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BULLETIN 126

December 2002

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[There is another version of the auction list.
 The pages posted from Cardiff (by N. Clowes)
 have Stuart Smith's comments on five lots.
 Also, please amend lot 93 in part to read
red ink fingerprints]

The Editor's Ramblings

I hope your holidays were pleasant. Here we are in 2003 and as usual I'm running somewhat late with the Bulletin. I was hoping to have the entire issue out in December but this was not possible. I thank you for your patience. I do my best, but my best isn't necessarily all that fast! I would like to thank all those members that provided me with material for the Bulletin this past year and I would really like to thank those who will provide material for 2003! So when your sitting there thinking about things you need to do, how about adding "send something to the Bulletin editor". If nothing else just write a letter with criticisms like "Why is the Bulletin usually late?", or with praise like "That article by so and so was especially good.". Perhaps you're researching something. Why not ask the other members if they can help you. Remember, write early and write often.

Dues Reminder

Members please note that for the year commencing 1st January 2003 the following subscriptions will apply :

Region	Subscription	Remit to:
Belgium	€10	Emile Hoorens, Ave. Eugene Ysaye 105/1, 1070 Brussels, Belgium
U.S.A./Philippines	\$15	David A. Schaubroeck, 36634 Winterset, Clinton Township, MI 48035
U.K.	£8.00	Stuart S. Smith, Lychgates, Pinfold Hill, Curbar-Calver, Hope Valley,
Other European	€10	England, UK S32 3YL
Rest of the World	£12	

Remember, by paying your dues now you will avoid missing an issue of the Bulletin.

Annual General Meeting

The AGM of the Study Circle will be held in Belgium again this year at our usual venue in Brussels on Saturday 3rd May. In addition to the formalities of the AGM it is expected there will be some very fine material on display and an opportunity for all to add to the days activities.

The venue is conveniently placed and accommodation modestly priced. Will any member interested in attending please contact as soon as possible either Stuart Smith the Hon. Secretary, or Emile Hoorens, the Belgian Secretary.

New Members

The BCSC would like to welcome its' newest members:

Terry Dinan, 29 Fitzgerald Avenue, Seaford, East Sussex. BN25 1AW

M.Lemaire, Rue A.Descamps, 79. 7021 Havre, Belgium.

Andrew Keeling, Bryn Awel, 45 High St., St.Davids, Pembs. SA62 6SB

E-mail Address Changes

Walter Deijnkens is now - walter.deijnckens@skynet.be

Xavier Verbeck is now - xverbeck@earthlink.net

Study Circle Receipts and Payments Account, Year to 31st December 2002		
Income	Year to 31 Dec.2001	Year to 31 Dec.2002
	£ Sterling	£ Sterling
Subscriptions received	£300.00	£304.10
Subscriptions in advance	£88.00	£86.71
Commission on stamp/auction sales	£179.83	£740.41
Expert Committee Certificates	£161.10	£50.43
Books and document sales	£232.88	£6.82
Bank Interest (net of tax)	£61.76	£51.01
Miscellaneous	£1.39	£2.00
Tax refund		£5.51
Total Income	£1,024.96	£1,246.99
Expenditure		
Bulletin cost (UK production & distribution)	£364.01	£421.52
Belgium - Bulletin costs in xs of income (1999-2000)	£96.50
Expert Committee Expenses	£67.13	£13.91
Cost of Sales (incl. copying of Documents for sale)	£196.30	£180.78
Miscellaneous Expenses	£36.19	£35.84
Room Hire, Brussels (2001, £95.53) Hasings (2002, £94.75)	£190.28
Keach collection - London policy meeting	£325.57
Postages	£78.02	£70.92
Insurance (extended to cover RHK collection 2002)	£128.94	£536.57
Subs.to A.B.P.S (& Waterlow S.C. 2002)	£16.20	£23.60
Total Expenditure	£983.29	£1,798.99
Surplus/Deficit	£59.57	-£552.00
	=====	=====
Balance on hand at start of period	£2,559.92	£2,619.49
On hand at end of period	£2,619.49	£2,067.49
- represented by balance held at Halifax		
I certify that this Receipts and Payments account is a complete account of all transactions for the year ending 31st December 2002		
<i>Stuart S.Smith</i>		
Honorary Treasurer		
	X-X-X-X-X-X-X-X-X-X-X-X-X-X-X-X	
<u>Notes to the accounts</u>		
1. Subscriptions - represent only those from non-Belgian and non-American members. Belgian and American subscriptions are banked locally and are used to offset their respective Secretarial/Bulletin production costs. Adjustments in respect of Belgian and American surpluses or deficits are/will be incorporated into the Receipts and Payment account , as and when appropriate. For the year ending 31st December 2002, small surpluses are recorded and are held in both our Belgian and American bank accounts, which the Treasurer has copy of.		
2. Stamp Sales - the figure represents an accumulation of commissions from auctions held during the last two years.		
3. Bulletin Costs - the figure represents the production/distribution cost of the 'U.K/Rest of the World' Bulletin (i.e. does not include those for Belgium and the U.S.A.)		
4. Keach collection, policy meeting - A conference was convened in London to discuss how to manage the disposal of this collection in the best interests of both the family and the B.C.S.C. membership. A contribution to the travel costs of those attending from Belgium was met.		

Expertization Committee Rules

Belgian Congo Study Circle Expertizing Committee

Due to deaths and retirements of expertization committee members it was necessary to reorganize the committee and adopt new rules for its operation. The committee is now composed of :

Léo TAVANO (Chairman)

Charles HENUZET, Philippe LINDEKENS, Emile HOORENS, & Norman Clowes

When the committee's members are NOT agreed about an item from the 1886 to 1922 period, the final decision will be made by the Abbe Gudenkauf. We never issue certificates for forgeries – the committee will send you the expertiser's comments without certificate.

Please send only stamps or covers for which a certificate is useful, such as :

- The first two issues –1886 & 1887 Leopold II(stamps, « Colis postaux » surcharges, cancellations or covers)
- MOLS – Congo Free State(proofs, special perforations, imperforates, scarce cancellations on stamp, postal cards & covers , and special postage rates items)
- Mols overprinted « CONGO BELGE »
- Mols 1910-1922 : varieties of overprints, scarce cancellations (stamps and covers), imperforates, proofs
- post Mols issues : only varieties of overprints, proofs, imperforates, special covers (cancellations, censor tapes, overprinted stamps on covers)
- Katanga : only varieties of overprints on stamp

We can always given all details about rarity, postage rates or others without certificates – without fees except postage.

BCSC members must send their items for expertization to : Léo Tavano, Rue Wazon 26, B – 4000 Liège, Belgium

The expertization fees (excluding postage) are :

- Single stamp : 2.00 Euros
- Block de 4 stamps : 3.00 Euros
- postal stationery: 4.00 Euros
- cover : 5.00 Euros

All BCSC members are entitled to 2 free certificates per year (but the member must always pay the postage). A reduction of 20% on the total of fees (except for the postage) will be given for 10 certificates or more per sending.

Payment :

UK & Commonwealth: To Mr L. Green , Anvers, 29 New Road, Esher, Surrey, KT10 9PG, England

USA : To Mr. Edwin Lavitt, P.O. Box 900, Rockville, CT 06066

BELGIUM & all other countries : To Ph Lindekens, rue des 3 ponts 38, B-1160 Brussels
BANK BBL N° 310-1372619-58

Members' Questions

I (Ron Strawser) would like to do an updated article on the Floors and Leys die proofs. I would appreciate hearing from anyone who has any of these proofs or knows where any exist. E-mail me at strawser5@cox.net or write to me at 4 Amhurst Court, Midland, TX 79705.

Advertisements

Alan Morvay needs the following used view cards: 15 centime #74,76,77,78,83,86,85,88,94,100, 101,102,104,111; 30 centime #73,77,80,81,82-86,89,91,94,95,97,98,104,105,107,110-115, 121; 45 centime every card except #5,7,13-15,20,22,23,25,28,32,34,37,46; 1 Franc all cards and all three surcharged cards all cards. Contact Alan Morvay, P.O. Box 48195, Los Angeles, CA 90048

Coquilhatville and Camille-Aimé Coquilhat

This is the third in a series of biographies prompted by the question of Roger Nailer in Bulletin 122 who asked who various towns in the Belgian Congo were named after. Coquilhatville was named after Camille-Aimé Coquilhat . Once again thanks to our member Charles Stockman and his excellent website (<http://users.skynet.be/chst/>), we can provide this information. (Editor's note: Unless it is my imagination this site continues to improve and add more information all the time. I can't recommend it enough.) This has been translated from the French by the editor and any errors are likely mine.

COQUILHAT, Camille-Aimé (*Liège*, 1853-1891)

A Lieutenant in the Belgian army, in 1882 he entered in to the service of the African International Association which assigned him to join Stanley in the Upper Congo. In June 1883, in company of Vangele, he founded the station of Équateurville and, one year later, the station of Iboko at Bangala. He proposed the idea to hire young natives as soldiers and was thus the originator of the Public Force (Force Publique). In 1886, he organised in Matadi a camp for the natives recruited for the Public Force , then accepted the command of the territory of Bangala. He returned to the country on December 18. On August 30, 1888, King Léopold II named him general administrator of the department of the Interior of the Congo Free State. He took part, as an expert, in the work of the abolitionist Conference of 1889. On December 1, 1890, he was named general vice-governor, but he was already suffering from disease. (Denoël Thierry, the new dictionary of the Belgians, Le Cri 1992)

An Interesting 1922 Boma Surcharge Sheet

An interesting sheet of Belgian Congo CO #100 was purchased by the author on eBay last year. This sheet contains an error in position 25. The "c" after the "10" surcharge is completely missing. It is interesting to note that this and similar errors on various Mols issues are not even mentioned in CO. Does anyone know why such errors are ignored by CO? . Does anyone know of other complete sheets with this, or similar errors? In addition to the missing "c" error, numerous stamps in the bottom two rows show extensive doubling of the surcharge. Does anyone know of other complete sheets with this, or similar errors? It was hoped to show an illustration of these stamps, but repeated efforts to edit the images on the computer failed to produce an image that would sufficiently show the surcharges after photocopying.

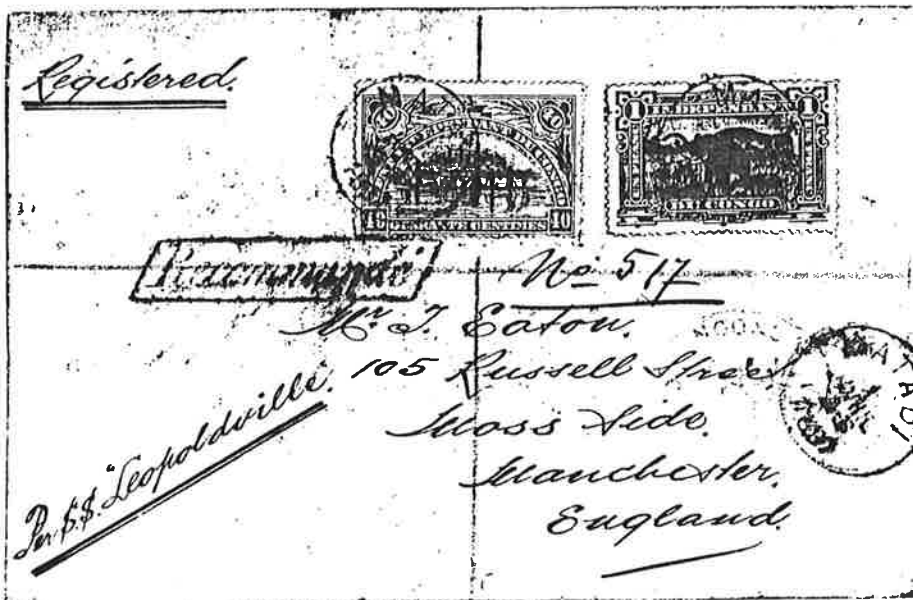
Mail ships from Different Countries Which Carried Belgian Congo Mail

This article will present an overview of the packet boats from various countries, which serviced the Belgian Congo.

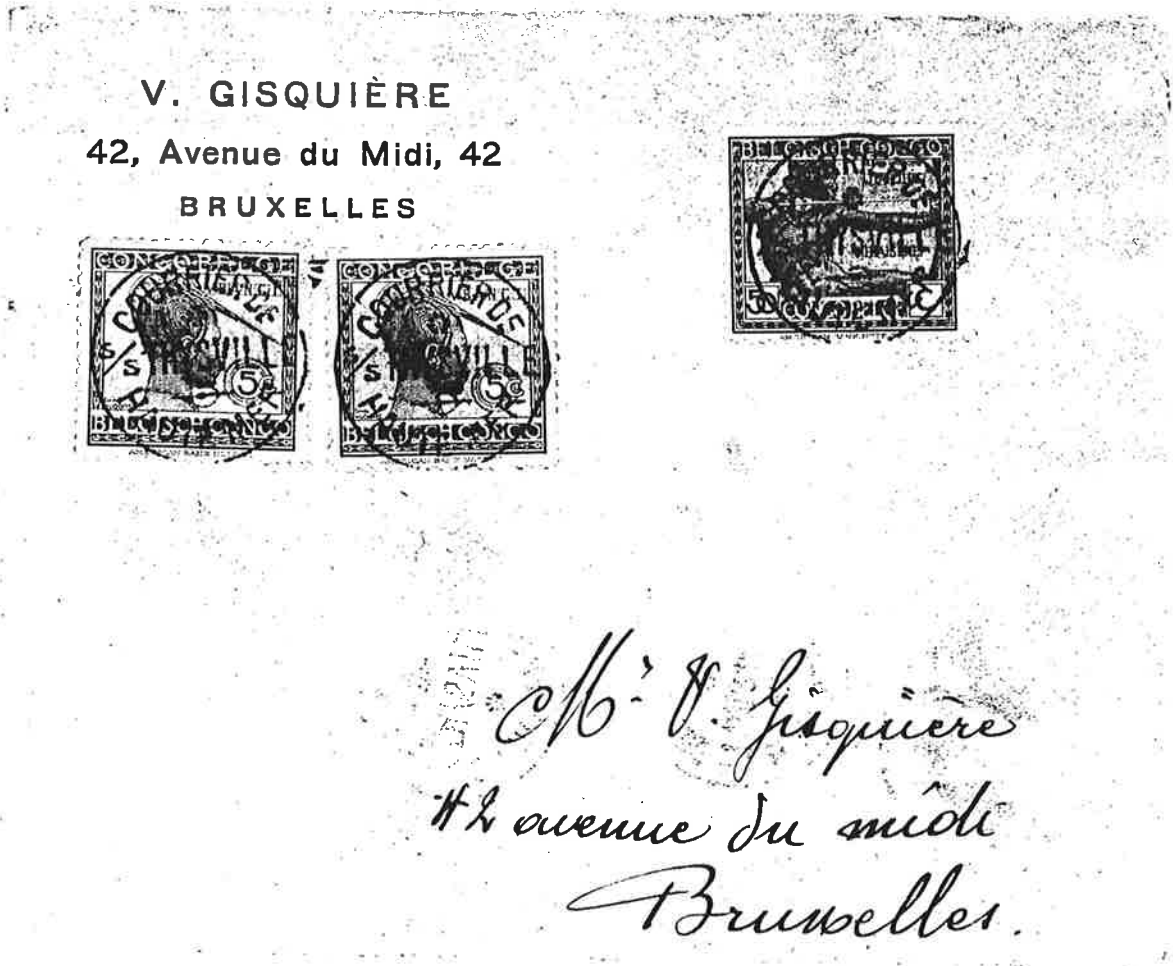
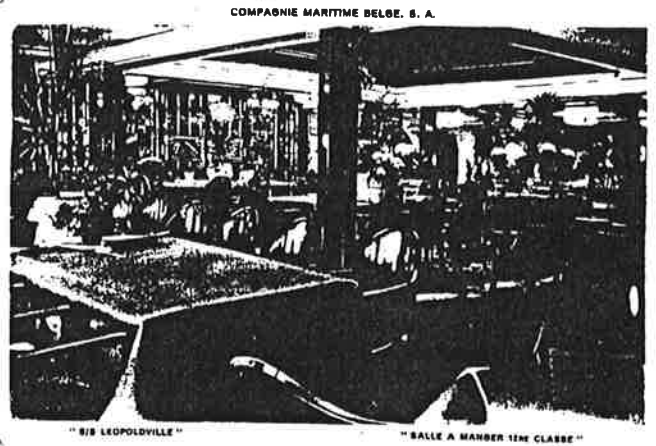
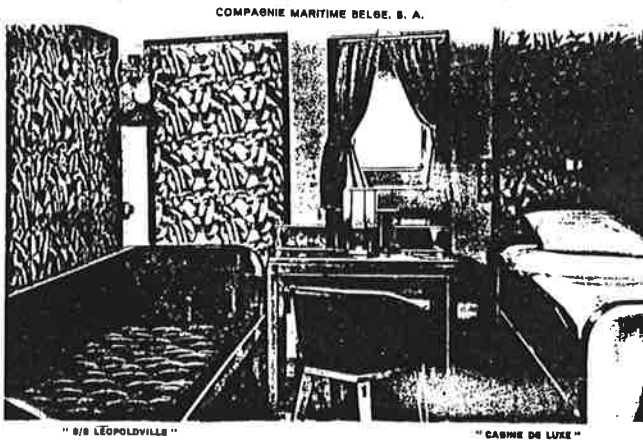
Belgian Mail Boats

"In the book *Compagnie Maritime Belge (Lloyd Royal)*, published at the occasion of the 50th anniversary of the foundation of this ship owner, we can read the following passages: "to set up a regular shipping line between Antwerp and Congo, some trading companies and the Free State came to an agreement. They negotiated about the transport possibilities with the African Steamship Co., the British and African Navigation Co., both from Liverpool and the Woerman Line from Hamburg. The syndicate proposed to have a departure every of a month from Antwerp to Matadi and it would take only 25 sailing days to go and 30 days to come back. The ships however were still owned by foreign ship owners. It is therefore the glorious merit of King Leopold II to understand, if Belgium wanted to have a closer contact with the Free State, they had to take care of their own marine transport. The King applied, with careful considerations, to both groups interested in the matter and persuaded them to take part in the foundation of a Belgian shipping company. At Antwerp, on the 24th of January 1895 the foundation of a Belgian shipping line called "Compagnie Belge Maritime du Congo" took place."¹

On that day, the African Steamship Co. brought into the company two ships – the Coomassie and the Leopoldville, which we call the Leopoldville 1. This was the first ship in service and made its' maiden voyage for the new company on May 6th, 1895. It could accommodate 90 passengers in the first, and 60 in the second class. It arrived in Matadi 20 days after departure. It remained in service for about two years. It's successor, the Leopoldville 2, began its' maiden voyage from Antwerp on February 7th, 1897 and arrived in Boma on March 4th. It then departed Boma on April 5th and arrived in Antwerp on April 30th where the illustrated cover was backstamped. This cover bears CO #23 and #26A tied by April 1, 1897 Matadi Type 1 cancels. The cover then travelled to its' destination in Manchester, England where it was backstamped on May 1st.

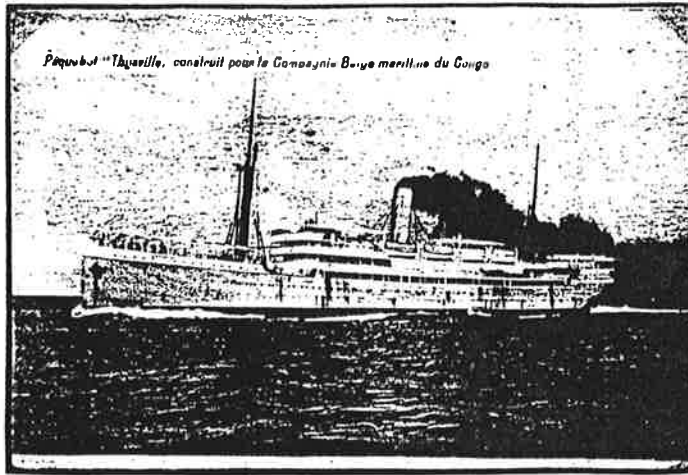


The next two postcards show two different interior scenes of the S/S Leopoldville.

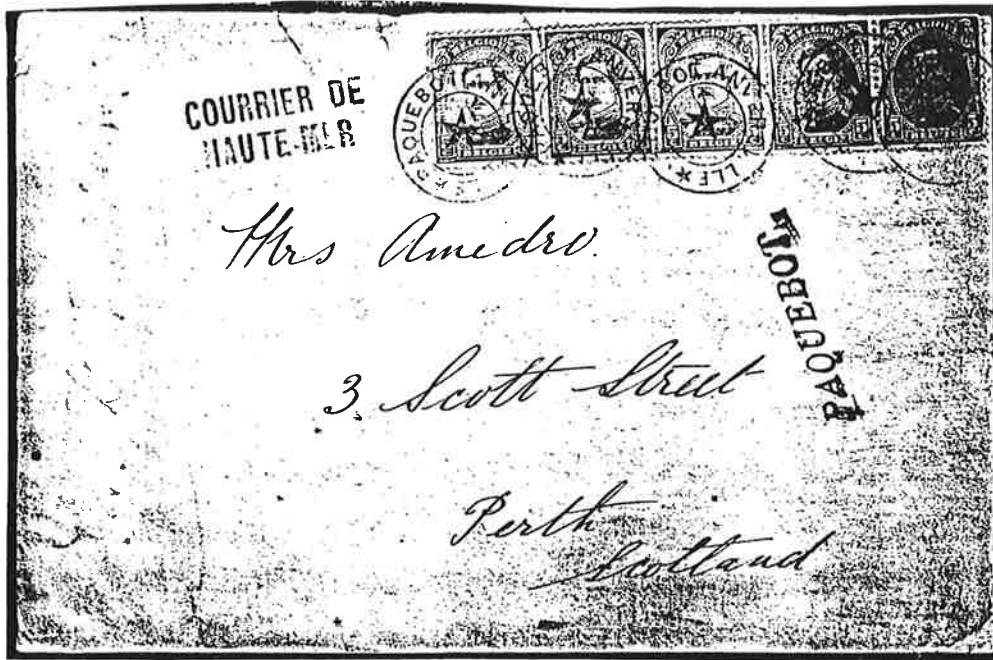


This cover sent to V. Gisquière was carried on the S/S Thysville 1, another ship of the Compagnie Belge Maritime line. It is one of hundreds of pieces of mail sent to Gisquière at his request from 1924-26. It is slightly over franked as 50 centimes was the rate through March 31st, 1926.

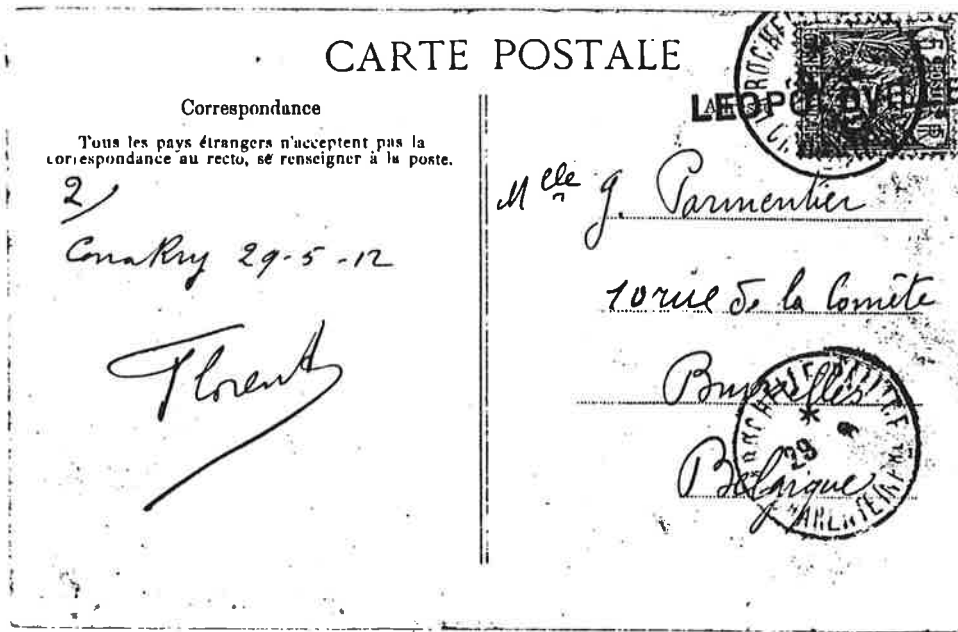
The following postcard shows a view of the S/S Thysville.



The next cover, with a strip of five Belgian stamps, travelled on the paquetbot Anversville, another ship of the Compagnie Belge Maritime line. The accompanying postcard features an exterior view of this ship.



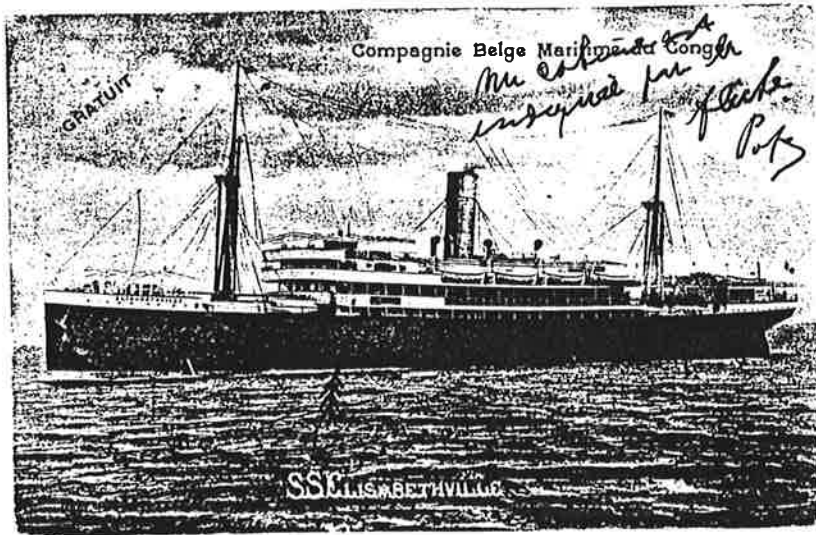
"Information on the ports at which the ships called between Antwerp and the Congo is sparse and somewhat contradictory. According to various sources: In 1898 the ports of call were Las Palmas de Teneriffe and sometimes a port on the West Coast of Africa; from 1903 to 1905 Southampton, Teneriffe, Freetown and Grand Bassam; from 1900-1911 Southampton, La Rochelle-Pallice, Teneriffe, Dakar, Conakry, Freetown and Grand Bassam; from the end of 1911 callings at Teneriffe and Freetown ceased for several years; from 1914 to 1916 the ships did not call at La Rochelle-Pallice."²



This postcard with the Leopoldville straight line griffe probably boarded the Leopoldville at Conakry. It bears a French Guinee stamp tied with a La Rochelle-Pallice transit cancel.

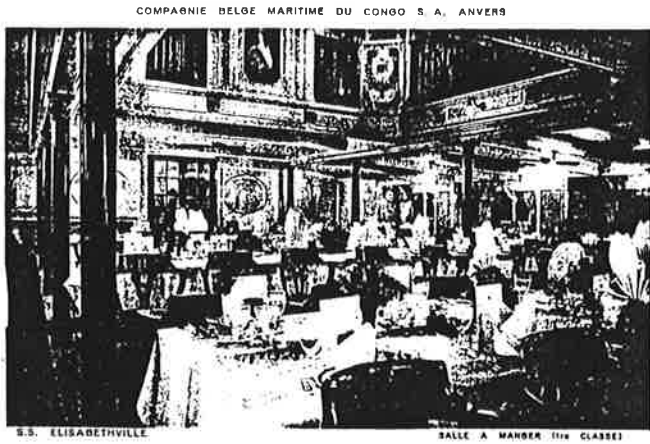


This postcard with the Elisabethville straight line griffe probably boarded the Elisabethville at grand Bassam. It bears two Ivory Coast stamps tied with La Rochelle-Pallice transit cancels and a November 24, 1912 Antwerp receiving cancel.

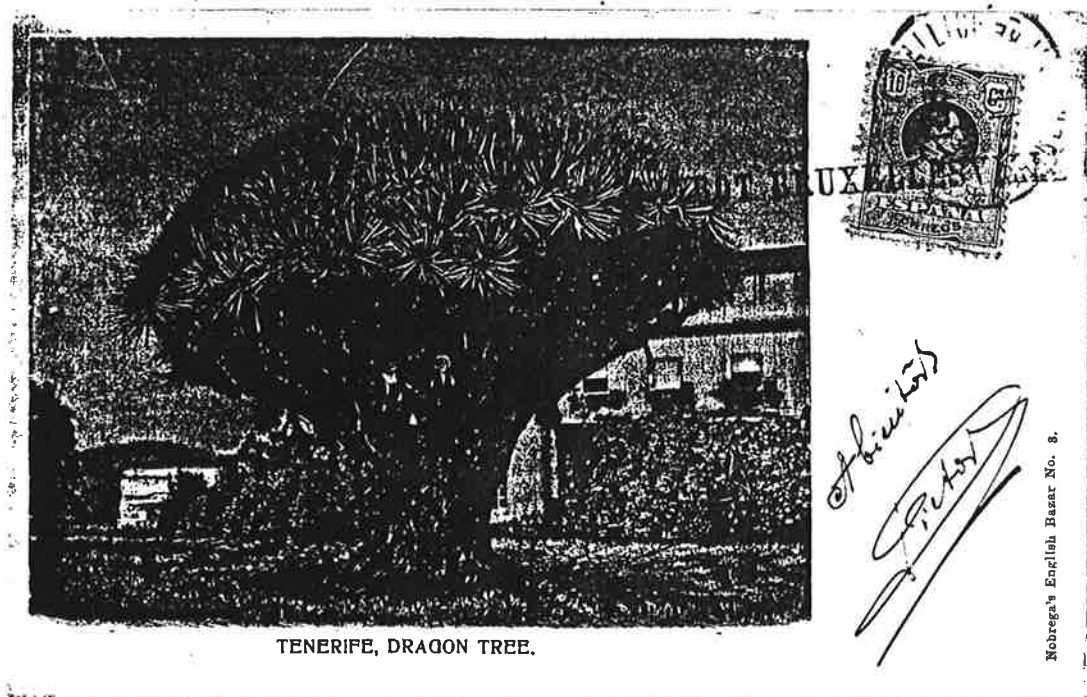


“This postcard shows an exterior view of the S/S Elisabethville 1 whose maiden voyage was from Antwerp on February 4, 1911 (Gudenkauf pg. 71). The Elisabethville then routinely made round trips every two months. The card is marked “Gratuit” on the view side indicating it was given free to passengers on the ship. The sender must have been on it and obtained it while the ship was on its southern trip which left Antwerp on June 22nd, 1912 (Gudenkauf pg. 74) and which stopped at Dakar on July 7th, where the sender got a stamp for it and mailed it. He must have done it to show the recipient the cabin he had on the ship (see the arrow he inked on the photo side. He then continued south while the card was place, probably within a day or two, on the Europe, which had departed Matadi on June 20th (Gudenkauf pg. 74) to arrive at Bordeaux (home base for the Europe) on July 12th. The letter then was put on the train at Bordeaux’s “suburban” towns La Rochelle-Pallice to arrive in Belgium (and Watermael) the next morning and receive an arrival cancel there 5-6 (AM) 13 VII 12. Although the distance (in nautical miles) a ship travelled between Antwerp and the mouth of the Congo is only about 2/5ths between Congo and Dakar and 3/5ths from Dakar to Bordeaux, they made more stops going north (Sierra Leone, Conakry, Portuguese Guinea, Gambia and Senegal). Usually north of Senegal they only made one stop, at Teneriffe, en route to La Rochelle-Pallice / Antwerp, so the Elisabethville would have been only about 8 to 9 days out of Antwerp when it got to Senegal. Thus July 1st is about “right” for the card to have been mailed there.”³

These two postcards feature interior scenes of the S/S Elisabethville.



The next postcard bears a Spanish stamp tied with the “PAQUETBOT BRUXELLESVILLE” straight line griffe. It was picked up en route in Teneriffe, Canary Islands.



The following 1929 postcard has both a Belgian Congo and a Spanish stamp tied by a Stanleyville paquetbot cancel. This card was picked up by the S/S Stanleyville in Teneriffe en route to Antwerp, where it received a June 11th arrival cancel.



Portuguese Mail Boats

“For many years from 1882 the Portuguese line “EMPRESA NACIONAL” provided the most regular service of ships between Europe and the west coast of Africa. Voyages left Lisbon on the 6th and 21st of each month and called at Madeira, San Thome, Cabinda and Banana on the way to Loanda with perhaps some ships continuing to Lobito and even Mozambique. When the mailboats did not call at Banana the mail was carried by small Congo coasters plying between Banana and Cabinda or Loanda. Occasionally, as in the summer of 1899, there were epidemics in Lisbon and the mail service to Loanda was suspended.”⁴

This postcard was carried on a Portuguese ship which originally departed from Lisbon on November 21st, 1898. It bears a Banana December 30, 1898 cancel and has a January 22nd, 1899 Lisbon transit cancel on the reverse. From there it travelled to Frankfurt where it received a January 25th receiving cancel.

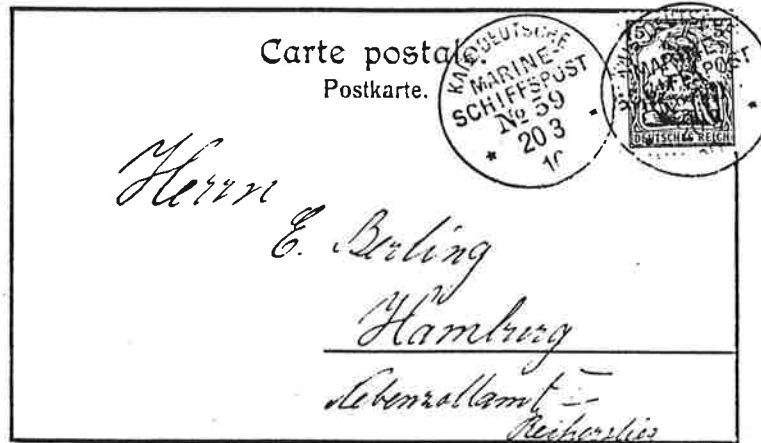


German Mail Boats

“There was a frequent service by the WOERMANN line from Hamburg to German Southwest Africa and many of these ships called at Boma (later Matadi), as many as eight a month in 1902. Whereas these ships undoubtedly operated as mail boats between Germany and its’ colonies, mail destined for the Congo and sent from countries other than Germany had to be specifically marked with the ship’s name to be carried thereon.”⁵



Photographie R. Visser, Déposé.
Lake Boma from Matadi Matadi, d. 21. 3. 10. No. 16. Congo.
 Les Bords du Lac Bengo.
John v. J. Boma in April!



This postcard of Lake Bengo, Congo was written in Matadi on March 20, 1910. A German stamp is tied by a 20/3/10 MARINE-SCHIFFSPOST No 59 cancel which was applied on the S.M.S, Sperber.

French Mail Boats

“On 10 July 1899 the French line “BORDEAX-LOANGO” began a service between Bordeaux and Loango calling at Teneriffe, Dakar, Conakry, Freetown, Grand-Bassam, Cotonou, Libreville, Boma and Matadi and the same calling stations were visited on the return journey. Frequently in the tabulation, where no dates for Matadi are known, the date of arrival at or departure from Libreville is given. In March 1908 the French mail boats stopped going as far as Loango and returned home from Matadi. The frequency of the French sailings was increased from monthly to every third week at the beginning of 1914.”⁶

The following postcard has a copy of CO #20 tied with a 1902 Banana cancel. It has a Loango A Bordeaux L.L.V.2 ship cancel and a Rotterdam, Holland receiving cancel.



The following postcard has a Matadi A Bordeaux LL No. 2 ship cancel.



Dutch Ships

"During the period covered by this work (1879-1922), Dutch ships of the "NIEUWE AMSTERDAMSCHER HANDELSVENNOOTCHAP" provided a service between Rotterdam and Banana, but it was not a regular service and more details are not at present available. The S.S. AFRIKAAN was one of the ships."⁷



This registered cover bears two copies of CO #57 and one copy of CO #59 tied by a Banana January 20, 1913 cancel. This cover has a London registration backstamp dated February 4, 1913. The S.S. Afrikaan departed Banana on January 20, 1913 and arrived at Bordeaux on February 9th. It probably offloaded mail at LaRoche-Pallice on February 8th, which then went by train to Calais and was then ferried to Dover/Southampton, arriving either late on the 8th or in the morning of the 9th. The mail then went to London on the 9th where this cover was backstamped that date.

British Ships

“From 1883 to the end of the century British ships sailed from Liverpool to Banana, and later to Boma and Matadi for the company Hatton and Cookson. The DUNROBIN CASTLE (Union Castle Line) provided the first direct link between Antwerp and Banana in October 1885. In 1891 the BRITISH AFRICA STEAMSHIP COMPANY and the German WOERMANN LINE combined to provide a monthly service leaving Antwerp on the 6th of each month. The British ships AKASSA, CONGO, etc. and the German ships LULU BOHLEN, ED. BOHLEN, etc. participated in this service.”⁸ Later, Southampton, Plymouth and Liverpool became the three British ports to off-load mail for other destinations. LaRoche, France and Lisbon, Portugal were two of the ports in continental Europe used as transit points for Congo mail. For the purposes of brevity only the Southampton British ship cancels are illustrated here.⁹

Port	Fig. No.	Dimensions	Dates	Scarcity Rating	Remarks
Southampton	212	-	1898-1914	A	
Southampton	213	-	1910-36	A	
Southampton	214	-	1894-1901	B	
Southampton	215	-	1901-09	A	
Southampton	22	33	1899-1901	C	
Southampton	216	35	1903-09	B	
Southampton	217	-	1908-33	B	
Southampton	218	19½	1911-22	B	Five wavy or six straight lines



212



213



214



215

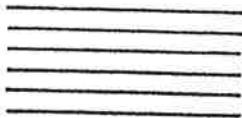
PAQUEBOT

216



217

SOUTHAMPTON
PAQUEBOT



JUL 10 12 A

218

Port	Fig. No.	Dimensions	Dates	Security Rating	Remarks
Southampton	219		1936-88	A	
Southampton	220		1922-37	A	Varying number of wavy lines or various slogans

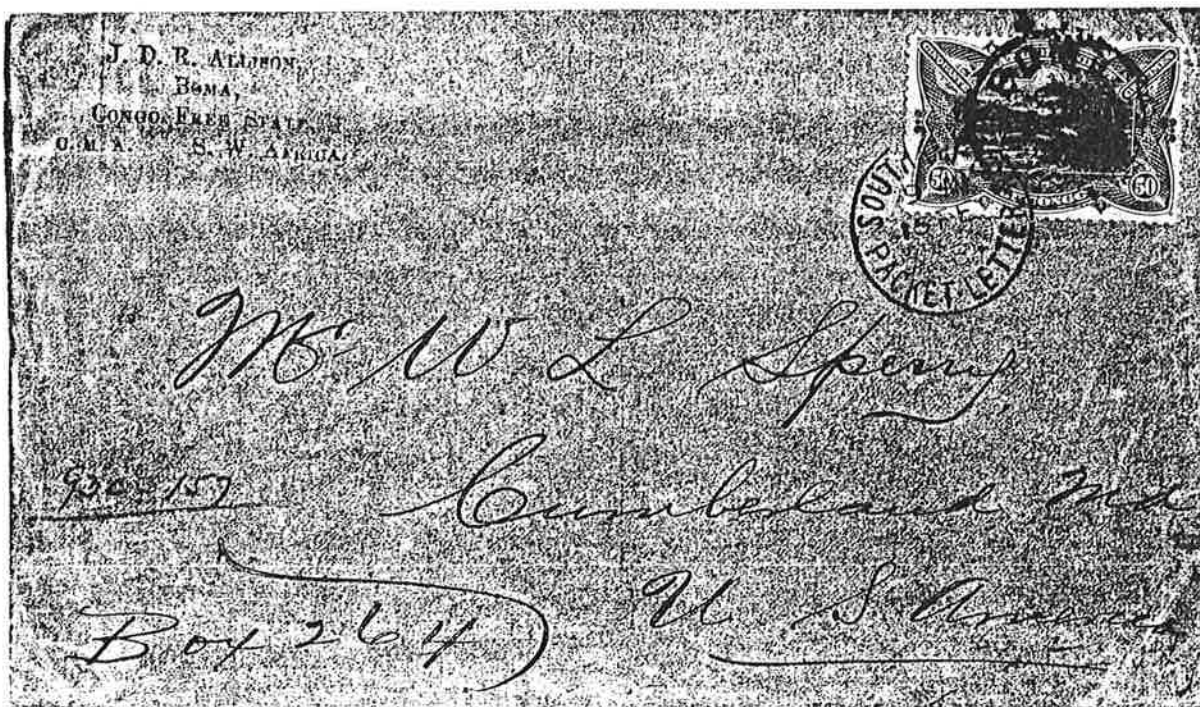


219



220

The next cover from Boma bears Horshing's cancel 215 with a February 15, 1908 Southampton transit cancel. It also has a February 24, 1908 USA receiving cancel on the reverse. "The Southampton Packet-letter mark is rarer than the Southampton ship-letter mark which is known on several covers sent by American missionaries to the USA during the years 1905-1909."¹⁰



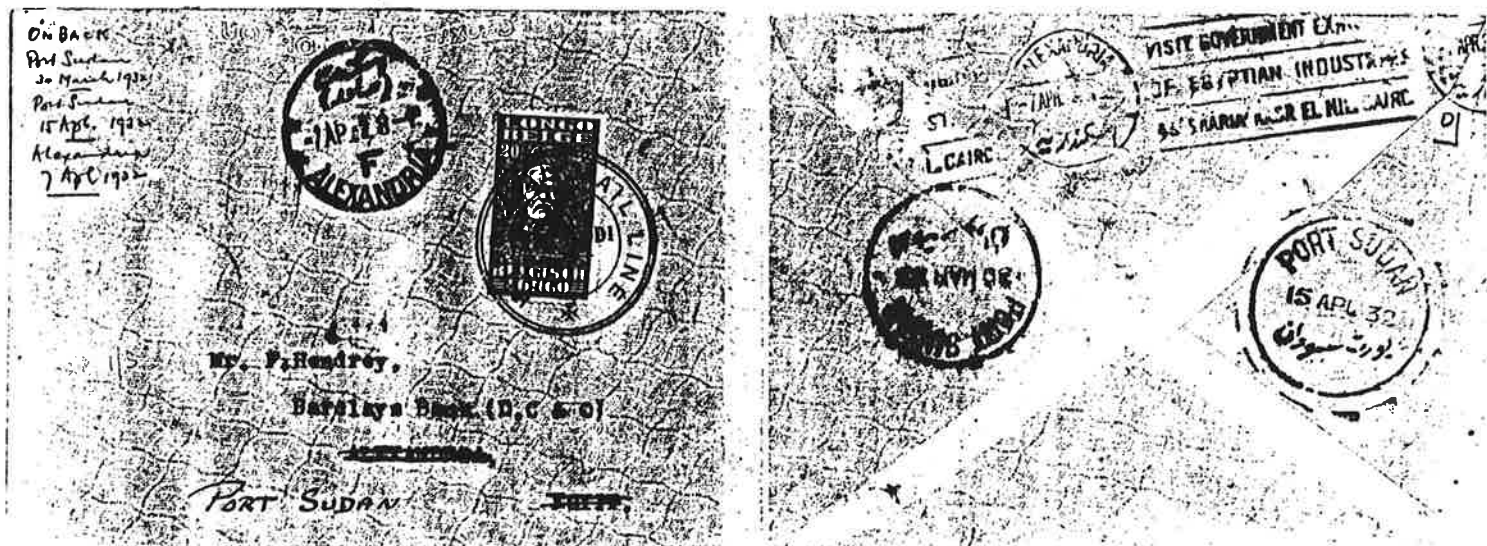
It should be noted that the covers discussed in the two following sections are considered to be philatelic in nature, but are included for completeness.

Egyptian Ship Lines

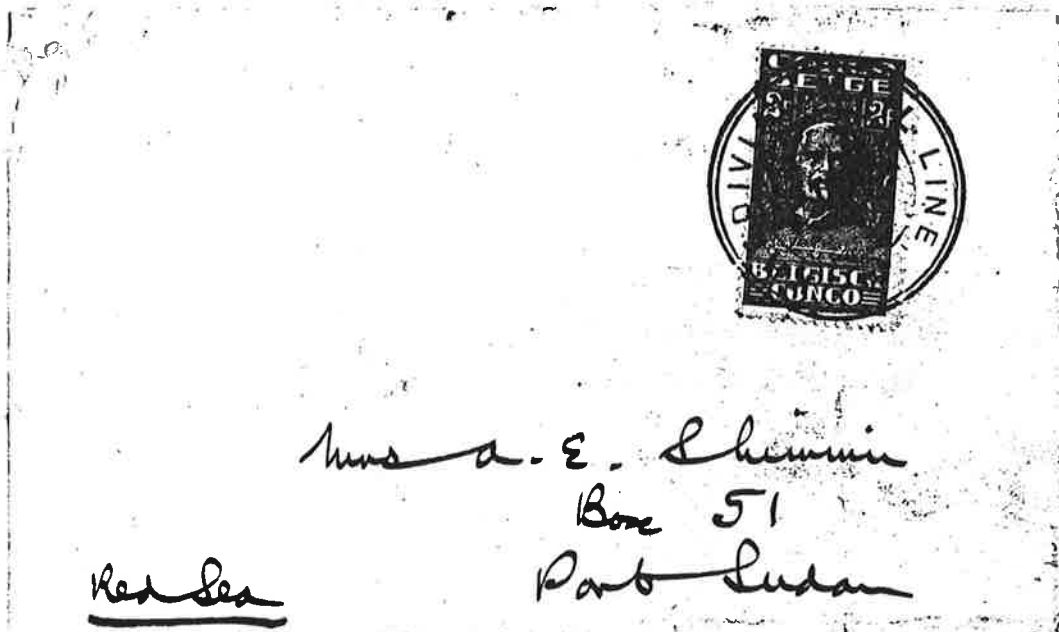
The ships of the Khedivial Mail line operating in the eastern Mediterranean and the Red Sea are known to have used five or more types of purser's handstamp to cancel stamps. They have been given numbers beginning SP.P- (Sea Post. Private). I have seen SP.P-1 with the names of the ships Roda, Boulac and Rashid, SP.P-4 with the ship's name TAIF, SP.P-3 with the ships name Talodi, and SP.P-5.5 with the name Belkas, but other ships must also exist, such as Kosseir.

Most of the covers on the philatelic market are "Hendrey" covers dated between 1928 and 1932. F. Hendrey was a dealer in Alexandria and most of the covers are addressed to him, generally at Barclays Bank or a post office box. Others are addressed to different persons, but are in Hendrey's handwriting. Hendrey produced a large number of covers and they are consequently not difficult to find and should not command the high prices that some dealers ask. On the other hand, they all actually traveled and they were franked at the proper rate with contemporary stamps. At first, he used only Egyptian stamps, but he later became bolder, using the stamps of a variety of countries. I have even seen a Hendrey cover franked with stamps of the Belgian Congo! Hendrey also arranged first flight covers of the period.

The next two covers illustrate usages of Hendrey covers on the Khedivial line. The cover to Mr. F. Hendrey has an April 7, 1932 Alexandria, Egypt cancel and an April 15, 1932 Port Sudan receiving cancel. (Editor's note: This cover was underpaid as the foreign letter rate was 2 Francs in 1928.)

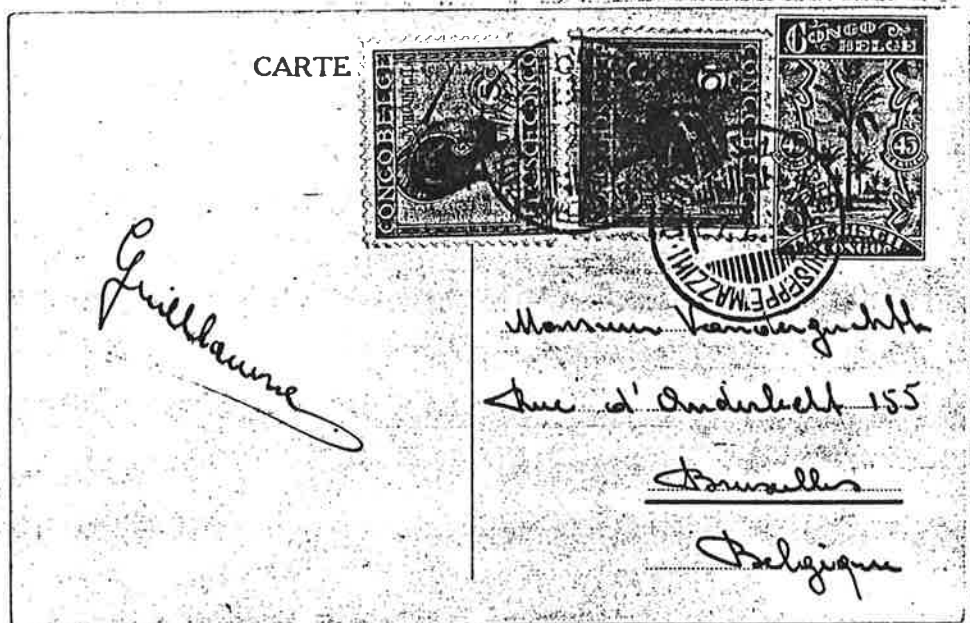


The following Hendrey cover only has a March 30, 1932 receiving cancel on the reverse of the cover.



Italian Ship Lines

The Abbe Gudenkauf believes that Belgian Congo Stamps with Italian Ship cancellations can be put in the same category of philatelic contrivances as the Khedivial ship lines previously excerpted from Peter Smith's book on Egypt.



"Regarding your postcard with the Italian ship date stamp, such items are often seen on postcards not normally used. For example, Congo stamps on an Egyptian Khedivial line, which are cancelled to order, which is pure complacency. It seems also to be the case here although we cannot know where or on what ship line this postcard was used."¹²

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Editor's note: For those interested in this subject, it is recommended that they obtain a copy of the Abbe G. Gudenkauf's book "Mailboat Services From Europe to the Belgian Congo (1879-1922)" published by Philip Cockrill which was referenced in this article.

An Unusual Routing

This Belgian Congo cover was sent on March 28, 1940 from Monono and was received twelve days later on April 8th in Athens, Greece. This cover probably travelled via the Congo River from Monono to Stanleyville, and then to Brazzaville, French Congo across the river. From Brazzaville it probably went by air via the coastal route of Douala, Abijan, Kowaltry, Dakar, Port Etienne, Mauritania to Tangier, and then to Marseille. From Marseille this cover went by ship to Athens, Greece. On the reverse, this cover bears a Marseille-Gare-Avion April 3, 1940 postmark.

