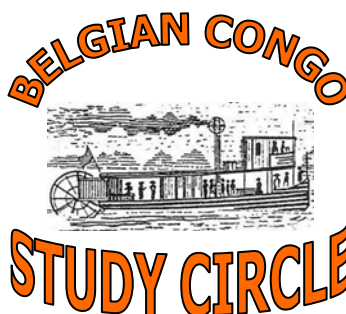


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BULLETIN 137

December 2005

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B.C.S.C. website: <http://users.skynet.be/lindekens/>

Announcements

**The next General Meeting and A.G.M. - Saturday 18th March 2006
at**

***Comfort Inn ERASME,
Route de Lennik 790
B-1070 Bruxelles
Telephone: +32 (2) 523 62 82
Fax: +32 (2) 523 62 83***

This popular and convenient location offers accommodation at attractive rates. The hotel is adjacent to a direct short local rail route into the city. Any member wishing to reserve accommodation should contact the Hotel direct and state their attendance at the Study Circle's meeting.

From the Editor

For once I have little of a general nature to say other than to wish all our members a very Happy 2006 and add the reminder that *the Bulletin needs material, all and any will be appreciated..*

News of Members

I must lead on a sad note as it affects all of us. Due to declining health our long-standing and very supportive member Norman Clowes is reluctantly retiring. Members are advised that he is no longer able to assist any further on a subject particularly close to his heart – 'Air mails'.

He has over a period of many years served us well and in many capacities, effectively '*offices without portfolio*' including the preparation and maintenance of the Circles invaluable 'Index' reference work. Many may not realise either, that it was he who has helped me and several former bulletin editors in copying and distributing the Bulletin and Auction list to all British and other nationals excepting Belgium and the U.S.A.; more recently he has managed and distributed auction lot purchasers in the same territories.

I know all members will join me in extending our very grateful thanks for all he has done and wish him better health and all the luck in the world.

Ron Strawser has written in to let us know that he will be showing his traditional Mols exhibit at the Washington DC '*Convention Center*' from 26th May to 3rd June 2006.. We wish him every success in flying the flag!

New Members

We extend a warm welcome to our new member and trust he will enjoy and benefit from his association with us:

U.K. - Theo Schilderman; *School Farm House, 3 Main St., Clifton upon Dunsmore. CV23 0BH*
e-mail; theo.schilderman@btinternet.com

Addresses

Address change or correction. Amend to read –

U.K. - Michael St. John Wright;
e-mail: shawwright@onetel.com

U.S.A. ***Omission from the listing in Bulletin #136***
- Thomas Whigham; 1011 Mill Chase Court Watkinsville, Georgia 30677
e-mail; twhigham@uga.edu

X-X-X-X-X-X-X-X-X-X-X-X-X-X-X-X-X

Members wants list – can you help?

The following are lists of member's wants. If you are able to help or fill any gaps please contact the member direct.

If you wish to be included in any future listing, either stamps or other specific items, please forward your requirements to the Editor.

Michael Wright
24 The Limes
34-36 Linden Gardens
London W2 4ET
shawwright@onetel.com

Michael Wright is very anxious to acquire an example of a postcard or letter from the 'Force Publique' while it was deployed in Nigeria, with the appropriate Belgian Congo censorship mark.

On offer:

- **€200** for an item '*not too wildly philatelic*' (for example not over-franked please)
- **€350** for an apparently non-philatelic item.

Please send a photocopy or scan in the first instance.

Sigurd Rusten Dalsbergstien 2, N-0170 Oslo, Norway.
sigkrx@hotmail.com

C.O.B. - all stamps mint or used
CP1 (3,50 fr Colis Postaux)
1909, CB local: TX7, TX12, TX14, TX15, TX16.
1909, CB typo: TX22-TX26, TX18
1909, Unilingual: TX 27-TX30

David Jarrett
P.O. Box 1486
Grand Central Station
New York, NY
10163-1486 USA
david@sobenycptown.com

Mint Never Hinged **
Perfect centering
Full perforations

C.O.B. –
1, 3, 5, 9, 12.
13A, 13B.
CP5, CP5-Cu1.
26A, 32B, 34B, 37B, 39B.
30L, 34L, 35L, 38L.
39, 43, 49.

'Princes' Typo
PT 40, 41, 42, 43, 44, 45, 46,
47, 48, 49.

98-Cu, 99-Cu.
100-Er, 102-Er.
100Cu, 101Cu, 102Cu.

Belgian East Africa
9-15A
16-23
9A-15A
16A-22A
9B-11B, 13B-15B, 16B-22B

The African Postal Union (U.P.A.)

By - Walter Deijnckens

Preface

In the interests of a unified and common approach to 'post related matters' the African Postal Union was formed. The following short paper relates to charges first introduced under its administration ^[1] and is illustrated by some examples from my collection. The 'Decree' summary tables do not cover all aspects, and refer only to letter/postal stationery correspondence, in the first years of their introduction.

On 1st of January 1936 the following countries joined together to create the African Postal Union: Angola, Basutoland, Belgian Congo with Ruanda-Urundi, Kenya, Mozambique, Northern Rhodesia, Nyasaland, Uganda, Tanganyika, South Africa, Southern Rhodesia and South-West Africa. French Equatorial Africa and Cameroon joined the Union six years later, in 1942.

As a member of the U.P.A., postal letter rates for the Belgian Congo only came into operation on 1st September 1940 by '**Decree N° 121 ter/P.T.**' issued 20th June 1940. However these first postal rates were short lived and only valid for three months.

Destination	Weight upto 20g	Additional 20g
Inland	1.25 Fr	0.75 Fr
Within 2 km	0.50 Fr per 50g or part	
Between natives	0.50 Fr per 50g or part	
Belgium	1.25 Fr	0.75 Fr
U.P.A.	1.75 Fr	0.90 Fr
International	2.75 Fr	1.50 Fr

Mail from this period is relatively scarce and in particular that between African signatories of U.P.A.

By '**Decree N° 420 sexies/P.T.**' of 31st October 1940 the following rates became effective on 1st December 1940:

Destination	Weight upto 20g	Rates according to weight
Inland	2.50 Fr upto 10g	0.75 Fr each additional 10g
Within 2 km	0.50 Fr per 50g or part	
Between natives	0.50 Fr per 20g or part	
Belgium	2.50 Fr upto 10g	0.75 Fr each additional 10g
U.P.A.	2.50 Fr upto 20g	1.25 Fr each additional 20g
International	2.75 Fr	1.50 Fr each additional 20g

February 1941

*Surface mail to
neighbouring country,
U.P.A. member.*

Cover from Usumbura to Dar-es-Salaam, Tanzania
Censored: in the Congo and on arrival in Dar-es-Salaam, Tanganyika.

The rate for correspondence to Tanganyika, a member of the U.P.A., and weighing upto 20g was 2.50Fr.



September 1941

Surface mail to neighbouring country, non-U.P.A. member.

Cover from Leopoldville-Kalina to Brazzaville/Bangui.
Censored: in the Congo and in Brazzaville by both the civilian and military authorities.

At this time French Equatorial Africa had not yet joined the U.P.A. and the letter was charged as 'International mail' at 2.75 Fr.



July 1945

Airmail to neighbouring country, U.P.A. member.

Cover from Usumbura to Pointe Noire, in French Equatorial Africa.
Censored: in Leopoldville. [2]

The postal charge of 8.50 Fr represents: U.P.A. postal rate of 2.50 Fr plus 6 Fr for airmail upto 15g.



By '**Decree N° 487/P.T.**' of 14th November 1941 an increased postal rate for postal stationery cards to 'other/International' countries came into force on 1st of January 1942. These amended rates remained in place until August 1945.

Destination	Single stationery card	+ ' <i>Réponse payée</i> '
Inland		
Within 2 km	0.50 Fr	1 Fr
Between natives	1 Fr	2 Fr
U.P.A.	1 Fr	2 Fr
International/all other countries	2 Fr	4 Fr

April 1943

*Surface mail to
'International/all other
countries'.^[3]*

Stationery card from
Coquilhatville to England.
*Censored: on arrival in the
U.K.*

During the early part of
World War II a new
increased rate of 2 Fr for the
single postal stationery card
to 'other/international
countries' was introduced.



April 1945

*Surface mail to
neighbouring country,
U.P.A. member.*

Stationery card from
Usumbura to Pointe Noire.
*Censored: in the Congo and
by 'Contrôle Postale
Commission B' of Pointe
Noire.*

Mail to original 'Inland'
and 'U.P.A. country' rates
remained in place for the
full period of World War
II to August 1945 at 1 Fr.



References:

1. C.Stockmans-R.Gallant,
Arrêtes et Ordonnances Concernant les Tarifs Postaux au Congo Belge et au Ruanda-Urundi. 1/1/1886 - 30/6/1960 (1997)
Besluiten en ordonnances betreffende posttarieven in Belgisch Congo en Ruanda-Urundi. 1/1/1886 - 30/6/1960. (1997).
2. A. Jeukens, *La Censure au Congo Belge (Civile & Militaire) Guerre 1939 - 1945. (1993)*
3. S.S.Smith collection

Katanga 'Catalogue Officiel de Timbres-Poste' - numeric references

By – John Van Casteren

Our member John Van Casteren has sent copies of some covers from his Katanga collection, as well as the mandate 'N° 669/208 of 15th November 1960' authorised by M. Tshombe, President of Katanga.



This mandate was the authorisation of the **KATANGA** overprint on five series of Belgian Congo stamps. It is interesting to note that the 'issue' sequence in the mandate differs from that given in the catalogue¹. However, Article 2 of mandate 669/208 does not refer to actual issue dates and it is understandable that the catalogue classification is, as is!

<p>Arrêté du Chef de l'Etat n° 669/208 du 15 novembre 1960, concernant la surcharge des valeurs postales par la mention « Katanga ».</p> <p>NOUS, Chef de l'Etat. Moïse TSHOMBE</p> <p>Vu le décret organique du Service Postal du 20 janvier 1921, tel qu'il a été complété et modifié à ce jour;</p> <p>ARRETONS:</p> <p>Article premier.</p> <p>Il sera procédé à la surcharge « Katanga » de certaines valeurs postales de l'ex-Congo Belge.</p> <p>Article deux.</p> <p>Ces valeurs, seront celles désignées ci-après:</p> <p>1) Série « Coopération Technique »: 3 fr. Français et Flamand.</p>		<p>2) Série « Madone » (3 valeurs): 0,50 — 1 — 2 fr.</p> <p>3) Série « Masques » (5 valeurs): 1,50 — 3,50 — 20 — 50 — 100 fr.</p> <p>La valeur de 1 fr. 50 est l'ancienne valeur de 1 fr. 25 qui sera surchargée.</p> <p>La valeur de 3 fr. 50 est l'ancienne valeur de 2 fr. 50 qui sera surchargée.</p> <p>4) Série « Animaux »: 0,10 — 0,20 — 0,40 — 0,50 — 1 — 1,50 (12 valeurs) 2, — 3, — 5, — 6,50 — 8, — 10, — fr.</p> <p>5) Série « Flore »: 0,10 — 0,15 — 0,20 — 0,25 — 0,40 — 0,50 — (17 valeurs) 0,60 — 0,75 — 1, — 2, — 3, — 4, — 5, — 6,50 — 7, — 8, — 10, —.</p> <p>Article trois.</p> <p>Ces valeurs auront cours légal dès le jour de leur mise en vente par les bureaux de Poste.</p> <p>Donné à Elisabethville, le 15 novembre 1960</p> <p>Le Président du Katanga, M. TSHOMBE.</p> <p>Le Ministre des Communications, A. KIELA.</p>	
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Arrête du Chef de l'Etat n° 669/208

Stamp issue	Catalogue Officiel #	Mandate Sequence
Madonna and Child	1, 2, 3.	3, 4, 5.
Technical Co-operation	4, 5.	1, 2.
Protected Animals	6 to 17	11 to 22
Masks	18 to 22	6 to 10
Flowers	23 to 39	23 to 39

Figure 1 illustrates a cover from Elisabethville (23rd of August 1960) to Lubudi, bearing Belgian Congo stamps without any overprint. Katanga declared its 'Independence' on 11th July 1960 but not until the 12th September 1960 were overprinted stamps of the Belgian Congo used². The inland rate at this time was 3 Fr. and the cover is an early example of mail from the new state.



Figure 1.

The second cover, figure 2, is also to Lubudi, originating from Antwerp 15th November 1960. It appears that it probably weighed about 15 grams – falling into the 3-franc category for letters upto 20 grams, airfreight 3.50 Fr for the first 10 grams and 2.50 Fr for additional 5 grams. Until 30th December 1960 there were no dedicated ‘postage due’ stamps for use in Katanga – they therefore used ‘Definitives’ overprinted with T. Postage due for this cover is indicated as ‘0.18 fr or’ converting as 3 francs



Figure 2

Figure 3: Registered cover (10th November 1960) from Lubudi to Brussels with a 50-franc stamp overprinted **KATANGA**. The ‘Recommandé’ label for Kolwezi has been crossed out and overprinted with a straight line Lubudi. The 50 Fr stamp exceeded that necessary and as a result the manuscript annotation ‘*affranchi par l’expéditeur*’ was made. Postage should have been charged as 3 Fr basic letter rate for the first 20 grams (1.50 fr for any additional 20 grams) plus 6 Fr in respect of registration.



Figure 3



Figure 4 is a registered cover from Jadotville (1st March 1961) to Brussels. The interesting feature is that the right hand 8fr stamp has the inverted **KATANGA** overprint.



Figure 4

Further Comments

- Stuart Smith

As already mentioned, Katanga declared its independence on 11th July and not until 12th September were the Katanga overprints introduced. Until that date and indeed for a considerable time after, mail originating from the Katanga province continued to use and therefore acknowledge the legitimacy of stamps of the new 'Independent State' which includes those of the former Belgian Congo, overprinted 'CONGO'.

Figure 5 is an interesting item in that the letter, addressed to Halifax (England), was written in Kamina during the week that Katanga declared Independence. It refers to the difficulties in communication and the assistance provided by a 'good friend at the Military Base' – who also arranged for the letter to be flown out. It was obviously included in their mailbag to Brussels where it received the transit stamp before forwarding to the U.K. The letter arrived in Halifax 18th July.



Figure 5

Figure 6 illustrates a cover posted from my cousin, a missionary in Kabongo. The letter was posted 22nd October 1960 at the Kabongo post office, the day before he and his wife had to evacuate their home. I quote from diary notes ^[3] made at that time –

'The rebels entered on 20th October and there was a big battle around our Mission Station on 23rd. Our place was looted and our house burnt down. From 23rd to 26th (October) much of Kabongo, was similarly treated including the Post Office (which was a building on its own next to the Administration Offices with all the letter boxes on the front veranda).



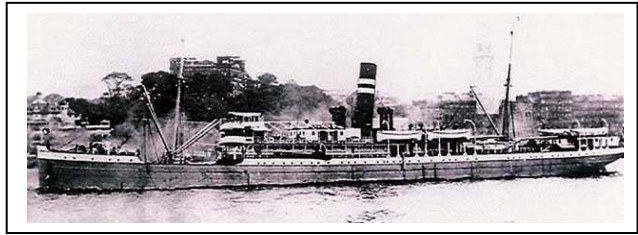
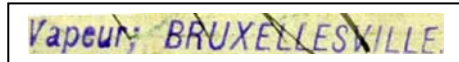
Figure 6

1. 'Catalogue Officiel de Timbres-Poste', Belgique, Congo Belge.
2. Emile Hoorens, 'Histoire Postale de l' Etat du Katanga 1960-1963'
3. Harold Womersley. *Diary*, 1960.

The Postal History of Katanga is an enormously interesting and colourful subject. My own collection is best described as very modest. Other members are invited to add to the topic and further contributions would be very much appreciated. Editor

s/s BRUXELLESVILLE (1)

'Straight Line' mark



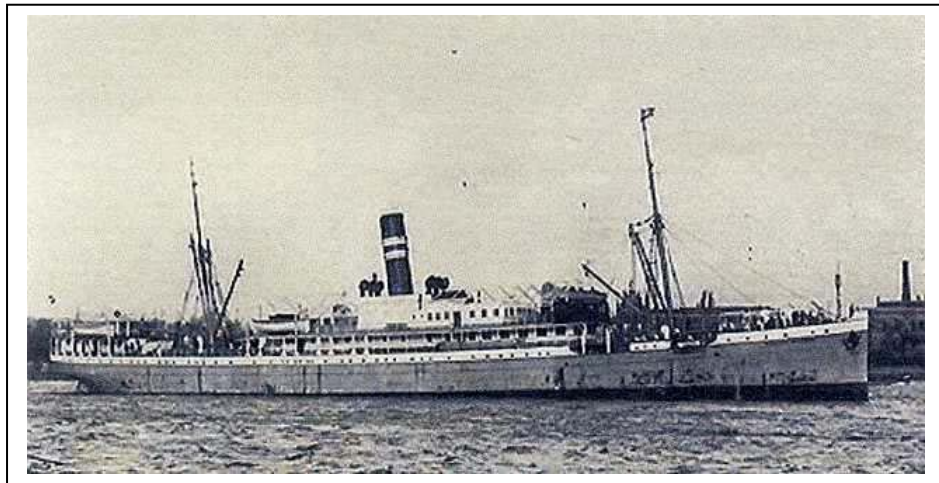
s/s Bruxellesville ^[1]

A new discovery by – Rudi Vertommen

(The substance of this article was published previously under the title '*Onbekend stempel van de Bruxellesville 1*' in '*T DIJKENAARTJE*, September 2005'. Permission to re-publish is acknowledged)

Brief history ^[2]

The s/s Bruxellesville (1) was build for the 'Société Maritime du Congo' by Raylton Dixon & Co of Middlesborough. She came into service on 6th May 1898 but this was of short duration as she was sold in December 1900 to the German 'Woermann Line' and renamed *Alexandra Woermann*. As such she sailed on the Hamburg-West Africa route and is depicted below under that name.

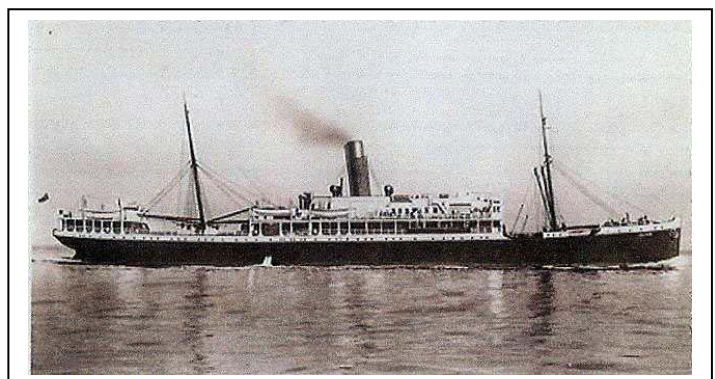


s/s Alexandra Woermann ^[3]

After World War I, she was handed over to the British as war compensation, and was then put into service by the 'White Star Line'.

In 1920 the ship was sold to the 'Elleman Wilson Line' and renamed *Calypso*. As the 'Calypso' she served as a cruise ship between Denmark and Norway.

Finally in 1936 the ship was decommissioned and broken up in Ghent.



s/s Calypso ^[3]

The 'Vapeur Bruxellesville' was not a Paquebot in the true sense of the word, though like a large number of ships plying the West African coast, it would drop off and pick up mail as a matter of course. Most cruise liners and many commercial carriers would have their own ship's stamp and apply them to correspondence posted on board.

The new discovery

Until now, no marks or cancellations have been recorded from this ship – perhaps the short period in service with 'Société Maritime du Congo' is a reason for it. It was therefore a very fortunate and happy find to be able to purchase this item of postal stationery (Stibbe #15).



The card needs very little explanation other than it was addressed to Gerabronn in Germany. It was posted from Boma 15 December 1899, bears the Anvers 5 Jan.1900 transit mark and arrival cancellation of Gerabronn 6 Jan.1900. On the reverse we can read the contents with the date Boma 12/12/99 and the all important mark 'Vapeur BRUXELLESVILLE' in violet. (length 50 mm height 3 mm) The cancellations verify that it was carried on the 'Bruxellesville', the ports and sailing times fitting in exactly with documented information ^[4].

References.

1. Charles Stockmans, <http://users.skynet.be/chst/>
2. G. Devos & G. Elewaut, *CMB 100 un siècle d'engagement maritime* (1995)
3. I. Boyd, <http://www.simplonpc.co.uk/2CoBelge.html#anchor1391489>
4. G. Gudenkauf, *Mailboat Services from Europe to the Belgian Congo*, (1982)

s/s Kinshasa

By – Walter Deijnckens



The ship was built at the Harkess shipyard in Middlesborough for the British African Steam Navigation Company and commissioned in 1909 as the *Uromi*. It was not until 1920 that she was purchased by the Compagnie Belge Maritime du Congo and renamed the *s/s Kinshasa*. As a 'Coaster' or 'Tramp steamer' she formed part of their fleet of merchant ships and served on the Antwerp to Matadi route until 1925 when she again changed hands.

Most, if not all, merchant vessels would have a ships stamp for 'administrative' use. Here is a typical example, though its application as a stamp canceller was unofficial and 'out of order'. Without doubt this mark was applied by favour.

However, whilst 'philatelic' - the cover did apparently acquire a degree of authenticity by obtaining the Pointe Noire receiving office stamp, 12 October 1923. This appears on both the face and reverse of the envelope.

The official rate for a letter weighing upto 20g was 0.50 Fr – so it was marginally overdone, but the 15 centimes *Recuperation* overprinted Mols, does add a bit more flavour!



1st officer a/b SS Kinshasa

The second illustration is a view card addressed to Tienen in Belgium. It was written by one of the crews officers - indicated by the manuscript '1st officer a/b SS Kinshasa'.

The 9 Angolan stamps totalling 0.56 escudo was the correct rate and the presence of the Netherlands 20 cent postage due stamp was not necessary.

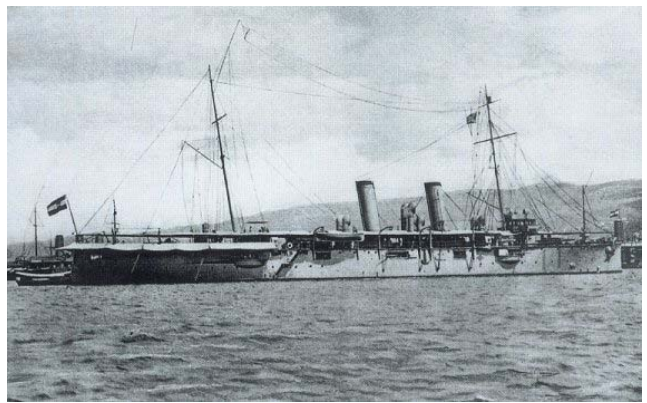


A visitor to Banana

The Austro-Hungarian - S.M.S. ZENTA

By – Stuart Smith

Austro-Hungarian Cruiser
Launched: May 1899
Sunk: August 1914 in the
Adriatic
Displacement: 2533 tons
(loaded)
Maximum speed: 20.9 knots
Range: 3800 miles (sail assisted)
Crew compliment: 308
Armed



Seiner Majistæt Schiff Zenta

The S. M. Schip Zenta was launched in May 1899 as a small cruiser for the Austro-Hungarian navy. She was originally conceived as for foreign cruise deployment, primarily to show the flag abroad - despite the Austro-Hungarian Empire having no colonial ambitions. Whilst built as a steamer she also carried auxiliary sailing rigs to extend her range and fulfil her foreign cruising functions more effectively.

In October 1902 she made a tour via the African coastal ports to Cape Town and it was on this journey that this picture postcard was sent.

The card was addressed by a crew member, entitled to 'free postage' as indicated by the manuscript *Feldpost*. The postage stamp would have been purchased and paid for by the ships office – and, probably with other items, posted whilst in port at Banana - January 1903. (Precise day date not clear)

S M SCHIFF ZENTA (72x4mm)

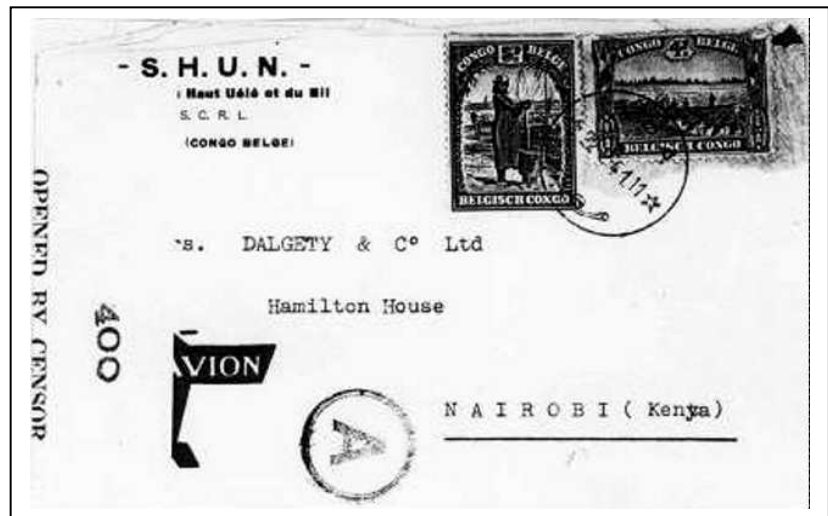
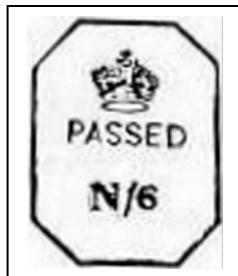


Foreign Censor Marks – continued

Kenya, Uganda, Tanganyika and Nigeria

By – Walter Deijnckens ^[1]

KENYA



↑ -23mm-↑

Covers examined: 4

Mail originating from: Aba, Stanleyville

Addressed to: Nairobi

Censored:

a) letter **A** in a two ring circle (23mm dia.) – applied in Sudan

b) Crown/PASSED/N6

Labels:

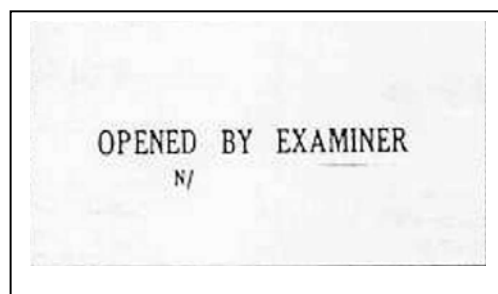
a) OPENED BY CENSOR –

handstamp numbers: 400, N148

b) CENSURE CONGO BELGE

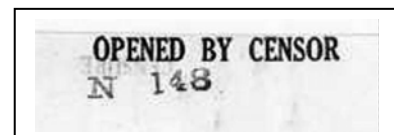
c) OPENED BY EXAMINER N/

Label and text sizes vary, as do ‘numbered’ hand stamps. On such a small sample, no attempt has been made to classify them.



OPENED BY EXAMINER

↑← 60 (x 4.5mm) →↑



OPENED BY CENSOR

↑← 5 (x 5mm) →↑

Note - Censor marks with the letter **N** followed by a number were used in both Kenya and Uganda.

UGANDA

Covers examined: 5 + (1 reported)

Mail originating from: Botembo (1), Leopoldville (1), Goma (3)

Addressed to: Manchester (1), Kampala (4)

Censor marks: Refer - **Figures 1, 2 and 3**

Labels:

a) 'OPENED BY EXAMINER / N' - **Figure 4**

b) 'CENSURE CONGO BELGE' + handstamp '14' (Leopoldville) June 1943

Other covers examined - 6: refer *Bulletin #136*, 'Ruanda Urundi'



PASSED BY CENSOR
KAMPALA

Figure 1 (24 August 1940)

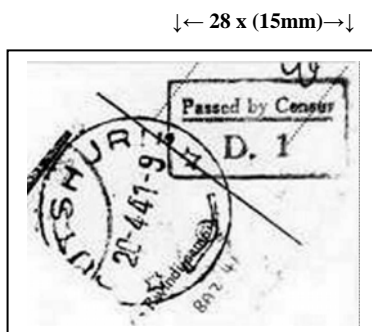
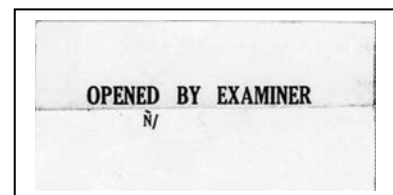


Figure 2 (April 1941)



↑ 25mm ↑
Figure 3



↑← 25mm →↑
Figure 4

TANGANYIKA



Figure 5b

Covers examined: 6

Refer also Bulletin #136, Ruanda Urundi

Mail originating from: Fizi (1),
Costermansville (1), Albertville (4)

Addressed to: Bruxelles (1), U.K. (2),
Dar-es-Salaam (2), Nairobi (1)



Figure 5a (Albertville → Dar-es-Salaam)

Transit marks:

- a) Kigoma, Dar-es-Salaam, January 1940
- a) Dar-es-Salaam, April 1940
- b) Brazzaville, January 1941 (unusual/accidental routing)
- c) Dar-es-Salaam, February 1941
- d) Dar-es-Salaam, August 1941

Route:

- (Fizi → Bruxelles)
- (Costermansville → U.K.)
- (Albertville → Dar-es-Salaam)
- (Albertville → Glasgow)
- (Albertville → Nairobi)

Censored: Refer **Figures 5 and 6**

- a) 'CENSURE CONGO BELGE' (Albertville)
- b) Oval mark – probably 'OUVERT / PAR / AUTORITÉS MILITAIRE' (Brazzaville) Route: Albertville → Dar-es-Salaam
- b) 'PASSED BY CENSOR NO. 6', and '9' (Dar-es-Salaam)

Labels: Refer **Figures 5, 6 and 7**

- a) Blue label 'OPENED BY CENSOR P.C. 8' (Dar-es-Salaam)
- b) Blue label 'OPENED BY CENSOR' (Dar-es-Salaam)
- c) 'Afrique Equatoriale Française Contrôle Postal' (Albertville → Dar-es-Salaam)
- d) 'Censure / Congo Belge' (Albertville)



Figure 6b

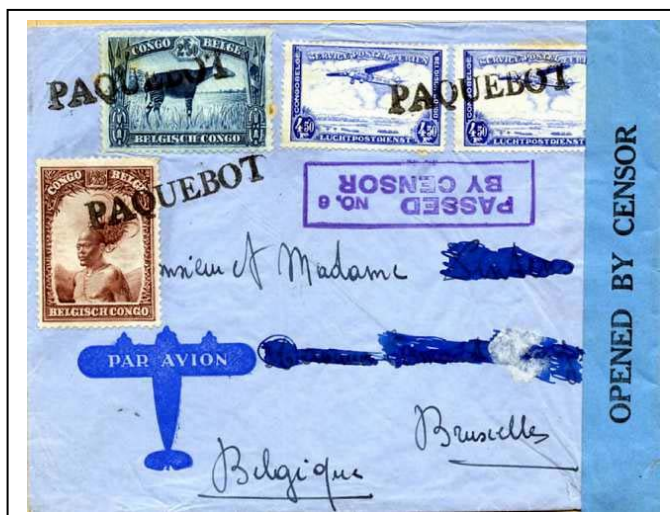


Figure 6a (Fizi → Bruxelles)

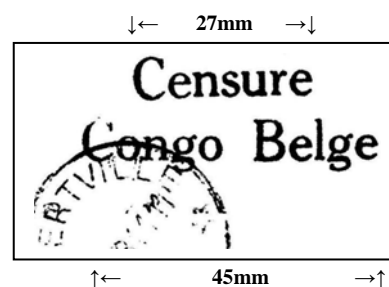


Figure 7

NIGERIA

Covers examined: 19

Mail originating from: Basoko (1), Boma (1), Elisabethville (3), Idiofa (1), Jadotville (1), Leopoldville (9), Matadi (1), Stanleyville (2).

Addressed to: Brazil (1), Gambia (4), Lagos (3), Liberia (1), U.K. (7), U.S.A. (3).

Whilst all covers have Nigerian censorship, the following additional transit marks have been noted.



Figure 8

Transit marks

- Lagos, Miami, *March 1942*
- Stanleyville, *May 1942*
- Kikwit, Leopoldville, Matadi, *March 1942*
- Leopoldville, *March 1942*
- Freetown, Monrovia, *October 1942*
- Monrovia Liberia, *December 1942*
- Leopoldville, *December 1942*
- Stanleyville, Takoradi, *February 1943*
- Leopoldville, Miami, *April 1943*

Route

- (Elisabethville → Los Angeles)
- (Elisabethville → Lagos)
- (Idiofa → Cape Mount, Liberia)
- (Boma → Chicago)
- (Leopoldville → Bathurst, Gambia)
- (Leopoldville → Bathurst, Gambia)
- (Matadi → Lagos)
- (Basoko → Manchester, U.K.)
- (Stanleyville → New York)

Examination of the 19 covers originating from the Belgian Congo along with other items reported, has confirmed the existence of the following Nigerian censor marks and labels. These have been classified as 'Types' in accordance with those published previously by the West African Study Circle, 1999 ^[2]. It is acknowledged that minor design and feature differences exist, creating 'type' subdivisions.

Hand-stamp Censor marks



Type 1A



Type 1C



Figure 9 Leopoldville → Conakry 1941

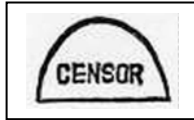
Type 1 – applied in Lagos on both 'opened' and 'unopened' mail. Recorded in both red and blue ink. Sub divided for minor variations.

Type 1A - Recorded use on routes: (Figures 7 and 8)

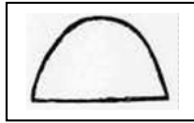
- Elisabethville → Los Angeles. March 1942
- Elisabethville → Lagos. May 1942
- Leopoldville → Conakry (Vichy, Fr. Guinea) early 1941

Type 1C - Recorded use on route:

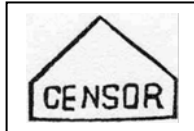
- Idiofa → Cape Mount, Liberia. March 1941



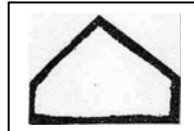
Type 2



Type 2A

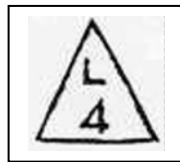


Type 3



Type 3A

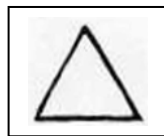
Type 3 - no examples found in this study.



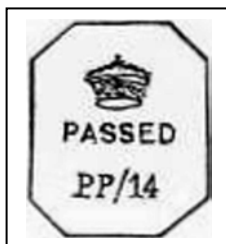
Type 4A/B



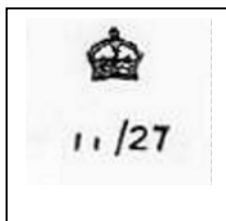
Type 4C



Type 4E



Type 5



Type 6 (unframed)

Types 2, 3 and 4E –used mainly on unopened mail

Type 2 - Recorded use on routes:

- i) Boma → Chicago, Applied in Lagos March 1942
- ii) Leopoldville → Lagos. June 1942

Type 2A – Recorded use on route:

- i) Leopoldville → Bathurst, Gambia. December 1942

Types 4A, B and C – thought to be a censors ‘personal number’ verifying ‘opened by’.

Type 4A – Recorded use on route:

- i) Elisabethville → Lagos. May 1942 (Figure 7)

Type 4C – Recorded use on route:

- i) Elisabethville → Los Angeles. March 1942

Type 4E – Recorded use on route:

- i) Matadi → Lagos. December 1942
- ii) Leopoldville → Bathurst, Gambia. February-March 1943

Types 5 and 6 replaced ‘Type 1’.

- Type 5 normally used on opened mail.
- Type 6 normally used on unopened mail.

PP prefix code letters, allocated to Nigeria.

Type 5 – Recorded use on routes:

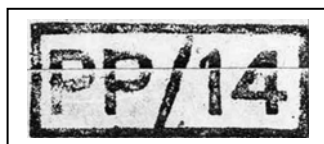
- i) PP/22 Leopoldville → Bathurst, Gambia. October 1942.
- ii) PP/25 Stanleyville → London. January 1943.
- iii) PP/25 Leopoldville → Bathurst, Gambia. February-March 1943.
- iv) PP/15 Basoko → London. March 1943.
- v) PP/18 Stanleyville → New York. April 1943.
- vi) PP/18 Jadotville → Manchester, England. May 1943.
- vii) PP/13 Coquilhatville → Rio de Janeiro, Brazil. November 1943

Type 6

Note: The apparently disfigured number 11 is the result of incomplete erasure of the letters **PP**

Type 6 – Recorded use on routes:

- i) Leopoldville → Leeds, England. November 1943. **11/28**
- ii) Elisabethville → Sheffield, England. March 1944. **11/27**
- iii) Leopoldville → Buenos Aires, Argentina. May 1944. **11/11**



Type 7
(Refer Figure 10)

Type 7 was introduced towards the end of the war and was used on opened mail. The several numbers recorded as noted below.

Type 7 – Recorded use on routes:

- i) Leopoldville → Switzerland. August 1943 **PP/11**
- ii) Elisabethville → Sheffield, England. March 1944. **PP/27**
- iii) Leopoldville → Switzerland. May 1945. **PP/27**
- iv) Leopoldville → Burnley, England. August 1944. **PP/14**
- v) Leopoldville → Switzerland. March 1945. **PP/15**
- vi) Stanleyville → London. August 1944. **PP/22**
- vii) Leopoldville → Brisbane, Australia.. May-June 1945. **PP/22**



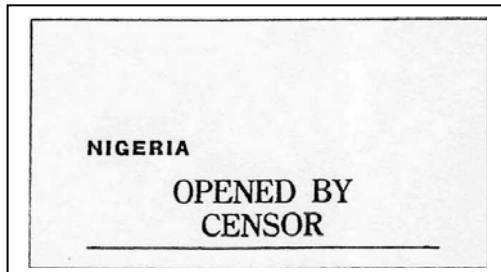
Figure 10

Leopoldville → Zurich August 1944



Censor Labels

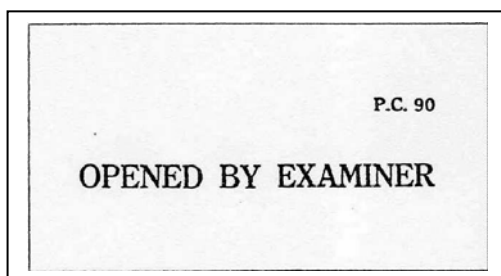
Only two types have been noted in this study but others are known to exist.



Label – Type 3

Label - Type 3. See **Figure 8**

- i) Elisabethville → Los Angeles. March 1942
- ii) Elisabethville → Sheffield, England. May 1942.



Label – Type 4

Label – Type 4. (On white or bluish paper)

- i) Elisabethville → Sheffield, England. March 1944.
- ii) Leopoldville → Bathurst, Gambia. October 1942
- iii) Leopoldville → Bathurst, Gambia. February-March 1943.
- iv) Basoko → London. March 1943.
- v) Jadotville → Manchester, England. May 1943.
- vi) Stanleyville → New York. April 1943.
- vii) Stanleyville → London. January 1943.
- viii) Leopoldville → Burnley, England. August 1944.

(1) In preparing the article the author acknowledges the information and assistance provided by Alan Morvay, Jean Oth, Stuart Smith and Michael St.J.Wright.

(2) J.Martin and F.Walton. *West African Censorship. 2nd Edition*, (West Africa Study Circle, 1999)

Additional Franking *- to facilitate the forwarding of mail*

By – Philippe Lindekens

This article reports on an interesting aspect of Belgian Congo Philately; in fact the covers to be discussed are not easy to find because they could accidentally pass totally unrecognised if one wasn't both attentive and aware of them.

In general, business men, traders, those working in the public sector, military officers and personnel visiting or appointed to positions in the Belgian Congo for a fixed period were frequently unsure where their appointment might locate them in this gigantic country. There was no easy communication system and phones as we know them today just didn't exist. The sender of an internal letter to the interior or from Belgium to the Congo had therefore not only to address the letter by name to the town or city, but also by position in the organisation, company, society or military unit; in the full knowledge that the addressee may not be found at the original address.

In the case of a letter from Belgium to the Congo, the manuscript note *'faire suivre'* (to be forwarded) was therefore perfectly reasonable (**Figure 1**) because many Belgians and foreigners arriving in Boma didn't necessarily know to which town they would be going. However, in this situation there was no problem with postage rates; the Belgian sender simply franked the letter with the appropriate rate to the Congo, which covered all places where the addressee might be. It was then left to the 'post office' to find him!

Next we have to consider the case of letters posted from *'up country in the interior'* and addressed to districts nearer the ports, from where the addressee had already gone home – perhaps to Europe. In this situation, and whilst the 'post office' might eventually identify his address in say Belgium, there remains the problem of meeting the additional postage cost. In effect, we are speaking here about letters franked at 15 centimes representing only the internal postage rate. They now need forwarding to Belgium and require an additional 35 centimes to meet the international rate of 50 centimes.

There are only two alternatives:

- * To forward the letter as is, and for the recipient to be faced with 'postage due' at double the underpaid sum; that is $2 \times 35c = 70$ cents
- * To find somebody who will add stamps to the value of 35cents

Forward - with added postage

To find a volunteer to make up the additional postage might be less likely in today's world, though much easier in the past. Either voluntary as a friend, as an agent or as the result of being a member of some organisation, the addressee would in all probability ask someone to take care of his mail, and when appropriate have the postage value suitably made up to cover any extra costs for forwarding.

We should therefore examine stamps cancellations, keep our eyes open for *'forwarded mail'* and be alert the contribution it will make to our collection.

Figure 1. ^[1]

The first illustration is a letter from Matadi 2nd May 1896, to Boma where it arrived five days later on the 7th. As the addressee had gone back to Europe the franking has been made up to cover the extra international postage rate. It left Boma for Gand (Belgium) on 11th May and arrived 26th June, having acquired the Anvers transit mark of the same date.

The first stage of its journey was covered by the inland letter rate of 15 centimes, represented by the strip of three 5c 'dark red brown' stamps cancelled Matadi, 2nd May 1896.

The international rate to Belgium was 50 centimes and therefore additional stamps to the value of 35 centimes were added. These are represented by the three 10 centimes and 'light red brown' 5 centimes stamps – all cancelled 'BOMA'.



Figure 1

+5c added	5c first franking	5c first franking	5c first franking
		+10c added	+10c added
			+10c added

Return to sender - with insufficient postage paid

Figure 2. ^[2]

Here we have an interesting sequence of events concerning a 'Picture post card' where the sender had franked it as 'local' with insufficient postage to meet the 'international rate'.

There were various courses of action for the 'Post Office' to consider in dealing with the matter.



Figure 2

+5c added	+10c added	+10c added	5c first franking
+10c added			5c first franking
			5c first franking

1. Indicate 'Postage due' and permit the card to go forward – hoping the recipient will pay the tax and that the Congo Free State as a member of the UPU will be appropriately reimbursed.
2. Establish if the sender is identifiable – name and address declared? To correct the omission, if indeed identifiable, 'Return to sender'. (*It is always possible that a recipient would not be prepared to pay the 70 cents postage due for a simple postcard*)

Before 1st May 1902, the postage rate for a picture postcard to Belgium (which this is) was 50c. Figure 2 is a picture postcard posted from Boma to Contich (Belgium) 3rd February 190?. It would appear that after cancelling the stamps, the post office worker realised that the wrong rate of 15 centimes had been applied and returned the card for the missing value of 35 centimes to be made up. The writer duly obliged and the additional stamps were added and cancelled, again at Boma, 5th February.

Forward – and the recipient is taxed

Figure 3 ^[1] - illustrates a letter charged at the inland letter rate of 15 centimes, from Tumbu-Mani (7th July 1897) to Leopoldville. It was then forwarded to Boma, where it arrived on the 14th. (Lukungu transit 12th July.)

As the addressee had gone to Europe, the letter was forwarded a second time - to Seraing (Belgium) where the international postage rate applied. The postage paid was insufficient and the Boma post office applied the **T** mark indicating 'Postage Due'.

After spending 3½ months in the postal system it was directed through the Brussels office and arrived in Seraing (29th October 1897).



Figure 3

There is a manuscript *Inconnu à l'appel à Seraing* (unknown at Seraing) and the final readdressing and subsequent forwarding to Montegnée (Belgium)

'Postage Due' was charged at 70 centimes, (*represented by the 20c and 50c postage due stamps*) being double that of the underpayment.

1. Ph. Lindekens collection
2. Th. Frennet collection

PAR
GRAF ZEPPELIN

By – Filip van der Haegen

From time to time, auction houses offer Zeppelin covers from the Belgian Congo. The price paid for such items is generally far higher than similar covers from the Netherlands or even Belgium - the reason being that between 1932 and 1939 only 15 flights carried mail originating from the Congo.

LZ 127 *Graf Zeppelin*

The LZ 127 '*Graf Zeppelin*' was arguably the most popular and successful of the Zeppelins.

The maiden voyage took place 18th September 1928 and the last on the 26th of April 1937, having achieved 590 successful flights.

It has been established that mail from the Belgian Congo and Ruanda-Urundi was carried on five of its flights as listed below.

Specification:

Length: 236.60 m. / 776 feet

Diameter: 30.48m / 100 feet

Volumetric capacity: 105,000 m³

Powered by:
5x 12 (550hp) cylinder Maybach engines

Maximum speed: 110 kph hour / 70mph

Internal flights in the Netherlands
1st South-American flight
2nd South American flight
3rd South American (*Argentina*) flight
11th South American flight
12th South American flight

18-19th June 1932 (*cancelled Enschede or Groningen*)
6-9th of May 1933
3-6th of June 1933
23-26th of June 1934
27-30th of October 1934
8-12th of December 1934 (*Christmas flight*)

2nd S. America flight
3-6th June 1933



LZ 127 Graf Zeppelin

3rd S. America
'Argentina' flight
23-26th June 1934



11th S. America flight
27-30th Oct. 1934



12th S. America
'Christmas' flight
8-12th Dec. 1934



LZ 129 *Hindenburg*

The '*Hindenburg*' was the largest Zeppelin ever to fly. Its maiden flight took place 4th of March 1936 but her service ended tragically at Lakehurst (USA) 6th of May 1937.

According to the Michel catalogue, the '*Hindenburg*' carried mail from the Belgian Congo on the following four flights.

Specification:

Length: 245 m. / 804 feet

Diameter: 41.2 m / 135 feet

Volumetric capacity: 200,000 cm³

Powered by: 4 Daimler Benz engines

Maximum speed: 130 kmph / 82 mph

1st North American flight
9th South American flight
9th North American flight
10th North American flight

6-14th May 1936
20-24th July 1936
26-29th September 1936
5-12th October 1936



1st N. America flight
6-14th May 1936

9th S. America flight
20-24th July 1936



9th N. America flight
26-29th Sept. 1936



LZ 130 *Graf Zeppelin II*

The 'LZ 130' was the last of a dying breed in difficult times and the last of the largest ever air liners.

In design she was an improved version of the 'LZ 127' with forward facing engines.

The first flight took place on 14th September 1938 but that to Zwickau and Koningsberg scheduled for 26th August 1939 was cancelled because of the German invasion of Poland.

Specification:

Length: 245 m. / 804 feet

Diameter: 46.8 m / 135 feet

Volumetric capacity: 200,000 m³

Powered by: 4 (1200 hp) Daimler Benz engines

Maximum speed: 130 kmph / 81 mph

In total five flights are known to have carried mail originating from the Belgian Congo:

2-3 rd December 1938	Flight to Sudetenland (<i>German territory adjacent to Czechoslovakia</i>)
30 th July 1939	Internal flight to Kassel
6 th August 1939	Internal flight to Würzburg (<i>Not recorded in Michel</i>)
16 th August 1939	Internal flight to Eger
26 th August 1939	Internal flight to Zwickau and Koningsberg (<i>Flight cancelled</i>)



Carried on the internal flight to Würzburg, 6th August 1939

Sag vier aus

(Ligne Kane Town - Louisa)
de Broken Hill à Brinells

PAR AVION
PER Vliegtuig

et par poste aérienne allemande
à Rucisque du Sud (via Berlin-Hattinger)

Fa. Borstelmann & Co.
Recife (Pernambuco)
C. P. 141 Brésil.

Reminders

In addition to wishing everyone a very happy and successful 2006, here are a couple of reminders!

1. *For those who have not already paid – Annual Subscriptions are due!*

Who should you pay and how much? Here are the facts.

<u>Territory</u>	<u>Dues</u>	<u>Send payment to</u>
U.S.A. <i>4515 SE Peachwood Terrace, Stuart, Florida 34997</i>	\$15	David Schaubroeck
Belgium <i>Avenue, Eugène Ysaye 105/1, 1070 Brussels.</i>	€10	Emile Hoorens
U.K.	£8	Stuart Smith
Other European	€10 (cash)	Stuart Smith
Rest of the World*	£12	Stuart Smith
<i>Lychgates, Pinfold Hill, Curbar-Calver, Hope Valley. S32 3YL England</i>		
* Overseas members who choose to receive their Bulletin and Auction lists electronically, need only pay £8 subscription		

2.

- and if you haven't already done so, this book is an absolute must for anyone with historical or philatelic interests in any of Belgium's former colonies.

It is a fountain of knowledge and truly worthy of a place in the home of all Belgian Congo stamp collectors.

For details of how to get your copy refer to the October Bulletin (#136) page 5.

