

BELGIAN CONGO STUDY CIRCLE

Bulletin No. 26

April 1976

NEW MEMBER

Since the issue of the last bulletin, one new member has joined the Study Circle:

R. Ingels, Albrecht Rodenbachstraat 69, B-2700 Sint-Niklaas,  
Belgium

It is hoped to issue an updated list of members with the next Bulletin, and any members who wish to have their special interests included, or who have yet to notify changes of address, are requested to advise the editor as soon as possible.

MEETINGS

28 February, 1976 - Unfortunately, attendance at the meeting was rather poor, although we were very pleased to meet Mr. T. Sommerfeldt, from Norway, who had managed to be present. The display and talk on the Princes Issue, given by Mr. Keach, was of great interest to all those present, being extremely comprehensive in scope and including also the Princes printing of the postcards. One problem of this issue which still does not seem to have been adequately explained is why the new brown-black shade of the centres occurs in all values, since, as we know, the 3,50 fr. and 10 fr. stamps were produced by a different printing firm from that responsible for the other values.

As a sequel to this meeting, Mr. E.H. Wise has made some study of the Princes stamps under the quartz lamp, and his findings are included in this Bulletin.

22 May, 1976 - The next meeting will be held at Poole, Dorset. Mrs. D.M. Green will give a display on the Belgian Occupation of German East Africa. It is hoped that shared transport can be arranged for at least part of the journey, and further details will follow.

THE CANCELLATIONS OF THE NORMAL POST OFFICES

For members who have a copy of the preprint of the above, Addenda and Corrigenda No. 4 is enclosed.

EXCHANGE PACKET

Response to the request for material has so far been poor. Members are again asked to let Mr. Spurgeon have items for inclusion in the packet.

MEMBERS' WANTS LISTS

Response to the previously published wants list has been extremely disappointing. Members are asked to please read the wants lists and assist each other where possible. Many further wants lists have been received from members and are enclosed in a consolidated list with this Bulletin. By no means all of the material being sought is uncommon and it is hoped that members will, this time, really take the trouble to go through their duplicates and send any listed items, via the editor, for those who want them. This at least is one way in which members, many of whom never see each other, can feel that they are making a contribution to the Study Circle. Prices, or items required in exchange, should also be advised to the editor. Provided a reasonable number of members are

willing to assist in this way there may be a fair pool of material, including some scarcer items, eventually changing hands.

#### EXTRACTS FROM THE PERIODICALS

Balasse Magazine No. 223 - Historique de l'Emploi des Marques de Censure, pendant la Campagne de l'Afrique Orientale Allemande 1914-1918" - R. de Graeve.

The series concludes with further Belgian censor markings and manuscript and handstruck British censor marks; also handstruck Portuguese and German marks.

#### THE 'PRINCES' PRINTING AND THE QUARTZ LAMP - E. H. Wise

The last meeting of the Study Circle on 28 February 1976 was devoted to a display of the so-called Princes' Printing of the 1894- type Mols pictorials of the Etat Independant du Congo principally in the form normally encountered, with letterpress (typographed) CONGO BELGE. These were displayed alongside the original printings without, and with in various forms, the overprint.

As, even in this form, Princes' Printings are quite rare and are seldom offered even to those that can afford to buy them as such, discussion turned to the problems of recognising them when, as infrequently happens, they are offered as original printings for much less than their real worth. The need for reliable recognition looms even larger if one is offered as a Princes' Printing a stamp which may be an original.

Points of recognition, apart from a few general rules e.g. genuinely used 5c, 10c and 10f perf 14 with typographed overprint are usually Princes', are based entirely on shade identification. Characteristically the centres are brown-black like the subsequent 'uni-linguals' and the frame-shade also resembles that of this issue in corresponding values, of which, however, there were only four. Unfortunately the distinctions from those of the earlier issue are never great and easily overlooked and/or mistaken. Toning of the paper can confer a spurious brownness to the centre, and rich deepness to the frame of original printings.

So I set out to determine whether, by the aid of a quartz lamp, the shade differences could be amplified sufficiently to afford a reliable means of identification of Princes' Printings. The lamp is an Oller, giving a monochromatic radiation at 254 nano-metres (violet=400, red=700). Reaction depends on the ink's ability to absorb this and re-emit some in the visible light region. I am happy to report that at last we appear to have stumbled upon a sure way of identifying most values in the Princes' Printing.

#### TYPOGRAPHED OVERPRINT

	<u>Ordinary</u>	<u>Princes</u>	<u>Unilingual</u>
Centre	Slate-black	Brown-black	Brown-black
5c	Grey-green	Slightly deeper grey-green	As Princes
10c	Brownish scarlet	Deep carmine (quite different)	Red-carminc (different again)
15c	both ochre shades	( Deep chocolate-brown (very different)	as Princes
25c	Type 1 Grey-blue Type 11 Blue-grey	Blue-grey identical with ordinary 11.	-

	<u>Ordinary</u>	<u>Princes</u>	<u>Unilingual</u>
40c	Olive-black	Grey-green	-
50c	Chocolate-brown	Deep reddish-brown	i Chocolate brown ii Deep reddish-brown
1 fr.	Violet-carmine	Dull purple (less reddish)	-
3.50 fr.	Deep claret	Vermilion (Enormous difference)	-
5 fr.	Scarlet	Carmine (very different)	-
10 fr. perf 12 perf 14	Olive-green Deep myrtle-green	Deep myrtle-green (identical)	-

The difference in the blackness of the centre is amplified under the quartz lamp to provide quite a reliable guide. This is fortunate because on some values it seems certain that, whatever may have been thought about the shades of the frames on Princes' Printings, they were printed in the same inks as the originals. There is no discernible difference between the 25c Princes and the original in Type 11 with thickened frame - line, nor between the 10fr perf 14 though the rarity here with typographed overprint is an original printing.

Obviously the most positive identification of a Princes' Printing is by an identity to a commoner stamp under the quartz lamp. Thus if a 5c or 15c with typographed overprint is identical with a unilingual stamp of the same value, it is a Princes' printing. The difference between the frames of a 10c Princes' and 10c unilingual is minimal so that the latter is a good guide. The 50c unilingual, however, is found in two clear-cut shades the deeper of which compares with original printings, and the paler with Princes' printings with typographed overprint. Thus all four unilingual values are able to provide pointers to the Princes' Printing.

However the greatest value of the quartz lamp is on the remaining values with no unilingual counterpart. On the 1fr the difference between original and Princes' Printing is not great and would require comparison with known copies. There is no problem at all with the 40c, 3.50fr, and 5 fr where the differences in frame-colour between original and Princes' printings is absolutely clear-cut.

If any Study Circle member cares to send me stamps for identification, enclosing a prepaid envelope, I will be happy to oblige. The address is:

76 Plane Street, Hull HU36BX

#### SOME NOTES ON THE 1934 AIR MAIL ISSUE

##### Introduction

In 1925, Edmond Thieffry, in a Handley-Page Trimotor, flew to Leopoldville from Brussels to demonstrate the possibility of a regular air service between

Belgium and the Congo. Although the flight commenced on 12 February and was only completed on 3 April, the plane was only in the air during 15 days out of the 50 and the actual flying time was only 75 hours 25 minutes. The feasibility of a regular service was thus held to be established.

From 1931, further more detailed surveys were carried out on behalf of Sabena with a view to commencing the service. The aircraft used was again a Trimotor - a Fokker F-V11, which was the type to be used at the inception of the regular service. The first regular flight left Brussels on 23 February, 1935, using this type of aircraft but, as the Fokker was capable of carrying only two passengers, it was replaced in 1936 by the larger Savoia-Marchetti.

The 1934 Air Mail stamps were issued in anticipation of the regular service between the two countries. The design, which is the same for each of the nine values of the series, shows a Fokker F-V11 flying over native canoes on the Congo. Further information about the stamps themselves, however, appears to be sparse, and the purpose of these notes is to set down such information and assumptions as have so far come to light from the sources and material available to the writer, who will also be very glad indeed of any further data on this subject from any member able to assist.

#### General Details of the Issue

The stamps of the 1934 Air Mail series were designed by J. de Bast and were engraved and printed by the Belgian Government Printing Works at Malines. The series was placed on sale on 22 January, 1934, and two of the values were subsequently surcharged; 3,50 fr on 3 fr issued on 25 March, 1936 providing an additional value to the series, and 50c on 1,50fr issued on 27 April, 1942, presumably because the original 50c value was by then in short supply.

In addition, the 1 fr and 4,50 fr values were re-issued in booklet panes in March, 1939, as part of a booklet selling for 120 fr and also containing panes of several values of the 1931-39 pictorial postage stamps.

#### Numbers Issued

No details of the numbers issued appear in any of the normal sources except for those of the 50/1,50 fr which are shown in Balasse as running to 240 000 examples. However numbers are shown in Godinas' "Catalogue de Poste Aérienne Belgique, Congo Belge, et Luxembourg" as follows:

1934	50 c - black	-	430 000
	1 fr - carmine	-	385 000
	1,50 fr - green	-	1 710 000
	3 fr - red-brown	-	1 605 000
	4,50 fr - ultramarine	-	1 700 000
	5 fr - chestnut	-	540 000
	15 fr - lilac	-	305 000
	30 fr - vermilion	-	108 000
	50 fr - violet	-	108 000
1936	3,50/3 fr - red-brown	-	605 000
1942	50c/1,50fr - green	-	420 000- including 500 with inverted surcharge.
Booklet Panes			
1939	1 fr	pane of 8 stamps -	5 000 panes
	4,50 fr	pane of 8 stamps -	5 000 panes

These figures should perhaps be treated with caution. In the only case where a number is shown in Balasse it is substantially different from that appearing in Godinas. Moreover, the general prices and availability of certain of the stamps do not appear to reflect the above numbers. It is not known whether the numbers for 1934 are net of those subsequently surcharged, but the writer suspects not. Adjusting for this would perhaps leave only the 1 fr stamp as being badly out of line in terms of price. In the case of the 50c/1,50 fr, the comparative scarcity of copies leads one to believe the number given in Balasse.

Certainly the numbers given for the booklet panes appear to require amendment, as each booklet contained two panes of the 1 fr stamps but only one pane of the 4,50 fr stamps. Assuming that, in fact, 5 000 booklets were made up, the minimum printing of 1 fr panes would thus be 10 000, or 80 000 stamps - surely a more credible figure.

### Shades

The only catalogue shades are of the 50c. These are:

black  
olive-grey  
and brownish-grey - this last shade resulting from very yellow gum.

There seem to be no other distinctive shade variations in the series, although examples of several values may appear either darker or lighter depending on the inking and/or wear of the plates. The stamps of the 1 fr booklet panes may be of a rather more red shade than those of the original printing, but this cannot be definitely established from the material so far inspected.

In the case of used copies, some values seem prone to producing colour changelings. The 50 fr may be found in a variety of shades ranging from reddish-violet to violet-blue, and the 50c is known in deep green, apparently from the olive-grey shade.

### Perforation

The perforation of all values of the panes of 50 is  $13\frac{1}{2} \times 14$ . Comb perforation was used and extends across either the top or the bottom (but not both) selvedge, but does not extend into the selvedge to left or right. It may therefore be that each pane of 50 stamps was perforated separately. Certainly the distance between vertical rows of perforation separated by the gutter margin between panes can vary between  $29\frac{1}{2}$ mm and 31mm in different pairs of panes.

The booklet panes are also perforated  $13\frac{1}{2} \times 14$ . Although the perforations do not extend into any of the selvedge, the panes were not harrow perforated but again comb except for the final horizontal line; again this may be at the top or bottom of each pane of eight. This final row, which is line perforated, seems to be added at a different operation, resulting in varying distances between the final perforation in the vertical row and the end perforation in the horizontal row. As this distance can vary to up to  $1\frac{1}{2}$ mm between the edges of the two holes (instead of a normal distance of  $\frac{3}{4}$ mm) some single stamps may be identified by this means as having originated from booklet panes.

The following values are also known imperforate:

1 fr	- carmine	- possibly only from booklet panes
3 fr	- red-brown	- Le Negro-Guide states 500 copies exist

4,50 fr - ultramarine - possibly only from booklet panes  
 5 fr - chestnut  
 15 fr - lilac - Le Negro-Guide states 500 copies exist

Booklet pane 1 fr - carmine ) - Le Negro-Guide states 3 panes  
 " " 4,50 fr - ultramarine) of each value (though this would  
 mean that only part of a sheet of  
 panes remained imperforate in each  
 case)

None of these have as yet been seen by the writer, although Mr. R.H. Keach has a copy of the 15 fr.

#### Plate Setting - 1934 Issue

Balasse informs us that the 1934 Air Mail stamps were printed in sheets of 200 stamps, consisting of 4 panes of 50 stamps each. There are indeed 4 panes of 50 stamps (arranged 5 x 10) of each value. In fact the plate numbers 1, 2, 3 & 4 referred to in Balasse are in reality pane numbers, so that it might be said that each pane is a separate plate. In all cases the plate number is accompanied by the maker's imprint "Atelier du Timbre - Zegelfabriek". In the panes of the 50c; 1 fr; 1,50 fr; 3 fr; and 5 fr, the plate number and imprint appear in the selvedge below the centre stamp of the bottom row. In those of the 4,50 fr; 15 fr; 30 fr; and 50 fr, they appear above the centre stamp of the top row.

As to whether a sheet of 200 stamps, consisting of 4 such panes, ever existed, however, there seems to be some doubt. The largest pieces available for study were of 100 stamps - two panes, joined together horizontally, the panes making up these pieces were, reading always from left to right:

1 fr	-	carmine	-	plate numbers 1, 2
1,50 fr	-	green	-	plate numbers 1, 2
50c/1,50 fr	-	green	-	plate numbers 3, 4
3,50/3 fr	-	red-brown	-	plate numbers 2, 1
4,50 fr	-	ultramarine	-	plate numbers 2, 1

Now in every case the gum on the panes extends fully across both side margins, but only part way into the top and bottom margins. Further, the top and bottom margins are always neatly trimmed whereas the side margins appear to be roughly cut as if by a knife. One thing therefore appears clear - if a sheet consisted of 4 panes these must have been arranged in one horizontal row. The dimensions of such a sheet would then have been 870mm x 278mm, a rather awkward size and shape for further handling. It is the writer's belief that any sheet of this size would have been divided into half at an early stage in the process - possibly before perforation.

Another possibility exists, however. Could it be that the "sheet" of 200 stamps is merely an assumption based on the fact that 4 different panes of each value were known to exist? In that case one could readily believe that a continuous web-fed process was used to print the stamps with possibly two plates (or cylinder) for each value; presumably having panes 1 and 2 on one and panes 3 and 4 on the other. This would at least explain why none of the panes have cleanly trimmed side edges and might also explain why panes joined together exist both in forward and reverse sequence i.e. 1, 2 and 2, 1, which otherwise would require inconsistency in the layout of the plates for different values. Unfortunately

this last point is not yet fully conclusive as the pieces available do not include both forward and reverse sequence for the same face value. Perhaps some reader has additional material which could prove this point beyond doubt.

Sheet numbers do not appear to be of great assistance in indicating the sheet layout but such evidence as they do provide is consistent with the idea of a web-fed process. So far sheet numbers have been seen on panes with plate numbers 1, 2, and 4, sometimes at the bottom of the pane but more usually at the top, and accompanied in two cases by the date "1937". The sheet numbers would seem to have been added at a much later stage and the most which can definitely be said is that each of the double-pane pieces referred to above had one sheet number, either at the top or bottom of the right-hand pane.

One further point of interest, which throws some light on the methods of registering the impressions on the printing plate, is a regular dot which can be found in certain positions on all panes of all values. This would originally have been a tiny dent marked on the plate before the entry of the impressions of the stamps to be used as a guide. A pointer on the transfer roller head would then engage in the dent to fix the relative positions of the plate and roller before rocking in each impression. As the dents were too deep to be burnished out, their positions remain perfectly visible as dots in the margins of the individual stamps except when removed by perforations. This is not unique to the Air Mail stamps, and similar dots can be seen on the stamps of the 1931-39 Pictorial Issue and the Stanley Issue, among others. The interest of the dots in the Air Mail stamps, however, is that they can assist in positioning blocks and multiples to certain horizontal and/or vertical rows.

It would appear that, when the plate was marked out to receive the impressions, a series of horizontal and vertical lines was lightly traced out on it with a burin, making a set of rectangles each large enough to contain one impression and its margin for perforation. Wherever these lines crossed, a dent was then made with a centre punch - the origin of the dot. This is borne out by the fact that in some cases faint crosses may still be seen centred on the dots, although the remainder of the lines have been burnished out.

Looking at the printed pane of stamps, the dot is  $1\frac{1}{2}$ mm above and 12mm to the left of the top left-hand corner of the stamp whose position it originally determined. In effect, this means that it does not appear at all in the right-hand vertical column of any pane but in each case appears  $1\frac{1}{2}$ mm above the next stamp to the left, over the ER of AERIEN and, in the case of stamps of the first vertical column, in the selvedge to the left. However due to the spacing between horizontal rows, and to the positioning of perforation, the dot on an individual stamp is normally found  $\frac{3}{4}$ mm below the stamp, under the S of DIENST. (It should be remembered that this dot would have determined the position of the stamp next on the right in the next horizontal row down). Stamp in the bottom row thus never have the dot beneath the S. Thus in the case of blocks or multiples on which some dots are visible (i.e. not merely obliterated by perforation) a dot on a left-hand stamp and none on the right-hand stamp will indicate that they come from the fourth and fifth vertical columns, while a dot on the upper stamp (under the S of DIENST) and none on the lower stamp will indicate that they come from the ninth and tenth horizontal rows.

#### Plate Setting - Booklet Panes

Here there is no guidance whatever from the catalogues other than that two plate numbers, 1 and 2, can be found for each value. Again, however, certain deductions are possible from a study of the panes themselves.

As in the case of the larger sheets, the gumming affords a clue. Without exception all the booklet panes have gum extending over both side margins and either the bottom or the top margin. The fourth margin (top or bottom) is only gummed part way. We are thus entitled to assume that the plate did not have more than two panes set vertically and that all those with ungummed margins at the top come from the top of the plate and similarly those with ungummed margins at the foot come from the bottom of the plate.

In addition to the gum, we have such evidence as may be adduced by plating the panes. Whereas plating individual stamps of the issue is extremely difficult, each entire booklet pane may be fairly easily identified by the various scratch marks on its surface, even although positioning the panes relative to each other has not yet been successfully completed. In the material available for study were 40 panes of the 1 fr and 21 panes of the 4,50 fr. These were found to produce -

1 fr	top	-	7 different panes
1 fr	bottom	-	6 different panes
4,50 fr	top	-	4 different panes
4,50 fr	bottom	-	5 different panes

The evidence for the 4,50 fr can not be considered conclusive, but the 1 fr would almost certainly provide 16 different panes in all, 8 top and 8 bottom, given sufficient material for study. Thus for each plate number there should be 8 panes, arranged 4 x 2. The panes with the plate numbers are all from the bottom row and, as the numbers were apparently positioned midway between two panes, they are frequently cut through. For both values, however, panes have been found showing the plate numbers at the extreme left in one pane and at the extreme right in another, depending on where the dividing guillotine has fallen. This permits positioning two such panes next to each other and, although the positioning study is not yet conclusive, it is thought that the plate number is between the first two panes at the left of the bottom row in each case. It should be noted that, assuming plates 1 and 2 were separate, the resultant size of each plate of 8 panes would fit neatly into the same space as a double pane (2 x 50) of the 1934 Issue. It is not possible to reach conclusions as to whether the process was sheet or web-fed in this case as, of course, all the booklet panes have cleanly guillotined edges.

The marker dots noticed in the 1934 Issue are of even more interest in the booklet panes. In this case it would appear that the original vertical measurements for marking out the plate were found to be incorrect and were then revised. In any event, although once again no dot is found in the right-hand column of any pane, the dots in the left-hand column and selvedge are vertically doubled in most cases. This means, in the first instance, that any individual stamp showing two dots in the form of a miniature colon : can be definitely identified as coming from a booklet pane. Further than this, by measuring the distance between the points of the colon, the stamps can also be allocated to certain horizontal rows as follows:

(In each case the measurement is for the colon below the stamp)

1 fr top pane	Row 1	1.0mm
	Row 2	0.8mm
	Row 3	0.7mm
	Row 4	no dot
bottom pane	Row 1	0.4mm
	Row 2	0.6mm
	Row 3	0.9mm
	Row 4	no dot



4,50 fr top pane	Row 1	1.0mm
	Row 2	0.8mm
	Row 3	0.7mm
	Row 4	no dot

bottom pane	Row 1	single dot
	Row 2	0.6mm
	Row 3	0.7mm
	Row 4	no dot

In combination with other factors it may well be possible to position many of these stamps to reconstruct panes.

### Plating

For various reasons, a comprehensive plating study has not been feasible to date. As 200 positions exist for each stamp, an enormous quantity of material, coupled with almost unlimited time would be necessary, and neither is available to the writer at present. In addition non-constant whiskers and smears of colour abound (surely further evidence of a web-fed process) to make the task even more difficult. This said, however, it must be stated that the booklet panes at least should eventually be fully plated and it may well also be that by taking one value at a time, and using blocks and multiples, the remainder of the issue could yet afford great interest in this field.

### Surcharges

#### 3,50 fr on 3 fr red-brown

This surcharge, reading 3.50<sup>F</sup> in the centre of the stamp, and with two short parallel horizontal bars cancelling each of the previous numerals of value, was typographed in blue by the Belgian Government Printing Works at Malines.

No major varieties exist nor, unfortunately, has it been possible to ascertain the number of impressions performed at each operation. The surcharge appears to have been made with great care and regularity and no copy so far seen shows evidence even of substantial displacement in any direction.

#### 50c on 1,50 fr green

This surcharge was made locally at Leopoldville and, as with so many local provisionals, errors and varieties do exist. In this case the surcharge, typographed in black, reads 50 c. and has the original numerals of value each cancelled by three short parallel horizontal lines.

The surcharge is known inverted (according to Godinas 500 copies exist, and, if this is correct, it would indicate that the surcharge could not have been applied over 200 stamps at one operation) but forgeries of this error and, indeed, of the normal surcharge, are known to exist. These may generally be recognised by the outlines of the figures which are not as clear as those of the genuine surcharge.

This surcharge can also be found displaced to greater or lesser degree; so much so, in some cases, that it exists a cheval.

Of interest in the setting of the surcharge is the space between 50 and c. In most cases this is  $2\frac{1}{2}$ mm, but on one pane (plate number 3) of 50 the spacing, which seems to be uniform in each vertical column is -

Column 1	-	$2\frac{3}{4}$ mm
Column 2	-	$2\frac{3}{4}$ mm
Column 3	-	$2\frac{3}{4}$ mm
Column 4	-	$2\frac{1}{4}$ mm
Column 5	-	$2\frac{3}{4}$ mm

It should be noted that this pane formed the left half of a larger piece, the other pane of which had the regular  $2\frac{1}{2}$ mm spacing in all columns. This therefore may indicate that two different settings of 50 surcharges did occur and may have been used together to surcharge up to 100 stamps at one operation. However, as a further pane of plate number 3 has been examined on which the spacing is the regular  $2\frac{1}{2}$ mm, no deduction can be made to link the spacing of the surcharge to any specific panes.

The only major variety on the surcharge was on the 5th stamp of the top row on some panes (3 were seen which had this variety) where the top bar of the numeral 5 is thinned at its upper edge. Panes showing this variety all had the regular  $2\frac{1}{2}$ mm spacing between 50 and c.

#### Postal Use

The Air Mail stamps were, of course, intended to pay the additional surcharge on mail sent by air and were thus supposed to be affixed to the cover in addition to the normal stamps prepaying the postage. Little information is available to the writer as to the specific tariffs the various values of the series were intended to serve. However, the 1939 booklet does include, inside the cover, a list of certain standard rates. Those applicable to the Air Mail surcharge are given as:

Internal Mail - Letters and Postcards	-	1 fr per 5 grammes
Other Items		50c per 50 grammes
International Mail - Letters and Postcards	-	3 fr per 5 grammes
Other Items		- 3 fr per 25 grammes

However before the booklet was even issued, the international rate to countries other than Belgium had apparently been changed and an "Erratum" sheet stapled inside each booklet advises the user to consult the "General Tarif". Possibly this amendment is responsible for the new value provided by the 3,50/3 fr surcharge.

In the event, however, the Air Mail stamps were not always used for their intended purpose and often paid the postage as well as the Air Mail surcharge. As the great majority of mail was eventually transported by air the Air Mail surcharge was finally discontinued and all the special Air Mail stamps invalidated on 1 January, 1951.

In closing this article, the writer would like to thank those members who so kindly loaned material for study, particularly Messrs. C.H. Compton and R. H. Keach, who between them supplied most of the larger pieces, and Mr. O. Loader, whose previous study of the 1939 booklet panes was of great assistance in forming a basis for that section of the present study.

P.S. Foden

# 26

THE CANCELLATIONS OF THE NORMAL POST OFFICES OF BELGIAN CONGO  
1886-1960 AND RUANDA URUNDI 1917-1962

ADDENDA AND CORRIGENDA NO. 4 - APRIL, 1976

Page 12: Add to the third paragraph, after '... and not simple carelessness', as follows: Examination in the Brussels Postal Museum of Belgian date stamps similar to Type 1 shows that the date and time data including the last two figures of the year, were loose slugs held in position by external screws; in such cases, the blank rectangle almost certainly resulted from the slug or slugs being inserted upside down. With later cancellers incorporating the date data on roller bands, the blank rectangle was at one position on the band. Cancellations which include these inked .....

Page 13: Change 5th sentence to read: .... never replaced but, more convincingly, by the fact that similar date stamps, now in the Belgian Postal Museum, have the 19 as a fixed part of the canceller, and by the 'Record Cards', described later in some .....

Page 24: 7th. paragraph: 'Leopoldville' should be 'Leopoldville 1'.

Changes to Tabulation:

ABA 1.1-tDMY: Add date 18.

1.2-tDMY: Change dates to 14-20

AKETI 8A5: Change dates to 46-53.

ALBERTVILLE: Add after P (in STATUS column) 3.3.22.

1.2-DMtY: Add \* before dates.

1.2-DtMY/t: Change dates to \* 12-3

BAKWANGA 8A2-: Change dates to 49-56.

BASONGO 1.1-DMTY: Add \* before dates.

1.2-DMTY: Change dates to 02-08.

BONDO: Add, under 5D1-Dmyt: 5D1-Dmyt/t (date) 26.

BUMBA 1.2-DMTY: Change dates to 00-06

CHUTES FRANCOIS-JOSEPH: Add, in NOTES column; t represented by single figure onl

COSTERMANSVILLE 7A2-: Change dates to 30-42, 46-9.

IRUMU 7A2-: Change dates to 33-9.

KAFAKUMBA 1.1-tDMY: Change dates to 13-5.

KAMINA-BASE MILITAIRE 14A2-: Add \* before date.

KASONGO 8A3-: Change dates to 47-50, 55-7.

KIKWIT 8A1- and 8A4-: in each case, in the NOTES, add '1st' before 'K'.

LEOPOLDVILLE 1.3-DMTY: Change dates to 91-3.

2A1: Add date 04.

LEOPOLDVILLE 3 12A2: Add \* before dates ('12A2-' omitted in 3rd Addenda).

LEOPOLDVILLE-AEROGARE 8A1-: Change dates to 51-3.

8A2-: Change dates to 50-3.

8A3-: Change dates to 50-3.

LUKAFU 1.1-DMtY: Add \* before dates.

LUSAMBO 1.1-tDMY: Add \* before dates.

MOBA: Add under S in STATUS column 'C'. Closure date is unknown but prior to December 1956.

MONVEDA 1.1-tDMY (incorrectly given as 1.1-tDMY in Addenda No. 3): Add \* before dates.

NIANGARA 1.1-DtMY: Add \* before dates.

NYANGWE 1.1-DMTY: Add date 97.

PWETO 1.1-DMtY; Change dates to 03-15

SAKANIA 1.1-DMtY/t: Add \* before dates.

1.1-tDMY: Change dates to 12-3, 17-8, 22.

1.2-tDMY: Add \* before dates.

SANKURU: Change angular measurements to 167 301.

STANLEYVILLE 1.2-tDMY: Add \* before dates.

TOA 1.1-DMTY: Add \* before dates.

TUMBA 1.1-DMTY: Change angular measurements to 124 273

USUMBURA 8B2-: Change dates to 48-53.

AN ALPHABETICAL LIST OF THE POST OFFICES OF ZAIRE AND THEIR DEVELOPMENT  
FROM 1964 to 1975

The list shows the following:

- in the margin, each principal post office is given a number. The repetition of this number for each post office indicates to which principal post office it is attached.
- the first column after the post office name shows in which Province that office is to be found. Since 1972 the provinces have been termed Regions in Zaire. There are now 9 provinces which correspond in the following way to the 6 provinces of the colonial days, which existed until 1964:

KINSHASA:	part of the old province of Leopoldville, and its surroundings, as far as Kwamouth in the north.
BAS-ZAIRE:	formerly Bas-Congo, another part of the old province of Leopoldville.
BANDUNDU:	the remainder of the former province of Leopoldville, being mainly Kwango-Kwilu.
KASAI OCCIDENTAL:	the western part of the former Kasai province.
KASAI ORIENTAL:	the remainder of the old Kasai province.
SHABA:	the former Katanga province.
EQUATEUR:	unchanged.
HAUT-ZAIRE:	the former Orientale province.
KIVU:	unchanged.

- the next column shows the status of the post office. The abbreviations used correspond with those used in THE CANCELLATIONS OF THE NORMAL POST OFFICES OF BELGIAN CONGO 1886-1960 AND RUANDA URUNDI 1917-1962 by A.I. Heim and R.H. Keach.

P: Principal Post Office (Perception).  
S: Sub-Post Office (Sous-Perception).  
A: Auxiliary Post Office (Bureau Auxiliaire).

The status of Postal Agency (Agence Postale) was discontinued after 1964.

Note: It is difficult to be sure whether certain post offices shown as "open" in the lists provided by the Kinshasa Central Postal Administration are, in fact, really open. On inquiry, the responsible officials at Kinshasa have indicated that certain post offices are "closed temporarily". However this is a state which can apparently continue for several years: e.g. Mompono - actually closed between 1969 and 1975.

Experience shows that there are some errors in the official lists and, for this reason, some mistakes may still exist in this listing. Furthermore, the Authorities are rather reluctant to provide any information relating to the period of the rebellion in 1964-65. At that time, most of the post offices were closed in a number of Provinces - e.g. Orientale, Kivu, Nord-Katanga, Kwango-Kwilu.

Changes in the names of some post offices

For nationalistic, or internal political, reasons, a certain number of post offices had their names changed. A first section was changed in 1965, a second in 1972.

(1) Changes in 1965:

Albertville	-	Kalemie
Bakwanga	-	Mbuji Mayi
Banningville	-	Bandundu
Coquilhatville	-	Mbandaka
Elisabethville	-	Lubumbashi
Jadotville	-	Likasi
Leopoldville	-	Kinshasa
Paulis	-	Isiro
Stanleyville	-	Kisangani

The cancellers with these names were altered immediately, as were all the other bilingual cachets, which were replaced by unilingual types. The bilingual cachets for Elisabethville had already been changed for unilingual ones at the time of Katangese Secession.

(2) Changes in 1972:

Banzyville	-	Mobayi Mbongo
Baudouinville	-	Moba
Cattier	-	Lufu Toto
Charlesville	-	Katwambi
Elisabetha	-	Lokutu
Kilomines	-	Bambu Mine (spelling?)
Kinshasa Kalina	-	Kinshasa Gombe
Leverville	-	Lusanga
Luluabourg	-	Kananga
Moerbeke	-	Kwilu Ngongo
Nouvelle Anvers	-	Mankanza
Ponthierville	-	Ubundu
Port Francqui	-	Ilebo
Sentery	-	Lubao
Tshumbe Ste Marie	-	Tshumbe
Thysville	-	Nbanza Ngungu
Vista	-	Nsia Mfumu
Wolter	-	Luila

The Charlesville canceller was changed in ? (1972?), and those of Luluabourg, Kinshasa Kalina, and Thysville were changed in June 1972.

(3) One foreign name which was not altered is Kwamouth (estuary of the Kwa river).

Note: The cancellers in some cases were not altered until much later. Certain of them have still not been changed in 1975.

Schedule of changes in post offices, by province, between 1964-1975

	Closed	Opened	Status Reduced	Status Raised
Kinshasa		17		2
Bas-Zaire	1	4	1	2
Bandundu	4		2	1
Kasai Occid.			1	
Kasai Orient.		8		2
Katanga	6	5		3
Equateur		2		8
Kivu	3	4	4	3
Haut Zaire	23		7	1
<b>Totals</b>	<b>37</b>	<b>40</b>	<b>15</b>	<b>22</b>

Gains - the provinces supporting the Central Government Kinshasa, Equateur, Kasai Oriental, Bas-Zaire.

Losses - the rebellious provinces; Bandundu and Haut-Zaire.

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Alphabetical List of Post Offices

	Aba	H.Z.	S61
1.	AKETI	H.Z.	P
2.	ALBERTVILLE:	see KALEMIE	
	Amadi	H.Z.	A 54 closed in 1970 or 1971
	Ango	H.Z.	S 12
	Ankoro	Sha	S 48
	Aru	H.Z.	S 11 attached to WATSA until 1969
	Babonde	H.Z.	A 60 closed in 1970 or 1971
	Bafwasende	H.Z.	S 56
	Bagata	Ban	A 4
	Bagira	Kivu	S 9
3.	BAKWANGA:	see MBUJI MAYI	
	Bambesa	H.Z.	S 12
	Bambili	H.Z.	S 12
	Bambu Mine	H.Z.	S 11 formerly Kilomines
	Banalia	H.Z.	S 56
	Banana	B.Z.	S 50
	Bandjow Moke	Ban	A 22
4.	BANDUNDU	Ban	P formerly BANNINGVILLE
4.	BANNINGVILLE:	see BANDUNDU	
	Banzville:	see Mobayi Mbongo	
	Baraka	Kivu	A 59A attached to BUKAVU 1 till 1969
5.	BASANKUSU	Equ	P
6.	BASOKO	H.Z.	P
	Bata Siala	B.Z.	A 58 opened about 1969

50A	BAUDOUNVILLE: see	MOBA	
	Befale	Equ	S 7
	Balingo	H.Z.	A 4 postal agency until about 1965 closed about 1970-1
	Bena Bendi	Kin	A 4 closed in 1970-71
	Bena Dibebe	K.Or	S 42
	Bena Tshiadi	K.Oc	A 45
	Bengamisa	H.Z.	A 56 Sub P.O. till about 1965; linear mark only (no cachet)
	Bendera	Kat	A 2 Sub P.O. till about 1965; closed in 1970-71
	Beni	Kivu	S 13
	Bikoro	Equ	S 14
	Bili	H.Z.	A 12 closed in 1970-71
	Bilili	Ban	A 31
	Binga	Equ	S 41
	Bishusha	Kivu	A 19 closed about 1969
	Blukwa	H.Z.	A 11 closed in 1970-71
7.	BOENDE	Equ	P
	Bokote	Equ	S 7 auxiliary office till 1969
	Bokungu	Equ	S 7
	Bolia	Ban	A 22
	Bolobo	Kin	S 36
	Bolomba	Equ	S 5
8.	BOMA 1	B.Z.	P
	Boma 2	B.Z.	S 8
	Bomboma	Equ	A 18
	Bomili	H.Z.	A 56 closed in 1970-71
	Bomongo	Equ	S 14
	Bondo	H.Z.	S 1
	Bongandanga	Equ	S 39 auxiliary office till 1965
	Bosobolo	Equ	S 11A auxiliary office till 1965 and attached to Lisala (1964) then to Libenge until 1970 auxiliary office till 1970
	Bozene	Equ	S 18
	Budjala	Equ	S 18
	Bugarula (Idjwi)	Kivu	S 9
	Bukama	Sha	S 43
9.	BUKAVU 1	Kivu	P
	Bukavu 2	Kivu	S 9
	Bukavu 3	Kivu	A 9
	Bulungu	Ban	S 31
10.	BUMBA	Equ	P
11.	BUNIA	H.Z.	P
	Bunyakiri	Kivu	A 9
11A.	BUSINGA	Equ	P Sub office (41) till 1970-71
	Busu Djanoa	Equ	A 41 "temporarily closed"
	Busu Melo	Equ	A 41 opened about 1969
	Busu Simba	Equ	A 41
12.	BUTA	H.Z.	P
13.	BUTEMBO	Kivu	P
	Cattier: see	Lufu-Toto	
	Charlesville: see	Katwambi	
14.	COQUILHATVILLE: see	Mbandaka	
	Dakwa	H.Z.	A 12 closed in 1970-71
	Dekese	K.Oc	A 52 sub office until 1968
	Demba	K.Oc	S 45
	Dibaya Lubue	Ban	S 20

15.	DILOLO	Sha	P
	Dimbelenge	K. Oc	A 45
	Djallasiga	H. Z.	A 11 closed in 1970-1
	Djalo	K. Or	S 42 opened in 1970-71
	Djelo Binza: see	Kinshasa	32
	Djolu	Equ	S 7
	Djugu	H. Z.	S 11
	Dongo (Ubangi)	Equ	A 18 linear mark until 1970
	Doruma	H. Z.	A 54
	Dungu	H. Z.	S 54
	Elisabetha: see	Lokutu	
16, 17	ELISABETHVILLE: see	LUBUMBASHI	
	Faradje	H. Z.	S 61
	Fatundu	Ban	A 4
	Feshi	Ban	S 31 attached to KENGE till 1968?
	Fizi	Kivu	S 59A attached to BUKAVU till 1968?
17A	GANDAJIKA	K. Or	P sub office until 1968?
18.	GEMENA	Equ	P
	Geti	K. Or	A 11 closed in 1970-71
19.	GOMA 1	Kivu	P
	Goma 2	Kivu	S 19 closed in 1970-71
	Gombari	H. Z.	S 61
	Gombe Matadi	B. Z.	A 57
	Gumba (Mobeka)	Equ	A 14
	Gumba (Mongala)	Equ	A 41
	Gungu	Ban	S 20
20.	IDIOFA	Ban	P
	Idjwi: see	Bugarula (Idjwi)	
	Ikela	Equ	S 7
(55)	ILEBO	K. Oc	P formerly Port-Francqui
	Inga	B. Z.	A 49 sub office until 1968?
	Ingende	Equ	S 14
21.	INKISI	B. Z.	P
22.	INONGO	Ban	P
	Irebu	Equ	S 14
	Ireko	Ban	A 22
	Irumu	H. Z.	S 11 sub office in 1964, auxiliary until 1971 (from?)
	Isangi	H. Z.	S 62
(54)	ISIRO 1	H. Z.	P formerly Paulis
	Isiro 2	H. Z.	S 54 closed around 1969-70
23.	JADOTVILLE: see	LIKASI	
24.	KABALO	Sha	P
	Kabambare	Kivu	S 29
	Kabare	Kivu	A 9 sub office from ? to 1969; auxiliary in 1964
	Kabeya Kamuanga	K. Or	A 3 opened about 1969, attached to GANDAJIKA till 1970. No cachet
25.	KABINDA	K. Or	P
	Kabondo Dianda	Sha	S 27 opened about 1970-71
	Kabongo	Sha	S 27
	Kabunga	Kivu	A 9 closed in 1974?
	Kahemba	Ban	S 31 attached to KENGE 1 till 1969
	Kailo	Kivu	S 26 attached to KINDU 1 till 1969?
	Kalehe	Kivu	S 9
(2)	KALEMIE 1	Sha	P formerly ALBERTVILLE 1
	Kalemie 2	Sha	S 2 formerly Albertville 2
	Kalemie 3	Sha	S 2 formerly Albertville 3
26.	KALIMA	Kivu	P
	Kalole	Kivu	A 32 closed in 1970-71



26.	Kamana	K. Or	A 25
	Kambove	Sha	S 23
27.	KAMINA 1	Sha	P
	Kamina 2	Sha	S 27 closed in 1973?
28.	KAMINA B.M. 1	Sha	P open in 1964, closed before 1969
	Kamina B.M. 2	Sha	S 27 attached to KAMINA B.M. 1 until closure of that office
	Kamituga	Kivu	S 9
	Kampene	Kivu	S 26 Attached to KINDU 1 till 1969
	Kamupini	Sha	A 50A attached to ALBERTVILLE in 1964 closed in 1970-71
(45)	KANANGA 1	K. Oc	P formerly LULUABOURG 1
	Kananga 2	K. Oc	S 45 formerly Luluabourg 2
	Kananga 3	K. Oc	S 45 formerly Luluabourg 3
	Kangu	B. Z.	A 8
28A	KANIAMA	Sha	P sub office in 1964, became principal between 1965 & 1969
	Kanutshina	K. Or	A 53 opened in 1970-71
	Kapanga	Sha	S 15
	Karawa	Equ	S 11A auxiliary until 1971
	Kasaji	Sha	S 34 attached to Dilolo in 1964 until 1969
	Kasangulu	B. Z.	S 21
	Kasenga	Sha	S 17
	Kasenyi	H. Z.	A 11
	Kasese	Kivu	S 55A attached to YUMBE till 1971
29.	KASONGO 1	Kivu	P
	Kasongo 2	Kivu	A 29 sub office in 1964, became auxiliary between 1965 and 1969. No cachet
	Kasongo-Lunda	Ban	S 30
	Katakoma	K. Or	S 42
	Katana Lwiro	Kivu	A 9 sub office in 1964, became auxiliary between 1965 & 1969
	Katanda	K. Or	S 3 auxiliary in 1964, became sub office between 1965 & 1969
	Katenga	Sha	A 2 closed in 1970-71
	Katshisamba	K. Or	A 46 opened towards end of 1974
	Katwambi	K. Oc	A 45 formerly Charlesville attached to KANANGA 1 since 1970
	Kayna Luofu	Kivu	A 13
	Kazumba	K. Oc	A 45
30.	KENGE 1	Ban	P
	Kenge 2	Ban	A 30
	Kianza	Ban	A 31 sub office in 1964, became auxiliary between 1965 & 1969; attached to KENGE 1 till 1970-1
	Kibambi	B. Z.	A 21 opened about 1973
	Kibombo	Kivu	S 32
	Kigulube	Kivu	A 9 attached to SHABUNDA from 1969 to 1971; closed permanently at end of 1974
	Kikondja	Sha	A 27
31.	KIKWIT 1	Ban	P
	Kikwit 2	Ban	S 31
	Kilembe	Ban	A 20 Closed in 1970-71
	Kilomines: see Bambu Mine		
	Kilwa	Sha	S 17 attached to KIPUSHI in 1964, changed between 1965 & 1969
	Kimbau	Ban	A 30

	Kimpangu	B.Z.	A 51
	Kimpese	B.Z.	S 51
	Kimvula	B.Z.	A 21 opened in 1971
	Kinda	Sha	A 27 only appears in the list for 1969. An unfinished project?
32.	KINDU 1	Kivu	P
	Kindu 2	Kivu	S 32
	Kindu 3	Kivu	S 32 opened between 1965 & 1969
	Kindu 4	Kivu	A 32 opened between 1965 & 1969
	Kingoma	B.Z.	A 21 attached to KENGE 1 in 1964 as a postal agency, became auxiliary between 1965 & 1969; closed in 1970-71
36.	KINSHASA 1 (Bd du 30 Juin)		P formerly Leopoldville 1 (Boulevard Albert)
37.	KINSHASA 2 (Ngaliema)		P formerly Leopoldville 2
	Kinshasa 3 (Kinshasa)		S 37B formerly Leopoldville 3; attached to KINSHASA 1 until? (before 1969)
	Kinshasa 4 (Barumbu)		S 37B opened between 1965 & 1969; formerly Leopoldville 4
	Kinshasa 5 (Gombe)		S 37B formerly Leopoldville 5; same remarks as Kinshasa 3; ex-Kalina (Caisse d'Epargne)
37A.	KINSHASA 6 (Kalamu)		P formerly Leopoldville 6
	Kinshasa 7 (Kasa-Vubu)		S 37A formerly Leopoldville 7; attached to Leopoldville 1 in 1964 until? (before 1969)
37B.	KINSHASA 8 (Lingwala)		P formerly Leopoldville 8; became principal between 1965 & 1969 (Baroisse St-Jean)
	Kinshasa 9 (Ngiri Ngiri)		S 37A formerly Leopoldville 9; same remarks as Kinshasa 7
	Kinshasa 10 (Gombe)		S 38 formerly Leopoldville 10 (Kalina)
	Kinshasa 11 (U.NA.ZA.)		S 37D formerly Leopoldville-Lovanium. Attached to LIMETE until 1973
	Kinshasa 12 (Kintambo)		S 37 formerly Kintambo
37C.	KINSHASA 13 (Bandalungwa)		P opened in 1973?
	Kinshasa 14 (Aff. Etrang.)		S 38 opened in 1973;
	Kinshasa 16 (Ngaba)		S 40 opened between 1965 & 1969
	Kinshasa 18 (Kimbanseke)		S 37F opened in 1969; attached to KINSHASA-AERO CTT in 1969
	Kinshasa 19 (Masina)		S 37F opened between 1965 & 1969; same remarks as Kinshasa 18
	Kinshasa 20 (Ndjili)		S 37E opened between 1965 & 1969
37D.	KINSHASA 21 (LEMBA)		P opened about 1973; sub office attached to (37E) in 1973
	Kinshasa 22 (Kinsenso)		S 37E opened between 1965 & 1969; attached to Kin-LIMETE before 1971
37E.	KINSHASA 23 (Matete)		P opened between 1965 & 1969
37F.	KINSHASA 24 (Aerop Ndjili)		P opened between 1965 & 1969; sub office (36) until 1971
	Kinshasa 31 (Ndolo)		S 37B opened between 1965 & 1969; auxiliary (37B), before 1971
	Kinshasa 32 (Djelo Binza)		A 37 formerly Djelo Binza
	Kinshasa 33 (Nsele)		S 37B opened between 1965 & 1969; auxiliary (37G) in 1969; auxiliary (37F) in 1971; sub office in 1973

	Kinshasa 34 (Domaine Nsele)		S 37F	opened in 1970
	Kinshasa 36 (MaLuku)		A 37F	opened 1970; closed 1972?
37G.	KINSHASA AEROGARE CTT		P	central sorting office
38.	KINSHASA GOMBE		P	ex Leopoldville-Kalina till 1965; ex Kinshasa-Kalina till 1972
	Kinshasa G.C. (Batiment admin.)		S 38	formerly Leopoldville G.G.
	Kinshasa Palais de la Nation		A 38	opened after 1965, before 1969; square cachet
	Kintambo: see Kinshasa 12			(changed about 1969)
	Kinyezire	Kivu	A	closed in 1973 (temporarily?)
	Kipaka Lushi	Kivu	A 29	
	Kipuku	Ban	A 20	griffe, no cachet
33.	KIPUSHI	Sha	P	
	Kiri	Ban	S 22	
	Kirotshe	Kivu	S 19	
	Kirundi	H.Z.	A 56	closed in 1970-71
(56)	KISANGANI 1	H.Z.	P	formerly STANLEYVILLE 1
	Kisangani 2	H.Z.	S 56	formerly Stanleyville 2
	Kisangani 3	H.Z.	A 56	formerly Stanleyville 3; sub office until ? (before 1969)
	Kisangani 4	H.Z.	A 56	formerly Stanleyville 4; sub office until ? (before 1969)
	Kisangani 5	H.Z.	S 56	formerly Stanleyville 5; closed in 1970-71
	Kisangani 6	H.Z.	A 56	formerly Stanleyville 6; sub office until ? (before 1969)
	Kisenge	Sha	S 34	attached to Dilolo until ? (before 1969)
	Kivunda	B.Z.	A 57	attached to KWILU-NGONGO until 1972 or 1973
	Kole (Haut-Z)	H.Z.	A 56	formerly Kole (Stan)
	Kole (Kasai Or.)	K. Or	A 42	formerly Kole (Kasai)
	Kolokoso	Ban	A 30	
34.	KOLWEZI	Sha	P	
35.	KONGOLO	Sha	P	
	Kuma	Equ	A 18	"temporarily closed" since 1973
	Kungu	Equ	S 18	
	Kutu	Ban	S 22	
	Kwamouth	Kin	S 36	
	Kwaya	Ban	A 31	
(51)	KWILU NGONGO	B.Z.	P	formerly MOERBEKE
	Lemba	B.Z.	S 8	
36-38.	LEOPOLDVILLE: see	KINSHASA		
	Leverville: see	Lusanga		
39.	LIBENGE	Equ	P	
	Ligasa	H.Z.	A 62	closed in 1970-71
(23)	LIKASI 1	Sha	P	formerly JADOTVILLE 1
	Likasi 2	Sha	S 23	formerly Jadotville 2
	Likati	H.Z.	S 1	
40.	LIMETE	Kin	P	
41.	LISALA	Equ	P	
42.	LODJA	K. Or	P	
	Lokandu	Kivu	S 32	
	Lokolama	Ban	A 4	
	Lokolia	Equ	A 7	
	Lokutu	H.Z.	S 6	formerly Elisabetha
	Lomela	K. Or	S 42	
	Lowa	H.Z.	S 56	
	Lubao	K. Or	S 25	formerly Senterly
	Lubefu	K. Or	S 47	
	Luberizi	Kivu	A 59A	attached to BUKAWU 1 in 1964 until ? (before 1969)

	Lubero	Kivu	S 13	
43.	LUBUDI	Sha	P	
(16)	LUBUMBASHI 1	Sha	P	formerly Elisabethville 1
	Lubumbashi 2	Sha	S 16	formerly Elisabethville 2
	Lubumbashi 3	Sha	S 16	formerly Elisabethville 3
	Lubumbashi 4	Sha	S 16	formerly Elisabethville 4
	Lubumbashi 5 (Aero)	Sha	S 17	formerly Elisabethville 5; attached to ELISABETHVILLE 6 until ? (before 1969)
(17)	LUBUMBASHI 6	Sha	P	formerly ELISABETHVILLE 6
	Lubumbashi 7	Sha	S 16	opened about 1970
	Lubumbashi 9	Sha	S 17	opened between 1965 & 1969
	Lubumbashi 10	Sha	S 17	opened between 1965 & 1969
	Lubumbashi 11	Sha	S 16	opened towards end of 1974?
	Lubutu	Kivu	S 55A	attached to YUMBI till 1970
44.	LUEBO	K. Oc	P	
	Luena	Sha	S 43	
	Lufu-Toto	B.Z.	S 51	formerly Cattier
	Luila	B.Z.	A 21	formerly Wolter
	Luisa	K. Oc	S 45	attached to MWENE DITU until? (between 1965 & 1969)
	Lukala	B.Z.	S 51	
	Lukalaba	K. Or	A 3	opened between 1965 & 1969; attached to GANDAJIKA until about 1970
	Lukolela	Equ	S 14	
	Lukula	B.Z.	S 8	
	Lulingu	Kivu	S 55B	attached to KALIMA till 1969
	Lulonga	Equ	A 14	
45.	LULUABOURG: see KANANGA			
	Iwozi	B.Z.	S 51	
46.	LUPUTA	K. Or	P	
47.	LUSAMBO	K. Or	P	
	Lusanga	Ban	S 31	formerly Leverville
	Madimba	B.Z.	S 21	
	Mahagi	H.Z.	S 11	
	Malele	B.Z.	A 21	postal agency till? (between 1965 & 1969)
	Malemba Nkulu	Sha	S 48	
	Mambasa	H.Z.	S 11	
	Mambenga	Ban	A 4	replaced Mpo, but kept the same cachet, from 1970
	Mangai	Ban	S 20	
	Mankanza	Equ	S 14	formerly Nouvelle Anvers; auxiliary until ? (between 1965 & 1969)
48.	MANONO	Sha	P	
	Masi Manimba	Ban	S 31	
	Masisi	Kivu	S 19	
49.	MATADI 1	B.Z.	P	
	Matadi 2	B.Z.	S 49	
	Mateko	Ban	A 20	
	Mayoko	Ban	A 31	
14.	MBANDAKA 1	Equ	P	formerly COQUILHATVILLE 1
	Mbandaka 2	Equ	S 14	formerly Coquilhatville 2
57.	MBANZA NGUNGU 1	B.Z.	P	formerly THYSVILLE 1
	Mbanza Ngungu 2	B.Z.	A 57	opened between 1965 & 1969 formerly BAKWANGA 1

3.	MBUJI MAYI 1	K. Or	P	formerly BAKWANGA 1
	Mbuji Mayi 2	K. Or	S 3	
	Mbuji Mayi 3	K. Or	S 3	opened in 1970-71
	Miabi	K. Or	S 3	
	Mikwi	Ban	A 31	
	Minova	Kivu	A 19	
	Mitwaba	Sha	S 23	attached to MANONO until ? (between 1965 & 1969)
50.	MOANDA	B.Z.	P	
50A.	MOBA	Sha	P	formerly Baudouinville; S (2) until ? (between 1965 & 1969)
	Mobayi Mbongo	Equ	S 11A	formerly Banzyville; attached to LIBENGE till 1970
51.	MOERBEKE: see KWILU NGONGO			
	Mokambo	Sha	S 33	
	Mompono	Equ	S 7	auxiliary until 1975 "closed temporarily" since 1970
	Mondombe	Equ	S 7	auxiliary until 1970
	Monga	H.Z.	A 1	closed in 1970-71
	Mongwalu	H.Z.	S 11	
	Monkoto	Equ	S 7	
	Montenge Boma	Equ	A 39	
	Mpo	Ban	A 4	transferred to Mambenga in 1970; same cachet
	Mputi	B.Z.	A 21	postal agency until ? (between 1965 & 1969)
	Mufika	K. Oc	A 45	only appears on the 1969 list; projected office?
	Mungbere	H.Z.	S 61	attached to ISIRO until ? (between 1965 & 1969)
	Mushie	Ban	S 4	
	Mutshatsha	Sha	S 34	auxiliary until? (Between 1965 & 1969)
	Mutwanga	Kivu	S 34	auxiliary until? (between 1965 & 1969)
52.	MWEKA	K. Oc	P	
53.	MWENE DITU	K. Or	P	
	Mwenga	Kivu	S 9	
	Mweso	Kivu	S 19	
	Nangosira	H.Z.	A 54	closed in 1970-71
	Ndu	H.Z.	A 1	closed in 1970-71
	Niangara	H.Z.	S 54	
	Nia Nia	H.Z.	A 60	closed in 1970-71
	Nioka	H.Z.	S 11	
	Nioki	Ban	S 4	
	Nizi	H.Z.	A 11	A since between 1965 & 1969; S in 1964
	Nkara	Ban	A 31	griffe; no cachet
	Nkaw	Ban	A 4	
	Nkolo (Bolobo)	Kin	A 36	attached to BANNINGVILLE in 1969; "temporarily closed" in 1973
	Nouvelle Anvers: see Mankanza			
	Nsia Mfumu	B.Z.	A 50	formerly Vista
	Nya Lukemba	Kivu	S 9	
	Nya Ngezi	Kivu	A 9	
	Nyarembe	H.Z.	A 11	closed in 1970-71
	Nyunzu	Sha	S 24	
	Opala	H.Z.	S 56	
	Opienge	H.Z.	A 56	closed in 1970-71
	Oshwe	Ban	S 4	

	Panga	H.Z.	A 56	closed in 1970-71
	Pangi	Kivu	S 26	attached to KINDU 1 in 1964; changed between 1965 & 1969
	Panzi	Ban	S 31	auxiliary in 1964; became sub office between 1965 & 1969; attached to KENGE 1 till 1969
54.	PAULIS: see ISIRO			
	Pay Kongila	Ban	A 31	
	Pendjwa	Ban	A 22	sub office in 1964, changed between 1965 & 1969
	Poko	H.Z.	S 54	
	Ponthierville: see	Ubundu		
	Popokabaka	Ban	S 30	
55.	PORT FRANCOIS: see	ILEBO		
55A.	PUNIA	Kivu	P	sub office until 1970
	Pweto	Sha	S 17	attached to KIPUSHI in 1964, changed between 1965 & 1969
	Rungu	H.Z.	A 54	
	Rutshuru	Kivu	S 19	spelling wrongly shown as Ruthsuru since about 1970
	Rwindi	Kivu	S 19	auxiliary until 1970
	Sakania	Sha	S 33	
	Samba	Kivu	S 29	
	Sambili	H.Z.	A 1	closed in 1970-71
	Sandoa	Sha	S 15	
	Seke Banza	B.Z.	S 49	auxiliary in 1964, changed between 1965 & 1969
	Semendua	Ban	A 4	
	Sentery: see	Lubao		
55B.	SHABUNDA	Kivu	P	sub office until 1969
	Shinkolobwe	Sha	S 23	closed in 1970
	Songololo	B.Z.	S 49	auxiliary in 1964, changed between 1965 & 1969
56.	STANLEYVILLE: see	KISANGANI		
	Sumbi	B.Z.	A 58	
	Tapili	H.Z.	A 54	
	Tenke	Sha	S 23	
57.	THYSVILLE: see	MBANZA NGUNGU		
	Titule	H.Z.	S 12	
	Tolo	Ban	A 22	
58.	TSHELA	B.Z.	P	
	Tshengerero	Kivu	A 19	opened about 1970
59.	TSHIKAPA	K. Oc	P	
	Tshilenge	K. Or	S 3	
	Tshimbulu	K. Oc	S 45	
	Tshisimbi	K. Or	A 3	opened between 1965 & 1969; attached to GANDAJIKA till 1970
	Tshofa	K. Or	S 25	
	Tshumbe	K. Or	A 47	opened between 1965 & 1969; formerly Tshumbe-Sainte-Marie
	Tshumbe-Sainte-Marie: see	Tshumbe		
	Tsupu	H.Z.	A 11	closed in 1970-71
	Ubundu	H.Z.	S 56	formerly Ponthierville
59A.	UVIRA	Kivu	P	sub office until 1969; attached to BUKAVU
	Vista: see	Nsia Mfumu		
	Vuhovi	Kivu	A 13	
	Walikale	Kivu	S 9	
	Walungu	Kivu	A 9	
60.	WAMBA	H.Z.	S 54	P in 1964; changed between 1965 & 1969
	Wania Rukula	H.Z.	A 56	closed in 1970-71

61.	WATSA	H.Z.	P	
	Wembo Niama	K. Or	S 47	auxiliary in 1964, changed between 1965 & 1969
	Wolter: see Luila			
	Yahila	H.Z.	A 6	closed in 1970-71
	Yahuma	H.Z.	A 8	attached to BASOKO until ? (between 1965 & 1969)
	Yakoma	Equ	S 10	
	Yandombo	Equ	S 10	opened about 1974
62.	YANGAMBI 1	H.Z.	P	
	Yangambi 2	H.Z.	S 62	
	Yanonge	H.Z.	A 62	
	Yatolema	H.Z.	A 56	sub office until 1970-71
63.	YUMBI	Kivu	S 55A P	until 1970
	Yumbi (Bolobo)	Kin	A 36	opened between 1965 & 1969
	Zobia	H.Z.	S 12	auxiliary in 1964; changed between 1965 & 1969
	Zongo	Equ	S 39	auxiliary until 1969

G. CELIS