

BELGIAN CONGO STUDY CIRCLE

BULLETIN NO. 38

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NEWS AND VIEWS

Survey of members' interests. Some 24 returns have now been received. Don't forget that, to some extent, future Study Circle activities are likely to be geared to what members have said they are most interested in.

Exchange packet and want lists. Members are reminded that both material and lists are required to keep these activities flourishing.

Study Circle Meeting. Members are reminded of the Study Circle meeting on 17 January, 1981, when Mr. Wood will be giving a detailed presentation of the Mols 25 centimes value. The meeting will be at Bedford College, London and those meaning to attend should please advise the secretary at least 1 week before the meeting. The room is available from 11:00 a.m. and, as usual there will be a bourse and discussion in the morning with the display commencing, after lunch in a nearby pub, at 2:30 p.m.

Expert Committee. A reminder to members to use our Expert Committee.

Translation Service. Once again, we wish to thank Mr. B. P. Hudson for translating Mr. Celis' article on Zaire Postal Forgeries.

OCTOBER, 1980 'THOMSON' AUCTION SALE (Prices in pounds)

Lot 1	61.00	35	31.00	61	2.10	94	7.00
2	21.00	36	5.50	62	22.50	95	3.01
3	1.83	37	5.65	63	5.65	96	8.70
5	4.00	38	31.10	64	30.65	97	8.70
6	3.00	39	25.00	65	20.25	98	4.25
7	131.00	40	4.10	67	2.67	99	8.70
9	33.00	41	3.50	69	9.00	100	8.70
12	9.00	42	45.00	70	30.10	101	21.00
14	61.00	43	4.10	71	24.80	102	3.92
15	20.60	44	15.00	72	3.75	103	15.68
16	13.10	45	65.00	74	20.00	104	3.35
18	45.40	46	4.50	75	2.10	105	2.10
19	20.00	48	46.00	76	31.35	106	5.00
21	76.35	49	6.00	77	14.00	107	4.00
22	13.07	50	36.00	78	11.00	108	16.00
23	45.10	51	9.00	79	2.00	109	8.00
24	7.00	53	4.50	80	11.35	111	30.00
27	4.50	54	2.00	81	3.00	112	5.10
29	4.10	55	2.00	82	4.25	113	3.10
30	6.20	56	4.00	83	2.01	114	12.35
31	451.00	57	3.65	84	3.00	115	12.65
32	8.00	58	10.10	86 to		116	10.10
33	10.30	59	14.00	93	15.50	117	5.00
34	4.10	60	5.00		each	119	2.60

Lots 4, 8, 10, 11, 13, 17, 20, 25, 26, 28, 47, 52, 66, 68, 73, 85, 110 and 118 were unsold and are still available against reasonable offers.

R. H. KEACH

New Zaire Postal Rates. Readers may recall that, in Bulletin No. 35, Father Hulstaert informed us that the new Zaire postal rates, applicable since the beginning of January, 1979, were not being applied at the Mbandaka 1 post office by 9 February, as no official announcement of the change had been received. It may be of interest for members to look at any covers they may have from Zaire bearing cancellations to see whether this situation also obtained at other post offices.

Bibliography. Mr. Keach would like to know how many members would be interested in an updated version of the Bibliography. He has quite a few additions to include, apart from the Bulletin contents since the first edition. The new edition, if it is proposed, will be issued in loose-leaf format so that future updates will be of individual pages which can be inserted in place of or in addition to the basic document. Obviously, there will be little use for such an update unless members indicate an interest in it.

Apologies. The secretary has discovered that on some copies of Bulletin No. 37 the last line on page 18 has been obscured. It should read:-

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

Change of Address. A. Kropman, P. O. Box 3129, Port Elizabeth, 6000, South Africa.

Consolidated Listing of Plate Combinations. Word is received from member B. P. Hudson that work is in process, which will record all the changes to the plate designations since Du Four's book, and will present a consolidated listing of the plate combinations.

We can appreciate this effort and will certainly look forward to receiving this most welcome listing.

Appointment. At the Annual Meeting of the Board of Directors of the American Philatelic Society held at Spokane, Washington September 23-25, it was announced that your Editor was appointed to fill the unexpired term of Vice President, inasmuch as Mr. David Lidman resigned due to ill health, and F. Burton Sellers has recently moved to Arizona. The three man board is completed by the new appointment of Robert A. Paliafito, who will serve as the Recorder. Paliafito is replacing Lidman and Jacquemin is replacing Vice-President E. E. Fricks.

According to the rules, all members of the Board of Vice-Presidents must live within 50 miles of each other in order to confer on a timely basis and are charged with the responsibility of reviewing violations of the Ethics Code of the American Philatelic Society.

The term of the appointment for Paliafito and Jacquemin is for one year, at which time they will have to stand for election by members of the Society.

THE SHIPPING LINE ANTWERP - CONGO BY THE SHIPOWNER "COMPAGNIE BELGE MARITIME DU CONGO". (Part 2. 1911 - 1919, continued from Bulletin No. 36.

On 11 January 1911, the management of CBMC decided the Agency Maritime Walford had to take all necessary steps to provide their ships with shipstores, equipment and loading contracts, thus to insure a normal conduct of the line from the 1st of February 1911 on.

Agence Maritime Walford succeeded John Best & Co. who took care of the ships during the period 1895-1911.

Agence Maritime Walford (Société anonyme)

ANVERS

COMPAGNIE BELGE MARITIME DU CONGO, service postale accéléré pour passagers et marchandises entre Anvers et le Congo, Boma Matadi. Départs toutes les 3 semaines, le samedi.

WOERMANN-LINIE, HAMBURG-AMERIKA-LINIE, HAMBURG-BREMER-AFRIKA LINIE. Service postal régulier pour passagers et marchandises entre Anvers les Canaries et la Cote Occidentale d'Afrique. Départ le 13, 24 et 28 de chaque mois.

DEUTSGHE-OST-AFRIKA-LINIE. Service postale régulier pour passagers et marchandises entre Anvers, le Cap et le Cote Orientale d'Afrique. Départs tous les 15 jours.

ANVERS-KATANGA. --- Expéditions à forfait de toutes marchandises destinées à Elisabethville, via le Cap ou Beira par les vapeurs postaux de la Deutsche-Ost-Afrika-Linie.

ROBERT MAC ANDREW & Co LONDRES ; LA MARITIMA DE BARCELONE. Lignes régulières entre Anvers et l'Espagne : Bilbao, Santander, Coruna, Ferrol, Vigo, Carril, Cadix, Séville, Huelva, Malaga, Almeria, Barcelone, Tarragone, Valence, Alicante et Carthagene.

THE HOULDER LINE. Service régulier entre Anvers, Montevideo, Buenos-Ayres et Rosario. Départs bi-mensuels.

LLOYD AUTRICHIEN : Anvers, l'Egypte via Brindisi et Alexandrie. Service spécial pour passagers.

ANTWERP-MIDDLESBRO-LINE. Service régulier entre Anvers et Middlesbrough-Tees, Départs hebdomadaires.

Le tout sauf imprévus

Agents généraux de la Union Insurance Society of Canton Ltd China Traders Ltd, de la London Assurance Corporation, de la Hull Underwriters Association Ltd., de la World Marine Insurance Co Ltd, de la Deutsche Versicherungs-Gesellschaft à Brême, la Marine Marchande au Havre et de la National Insurance Co.

Entreprise de transports et de passages pour toutes directions.

Pour tous autres renseignements s'adresser à l'AGENCE MARITIME WALFORD (Société Anonyme), 13, Canal des Récollets, ANVERS.

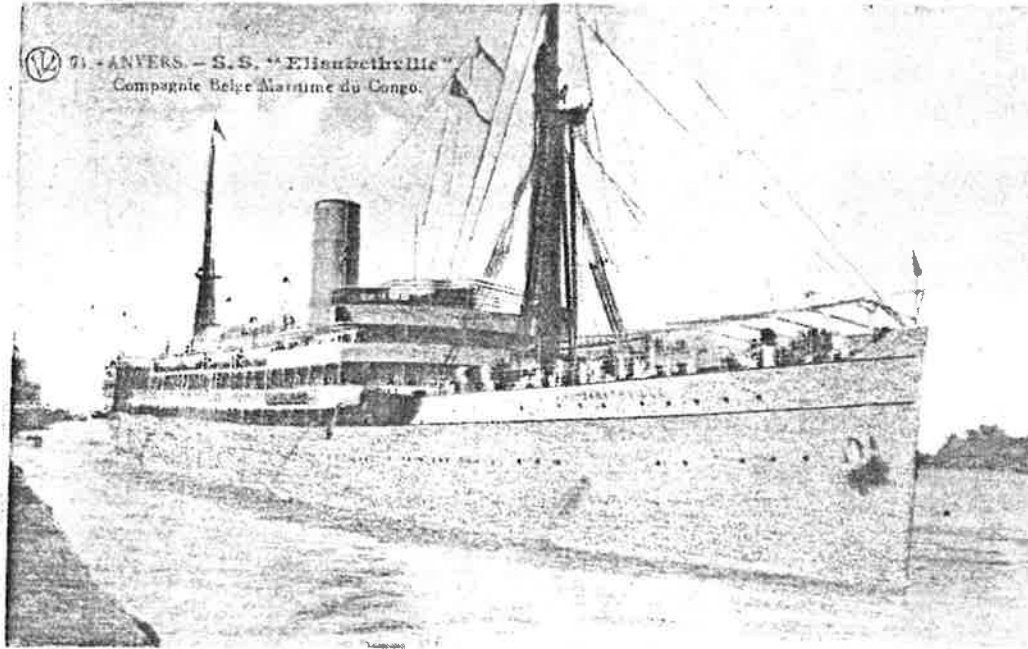
Adresse télégraphique : WALFORD-ANVERS.

Téléphones 789, 2553 et 5800.

(Advertising of the Agency Maritime Walford in a special edition on the occasion of the fiftieth anniversary of the liberation of the Schelde in 1913.)

The first ship equipped by the new agency was the Elisabethville 1, which left Antwerp on the 4th of February 1911.

ELISABETHVILLE 1. Feb. 1911 - Sept. 1917



Departure		Departure	
Antwerp	Matadi	Antwerp	Matadi
4 Feb. 1911	7 Mar. 1911	21 Aug. 1912	24 Sept.
8 April	9 May	26 Oct.	26 Nov.
10 June	11 July	28 Dec.	28 Jan. 1913
12 Aug.	12 Sept.	12 April 1913	14 May
14 Oct.	14 Nov.	14 June	16 July
16 Dec.	16 Jan. 1912	16 Aug.	17 Sept.
17 Feb. 1912	19 Mar.	18 Oct.	19 Nov.
20 April	21 May	20 Dec.	21 Jan. 1914
22 June	23 July		

During these 17 voyages a big straight line of 80 x 4 mm. was used on board.

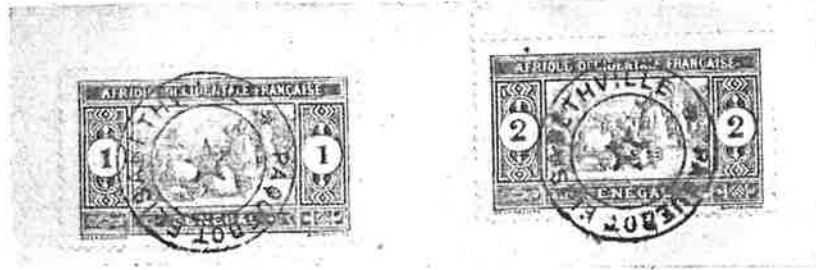
PAQUEBOT ELISABETHVILLE

We will see this type of straightline with the other ships that were in service at that time.

Departure		Departure	
Antwerp	Matadi	Antwerp	Matadi
19/23 Feb. 1914	25 Mar. 1914	25 June 1914	29 July
23 April 1914	27 May 1914	27 Aug.	30 Sept.

The ship left for Garelach, Ireland when World War I started in 1914.

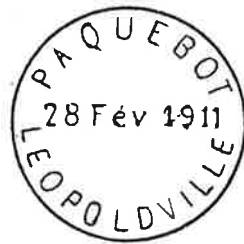
On the 5th of January 1915 the ship arrived in England and trips from England to the Congo started 24 January 1915. From this date all loadings and discharging took place in Hull and passengers went on board at Falmouth. During the first six months of 1914, in 1915 til April 1916 the following cancellation was used on board:



In April 1916 the ship was handed over to the British Government and in September 1917 the ship was torpedoed and sunk.

LEOPOLDVILLE 4. 1909 - 1914.

This ship was in service from 1909 and made its first trip equipped by Walford on 25 February 1911. It is possible that for this occasion, a special round cancellation was used. General Du Four has seen this cancellation in violet on a Belgian Congo stamp of 1910 and on a letter dated 28 February 1911. Since we have no further information about this round cancellation, we presume it was only used during this one round trip in February-March 1911.



Departure Times

Antwerp
25 Feb. 1911
29 April
1 July
2 Sept.
4 Nov.
6 Jan. 1912
9 Mar.
11 May
13 July
14 Sept.
16 Nov.

Matadi
28 Mar. 1911
30 May
1 Aug.
3 Oct.
5 Dec.
6 Feb. 1912
9 April
11 June
13 Aug.
15 Oct.
17 Dec.

During these 11 trips a straight line of 77 x 4 mm. would have been used.

PAQUEBOT LÉOPOLDVILLE

It is not clear yet if this ship stayed in service til 1914 or that it was replaced by the Albertville 4 in 1913.

BRUXELLESVILLE 3. 1909 - 1912.

The Bruxellesville 3 was after the Elisabethville 1 and the Leopoldville 4, the last ship of the CBMC to be equipped by Walford. The ship left Antwerp on 14 January 1911 and arrived at Matadi on the 14 February 1911, still run by John Best.

Of the 10 trips under the agency Walford, we have seen two different types of straight lines.

Departure

Antwerp	Matadi
18 Mar. 1911	18 April 1911
20 May	20 June
22 July	22 Aug.
23 Sept.	24 Oct.
25 Nov.	26 Dec.

We have seen several postcards with this small straight line of 64 x 3,5 mm. in the year 1911.

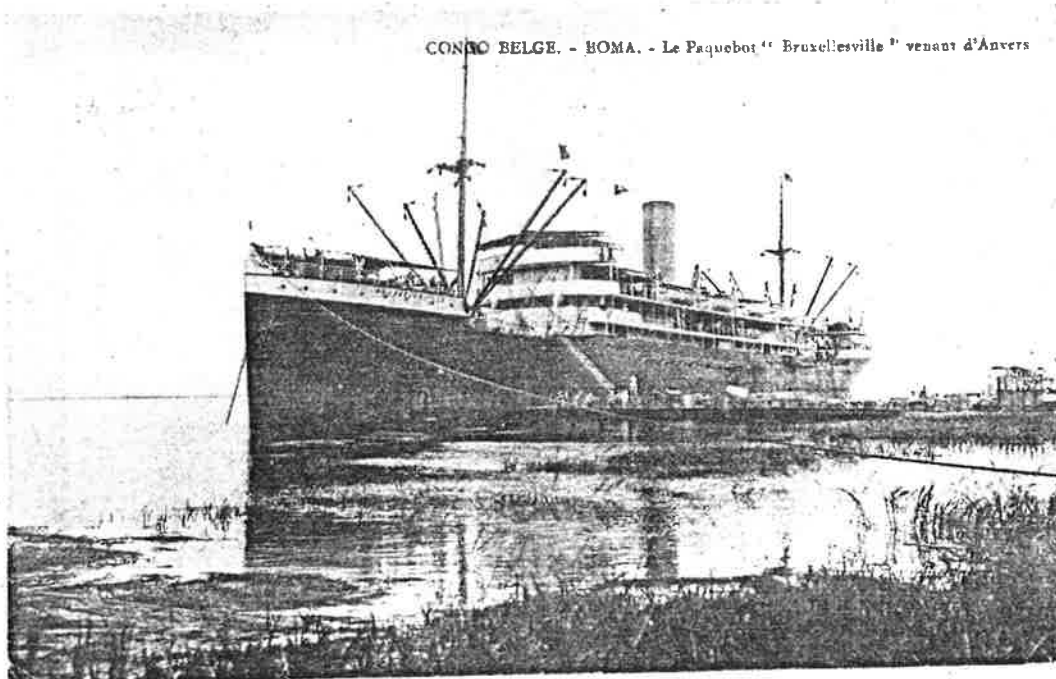
PAQUEBOT BRUXELLESVILLE

Departure

Antwerp	Matadi
27 Jan. 1912	27 Feb. 1912
30 Mar.	30 April
1 June	2 July
3 Aug.	3 Sept.
5 Oct.	5 Nov.

In 1912 this bigger straight line of 82 x 4 mm. was used.

PAQUEBOT BRUXELLESVILLE



DEPARTURE TIMES OF THE YEARS 1911, 1912, 1913 AND 1914.

To maintain a regular service every three weeks, it was necessary to have three ships in service. Between the years 1911 - 1914, the departures took place as scheduled, so that most of the dates shown on these lists are the real departure dates.

1911

ALLER

Date de départ, d'escale et d'arrivée	Bruxellesville	Elisabethville	Léopoldville	Bruxellesville	Elisabethville	Léopoldville	Bruxellesville	Elisabethville	Léopoldville	Bruxellesville	Elisabethville	Léopoldville	Bruxellesville	Elisabethville	Léopoldville	Bruxellesville	Elisabethville
Anvers	14 Janv.	4 Fevr.	25 Fevr.	15 Mars	6 Avril	29 Avril	20 Mai	10 Juin	1 Juill.	22 Juill.	12 Août	2 Sept.	23 Sept.	14 Oct.	4 Nov.	25 Nov.	17 Déc.
La Rochelle-Pallice	17 »	7 »	25 »	21 »	11 »	2 Mai	23 »	13 »	4 »	25 »	15 »	5 »	26 »	17 »	7 »	28 »	19 »
Ténériffe	21 »	11 »	4 Mars	25 »	15 »	6 »	27 »	17 »	8 »	29 »	19 »	9 »	30 »	21 »	11 »	2 Déc.	23 »
Dakar	24 »	14 »	7 »	24 »	18 »	9 »	30 »	20 »	11 »	1 Août	22 »	12 »	3 Oct.	24 »	14 »	5 »	26 »
Conakry	26 »	16 »	9 »	29 »	20 »	11 »	1 Juin	22 »	13 »	3 »	24 »	14 »	5 »	26 »	16 »	7 »	23 »
Sierra Leone	26 »	16 »	9 »	30 »	20 »	11 »	1 »	22 »	13 »	3 »	24 »	14 »	5 »	26 »	16 »	7 »	23 »
Grand Bassam	29 »	19 »	12 »	2 Avril	23 »	14 »	4 »	25 »	16 »	5 »	27 »	17 »	8 »	29 »	19 »	10 »	31 »
Banane																	
Boma	2 Fevr.	23 »	16 »	6 »	27 »	18 »	8 »	29 »	20 »	10 »	31 »	21 »	12 »	2 Nov.	23 »	14 »	4 Jan. 1912
Matadi	4 »	25 »	18 »	8 »	29 »	20 »	10 »	1 Juill.	22 »	12 »	2 Sept.	23 »	14 »	4 »	25 »	16 »	6 »

RETOUR

Date de départ, d'escale et d'arrivée	Bruxellesville	Elisabethville	Léopoldville	Bruxellesville	Elisabethville	Léopoldville	Bruxellesville	Elisabethville	Léopoldville	Bruxellesville	Elisabethville	Léopoldville	Bruxellesville	Elisabethville	Léopoldville	Bruxellesville	Elisabethville
Matadi	14 Fevr.	7 Mars	25 Mars	18 Avril	9 Mai	30 Mai	20 Juin	11 Juill.	1 Août	22 Août	12 Sept.	3 Oct.	24 Oct.	14 Nov.	5 Déc.	25 Déc.	16 Jan. 1912
Boma	15 »	8 »	29 »	19 »	10 »	31 »	21 »	12 »	2 »	23 »	13 »	4 »	25 »	15 »	6 »	27 »	17 »
Banane	16 »	9 »	30 »	20 »	11 »	1 Juin	22 »	13 »	3 »	24 »	14 »	5 »	26 »	16 »	7 »	28 »	18 »
Grand Bassam	20 »	13 »	3 Avril	24 »	15 »	5 »	26 »	17 »	7 »	28 »	19 »	9 »	30 »	20 »	11 »	1 Jan. 1912	22 »
Sierra Leone	23 »	16 »	6 »	27 »	18 »	8 »	29 »	20 »	10 »	31 »	21 »	12 »	2 Nov.	23 »	14 »	4 »	25 »
Conakry	23 »	16 »	6 »	27 »	18 »	8 »	29 »	20 »	10 »	31 »	21 »	12 »	2 »	23 »	14 »	4 »	25 »
Dakar	25 »	18 »	8 »	29 »	20 »	10 »	1 Juill.	22 »	12 »	2 Sept.	23 »	14 »	4 »	25 »	16 »	6 »	27 »
Ténériffe	28 »	21 »	11 »	2 Mal	23 »	13 »	4 »	25 »	15 »	5 »	26 »	17 »	7 »	28 »	19 »	9 »	30 »
La Rochelle-Pallice	5 Mars	26 »	16 »	7 »	28 »	18 »	9 »	30 »	20 »	10 »	1 Oct.	22 »	12 »	3 Dec.	24 »	14 »	4 Fevr.
Anvers	7 »	28 »	18 »	9 »	30 »	20 »	11 »	1 Août	22 »	12 »	3 »	24 »	14 »	5 »	26 »	16 »	6 »

1912

TABLEAU DU SERVICE A L'ALLER

PORTS	NOMS DE DATEAU →									
		Léopoldville	Bruxellesville	Elisabethville	Léopoldville	Bruxellesville	Elisabethville	Léopoldville	Bruxellesville	Elisabethville
Anvers	Samedi	6 Janv.	27 Janv.	17 Févr.	9 Mars	30 Mars	20 Avril	11 Mai	1 Juin	22 Juin
La Rochelle-Pallice	Lundi	8 .	29 .	19 .	11 .	1 Avril	22 .	13 .	3 .	21 .
Dakar	Lundi	15 .	5 Févr.	26 .	18 .	8 .	29 .	20 .	10 .	1 Juill.
Conakry	Mercredi	17 .	7 .	28 .	20 .	10 .	1 Mai	22 .	12 .	3 .
Grand Bassam	Samedi	20 .	10 .	2 Mars	23 .	13 .	4 .	25 .	15 .	6 .
Banana	Mercredi	24 .	14 .	6 .	27 .	17 .	8 .	29 .	19 .	10 .
Boma	Mercredi	24 .	14 .	6 .	27 .	17 .	8 .	29 .	19 .	10 .
Matadi	Vendredi	26 .	16 .	8 .	29 .	19 .	10 .	31 .	21 .	12 .
Anvers	Samedi	13 Juill.	3 Août	21 Août	11 Sept.	5 Oct.	26 Oct.	16 Nov.	7 Déc.	28 Déc.
La Rochelle-Pallice	Lundi	15 .	5 .	26 .	16 .	7 .	28 .	18 .	9 .	30 .
Dakar	Lundi	22 .	12 .	2 Sept.	23 .	14 .	4 Nov.	25 .	16 .	6 Jan. 1913
Conakry	Mercredi	24 .	14 .	4 .	25 .	16 .	6 .	27 .	18 .	8 .
Grand Bassam	Samedi	27 .	17 .	7 .	28 .	19 .	9 .	30 .	21 .	11 .
Banana	Mercredi	31 .	21 .	11 .	2 Oct.	23 .	13 .	4 Déc.	25 .	15 .
Boma	Mercredi	31 .	21 .	11 .	2 Oct.	23 .	13 .	4 Déc.	25 .	15 .
Matadi	Vendredi	2 Août	23 .	13 .	4 .	25 .	15 .	6 .	27 .	17 .

La Compagnie se réserve le droit de modifier les indications de ce tableau à n'importe quel moment et sans avis préalable.
Ces dates sont données sauf imprévu et pour autant que les circonstances le permettront.

TABLEAU DU SERVICE AU RETOUR

PORTS										
		Léopoldville	Bruxellesville	Elisabethville	Léopoldville	Bruxellesville	Elisabethville	Léopoldville	Bruxellesville	Elisabethville
Matadi	Mardi	6 Févr.	27 Févr.	19 Mars	9 Avril	30 Avril	21 Mai	11 Juin	2 Juin	23 Juill.
Boma	Jeudi	8 .	29 .	21 .	11 .	2 Mai	23 .	13 .	4 .	25 .
Banana	Jeudi	8 .	29 .	21 .	11 .	2 Mai	23 .	13 .	4 .	25 .
Grand Bassam	Lundi	12 .	1 Mars	25 .	15 .	6 .	27 .	17 .	8 .	29 .
Conakry	Jeudi	15 .	7 .	28 .	18 .	9 .	30 .	20 .	11 .	1 Août
Dakar	Vendredi	16 .	8 .	29 .	19 .	10 .	31 .	21 .	12 .	2 .
La Rochelle-Pallice	Samedi	21 .	16 .	6 Avril	27 .	18 .	8 Juin	29 .	20 .	10 .
Anvers	Lundi	26 .	18 .	8 .	29 .	20 .	10 .	1 Juill.	22 .	12 .
Matadi	Mardi	13 Août	3 Sept.	24 Sept.	15 Oct.	5 Nov.	26 Nov.	17 Déc.	7 Jan. 1913	28 Jan. 1913
Boma	Jeudi	15 .	5 .	26 .	17 .	7 .	28 .	19 .	9 .	30 .
Banana	Jeudi	15 .	5 .	26 .	17 .	7 .	28 .	19 .	9 .	30 .
Grand Bassam	Lundi	19 .	9 .	30 .	21 .	11 .	2 Dec.	23 .	13 .	3 Févr.
Conakry	Jeudi	22 .	12 .	3 Oct.	21 .	14 .	5 .	26 .	16 .	6 .
Dakar	Vendredi	23 .	13 .	4 .	22 .	15 .	6 .	27 .	17 .	7 .
La Rochelle-Pallice	Samedi	31 .	21 .	12 .	2 Nov.	23 .	11 .	4 Jan. 1913	25 .	15 .
Anvers	Lundi	2 Sept.	23 .	14 .	4 .	25 .	16 .	6 .	27 .	17 .

1913

Tableau du Service à l'Aller

Anvers	Samedi	18 Janv.	8 Fév.	1 Mars	22 Mars	12 Avril	3 Mai	24 Mai	14 Juin	5 Juill.
La Rochelle-Pallice	Lundi	20	10	3	24	14	5	26	16	7
Dakar	Lundi	27	17	10	31	21	12	2 Juin	23	14
Conakry	Mercredi	29	19	12	2 Avril	23	14	4	25	16
Grand Bassam	Samedi	1 Fév.	22	15	5	25	17	7	28	19
Banana	Mercredi	5	26	19	9	30	21	11	2 Juill.	23
Boma										
Matadi										
Anvers	Samedi	26 Juill.	16 Août	6 Sept.	27 Sept.	18 Oct.	8 Nov.	28 Nov.	20 Déc.	
La Rochelle-Pallice	Lundi	28	18	8	29	20	10	1 Déc.	22	
Dakar	Lundi	4 Août	25	15	6 Oct.	27	17	8	26	
Conakry	Mercredi	6	27	17	8	29	19	10	31	
Grand Bassam	Samedi	9	30	20	11	1 Nov.	22	13	3	22
Banana	Mercredi	13	3 Sept.	24	15	5	26	17	7	
Boma										
Matadi										

Pour autant que les circonstances le permettront.

La Compagnie se réserve le droit de modifier les indications de ce tableau à n'importe quel moment et sans avis préalable.

Tableau du Service au Retour

Matadi	Mercredi	19 Fév.	12 Mars	2 Avril	23 Avril	14 Mai	4 Juin	25 Juin	16 Juill.	6 Août
Boma	Vendredi	21	14	4	25	16	6	27	18	8
Banana										
Grand Bassam										
Conakry	Vendredi	28	21	11	2 Mai	23	13	4	25	15
Dakar	Samedi	29	22	12	3	24	14	5	26	16
La Rochelle-Pallice	Dimanche	9 Mars	30	20	11	1 Juin	22	13	3 Août	24
Anvers	Mardi	11	1 Avril	22	13	3	24	15	5	26
Matadi	Mercredi	27 Août	17 Sept.	8 Oct.	29 Oct.	19 Nov.	10 Dec.	31 Dec.	21 Jan.	
Boma	Vendredi	29	19	10	31	21	12	2 Jan	23	
Banana										
Grand Bassam										
Conakry	Vendredi	5	26	17	7	28	19	9	30	
Dakar	Samedi	6	27	18	8	29	20	10	31	
La Rochelle-Pallice	Dimanche	14	5 Oct.	26	16	7 Dec.	29	18	8 Fév.	
Anvers	Mardi	16	7	28	18	9	30	20	10	

Pour autant que les circonstances le permettront.

La Compagnie se réserve le droit de modifier les indications de ce tableau à n'importe quel moment et sans avis préalable.

1914

PORTS	JOURS	Anvers-ville Albert-ville Elisabeth-ville Anvers-ville Albert-ville Elisabeth-ville Anvers-ville Albert-ville Elisabeth-ville										
Anvers	Jeudi	Départ	8 Janv.	29 Janv.	19 Fév.	12 Mars	2 Avril	23 Avril	14 Mai	4 Juin	25 Juil.	
La Rochelle-Pallice	Samedi	Départ	10 »	31 »	21 »	14 »	4 »	25 »	16 »	6 »	27 »	
Dakar	Samedi	Départ	17 »	7 Fév.	28 »	21 »	11 »	2 Mai	23 »	13 »	4 Juil.	
Conakry	Lundi	Départ	19 »	9 »	2 Mars	23 »	13 »	4 »	25 »	15 »	6 »	
Grand Bassam	Jeudi	Départ	22 »	12 »	5 »	26 »	16 »	7 »	28 »	18 »	9 »	
Boma	Lundi	Arrivée	26 »	16 »	9 »	30 »	20 »	11 »	1 Juin	22 »	13 »	
Matadi	Mercredi	Arrivée	28 »	18 »	11 »	1 Avril	22 »	13 »	3 »	24 »	15 »	
Anvers	Jeudi	Départ	16 Juil.	6 Août	27 Août	17 Sept.	8 Oct.	29 Oct.	19 Nov.	10 Déc.	31 Déc.	
La Rochelle-Pallice	Samedi	Départ	18 »	8 »	29 »	19 »	10 »	31 »	21 »	12 »	2 JAN 1915	
Dakar	Samedi	Départ	25 »	15 »	5 Sept.	26 »	17 »	7 Nov.	28 »	19 »	9 »	
Conakry	Lundi	Départ	27 »	17 »	7 »	28 »	19 »	9 »	30 »	21 »	11 »	
Grand Bassam	Jeudi	Départ	30 »	20 »	10 »	1 Oct.	22 »	12 »	3 Déc.	24 »	14 »	
Boma	Lundi	Arrivée	3 Août	24 »	14 »	5 »	26 »	16 »	7 »	28 »	18 »	
Matadi	Mercredi	Arrivée	5 »	26 »	16 »	7 »	28 »	18 »	9 »	30 »	20 »	

Pour autant que les circonstances le permettront.
La Compagnie se réserve le droit de modifier les indications de ce tableau à n'importe quel moment et sans avis préalable.

PORTS	JOURS	Anvers-ville Albert-ville Elisabeth-ville Anvers-ville Albert-ville Elisabeth-ville Anvers-ville Albert-ville Elisabeth-ville										
Matadi	Mercredi	Départ	11 Fév.	4 Mars	25 Mars	15 Avril	6 Mai	27 Mai	17 Juin	8 Juil.	29 Juil.	
Boma	Jeudi midi	Départ	12 »	5 »	26 »	16 »	7 »	28 »	18 »	9 »	30 »	
Grand Bassam	Lundi	Départ	16 »	9 »	30 »	20 »	11 »	1 Juin	22 »	13 »	3 Août	
Conakry	Jeudi	Départ	19 »	12 »	2 Avril	23 »	14 »	4 »	25 »	16 »	6 »	
Dakar	Vendredi	Départ	20 »	13 »	3 »	24 »	15 »	5 »	26 »	17 »	7 »	
La Rochelle-Pallice	Samedi	Départ	28 »	21 »	11 »	2 Mai	23 »	13 »	4 Juil.	25 »	15 »	
Anvers	Lundi	Arrivée	2 Mars	23 »	13 »	4 »	25 »	15 »	6 »	27 »	17 »	
Matadi	Mercredi	Départ	19 Août	9 Sept.	30 Sept.	21 Oct.	11 Nov.	2 Déc.	23 Déc.	13 Janv.	3 Fév.	
Boma	Jeudi midi	Départ	20 »	10 »	1 Oct.	22 »	12 »	3 »	24 »	14 »	4 »	
Grand Bassam	Lundi	Départ	24 »	14 »	5 »	26 »	16 »	7 »	28 »	18 »	8 »	
Conakry	Jeudi	Départ	27 »	17 »	8 »	29 »	19 »	10 »	31 »	21 »	11 »	
Dakar	Vendredi	Départ	28 »	18 »	9 »	30 »	20 »	11 »	1 JAN 1915	22 »	12 »	
La Rochelle-Pallice	Samedi	Départ	5 Sept.	26 »	17 »	7 Nov.	28 »	19 »	9 »	30 »	20 »	
Anvers	Lundi	Arrivée	7 »	28 »	19 »	9 »	30 »	21 »	11 »	1 Fév.	22 »	

Pour autant que les circonstances le permettront.
La Compagnie se réserve le droit de modifier les indications de ce tableau à n'importe quel moment et sans avis préalable.

ANVERSVILLE 2. 1912 - 1938. Period 1912 - 1919.

This ship replaced the Bruxellesville 3 and took its first departure on 7 December 1912.

In 1913 two different straight lines were used.

Larger type of 75 x 4 mm. **PAQUEBOT ANVERSVILLE**

Smaller type of 44,5 x 3,5 mm. **PAQUEBOT "ANVERSVILLE,"**

The larger type was probably used only on its first trip.

As on the Leopoldville 4, we have seen the large straight line in two words under each other.

During five trips the smaller type should have been used.

Departure

Antwerp	Matadi
7 Dec. 1912	7 Jan. 1913
1 Mar. 1913	2 April
3 May	4 June
5 July	6 Aug.
6 Sept.	8 Oct.
8 Nov.	10 Dec.

General Du Four described having seen also a straight line of 45 x 3,5 mm. in violet on a 1910 Belgian Congo stamp. We have no further details of this straight line and do not know where to fit it in.

S/S ANVERSVILLE

There is another straight line on Belgian Congo stamps of 1931, and with these, too, we do not know where they fit in.



Departure

Antwerp	Matadi
8 Jan. 1914	11 Feb. 1914
12 Mar.	15 April
14 May	17 June
16 July	19 Aug.

In July 1914, with the start of World War 1, the Anversville 2 left for Teneriffe.

As with the Elisabethville 1, this ship started its trips from England, loading and discharging in Hull and taking on passengers at Falmouth.

During 1914-15, a double ring cancellation was used, similar to the one used on the Elisabethville 1.

This ship was handed over to the British Government from April 1916 til November 1918, and was used as a troop transport ship. By April of 1919, the ship was back in Antwerp.

Due to a dispute between the harbour authorities of La Rochelle Pallice and the management of CBMC, the ship did not call at this harbour during the period from February 1914 til 1916.

ALBERTVILLE 4. 1913 - 1923. Period 1913 - 1919.

The Albertville 4 replaced the Leopoldville 4 from January 1913 but

we do not know if it was full time. It was the first ship built and delivered by the Cockerill Yards in Hoboken.

There exists from this ship a large straight line. It is approximately 76 x 4 mm. (We have not yet seen it in its full length.)

PAQUEBOT ALBERTVILLE

Departure

Antwerp	Matadi
18 Jan. 1913	19 Feb. 1913
22 Mar.	23 April
24 May	25 June
26 July	27 Aug.

The double ring cancellation was probably used from 27 Sept. 1913.

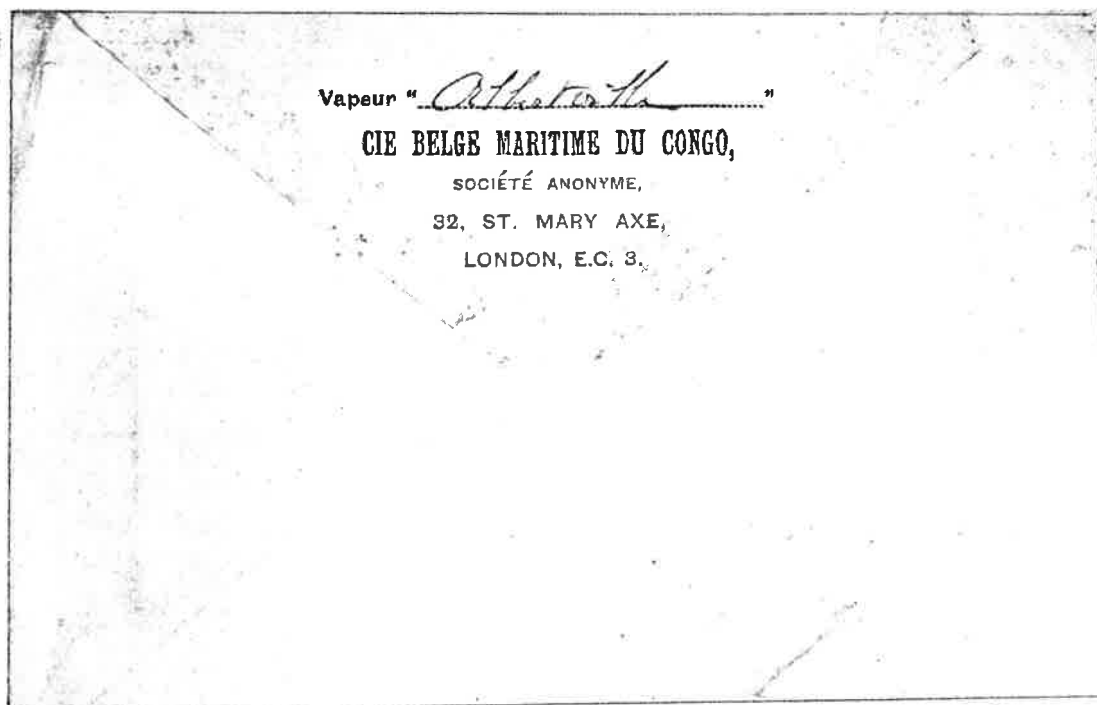
Departure

Antwerp	Matadi
27 Sept. 1913	29 Oct. 1913
29 Nov.	31 Dec.
29 Jan. 1914	4 Mar.
2 April	6 May

On the 4th of June 1914 the ship was handed over to the Red Cross and became a hospital ship. From Antwerp it sailed to Port Talbot in Wales.

On 10 September 1914 Mr. Van Opstal of the CBMC went to London to continue the management of the line. General Du Four reported he had seen a straight line with the words VAPEUR "ALBERTVILLE". We have seen this on the back of letters sent by the CBMC in London.

VAPEUR "ALBERTVILLE,"



The ship was back in Antwerp on 7 March 1919.

On 15 April 1919 the offices in London of the CBMC were closed, however the ships continued to call at Hull in 1919.

The double ring cancellation was used til 1920.

The end of the Agency Walford is described in the book of the Compagnie Maritime Belge (Lloyd Royal) as follows: "On 3 March 1919 Mr. Van Opstal was promoted to manager director of a new company called "Agence Maritime International", which was formed by Belgian capital only, and this new company was charged to manage the CBMC. On 4 July of the same year the Agence Maritime Walford went into liquidation."

Consulted:

A. De Cock. Le Congo Belge et ses Marques Postales.
 J. Du Four. Congo: Cinquante ans d'Histoire Postale.
 R. Keach. Belgian Congo Study Circle. Bulletin No. 29
 Compagnie Maritime Belge. (Lloyd Royal) 1895-1945.
 Cockerill Yards. 1873-1973. Jubileurnuitgifte.
 De scheepvaart door de eeuwen heen.
 Andre Ver Elst. De Belgische Scheepvaart in beeld.
 Martimiege geschiedenis der Nederlanden. Deel 4.

My thanks to the following gentlemen:

Cautereels: CMB documentation services.
 De Clercq: lay-out of article.

WALTER DEYNCKENS

1949 Balasse Catalogue Volume III. The secretary has in his possession a photocopy of 1949 Balasse Catalogue Volume III (Belgian Congo). This is available to the first member who applies at £3 plus postage. The proceeds to go towards Study Circle funds.

French Listing. The secretary also has a listing, in French, of the varieties on stamps and surcharges on the issues since 1960 to 1968 of the Congo, Katanga and including the local Albertville and Stanleyville issues. This is some 26 pages in length and perhaps of limited interest and it is thus not intended to send it to all members. However, copies can be made for those who wish them. Should there be sufficient interest in an English translation, the secretary will try his hand at providing one.

Nels Postcards. Member Alan Morvay is requesting information from the membership at large as to this series of attractive post cards. He is interested in knowing when they were printed - who the publishers were - where the printing was done - and how many different types were printed. Any information can be sent either to Alan or to the Editor. If sufficient information is available, could this not be the basis for a future article for the Bulletin?

MASKS AND IDOLS SERIES 1947 - 1950

The following is the sheerest speculation, born of an apparently innate desire to arrive at the answer five by adding two and two.

In Bulletin No. 17, which appeared in February, 1965, Mr. Keach provided a lengthy and detailed article dealing with the masks and idols issues. On page 10 of the Bulletin, under the heading "Guide Lines", he remarked "Some of the Franc values are, however, very peculiar, in the appearance and disappearance of very strong vertical lines on the centre plates, invariably passing, at least in part, through the central design. The lines are so vertical that they cannot be normal scratches caused by careless handling of the plate. There are apparently clear examples of the disappearance of such lines after the early printings and, when the lines have disappeared, there is no evidence of re-entry on the stamps so affected."

Further, in Bulletin No. 18, it was suggested that, as the lines were not due to scoring on the plate, they were probably caused by damage to the blade used for wiping surplus ink from the printing plate before transfer of the ink to the paper in such a way that a small nick in the blade would leave a trail of ink to be transferred to the paper. The present writer, however, must admit to being unconvinced by this explanation. The lines appear with some frequency in different positions on different sheets and are accompanied by a multitude of dots, smears and short lines, most of which, like the main lines, are generally vertical in orientation, but which are not constant from sheet to sheet and are of little use in positioning the stamps on the sheets, being rather a nuisance as they tend to distract one from the true minor constant varieties.

A rather different explanation for these lines and other marks occurred to the writer on reading Bulletin No. 36. There, in the article which dealt with the equipment used by Atelier du Timbre, Malines, we read of an S.T.I.F. machine, purchased in 1960, which recess-prints in several colours, but in two different manners at the same time - i.e. either directly on to the paper, or indirectly by means of an offset cylinder cased in rubber. How this latter method would give a satisfactory result in recess-printing, the writer finds it difficult to understand, but makes no claims to be a technical expert in this field; the fact remains that such a machine exists and was in use in Malines in 1960. The question then is, could a similar machine, perhaps more primitive but using the same technique of simultaneous direct and offset printing, have been in use at the Institut de Gravure or elsewhere as early as 1947? Certainly the use of an offset cylinder for the frame plate could well explain the lines and other marks found on the stamps. The not-quite dry ink of the centre plate printing could leave lines and smears on the frame plate offset cylinder which, in turn, would relay these on to subsequent sheets of the stamps.

Such a process could also explain two other anomalies noted by Mr. Keach in his original article. The fact that the frames were printed from an offset cylinder could easily account for the poor quality of printing of the frames in the earlier printings, and here it must be noted that the centimes values, printed from single plates and presumably by the direct method, do not show anything like the poor quality of the frames of the early printings of the francs values. One could imagine a lengthy learning period on the machine before an acceptable level of control produced the greatly improved quality of the frames

in the later printings of the francs values.

The poor registration of frames and centers, also commented upon in Bulletin No. 17, could also have been due to a combination of direct and offset printing, as there might well have been a certain amount of "give" on the surface of the rubber-coated offset cylinder and this alone could have been sufficient to cause apparent shrinkage of the frame plates vis a vis the centre plates. It must be pointed out, of course, that if the argument for simultaneous direct and offset printing is accepted then there could not have been any paper shrinkage to cause the misregistration.

As stated above, this entire explanation is built on surmise, but does appear to fit the known facts. What is now required is for some member who has a solid grasp of printing methods to comment critically on the possibilities of such a method of recess-printing being viable, being available in 1947 and on whether the process might have operated to create the symptoms noted.

P. S. FODEN

SOUTH KASAI

Following Mr. Celis' article in Bulletin No. 37, Father Hulstaert, who was in the Congo at the time, trying to maintain his collection of new issues, has sent copies of some correspondence he had with Mr. Kabeya, the head postmaster in Bakwanga. The contents of the correspondence, which is not quite complete, is entirely in line with Mr. Keach's experience which was reported in the Bulletin at that time.

The translation is somewhat rough (for which blame rests with the secretary) and most of the salutations have been omitted.

Bakwanga 23 August 1961

Kabeya to Hulstaert.

With reference to your letter of 27 July and payment of 940 francs.

Failing the CCTA, Olympics and Flowers stamps, overprinted South Kasai, which I do not have in stock, I am sending, for 240 frs, the only South Kasai stamps I do have, being:

10	1 fr stamps	=	10 frs
10	1,50 fr stamps	=	15
10	3,50 fr stamps	=	35
10	8 fr stamps	=	80
10	10 fr stamps	=	<u>100</u>
			240 frs

The difference of 700 francs is returned in cash.

Bamanya 15 September 1961

Hulstaert to Kabeya.

I acknowledge receipt of your letter of 23 August with enclosures.

Unfortunately, your employee has seen fit to fold the stamps and, worse still, to staple them together. I should like to know why, since it is obvious that these stamps were not destined for postal use as they are not even valid in this Province; and for the philatelic use for which they were intended they are unuseable, having been damaged.

I am therefore taking the liberty of returning the worst-affected specimens with the request that they may be replaced by intact specimens which have been POSTALLY USED, as you may recall my original request that some copies should be used.

It is nevertheless regrettable that the first surcharged issues are not available for purchase. However, Monsieur le Ministre Ngalula has formally promised me some and is writing to you during his stay at the conference here.

I should be grateful if you could send me all further new issues as they become available.

Bakwanga 3 November 1961

Kabeya to Hulstaert.

I acknowledge receipt of your letter of 15 September.

However, I have to inform you that the Bakwanga Post Office has never had the overprinted stamps which are the subject of your letter.

Herewith I enclose your stamps, duly postmarked.

Bakwanga 30 November 1961

Kabeya to Hulstaert.

With reference to your letter of 19th inst., I have the honour to inform you that the Bakwanga Post Office has never been in possession of stamps overprinted South Kasai.

Lacking the Mulopwe stamps, which are completely finished, the actual stock consists of the "AIDE AUX REFUGIES" (leopard's head) stamps.

As to letter cards, post cards and aerogrammes mentioned in your above letter, I have no others in stock than those of the Congo Republic.

Herewith your 5 stamps after cancelling.

FATHER G. HULSTAERT

OFFICIAL PARCEL-POST STAMPS

Mr. Cooremans, one of our recently-joined members in Belgium, was interested in the report on these stamps which appeared in Bulletin No. 33 and has since spent a considerable amount of effort in trying to find out some information about them. He writes:-

Having exhausted all the usual philatelic sources in Belgium, without

success, I eventually made an appeal via the pages of the leading Flemish daily newspaper, "De Standaard", which elicited three replies.

- 1) Was from an ex postmaster in the Congo, who advised me to discontinue my research, as such stamps had never existed. This gentleman, who left the Congo in 1960, was of good faith and, even when I sent him the photostat illustrations he maintained that the featured stamps must be fakes. However, it appears probably that he simply never came in contact with the stamps as he seems to have been transferred to other postal jobs towards the end of his career.
- 2) The second one gave me false hopes and swindled me out of a small amount of money.
- 3) Was the good one. A Mr. Coine, who had been a postal official in the Congo, also until 1960, had been actively involved in the introduction of the stamps in the Governmental services. He gave me the following information of the facts which resulted in the use of Official Parcel-Post Stamps in the Belgian Congo and Ruanda-Urundi:-

The competence of the postal services of the Belgian Congo also extended to the two Mandated Territories of Ruanda and Urundi. This extensive territory was served by a substantial surface transportation network both by land and water, as well as the fully developed Sabena air services.

The postal services assumed the maximum responsibility imposed under the U.P.U. Convention, which included the transport of parcels up to a weight of 20Kg. (In Belgium, this service is not assumed by the Post Office, but by the Belgian Railways).

Both elements, the well-developed transportation infrastructure and the full use of the opportunities offered by the U.P.U. regulations, contributed to a very busy exchange of postal parcels. The costs involved in the acceptance, consignment, transportation, conservation and distribution of parcels forwarded by the official services of the Colony and Mandated Territories were entirely assumed by the budget of the Postal Service.

The favourable evolution of the economy in the fifties, due, among other things, to the driving power that emanated from the Ten Year Plan for Economic and Social Development of the Belgian Congo, further influenced the volume of parcels, including official parcels. The Postal Services Budget thus became more and more burdened by this traffic; this was the element which gave rise to the search for a means of making each official service assume the financial responsibility for the parcels which it entrusted to the postal service.

Finally a system was chosen which was based on the use of labels representing nominal values corresponding with the rates of transport of postal parcels. These labels should be applied to serve, be it fictitiously, as payment for the transport. As such, they were affixed to the transport forms. The redistribution of the budgetary charges in respect of official parcels carried by the postal service resulted from the value of the labels used by each official service being deducted from its annual budget.

The postal parcels labels were thus not really stamps in the strict

meaning of the word, but labels on which a certain nominal value was printed to avoid, as simply as possible, monetary settlements or complicated accounting. Each service became financially responsible for the services rendered on its behalf by the postal services.

There was apparently one exception to this system, namely for the parcels forwarded by or to the Information Services and containing educational films destined to be shown in programmes for the benefit of the aboriginal population.

Mr. Coine has promised to contact his colleagues in Zaire to find out what the present-day situation is and I hope to keep members informed of any further developments.

O. COOREMANS

THE MOLS 15 CENTIMES AND 50 CENTIMES

I read with interest the two short articles in Bulletin No. 37 on these values of the Mols stamps and can add some information from my own collection.

15 Centimes of 1910/1921: As I have not yet completed plating this issue, my comments must be limited to the following:- I have completed reconstruction of frame plates III2 and III3 (so far finding none of the recent discovery III3+B3). Of frame plate III1, I sent all my perf. 15 copies to Mr. Keach for verification and he identified one, a 1921 25/15c as being III1+A7. It would appear, therefore, that this combination in perf. 15 can be added to the list in the last Bulletin.

50 Centimes: From the copies I have, I can certainly confirm that the 50c local handstamp with the ochre frame is very much in a minority. I have only three; two with L5 and one with L6. The latter can thus be added to the list of existing local handstamps on the stamps with the ochre frames.

There is also the interesting question whether stamps with the typographed overprint are found with the ochre frames, as is claimed in Balasse. I doubt it. I have a considerable number of copies of this stamp and only two of these (excluding the Prices' issue) have ochre frames; both these have forged overprints.

Turning to the 1915 issue, I find the perf. 15 relatively uncommon - only about 1 in 14 of my single copies. My perf. 15 copies are divided as follows:-

III3+A4	lilac brown	1
	red brown	4
III3+B	lilac brown	5
	red brown	3
	total	13

It therefore does appear that III3+A4 tend, as stated, to be red brown if they are perf. 15, although III3+B, perf. 15 certainly exists in both shades.

I am rather doubtful about the statement that different perforations can be associated with different shades. My III3+A4, perf. 15 copies are the light reddish shade noted in Bulletin No. 37, but I also find exactly the same shade in several of my perf. 14 copies of the stamp.

B. P. HUDSON

THE NUMBERING OF THE WATERLOW PRINTING PLATES

Before the plates used for the Rhodesia Waterlow stamps were destroyed, H. C. Dann recorded their serial numbers and published them in London Philatelist in 1935. Unfortunately, we have no such record of the Congo plates.

Stuart Smith has obtained a sheet, a large block also, of the 1915 25c, with 1922 surcharge, badly 'trimmed' with large right selvedge, and there is in the right selvedge, at the height of position No. 25, figures in both black and blue, obviously Waterlow's serial numbers of the printing plates. The centre plate (Du Four D) is numbered 7182. Practically all of the frame plate number is missing; it is clearly of four figures but each could be 0, 3, 5, 6, 8 or 9, not very helpful.

Members are asked to look at their complete sheets and marginal blocks of this and of other values to see if they can find similar numbers. This does not, of course, refer to the handstamped serial numbering of sheets, normally in top right or bottom right corners. Plate numbers, when available, should be recorded.

NOTES ON THE 1915 BOOKLET STAMPS

The Abbe Gudenkauf has seen a pane of the 10c in the shades, of inks and paper, much as we associate with the second printing but perforated 15 instead of the recognised 14, perf. 15 having previously been seen only in the 3rd printing.

A year or two ago the writer reported the 25c. apparently 2nd printing, perforated 15 but these were used copies and could have suffered bleaching of the paper and some change in the shades of the inks by chemical means, intentionally or accidentally. The pane of 10c however is with full gum and cannot have suffered chemical treatment and we need to seek the 10c 2nd booklets perf. 15; maybe we can find the 5c and 15c 2nd printing also perforated 15. Fortunately, the 2nd printings are all in very characteristic shades - or so we think!

I have before me a 5c booklet stamp, obviously beta 1 from the centre plate scratch in the left margin. The stamp, judging from the shades of the inks and of the paper, and there is little doubt here, is from the 1st printing. But the stamp has the centre re-entered with the shading of the water very clearly doubled at the left, typical of the stamp in the 2nd. and 3rd. printings of the booklets. I think that we have to accept that the 5c booklets centre plate was re-entered late during what we consider as the First Printing and not, as we have hitherto believed, immediately prior to the Second Printing.

R. H. KEACH

CASUAL CONVERSATION

A fortnight ago I was chatting with a very well known collector, a Past President of the Royal, R.D.P. and renowned international judge at philatelic exhibitions, moreover a man who has cause to inspect many stamps, not only his own.

He spoke of Hawid Strips and similar plastic 'hingeless' mounts and warned about their use over an extended period with stamps of value if they were not, in turn, mounted on stiff card. If mounted on nor-

mal album leaves, flexing of the leaf when turning a page causes the hard plastic of the mount to rub the surface of the stamp creating irreparable damage. The speaker claimed that he can tell if a stamp had been so treated for a period of ten years or more.

The writer has made little use of such strips for permanent mounting but has had no objection to them except in entries for national and international exhibitions, and here their use should be banned. Anyone who has helped to mount exhibits will frequently have experienced slipping of the stamps in the mounts. In an effort to give the exhibitor as good a chance as possible of obtaining an award, the 'mounter' removes the plastic cover of the sheet, adjusts the shifted stamps and replaces the plastic cover. The first sheet so-adjusted is done with great care but, with a succession of similar sheets, patience wears thin and, if the stamp positions are adjusted, there is a tendency for care to be relaxed and the stamps may suffer.

The same eminent philatelist spoke of the regumming of stamps. Because of the current craze for 'unmounted mint' the fakers have made great advances in their regumming techniques so that, without intimate knowledge of the gum originally applied to a stamp, and its behaviour with time and climatic conditions, it is virtually impossible to tell if a stamp has been regummed, and this applies even to perforated stamps where, hitherto, it has always been considered that regumming can, without great difficulty, be detected. The problem is now so great that the Royal Philatelic Society, London's Expert Committee is not now prepared to give an opinion on the authenticity of the gum on some stamps.

R. H. KEACH

ZAIRE POSTAL FORGERIES

(1) Introduction

You will remember that the two provisional sets of 1977 were issued to deal with two problems: the serious shortage of values caused by the small number of issues in 1976 (one set only at the end of the year) following the disorganisation of the postal services; and the need to make new values available corresponding to the change in postal rates implemented on 1st January 1977.

The overprints were applied in Kinshasa. They are interesting for the constant varieties they show and for the overprint errors that exist.

The postal authorities recalled the stamps which were still denominated in sengis, or in amounts corresponding to the old sengi tariffs for which they did not generally have the necessary complementary values. In 1977 100 sengis were worth 0.40 Belgian francs at the official rate and 0.10 francs on the black market. This monetary unit has fallen totally into disuse.

(2) The forgeries

Everything hereafter is strictly logical and follows inescapably from the facts. One thing must be presumed - that the fall in living standards made the Zaireans resourceful people! Accordingly some sharp minds in the postal administration quickly realised that it was possible to do

good business by taking non-overprinted stamps and surcharging them with new values; they had here a means of filling out the month-ends made hard by the economic crisis sweeping the country. This therefore is what happened.

There remained the problem of successfully selling the surcharged stamps - and where better than over the counter of a large post office? This obvious fact explains why the forgeries described below were - or still are - on sale at the central post office of Kinshasa, the principal post office of the country. It implies however a large network of forgers and accomplices.

(3) The different known types of forgery

At this time (the end of 1979) nine types of forgery are known: all were sold or are still on sale at the registered letter counters at the central post office of Kinshasa. The quantities were substantial: at one counter it was possible to observe a folder containing nearly 25 sheets of 50 of a stamp with a forged surcharge.

The main characteristics of the forged surcharges are as follows:

- the characters used are not identical to those of the genuine surcharges;
- the bars of the surcharges are often made by a black stamper;
- the spaces between the bars and the inscriptions usually differ from those of the genuine surcharges;
- the bars or the inscription look different under a neon lamp;
- the inscriptions were applied stamp by stamp by means of a small cachet, with each inscription applied separately.

(a) 5k/30s. Black surcharge with little resemblance to the original: the characters are much bigger, $1\frac{1}{2}$ mm high instead of 1mm. The words "Republique du Zaire" are 20mm long instead of $19\frac{1}{3}$. The two bars covering the old inscription are made by a marker and are the same thickness instead of being different thicknesses.

On sale at the end of 1979. Profit per sheet of 50: 2.35 zaires.

(b) 10k/15s. 10k is the internal postal rate. There must have been significant quantities of this stamp, since the 15s stamp never had the slightest use, and one still wonders what induced the postal service to issue a stamp in a multiple of 5s for which there is no equivalent coin (the only sengi coin is 10s); there is, moreover, no postal rate which involves a multiple of 5s.

The genuine surcharges are black or red; the forgeries are pale violet, irregularly applied.

On sale in 1978. Profit per sheet of 50: 4.92 zaires.

(c) 40k/9.6k. At the end of the 60s enormous quantities of this stamp were issued, 9.6k being the rate for a 5gr letter to Europe. Large stocks remained unsold when the rate was changed.

Six different forgeries are known. The following table compares them together with the genuine surcharge. The most remarkable fact is the existence of forgeries which are basically different from the genuine: two of the forgeries have two bars over the old words "Republique Demo-

cratique du Congo" instead of one. There are forgeries of both issues of the 9.6k (the issue is shown outside the frame).

(issue no)	T1 1st	T2 2nd	T3 1st	T4 1st	T5 2nd	T6 1st	Genuine
40K: length	7	7	$6\frac{1}{2}$	$8\frac{1}{2}$	$7\frac{1}{2}$	8	$6\frac{1}{2}$
height	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	3	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$
Rep du Z: length	$21\frac{1}{2}$	$21\frac{1}{2}$	25	$22\frac{1}{2}$	22	25	$21\frac{1}{2}$
height	1	1	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	1 1/3
Bar on 9.6: lnth	6	6	$6\frac{1}{2}$	var	var	8	6
thickness	$1\frac{1}{2}$	$1\frac{1}{2}$	2	1	2	3	$1\frac{1}{2}$
Bars on RDC: no	1	1	1	2	2	1	1
thickness	1 2/3	1 2/3	1	1	1 2/3	var	$1\frac{1}{2}$

It is worth adding that on the genuine surcharges the distance between the bar and "Republique du Zaire" is 2mm; the distance between the bar and 40k is 6mm; and "40k" is always exactly horizontal.

All 6 forgeries are on sale at the end of 1979 at the central post office of Kinshasa and will probably be there for some time, in view of the numbers observed in the folders.

The profit per sheet of 50 stamps is 15.20 zaires. One can realise the attractiveness of the operation when one considers that the monthly salary of a post office clerk is about 150 zaires.

(d) 48k/10s. On sale in 1978, the characters of the inscription are very coarse and the stamps would deceive nobody. Profit per sheet of 50 stamps: 23.95 zaires.

(4) Comments

One might ask how such a situation could continue for years at a central post office. The answer is simple:

- the Zaireans do not collect stamps, and therefore do not concern themselves with the exact appearance of the stamps they use.
- few Europeans collect these stamps, and those that do normally buy complete sets at the time of issue; of the others, more and more are posting their letters from abroad because of the disorganisation of the postal service in Zaire.
- there is certainly a large network of accomplices at the Kinshasa central post office, in view of the quantity of forgeries sold.

The 10k/2fr of 1967, where the "10k" appears in a hole instead of being white on a black background, is probably a forgery like those described above.

It does not seem that the forgeries have been sold anywhere other than the Kinshasa central post office, although they exist used with other post office cancels.

It is clear that the forgeries were not aimed at collectors. So far no forgery has been seen in sets displayed for collectors. There are certainly none among the hundreds of forgeries seen in a dealer's stock-book in the Rue du Midi in Brussels - all varieties aimed at the credulous or ignorant collector.

From all this we conclude that the Zairean postal forgeries, in view of the extent to which they have been used, merit at least a passing glance. They have been used particularly on local mail, and covers franked with these stamps are not without interest.

GEORGES CELIS

1915 BOOKLET PANES

Mr. Wood has acquired a 5 centimes pane gamma, cut somewhat 'off-centre' with large top selvedge and small bottom selvedge. In the top left corner of the selvedge is a short horizontal green line, very reminiscent of the crossing horizontal and vertical lines, always in the frame plate colour, frequently found in one or more corners of the selvedge of the sheets of 50 stamps.

It is reasonable to suppose that the plates of 40 impressions, in four panes of 10 and used for the booklet panes, would have had the same crossed lines in the four corners of the frame plate.

In that case, the pane with the marks in the top left corner would have been alpha, not gamma. It may well be that we need to change our ideas on the relative positions of the four panes, at any rate as far as the 5 centimes value is concerned.

WILL ALL MEMBERS PLEASE LOOK AT THEIR 1915 BOOKLET PANES OF ALL FOUR VALUES TO SEE IF THERE ARE HORIZONTAL OR VERTICAL LINES, IN THE COLOUR OF THE FRAMES, IN ANY CORNER OF THE SELVEDGE. IF ANY SUCH LINE IS FOUND PLEASE INFORM MR. WOOD, THE EDITOR OR THE UNDERSIGNED.

R. H. KEACH

THE "KIMPESE ISSUE"

Kimpese is a small post-office on the Kinshasa-Matadi road. It is at 210 km from Kinshasa (140 from Matadi). The post-office has 48 boxes only; it is close to the (very) small railway station.

On the 24th of May, I asked to see the stamps on sale at the post office; among the proposed stamps, I found 86 pieces of a "provisional" stamp: 50k/0,02z. The overprinted stamp is the 0,02z issued in January 1977, showing traditional Zairian crafts. (nr 896).

The overprints are clearly hand-made, and locally produced! The 0,02z was never overprinted, though it is a useless denomination. At the official rate of changes, 0,02 still represents 0,67 U.S. cents. Never did any stamp of that issue receive an overprint of any kind!

On the table of the post office, many envelopes bearing 4 stamps of 50k/0,02z could be observed; 4 x 50k = 200 k which is the tariff of a registered letter sent to another place of Zaire.

It is impossible to determine when the first overprinted stamps were sold. The Postmaster seemed rather embarrassed when I asked him about the origin of the stamps!

Life in Zaire has some very original aspects, and philately too...

GEORGES CELIS

MOLS 10 CENTIMES CENTRE PLATE A

Du Four records two states of the 10 centimes centre plate A: A1, found only in the earliest printings of the brown stamp of 1894; and A2 found in subsequent printings of the brown and blue stamps, with the sky re-entered and showing clear signs of doubling, particularly in positions 24 and 46.

It has now been confirmed that there was a third state of this plate, A3. In the earlier (blue and greenish blue) printings of the 1895 stamp, i.e. frame plate I1, position 28 shows no doubling of the horizontal lines of the sky. However, in the later blue-green printings (frame plate I2), the sky is doubled, indicating that in that position at least the plate was re-entered. Careful study has revealed no other sheet position in which there are visible differences from A2; re-entry of just a single position is, nevertheless, sufficient to establish a new state of the plate.

The 10c plate combination I2+A2 listed by Du Four should therefore be renamed I2+A3.

B. P. HUDSON

STUDY CIRCLE MEETING, CAMBRIDGE, 21 AUGUST, 1980

A meeting was arranged at Cambridge to coincide with the meeting of Congress there. It was hoped that this might be a joint meeting with the Sudan Study Circle to have as subject the mutually interesting Lado Enclave. Unfortunately, a joint meeting could not be arranged.

Four members, Messrs. Foden, Green, Vindevoghel and Keach, met at Mr. Foden's home.

As some contribution towards what had originally been intended as the main subject for discussion, Mr. Keach showed what covers he had originating in and passing through the Lado Enclave and, in addition, stamps with the 110 and 352 dot 'rettas' and the small ellipses. The authenticity of the small ellipses has been doubted but Mr. Keach said that he had seen a demonetized Sudan postal stationery card with the stamp indicated as out-of-date by a number of such small ellipses surrounding it, the card requiring postage due to be paid by the recipient. It would appear that the Sudan used a small ellipse for this purpose just as the Congo (Belgium too) used the larger ellipse. It seems clear that the small ellipse was a Sudan postal marking and, in the absence of other obliterator, it may well have been used on otherwise uncanceled mail from the Enclave. The other members present showed what they had in the way of cancellations associated with the Lado Enclave.

Mr. Foden then showed covers, mostly air, demonstrating various postal routes used.

Subsequently, albums forming parts of the members' collections were passed around.

The meeting was very informal but appeared to be enjoyed by all - I can vouch for one member having thoroughly enjoyed it.

Mr. and Mrs. Foden provided most generous hospitality, both tea and dinner, to the members. It is a pity that there were only four members present but, had there been forty, Mrs. Foden could hardly have coped, so that those present benefited accordingly!

R. H. KEACH

MEETING AT BEDFORD COLLEGE, LONDON ON 1 NOVEMBER, 1980.

Six members were present, and apologies were received from eight others.

During the morning, the usual bourse was held, with many interesting stamps and covers available for sale to those present.

The meeting proper commenced at 2-30 p.m. As, due to unforeseen business commitments, Mr. Spurgeon was unable to be present, Mr. Keach had stepped into the breach at short notice to provide the display and talk on Belgian Congo postal stationery. The entire show was full of interest and 2½ hours can seldom have passed so quickly. Although the intention was to show the different postcards which existed, so that concentration was on unused items, there were, nevertheless, many used copies, some quite uncommon.

Among the material shown were a good number of proofs and essays - including cards with Brussels handstamped "CONGO BELGE" overprints - and many specimens, errors and minor unlisted varieties (constant and thus probably positional).

The talk included many facets, some of which follow:

Mr. Keach presented a list of postal rates, both internal and external, which were applicable to the postcards between 1886 and 1958, and explained the different geographical area from time to time covered by the internal rate.

An interesting point is that, in the early reply-paid cards, the reply portion carried different franking to the request portion. This seems to be most unusual and, to date, no completely satisfactory reason is known.

A good selection of 'Princes' issue postcards was shown and Mr. Keach explained the methods of recognising these.

At one point during the meeting, one of the members present, who had brought his own material for comparison, was delighted to discover that one of his postally used cards was, in fact, an essay. A very nice item!

After the display, the Chairman thanked Mr. Keach for giving us such an enjoyable afternoon.

P. S. FODEN

STUDY CIRCLE SALES

An accumulation of mainly 1924-55 cancellations, on stamps and on piece, is available and want lists are invited. The prices of the cancels is half of Catalogue Officiel value of the stamps but stamps catalogued in excess of 20 francs are at reduced prices.

When want lists are filled as far as possible, the remainders are available at quarter catalogue for any members prepared to take one example of each as a foundation of a collection.

There is a fairly steady inflow from members of spare stamps, post cards and covers and want lists of all kinds are solicited. Members' duplicate material of all kinds is always welcomed but it must be priced in some way, allowing 5% commission for the Study Circle funds.

All enquiries and contributions to R. H. Keach, 25 Kingswood Road, Tadworth, Surrey KT20 5EE.

Books of stamps, covers and post cards for the circulating packets are urgently wanted and these should be sent to C. V. Spurgeon, 1 Holly Hill, Vauxhall Lane, Southborough, Kent.

OFFERS

1887 5fr violet, used, off-centre to right, otherwise fine, 2000 francs (cat. 12,500).

10fr ochre, unused without gum, centred to top with some perforations just touching the design, 2000 francs (cat. 12,500).

1915 50c (second centre plate), block of 15, mint, £14.00 ($\frac{1}{2}$ cat.).

1921 10/5c complete sheet, IV+D1, £3.25 ($\frac{1}{3}$ cat.). Two sheets available.

To inspect, write R. H. Keach.

Members' duplicates are always very welcome, particularly the 1894-1922 issues, to help fill existing want lists, particularly those who reconstruct sheets of the Mols issues. The Study Circle charges 5% commission to vendors.

ZAIRE: WHERE ARE THE "RUBENS" MINIATURE SHEETS?

The 5z Christmas miniature sheets of 1977 were never seen on the Zairian market. The very rare cancelled sheets were sent to Zaire by private arrangement only.

For ought we know, the whole stock sent to Zaire (1000 sheets?) was stolen at the Central Post Office of Kinshasa. Less than 100 of them were sold to a Belgian collector of Kinshasa, and some other ones were stuck on tables in a bar, to receive beer glasses and beer bottles. The destiny of the other ones is unknown. Alas!

GEORGES CELIS

1Fr. ETAT INDEPENDANT & surchargés CONGO BELGE.

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25
26	27	28	29	30
31	32	33	34	35
36	37	38	39	40
41	42	43	44	45
46	47	48	49	50

3

pas de double frappe

double frappe

50

double frappe de toutes les lettres de ETAT INDEPENDANT

PLATING THE FIRST IFR MOLS (1894 - 1916)

The drawings, so neatly prepared by Mr. Vindevoghel, try to depict, as far as possible, at least one salient feature in the engraving of the stamp, which is visible through its entire life, beginning from the violet shade and also present in the "Princes" issue. A magnifying glass enlarging at least 10 times is recommended.

For the stamps Nos. 15, 21, 24, 25 and 40 in the sheet, two different drawings are presented. Abbreviations used in the text here are V for violet, L for lilac, C for carmine.

All varieties are in the colour of the frame except where the design of the center is specifically referred to or the colour 'black' is stated.

- No 1: Is the well known Balasse variety 1: spear doubled.
- 2: Nearly vertical scratch just at left of lefthand whorl + doubling above right figure 1.
- 3: Lack of doubling of the circle around the right figure 1 (not unique). Doubling of vertical lines in the frame on the right. Two little black scratches normally in N of left FRANCS.
- 4: Doubling of top left figure 1. Frame dots in left hand whorl. V + L: two black dots at the bottom left corner, in the column base.
- 5: Doubling of line above AT of ETAT.
- 6: This is Balasse variety 6. Doubling of the right column base as in drawing.
- 7: Light nearly horizontal scratch in first D of INDEPENDANT. Doubling of the right column base.
- 8: Nearly horizontal scratch at left in the lower flange of the right column base.
- 9: Dot in the N-W part of circle around right figure 1.
- 10: Dot in A of left FRANCS.
- 11: Doubling of the right column base as in drawing.
- 12: Doubling of right column base as in drawing.
- 13: Dot in top margin, above first D of INDEPENDANT.
- 14: Doubling of the two circles at bottom right. Doubling of the frame lines on the right.
- 15: Black vertical guide-line at left as in drawing in V+L. Doubling of the two circles at bottom right (V+L+C). Sometimes in right margin in C double oblique black scratch as in drawing.

- 16: Nearly horizontal scratch in left hand whorl. Light doubling of the right column base. L+C: four frame dots in bottom right corner. (see no. 21)
- 17: Light nearly horizontal scratch in first D of INDEPENDANT, similar to no. 7 but shorter and higher.
- 18: Nearly horizontal scratch through right hand column base.
- 19: Two small dots in left figure 1 and at the S-W of it as in drawing. V+L: short vertical black line in the bottom margin, usually under the left side of the D of DU.
- 20: Doubling in the left figure 1.
- 21: V+L: Vertical black guide-line at the right of left column base. V+L: Vertical black guide-line through last N of INDEPENDANT, always visible just above the mountains. L+C: four dots in top right corner. Doubling of the left end of the top horizontal line in left column base.
- 22: Nearly vertical scratch against left column base.
- 23: Vertical black guide-line in V+L: in the mountains and on the back of the elephant
in C: on the back of the elephant.
- 24: V+L: Vertical black guide-line above centre part of elephant's tail. Doubling of the two little circles at bottom right. C: Double nearly vertical black scratch often in the right margin: the same is sometimes visible in the left margin of no. 25, owing to the perforations.
- 25: V+L: Vertical black guide-line at the right of left hand column base. V+L: Short vertical black guide-line above the mountains (above elephant). C: The black double scratch in the left margin. Doubling in the top right corner of the stamp as on many positions.
- 26: Multiple but light doubling of the spear at left. Nearly vertical line through and under the D of DU.
- 27: Nearly vertical scratch in the right margin, just above right column base. C: two large black dots above A of INDEPENDANT.
- 28: Many nearly horizontal scratches through right column base.
- 29: Two more or less parallel short scratches in right margin. Doubling of the semi-circular ornament at bottom middle of the stamp.
- 30: Two large black dots in right column base.
- 31: Strong doubling of circle around right figure 1 (not unique). Short horizontal scratch above left figure 1. Horizontal scratch through upper part of first D of INDEPENDANT.
- 32: Nearly vertical scratches in right margin, especially a long one against top right corner.

- 33: Many nearly horizontal scratches in bottom margin.
- 34: Dot and semicircle in left figure 1.
- 35: This is Balasse variety 7 - top frame lines doubled.
- 36: Doubling of the bottom right corner. Doubling of right top corner as in drawing.
- 37: Little oblique scratch above first T of ETAT. Short vertical scratch in right margin at height of U of UN.
- 38: Nearly horizontal scratches in top margin, above ETAT.
- 39: Several nearly vertical scratches in bottom right corner.
- 40: Doubling at the left of the semicircular ornament at the middle of the bottom of the stamp. V+L: Vertical black guide-line visible through the whole stamp at right of left hand column base. C: Neat extension of horizontal frame line into right margin, on the right of right figure 1.
- 41: Strong doubling of circle around right figure 1 (not unique). Two horizontal lines in right column base doubled.
- 42: Strong doubling of circle around right figure 1, and doubling of the horizontal line to the left. Three horizontal lines are doubled in right column base.
- 43: Several vertical or nearly vertical scratches in right margin.
- 44: The doubling of the short horizontal line to the left of right figure 1 is different from no. 42, as the doubling is above the line, not below.
- 45: Two scratches, one horizontal, another nearly so, in top margin, above ETAT. Diagonal scratch through the right C-shaped ornament (not always visible in V). A nearly vertical scratch between the two outermost right frame lines.
- 46: Just under left hand whorl: vertical line between the outermost left frame lines. Short nearly horizontal scratches in letters N and C of FRANCS.
- 47: Doubling of outermost right frame line. Doubling of NT of INDEPENDANT. Horizontal scratch under right hand column base, on the right.
- 48: Oblique scratch in top margin, above first N of INDEPENDANT.
- 49: This is Balasse variety 8. Very strong doubling of all the vertical frame lines at right. Doubling of the second T of ETAT.

50: Doubling of all the letters of ETAT INDEPENDANT. Oblique scratch in bottom margin ending against right column base.

ABBE G. GUDENKAUF
A. VINDEVOGHEL
R. H. KEACH

1Fr. ETAT INDEPENDANT & surchargés CONGO BELGE

VIOLET+LILAS		CARMIN
	15	
	21	
	24	
	25	
	40	