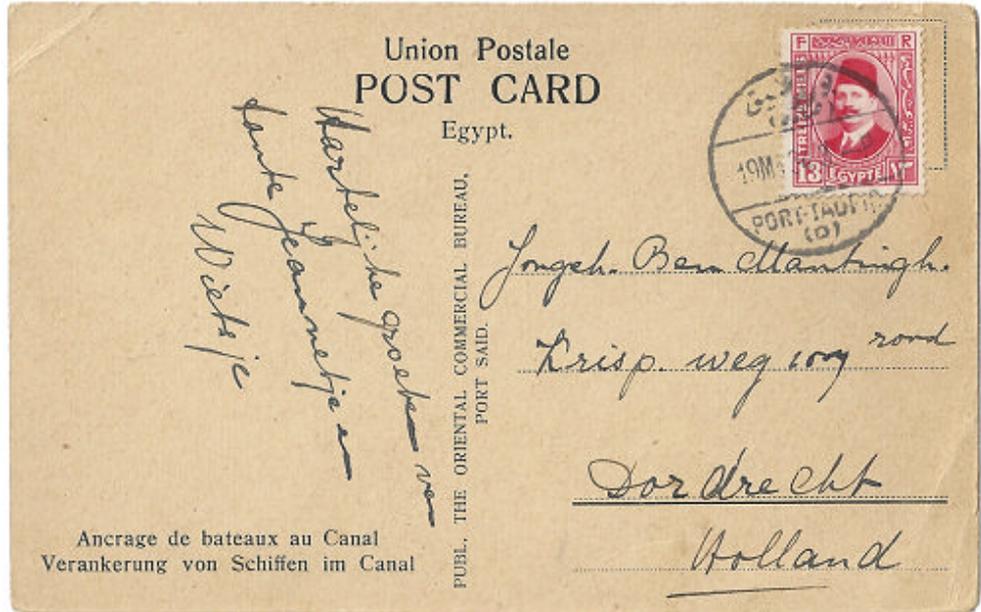


Stamps and Rates: 13 millième Postcard Rate November 1931 to October 30, 1951

Edmund Hall (ESC 239)

The 13 millième rate for postcards abroad had been 10 millièmes for ten years when it was raised in November 1931, excluding the concessionary British Empire rate. It was obviously decided that a new 13 millième stamp should be added to the current definitive set, the Second Fuad, which duly appeared in January 1932. The common franking between these dates is 10 millième and 3 millième stamps.

Postcards franked with the new stamp are easily found.



Note the oval Chemins der Fer cachet and commemorative cancel.



Somewhat unusually, this rate was also used for four commemoratives which to a degree reflect various current post-rate charges. Illustrated are the 1933 Railway Congress and the 1935 UPU stamps; the others are the 1934 Aviation Congress and 1936 Exhibition sets. This was not repeated for the remaining 15 years of this postcard rate.

The 13 millième stamp was quite useful for completing other rates

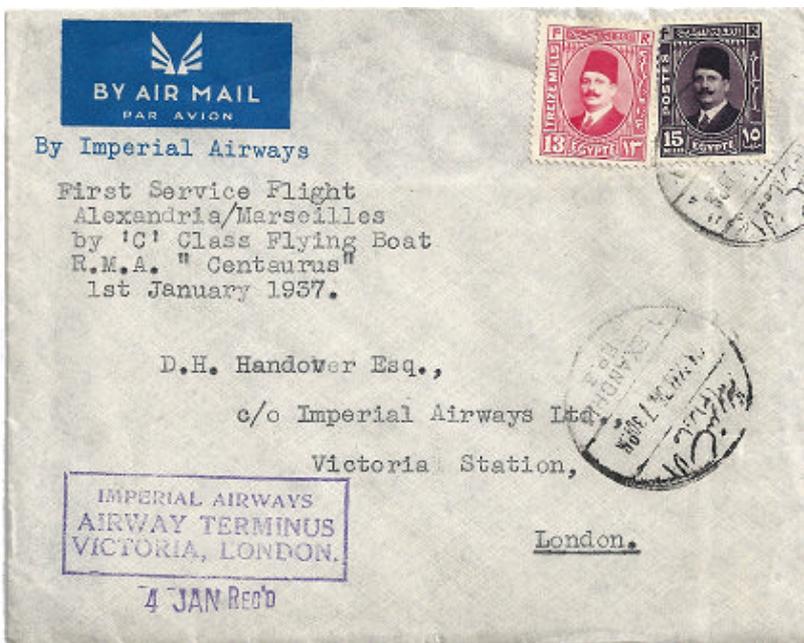
Each additional weight stage above 20g was 13 millièmes. The overseas rate Nov 1931 to Aug 1940 was 20 millièmes with registration also 20 millièmes.

Two covers shown one with a registration 20 millième for postage and one with a 40 millième for postage and registration, both with the 13 millième stamp for the next weight band



Quite a common use was for paying airmail rates.

A 33 millième rate to Europe was made up of the 20 millième normal letter rate plus 13 millièmes air surcharge. This was dependent on carrier and varied over the 1930s according to country of destination.



To the UK the rate was 28 millièmes, comprising the 15 millième normal letter rate plus 13 millièmes air surcharge. This was also dependent on carrier.

Note that this was posted soon after the Third Fuad set was issued and uses the 15 millième value from that issue, which had only a short life due to the death of King Fuad.

This issue never had a 13 millième value, the conclusion being that there were still many 13 millième stamps left from the second Fuad issue.



Two used to pay the 26 millième express rate July 1940 to August 1943. This is rather a late use for this particular stamp.

The Express stamp of March 1943 was the only one issued at the 26 millième value.

With the issue of the Boy King set in July 1939 a 13 millième stamp was included from the beginning. This is fairly easily found paying the postcard rate.

The second King Farouk set of 1944, known as the Maréchal, was originally issued without a 13 millième value.



Once again I assume that this was because their remained many Boy King stamps of this value. Certainly covers with this stamp used with others from the Maréchal set are quite common.

The 13 millième Marechal value was not issued until 1950, the last year for this postcard rate.

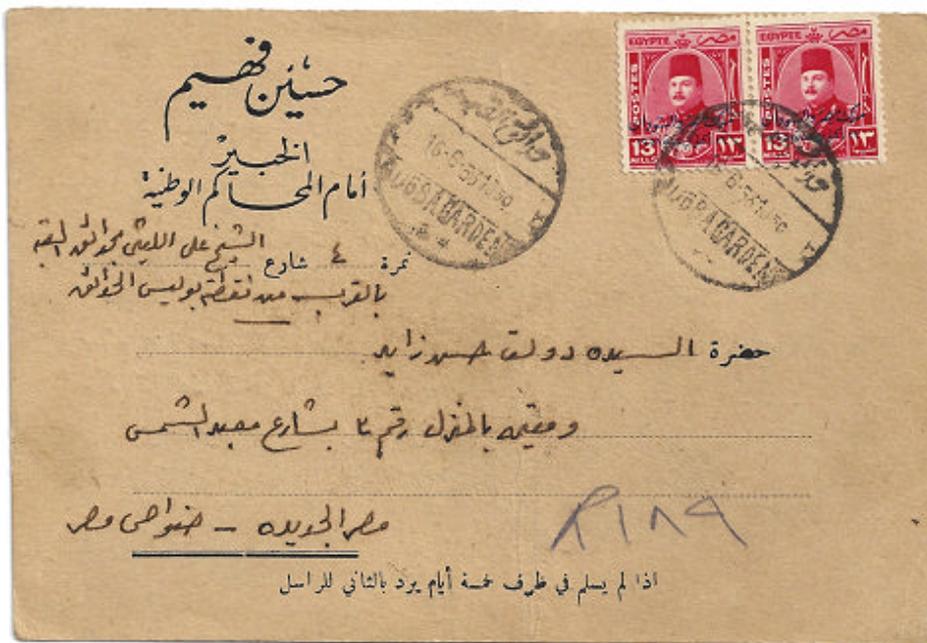
I believe the intended use for this stamp to be quite rare, in fact the one illustrated (previous page) is the only one I have seen after many years of searching for it.

Not only did it have a short time for postcard use but by the 1950s tourists and others were preferring to send their postcards by air. The second postcard shown has an additional 10 millième stamp, the current air surcharge for France.



I believe, however, that for a postcard to be eligible for air transmission it had to be franked at the normal letter rate, which at the time was 22 millièmes so including the air surcharge would total 32 millièmes.

Interestingly the Maréchal 13 millième stamp has a higher catalogue value than the 50 millièmes value, indicating that it is not very common as a stamp. The catalogue value of “Kingdom of Egypt and Sudan” overprinted version is less than half, although the barred version has a slightly higher value.



This also points to the fact not many were sold or used in the “virgin” state.

A card sent registered at 26 millièmes, comprising the 6 millième internal postcard rate plus 20 millièmes for registration.