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BULLETIN 130



Master copy

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March 2004

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The Editor's Last Ramblings

As usual this issue is late. Since I moved to Houston, TX nine months ago I have been commuting back to Midland, TX each week to work at our office there for 3 to 4 days each week. During that time I have fallen farther and farther behind in my personnel life in our new home in Houston. With the move I've misplaced things including submitted articles etc. When I do get back home I have had limited time and energy to get everything done including producing the Bulletin. The good news is my company is opening an office in Houston so I will no longer have to commute. The bad news is I am burned out. This has become clear to me as I have tried to work on this issue. I no longer feel that I can produce the Bulletin at this time. I have agonized over this for the last few weeks. I am afraid that I would not be able to produce a quality and timely product in the future. I feel that the Study Circle members deserve an editor who can produce the Bulletin on time each quarter. Because of this I will be submitting my resignation as Bulletin editor and publisher at the AGM in May. I will be willing to help the new editor and if need be I will publish the next Bulletin, but I can almost guarantee it will be late. It is difficult for me to write this as I feel as if I have failed the Study Circle and I do not like to fail or let people down. I would like to take this opportunity to thank all of those members who have submitted material for the Bulletin and have offered suggestions as to how to make it better. You have all been gracious in not complaining about the tardiness of each issue. I would also like to thank Philippe Lindeken and Charles Stockmans for their work on the Study Circle's quarterly auctions. That job is certainly more time consuming than being editor. Finally I would like to apologize to anyone who might have sent me items for the Bulletin that took a long time to appear in the Bulletin or possibly has yet to appear. In no instance was this intentional. A few of these are included in this issue. A few of these will appear in the next issue and as of this writing a few more such articles are "missing in action". Two of my greatest faults are that I am sloppy and disorganized. These are traits which plague me in all that I do. They are indeed a hindrance to an editor and publisher. As I finally get a chance to organize my stamp room, should I find any material that was submitted to me but never published, I will send it to the next editor. I am sorry I did not do a better job for the Circle. I thank you all for putting up with me. Ron.

Editor or Hon. Secretary/Treasurer Needed

If you read the Editor's Ramblings above you know that the current editor is resigning. This means that the Study Circle needs a new Bulletin editor. Alternatively, if a UK member would be willing to take over the position of Honorable Secretary/Treasurer, our current Hon. Sec./Treas. Stuart Smith would be willing to take over editorship. The statement about a UK member being Sec./Treas. is due to the fact that the Study Circle is legally based in the UK. Because of this a UK member needs to hold this position. For more details on this point please contact Stuart Smith. The bottom line is that the Study Circle must have an editor to put out the Bulletin each quarter. Without the Bulletin the Study Circle could possibly cease to exist. The current editor is willing to help with the transition and even has a few articles for the next Bulletin. The editor does not have to write the articles (although he can write some if he wants to), but rather takes those articles from the other members and puts the Bulletin together. If you have any questions about the job please contact the current editor. This is your chance to give something back to the Study Circle, so please seriously consider taking one of these positions.

New Members

The Study Circle would like to welcome a "new" member:

Rick Oxenham, 41 Ferry Road, Spring Creek 7350, Marlborough, New Zealand

According to Mr. Oxenham: "My main interest is in aero-philately from early days to late 1940's. I exhibited for the first time last year three frames of aero-philately at national level both in New Zealand and Australia and received a large Silver - so a good start!" Although Mr. Oxenham joined the Study Circle in 2002 he has not been previously listed. The editor would like to apologize for this oversight.

Members e-mail Addresses

Members e-mail addresses April 2004

Belgium

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New Zealand

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Non recorded

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Members Questions

Our member Philippe Lindekens received the following correspondence:

Sir, A "Google" search directed me to your Philatelic pages. I was pretty surprised to come across a letter sent to my great-great uncle, Guillaume NIAS (bulletin 127). Guillaume had been active in Congo himself. In fact as mere chance made me discover that piece of family archive, I wonder if any of the postage piece you and your fellow collectors have, would bear the name or a reference to J. Nyssens, Sales agent in Congo, who died in Basoko in 1904. Looking forward a fruitfull co-operation with your circle, Best regards, Olivier Nyssens, rue de Beaurieux 24, 1490 Court St Etienne, Belgium.010/615.641. olivier@nyssens.be

While I am catching up on things that have been left out of past Bulletins I discovered a question that was asked by Patrick Ellis, Northside, 17 Avenue Road, Bishop's Stortford, Herts CM23 5NT, United Kingdom. He writes:

Who is the C(ompte) de D? One of my favorite cards (shown below), WWI series number 48 – Belgian troops entering Tabora on 19 September 1916 – with imprinted 5 centime stamp has been used from Kigoma in Tanganyika with an additional 6 cent East Africa and Uganda stamp overprinted G.E.A. The stamps are cancelled with a single Army Telegraph cds, code –KA (which equals Kigoma) in which the date line is upside down and reads 7.V.21. the card is addressed to M. Gilson, the District Commissioner of Maniema, Kasongo in the Belgian Congo. The message, which I have roughly translated, reads “I have the honour to send you my best compliments from Kigoma. I am on safari with Monsieur le C. de D. and he has taken the opportunity of his trip to Albertville to visit the English. We have been very well received. Since yesterday we are journeying by motorcar in the marvelous Ujiji region.” On the picture side the writer sends his respects to Madame Gilson, and signs, but unfortunately the signature is unreadable, being over the black branches of a tree.



Editor's note: Over the past few year's it appears, based on feedback that I have received from those with questions, that our members have not been too quick to respond to questions in the Bulletin. It is unknown whether this is because on one has the answers or for other reasons. If in the future if you can help those with questions please do so. Who knows. next time it may be you who has a question.

Spring Meeting and AGM – Liege 15th May 2004

Our members are reminded that the next Annual General Meeting of the Study Circle is being held in Liège, Belgium to coincide with the 'Leodiphilex Philatelic Exhibition' that runs from May 13th to 16th. With help from our President we have managed to obtain a meeting room from 1000-1200 on the Saturday and as usual members are invited to bring material with them for display. Any member requiring further details and/or intend being present, should register their interest with either our President or myself. Our website will provide further information as it becomes available.

'Receipts and Payments Account' - Year to 31st December 2003

<u>Income</u>	<u>Yr to 31 Dec.2002</u>	<u>Yr to 31 Dec.2003</u>
	<u>£ Sterling</u>	<u>£ Sterling</u>
Subscriptions received (#1)	£304.10	£572.88
Subscriptions in advance	£86.71	£66.47
Commission on stamp/auction sales	£740.41	£723.48
Expert Committee Certificates	£50.43	£0.00
Books and document sales	£6.82	£0.00
Bank Interest (net of tax)	£51.01	£11.63
Miscellaneous	£2.00	£0.00
Tax refund	£5.51	£19.00
Total Income	£1,246.99	£1,393.46
 <u>Expenditure</u>		
Bulletin cost (UK production & distribution) (#2)	£421.52	£339.46
Expert Committee Expenses	£13.91	£0.00
Cost of Sales (incl. copying of Documents for sale)	£180.78	£158.07
Miscellaneous Expenses	£35.84	£0.00
Room Hire - Hastings (2002), Brussels + members lunch (2003)	£190.28	£337.12
Officers expenses - London/Keach (2002), Brussels (2003) (#3)	£325.57	£312.85
Postages and Secretarial	£70.92	£40.52
Insurance (extended to cover RHK collection 2002) (#4)	£536.57	£128.94
Subscriptions to A.B.P.S (& Waterlow S.C. 2002)	£23.60	£15.00
Total Expenditure	£1,798.99	£1,331.96
Surplus/Deficit	-£552.00	£61.50
Balance on hand at start of period	£2,619.49	£2,067.49
On hand at end of period	£2,067.49	£2,128.99
- 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 2003

Stuart S. Smith
Honorary Treasurer

Notes to the accounts

1. **Subscriptions** - include a transfer of USA membership subscriptions in the sum of £280.
N.B. *Adjustments in respect of Belgian and American surpluses or deficits are incorporated into the 'Receipts and Payment account', as and when appropriate.*
2. **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. which are financed from membership subscriptions collected and banked locally)
3. **Expenses incurred by the President and Hon. Sec/Treasurer** - It has been established and accepted that travelling and overnight accommodation expenses necessarily incurred by the President, Hon. Secretary/ Hon. Treasurer in attending the AGM or other General meeting will be met by the Study Circle.
4. In 2002 the Study Circle undertook to insure and therefore safeguard its responsibilities on receipt of the Keach collection. In 2003 that insurance responsibility has reverted to the Keach family.

Heim – Keach Cancellation Book

Philippe Lindekens and Charles Stockmans have now completed their work on the third edition of the Heim – Keach Cancellation book. The cost of this book will be decided at the AGM in May. It is expected to be offered at a reduced rate to Study Circle members. It is also possible that the electronic files for this book can be e-mailed to members. Please see details in the next Bulletin.

Via the Congo – In Transit

This article looks at a small part of Belgian Congo philately and concerns letters that are not from the Congo, not to the Congo but have been routed via the Congo on the way to their final destination.

Some bordering countries of the Belgian Congo, chose to route their mail via our colony to minimise time in transit, as the communication network (rail, boat and airmail services) of the Congo was more highly developed than their own.

Some mail also bears a 'Boma transit mark' because to get to its destination it was necessary to use a paquebot of the "Compagnie Belge Maritime du Congo" (CBMC) calling at Boma. In some cases other shipping companies or ports of departure were used and the mail for Anvers transferred to them by 'coasters'.

I am going to illustrate this with some scarce covers (seen or bought) from between 1886 to 1918. It is not easy to find such covers because they are filed away in dealer's boxes, not as Congo material but under their country of origin. However and fortunately modern day computer technology helps in searching for such material on auction websites.

After 1918, there are 2 two particular periods when mail 'in transit' passed through the Belgian Congo:

- **1928-1936:**
Société Diamang / Dundo / Angola - mixed franking Angola + Belgian Congo airmail stamps for the flight from Tshikapa to Europe.
- **1941-1946:**
- transit via Léopodville for the airmail service to Europe and the USA from bordering colonies such as Angola, North Rhodesia, French Equatorial Africa.

The 'opposite aspect' is that of 'frontier covers' such as letters written in the Belgian Congo and directed across the frontier to speed up their journey:

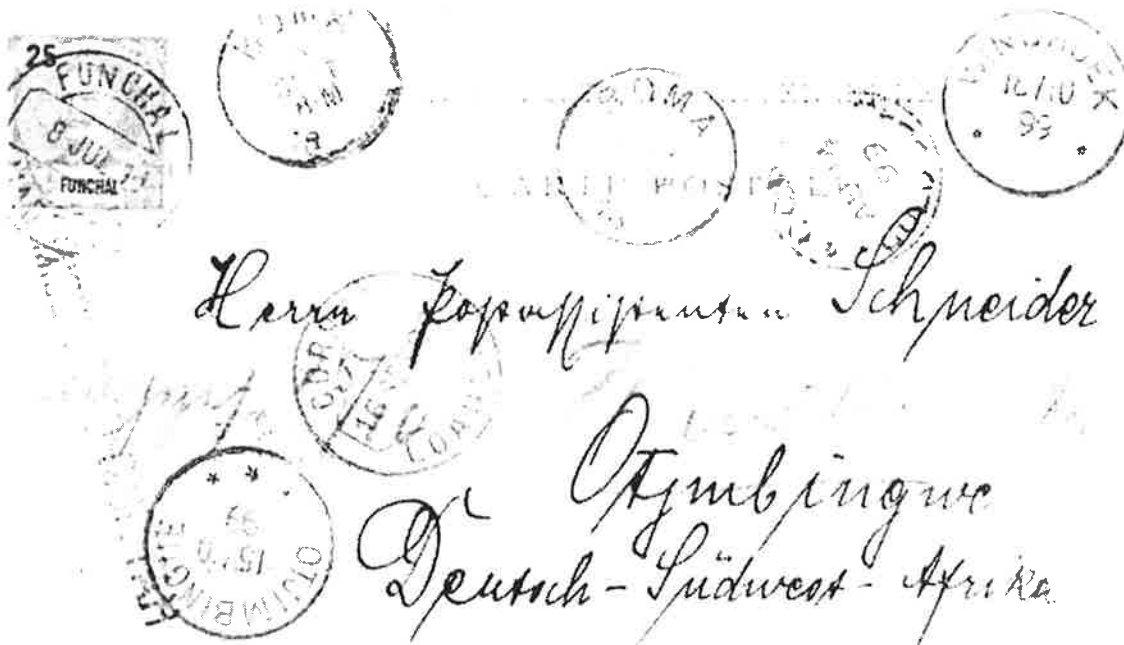
- from Uele to the Nile / Sudan through the Lado enclave
- from the North-East frontier to Fort Portal/Uganda and Mombasa / Indian Ocean
- from Katanga to Brokenhill/Rhodesia and by train to Capetown
- from Katanga to Texeira de Sousa / Angola and by train to Benguela

I have seen the following:

- covers from Middle French Congo via the river Congo
- covers in transit at Boma via CBMC paquebots



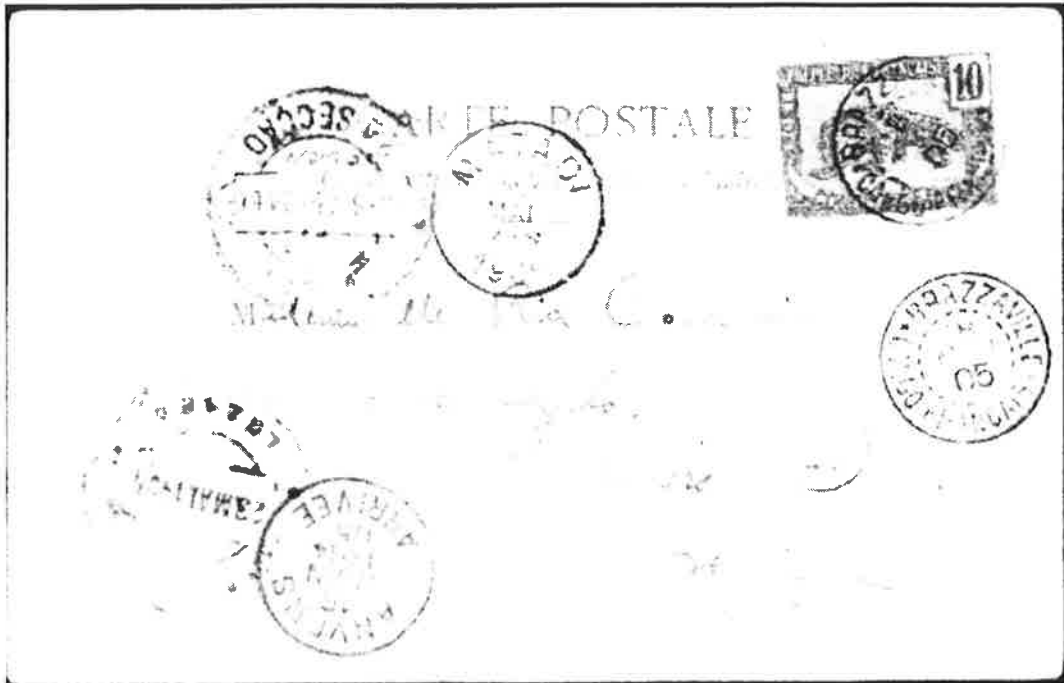
Wonderful cover written at Cabinda/Angola, franked with Angolan stamps, but not cancelled at Cabinda. Brought by coaster to Banana where stamps have been cancelled on July 31th, 1887 (for an incoming foreign letter with un-cancelled stamps it should bear a straight line postmark "BANANA" on both the stamps and on the cover). Destination New York; transit at Liverpool. (Internet auction)



(Previous page) From Funchal to Accra/Gold Coast and then by Belgian paquebot to Boma. By coaster to Loanda and after that by German or Portuguese paquebot (?) to Namibia (South West German Africa) to Otjimbingwe (which port? Walvis Bay?) (postal auction 2003)



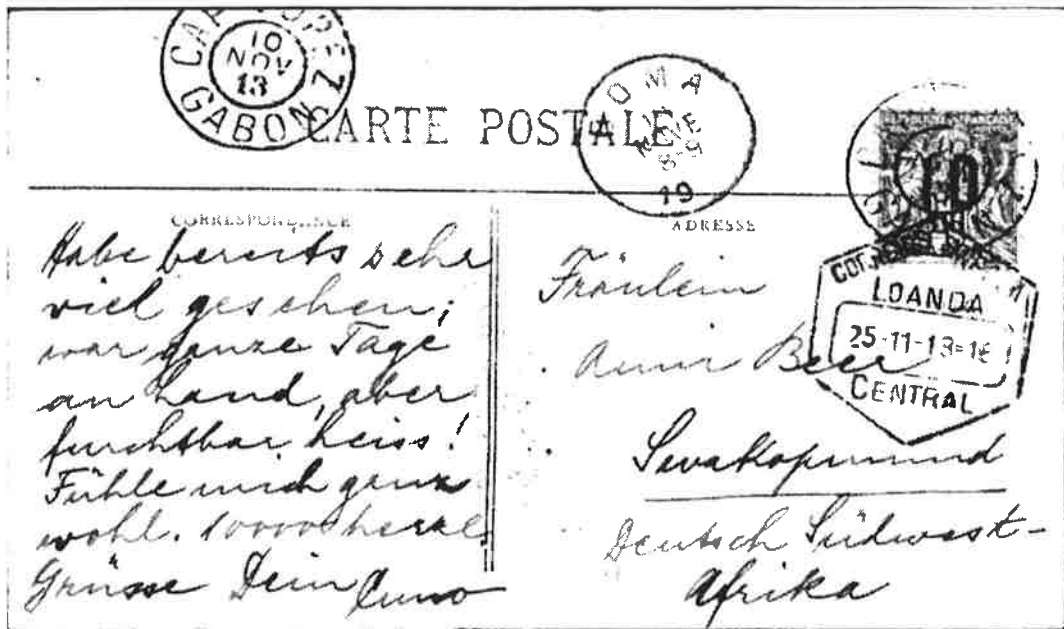
Picture postcard bearing SG84, 20 reis Lilac tied by octagonal Loanda datestamp (April 25th, 1908). Addressed to the Director of Kouango, French Congo routed via Boma (May 2nd, 1908) with Brazzaville Congo Français transit (May 6th, 1908). (Congo River route) (Internet auction 2004)



Picture postcard from Brazzaville (May 18th, 1905) to Anvers / Belgium; routed via Matadi (May 20th) (Congo River route), by coaster to Loanda (May 23rd) to take a Portuguese boat to Lisboa and then by train to Anvers. (*Lindekens Collection*)



Picture postcard from Freetown / Sierra Leone (December 31st, 1908) to St Thome. Routed via Boma (January 26th, 1909) and probably brought by coaster to Loanda to take the Portuguese boat to St Thome Island / West Africa. (*Lindekens Collection*)



Picture Postcard from Cap Lopez / Gabon (November 13th, 1913) to Swakopmund (?) in German South West Africa. Routed via Boma (November 19th) and Loanda (Nov 25th) (Lindekens Collection)



Curious cover (previous page), probably transferred by hand. From French Equatorial Africa to Paris. Routed via Matadi for franking and registration, on October 8th 1917 during WWI. Backstamped in violet «AFRIQUE EQUATORIAL FRANCAISE / TRANSIT MATADI» - post cancel or private (???) (Lindekens Collection)

I am lacking in both knowledge and sufficient reference books about maritime postal mail to provide full travel details. During this period Belgian, English, German and Portuguese shipping lines provided services for passengers, merchandise and mail to and around Africa. Good luck to anybody who can explain the postal routes used with so few postmarks on such covers.

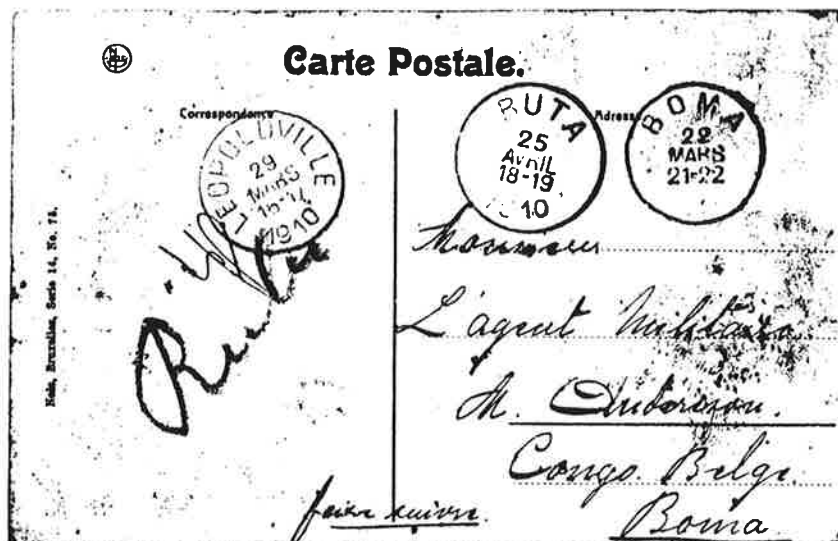
Boma and the Belgian Congo can be seen as a transit point for African mail en route to its final destination.

An interesting post card



Congo

Le village Samuel & Boma.



Several years ago I purchased the above card addressed to the Belgian Congo. I could not explain the routing on the card so I asked Ray Keach about it. This is what he had to say about it:

“I can provide no adequate explanation for the card and its’ travels but make the following observations:

1) it appears clear that the card was written, although with no message, and addressed at Buta on 28 November 1909

2) the card cannot have been posted at Buta because:

- A) the Buta post office would not have accepted it with Sudan stamps and no (5c for printed matter) Congo stamp
- B) if Buta had accepted the card it would have applied its’ “T” to indicate that, in the absence of a Congo stamp, postage due was to be paid on it
- C) Buta would most certainly then have applied its’ date stamp
- D) addressed clearly to Boma, Buta would have put it into the bag to travel down-river to Leopoldville and not the bag traveling northeast overland to Lado and Sudan

3) one can only presume that the sender forgot to post the card at Buta and that he (or A. N. Other) went to Lado, probably on his way to Europe, and, finding the unposted card in his pocket when he was on the White Nile mail boat after it had left Lado en route for Khartoum, handed it to the purser of the boat for posting (why the 8 milliemes of stamps when 5 mills was the Sudan overseas post card rate and less – maybe 2 mills –for printed matter, as this card could have traveled?) The purser correctly applied the White Nile TPO.

4) arriving at Khartoum the post office should have returned the card to the river steamer for it to retrace its’ journey via Lado and Buta to Boma but instead put it into the bag to travel by train to Cairo and Europe

5) arriving at Cairo and addressed to Boma one would have expected the post office to return it to Khartoum to retrace its’ steps to Buta and Boma but instead it must have been put into a bag for some European port, maybe La Rochelle or Antwerp, for it to be collected by the Antwerp-Boma packet, the normal route to the Congo. One would have expected at that time the application of at least one Egyptian or European transit cancel, probably more.

6) on its’ final arrival it found that the addressee had left Boma (a possibility foreseen by the sender with his note ‘faire Suivre’) for Buta whither the card was re-addressed. The cancellations of Boma, Leopoldville and Buta are as one would expect for this part of the journey.

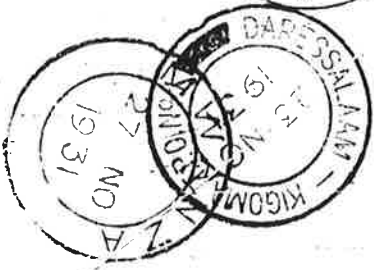
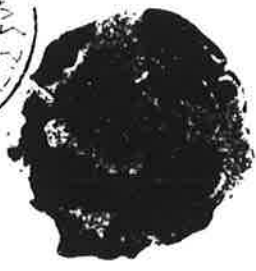
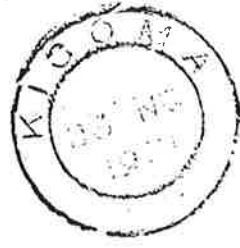
7) one wonders with so many things going wrong if the card is a hoax, but I can see nothing wrong with the cancellations or their relative dates”

Does anyone else want to attempt an explanation for this card?

Imperial Airways Revisited

Editor’s note: Emile Hoorens sent the following in April 2003.

In Bulletin 124 there was an article concerning the first flights of Imperial Airways written by N. Clowes. He said he had never seen letters from the Congo taking the plane in Mwanza. I have two copies as shown on the following pages



Compagnie Commerciale et Agricole d'Albertville

(C.A.T.) ONKASAL

Société Congolaise à responsabilité limitée

ALBERTVILLE

RECEVU
ALBERTVILLE
N° 767
PAR AER

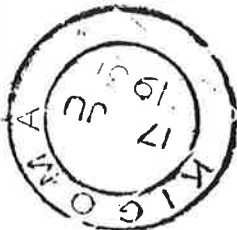
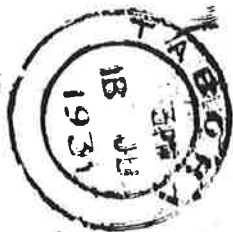


18, rue de Léopold, 18;



Lettre recommandée par avion du 22.11.1931 expédiée d'Albertville vers Bruxelles, via " Imperial Airways ".
Affranchissement 20,25 frs soit 2 ports (1,25 + 0,75) = 2 frs,
2 frs de recommandation et 16 frs de surtaxe aérienne (4 x 4 frs/10 gr). Excédent d'affranchissement 0,25 cts .

Transit à Kigoma le 23.11.1931, T.P.O. Dar es Salaam - Kigoma n° 1
du 23.11.1931, Tabora 24.11.1931, Mwanza 27.11.1931 et
Athènes (Grèce) le 10.12.1931 .



**Compagnie Commerciale et Agricole du Tanganika
(CATANIKA)**

Société Congolaise à responsabilité limitée

ALBERTVILLE

Par avion
ALBERTVILLE



PAR AVION

Monsieur l'Administrateur-Directeur

RECOMMANDÉ

de la CATANIKA

15 Rue de Ligne 15

Via MWANZA



R N° 192
ALBERTVILLE

Bruxelles

Lettre recommandée par avion du 15.6.1931 d'Albertville vers Bruxelles, via "Imperial Airways".

Affranchissement 11,25 frs soit 1,25 fr de port simple, 2 frs de recommandation et 8 frs de taxe avion (2 x 4 frs/10 gr) Transit à Kigoma le 17.6.1931, à Tabora le 18.6.1931, à Mwanza le 22.6.1931, au Caire le 27.6.1931 et à Paris le 30.6.1931. La ligne Londres - Le Caire - Mwanza fut inaugurée le 28.2.1931.

Comments on An Unusual Routing

Editor's note: This is yet one more item that did not make it into the Bulletin in a timely manner. My apologies to Norman Clowes who wrote the following in February 2003.

"Being an air mail man, as you well know, I was certainly interested in 'An Unusual Routing' on page 126/19. I fear that time and geography completely rule out the suggested route, given that the cover only took six days (by postmarks) to Marseilles.

Having been suspended in early September 1939 the Belgium to Congo SABENA service was restarted in February 1940: first stage by land and then by air from Marseilles. The service was weekly and the return flights passed through Manono on Saturdays, Stanleyville on Sundays and arrived at Marseilles on Wednesdays. No chance therefore of the cover in question taking a glorious round trip via West Africa: rather would it have caught the SABENA flight passing through Manono on 30/3, arriving at Marseilles on 3/4, as we already know by the 3/4 postmark of that city. The route was via Stanleyville, Libenge, Fort Lamy, Niamey and across the Sahara to Algiers.

Despite the reference on the cover to 'Brazeville', the French air timetable for 1.1.1940 only shows Brazzaville on the line up to Bangui and then to Algiers, basically the same from Bangui as the SABENA route. The Air Afrique flights arrived at Algiers on Saturdays, with a next-day Air France connection to Marseilles. I cannot comment on the final stage, to Athens, except that there was certainly no French air service."

Prices Realized Correction Notice

On the index page of the last issue of the Bulletin, the then current auction number and the prices realized auction number were incorrectly shown. In order to correct any confusion the prices realized for the last two auctions are included in this issue.