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NEWS AND VIEWS

Our congratulations to the following members who obtained awards at London 1980:

- Large Gold - J. Sacher for West Africa
- Gold - Mrs. H. Jeidel for Monaco
- Vermeil - Mrs. D. M. Green for Saar Territory 1920-35
- Mrs. D. M. Green for Postal History of Saar 1744-1870
- Silver - R. H. Keach for Belgian Congo 1894-1923
- Mrs. H. Jeidel for Holy Land

but our sincere condolences to A. Molander whose exhibit of Belgian Congo was missent seammil by the Australian Post Office instead of airmail and was thus too late for inclusion in the Exhibition.

TRANSLATION SERVICE

A special thanks to our member B. P. Hudson for giving us the translation on the article concerning South Kasai written by Georges R. Celis.

A VISIT TO THE EDITOR

On the weekend of 15 August, your Editor was honored with a visit by Alan Morvay of Reno, Nevada. His first visit to Arizona, most of time was spent on philately of the Congo, but he did get to see part of The Valley of the Sun.

THE MOLS 50 CENTIMES VALUE

The writer is by no means an expert on the various printings and plate combinations of the Mols issues but, from time to time, odd items in his own collection pose questions which are not answered in Du Four or the other main sources of information. Two of these questions relate to totally different aspects of the 50 centimes value.

1. Local "Congo Belge" Handstamps

In 1909, the current 50 centimes value was re-issued bearing the "CONGO BELGE" overprint. As usual the overprint may be either Brussels, Local or Typographed; in this case, the query concerns the Local Overprint. Du Four indicates that stamps from both combinations I1+A2 (previously B1) and I2+A2 (B1) exist with local overprints and Balasse shows that stamps with olive and ochre frames received these overprints. Du Four also notes that all eight types of local overprint are to be found on the 50 centimes stamps.

In Bulletin No. 35, Mr. Keach, in his description of the Waterlow File Copies, believed that a printing of the 50 centimes - 200,000 with olive frames and from combination I2+A2 - was not represented and the writer certainly has a copy with olive frame from position number 11 on the sheet with the positioning marks which were added to the frame plate to create I2. There are thus three possibilities:

I1+A2 - Olive frame
 I2+A2 - Olive frame
 I2+A2 - Ochre frame

Unfortunately, it is almost impossible, from single stamps, to distinguish between I1 and I2 with olive frame, but the writer has tried to obtain copies with each type of local handstamp on olive frame and ochre frame with surprising results, even allowing for the 3:1 price tag in favour of ochre according to Balasse; the only copies which have so far appeared with ochre frame and local handstamp are:

L3
 L4 normal and inverted overprint
 L5
 L7

As his own collection of handstamps is far short of comprehensive, the writer took the opportunity of following up this apparent anomaly at the meeting in October 1979 which discussed the handstamps. A similar picture, however, emerged from other members' collections. By no means all the local handstamps seem to appear on stamps with the ochre frames. Can any member add to the list above?

2. Perforations of the 1915 Issue

Here again, two combinations of plates exist, III3+A4 and III3+B, and both are known perforated 14 and 15.

In the first combination, III3+A4, the usual frame shade is lilac-brown, with reddish brown less common. This is, at least, true of the stamps perforated 14. In the case of those perforated 15, however, the normal frame shade appears to be a light reddish brown, paler than that of the perf. 14 stamps, or, occasionally, lilac-brown.

For stamps with the second centre plate, III3+B, deep red-brown is the

normal colour for the stamps perforated 14, although lilac-brown or deep lilac-brown is not uncommon. All stamps from this combination perforated 15 in the writer's possession appear to have the same deep lilac-brown frames although, according to Balasse, deep red-brown also exists and is priced as more common. This difference in findings may, of course, indicate that the writer's stamps happen to have come from the same source or indeed are too few to be a representative sample.

As far back as Bulletin No. 2 (April 1951) it was stated that the Prinnet (1949) catalogue noted that the shades of stamps perforated 15 differed from those perforated 14 and that this could indicate different printings.

The writer has to confess that, generally speaking, he has not noticed such different shades but those of the 1915 50 centimes may well indicate something of this sort.

Any confirmation, comments or additions from other members will be most welcome.

P. S. FODEN

ZAIRE - AN UNISSUED 1977 PROVISIONAL

In 1978 an unissued stamp appeared on the philatelic market, a 4k/10s, the 10s being that which served for the 10k/10s (of the 'Monkey' issue of July, 1971). In January, 1980 two and a half sheets were acquired in Kinshasa (sheets of 100):

- One with ~~all rights~~ surcharge but with surcharge well positioned.
- One with oblique surcharge.
- A half-sheet with triple (quadruple) surcharge.

It is thought that the sheets are printers' waste or, at best, essays.

Three hypotheses can be suggested for why the stamp has not been issued:

- a) the most obvious is that 4 k is the old postal rate for internal letters, changed to 10k three months prior to the issue. It is the same 'Monkey' stamps which surcharged '10k' and put on sale in enormous quantities. The value '4k/10s' could have been abandoned quite simply because of the change in postal rate.
- b) a second possibility is that the '4k' is hardly visible, falling right on the head of the monkey on the right.
- c) finally, it could be that the two stamps had originally been foreseen but that one of the two was abandoned to avoid confusion.

Characteristics of the Surcharge

There are four components of the surcharge:

- a) a rectangle deleting the '10s'.
- b) the addition 'Republique du Zaire' to the left of this rectangle.
- c) the addition '4K' under the rectangle
- d) a thick bar covering the wording 'Republique Democratique du Congo'.

As far as we have been able to ascertain, the first three components are 'fixed', the relative distance between them remaining constant. On the other hand, the distances between those components and the thick

bar are variable.

Details of the Surcharge and its Varieties

a) the rectangle deleting '10s': the height is uniform at $6 \frac{2}{3}$ mm; the width varies from $5 \frac{1}{3}$ to $5 \frac{1}{2}$ mm except for two stamps: for stamp No. 8 the width is $4 \frac{1}{3}$ mm, for stamp No. 79, $4 \frac{2}{3}$ mm.

b) the inscription 'Republique du Zaire': the letters are of the same type as those used for the 1977 provisionals. The three words are in bold characters except for 15 stamps:

the bottom three of the 5th column
those of the 6th column
the top two of the seventh column

The words 'Republique du Zaire' are oblique, higher at the right on stamp No. 7 and higher on the left on No. 30.

c) the new value '4K': stamp No. 66 in the sheet has the top of the K broken.

d) the bars covering the wording 'Republique Democratique du Congo': of length $35 \frac{2}{3}$ to 36mm, of width $4 \frac{1}{2}$ mm.

Apart from the first three vertical columns and the top six of the fourth column, the bars show a regular break; the distances from the left end of the bar to the break are:

-	-	-	-	18	18	18	18	22 1/2	13 1/2
-	-	-	-	18	18	18	18	22 1/2	13 1/2
-	-	-	-	18	18	18	18	13 1/2	22 1/2
-	-	-	-	18	18	18	18	13 1/2	13 1/2
18	-	-	-	18	18	18	18	22 1/2	22 1/2
-	-	-	-	18	18	18	18	13 1/2	13 1/2
-	-	-	18	18	18	18	18	22 1/2	13 1/2
-	-	-	18	18	18	18	13 1/2	22 1/2	13 1/2
-	-	-	18	18	18	18	13 1/2	13 1/2	22 1/2
-	-	-	18	18	18	18	22 1/2	13 1/2	13 1/2

Five of the bars on the sheet are composed of fine oblique parallel lines: with oblique lines rising to the right on Nos. 12 and 33; with lines rising to the left on Nos. 3, 53 and 62.

Below is a table of the distances between the '4K' and the bar:

5	5 1/3	6	5	5	5 2/3	5 2/3	5	5 2/3	5 2/3
5	5 2/3	5	6 2/3	5	5 2/3	5 2/3	5 2/3	5 2/3	5 2/3
5	5 1/3	6	5 2/3	5	5 1/3	5 1/3	5 1/3	5 2/3	6
5	5 1/3	5 1/3	5	5 1/3	5 1/3	5 1/3	5 1/3	5 1/3	5 1/3
5	6 1/2	7 1/2	5 1/3	5 1/3	5 1/3	5 1/3	5 1/3	5 1/3	5 1/3
5 1/3	5	6 2/3	6 2/3	6 2/3	6 2/3	6 1/2	6 2/3	5 1/3	5 1/3
6	6	6	6	6	5 1/3	6	6	6 2/3	6 2/3
5 1/3	5 1/3	7 1/3	5 1/3	5 1/3	5 1/3	5 1/3	5 1/3	5 1/3	5 1/3
7	7	7 1/3	7 1/3	7 1/3	7 1/3	7 1/3	7	6 1/2	6 1/2
6	6	6	6	5 1/3	6	6	6	6	6

The Triple Surcharge

This sheet, reduced to a half-pane, seems to indicate that the unissued stamps obtained are in reality essays; several stamps of the half-pane have marks in red ink, to the right of the '10s', and the surcharges

seem partly to cover the marks.

In the bottom right corner, the surcharge is quadruple, but the spacing between three of the surcharges is minimal, invisible for a major part of the sheet; only one surcharge is badly misplaced.

The other half of this sheet was broken up, bit by bit, in 1978 by Zairean dealers who prowled around the main post office in Kinshasa and to whom proposals had been made to acquire these stamps, in large quantities if possible, in order to study them. One of the sheets will not in any case be broken-up, as is evidenced.

GEORGES R. CELIS

POSTAL ROUTES TO AND FROM KATANGA

In a letter the Abbe Gudenkauf has sent tentative information on the early postal routes to and from Katanga, particularly from and to Europe. He would very much like confirmation of routes and dates from covers and post cards owned by other members. He has written:

"The province of Katanga also contains Albertville, but I think we can omit the most northerly part of the province, because other routes are involved there, and the real Katanga, as felt by those who lived there, is more the middle and southern part of it.

"First Route: Through Chindi - the Shire river - Lake Nyassa - Stephenson Route - Abercorn - Pweto (first post of the Comite Special du Katanga there because it was the best route) from 1892 to 1904.

"Second Route: Through the Congo - organised by the Government at the end of 1903 (see De Cock pages 76-77). I have a card through this route, taking 76 days from Tenke, near the Rhodesian border, to Lusambo, at the beginning of 1903; another at the end of the same year (from Lukonzolma on Lake Moero) - it took 25 days to reach Lusambo, which conforms to the rule of 20 days between Pweto and Lusambo.

"Third Route - the southern route:

a) from Beira (Salisbury - Bulawayo - Broken Hill) from 1902 to 1906.

b) from the Cape through Broken Hill - Kansanshi - Musofi; a route officially opened 1.7.08, but used in fact earlier, till the end of 1909 - officially closed 1.3.10.

c) from the Cape through Broken Hill - Vdola - Sakania; officially opened 1.3.10 - in fact used from the end of 1907 by those who were in the southernmost part of the province."

R. H. KEACH

NOTE ON THE RUANDA AND URUNDI OVERPRINTS

The Abbe Gudenkauf has written as follows:

"You know surely that when they affixed the overprints at Le Havre, they first put them on the 5cm and 10cm, where the trace of a frame under the overprint does not always appear. Later, on the higher values, that trace is nearly always visible or the overprint is thick, very thick from the beginning to the end.

"We saw here several 1Fr perforated 14 with local Tombeure overprints,

and this happened because several soldiers of the Belgian army there could have in their pockets one or another copy of the lFr they brought with them; but the sheets used there were perf. 15 (lfr and 5Fr)."

R. H. KEACH

THE LINE-ENGRAVED STAMPS OF THE CONGO AND THEIR MANUFACTURE

(continued from Bulletin No. 33)

PLATE VARIETIES IN STAMPS PRINTED FROM NEW PLATES

Deficient entries, resulting from weak or incomplete transfer, damaged entries, resulting from damaged transfer rolls, retouches and rolling marks have already been described in the section 'Faults in the Prepared Printing Plate and Their Correction'.

Double Entries

This term is restricted to stamps where the whole of the design is doubled but is different from double prints and 'slurred' prints. With double entries, in a pair of stamps, one will have the design doubled and the other not, and this is repeated in all sheets from the printing, a true 'variety'. Double prints result from the sheet of paper passing twice through the printing press so that, unless in one pass the plate was only partly inked, all stamps in the sheet are doubled; other sheets from the printing do not show the doubling. 'Slurred' prints have partial or complete doubling of the design due to the paper having been moved slightly in the press during the printing operation and this may effect all or only several of the positions in the sheet. Double prints and 'slurred' prints are 'curiosities', not 'varieties' in that they are not present in successive sheets produced in the printing.

The only Double Entries found in Congo stamps are on those printed from the first centre plate used for the 5c Mols, that used for the 5c blue and 5c brown. They are on Nos. 44 and 45 in the sheet where all horizontal lines are very clearly doubled. This must have resulted from the transfer roll having been applied twice to the plate and the transfer, on each occasion, having been completed. The reason for this is a matter of conjecture; it seems likely that, on the one day, entry of the plate had preceded as far as No. 44, No. 45 already having been entered. That evening, the sideographer had a party and arrived at work the following morning so unfit for work that he could not see that he had already entered Nos. 44 and 45. He started entry of that row of subjects again and the transfer roll was not located on the plate in exactly the position it occupied in the previous day's transfer. Thus, on Nos. 44 and 45, the transfer was effected twice with the impressions not coincident.

Doubling of Part of the Design

Doubling of part of the design is very frequently found on the Mols stamps and, to a much more limited extent, on later engraved Congo stamps. In French, such doubling is called 'Double Frappe' and this term includes also Double Entries. In English, the term 'Re-entry' is commonly, but incorrectly, applied to all such doubling, including Double Entries; a re-entry strictly results only from the repair to a plate that has already been used for printing stamps and will be described later in this paper.

Doubling of part of the design results from fresh entry and the varieties are correctly termed 'fresh entries', these including the double entries

described above. There are several causes of this doubling:

- 1) If the transfer roll has not been located correctly on the plate, the impression of that particular subject on the plate will be out-of-line with the others; this will probably be noticed immediately by the sideographer and will need correction. The offending impression is removed from the plate by burnishing, a process that has been described earlier. If the burnishing has been perfect and all traces of the earlier impression removed from the plate, it will be impossible to know that the plate has been re-entered. If, however, the burnishing has been incomplete so that part of the design still remains, although weaker, this relic of the original entry will show on the printed stamps as partial doubling of the design.
- 2) If the initial entry is weak i.e. not of sufficient depth, or incomplete, with part of the design weak or missing altogether, it may be decided not to touch-up the design by additional hand engraving of that particular subject but to apply the transfer roll a second time. If, in the second transfer, the transfer roll is in precisely the same position as it was in the first entry there is a 'coincident fresh entry' and there is no means of recognising this on the printed stamps. If, however, the transfer roll is not precisely in the same position, some or all of the lines of the engraving on the plate will be doubled or thickened and this can be seen on the printed stamps. If the weakness of the first entry is observed immediately it has been completed and before the plate has been moved on the press for later impressions to be transferred it seems likely that 'coincident fresh entries' can easily be effected but if the plate has been moved or has been completed before the deficiency is noted, location of the transfer roll to effect the second entry is much more difficult although experienced sideographers are very clever at 'feeling' the transfer roll into position by engaging the relief design on the roller into the recessed design on the plate.
- 3) If before the transfer roll has been correctly positioned prior to entry of a particular impression, the roll is dropped onto the plate or pressure is applied to it while resting on the plate, a fragment of the design will be transferred to the plate and this, when the transfer is completed, will appear as partial doubling of the design.
- 4) Great pressure has to be applied to the roll in order to transfer the engraving to the plate. This pressure causes some thinning of the metal of the plate and, in consequence, some lateral expansion of the plate. A homely simile is in the rolling of pastry with a rolling pin; the pastry, in being thinned, extrudes along the axis of the rolling pin and, particularly, forwards in the direction of the rolling. To a much more limited extent this happens in preparing the printing plate. In order to obtain full penetration of the relief design of the roll into the plate, the transfer roll is rocked backwards and forwards a considerable number of times. If, after the first pass with the roller and the impression first made, in order to speed the transfer process, too great pressure is applied to the transfer roll, excessive stretching of the plate in a forward direction occurs and the length of the impression of that stamp from the first pass of the transfer roll is increased. Later passes produce impressions of the correct length and the result is that one, even both, of the outer frame lines are thickened or doubled.

Very many of the Mols stamps, hundreds of them, printed from new plates show partial doubling of the designs and this is particularly true of the frames, the centres being reasonably free from such blemishes. In later issues, fresh entries are relatively few but they have been noted

in the 1928 Stanley, 1942 'Palms', 1947 Idols and 1956 Mozart issues.

It is difficult, indeed impossible for anyone other than an expert, to recognise the cause of a particular fresh entry although in certain cases it is possible to make a judicious guess.

Where the partial doubling is distributed over much of the stamp it seems reasonable to consider that the original impression was poor or out of position and was partly removed by burnishing. Examples are a) the frame of the 1898 10fr, No. 41, where the top left corner, bottom left corner and bottom right corner are all doubled, b) the frame of No. 23 of the 1910 25c has the top frame lines at the left and the horizontal lines of shading under the lower CONGO doubled, and c) several positions in the sheet of the 6,50+2,50fr Ruanda Mozart stamp have the notes of music partly doubled and it is thought that this must have resulted from an initial transfer having been partly removed by burnishing.

On many stamps doubling is restricted to only a small part of the design. The first Mols 50c frame plate has much doubling of parts of the left parts of the design, often apparent only in the top left corner or in the C of CINQUANTE. Such doubling may well have resulted from pressure on the transfer roll being applied before it had been correctly positioned on the plate.

The very pronounced doubling of the left frame lines of many positions in the first 25c Mols frame plate, used for the 1894 and 1900 issues and particularly affecting the second and fourth vertical columns of stamps, is probably also due to initial incorrect positioning or the transfer roll and pressure prematurely applied to it.

No. 30 of the same 25c frame plate has both left and right frame lines closely but clearly doubled. This may well be due to excess pressure on the transfer roll and resultant permanent stretching of the plate.

Errant Entries

Where doubling is remote ('remoteness' is not defined) from the final impression, this is called an errant or misplaced entry. The only examples noted on original plates of Congo stamps are on the frame of the 1910 10c. The left frame is partly doubled to the left very widely in some positions; No. 11 has the left frame partly doubled in the selvedge no less than five times, the furthest 10mm from its correct position. This can only be due to the transfer roll having been pressed onto the plate before it had been correctly positioned.

The doubling into the left margin of part of the design of the frame of No. 1 of the Mols first 5c frame plate, used for the 1894, 1895 and 1900 issues, may well be considered as an errant entry.

Parasitic or Foreign Entries

These are undoubtedly the rarest and, in many ways, the most interesting of varieties found on engraved stamps. They result from the presence in the engraving of some positions in the sheet of elements of designs not belonging to the stamp. These can be due to the re-use of an old printing plate with the original engraving not completely removed before entry of the new designs. No example due to this cause has been found on Congo stamps.

However, there are in the frames of the 1894-1900 10c, 25c, 50c and 5fr elements of engraving entirely foreign to the particular stamps. Al-

though previously observed, they were not recognised for what they are until studied by Maes in 1942 and disclosed in his article in Balasse Magazine.

The 10c in positions 4,9,12,14,19,24,37,44 and 49 has elements of the frame of the 50c value, usually found in and near the first T of ETAT.

The 25c in positions 18,23 and 43 has elements of the design of the 5fr frame passing through the whorl to the left of V of VINGT.

The 50c in positions 6,12,14,16,19,31,33,34 and 47 has elements of the 10c frame passing through the Q or U of CINQUANTE.

The 5fr in positions 1,14,19,25 and 29 has elements of the design of the 25c frame in and to the left of CINQ FRANCS.

Maes demonstrated that these varieties resulted from Waterlow, for economy, having two different designs on a single transfer roll (the 10 and 50c frames on one roll; the 25c and 5fr frames on another roll). This is a by no means unusual economy and appears to be standard printing practice.

In rocking in certain of the impressions, the sideographer was careless and rocked the transfer roll too far so that the impression of the other design on the opposite side of the roll was transferred to the plate, presumably into an impression that had already been entered and not into the virgin plate where it should have been noticed and burnished out before that part of the plate was used.

Curiosities of the Printed Stamps

'Curiosities' are defined as varieties which are not constant from one sheet of stamps to the next. Inverted centres for bicoloured stamps are the most spectacular of these curiosities. Double prints and 'slurred' prints have already been referred to. Other major curiosities are printed on both sides of the paper and gummed on the printed side but such have not been recorded on the engraved stamps of the Congo.

Some printing curiosities have been found. Two quite independent blocks of the 15c Congo Idols have been seen with very faulty inking, a part of each block having the appearance of being very meagrely inked; this is thought to be due to grease on the printing plate. The Idols stamps are to be found with thin vertical lines, reminiscent of guide lines but not constant from sheet to sheet. These lines must be due to faulty 'doctor blades', the scrapers, probably of rubber, that removed surplus ink from the rotary plate in the continuous printing of these stamps. Also on the Idols stamps are to be found blobs of colour, mostly in the top and bottom margins but also, and this is particularly frequent in the 5fr Congo, blobs of colour immediately above the head of the mask. These blobs of colour, very confusing for the collector who wishes to reconstruct sheets of the stamps, are not constant from sheet to sheet and must be due to some fault in the inking or ink-wiping arrangements of the printing press.

R. H. KEACH

THE MOLS 15 CENTIMES OF 1910 AND 1921

The following must be seen as an example of the wrong approach to philately even though, fortunately, the final result was a further extension to our knowledge of this complicated stamp.

After reading in Bulletin No. 32 of the discovery of the further states A6 and A7 of the centre plate, I made a point of picking up such copies of the 1910/1921 15 centimes as were to be found in dealers' stock books, with the hope that additional examples would assist me to sort my copies according to the new listing. In the main, my interest was in the stamps with the first centre plate, A, and those which proved to be from the second plate, B, were left to one side for later positioning and reconstruction. It was only when I got around to these latter that I noticed an oddity; this was a stamp, clearly number 18 on the sheet (easily verifiable by a positioning mark at the bottom right) but with apparent doubling of the lower left centre. Comparing it with III2+B1 and III3+B2, I reached the conclusion that it was certainly not the former but could be the latter with some blurring caused perhaps by paper shift. Not being absolutely certain, however, I then passed the stamp to Mr. Keach for his opinion.

Mr. Keach agreed that I was probably correct in my surmise but, prompted by some inner urging, nevertheless forwarded the stamp to Abbe Gudenkauf for yet a third opinion. The Abbe, however, immediately took the basic step which should have occurred to me in the first place - he compared the stamp not only with those of the 1910 printings, but also with the first 1915 combination of plates, III4+B3, and discovered that the centre agreed very nicely with that of number 18 of this issue. It seemed, therefore, that yet another state of the centre plate, B3, had been used for the 1910 issue although, from this single copy, it was not possible to tell whether the frame plate was III3, III4 or even some intermediate state. Shortly thereafter, Mr. Keach identified a copy with centre plate B3 among his own 1910 stamps and confirmed that the frame plate was III3.

The story continued one stage further when, checking through my copies of the 1921 25/15c issue, I discovered one of these, from the same batch as the 1910 stamp had come, to be also from centre plate B3.

To date, the three copies found have all been perforated 14 and it is not known whether perforation 15 exists in this new combination.

The entire history simply demonstrates how important it is to follow up every query which arises from our stamps, even if we believe that the complete story has already been told. With three new discoveries on the same value within 2 years, I wonder now whether we do know as much about the Mols issues as we thought.

For the convenience of those members interested, I reproduce below an updated table of the 1910 and 1921 plate combinations of the 15 centimes (refer Du Four - page 157) including, where known, those perforated 15.

	Perf. 14	Perf. 15
Bilingual 1910	IIII+A3	IIII+A3
	IIII+A4	
	IIII+A5	IIII+A5
	IIII+A6	IIII+A6
	IIII+A7	IIII+A7
	III2+B1	III2+B1
	III3+B2	
	III3+B3	

	Perf. 14	Perf. 15
25/15c 1921	IIII+A3	
	IIII+A4	
	IIII+A5	
	IIII+A6	IIII+A6
	IIII+A7	
	III2+B1	III2+B1
	III3+B2	III3+B2
	III3+B3	

P. S. FODEN

THE 1931 'PAYSAGE' ISSUE

I wonder how many of us have really looked at the 1931 Congo and Ruanda pictorials and have noticed the engraver's initials? I must confess that I had not realised their presence until they were indicated in a very modest collection that I was looking through.

The initials are on either the bottom left or the bottom right corner of the centre design (puzzle - find them on the 50c Ruanda) and consist of a G with a superimposed I. It is highly unlikely that a single engraver dealt with all values of these two long issues and this suggests that the initials are not of the individual but of the firm of engravers - Institut de Gravure, Paris.

Later Congo stamps engraved by the Institut de Gravure, the 1935 'Four Kings', the 1947 'Idols' and the 1950 'Katanga' issues, have the initials of the engravers in a complicated pattern in the selvedge.

The plates of the 1931 issue have engraved in the selvedge 'ATELIER DE TIMBRE - ZEGELFABRIEK', the mark of the Government Printing Works in Malines. It would appear that the dies of this issue were prepared by the Institut de Gravure in Paris but that the plates were made in Malines whereas in the later issues, mentioned above, the dies and plates were made in Paris but were the stamps printed in Paris or in Malines?

R. H. KEACH

THE ISSUES OF THE INDEPENDANT STATE OF SOUTH KASAI

Soon after the secession of Katanga, a part of the province of Kasai similarly decided to separate itself from the main body of the Congo. The politician responsible was Albert Kalonji, who decided to get together all the Baluba tribe in the south-west part of the province; he proclaimed independance on 8th August 1960.

The Baluba are one of the country's most powerful tribes and at that time numbered at least a million people, in a region roughly bounded by the province of Katanga to the east and south, the rivers Bashimaie and Lubi to the west, Lake Mukamba to the north-west and the river Lubilash to the north. The area covers about 20,000 square miles and is the most densely populated part of Zaire.

Having quarrelled with Lumumba, Albert Kalonji set up a break-away branch of the National Congolese Movement which grouped together the Baluba; it therefore had an ethnic basis. He even persuaded Baluba living elsewhere in the Congo to come to the region, which he called the 'Mining State of South Kasai' and of which the capital was Bakwanga (actually Mbuji-Mayi, a name derived from the Bushimaie river, the spelling of which has been changed).

Tribal wars had shaken the region since the end of 1959, particularly against the Lulua. Increasingly the Baluba found themselves fighting all the other ethnic groups in the region, and finally began to fight each other. Thousands of deaths resulted from the secession of Kasai; the country was devastated and all foreigners left, except those working for MIBA, the diamond mining company of Bakwanga, who lived in a protected camp.

Sandwiched between the secessionist Katanga and the Congo, ruled by a President obsessed with folklore, and created on a tribal basis, South Kasai had little chance of survival.

THE PROVISIONAL STAMP ISSUES

(1) Mining State of South Kasai

We received one day from an old resident of South Kasai a 15c stamp, from the flowers set of 1952, with a typographed overprint "Etat Minier du Sud-Kasai". We have no idea of its origin; the surcharge is very clearly and neatly applied in black. Was it a trial which was rejected when the name "Etat Minier" was quickly changed to "Etat Autonome du Sud Kasai"?

(2) Autonomous State of South Kasai

There were two issues of provisional stamps, divided into four sets by the catalogues; they took place between March and May 1961. These issues were announced by the "Moniteur de l'Etat Autonome du Sud-Kasai", the official newspaper of the break-away state. The stamps were therefore certainly issued with the agreement of the South Kasai authorities. Nevertheless one must admit that:

- the stamps were sold only by the "Agence Philatelique du Sud-Kasai" situated in the large building which overlooks La Place Rogier in Brussels;
- none of the stamps were sold in South Kasai;
- enquiries addressed to the Postmaster at Bakwanga were referred to the agency in Brussels;
- one of the stamps (the 5fr/1fr50 of 2nd May 1960) gave rise to speculation and was sold at between 400 and 500 Belgian francs!

The stamps were however postally valid. If one sent them to South Kasai they returned on mail without any difficulty; we ourselves got them from Bakwanga and Luputa.

In an apparent attempt to destroy the credibility of these issues, a Brussels shop put on sale some envelopes franked with the stamps (mostly with overprint varieties) cancelled with a postmark bearing the words "Bakwanga E.A.S.K." (ie "Etat Autonome du Sud-Kasai"). This cancel was never used in Africa!

The country meanwhile changed its name again, becoming the Royaume du Sud Kasai" when President Kalonji took the traditional title of Mulopwe. The stamps, however, continued to bear the words "Etat Autome de Sud Kasai".

The overprinted stamps were as follows:

(a) Flower set of Belgian Congo 1952

10c, 15c, 25/10c, 50/10c, 1fr/15c, 1.50/15c (all with black overprint), 2fr/20c (blue overprint), 3fr/20c (red overprint), 4fr/60c (green overprint), 6fr/25c and 6.50/40c (black overprint), 7fr/1fr (red overprint), 10fr/2fr (brown overprint).

The speculative aspect of these stamps is clear if one looks at the way in which values were surcharged, which had no justification either in changes in postal tariffs nor in shortages of particular values. The shape of the double dot on the f of Kasai varies; sometimes it is two dots and sometimes two small crosses "+". One of the dots or one of the crosses, or even both, are sometimes missing.

(b) CCTA of Belgian Congo 19 February 1960 with French inscription, and CCTA overprinted "Congo" with French inscription, both overprinted with the words "Etat Autonome du Sud-Kasai". The second of these stamps carried three different country names in the space of two years! These stamps exist with the wrong language inscription (ie Flemish, not French).

(c) CCTA of Belgian Congo. The stamp with French inscription carries the words "Etat Autonome du Sud-Kasai", a new value - 6fr50 - and the silhouette of an elephant, all in blue. The Flemish stamp carries the same words, the head of a leopard and a new value, 8fr, all in brown. Inverted overprints are found.

(d) Rome Olympic Games 2 May 1960. 2fr/50c (red overprint) and 5fr/1.50 (green overprint).

It is not worth mentioning the varieties found in the stamps, given the circumstances in which they were issued.

THE DEFINITIVE ISSUES

After the provisional issues came two definitive sets which were freely available in post offices throughout South Kasai.

(1) "Leopard in a V"

This set of five stamps of identical design, printed by Courvoisier, were put on sale in South Kasai on 20th June 1961. The values are 1fr, 1.50, 3.50, 8fr and 10fr.

(2) "A. D. Kalonji"

This set consists of four stamps and an imperforate miniature sheet. The values are 6.50, 9fr, 14.50 and 20fr. The sheet has face value 50fr and is in aid of the "refugees and children of South Kasai". The set was put on sale at the end of September 1961. The stamps reached Luputa on the 27th or 28th of September; they were probably sent to Bakwanga earlier.

THE WITHDRAWAL OF THE SOUTH KASAI STAMPS

The Mulopwe Albert Kalonji Ditunga was forced to surrender in September 1961, and it seems that in theory the independance of South Kasai came to an end on 2nd October.

Towards the 20th of October an official telegram notified the post offices in the interior (Luputa, Mwene-Ditu, Gandajika, Tshinlenge) that they should return South Kasai stamps to Bakwanga on grounds of "shortage of postal values". In reality this amounted to their withdrawal from circulation. The first definitive set was therefore on sale for exactly four months while the second was on sale for only a little more than three weeks.

The fact that the South Kasai stamps were withdrawn in this way is confirmed by an extraordinary letter with the following history. Unaware

that the recall of the stamps to Bakwanga meant that they were really being demonetized, the tax office in Luputa sent us on 27th October 1961 a registered letter with four 'leopard in a V' stamps (10fr, 1.50, 1.50 and 1fr, with one of the 1.50 torn in two), making a total of 14frs instead of the regulation 14.50. The four stamps carried a pale mauve Luputa cancel.

The back-stamp shows that the letter arrived at Bakwanga on 30th October. It was noticed there that it had been franked with stamps which were no longer valid, a fact which threw the local officials into some confusion! They decided finally to cancel the South Kasai stamps a second time, with black ovals which signified that they were invalid, and they then stuck on a fresh lot of Congo stamps of equivalent value. The Congo stamps were cancelled on 17th November 1961, in black; curiously enough the 14fr of Congo stamps consisted of a 10fr of the 4th January 1961 issue and two 2fr 'flowers' overprinted CONGO.

This letter shows clearly that South Kasai stamps were no longer current on 30th October 1961.

Congo stamps remained current during the whole period that South Kasai stamps were valid, and one can find both used together on the same cover.

THE RARITY OF SOUTH KASAI STAMPS

The number of stamps issued is not known. The number of overprinted stamps is probably fairly small, particularly on cover since they were only sent to South Kasai by private arrangement. Also one must remember that few Europeans stayed in this country ravaged by a civil war that began in 1959; virtually the only ones were the employees of MIBA, the Bakwanga mining company, who could send their mail to Kinshasa or Lubumbashi (at that time the names for Leopoldville and Elisabethville) in the safe-keeping of the company aeroplane which flew from Bakwanga. And at a time of civil war the Europeans had other things to worry about than philately!

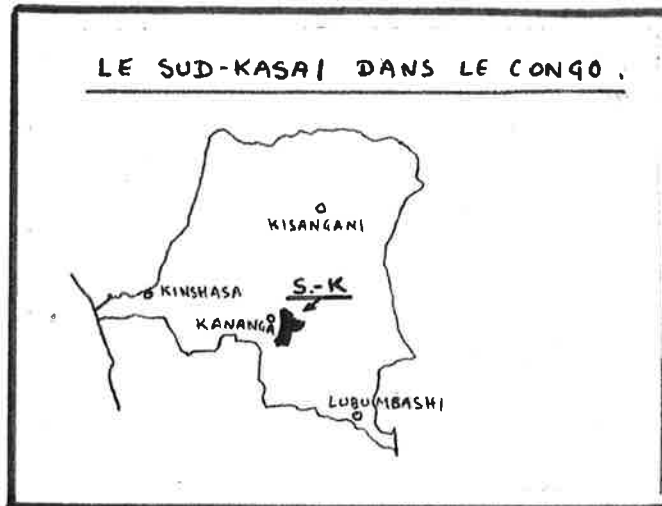
The definitive sets are common unused. One finds several used sets on unused envelopes, particularly cancelled on the first day of issue of the 'leopards in a V'. Because it was valid for so short a time the second set is extremely rare on genuinely travelled covers.

The two definitive sets are interesting stamps, which bear witness to a deeply troubled chapter in the history of Zaire after independence. There is no doubt that they deserve to feature in serious collections of this country.

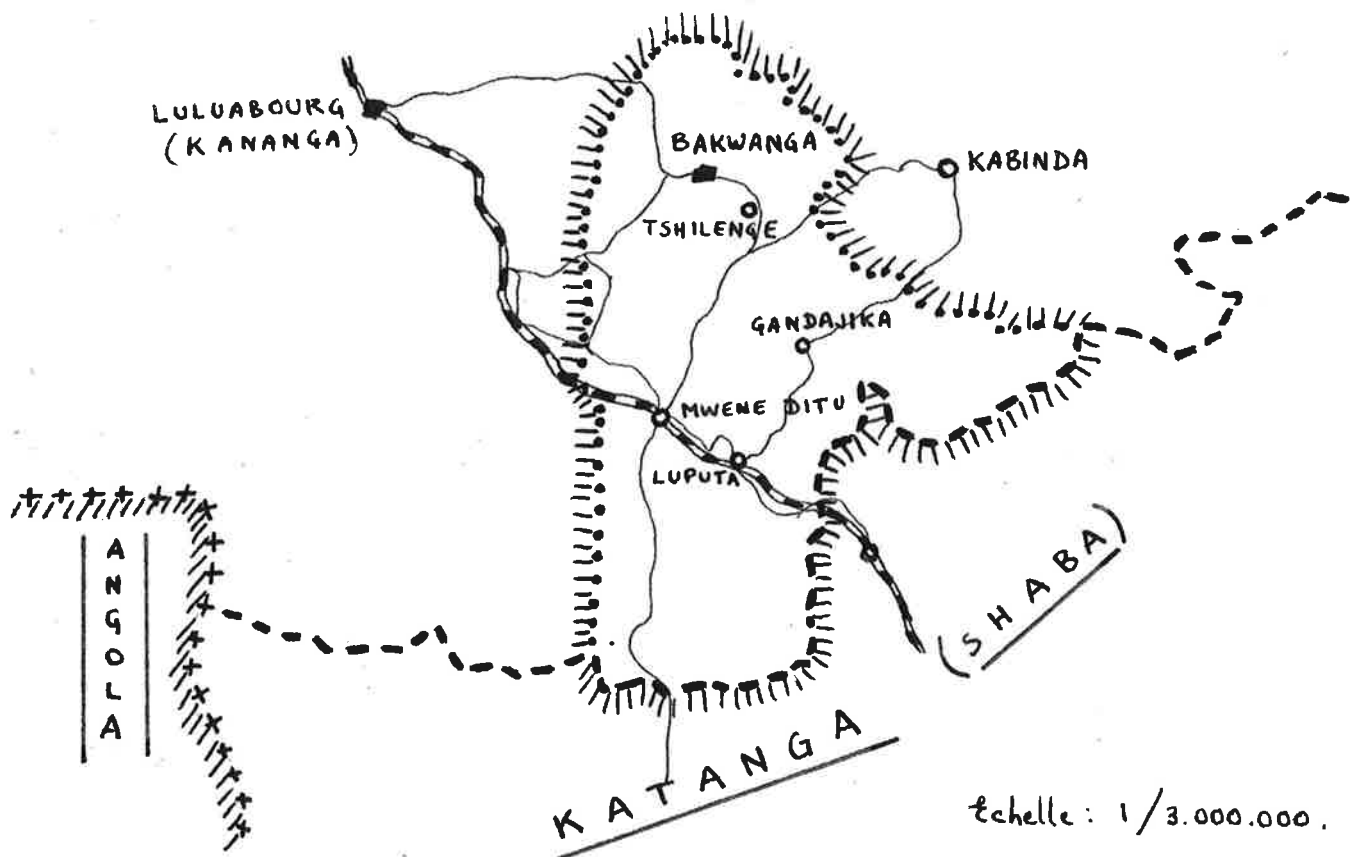
POSTSCRIPT

The 'leopard in a V' stamps can be found with different overprints. It has never been possible - at any rate with the ones we have seen - to ascertain their origin. Because of the surrender of Kalonji to the Leopoldville Government they may well never have been issued. We do not know whether they were mentioned in the "Moniteur du Sud-Kasai". In the absence of evidence to the contrary they must be assumed to be fantasies.

GEORGES R. CELIS



CARTE APPROXIMATIVE DU SUD-KASAI (1961)



AIR MAIL ROUTES IN THE 1930s

In the main, the following information concerns air mail routings to and from the Eastern Congo by Imperial Airways before the extension of the Sabena and French services to Elisabethville.

A chance discovery posed a further question, soon answered with help from other members, which resulted in the separate opening section.

1. Leopoldville and Western Congo to Europe - pre 1935

Although the first scheduled service by Sabena did not leave Leopoldville until 4 March 1935, quite considerable numbers of air-mail covers addressed to Europe and dated 1934 and earlier are to be found; these do not correspond with mail carried on the documented "raids" or special flights of the period.

As early as 1 June, 1925, a regular service had been inaugurated by the French company, Latecoere, between Casablanca and Dakar and this was later extended to Europe. By the early 1930s, this route was in common use and mail from the Congo would be carried by steamer to Dakar and, if marked "(Par) Avion" and carrying the requisite air mail surtax, would be transported by air from there to France and, presumably, other European destinations.

Both covers of this type in the writer's possession originate in Leopoldville in 1934 and have the boxed "AVION" cachet. Neither bears any further transit or arrival cancellation, but one has been marked, in manuscript "Par Avion, s/s Anversville" showing that the sender was well aware of the route taken. At about this time, the rates to Belgium were 1,50 fr. for 20 gr. postage and 3 fr. for 5 gr. air mail surtax and one of the covers conforms completely to this rating. The second, which is addressed to London and registered, bears 6,50 fr. in postage and 5 fr. in air mail stamps.

If the mix of postage and air mail stamps is correct, then presumably this letter weighed more than 20 gr, in which case -

Postage 1 st. 20 gr. (International other than Belgium)	2,50 fr.
" next 20 gr. " " " "	1,50 fr.
Registration Fee	<u>2,50 fr.</u>
	6,50 fr.

In that case, it appears that the increase of the 3 frs. air mail fee by a further 3 frs. for each 5 gr. was not in force at that time, but the writer could be grateful for any comments or explanation.

2. Europe to Eastern Congo - Imperial Airways Connections.

In this context, and to avoid undue repetition merely for precision, the writer is using the expression Congo to include not only the whole of the Eastern Congo and Katanga, but also Ruanda Urundi where the town names make this apparent.

Before the extension of the dual Sabena/French service to Elisabethville in November, 1935, the main air mail route to the eastern part of the Congo from Europe was via the Imperial Airways services from London to East and later South Africa.

The first air mail flight left London on 28 February, 1931, for

Mwanza (Tanganyika), the terminal for all flights until the 1931 Christmas flight to Cape Town. The only regular stops likely to be of interest to Congo collectors at this time were those at Juba, Port Bell (Kampala), Kisumu and Mwanza. There were other stops from time to time, the air mail service being so customer-oriented as to operate almost on a "request stop" basis where the Company had its auxiliary and emergency landing fields, e.g. M'Pika, but it is very doubtful whether any transit mail to or from the Congo would have been routed through any of these.

2.1. Mwanza - a cover has been seen from Kigali to London which had the following routing:

Kigali, 4/9/1931 - Usumbura, 7/9/1931 - Kigoma, 14/9/1931 - Kigoma/Dar es Salaam TPO Down, 14/9/1931 - Tabora 15/9/1931 - Mwanza, 17/9/1931 to join the 29th inward flight to London which left Mwanza on 22/9/1931. Even with the use of the air mail service, this cover clearly took 3½ weeks to reach London, but the use of the rail routes from Kigoma to Tabora and Tabora to Mwanza is interesting. It would seem feasible that mail from Astrida, Albertville, Usumbura, etc. could also have used this route.

After the London/Cape Town service became fully operational on 20 January, 1932, Mwanza became, in effect, a branch line, not on the main route, and would thus not have been used for Congo/Europe air mail.

2.2. Kisumu (Kenya) - the writer has seen no evidence of covers to or from the Congo routed via Kisumu; both Mwanza (or later Dodoma) and Port Bell/Kampala would have been more convenient.

2.3. Port Bell/Kampala (Uganda) - as Kampala, this airport remained on the main Imperial Airways route from London to Cape Town and quite significant quantities of mail to and from the Congo used it. One cover seen was routed Kasenyi - Butiaba - Jinja - Kampala and by air to Cairo; this presumably crossed Lake Albert by steamer and was taken on by road.

Two covers in the writer's possession, both from Rutshuru to Brussels, were taken by road to Kampala, flew to Brindisi then travelled by rail on the Lecce-Brindisi-Pescara TPO on their way to Belgium. So far, the franking on these covers has proved inexplicable; both are registered and are addressed to the headquarters of the Parc National Albert in Brussels; both are large manila covers, one being imprinted "CONGO BELGE" at the top, the other "PARC NATIONAL ALBERT" so that they could be official. Details are as follows:

	"CONGO BELGE"	"PARC NATIONAL ALBERT"
DIMENSIONS	300 x 125 mm	230 x 160 mm
REGISTERED		
POSTAGE STAMPS	28,60 frs.	11,80 frs.
AIR MAIL STAMPS	30 frs.	30 frs.
DATE	SEPTEMBER 1934	OCTOBER 1934

Any assistance in clarifying these charges would be much appre-

ciated. No doubt mail from many other Congo towns would have joined flights at Kampala, perhaps including Bukava, Goma, Kindu, Butembo and Beni.

- 2.4. Juba (Sudan) - this was undoubtedly one of the main routes by which mail was carried to and from the Congo by Imperial Airways, with mail from Nizi, Buta, Stanleyville, Niangara, Aketi and other towns all travelling to and from Juba via Aba in the north eastern corner of the Congo. The mail was carried between Aba and Juba in mail vans (car-courriers) of the Societe des Chemins de Fer vicinaux du Congo and there may, of course have been a reciprocal Sudanese service. The frequency of the service is unknown although by C1950 it was weekly. In Captain M.F. Stern's "The Airmails of the Belgian Congo" which was serialised in The Airpost Journal, he mentions, towards the close of Chapter V that the route from Juba to Stanleyville was by rail; this, however, was never the case and Captain Stern may have been misled by the name of the above company. A small lapse in an otherwise excellent monograph (and one which Cecil Rhodes had tried very hard to obviate with his Cape to Cairo railway).

Even after the Sabena services to Stanleyville and Elisabethville were in operation, the connection through Juba remained in substantial use for Congo air mail to and from Egypt, Asia, Australia and the Far East. Despite this, there appear to have been no real attempts to establish an air mail feeder service from the Congo to Juba.

With the extension of the Imperial Airways route to Cape Town, further stops were made at Dodoma, Mbeya and Broken Hill, thus adding to the choice of routes for air mail to and from the Congo.

- 2.5. Mbeya - the writer has seen no Congo mail with this routing, although such may exist. From the map, however, it appears that there is no direct surface link to Mbeya and it is probable that better alternatives existed for all Congo towns!
- 2.6. Dodoma - although some 400 miles from the nearest point in the Congo, the fact that Dodoma was on the main Kigoma - Dar es Salaam railway made it perfectly feasible to route covers from the Congo to this aerodrome. One in the writer's possession travelled from Albertville by lake steamer to Kigoma, then by rail to Dodoma, where it received the boxed "By Air to Brindisi" cachet. The Imperial Airways flights terminated at Brindisi as the Italian Government would not at that time (1934) allow flights over their territory by foreign airlines and the mail continued by rail. Only in May, 1935, was agreement reached for flights across Italy.

According to Captain Stern, on 6 July, 1934, a trial flight was made from Albertville to Dodoma via Kigoma; however, details are sparse and the dates shown are exceedingly unlikely for a 400 mile flight:

Albertville 6/7/1934; Kigoma 12/7/1934; Dodoma 14/7/1934.

For comparison, the dates on the writer's cover described above are:

Albertville 27/3/1934; Kigoma 28/3/1934; Dodoma 31/3/1934,

and one is led to wonder on what evidence Captain Stern bases his statement in this case. Certainly there is no record of any regular feeder service arising from this trial at a later date.

- 2.7. Broken Hill - due to the large white population and commercial zone in and near Elisabethville it is hardly surprising that this was by far the most used route for air mail to and from the Eastern Congo, so much so that, only 8 months after the inauguration of the London/Cape Town route an air feeder service operated between Elisabethville and Broken Hill.

So many air mail covers exist to and from Elisabethville via Broken Hill that one is tempted to forget that this connection would also have served Jadotville, Kolwezi, Kamina, Sakania and, perhaps, Luluabourg although the writer cannot recall having seen any covers from these towns. Apart from the connection with London and Europe, the commercial houses in Elisabethville also had substantial correspondence with South Africa and Rhodesia and much mail to these destinations also travelled by air after the service commenced. Initially, the connection between Elisabethville and Broken Hill was by train and took 2 days. To connect with the Imperial Airways northbound flight on Friday morning, mail had to be posted in Elisabethville on Tuesday. The southbound flight originally left Broken Hill on Sundays.

The inauguration of the Aero Club du Katanga feeder service greatly improved the timings, as mail posted in Elisabethville on Thursday arrived in Broken Hill in time to catch the northbound Imperial Airways flight, a saving of 2 days.

For the benefit of those members who have no prior knowledge of the feeder service, per Baldwin/Stern:

"An air mail feeder service was inaugurated from Elisabethville connecting with the Imperial Airways at Broken Hill. The franking for letters to Belgium was 8,25 frs. and to other parts of Europe 9 frs. per half oz. These amounts included an air fee of 7 frs. of which the Government appropriated 5 frs. and the Aero Club du Katanga 2 frs. This service was operated by Aero Club du Katanga with a fleet of two-seater Moths. Letters were accepted on Thursday, 25 August, 1932, and the machine left Elisabethville at 4 a.m. on Friday 26 August and duly connected with the Imperial Airways machine at Broken Hill, timed to depart at 9.55 a.m. The mail was probably flown to London and redispached from there to destinations as letters have been seen bearing the Paris backstamp of 6 September, whereas the mail reached London on 4 September. The pilot was J.H. Veasey. Only approximately 25 letters are stated to have been addressed to Southern Rhodesia and South Africa and as this number did not exceed the previous weekly dispatches by rail to Broken Hill for connection with the southbound mail, it is presumed that this mail was entirely commercial. The return flight to Elisabethville was made the same day with mail to Belgium, a small mail from England and about 20 letters from Broken Hill. There is no record of any connecting mail having been dispatched from South Africa by the service which left Cape Town on 24 August, 1932".

A further trial flight was made on 26 September, 1932, and a regular weekly Friday service commenced on 14 October, 1932, to carry the mail arriving in Broken Hill from Brussels (4 October) and London (5 October). At this time it appears that both the north and southbound Imperial Airways flights left Broken Hill on a Friday - an added bonus for the feeder service.

With effect from the services which left Croydon and Cape Town on Wednesdays 26 April and 3 May, 1933, respectively, the time taken for the journey between London and Cape Town was reduced from 11 to 10 days in each direction. This was due to doing the 1181 mile stage from Cairo to Khartoum in one day instead of two and, in the northward direction, a day was saved on the Khartoum-Brindisi sector. In April, 1934, the journey was further reduced to 9 days and, in the northward direction, the day of departure from Cape Town was altered from Wednesdays to Tuesdays. In the southward direction, the mail continued to leave on Wednesdays but arrived in Cape Town on Fridays instead of Saturdays due to acceleration of the Paris - Brindisi - Cairo sectors. Further, because of increased traffic, an additional service between London and Johannesburg was introduced, first leaving London on Sunday, 30 December, 1934 and Johannesburg on 5 January, 1935, making a twice-weekly service in each direction from Broken Hill.

The result of these changes was that in 1935, both northbound and southbound planes left Broken Hill every Wednesday and Saturday. What is perhaps not generally realised is that all these changes in Imperial Airways service were mirrored in the Elisabethville - Broken Hill feeder link, even to the eventual bi-weekly service. The writer has by no means a vast collection of covers from this period but has been fortunate in finding commercial correspondence, all of which used the feeder service from Elisabethville to Bulawayo between 1932 and 1936. If these covers are divided according to the changes in Imperial Airways service noted above, the following picture emerges:

- A. Original period - 14 October, 1932 - 19 April, 1933; 3 covers, all of which flew from Elisabethville to Broken Hill on Fridays.
- B. First acceleration in service - 26 April, 1933 - March, 1934; 1 cover which flew from Elisabethville to Broken Hill on Thursday.
- C. Second acceleration in service - April, 1934 - 26 December, 1934; 3 covers, all of which flew from Elisabethville to Broken Hill on Wednesdays.
- D. Bi-weekly service - 30 December, 1934 - 13 November, 1935 (~~termination~~ of feeder service); 8 covers, which flew from Elisabethville to Broken Hill on Wednesdays (4) and Saturdays (4), three of these in fact cover successive flights - Saturday, Wednesday, Saturday.

The collection continues with 4 covers dated between April and August, 1936, all of which flew from Elisabethville to Broken Hill on Saturdays. As the Aero Club du Katanga feeder service ceased in November, 1935, the writer has not so far been able to establish by which company these were carried, but believes

that the Regie Malgache service from Madagascar was extended through Broken Hill to Elisabethville in order to connect with both the French/Sabena service (on Fridays) and the Imperial Airways service (on Saturdays). Presumably this service would have been only once per week.

From the limited material available, it is not possible to reach firm conclusions as to the air mail surtax payable at any time, but from the covers seen, a vague general picture can be built up. The special 7 francs rate for the Aero Club du Katanga feeder service was still applicable at the beginning of December, 1932. Thereafter the surtax appears to have been gradually reduced - by 13 April, 1933, it was 5 francs; by February, 1934, 4 francs; by September, 1934, 3,50 francs; finally, presumably coinciding with the commencement of the Sabena service the rate stabilised at 3 francs per 5 gms for international mail in 1935. It continued at this rate for some years for mail to Belgium, but for other destinations, was increased to 3,50 francs per 5 gms at some time during 1936. The 3,50/3 francs surcharged air mail stamps were issued on 25 March, 1936, for payment of this rate, but the earliest cover in the writer's possession in which this franking has been used is dated 22 October, 1936.

Any comments or additional information from other members will be much appreciated and the writer gratefully acknowledges assistance already provided by the Abbe Gudenhauf, Messrs. Keach, Deynckens and Pointon, and Mr. S. Rossiter FRPS(L).

References: Airmails 1870-1970 by J. Mackay
 The Airposts of South Africa by L.A. Wyndham
 Priced Catalogue of Air Mail Stamps and Airposts
 of the World by D. Field
 The Air Mails of British Africa 1925-1932 by
 N.C. Baldwin
 L'Epoque de l'Air au Congo by J. Henin
 The Air Mails of the Belgian Congo by Capt.
 M.F. Stern
 Belgian Congo Airmail Services by H. Jeidel
 Pioneer Flights in the Congo by T. Pulinckx.

P. S. FODEN

THE 1938 COSTERMANSVILLE MINIATURE SHEET - ADDENDA AND CORRIGENDA

Mrs. Jeidal and Mr. Heim have kindly provided further information on these sheets as described in the article in Bulletin No. 36.

Pane F - There was a typographical error in the original document; the short diagonal line or three dots just under the right slope of the mountain is, of course, on the 2,50fr. stamp, not on the 2,40fr.

The blue mark $1\frac{1}{2}$ mm below and $4\frac{1}{2}$ mm to the right of the bottom right corner of the 4,50fr. can be very small, practically invisible.

There are on the same pane two more prominent and constant imperfections not previously noted:

On the 4,50fr. there is a nearly vertical brown line extending from the centre of the left tall tree almost to the top of the vignette.

There is a prominent blue dot 7mm. to the right of and $1\frac{1}{2}$ mm. above the top right corner of the 4,50fr.

R. H. KEACH

7
IMPERIAL AIRWAYS - CONNECTIONS
WITH THE EASTERN CONGO
1931 - 1935.

- - - IMPERIAL AIRWAYS.
- - - NATIONAL BOUNDARIES.
- ||||| RAILWAYS.
- - - MAIN ROADS.

