



AFFILIATE #207

# THE POSTAL LABEL BULLETIN

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Spring 2023, #147

## Notice to our members:

Darus Greathouse, who has been our auction chairman for a long time, is no longer able to continue in that capacity for medical reasons.

I have always felt that the auction is an integral and important part of our membership. I hope you all agree.

I would greatly appreciate it if anyone interested in taking on this position would contact me at [agroten43@icloud.com](mailto:agroten43@icloud.com)

Thanks.

Art Groten, President

## Airmail Etiquettes

*("Reprinted from the November 2021 issue of The American Philatelist with the permission of the American Philatelic Society.")*

I am delighted to be able to write about airmail labels for this special issue on aerophilately. Those who are familiar with my paraphilatic writings know that I have talked extensively about these little gems for a long time in a variety of places, usually for specialist groups here and abroad. I coined the term "paraphilately" to include that material which enhances the story of a stamp or its usage such as descriptive leaflets, airmail timetables and similar ephemera. It also encompasses what we call Cinderellas, i.e. things that look like stamps but are not, like charity seals and informational labels (including airmail etiquettes). In this article, presented as a tutorial,

**Arthur H. Groten M.D.**

I hope to pass on to a larger audience my enthusiasm for these artifacts and how they can add another dimension to your collection.

Airmail labels, or etiquettes as they known outside of U.S. philately (I use the terms interchangeably), were initially created to bring attention to the desired carriage of the letter. In appearance, they differ from postage stamps only in that they are non-denominated, thus their inclusion in the larger group of Cinderellas, things that look like stamps but are not. Indeed, some have been mistaken for and accepted as postage. *(continued on p.3)*

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# Membership News

## President's message

I hope you have all had a good winter and spring.

We continue to add new members so there is interest in what we collect.. I welcome them.

I have said this before. The somewhat erratic issuance of your bulletin is due, in large part, to a lack of material for inclusion. We all have things to share, whether single items or articles. Because of our (mostly) electronic distribution, the length of such articles is not limited although, depending on length, it might be divided into two parts.

Our Auction manager, Darus Greathouse, has been unable to present our auction. I call for someone who would take over this task. I believe it to be vital for the future health of our organization...something to bind us together. Please consider doing this and let me know if you have any questions.

Again, because of the above difficulties and because much of what we have to offer depends on the Bulletin and the auction, the Board has decided that to forego dues collection for 2023.

Enjoy the summer.

Art Groten, president

### New Member

Robert G. Myers ( 0357 )

PO Box 1630

Las Cruces, NM 88004

USA

Exchange & correspondence: yes

## THE POSTAL LABEL BULLETIN

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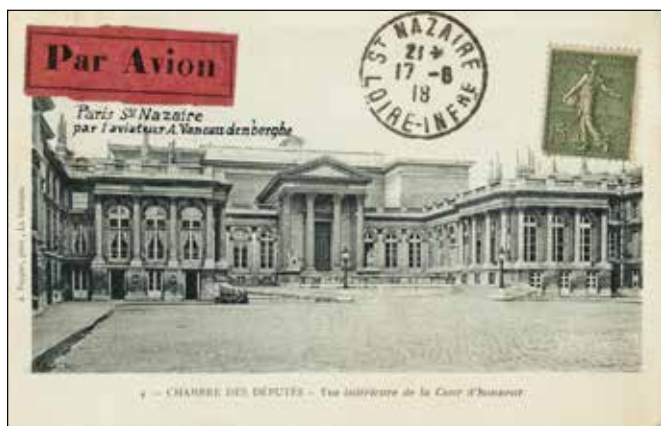
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The earliest airmail letters required a handwritten instruction, e.g. “by airmail” or “par avion.” But in the early days of airmail, without some way to emphasize that point, the designation could be easily missed. Gradually, the use of airmail labels became much more common. The first air etiquette was issued in France in 1918 (Figure 1). As a rule, there was no charge for either government or airline etiquettes. Some private makers, like Dennison, would charge for their “generic” labels sold in stationery shops and other locations. The customer would apply the etiquette. There was no requirement for where the label should be placed, except by custom. Sometimes you can see labels placed in the upper right corner and accepted as postage – this was not legal use!



*Figure 1.* First day of use of the world’s first airmail etiquette from Le Bourget, near Paris, to St. Nazaire, August 17, 1918. A pen inscription identifies the pilot as A. Vancaudenberghe, a sergeant in the French Air Corps. This was also the first trial for a French internal airmail service.

The most comprehensive catalog of these labels is Gunter Mair’s monumental six-volume work, *Airmail Labels of the World*. It is now being revised for a digital format (some of which are already available – see “References”). The listing for each label includes the date issued, color(s), type of separation, marginal imprints and varieties, as well as a relative value scale of scarcity. He categorizes them into three main groups: governmental issues, those issued by specific airlines, and miscellaneous, i.e. all the rest. The miscellaneous category encompasses various kinds of etiquettes: generic (referring to labels that simply say “air mail” or “via airmail,” or are not supplied by airlines or made available by the government); those issued by hotels, businesses or charities; and other private issues. I should mention that the earliest labels from a country may not have been government issues. Often, as in the case of Australia and Colombia, the airlines released the first etiquettes, sometimes as much as a decade before.

The same parameters of production that define postage stamps also define these labels, as well as many other

instructional ones, e.g. those for express or registration services. Like stamps, they may be collected as face different only; on a more specialized basis or topically or thematically. For those who like to exhibit, such philatelic items and other collateral material are now recognized as appropriate inclusions to help tell the story.

Before looking at the broad categories of these labels, let’s look at the collecting similarities between stamps and etiquettes. The discussion below pertains to all three broad categories: governmental, airlines and private. Most of the examples I show are governmental issues.

First, preproduction material is almost nonexistent for etiquettes of any kind. The only example I have found is a black proof for France’s second air etiquette (Figure 2) honoring WWI aviation ace Georges Guynemer, issued in 1919 (Figure 3). Another interesting feature of this label is that it is the only one I know of that commemorates a specific individual. Why other countries didn’t do this is a mystery to me.



*Figure 2.* Black proof for France’s second etiquette issued in 1919. Such proofs for etiquettes are very rare. It exists because this label was produced as if it were a postage stamp, as seen in the Figure 5 example.



*Figure 3.* . A remarkable use of both of France’s first two etiquettes, registered to a military group at Fez, Morocco, with route “de Toulouse a Rabat,” properly franked 1 franc (F), 85 centimes (2x 75 centimes to pay the airmail rate and 35 centimes to pay registry).

## Marginal imprints

Marginal imprints are almost always printing data indicating the printer, usually the government’s, as well as the date of issue and its quantity. Most often they are in the lower left or upper right margin (Figure 4) but can appear anywhere. I know of only a single example of a true plate number, occurring on France’s second issue,



mentioned above (Figure 5).



Figure 4. Imprint on Poland's first issue: "M.P. i T. 303 (I.1929). 300 000." Printer, date and quantity. These designations were added by the printer

in their own code beginning with their name, often expressed with initials like these, and the actual name may or may not be known. The number following is most likely an order number or has some internal meaning. Finally, the date of issue may appear as well as the quantity.



Figure 5. Second French etiquette with its plate block number, the only one I have seen. I have also seen a large block of the second issue, indicating it was printed in sheets. I suspect the holes to the left were made during the printing as they do not appear to be booklet staples.

## Color

The same design may come in various shades of one color, often permitting dating, or in different colors, invariably issued at different times (Figure 6). The early collectors of these labels would indicate in their albums the year a particular new color or shade appeared (and in what city). The printers' imprints are usually dated as well, and finding a label used on cover can also indicate the range of use.

Some labels are printed in two colors, and very rarely in three or more (Figure 7). As one would expect, and like postage stamps, you may find misregistration (color misalignment) (Figure 8) or missing colors, both scarce. The Mair catalog recognizes major errors and varieties.



Figure 6. The two colors in which Greece's first etiquette was issued in 1931, made for the airline Societe Hellenique de Communications Aeriennes (SHCA), two years before the first governmental release.



Figure 7. A four-color label issued by Brazil's NYRBA airline (New York, Rio, Buenos Aires), in 1929.



Figure 8. Marked misregistration on Great Britain's "wings" series, 1934. "P25G" is the sheet reference number for this label, but later printings show different reference numbers.

## Separation

The earliest etiquettes were usually imperforate. The same etiquette designs sometimes later appeared roulette or perforated, often with multiple numbers of gauges. You can find combinations, such as imperforate plus roulette. Perforation errors, like those found in stamps, abound, including imperforates between etiquettes (Figure 9), misperforations (Figure 10) or major miscuts (Figure 11).



Figure 9. Horizontal imperforates (first Greek government-issued etiquette, 1933) and vertical imperforates (Sudan's second government issue, 1931. The first was also issued that year).



Figure 10. Vertical imperforates and skewed horizontal perforations (on Great Britain's "wings" label).



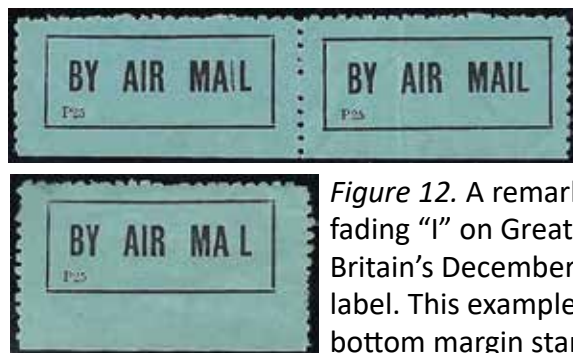
Figure 11. Mexico's first label (no errors), 1927, and the same issue, markedly miscut with an official "Servicio Postal Aereo" handstamp added.

## Varieties

The same designs of labels often went through changes in color or typeface. Mair gives these different catalog numbers, but most are collected as one type with different printings.

In addition to color and perforation errors, you can find typographical errors or constant plate flaws. Great Britain's second issue label shows a most interesting fading "I" (Figure 12). A 1945 Pan American etiquette issued for use in Iran is known with two different typographical errors (Figure 13). India's 1927 first label

comes in blue or red, and a constant plate flaw in position #2 occurs in both colors (Figure 14) whereas a scratched plate at position #5 is found only on the red issue (Figure 15). Major paper folds, like the one seen in Great Britain's "wings" series, are rare (Figure 16). Set-offs (an unintended impression caused by wet ink, often on the back of a stamp or label) occur from time to time as in Czechoslovakia's 1920 issue of four labels indicating a route (Figure 17).



*Figure 12.* A remarkable fading "I" on Great Britain's December 1920 label. This example is a bottom margin stamp, but there is not enough information available (i.e., an example in a large enough block) to assign the error a position number.



*image A*



*image B*



*image C*



*image D*

*Figure 13.* Pan American issued these 1945 labels for use by its customers in Iran. It was typographed (see image A) and resulted in two major errors: "N" for "M" (image B), which was hand-corrected in image C, and "K" for "R" (as seen in image D).



*Figure 14.* India's first etiquette, 1927, was printed in sheets of six in two colors, blue and red. There is a noticeable plate flaw along the left side at position 2 on both.



*Figure 15.* In the red color issue of India's first etiquette there is also a large plate scratch at position 5. In image A, the pair of etiquettes from position 2 and 5 show the same flaw at position 2 as in the blue sheet. The bottom stamp shows a large plate scratch at position 5. The image B cover proves that the position 5 flaw is constant.



*Figure 16.* A very rare major paper fold on Great Britain's "wings" series.



*Figure 17.* A clear set-off is seen on Czechoslovakia's first etiquette, 1920, one of a set of four with routing specified. Such specifications are very uncommon.



## Format

Many stamps, particularly in the U.S., are printed in sheets of four panes, which is why we have four different corner plate blocks. Most labels are printed as single sheets, rather than multiple panes to be cut apart, or as booklets. Some booklets contained postage stamps as well as air etiquettes (Figure 18) while most contained only the etiquettes with a variable number of panes or panes of different sizes. Many were issued by specific airlines for their patrons (Figure 19). Many have covers or interleavings with rate and route information or advertising. Hundreds of such booklets are known

throughout the world, some prosaic, others with graphically beautiful covers (Figure 20). On occasion, labels are attached to governmental flyers (Figure 21). There are examples of tête-bêche pairs (printed upside down or sideways relative to each other), such as Madagascar's first issue, 1929 (Figure 22). In this example, some pairs (but not all) were from a sheet of 10 rows where the 5th and 6th are inverted, on to the other. Rarely, issuers printed one on the front and the other on the reverse. By this I mean alternating rows, one on the "front" and the next row on the "reverse." The user would cut them apart and use the printed side.



Figure 18. An early (1930s) Great Britain booklet that contained 3 shillings (3/-) worth of stamps and a number of air labels. There are many issues of these booklets with different covers and interleavings.



Figure 20. A gorgeous booklet cover for France's CIDNA airline, 1931, containing a pane of 28 labels.



Figure 19. Air Orient, 1931, issued labels for use by customers in Thailand. There was a sheet of 10 printed on the back of this airgram (or airletter sheet), the only example of this I have from any country. The labels also appeared in sheets.

LAATSTE BUSLICHTINGEN LUCHTPOST AMSTERDAM.			
	Postkosten Costs: Station	Kantoor K.L.M. Landedageten.	Postkosten Schiphol
<b>ENGELAND:</b>			
Londen I (incl op Maandag)	6.20	7.25	7.40
Londen II	10.10	12.30	12.80
Londen III	16.20	17.15	17.45
Londen IV	17.50	18.45	18.15
Bell Liverpool	13.50	15.45	15.15
<b>FRANKRIJKE:</b>			
Paris I	1.20	—	0.45
Paris II (Vrijdag-Sterckwagden, Oosterschelde, Rijngebied, Poles en Rijnland)	15.50	18.45	19.15
<b>DUITSCHLAND:</b>			
Berlijn en verder	18.10	17.30	18.00
Rheinland, Rijnland en Zuid-Duitsland	9.40	18.15	18.05
<b>SCANDINAVIE EN FINLAND:</b>			
Den Haag I	7.20	9.45	9.15
Den Haag II	14.20	15.15	15.45
<b>TSCHECHOSLOWAKIE EN OOSTERRIJK:</b>			
Prag	9.40	18.00	18.30
<b>SWITZERLAND EN ITALIE:</b>			
Zürich	9.40	18.15	18.05

Figure 21. Another unusual presentation of etiquettes, here attached to an official Dutch informational flyer in 1934 (not intended for the mailstream).



Figure 22. Tête-bêche pairs were produced in a few countries and are uncommon. A pair of Madagascar's first etquette graces this 1929 registered first flight from Madagascar to France.

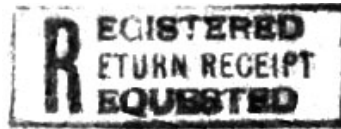
*to be continued in the next PLB issue*



Art Groten sent the image of a registered letter (1933) requesting a return receipt from the sender in the form of a label.

Comments from the editor, who collects AR labels.

Although the letter is from El Salvador, the question is whether the label is also from El Salvador. So far, I only know AR handstamps from El Salvador. Moreover, the design is reminiscent of two USA stamps:



1924



nog in 1972 een  
soortgelijk stempel

So date I only know of handstamps to indicate 'return receipt requested' in the USA. The label above seems unique to me, in my opinion probably a private label. This is more likely because the label appears to be cut out.

There are countries where labels were/are also used, so there is something for label collectors to find. But to show more of that, let me first describe the context in which those labels have their function.

It is that situation where a sender wants to know that his mail piece has actually been received by the addressee. Therefore, after receipt, a message signed by the addressee must be sent to the sender. This message is the return receipt. The provision of such a message by the postal service is an extra service that can be added to registered mail and in some countries also to other special ways of sending, such as express mail.

This extra service of notice of receipt, return receipt, or: avis de réception, abbreviated AR (and I will use that abbreviation after this) is used both for domestic mail, and for international mail. In the latter case, regulations have been established by the UPU. This has been the case since 1895. Over time, those regulations have been revised or modified from time to time. I will quote the current regulations here for the purpose of AR labels. (Letter Post Manual, Bern 2001)

### 2. Advice of delivery for registered letter-post items, parcels and insured items.

All member countries or their designated operators shall admit incoming advices of delivery. The provision of an outward advice of delivery service is, however, optional.

**2.1** Items for which the sender requests an advice of delivery shall bear **in bold type on the address side the letters A.R.** The sender shall give his name and address in roman letters on the outside of the item. The latter indication, when it appears on the address side, shall be placed in the top left-hand corner. This position shall as far as possible also be assigned to the letters A.R., which may be located beneath the sender's name and address where these are given.

**2.2** The items mentioned under 2.1 shall be accompanied by a light red CN 07 (previous C5, BK) form of the consistency of a postcard. The CN 07 form shall bear in bold type the letters A.R. The sender shall complete, in roman letters and using means other than ordinary pencil, the various sections as indicated by the form's layout. The front of the form shall be completed by the office of origin or by any other office appointed by the dispatching designated operator and be securely attached to the item. If the form does not reach the office of destination that office shall automatically make out a new advice of delivery.



### 3. Treatment of advices of delivery

**3.1** As a matter of priority the advice of delivery shall be signed by the addressee or, if that is not possible, by another person authorized to do so under the regulations of the country of destination. If those regulations so provide and except in the case of delivery to the addressee in person, the advice may be signed by the official of the office of destination. In addition to the signature, the name in capital letters or any clear and legible indication permitting unambiguous identification of the person signing shall also be obtained. The identification information referred to herein may also be obtained by electronic means.

**3.2** The office of destination shall return the duly completed and signed CN 07 form direct to the sender by the first mail. This form shall be sent without an envelope by the quickest route (air or surface), bundled along with the IBRS items. If the advice of delivery is

returned without having been duly completed, the irregularity shall be notified by means of the CN 08 form provided for in article RL 154.2, to which the relevant advice of delivery shall be attached.

An AR **label** is not mentioned in the regulation. UPU suffices by saying that on a piece of mail the letters AR must be clearly marked. In other words, countries are free to come up with a design of it. And so there is a huge variety not only of handstamps but also, albeit to a lesser extent, of labels. The function of these is to alert postal processing to this extra service, e.g. to keep them separate when sorting.

In the PLB, to my knowledge, no attention has ever been given to AR labels, presumably because these labels do not appear on USA mailpieces. But Art Groten's mailpiece shown is a nice opportunity to show some more of that.

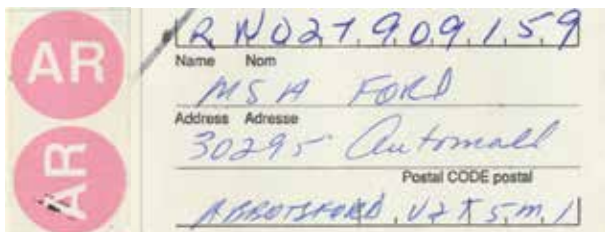


**Argentina, 1994**  
A combined R label with AR (and EXP = outbound)



**Bolivia, about 1900**

Three labels shown in *Weltweit ein besonderer Postdienst. Rückschein, Avis de Réception, Return receipt, Schriftenreihe des Münchener Briefmarken-Clubs e.V., Heft 5,*



**Canada, 1993**

The AR label is part of a larger label; the other part has the sender's name on it and that is taped to the back of the cover; domestic mail.

Mentioned in R.G. Lafrenière, *Field Guide to the Cinderella Stamps of Canada*. 2ed. 2015, p.302



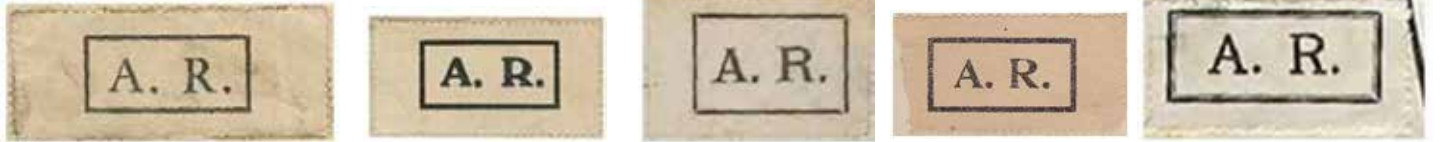
**Canada, 2013, international mail**  
not found in the *Field Guide*





### Chili, 1896

During the periode 1890-1930 many different AR labels were used, like:



2002

### Czech Republic

Notice that the 2002 label has a different word in the local language than the other two labels.



2009

The 2002 label is on domestic mail, the other two on mail pieces to foreign countries. Could this cause the difference in the words used?



2014



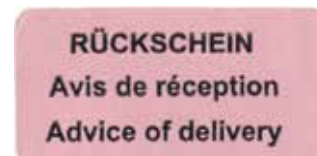
### France

In the catalog by J. Dumont/A. Sauvanet, *Essai de Nomenclature des Etiquettes des Services Postaux et Telegraphiques de France 1868-1983*, no AR labels can be found. In France AR is indicated by handstamp, or here, on the label of franking (and not on the R label..



### Germany, 1981

Besides this perforated label, also an imperforated and rouletted one are available



1990, domestic mail

Deutsche Post has a daughter company: PIN mail. Possibly PIN uses this label which is very different from the commonly used label 1981.



**Hungary, 1987**

tértivevény = return receipt back



This is a return receipt as UPU with model CN-07 has prescribed (previously model C5). This one is attached to a letter to the Netherlands.



1956



1998



2013



**Indonesia, 1953**

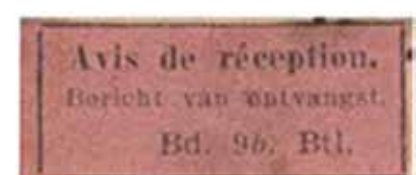
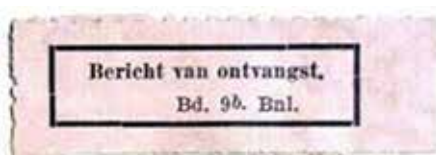
This letter from Indonesia to Aden shows in terms of labels that labels from the former Dutch East Indies were still used. The text is in French and Dutch.



Later on an Indonesian text is introduced:  
Beriraterima = news thanks



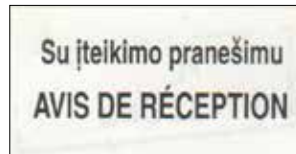
I add here some labels from the time of the Dutch East Indies. For a detailed overview of these labels see, Arie Zonjee/Ot Louw, *Postal Labels in the Dutch East Indies & Indonesia*, 2019







**Italy**, 1999



**Lithuania**, 2005



**New Zealand**, 1993 and 2002

In both cases, these are registered letters from Bahrain. The New Zealand postal service adds its own registration label with the indication 'international origin' and the AR label.



**Poland**, 2005; text: acknowledgement of receipt

I have this label on a registered letter from Germany. The Polish postal service indicates AR in the national language. But I also have it on a letter from Poland to the Netherlands.



**Switzerland**, 2002



**Switzerland**, 2003 and 2011

As far as I know, only Switzerland has AR labels with a barcode. This code is always the same. Perhaps that facilitates sorting so that all AR letters are collected together.



**Yugoslavia**, 1953; it is the only country with a very wide variety of AR labels. One of the reasons for these variations could be the exclusive use of labels and not handstamps. This continues in the different countries resulting from the breakup of Yugoslavia.

I show the labels without further explanation.







The modern country Bosnië-Herzegovina Herzegovina consists of two entities: *The Federation of Bosnia and Herzegovina* on the one hand, and the *Republic of Srpska* on the other. Each has its own postal service.

The letter shown here is from **Bosnia and Herzegovina**, 2013. It is an example of the possibility to combine AR with the service of expresse mail.

Also a different label was found.



**Srpska**, 2009

It is obvious that the postal services in the two entities of B&H operate separately.

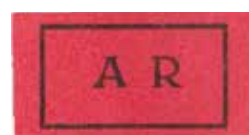
As second label on a Srpska cover was found:



**Croatia**



**Macedonia**



**Slovenia**



**Serbia**








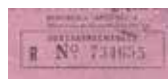


















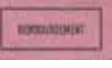
















# Remboursement / COD labels

For many years now Jan ter Welle and Bas Kee have been collecting worldwide the labels affixed to postal items indicating the special postal service to collect money on delivery of the mail piece. In French “contre remboursement” (for short ‘rembourse’) and in English “cash on delivery” (for short C.O.D.)

For ourselves we made a catalog for these labels, because there was no such documentation anywhere. It would be a shame to keep that only to ourselves. Therefore, anyone interested in COD labels can get a copy of the file containing our collection.

Sent an e-mail to bkee@xs4all.nl or to janterwelle@online.nl

In PLB #136 (Winter 2020) we showed a few pages of our catalog. But that was a while ago. We show a few more pages here to give you an idea of what you ‘ll see in the file.

<p><b>ALGERIA</b></p>  <p>ALG-1.1 1936 Black/Orange Roul.</p>  <p>ALG-2.1 1953-'56 Black/Orange Imperf., Text: 31mm</p>  <p>ALG-3.1 1973 Black/Orange Roul.</p>  <p>ALG loose label</p> <p><b>ANGOLA</b></p>  <p>ANG-1.1 1974 Black/Red Imperf., Size ?</p> <p><b>ARGENTINA</b></p>  <p>ARG-1.1 1958 Black/Violet-pink Imperf.</p>	<p><b>MEXICO</b></p>  <p>MEX-1.1 Green/White Roul.</p>  <p>MEX 1946 Green/Grey Used as a seal on a reg. cover to USA</p> <p><b>MONACO</b></p>  <p>MCO-2.1 2012 Black/ Orange/White Imperf., Self. Adh.</p>  <p>MCO-R1-1.1 1952 Black/ Orange/White Perf.</p> <p><b>MOROCCO</b></p>  <p>MRC-1.1 1991 Black/Red Imperf.</p>  <p>MRC-2.1 1992 Black/Orange or Red Roul.</p>	<p><b>LATVIA</b></p>  <p>LAT-1.1 1937-'38 Black/Orange Imperf.</p>  <p>LAT-2.1 1937 Black/Redviolet Imperf., Text: 12.5/20.5 mm</p>  <p>LAT-2.2 1934 Black/Purpur Imperf., Text: 14/24.5 mm</p>  <p>LAT 1938 Black/Orange Imperf.</p> <p><b>LICHTENSTEIN</b> See also SWITZERLAND</p>  <p>LIC-1.1 1937 Black/Yellow Imperf.</p>  <p>LIC-2.1 1966-'73 Black/Yellow Roul.</p>
<p><b>NEPAL</b></p>  <p>NPL-1.1 1958 Red/Green Roul.</p> <p><b>NETHERLANDS</b></p>  <p>NEL-1.1.1/2 1905 Black/Orange Perf. 11% •1.1.1 without ref. •1.1.2 Ref. 37f</p>  <p>NEL-2.1 1904 Black/Purper Imperf., Dotted line</p>  <p>•NEL-2.2 1906 Black/Pink Imperf., Dotted line</p>  <p>•NEL-2.3 1909-'16 Black/Purper Imperf., Dotted line</p>  <p>•NEL-3.1 1920 Black/Purper-red Imperf., Dotted line</p>  <p>•NEL-A-4.1 1921 Black/Purper Imperf., Dotted line</p>	 <p>•NEL-5.1 1918-'25 Black/Yellow Imperf.</p>  <p>•NEL-5.2 1924 Black/Red Imperf.</p>  <p>NEL-5.3.1/2 1932 Black/Yellow Imperf. 5.3.1 base line 34 mm 5.3.2 base line 39 mm</p>  <p>NEL-6.1 1952-'63 Black/Orange •a) Imperf. •b) Roul.</p>  <p>•NEL-7.1 Black/Orange/White Perf. 10%, Rolls</p>  <p>•NEL-7.2 Black/Orange/White Perf. 10%, Rolls</p>  <p>NEL-7.3 •Black/Orange or Yellow/White Perf. 10%, Rolls</p>  <p>•NEL-8.1 Black/Orange/White Perf. 11%, Rolls</p>  <p>•NEL-9.1 1985 Black/Red-orange/White Imperf., Self adh., rounded corners</p>	<p><b>TUNESIA</b></p>  <p>TUN-1.1 1921 Black/Orange Roul. H</p>  <p>TUN 1926</p>  <p>TUN-1.2 1926 Black/Red Imperf.</p>  <p>TUN-2.1 1914 Black/Salmon Imperf.</p>  <p>TUN-3.1 1934 Black/Orange Imperf., Ref. 822</p>  <p>TUN-3.2 1955 Black/Orange Perf. 11% H, Roul. V., Ref. 822</p>  <p>TUN-3.3 1941 Black/Brown Imperf.</p>

### *A brief explanation of the COD label and its function.*

Cash on delivery means that the sender instructs the postal service to collect a certain amount from the addressee on his behalf. "Cash on delivery" literally means "reimbursement," because the amount paid by the recipient is first paid to the postal service in cash at the post office or to the postman. It is then paid back to the sender. Usually it involves something of value to be delivered to the addressee. But it can also be a way of collecting subscription fees for a newspaper or magazine. In that case, the contents of the postal item - a letter or card - are not themselves of value.

It must be indicated on the mail item that it is a COD item and the amount involved, because it must be taken into account during the mail processing; it is also information for the delivery person who is going to give the item to the addressee.

So how is it indicated? The UPU has formulated rules on the layout of the label for international traffic. This was first done in Rome in 1906:

"Registered articles with trade charges must bear on the address side an orange-colored label similar to pattern D annexed to the present Regulations."  
(p. 65 of the Universal Postal Convention, 1906)



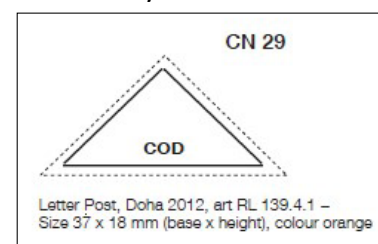
The label has had this form for a long time. In most countries it was eventually adopted for domestic mail as well. Meanwhile, when French is no longer the only international postal language, the labels began using the English. Currently, the rule for the label is as follows.

1 Indications to be given on the COD items. Labels. COD items shall bear very prominently, on their address side, the heading "Remboursement" (COD), followed by the COD amount. They shall also bear on the address side, in so far as possible in the top left-hand corner, beneath the sender's name and address where these are given, an orange label in the form of the specimen CN 29.

Role of office of posting

4.1 Indications to be given on the COD items. Labels. COD items shall bear very prominently, on their address side, the heading "Remboursement" (COD), followed by the COD amount. They shall also bear on the address side, in so far as possible in the top left-hand corner, beneath the sender's name and address where these are given, an orange label in the form of the specimen CN 29.

(LetterPostManual, Bern 2001)



Mailpieces from Great Britain have always had a label that says COD. So far we have not seen a label according to the CN 29 model. Has anyone?



The cash on delivery service was used in many countries. However, there are clear differences in the degree of use. This is probably related to the different payment systems. In the USA, for example, COD is infrequent used and mainly for packages. The explanation could be that payment by cheque was and is common. With the development of the economy and the banking system in the 20th century and the digitalization of payment options, the need for COD service has greatly diminished. In the Netherlands, the service was first limited to parcels, and in 2020 PostNL ended the service altogether.

In the next PLB issue we will make available our catalog of valeur déclaré labels.