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**BULLETIN 106**



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U S A

**DECEMBER 1997**

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## INSURANCE

It is appropriate that members are made aware of the Circles responsibilities with regard to *insurance coverage and liabilities* of stamps in the post to or from the various committees of the Circle or while held in their possession. The following is intended to summarize the position but should any member be in any doubt please do let me know so that the matter may be properly addressed.

For the purpose of the following statement an *Official of the Study Circle* is to be interpreted as either a member of the *Expert Committee*, the *Sales Secretary*, the *Packet Secretary* or the *Auction Secretary*.

1. Stamps which are the property of a member but which are in the possession of an *Official of the Study Circle* are insured by the Circle.
2. During 'Expertisation' stamps which are in transit from an *Official of the Study Circle* to another *Official of the Study Circle* are insured by the Circle.
3. Stamps in transit from an *Official of the Study Circle* to an owner, or purchaser after 'Expertization' or 'Sale' are insured by the Circle
4. Except as stated in items 1, 2, and 3 above stamps in transit and submitted thru the post or by any other means, by one member to another member of the Study Circle are the responsibility and risk of the sender.

Stuart S. Smith

(American members who use the new insurance agent for the American Philatelic Society should check their coverage with the new agent as it is much broader than that which we had in the past—Editor)

## ANNUAL GENERAL MEETING

The annual general meeting will be held Saturday May 2 1998 at the home of Brian Hudson 92 Oakley Street London SW3 tentatively set for 11 AM. Members who will attend should so inform Mr. Hudson.

## SUBSCRIPTIONS DUE

A reminder that subscriptions are now due:

		Pay to
Britain	£5.00	S. S. Smith
Belgium	300 FB	E. Hoorens
Rest of Europe	£6.00	S. S. Smith
USA	11.00	E. M. Lavitt
Rest of the World	£8.00	S. S. Smith

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## EDITORS NOTES

In each bulletin we remind our members of the existence of numerous forgeries of the stamps of the Belgian Congo and plead that all use the services of our Expert Committee. After the FREE certificates to which each member is annually entitled the cost is extremely modest.

For example it has been reported that the notorious forger Raoul Ch. De Thuin forged handstamps on each of the 3,50F, 5F and 10F (perf 14) of the issue of 1909, the first two Colis Postaux standard and inverted surcharges in black and Colis Postaux 3,50F on 5F grey standard and inverted surcharges and a pair—one without surcharge.

Recently the expert committee has received for opinion one of the later issues with inverted surcharge not previously known. More on this find later—if genuine it is a new discovery—if forged we will alert our members.

Any unusual overprint or very valuable Belgian Congo stamp should be expertized.

Send stamps to R. H. Keach 25 Kingswood Rd. Tadworth Surrey KT20 9EE England.

We call your particular attention to the new literature reviewed on page 14. Valuable additions to any philatelic library.

We hope to have Dr. Goddeeris article on the 25c booklet panes for the March issue.

All the best to all of you for a great philatelic year.

EML

MAY 2

## THE SECOND LARA AIRLINE IN BELGIAN CONGO

Shortly after its foundation May 1923, SABENA picked up again the expansion of the air network in the Belgian Congo. Whereas during the period 1920/22, all activities were oriented on the axe Leopoldville - Stanleyville (first Ligne Aérienne Roi Albert; first King Albert Airline) preference was rather given to explore a new airroute, linking Leopoldville with Katanga, the rich Southern province. This new airline followed the Congo river, and continued along the Kasai river until Luebo.

It normally took two months per ship/land to travel from Elisabethville ( the Katangese capital) to Leopoldville. Therefore, the mail Europe - Katanga & vice versa was forwarded via Dar Es Salam, where it was taken on board of one of the ships of the London - Cape service. All this took at least 25 days. By organizing an airroute between both congolese towns, SABENA was convinced it could reduce considerably this leadtime.

Under the leadership of Tony Orta, Georges Nélis and Henri Cornélius (vice-director), SABENA made all preparations for constructing both regular and emergency airfields every 30/40 km along the river.

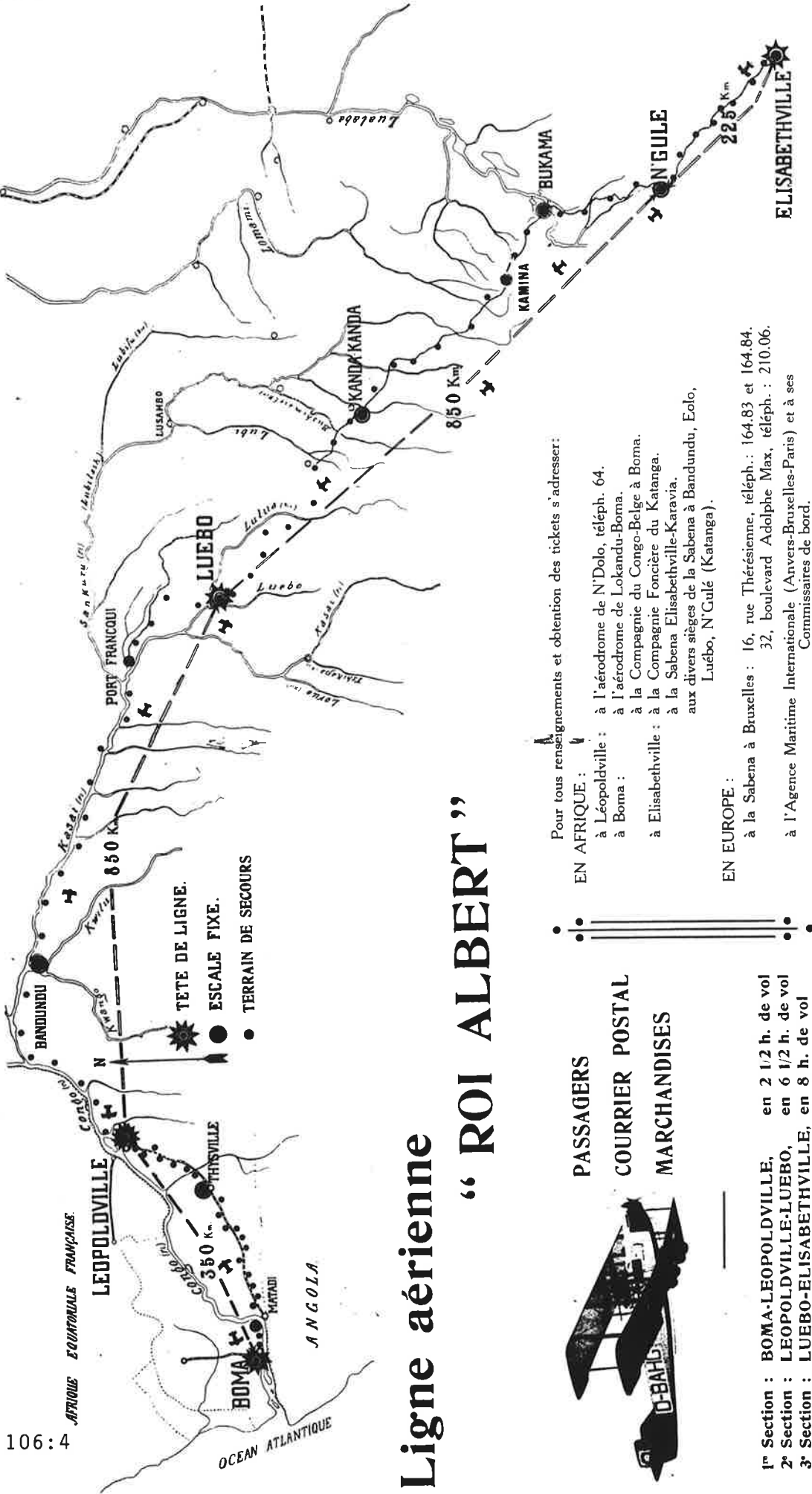
Mid 1925, the fleet consisted of six three-engined aircrafts "Handley Page " and four single-engined " De Havilland 50". The first one could transport six to ten passengers with luggage (in total 1000 kg) at a speed of 140 km/h. The second type had a net carrying capacity of 500 kg, and was mainly used for experimental and demonstration flights, for geographical mapping and photographic missions.

The service was run by five teams with Frans Orta, Leopold Roger, Clerc, Rooms, Van Reempst, Van Opstal and Debroux as major pilots and Clement, Cremers and others as mechanics.

A first experimental flight took place April 25th 1925 between Leopoldville and Luebo. The three- engined aircraft made stops in Bandudu and Ilebo (Port Franqui), terminal of the railway connection towards Katanga, before reaching safely Luebo.

The first regular flight Leopoldville - Luebo started June 6th 1925. The 850 km distance was covered in 6 1/2 hours by 2 Handley Pages. Every three weeks, a flight in both directions was being organised, assuring as such a direct link with the mailboats of the CMB at Matadi.

# SABENA - AFRIQUE



106:4

## Ligne aérienne "ROI ALBERT"

PASSAGERS	
1 <sup>re</sup> Section : BOMA-LEOPOLDVILLE,	en 2 1/2 h. de vol
2 <sup>e</sup> Section : LEOPOLDVILLE-LUEBO,	en 6 1/2 h. de vol
3 <sup>e</sup> Section : LUEBO-ELISABETHVILLE,	en 8 h. de vol

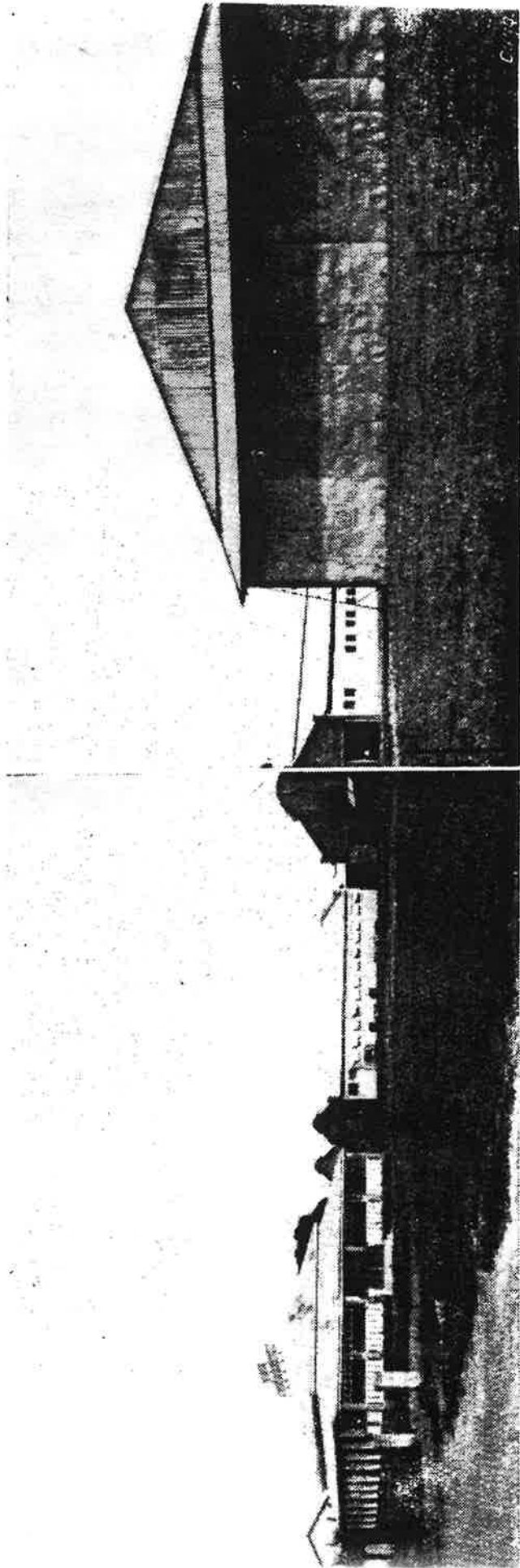
EN AFRIQUE :

- à Léopoldville : à l'aérodrome de N'Dolo, téléph. 64.
- à Boma : à l'aérodrome de Lokandu-Boma.
- à Elisabethville : à la Compagnie du Congo-Belge à Boma.
- à Elisabethville : à la Compagnie Foncière du Katanga.
- à Elisabethville : à la Sabena Elisabethville-Karavia.

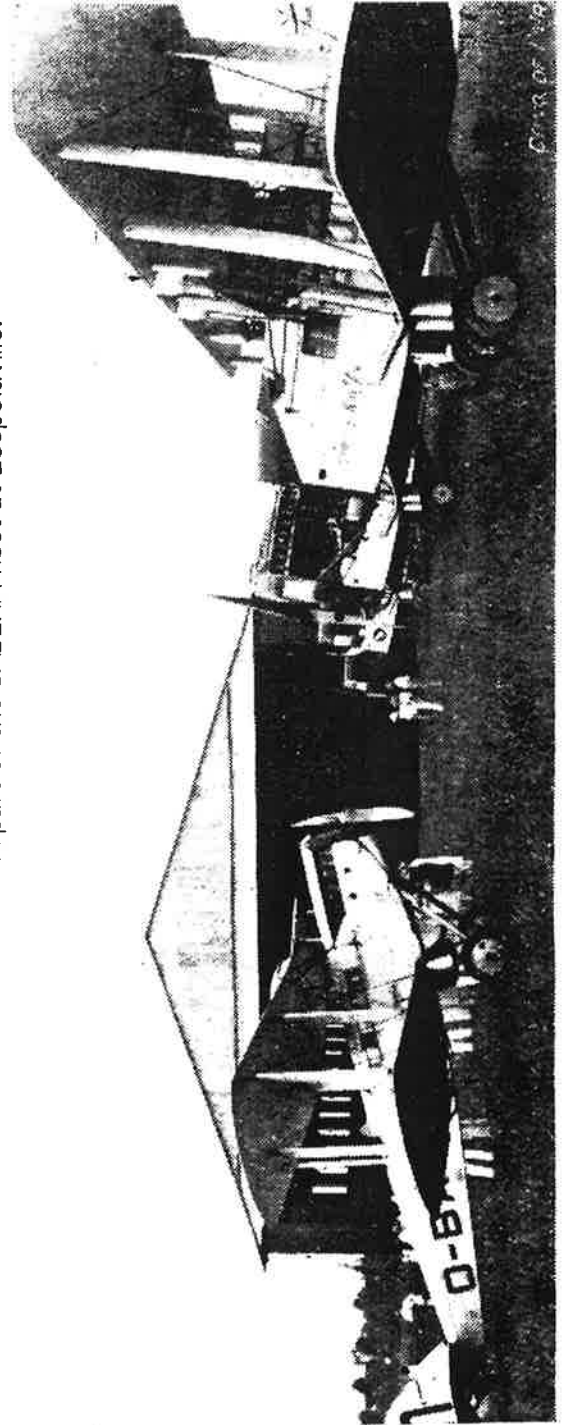
EN EUROPE :

- aux divers sièges de la Sabena à Bandundu, Eolo, Luébo, N'Gulé (Katanga).
- à la Sabena à Bruxelles : 16, rue Thérésienne, téléph. : 164.83 et 164.84.
- à l'Agence Maritime Internationale (Anvers-Bruxelles-Paris) et à ses Commissaires de bord.

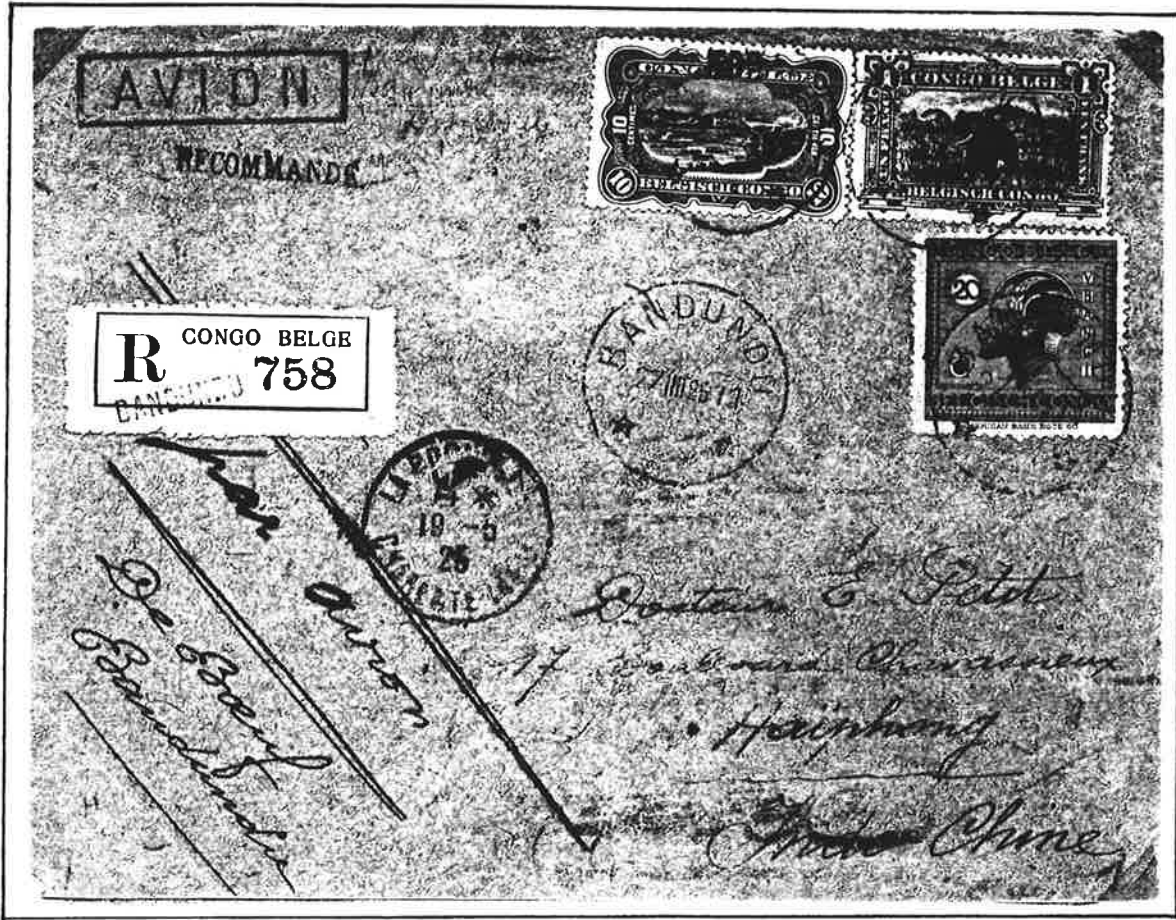




General overview of the airport facilities at Leopoldville. On the left the bar/restaurant and the management offices, in the center the storage room for material and spare parts, and on the right one of the hangars.



A part of the SABENA fleet at Leopoldville.



Cover from Bandudu 27.04.25 to Haiphong (arrival 22.06.25)  
 dispatched by the first experimental flight from Luebo to Leopoldville  
 Per ship to La Rochelle (France) 19.5.25 and then by ship to Indo China.  
 Back to France per ship. Arrival Nice 25.07.25.  
 Franking: 0.75 fr/20 gr for foreign countries (not Belgium)  
 0.75 fr for registration (since 01.05.24)

Next schedule gives a better idea about the regularity of the flights  
 - to and from - during the first period:

June	2 flights	October	2 flights
July	1 flight	November	3 flights
August	1 flight	December	4 flights
September	1 flight		

Within six months, 16.405 kg of mail, 1.500 kg of goods and 160  
 passengers were transported.

Meanwhile Sabena started to extend the airroute up to N'Gulé, with  
 Kanda-Kanda and Bukama as principal intermediate landings. N'Gulé,  
 an important railway junction, was situated at 1500 m height; 200 km  
 west from Elisabethville.



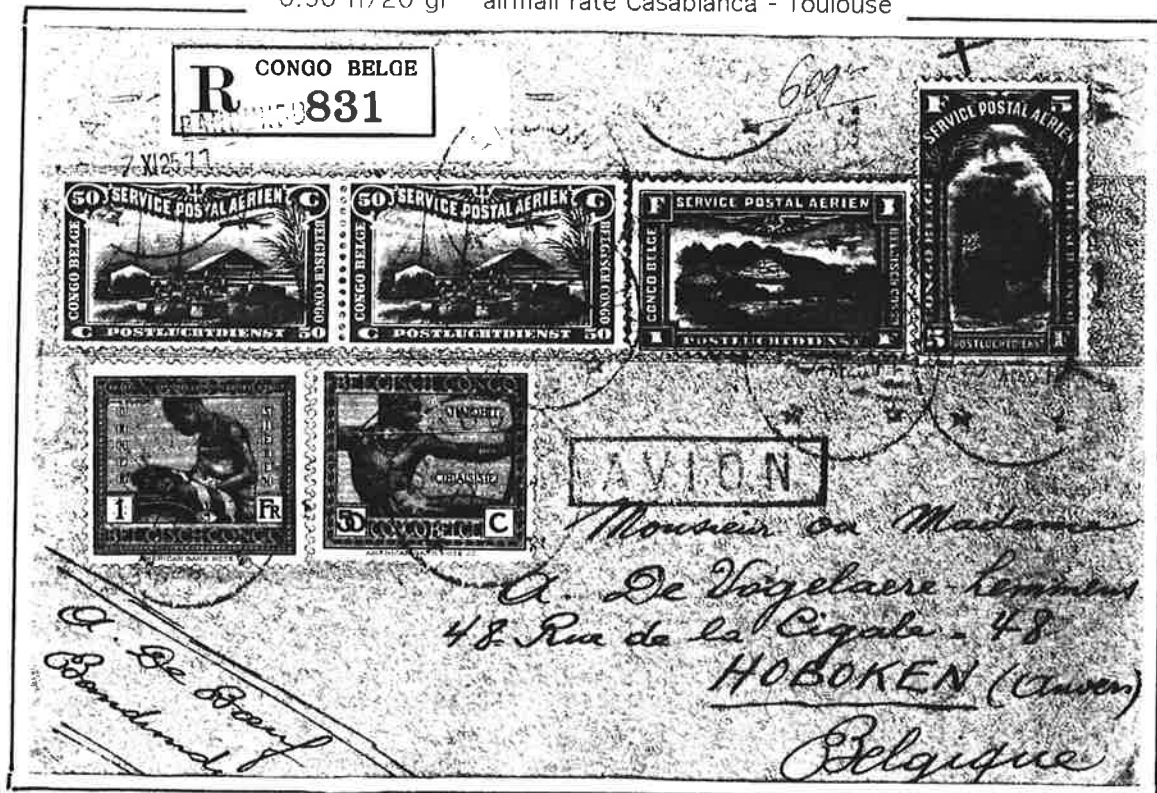
Letter from Luebo 20.11.25 to Antwerp (arrival 17.12.25)  
 Franking: 0.50 fr/20 gr destination Belgium  
 1.00 fr airmail stamp is superfluous

Another opportunity was offered to speed up the mail between Congo and Europe. End June 1925, congolese mail got accepted on the french airroute Dakar (Senegal) - Casablanca (Maroc) - Toulouse (France). From October onwards, correspondence gained three days compared to the normal dispatch by ship. For the use of the french airline, a special airmailrate was charged:

	Casa - Toulouse	Dakar - Casablanca - Toulouse		
	from June 25th 1925 onwards	from July 25th	from October 1st	
0 - 10 gr	0.50 fr	2.00 fr	2.50 fr	
10 - 20 gr		3.00 fr	3.50 fr	
20 - 50 gr		4.00 fr	4.50 fr	
50 - 100 gr		1.00 fr	6.00 fr	7.00 fr
> 100 gr, per 100 gr or part		+ 0.50 fr	+ 3.00 fr	+ 3.50 fr



Letter from Leopoldville 26.06.25 to Paris  
 Departure 04.07 on board SS Thysville. Arrival Casablanca 17.07  
 Sent by aircraft to Toulouse. Further dispatch by train  
 Franking: 0.75 fr/20 gr foreign countries  
 0.75 fr registration  
 0.50 fr/20 gr airmail rate Casablanca - Toulouse



Letter from Bandudu 07.11.25 to Belgium  
 Sent through the franch airline Dakar- Casablanca - Toulouse  
 Franking: 1.30 fr destination Belgium  
 1.00 fr (1 x 0.50 fr/20 gr + 2 x 0.40 fr)  
 7.00 fr registration (since 1.10.25) 106:8  
 airmail rate (> 50 gr)



February 9 th 1926, the O-BAHO "Princes Marie Josée" (the same plane Lt Thieffry used to make his historical flight from Brussels to Leopoldville in 1925) left Leopoldville for Luebo. Pilot Roger took 1165 kg on board. The next morning, the second section Luebo - N'Gulé was flown. February 12th the returnflight started, and Leopoldville was reached the very next day. In five days, 3400 km were covered by airplane!

Thanks to this extension, european mail arrived in Katanga within 23 days, two days less than the route via Dar Es Salam.

Antwerp - Matadi	17 - 18 days
Matadi - Leopoldville	2 - 3 days
Leopoldville - Elisabethville	2 - 3 days



Cover from Bukama 09.02.26 to Antwerp (arrival 05.03.26)

First returnflight from N'Gulé to Leopoldville.

Special cachet, existing in five different colours (red, black, brown, orange, blue)

It is stated that from each colour, there would have been 20 pieces

Franking:	0.50 fr/20 gr	destination Belgium
	1.00 fr	registration (since 01.10.25)
	1.00 fr	airmail stamps are superfluous

Taking into consideration the success of the airline, the ministry approved the creation of a second route from Leopoldville to Boma, in order to reduce the leadtime with another two days.

Indeed, due to the chaotic situation at Matadi port (installations not adapted for handling the afflux of goods), it obviously took 48 hours transportation between both cities.

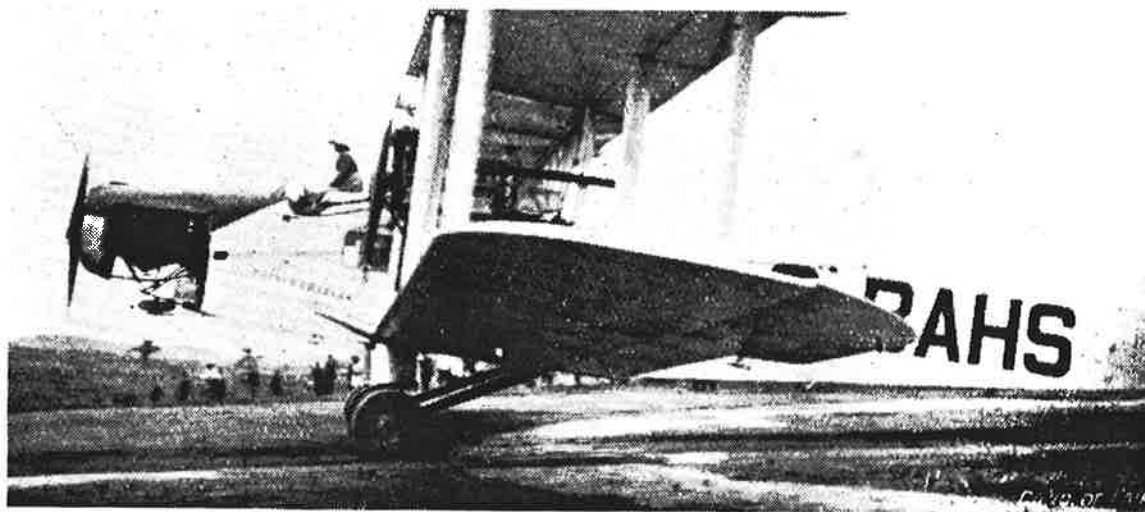
May 27th 1926 at 08:32, Roger left Leopoldville for Boma on board of a single-engined airplane together with the local governor, Tony Orta and a third passenger. Via Thysville and Matadi, Boma was reached after 2 hours and 31 minutes. Two days later, the returnflight was made under perfect circumstances.

From June 8th 1926 onwards, the airmail service from Leopoldville started, adjusted to the arrival of the CMB-mailboats. By doing so, another three days could be gained for mail to and from Europe. In het beginning, only letters to Leopoldville were carried by air (average 350 kg). Other correspondence beyond Leopoldville was forwarded in a standard way (by land or by ship).

Upon the arrival of the Nélis-Allard mission at Boma November 10th 1926 the airroute Léopoldville - Boma was flown by the three-engined O-BAHS, piloted by Rooms. The target of this mission was to establish a report on the efficiency of the congolese airroutes and to investigate further extensions. The previous day, Roger made the same flight on board of his single-engined O - BAHV.

Three days later, Nélis and Allard left Boma together with eight passengers for Leopoldville; where they assisted November 16th at the departure of two aircrafts:

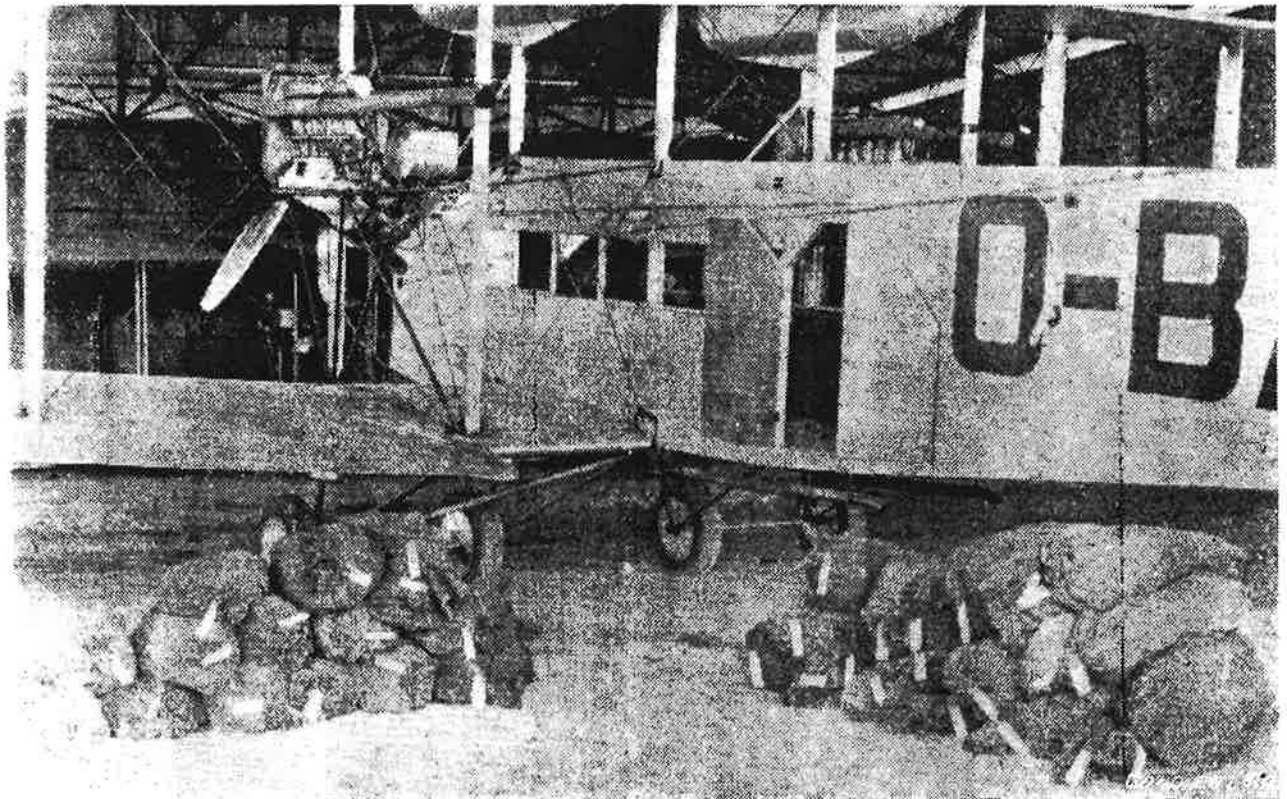
- \* the O-BAHR piloted by Roger carrying 510 kg mail for, llebo, Luebo and Katanga. At Luebo, mail was loaded on another plane flying the second section.
- \* the O-BAHV piloted by Rooms, with 363 kg mail for the Bandudu and Dima region.



The O-BAHS at the airport of Boma, ready to inaugurate the first return flight with a three-engined airplane.

November 18th, the mission left Leopoldville for Elisabethville on board of the O-BAHN, piloted by Van Opstal and Schoonjans as mechanic. They transported 705 kg mail. At that time, preparations has started to realize the third section N'Gulé - Elisabethville (225 km).

May 20th 1927, an aircraft coming from N'Gulé made its maiden flight to Elisabethville. The day after, the plane left again and reached Leopoldville safely May 22nd. That same morning, another plane had left Leopoldville direction Elisabethville carrying mail and passengers that arrived with the SS Thysville. They landed at destination May 23rd.



The airmail to be taken on board.....

The very positive information gathered by Nélis and Allard accomplished further extension. Shortly later, two junctions were added:

- 1) Luebo - Thsikapa (160 km) December 14th 1927, inaugurated by pilot Vanacker with threepassengers on board the O-BAHT. Return flight the same afternoon.
- 2) Luebo - Lusambo (325 km) April 17th 1928, with extension to Kabalo January 1st 1929.



Monsieur Edouard Debienne

Rue Paul Pastur 2

Couillet

Belgique

Par avion

PAR AVION

Letter from Tshikapa 12.10.28 to Belgium  
 Sent from Dundo (angolese stamps), and via Tshikapa to Luebo and Leopoldville  
 Franking: 1.60 Escudo land rate  
 1.50 fr/20 gr air mail rate (since 01.01.28)

Par avion

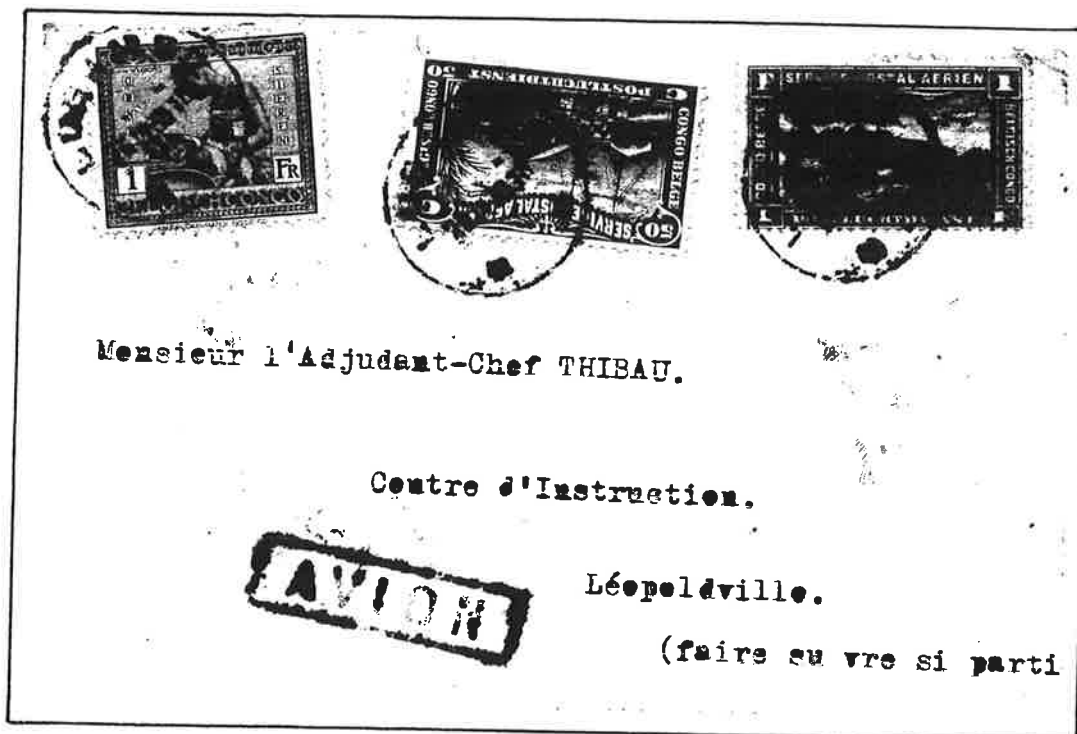
Monsieur Louis Herremere  
 Agent Technique - Service d'Exploitation  
 "Forminière"

Congo Belge

par Tshikapa (Katai)



Letter from Belgium 10.11.28 to Tshikapa  
 Sent by ship to Matadi, from Leopoldville per aircraft to Tshikapa  
 Boxed strike PAR AVION/PER VLIETUIG  
 Franking: 1.00 BF/20 gr landrate to Congo  
 1.50 BF/20 gr air mail rate



Letter from Lusambo 28.06.30 to Leopoldville (arrival 30.06.30)  
 Sent on the airroute Lusambo - Luebo and Luebo - Leopoldville  
 Franking: 1.00 fr/20 gr internal land rate  
 1.50 fr/20 gr air mail rate

With this second LARA line, SABENA proved that it could operate a regular airline in central Africa, thanks to its competent and devoted personnel, for which no effort was too much.

#### Schedule of the different sections realised

Date	Section	Distance
06.05.25	Leopoldville - Luebo	850 km
09.02.26	Leopoldville - Luebo - N <sup>o</sup> Gulé	1700 km
12.02.26	N <sup>o</sup> Gulé - Luebo - Leopoldville	1700 km
08.06.26	Leopoldville - Boma	350 km
21.05.27	Leopoldville - Elisabethville	1925 km
14.12.27	Luebo - Tshikapa	160 km
17.04.28	Luebo - Lusambo	325 km
01.01.29	Luebo - Lusambo - Kabalo	975 km

Three years were needed to bridge Elisabethville with the congolese capital by air within 48 hours. Now 70 years later, it probably takes longer to have your letter at destination.

F. Van der Haegen

\* La conquête de l'Air, 1925/29, periodical of the Belgian Airclub

\* L'épopée de l'air au Congo, J. Hénin, 1961

\* Het luchtpostvervoer tussen België en Congo 1920/40, F. Broeckaert

## NEW LITERATURE

### **HISTOIRE DU SERVICE POSTAL AU CONGO BELGE (1886-1960)-Tome II: Les Valeurs Postales—Roger Gallant and Gustaaf Hughebaert**

The authors have produced a lavishly illustrated book of 130 A4 pages of illustrations of the stamps in full colour.

The contents include a comprehensive listing of the stamps with information on the printers, numbers printed, official correspondence leading up to the production of the stamps, information on the origins of the designs and other interesting supplementary information.

Listed also is the postal stationery and there are sections on the cancellations, postal rates, air mails and much more.

Ruandi Urundi is not covered. This is Volume II of the complete work. Volume I has yet to be completed and will follow in due course.

The book, available immediately in either French or Flemish, and with the hope of a later English edition, is strongly recommended. The basic price of the book in either language is 1200BF. Sent by post the following prices apply:

To Belgium		1330 FB
To European Community countries	by surface mail	1370 FB
	by air mail	1580 FB
To America, Asia and Australia	by surface mail	1500 FB
	by air mail	1830 FB

Orders should be placed directly with Mr. R. Gallant, Kalenbergstraat 105, 1700 Dilbeek, Belgium  
RHK

### **THE CANCELLATIONS OF DEUTSCH OSTAFRIKA, RUANDA-URUNDI, BURUNDI and RWANDA (1902-1996) (150 pages in English) by Georges R. Celis**

This extensively illustrated comprehensive work is now available for members. The price of the book is 650 FB plus postage. Orders to Georges R. Celis, La Carrière, 21 A 4623 Magnee, Belgium. For the benefit of Belgian members Dr. Celis account is 000.0185705.47. For those interested in the stamps of this area Dr Celis' work is a truly valuable addition to their philatelic library. It is in all probability the most complete work on the subject currently available to us.

EML

### **ARRETES ET ORDONNANCES CONCERNANT LES TARIFS POSTAUX AU CONGO BELGE ET AU RUANDA-URUNDI, 1 JANVIER 1886-30 JUIN 1960-C Stockmans and R. Gallant-125pp.**

This is the book for which we have all been waiting. It gives, comprehensively and for the whole period, the postal rates for letters, post cards, printed matter and small packets, inland and to all foreign destinations, by surface mail and by air mail and the latter by different routes and by different carriers.

No Congo collector who takes any interest in the postal rates can afford to be without a copy of this splendid work.

Mr. Gallant has sent R. H. Keach master copies of all its pages and reported to him that it is intended to immediately proceed with the printing of the book (with French text) in England and copies are expected to be available very shortly. The expected price is £10.00 plus postage and packing.

Mr. Gallant, Kalenbergstraat 105, 1700 Dilbeek, is prepared to have copies printed for Belgian members at a price of 600 FB plus postage and packing. All members, other than Belgian, should send their orders to R. H. Keach 25 Kingswood Road, Tadworth, Surrey KT20 5EE England, GB

It is expected that this volume will be followed almost immediately by a second, dealing with the parcel post rates. This second volume may be ordered at the same time as the first.

RHK

106:14

ⓧ  
*Delayed several months - say April/May*

AN INTRODUCTION TO THE CANCELLATIONS OF BURUNDI 1962 - 1996

Georges R Celis

Translated (with occasional paraphrasing) by Norman Clowes

(This is the penultimate section, continued from page 105:11)

TYPE BU.8

Stamps rather similar in design to type BU.6 but hexagonal. Characteristics are:

- name at the top;
- 'CCP' at the bottom;
- a dot on each side;
- same lettering as in type 6

Several offices have two stamps, one type 6 and one type 8. They have to be turned over to tell the difference and clerks sometimes use one instead of the other: we have personally seen this happen, without a word of a lie ! We have even had an envelope from Kayanza on which it is clear that the postal clerk first of all used the hexagonal stamp and then carried on with the other. From what we can see, it does seem doubtful whether these stamps were intended to cancel mail.

The following cancellations are known but others probably exist, even if we take it that they seem not to be for postal work:

BURURI	(*) 11. 1.92	
CANKUZO	early 92 (?)	mauve
CIBITOKÉ	14. 8.89	blue
KAYANZA	14. 8.91	black
MWARO	16. 1.92	black
RUMONGE	18. 1.92	black (illustration 18)

(\*) Only seen on a receipt for a registered letter which itself was postmarked with the other stamp: presumably a clerical error.

TYPE BU.9

Rectangular rubber stamps; cancellations in various shapes and sizes. Three offices are known:

RUSENGO	(illustr.19)
GISHUBI	( " 20)
BUJA I	( " 21)

1. RUSENGO - frame measuring  $43\frac{1}{2} \times 18\frac{1}{2}$  mm; wording on three lines; struck in black. It is worthy of note that in 1993 the Bujumbura postal headquarters had no recollection of this office. The stamp was set out rather like

Republique du Burundi  
Agence Postale (within a rectangle)  
de Rusengo

We know of two registered letters posted in January 1985. The first, addressed to Bujumbura, arrived there on 19 January. The second had a poste restante address in Tillabéry (Niger) and passed through Bujumbura on 19 Jan., Douala (Caméroun) on 7 Feb., and Niamey (Niger) on 11 Feb. Having arrived at Tillabéry the next day it was surcharged 180 CFA francs (poste restante fee) a week later. The rubber stamp used is of the sort seen during the colonial period.

2. GISHUBI - opened at the beginning of the 1990s; frame measuring  $26\frac{1}{2} \times 14\frac{1}{2}$ mm; wording restricted to the name of the office; letters 4mm high except for the capital G.

Gishubi                      16. 1.92                      blackish-mauve

This rubber stamp was also used on registration labels.

The office was closed in 1994 because of the civil war.

3. BUJA I (colloquial abbreviation for BUJUMBURA I) - frame measuring 32x23mm; wording on three lines; seen only in blue; three rubber stamps are known (N°6, 7 and 8) set out in the following manner:

                    BUJA I  
                    R. N. P.                      in large capital letters  
                    Guichet n° 6                      in small letters

The abbreviation R.N.P. stands for 'Régie Nationale des Postes' which translates broadly as 'National Postal Corporation'.

Since the end of 1994 these rubber stamps have been seen used on registered mail handed in at counter positions 6, 7 or 8 at the main post office in Bujumbura (i.e. Bujumbura I). The N°8 (in 1994 ?) has only been seen on receipts given for registered mail; illustration 21 shows it on a receipt for a registered letter, supplemented by a small date stamp (11 Nov 1994) and an EXPRESS stamp. The registered letter itself has unfortunately not been postmarked. If the postal clerk had not (presumably) forgotten, would he have used the boxed canceller on the letter ?

#### TYPE BU.10

Metal datestamps put into use probably towards May 1994, reminiscent of type BU.4 Their quality is pretty poor and, by the end of 1994, several had their dating mechanism jammed. Characteristics follow, some being quite surprising:

diameter very slightly less than 30mm;  
no hour in the dating mechanism;  
neither stars nor posthorn;  
post office name at the bottom, although one can be found occasionally at the top;  
in the capital, 'BUJUMBURA' has been replaced by the colloquial 'BUJA';  
one canceller, used at the airport, does not mention the name of the town !

It is worth wondering to what extent town-less or shortened datestamps are in accordance with U.P.U. rules.

Restrictions on movement in the interior of Burundi (following the civil war which has plagued the country since October 93) make it difficult at present to check what equipment is available in the post offices. The details which follow are given by way of general indication as, up to now, the cancellations seen emanate from five offices only:

BUBANZA                      green  
BUBANZA                      seen on a registered letter  
BUBANZA CCP                      seen on ordinary mail. The letters CCP are at the top. The dates 31.10.94 and 11.11.94 have been seen.

(illustration 22)



BUJA I CENTRE DE TRI green, black

The cancellation is applied to ordinary mail. BUJA I is at the bottom; the words CENTRE DE TRI are at the top, followed by a serial letter (A, B and D are known). The colour was green in May 94 but became black from August 94. The earliest date seen is 25.5.94.

BUJA II green

The circumference of the cancellation has BUJA II only, at the bottom, and the year digits are jammed. The date 27.11.94 has been seen.

BUJA AERO green

At Bujumbura airport post office on 13.11.94 we saw three type 10 datestamps, with different wording and/or position as follows:

1. BUJA AERO at the bottom; the top is empty (illustr.23)
- \*\* 2. AERO EMS AERO at the bottom and EMS at the top
3. BUJA AERO MDT MDT at the top (MDT = mandat) (illustr.24)

On a letter posted at the airport on 27 April 96 there is a cancellation identical to (3) above but with CCP instead of MDT;

BUJA AERO CCP (CCP = Comptes Cheques Postaux)

\*\* The 'AERO EMS' cancellation does not even mention the name of the town: 'EMS' is short for 'Express Mail Service'. Some figures in the date were already jammed.

RUTOVU green

A recently opened office. The date 15.12.94 has been seen.

#### TYPE BU.11

A circular rubber datestamp used at Bujumbura airport in November 95(?) and also in March 96. It is like no other type and seems to have been used for lack of some other type. Characteristics are:

diameter 38mm;

double circle, the inner being extremely thin and less than  $\frac{1}{2}$ mm from the outer; circumference inscribed

REGIE NATIONALE DES POSTES in letters  $2\frac{1}{2}$ mm high;

centre with 2mm high letters inscribed

BUREAU

AEROPORT .

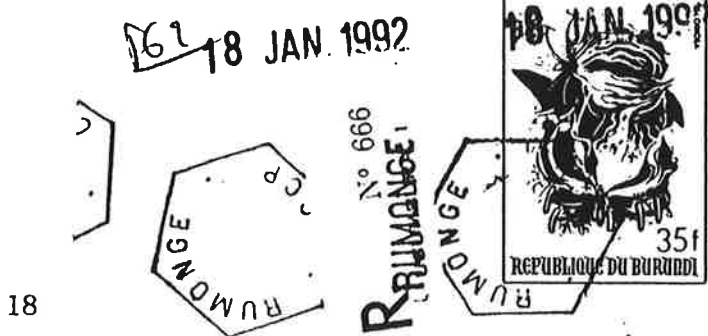
The two examples we hold are rather faint but there does not seem to be anything after 'BUREAU' which would make the more normal term 'Bureau de l'aéroport'.

#### NOTE

There now follow illustrations of seven of the cancellations described on the past three pages.

It is hoped that the final instalment of this major article will appear in the March 1998 Bulletin.

BURUNDI CANCELLATIONS



*Mrs Anne Y. CELIS*  
*14, Rue Tenias*  
*1030 Bruxelles*

*Maison fermée*  
*Avis remis dans*  
*la boîte aux lettres*

*KAR SCHLOTZ*

RUSENGO N° 120

RUSENGO (type BU.9) Jan 85 on registered letter to Bujumbura

RUMONGE (type BU.8) 18.1.92 on registered letter to Brussels



R Gishubi N° 122  
 USUMBURA I

GISHUBI (type BU.9) on registered letter to Brussels



BUBANZA CCP (type BU.10) 11.11.94 on letter to Belgium



BUJA AERO MDT (type BU.10) 23.11.94 on letter to Belgium

BURUNDI CANCELLATIONS (continued)

PAR COURRIER ORDINAIRE      PAR AVION  
(1)

Réçu de dépôt d'un **EXPRES**  
à l'adresse

M. *Keuremagie*  
*la carrière 214*  
*4623 MARNEE*

21

Timbre à date <b>BUJA I</b> R.I.P. Guichet 11 NOV. 1994	Taxe Fr. _____ Poids Gr. <i>600</i>	Numéro Signature du préposé <i>14526</i> <i>A</i>
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BUJA I (type BU.9) used 11.11.94 at counter position N°8 on a registered receipt



23

BUJA AERO (type BU.10) 28.10.94 on registered letter to Belgium

**BELGIAN CONGO STUDY CIRCLE**  
**Prices Realized - Auction Sale 1997(4)**

Lot 1 - £151; 2 - £121; 3 - £16; 4 - £81; 5 - £54; 6 - £81; 7 - £5; 8 - £10; 9 - £36; 10 - £43; 11 - £20; 12 - £103; 13 - £26; 14 - £11; 15 - £26; 16 - £10; 17 - £22; 18 - £125; 19 - £50; 20 - £28; 21 - £65; 22 - £95; 23 - £26; 24 - £10; 25 - £71; 26 - £10; 27 - £63; 28 - £41; 29 - £40; 30 - NS; 31 - NS; 32 - NS; 33 - NS; 34 - £10; 35 - £10; 36 - £10; 37 - £10; 38 - NS; 39 - £60; 40 - NS; 41 - £20; 42 - No lot; 43 - £40; 44 - £25; 45 - £25; 46 - £25; 47 - NS; 48 - £60; 49 - NS; 50 - NS; 51 - NS; 52-3 - £40; 54 - NS; 55 - NS; 56 - NS; 57 - NS; 58 - NS; 59 - £30; 60 - £163; 61 - £120; 62 - £80; 63 - £80; 64 - £114; 65 - £114; 66 - £80; 67 - £143; 68 - £80; 69 - £12; 70 - £13; 71 - £6; 72 - £25; 73 - £41; 74 - £41; 75 - NS; 76 - £11; 77 - £4; 78 - NS; 79 - £136; 80 - £40; 81 - £127; 82 - £127; 83 - £127; 84 - £127; 85 - £131; 86 - £144; 87 - £64; 88 - £132; 89 - £69; 90 - £15; 91 - £18; 92 - £23; 93 - £15; 94 - £18; 95 - £6; 96 - £13; 97 - £9; 98 - £8; 99 - £4; 100 - £28; 101 - £14; 102 - £19; 103 - £20; 104 - £67; 105 - £3; 106 - £10; 107 - no lot; 108 - £28; 109 - no lot; 110 - £40; 111 - £30; 112 - £156; 113 - £50; 114 - £11; 115 - £6; 116 - £26; 117 - £18; 118 - £7; 119 - £9; 120 - £131; 121 - £26; 122 - £3; 123 - £3; 124 - £3; 125 - £5; 126 - £5; 127 - £10; 128 - £10; 129 - £15; 130 - £2; 131 - £2; 132 - £2; 133 - £2; 134 - £4; 135 - £4; 136 - £4; 137 - £4; 138 - £7; 139 - £16; 140 - £12; 141 - £2; 142 - £2; 143 - £2; 144 - £2; 145 - £6; 146 - £6; 147 - £20; 148 - £30; 149 - £1; 150 - £1; 151 - £1; 152 - £1; 153 - £1; 154 - £1; 155 - £1; 156 - £1; 157 - £1; 158 - £2; 159 - £7; 160 - £7; 161 - £7; 162 - £5; 163 - £3; 164 - £4; 165 - £1; 166 - £46; 167 - £7; 168 - £11; 169 - £8; 170 - NS; 171 - £4; 172 - £20; 173 - £20; 174 - £4; 175 - £1; 176 - £5; 177 - £5; 178 - £52; 179 - £9; 180 - £3; 181 - £2; 182 - £2; 183 - £5; 184 - £56; 185 - £38; 186 - NS; 187 - £8; 188 - £4; 189 - £5; 190 - £4; 191 - £3; 192 - £3; 193 - £93; 194 - £113; 195 - £28; 196 - NS; 197 - £48; 198 - £23; 199 - £23; 200 - £37; 201 - £42; 202 - £266; 203 - £13; 204 - £266; 205 - £37; 206 - £3; 207 - £21; 208 - £5; 209 - £22; 210 - £9; 211 - £8; 212 - NS; 213 - £11; 214 - £9; 215 - NS; 216 - NS; 217 - £2; 218 - £18; 219 - £9; 220 - £12; 221 - £6; 222 - NS; 223 - £4; 224 - £4; 225 - £3; 226 - £3; 227 - £5; 228 - £2; 229 - £6; 230 - £3; 231 - £3; 232 - NS; 233 - NS; 234 - NS; 235 - NS; 236 - £1; 237 - NS; 238 - £5; 239 - £2; 240 - £1; 241 - £4; 242 - £8; 243 - NS; 244 - NS; 245 - £3; 246 - £4; 247 - £23; 248 - £5; 249 - £4; 250 - £4; 251 - £8; 252 - £6; 253 - £6; 254 - £15; 255 - £7; 256 - £4; 257 - £8; 258 - £8; 259 - £1; 260 - £2; 261 - £12; 262 - £4; 263 - £4; 264 - £4; 265 - £4; 266 - £4; 267 - £5; 268 - £7; 269 - £4; 270 - £3; 271 - £3; 272 - £5; 273 - £1; 274 - 50p; 275 - NS; 276 - £7; 277 - £4; 278 - £6; 279 - £50; 280 - £3; 281 - NS; 282 - £7; 283 - £4; 284 - £3; 285 - £24; 286 - £11; 287 - £12; 288 - £8; 289 - £6; 290 - £5.

When two or more equal top bids were received lots were drawn to decide the recipient,

NS = unsold and available immediately at reserve price. Offers lower than reserve will be considered but no immediate decision on acceptance taken.

**THE VARIETIES OF THE MOLS BILINGUAL 1915 STAMPS  
ISSUED IN SMALL SHEETS OF TEN SUBJECTS (Continued)**

**PART 2  
THE VARIETIES OF THE 10CT. FROM THE BOOKLET PANES**

**CHAPTER 1: THE ORIGINAL DIES USED FOR THE FRAME AND CENTRE PLATES**

I. The die used for the frame plates

The die used to produce the frame plate was, according to Jean Du Four, the die used for frame plate V. It was however retouched: the outer red circle surrounding the bottom left figure 10 is continuous whereas the die used for frame plate V shows a short break at seven o'clock, except on positions 30 and 33.

II. The die used for the centre plate

The die used to produce the centre plate was the die used for centre plate C, according to Jean Du Four (then described as centre plate E). This die of the centre plate had been retouched: the top part of the sky has continuous shading (type 2) whereas centre plate B displays in the top central part of the sky a large white gap (type 1).

**CHAPTER 2: THE 10CT. PANE  $\alpha$**

**I. THE FRAMES OF BOOKLET PANE  $\alpha$**

The frame plate  $\alpha$  exists in only one state,  $\alpha$ -1, but with three sub-states,  $\alpha$ -1a,  $\alpha$ -1b and  $\alpha$ -1c.

I.A. The frames of booklet pane  $\alpha$ -1 (see Figure 21)

The frame of pane  $\alpha$ -1 has both engraving varieties resulting from the preparation of the pane and accidental varieties.

**A.1. Engraving varieties**

- a) a guide dot in the left margin, at the height of the bottom left corner of position 3.
- b) on position 5: a guide dot in the left margin, at the height of the lateral figure 10 (the figure at mid-height); a guide dot in the left margin, at the height of the bottom left corner.
- c) a doubled guide dot in the left margin of position 7, at the height of the bottom left corner.
- d) fragments of a horizontal guide line: in the top margin of positions 5 and 6; in the left frame of position 5, at mid-height and crossing the guide dot; in the bottom margin of all positions except position 9; on position 3 the guide line crosses the guide dot.
- e) fragments of a vertical guide line: in the left margins of positions 3, 4, 6, 8 and 10; in the right margin of positions 2, 4, 6 and 8.
- f) a horizontal re-entry, misplaced to the left, of the outer left frame line of position 1, at the height of the lower left figure 10.
- g) a vertical re-entry, misplaced upwards, on position 2 affecting the figures 1 and 0 of the lower left figure 10 and the inner circle surrounding that figure.
- h) a vertical re-entry, misplaced upwards, of the inner circle surrounding the lower left figure 10 of position 4.
- i) a vertical re-entry, misplaced upwards, of the outer top frame line at the top right corner of position 6.
- j) a vertical re-entry, misplaced upwards, on position 8 and affecting the 0 of the left lateral figure 10 and the 1 of the lower left figure 10.
- k) a vertical re-entry, misplaced upwards, on position 10 and affecting the 1 of the left lateral figure 10, the 1 and 0 of the lower left figure 10 and the inner circle surrounding the lower left figure 10.

**A.2. Accidental varieties**

- a) a dot in the right margin of position 3, at the height of the lower figure 10.
- b) on position 10 a spot between the right frame lines, at the height of the lower figure 10.
- c) in the right selvedge of position 10 an oblique dash and an irregular scratch.
- d) in the bottom selvedge of position 10 a horizontal dash.

The vertical re-entry, misplaced upwards, of the lower left figure 10 of position 2 remained unchanged throughout all printings of pane  $\alpha$  and is therefore a distinguishing feature of the pane.

### I.B. The frames of booklet pane $\alpha$ -1a (see figure 22)

Additional accidental varieties appear:

- a) a horizontal scratch in the top left selvedge of the sheetlet.
- b) a dot in the sky of position 1, under the first letter E of BELGE.
- c) a dot in the bottom margin of position 9, under the second letter O of BELGISCH-CONGO.
- d) a dot in the bottom selvedge of position 9, under the lower right figure 10

### I.C. The frames of booklet pane $\alpha$ -1b (see Figure 23)

Additional accidental varieties are visible:

- a) in the top selvedge of position 1 a doubled horizontal dash and a web of corrosion dots.
- b) in the top margin of position 1 a horizontal scratch, convex upwards, above the top left corner.
- c) in the bottom selvedge of position 9 two juxtaposed horizontal scratches.

### I.D. The frames of booklet pane $\alpha$ -1c (see Figure 24)

Additional accidental varieties appear once again:

- a) in the top selvedge of position 1 three webs of corrosion dots.
- b) in the top selvedge of position 2 a bold spot, a dot and three webs of corrosion dots.
- c) a dot in the top right corner of the sheetlet.
- d) a web of corrosion dots in the left selvedge of each of positions 5, 7 and 9.
- e) two oblique scratches in the right selvedge of position 8.

## II. THE CENTRES OF BOOKLET PANE $\alpha$

The centre pane  $\alpha$  exists in two states,  $\alpha$ -1 and  $\alpha$ -2, with four sub-states,  $\alpha$ -1a,  $\alpha$ -1b,  $\alpha$ -2a and  $\alpha$ -2b.

### II.A. The centres of booklet pane $\alpha$ -1 (see Figure 25)

On centre pane  $\alpha$ -1 engraving varieties, resulting from the preparation of the plate, and accidental varieties are visible.

#### A.1. Engraving varieties

- a) a horizontal guide line in the left frame of positions 1, 2, 5, 7, 8 and 9 at mid-height; on position 7 the line extends into the left margin and the left selvedge; in position 8 the line extends into the left margin.
- b) a horizontal guide line in the right frame of positions 1 and 7 at mid-height; in position 7 the guide line extends into the right margin and into position 8 where it becomes a connecting guide line in the margin between positions 7 and 8.
- c) fragments of a vertical guide line in the left margin of positions 1, 3, 5, 6, 7 and 9.

#### A.2. Accidental varieties

- a) a dot in the top left corner of the sheetlet.
- b) a horizontal and an oblique scratch in the top selvedge of position 2.
- c) a dot in the bottom margin of position 2 under the letter H of BELGISCH.
- d) a vertical dash between the bottom frame lines or in the bottom margin of position 3, under the second letter C of BELGISCH-CONGO.
- e) two juxtaposed horizontal scratches in the bottom margin of position 4, under the bottom left figure 10.
- f) a dot and a horizontal scratch in the right selvedge of position 4.
- g) a dot in the left selvedge of position 5.
- h) a dot in the left margin of position 6, at mid-height.
- i) a dot in the right selvedge of position 6.
- j) a vertical scratch in the left margin of position 7 at the height of the lower figure 10 and extending downwards into position 9.
- k) a dot in the left margin of position 8, at the height of the top corner.
- l) in the right selvedge of position 8 a spot and several vertical scratches, parallel and juxtaposed.
- m) a vertical scratch in the top left margin of position 9, an extension of the scratch on position 7.
- n) an oblique scratch, ascending to the right, in the first letter O of BELGISCH-CONGO on position 10.
- o) in the right selvedge of position 10: several vertical scratches, parallel and juxtaposed; two oblique scratches, parallel and juxtaposed; a single horizontal scratch.
- p) in the bottom selvedge of position 9: a doubled horizontal dash; a fragmented oblique scratch ascending to the right.

### II.B. The centres of booklet pane $\alpha$ -1a (see Figure 26)

Additional accidental varieties are visible:

- a) an oblique scratch in the right selvedge of position 2.
- b) a spot in the left selvedge of position 7, at mid-height and above the horizontal guide line.

### II.C. The centres of booklet pane $\alpha$ -1b (see Figure 27)

Further accidental varieties appear:

- a) in the top selvedge of position 1: a horizontal scratch; a doubled dot; an oblique scratch; two doubled horizontal dashes.
- b) in the top selvedge of position 2: two horizontal scratches; numerous oblique scratches, descending to the right, parallel and juxtaposed.
- c) in the top right corner of the sheetlet several oblique scratches, descending to the right, parallel and juxtaposed.
- d) a dot in the left selvedge of position 1.
- e) in the right margin of position 2 several vertical scratches, parallel and juxtaposed, above mid-height.
- f) in the right selvedge of position 2: several vertical scratches, parallel and juxtaposed; a doubled horizontal dash; an oblique scratch.
- g) a spot in the left selvedge of position 7, at mid-height and below the horizontal guide line, to the right of a similar spot described on centre pane  $\alpha$ -1a.
- h) in the right selvedge of position 8 two horizontal scratches, parallel and one above the other.

### II.D. The centres of booklet pane $\alpha$ -2 (see Figure 28)

The centre pane  $\alpha$ -2 exhibits additional engraving varieties resulting from a revision of the pane and additional accidental varieties.

#### D.1. Engraving varieties

All vignettes are re-entered; the shading of the sky, the water and the boats is thickened because of the slight vertical misplacement of the re-entry.

#### D.2. Accidental varieties

- a) in the top selvedge of position 1 a vertical scratch, which extends into position 1.
- b) in the left margin of position 1 at the height of the upper corner a vertical scratch, extending into the top selvedge.
- c) a dot in the bottom left corner of the sheetlet.

### II.E. The centres of booklet pane $\alpha$ -2a (see Figure 29)

Additional accidental varieties are visible:

- a) a dot and a doubled dot in the top left corner of the sheetlet.
- b) a spot and a doubled dash in the top selvedge of position 1.
- c) a doubled dot in the top selvedge of position 2.
- d) a spot in the sky of position 1, above and to the left of the tree.
- e) a doubled dot in the left selvedge of position 9.
- f) a horizontal scratch in the bottom selvedge of position 10.

### II.F. The centres of booklet pane $\alpha$ -2b (see Figure 30)

Further accidental varieties appear:

- a) webs of numerous corrosion dots in the top right corner of the sheetlet.
- b) webs of corrosion dots in the right selvedge of position 2.
- c) webs of corrosion dots in the left selvedge of positions 5 and 7.

## III THE COMBINATIONS OF THE PAPER, THE SHADES AND THE STATES AND SUB-STATES OF THE $\alpha$ FRAME AND CENTRE PANES

1	Cream paper	Frame pane	$\alpha$ -1	+	Centre pane	$\alpha$ -1
2			$\alpha$ -1	+		$\alpha$ -1a
3			$\alpha$ -1	+		$\alpha$ -1b
4	White paper		$\alpha$ -1a	+		$\alpha$ -2
5			$\alpha$ -1b	+		$\alpha$ -2
6	Greyish paper		$\alpha$ -1c	+		$\alpha$ -2a
7			$\alpha$ -1c	+		$\alpha$ -2b

The shades of the stamps in sheetlet  $\alpha$  - and likewise in sheetlets  $\beta$ ,  $\gamma$  and  $\delta$  - printed on cream paper are dull carmine to carmine for the frames and clear brownish-black for the centres, on white paper deep carmine for the frames and deep black for the centres and on greyish paper dull carmine to carmine for the frames and grey for the centres.

## CHAPTER 3: THE 10CT. PANE $\beta$

### I. THE FRAMES OF BOOKLET PANE $\beta$

The frame pane  $\beta$  exists in only one state,  $\beta$ -1, but with four sub-states,  $\beta$ -1a,  $\beta$ -1b,  $\beta$ -1c and  $\beta$ -1d.

#### I.A. The frames of booklet pane $\beta$ -1 (see Figure 31)

The frame pane  $\beta$ -1 has both engraving varieties, resulting from the preparation of the plate, and accidental varieties.

##### A.1. Engraving varieties

- a) a guide dot in the margin at the lower right corner of positions 4 and 6.
- b) fragments of a horizontal guide line: in the top margin of position 6; in the bottom margin of positions 1, 2, 5, 6, 7 and 8.
- c) fragments of a vertical guide line: in the left margin of positions 1, 2, 4 and 6; in the right margin of positions 2, 4 and 7.
- d) a vertical re-entry, misplaced upwards, on position 1: of the 1 and 0 of the left lateral figure 10; of the outer frame line under the left lateral figure 10; of the 1 and 0 of the lower left figure 10; of the inner circle surrounding the lower left figure 10.
- e) a horizontal re-entry, misplaced to the left, of the 1 and 0 of the left lateral figure 10 on position 2.
- f) on positions 3 and 4 a shaded spot between the left frame lines, at mid-height.
- g) on positions 1, 3, 7 and 9 a shaded spot between the right frame lines, at mid-height; on position 9 the shaded spot is doubled.

##### A2. Accidental varieties

- a) in the top margin of position 2 a dot, above the right corner.
- b) on position 8 a dot between the left frame lines, at the height of the lateral figure 10.

The vertical re-entry, misplaced upwards, of the left lateral figure 10 on position 1 remained unchanged in all printings of pane  $\beta$  and is therefore a distinguishing feature of the pane.

#### I. B. The frames of booklet pane $\beta$ -1a (see Figure 32)

An additional accidental variety, a large triangular spot, is visible in the margin at the top right corner of position 9.

#### I.C. The frames of booklet pane $\beta$ -1b (see Figure 33)

Additional accidental varieties appear:

- a) on position 7 a large spot in the margin at the top right corner.
- b) on position 8 a large spot in the margin at the top left corner.
- c) a large spot between the two preceding spots, on the vertical line of perforation.
- d) on position 7 several large spots in the margin at the bottom right corner.
- e) on position 10 a large spot in the margin below the top left corner.

#### I.D. The frames of booklet pane $\beta$ -1c (see Figure 34)

Further accidental varieties are visible:

- a) on position 1 a spot in the margin at the top right corner.
- b) on position 9 a spot in the margin at the top left corner.

#### I.E. The frames of booklet pane $\beta$ -1d (see Figure 35)

Once again more accidental varieties appear:

- a) on position 9 numerous minute corrosion dots: in all the letters of BELGISCH-CONGO; between the bottom frame lines and in the bottom margin under BELGISCH-CONGO; in the lower right figure 10.
- b) on position 10 numerous minute corrosion dots: in the left margin at the height of both lateral and lower figures 10; in the letters CONGO of BELGISCH-CONGO; between the bottom frame lines and in the bottom margin, under BELGISCH-CONGO; in the lower right figure 10.

### II. THE CENTRES OF BOOKLET PANE $\beta$

The centre pane  $\beta$  exists in two states,  $\beta$ -1 and  $\beta$ -2, with three sub-states,  $\beta$ 1-a,  $\beta$ -2a and  $\beta$ -2b.

#### II.A. The centres of booklet pane $\beta$ -1 (see Figure 36)

On centre pane  $\beta$ -1 engraving varieties, resulting from the preparation of the plate, and accidental varieties are observed.



#### A.1. Engraving varieties

- a) a horizontal guide line in the left frame of all positions. at mid-height.
- b) a horizontal guide line in the right frame at mid-height on positions 1, 3, 5, 7 and 9; on positions 5 and 7 the lines extend to the right into the right margins and into positions 6 and 8, where they become connecting guide lines in the margin respectively between positions 5 and 6 and between positions 7 and 8.
- c) fragments of a horizontal guide line: in the top margin of positions 5, 7 and 8; in the bottom margin of position 1.
- d) fragments of a vertical guide line in the left margins of all positions.
- e) at mid-height in the left margin of position 6 a dot at the intersection of the horizontal and vertical guide lines.
- f) in the margin at the top left corner of position 8 a dot, at the intersection of the horizontal and vertical guide lines.

#### A.2. Accidental varieties

- a) in the top left corner of the sheetlet a horizontal dash.
- b) in the top right corner of the sheetlet two dots.
- c) in the left selvedge of position 1 an oblique scratch.
- d) in the right selvedge of position 2 a dot.
- e) in the left selvedge of position 3 an oblique scratch and a dot.
- f) in the bottom margin of position 4 an oblique scratch, ascending to the right, under the letters SCH of BELGISCH.
- g) on position 6: a dot in the top margin, above the letter G of BELGE; several vertical scratches, parallel and juxtaposed, in the 0 of the right lateral figure 10.
- h) in the top margin of position 7 a scratch, above the letter I of DIX
- i) in the right frame of position 8 a vertical scratch in the lower figure 10, extending downwards into the bottom margin and into position 10.
- j) in the left selvedge of position 9 a horizontal scratch.
- k) on position 10: a dot in the water, above the right boat; a vertical scratch in the top margin, above the upper right corner, extending downwards into the upper part of the right frame, an extension of the scratch on position 8.
- l) in the right selvedge of position 10 a dot.
- m) in the bottom selvedge of position 10 an oblique scratch.

#### II.B. The centres of booklet pane $\beta$ 1-a (see Figure 37)

Additional accidental varieties are visible:

- a) in the top selvedge of position 1 two horizontal scratches.
- b) in the left selvedge of position 5 three horizontal scratches and a dash.
- c) in the bottom margin of position 5 an oblique scratch, ascending to the right, under the lower right figure 10.
- d) in the left selvedge of position 7 three horizontal scratches.
- e) on position 7: an oblique scratch, descending to the right, in the bottom margin, under the letters BEL of BELGISCH; a horizontal scratch in the right margin at the height of the upper right corner; a horizontal scratch in the right margin above the lateral figure 10.
- f) on position 8: a dot in the top margin, above the first letter E of BELGE; a horizontal scratch in the bottom margin, under the letters ISCH-CO of BELGISCH-CONGO; two horizontal scratches, parallel and one above the other, in the bottom margin, under the letters NGO of BELGISCH-CONGO; a horizontal scratch in the bottom margin, under the second letter O of BELGISCH-CONGO and above the preceding two scratches; a horizontal scratch in the right margin at the height of the upper right corner.
- g) in the right selvedge of position 8 a horizontal scratch.
- h) on position 9: a horizontal scratch in the top margin, above the word DIX; two horizontal scratches, parallel and one above the other, in the margin above the upper left corner; a horizontal scratch in the upper left corner of the vignette.
- i) on position 10: two horizontal scratches, parallel and one above the other, in the margin above the upper left corner; two horizontal scratches, parallel and one above the other, above the word DIX; a horizontal scratch between the right frame lines, above the lower figure 10 and extending into the right margin; a horizontal scratch in the bottom margin, under the letter G of BELGISCH.

#### II.C. The centres of booklet pane $\beta$ -2 (see figure 38)

The centres of pane  $\beta$ -2 include additional engraving varieties, resulting from a revision of the plate, and additional accidental varieties.

#### C.1. Engraving varieties

- a) the centres of all positions are re-entered; where the misplacement of the re-entry is slight the lines of the sky, the water and the boats are thickened; where the misplacement is marked there is doubling of the lines, particularly on positions 4 and 10.
- b) the horizontal guide line in the left frame and at mid-height, described in centre plate  $\beta$ -1, is now extended: on position 1 into the left selvedge and on positions 3 and 5 into the left margin and left selvedge.

C.2. Accidental varieties

- a) in the top left corner of the sheetlet an oblique scratch, extending into the top selvedge of position 1 and into the left selvedge of position 1.
- b) in the top selvedge of position 1: an oblique scratch, an extension of the scratch in the top left corner of the sheetlet; a fragmented horizontal scratch which extends into the top selvedge of position 2; two doubled horizontal scratches.
- c) in the top selvedge of position 2 a fragmented horizontal scratch, an extension of the scratch in the top selvedge of position 1.
- d) on position 2: three dots in the upper right corner; two horizontal scratches, parallel and one above the other, between the right frame lines in the upper right corner and extending into the right selvedge; numerous oblique scratches, ascending to the right, parallel and one above the other, in the word CENTIEMEN and lateral figure 10; an oblique fragmented scratch, ascending to the right, in the right margin under the lateral figure 10.
- e) in the right selvedge of position 2 several dots and two horizontal scratches, parallel and one above the other, extensions of the scratches on position 2.
- f) in the left selvedge of position 3: two horizontal scratches, parallel and one above the other, at mid height and under the extended guide line; several dots.
- g) on position 4: an oblique scratch, descending to the right, crossing successively the first letter N of CENTIEMEN, the 1 of the right lateral figure 10, the right frame lines and extending into the right selvedge; an oblique scratch, ascending to the right, crossing the first letters EN of CENTIEMEN; an oblique scratch, ascending to the right, crossing the letters ME of CENTIEMEN; two horizontal scratches, parallel and one above the other, in the 0 of the lower right figure 10.
- h) on position 6: an oblique scratch, descending to the right, between the right frame lines and in the right margin, under the lateral figure 10 and extending into the right selvedge; several oblique scratches, ascending to the right, in the first letter N and the letters MEN of CENTIEMEN.
- i) in the right selvedge of position 6 an oblique scratch, an extension of the scratch on position 6.
- j) on position 8: a horizontal scratch in the right margin, at the height of the upper right corner; an oblique scratch, descending to the right, between the right frame lines and in the right margin, at the height of the upper right corner but under the horizontal scratch and extending into the right selvedge.
- k) in the right selvedge of position 8: an oblique scratch, descending to the right, an extension of the oblique scratch on position 8; an oblique scratch, descending to the right, at mid-height; two horizontal scratches.
- l) in the left selvedge of position 9 two oblique scratches.
- m) on position 10: a horizontal scratch in the right margin, at the height of the upper right corner; an oblique scratch, ascending to the right, in the letter M of CENTIEMEN; a horizontal scratch between the right frame lines above the lower figure 10; a horizontal scratch in the bottom margin under the letter G of BELGISCH; an oblique scratch, descending to the right, in the bottom margin under the letter H of BELGISCH.
- n) in the right selvedge of position 10: a horizontal scratch at the height of the upper right corner; an oblique scratch, descending to the right, under the horizontal scratch.

II.D. The centres of booklet pane  $\beta$ -2a (see figure 39)

of position 8.

Ar

II.E. The centres of booklet pane  $\beta$ -2b (see figure 40)

Additional accidental varieties are visible:

- a) in the top selvedge of position 2 a vertical scratch and two spots.
- b) in the left selvedge of position 3 three dots.
- c) in the left selvedge to the of positions 5, 7 and 9 and in the selvedge under positions 9 and 10 numerous corrosion dots.
- d) in the right selvedge of position 6 two dots.
- e) in the bottom left corner of the sheetlet an oblique scratch.

**THE COMBINATIONS OF THE PAPER, THE SHADES AND THE STATES AND SUB-STATES OF THE  $\beta$  FRAME AND CENTRE PANES**

1	Cream paper	Frame plate	$\beta$ -1	+	Centre plate	$\beta$ -1
2			$\beta$ -1a	+		$\beta$ -1a
3	White paper		$\beta$ -1b	+		$\beta$ -2
4			$\beta$ -1b	+		$\beta$ -2a
5	Greyish paper		$\beta$ -1c	+		$\beta$ -2b
6			$\beta$ -1d	+		$\beta$ -2b

## CHAPTER 4: THE 10CT. PANE $\gamma$

### I. THE FRAMES OF BOOKLET PANE $\gamma$

The frame pane  $\gamma$  exists in only one state,  $\gamma$ -1, but with three sub-states,  $\gamma$ -1a,  $\gamma$ -1b and  $\gamma$ -1c.

#### I.A. The frames of booklet pane $\gamma$ -1 (see Figure 41)

The frame pane  $\gamma$ -1 has both engraving varieties, resulting from the preparation of the pane, and accidental varieties.

##### A.1. Engraving varieties

- a) a guide dot in the margin of the lower left corner of positions 3, 5 and 7.
- b) fragments of a horizontal guide line: in the top margin of positions 5 and 6; in the bottom margin of positions 3, 4, 6 and 7.
- c) fragments of a vertical guide line in the left margin of positions 2, 8 and 10.
- d) on position 2 a vertical re-entry, misplaced downwards: of the 1 and 0 of the lower left figure 10; of the inner circle surrounding the lower left figure 10; of the inner and outer bottom frame lines under the lower left figure 10.
- e) on position 9 a vertical re-entry, misplaced downwards, of the 0 of the lower left figure 10.
- f) on positions 1, 3 and 5 a shaded spot between the right frame lines, at the height of the lateral figure 10.
- g) on position 5 a shaded spot between the right frame lines, at the height of the lower figure 10.

##### A.2. Accidental varieties

- a) in the bottom margin of position 7 a dot under the the letter C of BELGISCH.
- b) in the top margin of position 9 a dot above the letter I of DIX.
- c) in the bottom selvedge of position 10 a horizontal scratch.

The vertical re-entry, misplaced downwards, of the lower left figure 10 of position 2 remained unchanged through all printings of pane  $\gamma$  and is characteristic of the pane.

#### I.B. The frames of booklet pane $\gamma$ -1a (see Figure 42)

Additional accidental varieties are visible:

- a) in the top selvedge of position 1 a vertical dash and a dot.
- b) in the top selvedge of position 2 a dot.
- c) on position 5: three large spots, one in the top margin above the letter N of CONGO BELGE, the second between the top frame lines above the first letter O of CONGO BELGE and the third in the sky under the second letter O of CONGO BELGE; several smaller spots in the water, above the boats.

#### I.C. The frames of booklet pane $\gamma$ -1b (see Figure 43)

Additional accidental varieties appear:

- a) in the top selvedge of position 2 two oblique scratches.
- b) in the right selvedge of position 6 two oblique scratches, above the lateral figure 10.

#### I.D. The frames of booklet pane $\gamma$ -1c (see Figure 44)

Yet more additional accidental varieties are visible:

- a) in the top selvedge of position 2 several horizontal dashes and scratches.
- b) in the bottom left corner of the sheetlet a web of corrosion dots.

## II THE CENTRES OF BOOKLET PANE $\gamma$

The centre pane  $\gamma$  exists in two states,  $\gamma$ -1 and  $\gamma$ -2, and in three sub-states,  $\gamma$ -1a,  $\gamma$ -2a and  $\gamma$ -2b

### II.A. The centres of booklet pane $\gamma$ -1 (see Figure 45)

On the centre pane  $\gamma$ -1 both engraving varieties, resulting from the preparation of the pane, and accidental varieties are found.

#### A.1. Engraving varieties

- a) a horizontal guide line in the left frame of positions 1, 3, 4, 5, 6, 7 and 9 at mid-height; on positions 3, 5, 7 and 9 the line extends into the left margin and left selvedge.
- b) a horizontal guide line in the right frame of positions 3 and 9 at mid-height.
- c) fragments of a vertical guide line in the left margin of positions 1, 3, 5 and 7; on position 1 the line extends upwards into the top selvedge.

#### A.2. Accidental varieties

- a) in the top left corner of the sheetlet an oblique fragmented scratch, ascending to the right.
- b) in the top selvedge of position 1 a horizontal scratch.
- c) in the top selvedge of position 2 a single horizontal scratch, an oblique scratch and two horizontal scratches, parallel and one above the other.
- d) in the top margin of position 1 two horizontal scratches, parallel and one above the other, above the letters BE of BELGE.
- e) in the right margin of position 2: two vertical scratches, parallel and juxtaposed, at the height of the top corner; a vertical scratch under the right lateral figure 10.
- f) in the right selvedge of position 2: a single oblique scratch; two vertical scratches, parallel and juxtaposed; two oblique scratches, parallel and one above the other.
- g) on position 4: two horizontal scratches, parallel and one above the other, in the top margin above the letter G of BELGE; a horizontal scratch in the bottom margin, under the letters GO of BELGISCH-CONGO and the lower right figure 10; a vertical scratch in the right margin at the height of the top right corner.
- h) in the right selvedge of position 4 and successively from left to right: two vertical scratches, parallel and juxtaposed; a single bold vertical scratch; several oblique scratches, descending to the right, parallel and one above the other; two vertical scratches, parallel and juxtaposed.
- i) on position 6: two spots in the top margin, above the first letter G of CONGO BELGE; a horizontal scratch in the right margin, at the height of the lower figure 10.
- j) in the left selvedge of position 7 a single vertical scratch and two vertical scratches, parallel and juxtaposed.
- k) on position 7: three dashes, one above the other, respectively in the lower left figure 10, between the circles surrounding and under the lower left figure 10 and between the frame lines under the lower left figure 10; numerous vertical scratches, parallel and juxtaposed, in the bottom left corner and in the left of the bottom margin and extending into position 9.
- l) in the left selvedge of position 9 two oblique scratches, ascending to the right, parallel and juxtaposed, and two vertical scratches.
- m) on position 9: numerous vertical scratches in the top left corner and in the left of the top margin, extensions of the vertical scratches on position 7; several vertical scratches, parallel and juxtaposed, in the bottom left corner and in the left of the bottom margin, extending downwards into the bottom selvedge of position 9.
- n) on position 10: two horizontal scratches, parallel and one above the other, in the top margin, above the letters NG of CONGO BELGE; a horizontal scratch above DIX; two oblique juxtaposed scratches in the top margin above the word BELGE, the left descending to the right and the right ascending to the right; two horizontal scratches, parallel and one above the other, in the bottom margin under the letters IS of BELGISCH; two horizontal scratches, parallel and one above the other, in the bottom margin under the letters CH of BELGISCH.
- o) in the bottom left corner of the sheetlet a vertical scratch.
- p) in the bottom selvedge of position 9 several vertical scratches, extensions of the vertical scratches in the bottom margin of position 9, and a web of corrosion dots.
- q) in the bottom selvedge of position 10: a single horizontal scratch; several horizontal scratches, parallel and one above the other; an oblique scratch, ascending to the right and crossing the preceding horizontal scratches.

### II.B. The centres of booklet pane $\gamma$ -1a (see Figure 46)

Additional accidental varieties appear in the right selvedge of position 6: a vertical scratch and several oblique scratches, ascending to the right, parallel and juxtaposed.

### II.C. The centres of booklet pane $\gamma$ -2 (see Figure 47)

Centre pane  $\gamma$ -2 exhibits additional engraving varieties resulting from a revision of the plate and additional accidental varieties.

#### C.2. Engraving varieties

The centres of all positions are re-entered; where the misplacement of the re-entry was slight the lines of shading are thickened; marked misplacement caused doubling of the lines, particularly on positions 2 and 10.

#### C.2. Accidental varieties

- a) in the sky of position 3 a dot, under the second letter O of CONGO BELGE.
- b) on position 4: an oblique scratch, descending to the right, between the right frame lines and in the right margin at the height of the lower figure 10 and extending into the right selvedge of positions 4 and 6 and, further, into the left selvedge of position 5 of centre pane  $\delta$ -2; a dot in the bottom margin, under the second O of BELGISCH-CONGO.
- c) in the right selvedge of position 4 an oblique scratch, descending to the right, an extension, upwards, of the oblique scratch on position 4 and, downwards, of the scratch in the selvedge of position 6.
- d) between the left frame lines and in the left margin of position 5 a bold horizontal scratch above the left lateral figure 10.
- e) in the right selvedge of position 6 an oblique scratch, descending to the right, an extension, upwards, of the oblique scratch in the selvedge of position 4 and, downwards, of the scratch in the left selvedge of position 5 of pane  $\delta$ .

The extension of the oblique scratch in the right selvedge of position 6 into the left selvedge of position 5 of centre pane  $\delta$ -2 proves that panes  $\gamma$  and  $\delta$  are horizontally contiguous (cf Chapter 6, final considerations II).

### II.D. The centres of booklet pane $\gamma$ -2a (see Figure 48)

Several accidental varieties appear:

- a) in the top selvedge of position 1 a web of corrosion dots and a vertical scratch, convex to the left, extending downwards into position 1.
- b) in the top margin and between the top frame lines of position 1 a vertical scratch above the first letter O of CONGO BELGE, an extension of the scratch in the top selvedge.
- c) in the bottom margin of position 3 a web of corrosion dots under the letters BE of BELGISCH
- d) in the bottom margin of position 4 a spot under the lower left figure 10.
- e) in the left selvedge of position 5 two oblique scratches.
- f) on position 5: a horizontal scratch between the left frame lines and in the left margin, above the lower left figure 10; a vertical scratch in the lower frame and in the bottom margin to the left of the lower left figure 10 and which extends into position 7; a web of corrosion dots in the bottom frame and in the bottom margin under the lower left figure 10.
- g) in the left selvedge of position 7 a web of corrosion dots.
- h) in the upper left corner and in the left of the top margin of position 7 a vertical scratch, an extension of the vertical scratch on position 5.
- i) in the bottom margin of position 8 a large spot under the hyphen of BELGISCH-CONGO.
- j) in the right selvedge and in the bottom selvedge of position 10 and in the bottom right corner of the sheetlet widespread corrosion dots.

### II.E. The centres of booklet pane $\gamma$ -2b (see Figure 49)

Once again additional accidental varieties are visible:

- a) in the left selvedge of position 1 a vertical scratch, which extends downwards into the selvedge of position 3.
- b) in the right selvedge of position 2 a vertical scratch.
- c) in the left selvedge of position 3 a vertical scratch, an extension of the vertical scratch in the selvedge of position 1.
- d) in the right selvedge of position 10 two oblique scratches, one above the other and descending to the right, the upper convex upwards; both extend into the left selvedge of position 9 of centre pane  $\delta$ -2a.
- e) in the bottom right corner of the sheetlet a dot.

The extension of the scratches in the right selvedge of position 10 into the left selvedge of position 9 of centre pane  $\delta$ -2a proves once again that panes  $\gamma$  and  $\delta$  were horizontally contiguous (cf Chapter 6, final considerations, II)

### III. THE COMBINATIONS OF THE PAPER, THE SHADES AND THE STATES AND SUB-STATES OF THE $\gamma$ FRAME AND CENTRE PANES

1	Cream paper	Frame pane	$\gamma$ -1	+	Centre pane	$\gamma$ -1
2			$\gamma$ -1	+		$\gamma$ -1a
3			$\gamma$ -1a	+		$\gamma$ -1a
4	White paper		$\gamma$ -1b	+		$\gamma$ -2
5			$\gamma$ -1c	+		$\gamma$ -2a
6	Greyish paper		$\gamma$ -1c	+		$\gamma$ -2b

#### CHAPTER 5: THE 10CT. PANE $\delta$

##### I. THE FRAMES OF BOOKLET PANE $\delta$

The frame plate  $\delta$  exists in only one state,  $\delta$ -1, but with two sub-states,  $\delta$ -1a and  $\delta$ -1b.

###### I.A. The frames of booklet pane $\delta$ -1 (see Figure 50)

The frame of pane  $\delta$ -1 has both engraving varieties, resulting from the preparation of the pane, and accidental varieties.

###### A.1. Engraving varieties

- a guide dot in the margin of the bottom right corner of positions 4 and 6.
- a horizontal guide dash in the margin of the bottom right corner of position 8.
- fragments of a horizontal guide line: in the top margin of position 6; in the bottom margin of positions 2, 4, 5, 6, 7, 9 and 10; in the right frame of position 6 at mid-height.
- fragments of a vertical guide line: in the left margin of positions 1, 3, 4, 5, 8 and 10; in the right margin of positions 1, 2, 3, 4 and 5.

###### A.2. Accidental varieties

- in the right frame of position 4 a dot in the 1 of the right lateral figure 10.
- in the right selvedge of position 6 a vertical scratch.
- in the bottom margin of position 8 an oblique scratch, descending to the right, under the lower right figure 10.
- on position 10: a horizontal dash in the top margin, above the letter C of CONGO BELGE; an oblique scratch, descending to the right, under the lower right figure 10 and above the horizontal guide line.

###### I.B. The frames of booklet pane $\delta$ -1a (see Figure 51)

Additional accidental varieties are visible:

- in the top selvedge of position 1 a dot and a horizontal scratch.
- on position 7 numerous corrosion dots in the letters GO of BELGISCH-CONGO and in the bottom frame and bottom margin under the letters GO of BELGISCH-CONGO.
- on position 8 numerous corrosion dots in the lower left figure 10.
- on position 9: numerous corrosion dots in the letter GE of BELGE and in the top frame and top margin above the letters GE of BELGE; several spots in the margin at the top right corner; an oblique scratch, descending to the right, in the bottom margin, under the lower left figure 10.
- on position 10 several spots in the left margin at the height of the top left corner.

###### I.C. The frames of booklet pane $\delta$ -1b (see Figure 52)

Once again additional accidental varieties appear:

- in the left frame of position 1 a disappearance of the white letters ES of CENTIMES in the red background of the frame.
- in the right selvedge of position 6 a dot.
- between the bottom frame lines of position 8 a dot under the letter B of BELGISCH.
- in the right selvedge of position 8 two oblique scratches, ascending to the right, parallel and juxtaposed, extending into the right selvedge of position 10.
- in the right selvedge of position 10 two oblique scratches, ascending to the right, parallel and juxtaposed, extensions of the scratches in the right selvedge of position 8.

## II. THE CENTRES OF BOOKLET PANE $\delta$

The centre pane  $\delta$  exists in two states,  $\delta$ -1 and  $\delta$ -2 with one sub-state,  $\delta$ -2a.

### II.A. The centres of booklet pane $\delta$ -1 (see Figure 53)

In the centre pane  $\delta$  engraving varieties, resulting from the preparation of the plate, and accidental varieties are visible.

#### A.1. Engraving varieties

- a) a horizontal guide line in the left frame of positions 1, 2, 3, 4, 6, 7, 8 and 10 at mid-height; on positions 3, 4, 8 and 10 the guide line extends into the left margin and on positions 1 and 3 into the left selvedge.
- b) a horizontal guide line in the right margin of position 7, at mid-height.
- c) fragments of a vertical guide line in the left margin of positions 3 and 5.

#### A.2. Accidental varieties

- a) in the top selvedge of position 1 two horizontal scratches.
- b) on position 2: a horizontal scratch in the left margin, at the height of the top left corner; a dot in the right margin at mid-height.
- c) in the left selvedge of position 3 a dot.
- d) between the right frame lines of position 3 an oblique scratch, ascending to the right, at the height of the lower right figure 10.
- e) in the left selvedge of position 5 three vertical scratches.
- f) in the top margin of position 5 a spot, above the letter D of DIX.
- g) in the right selvedge of position 6 a horizontal dash.
- h) in the margin between positions 7 and 8 a dot, at the height of the top corner.
- i) between the frame lines and in the margin of the bottom right corner of position 8 a vertical scratch, under the lower right figure 10 and extending into position 10.
- j) between the frame lines and in the margin of the bottom right corner of position 10 a vertical scratch, an extension of the scratch on position 8.

### II.B. The centres of booklet pane $\delta$ -2 (see Figure 54)

Centre pane  $\delta$ -2 exhibits additional engraving varieties, due to a revision of the pane, and additional accidental varieties.

#### B.1. Engraving varieties;

The centres of all positions except 9 and 10 show evidence of re-entry with doubling of the lines.

#### B.2. Accidental varieties:

- a) in the left selvedge of position 1: a horizontal dash under the guide line; a horizontal dash and a dot on the left and under the preceding dash.
- b) in the right selvedge of position 2 a vertical scratch which extends downwards into the right selvedge of position 4.
- c) in the left selvedge of position 3 an oblique scratch.
- d) in the right selvedge of position 4 a vertical scratch, an extension of the scratch in the right selvedge of position 2.
- e) in the left selvedge of position 5 an oblique scratch, descending to the right, which extends upwards into the right selvedge of position 6 of centre pane  $\gamma$ -2 and downwards into positions 5 and 7.
- f) on position 5 an oblique scratch, descending to the right, in the margin of the bottom left corner, an extension of the scratch in the selvedge.
- g) on position 7 an oblique scratch, descending to the right, in the top margin and between the top frame lines in the top left corner, an extension of the scratch on position 5.

The extension of the oblique scratch in the left selvedge of position 5 into the right selvedge of position 6 of centre pane  $\gamma$ -2 proves that the sheetlets  $\gamma$  and  $\delta$  are horizontally contiguous (cf Chapter 6, final consideration, II)

## II.C. The centres of booklet pane $\delta$ -2a (see Figure 55)

Additional accidental varieties appear:

- a) in the top selvedge of position 1 several horizontal scratches, parallel and one above the other.
- b) in the top selvedge of position 2 an oblique scratch.
- c) in the right selvedge of position 2 a spot in the middle of a web of corrosion dots.
- d) between the right frame lines and in the right margin of position 4 a web of corrosion dots at the height of the lateral figure 10 and extending into the right selvedge.
- e) in the right selvedge of position 4 a web of corrosion dots extending the web on position 4.
- f) in the left selvedge of position 5 an oblique scratch.
- g) in the left frame of position 5 a spot, to the right of the letters NT of CENTIMES.
- h) in the right selvedge of position 6 a spot and a web of corrosion dots.
- i) in the right frame of position 8 a spot under the second letter E of BELGE.
- j) in the right selvedge of position 8 a web of corrosion dots.
- k) in the left selvedge of position 9 two oblique scratches, descending to the right, parallel and one above the other, extending into the right selvedge of position 10 of centre pane  $\gamma$ -2b.

The extension of the oblique scratches in the left selvedge of position 9 into the right selvedge of position 10 of centre pane  $\gamma$ -2b proves once again that the sheetlets  $\gamma$  and  $\delta$  are horizontally contiguous.

## III. THE COMBINATIONS OF THE PAPER, THE SHADES AND STATES AND SUB-STATES OF THE $\delta$ FRAME AND CENTRE PANES

1	Cream paper	Frame plate	$\delta$ -1	+	Frame pane	$\delta$ -1
2	White paper		$\delta$ -1a	+		$\delta$ -2
3	Greyish paper		$\delta$ -1b	+		$\delta$ -2a

## CHAPTER 6: FINAL CONSIDERATIONS

### i. THE IDENTIFICATION OF THE INDIVIDUAL PANES

The identification of the individual booklet panes is based on varieties of the frames.

Pane  $\alpha$  - the vertical re-entry, misplaced upwards, of the lower left figure 10 on position 2.

Pane  $\beta$  - the vertical re-entry, misplaced upwards, of the left lateral figure 10 on position 1.

Pane  $\gamma$  - the vertical re-entry, misplaced downwards, of the lower left figure 10 on position 2.

Pane  $\delta$  - the absence of all of the three preceding re-entries.

### II. THE LOCATION OF THE FOUR PANES IN THE ORIGINAL PLATE OF 40 SUBJECTS

Because the oblique centre plate scratch in the right selvedge of position 6 of centre pane  $\gamma$ -2 extends into the left selvedge of position 5 of centre pane  $\delta$ -2 and because the oblique centre plate scratches in the right selvedge of position 10 of centre pane  $\gamma$ -2b extend into the left selvedge of position 9 of centre pane  $\delta$ -2a it is clear that panes  $\gamma$  and  $\delta$  are horizontally contiguous.

Panes  $\alpha$  and  $\beta$  must also be horizontally contiguous but, due to the absence of interconnecting scratches, there is no indication of their relative horizontal locations. However, in the bottom selvedge of position 9 of centre pane  $\alpha$ -1 there is an interrupted oblique scratch, ascending to the right; the top left corner of centre pane  $\gamma$ -1 has a similar interrupted oblique scratch, ascending to the right, with the same intensity and direction but not an apparent extension of the scratch on pane  $\alpha$ .. The two scratches are however in line if the gap between the bottoms of the upper panes and the tops of the lower panes (the strip of paper discarded when the sheets of four panes were guillotined into separate panes), 3cm according to Joncker, is increased to 5cm (see Figure 56)

I therefore accept the locations of the panes in the sheet as proposed by Ch. Joncker,  $\alpha$  being the upper left pane,  $\beta$  the upper right,  $\gamma$  the lower left and  $\delta$  the lower right on the sheet before it was cut into the four panes.

Likewise, so that the oblique scratch in the right selvedge of position 6 of centre pane  $\gamma$ -2 and the oblique scratch in the left selvedge of position 5 of centre pane  $\delta$ -2 may connect perfectly, the horizontal gap between the right edge of pane  $\gamma$  and the left edge of pane  $\delta$  must have been 4cm and not 3cm as proposed by Joncker (see Figure 57). Similar consideration of the oblique scratches in the right selvedge of position 10 of centre pane  $\gamma$ -2b and the oblique scratches in the left selvedge of position 9 of centre pane  $\delta$ -2a leads to the same conclusion.



Figure 21 - The frame pane  $\alpha-1$

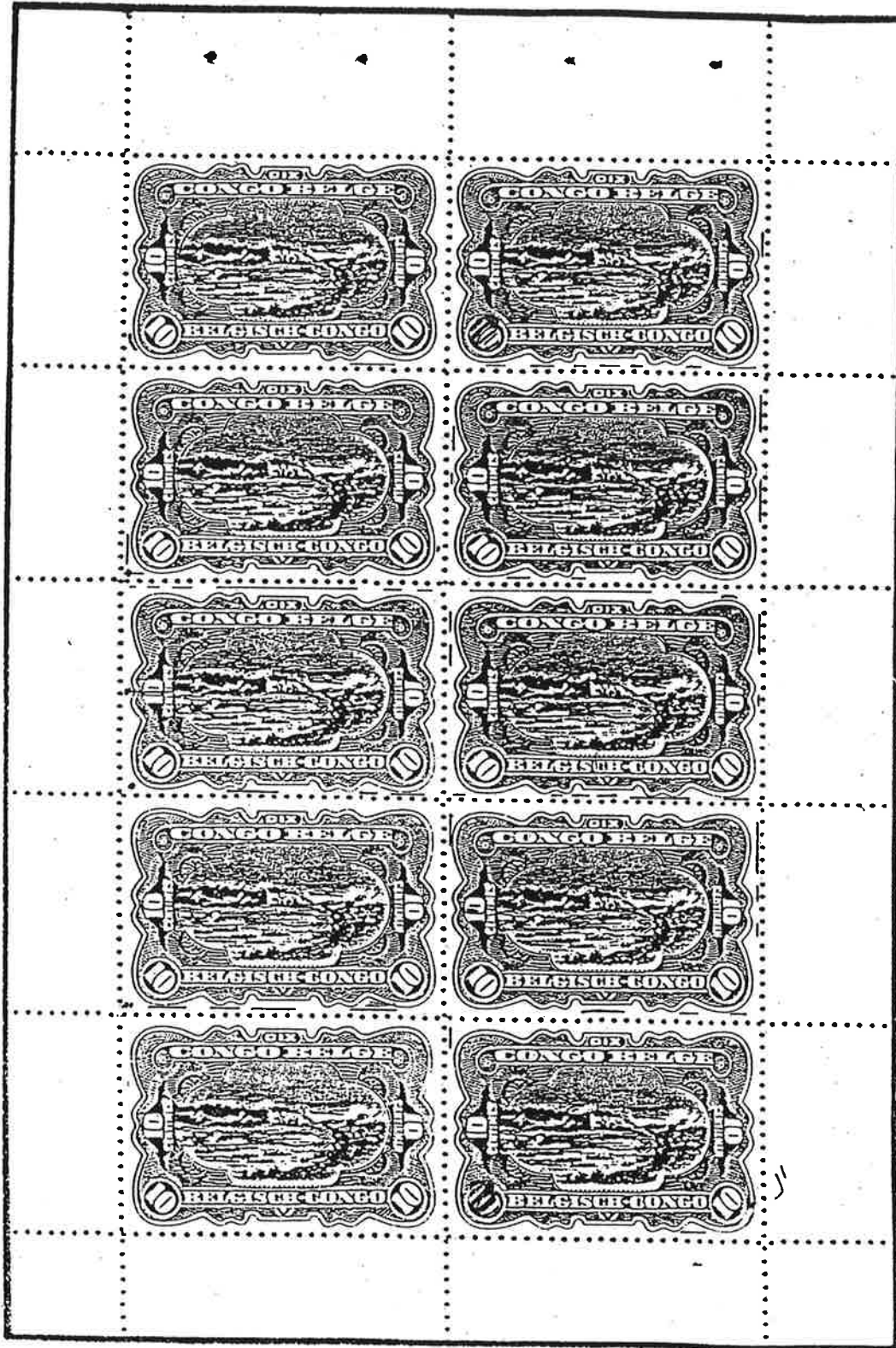


Figure 22 - The frame pane *a-la*

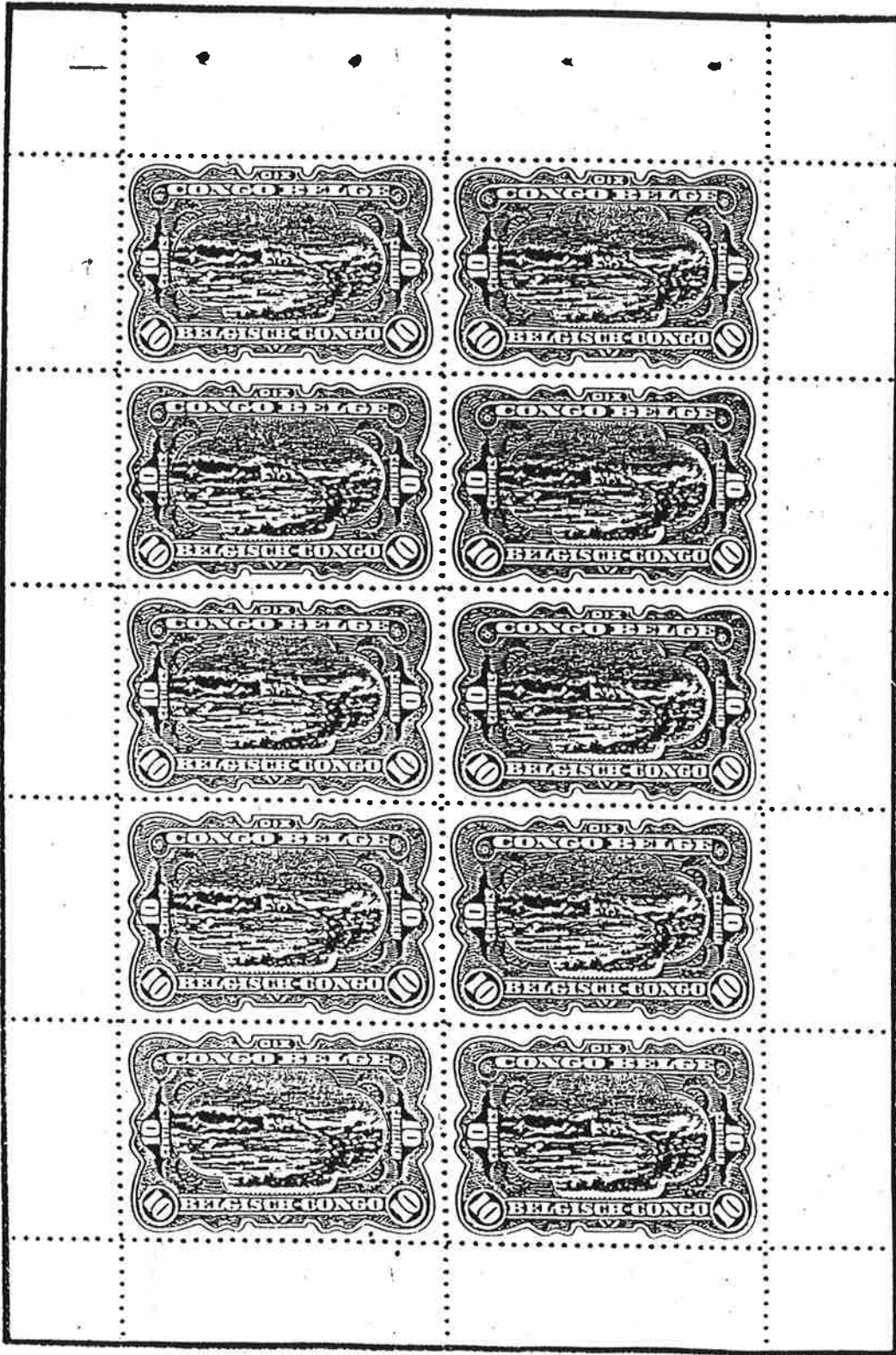


Figure 23 - The frame pane α-1b

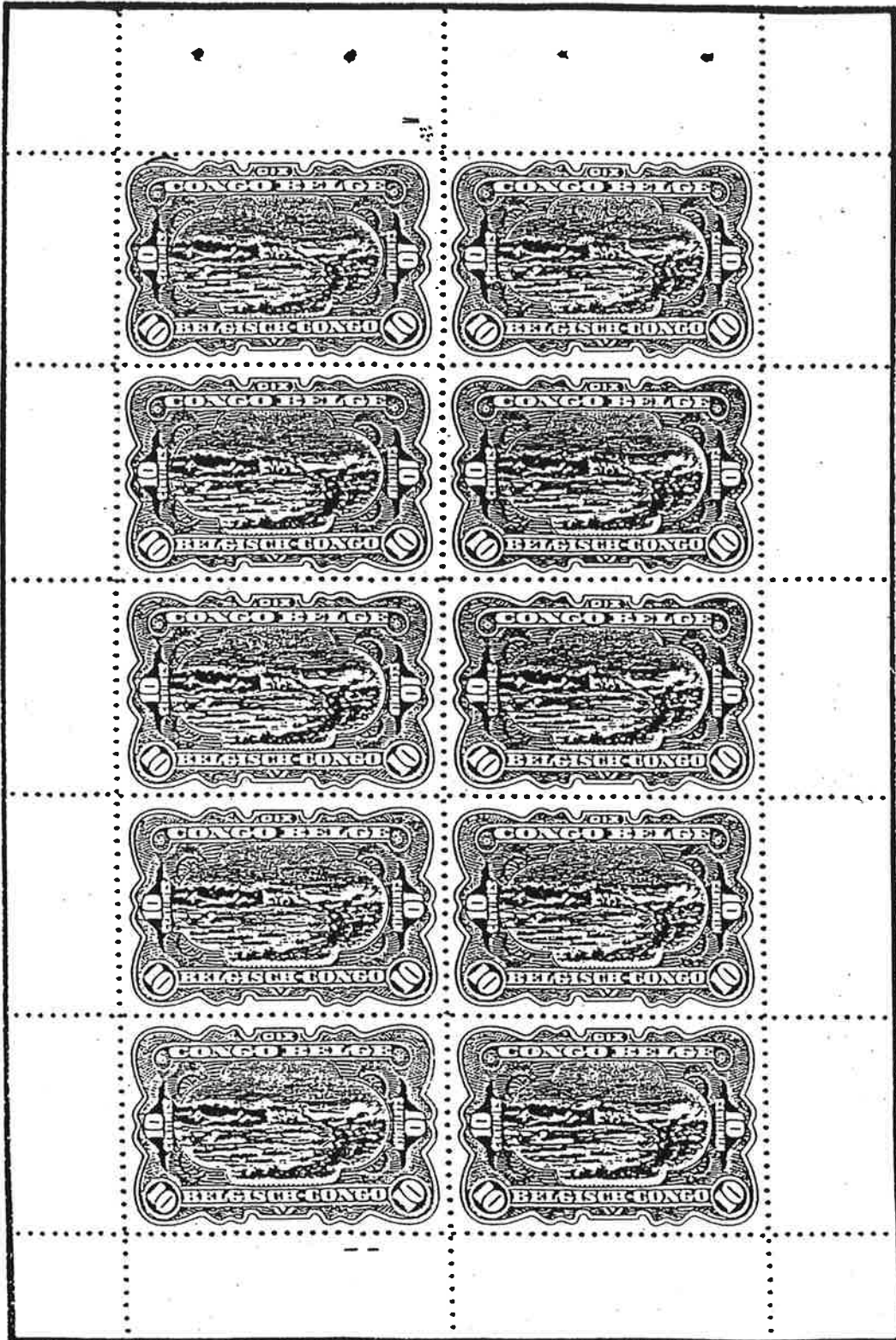


Figure 24 - The frame pane  $\alpha$ -1c

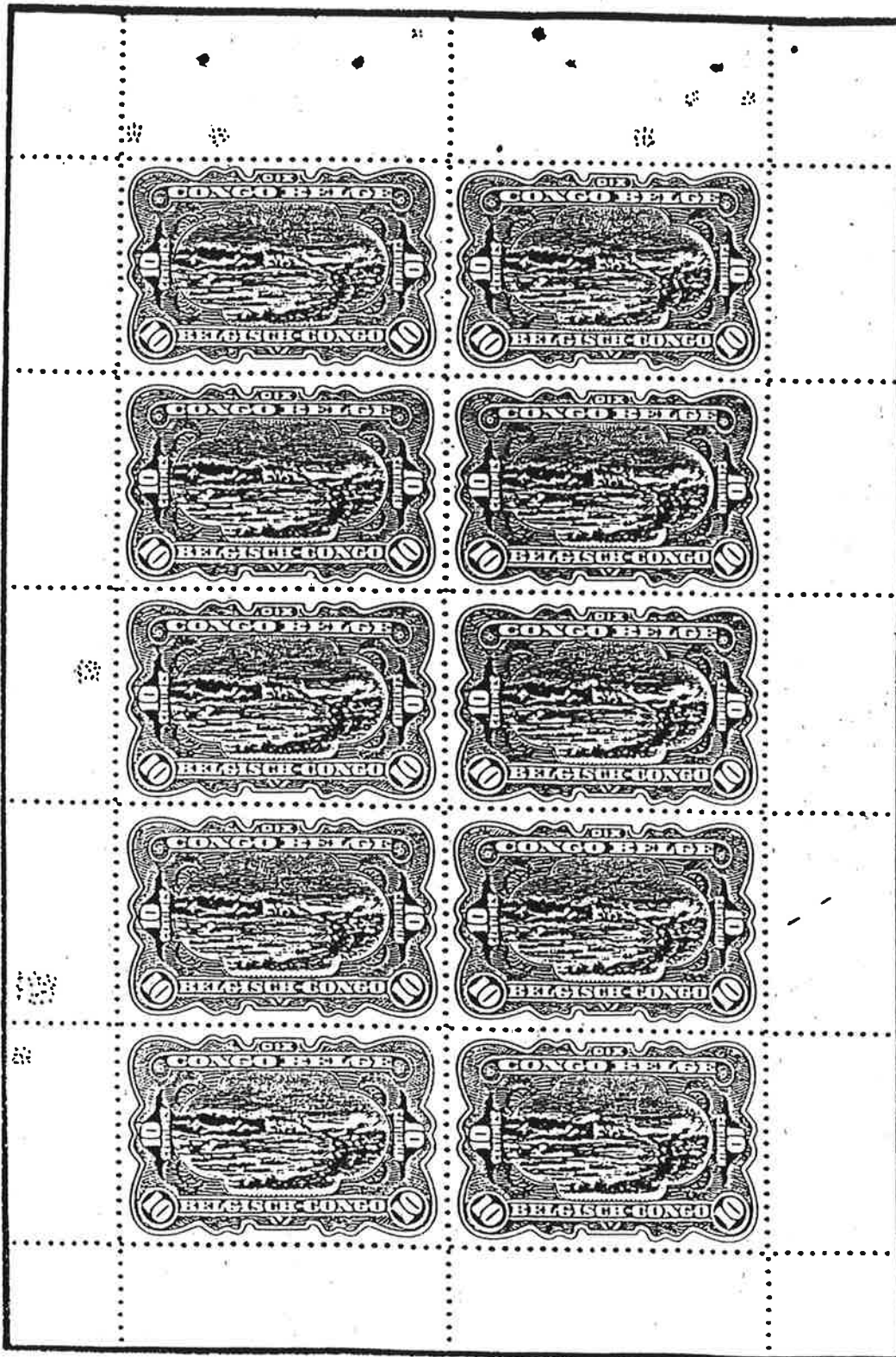


Figure 25 - The centre pane α-1

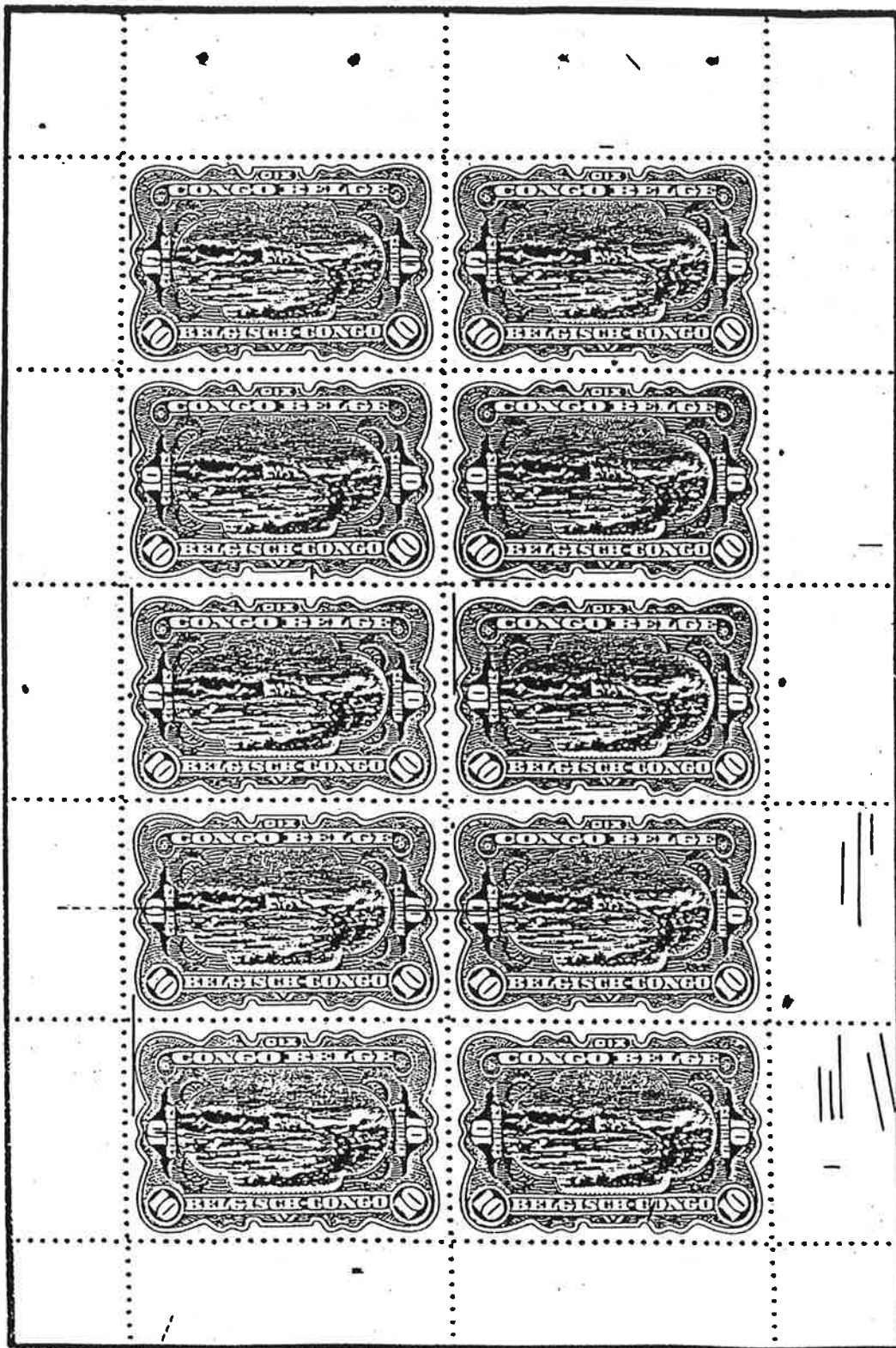


Figure 26 - The centre pane  $\alpha$ -1a

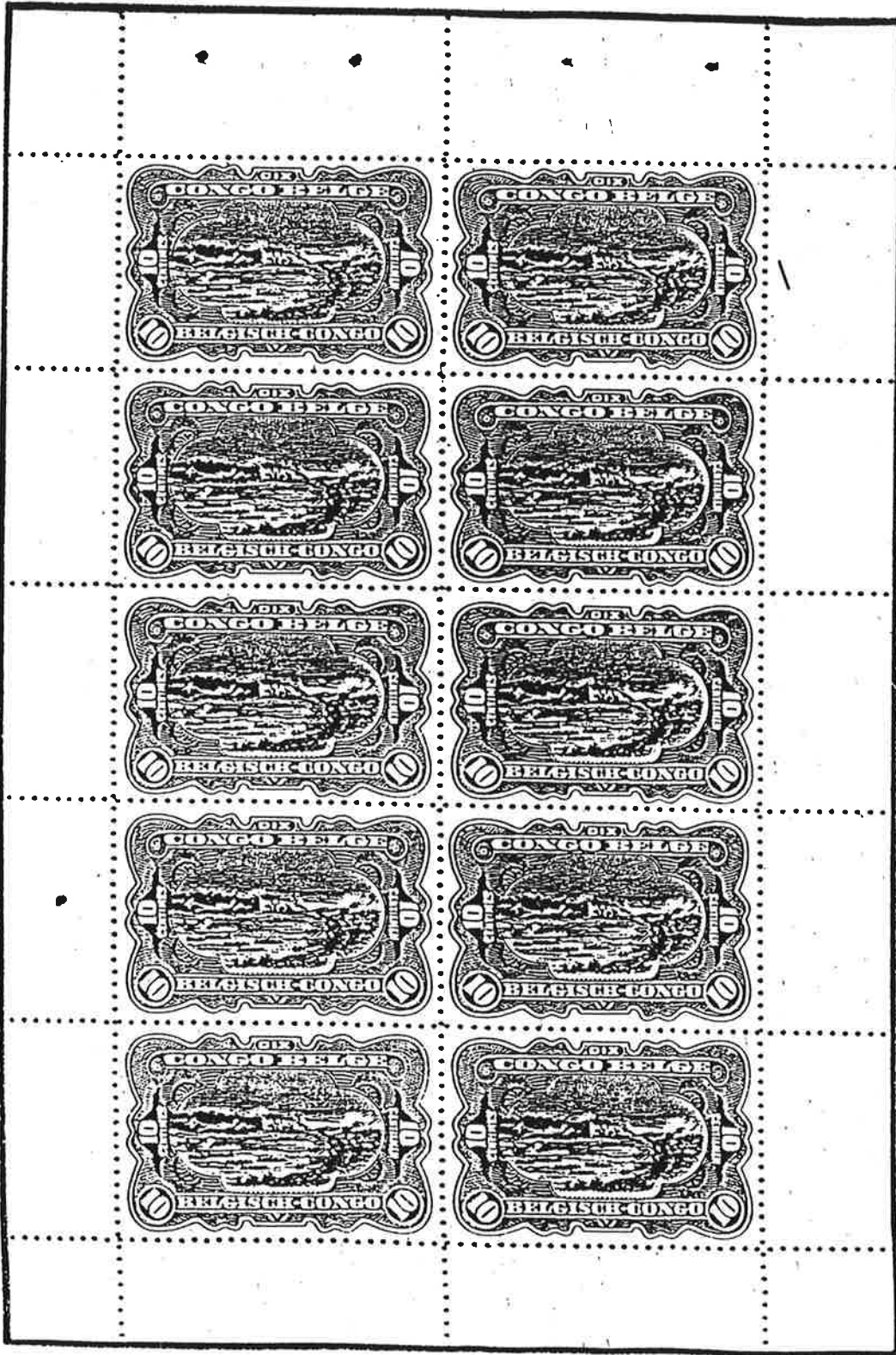


Figure 27 - The centre pane α-1b

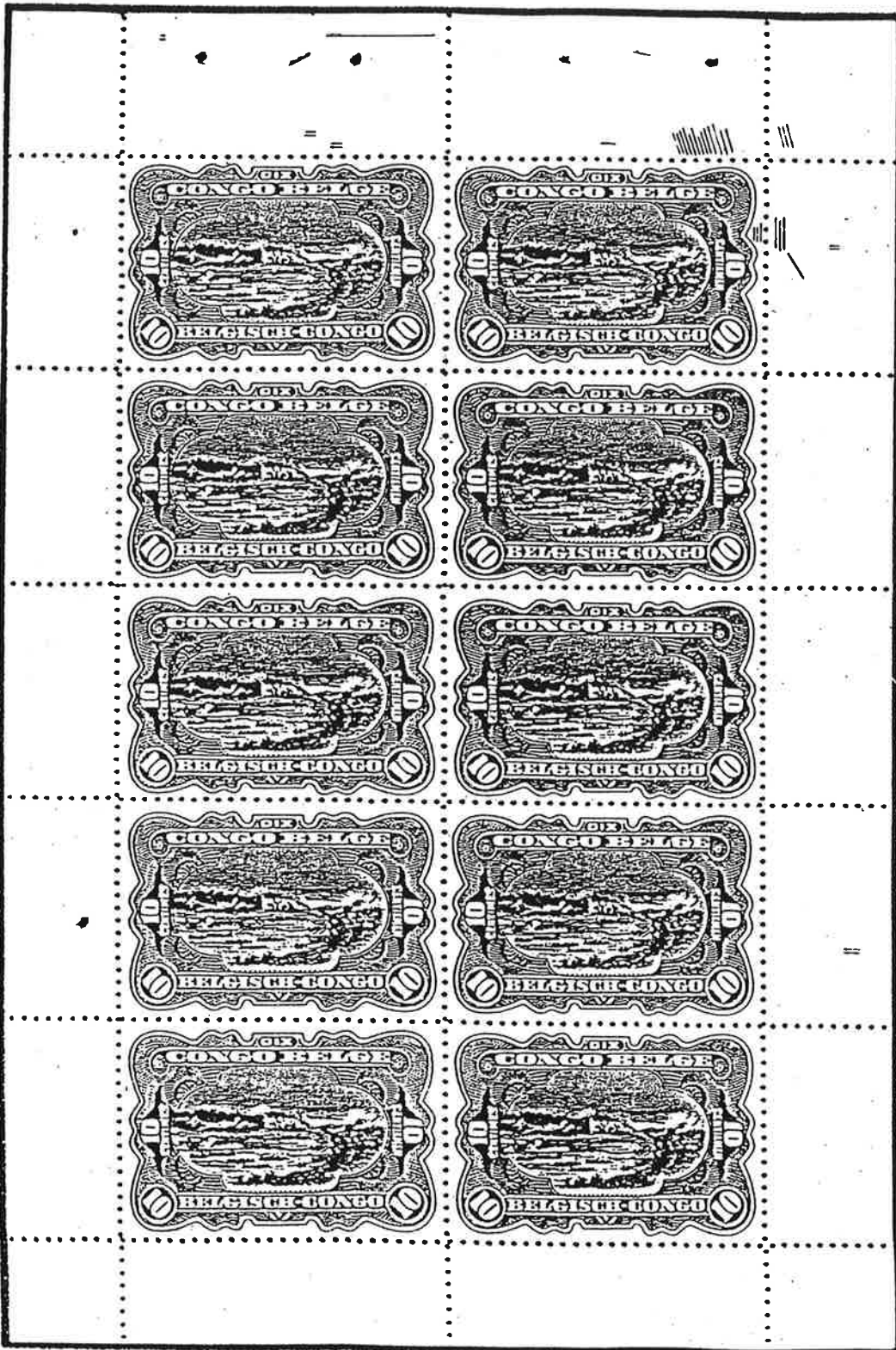


Figure 28 - The centre pane 4-2

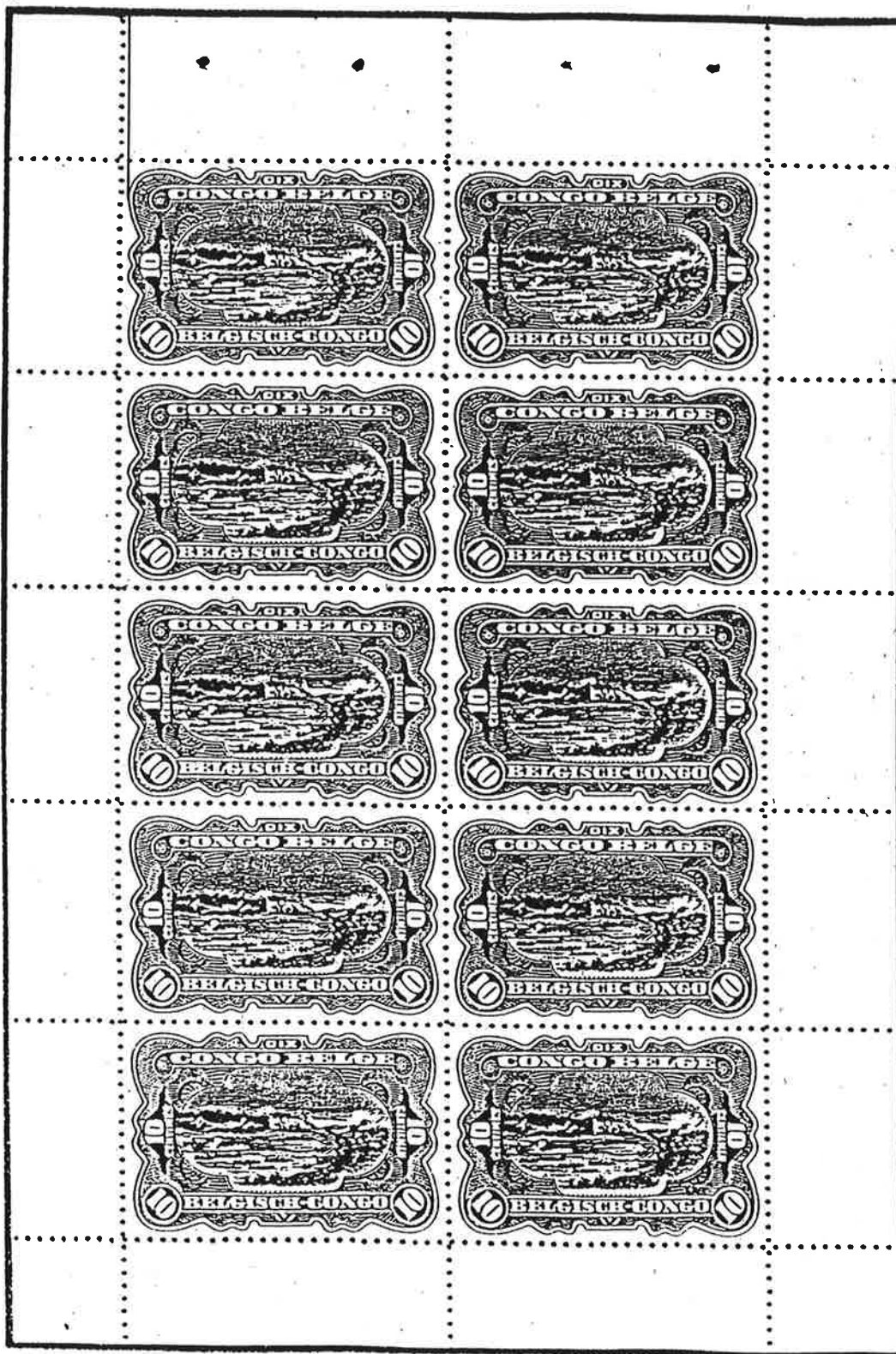




Figure 29 - The centre pane α-2a

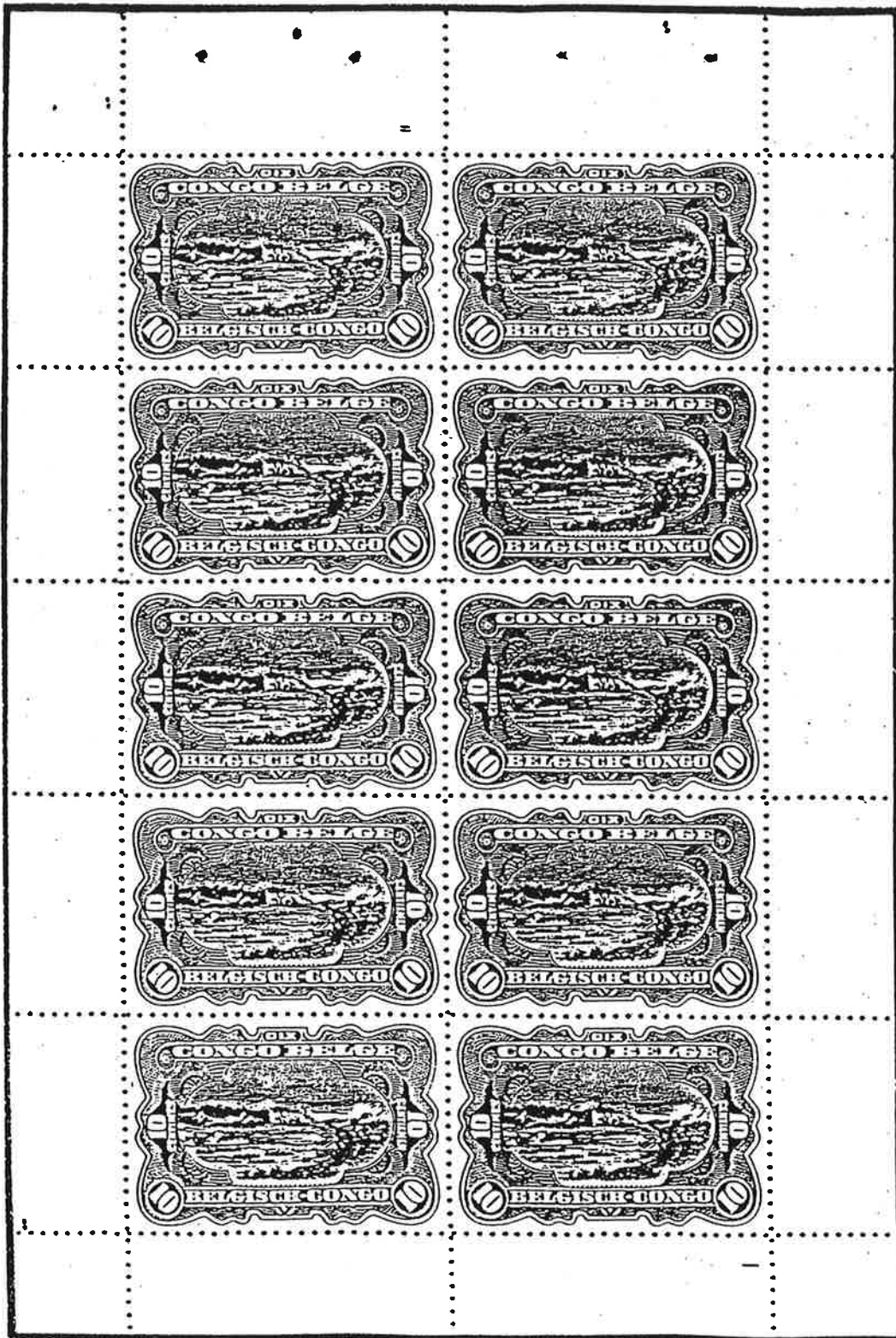


Figure 30 - The centre pane a-2b

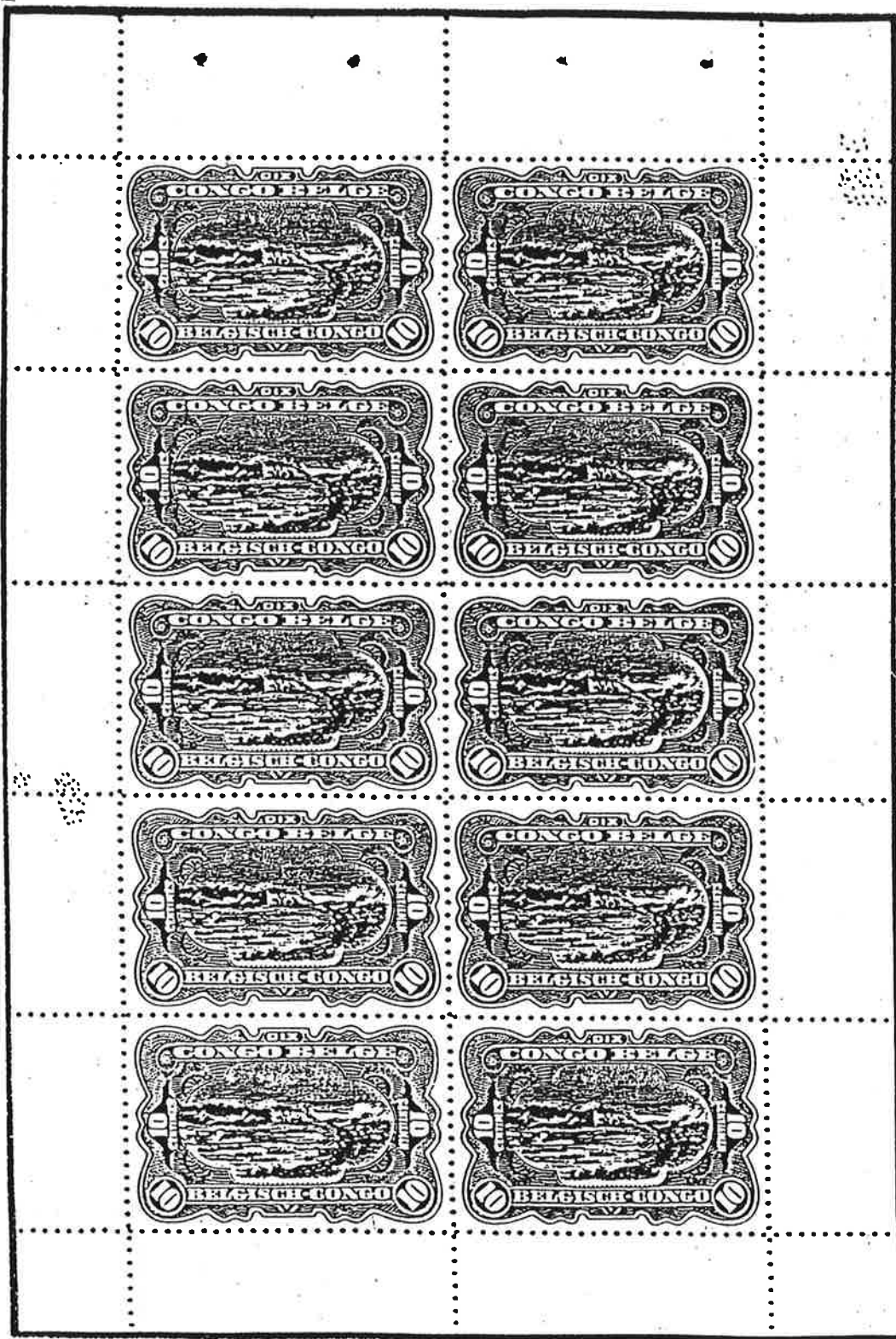


Figure 31 - The frame pane  $\beta$ -1

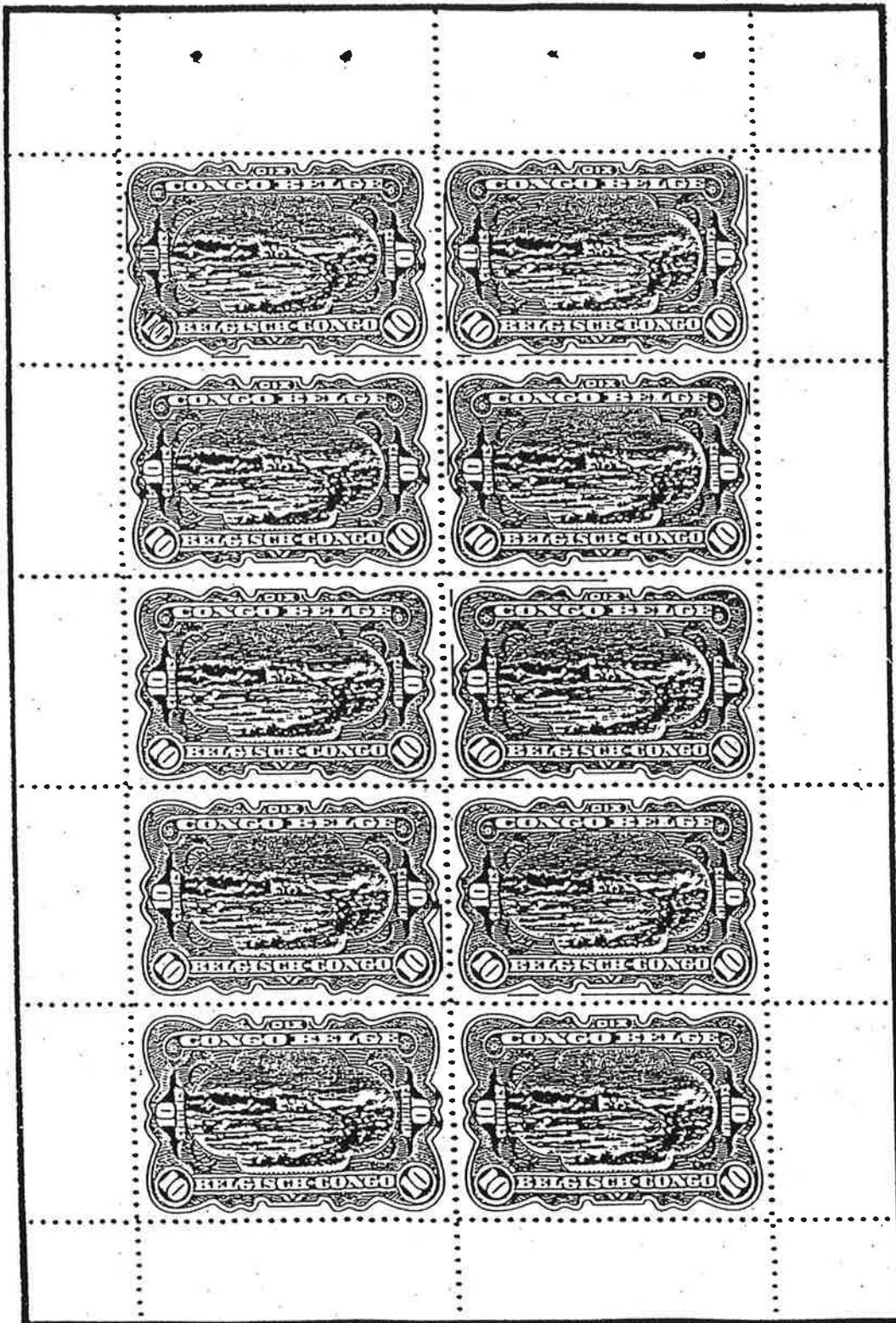


Figure 32 - The frame pane  $\beta$ -1a

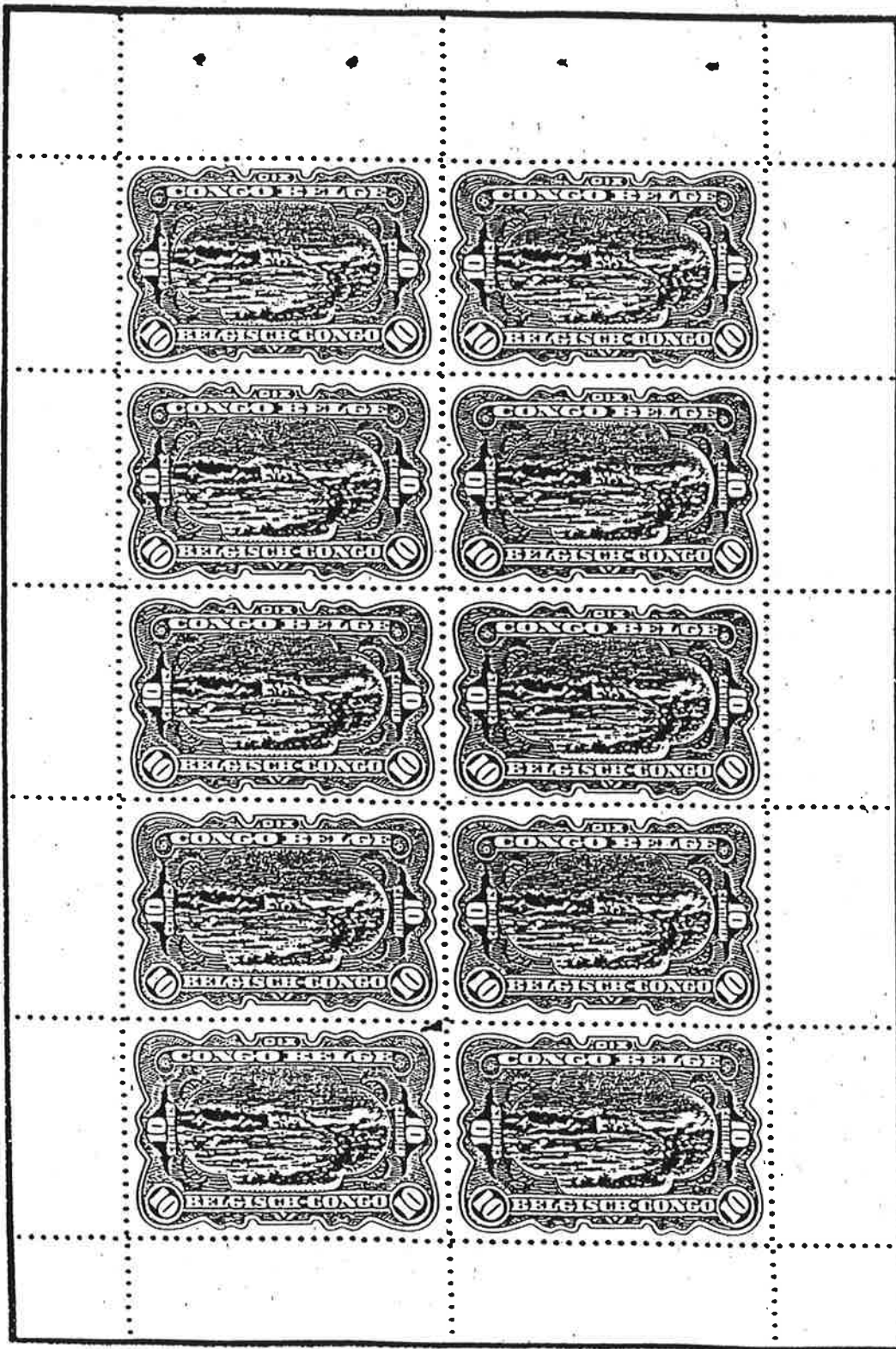


Figure 33 - The frame pane  $\beta$ -1b

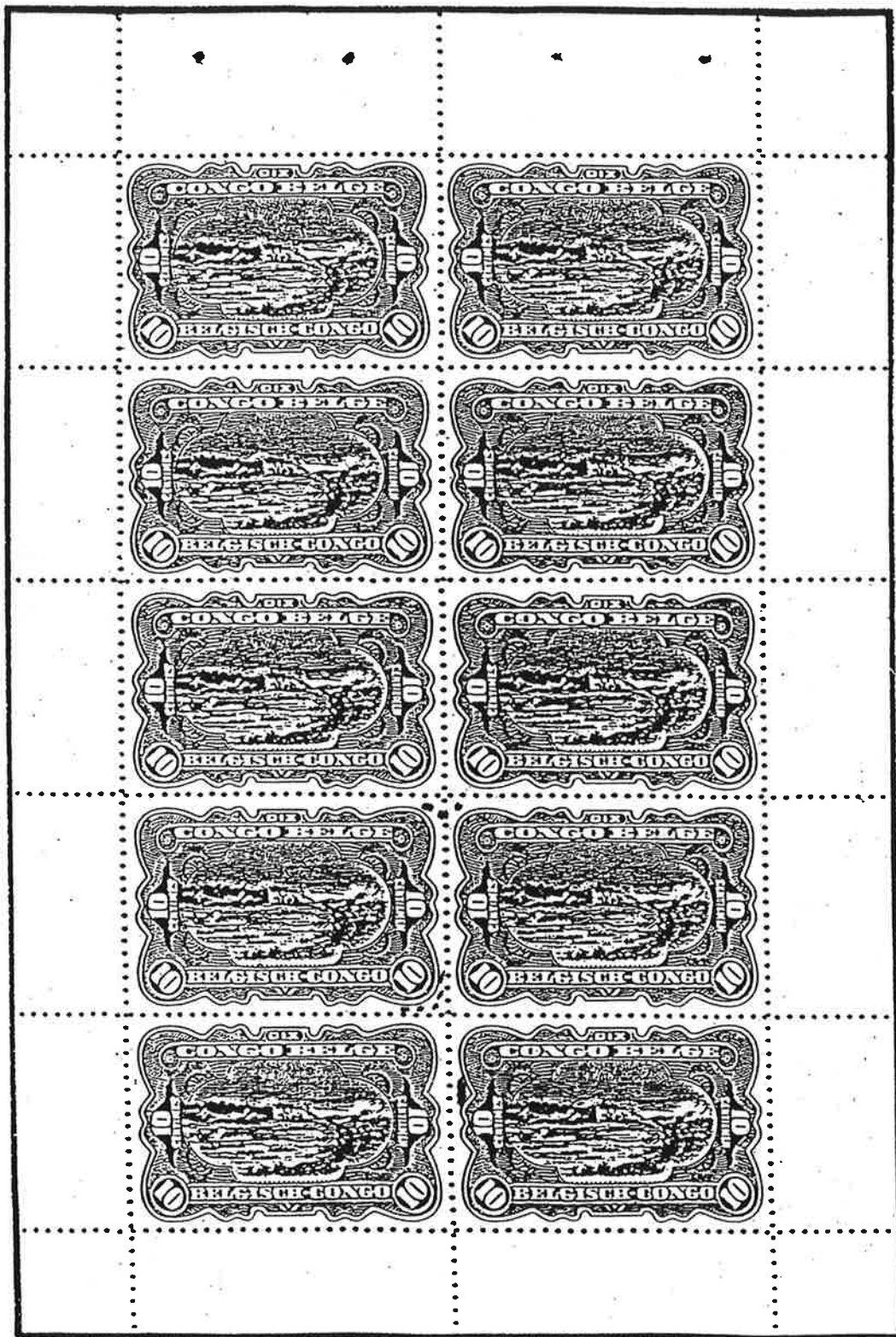


Figure 34 - The frame pane  $\beta$ -1c

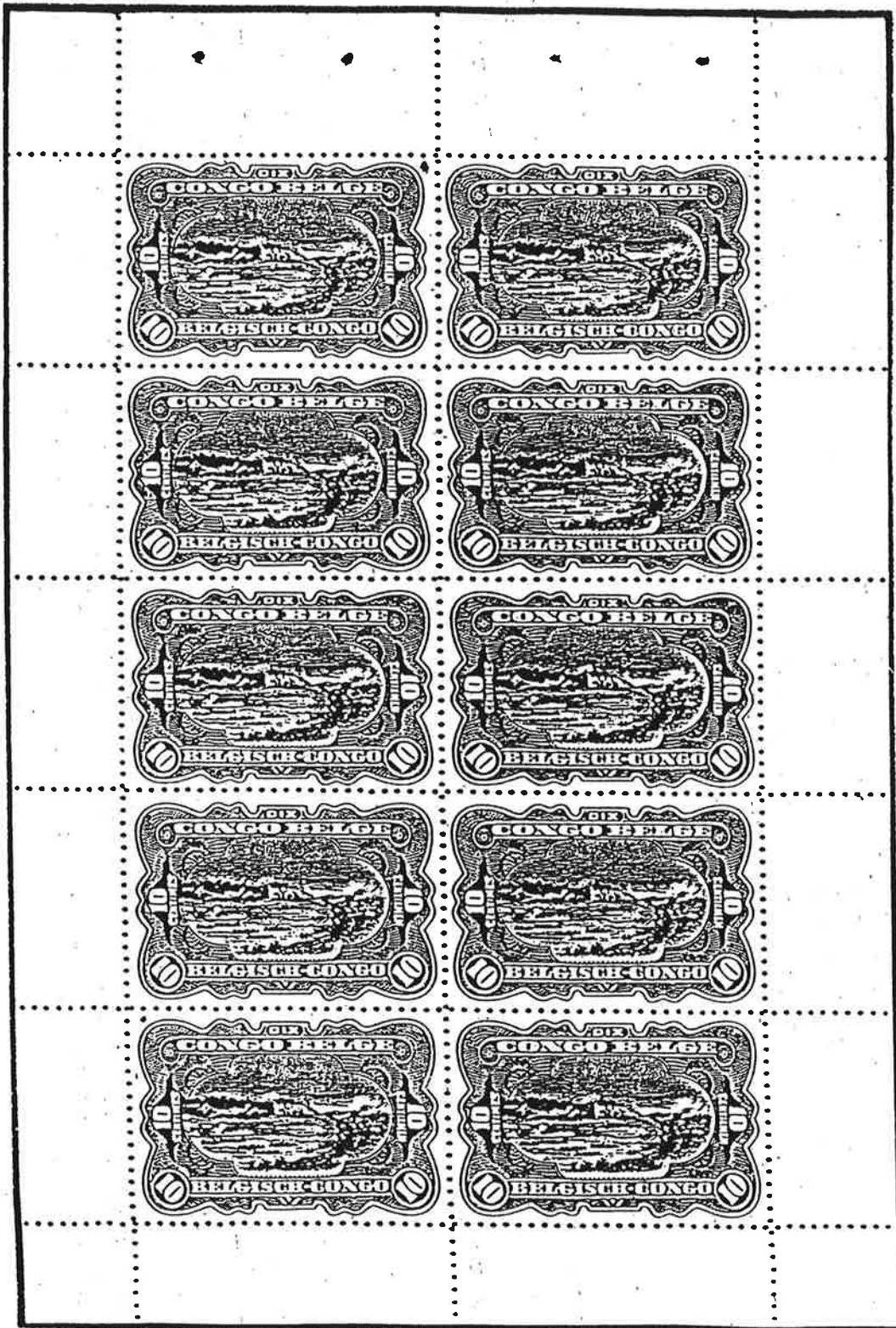


Figure 35 - The frame pane  $\beta$ -1d

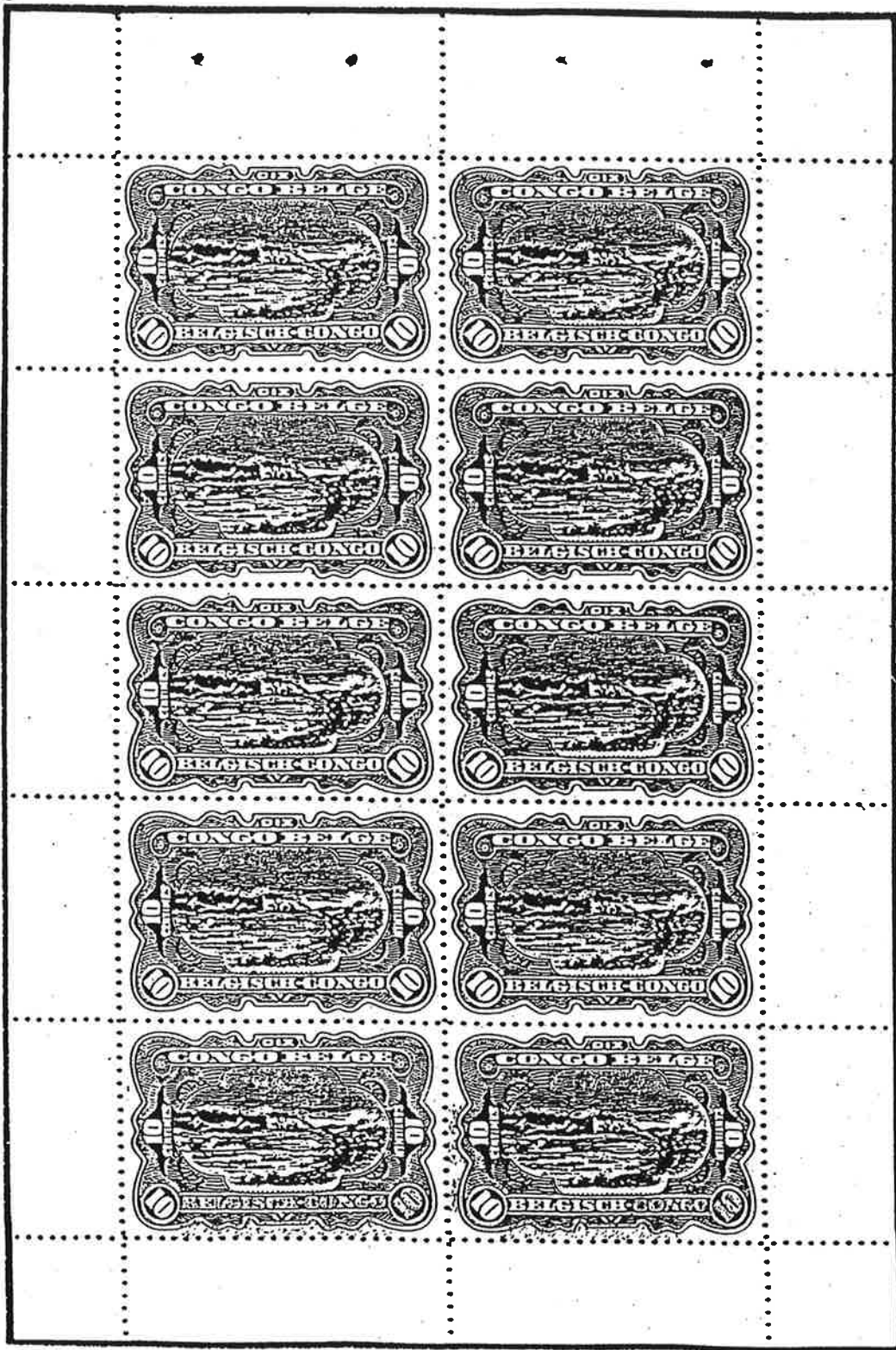


Figure 36 - The centre pane  $\beta$ -1

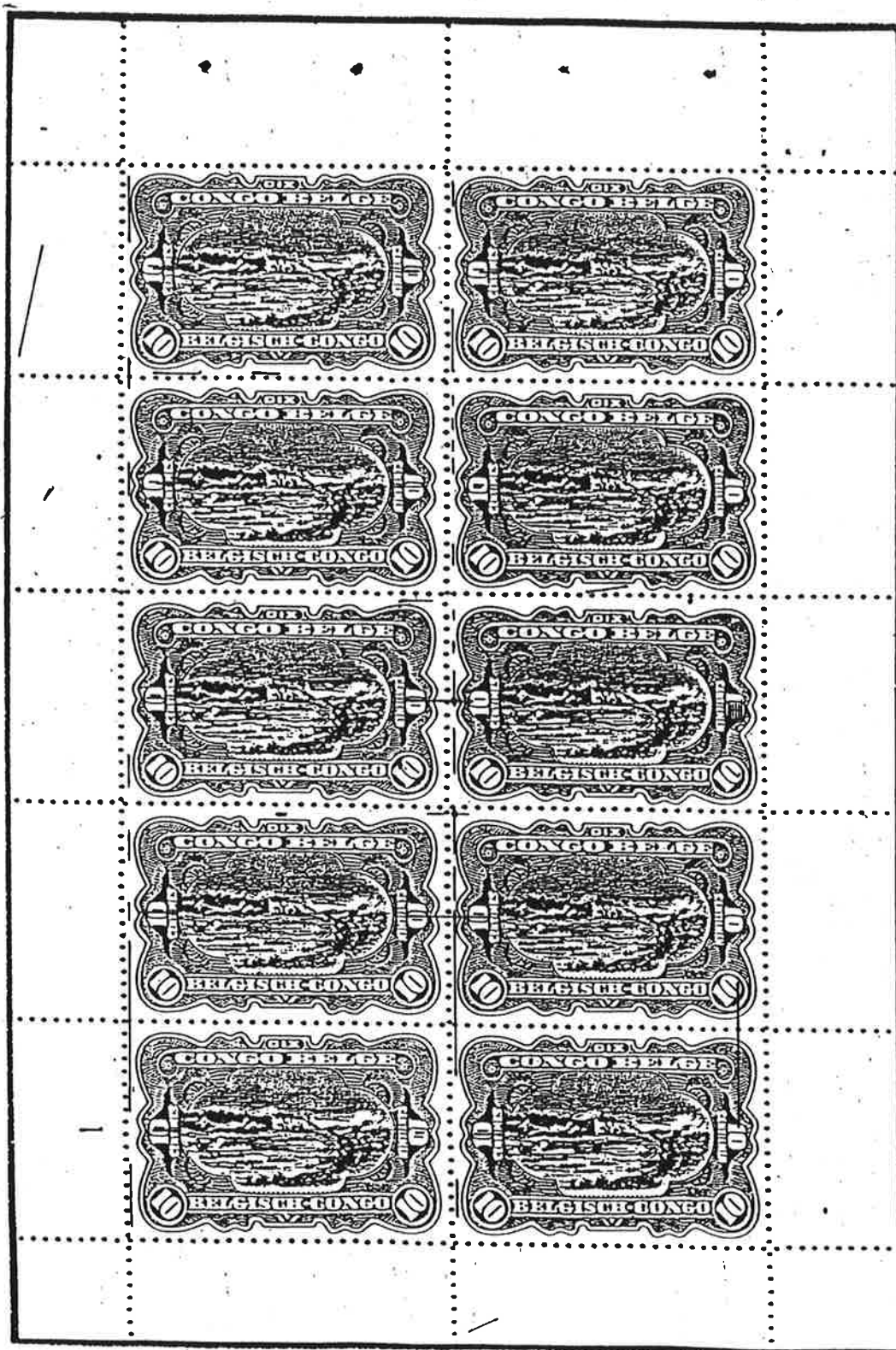




Figure 37 - The centre pane  $\beta$ -1a

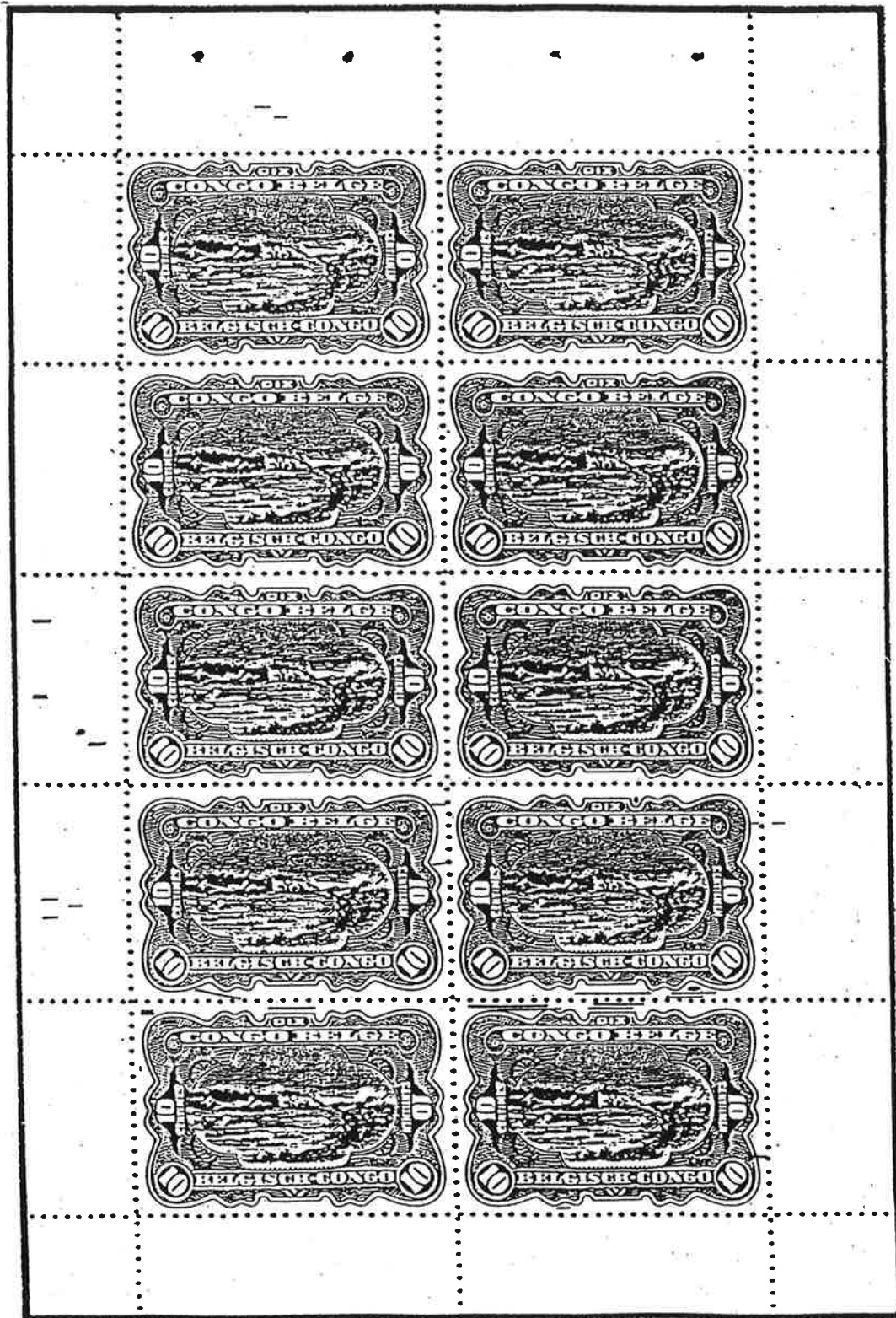


Figure 38 - The centre pane  $\beta$ -2

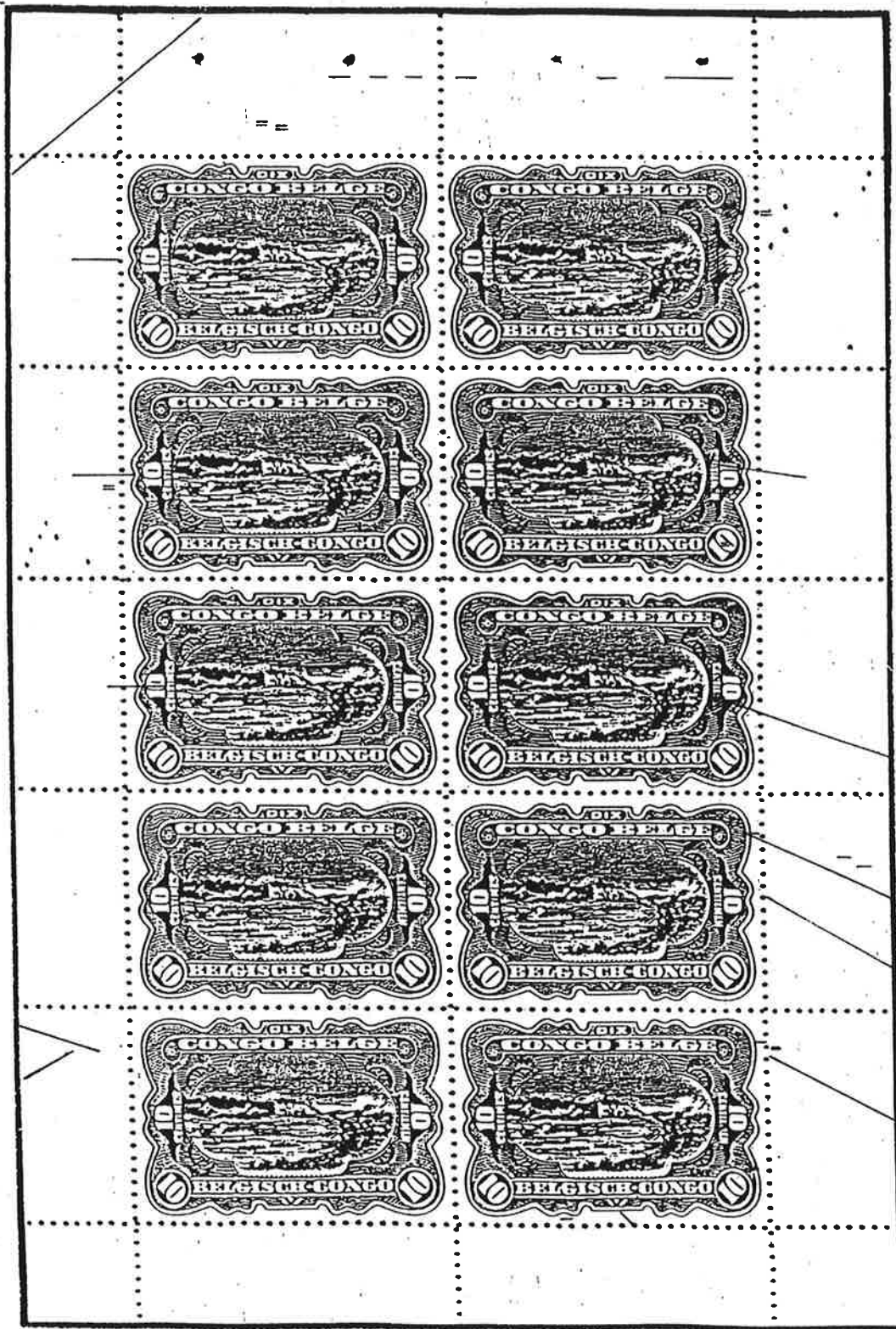


Figure 39 - The centre pane  $\beta$ -2a

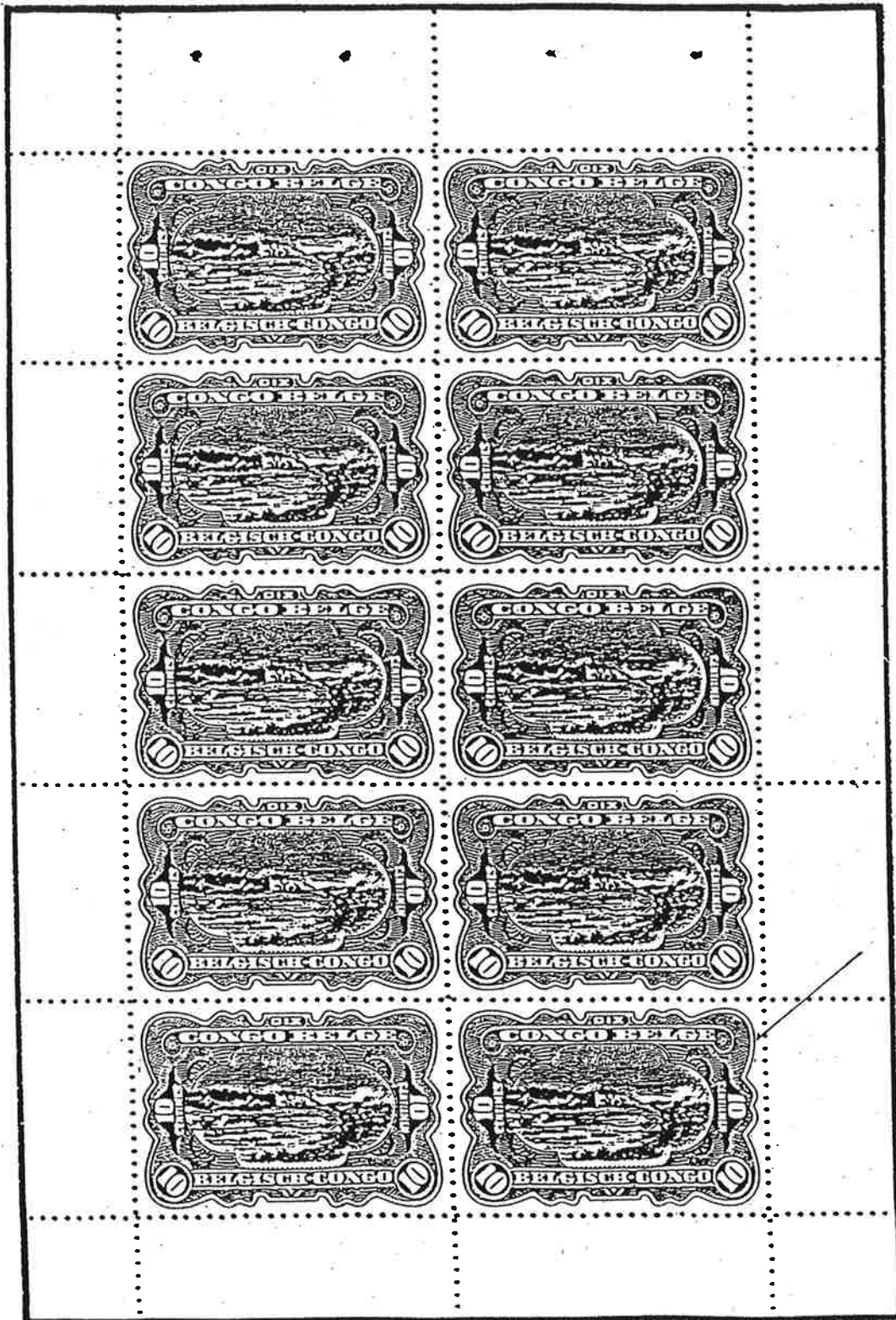


Figure 40 - The centre pane  $\beta$ -2b

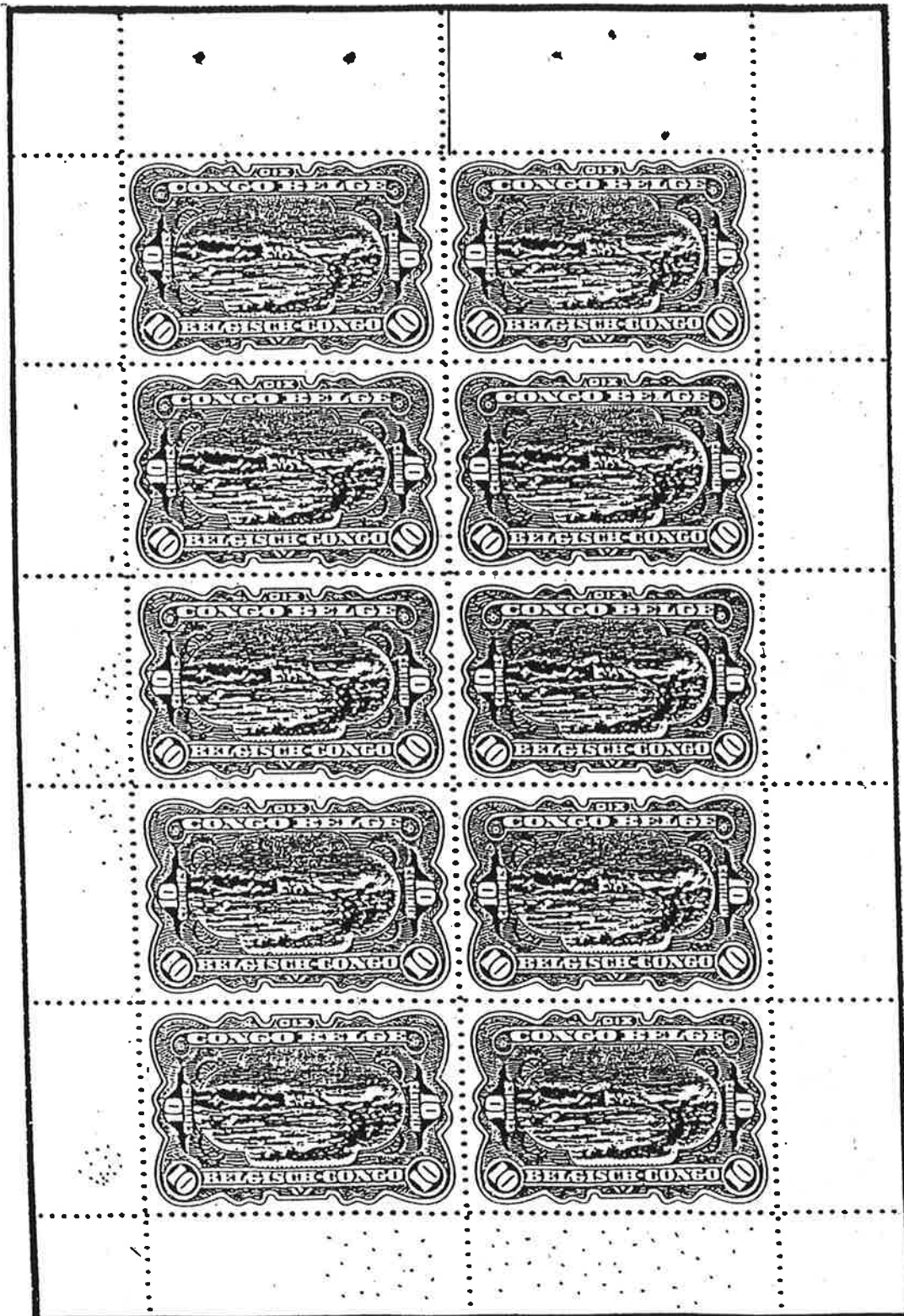


Figure 41 - The frame pane y-1

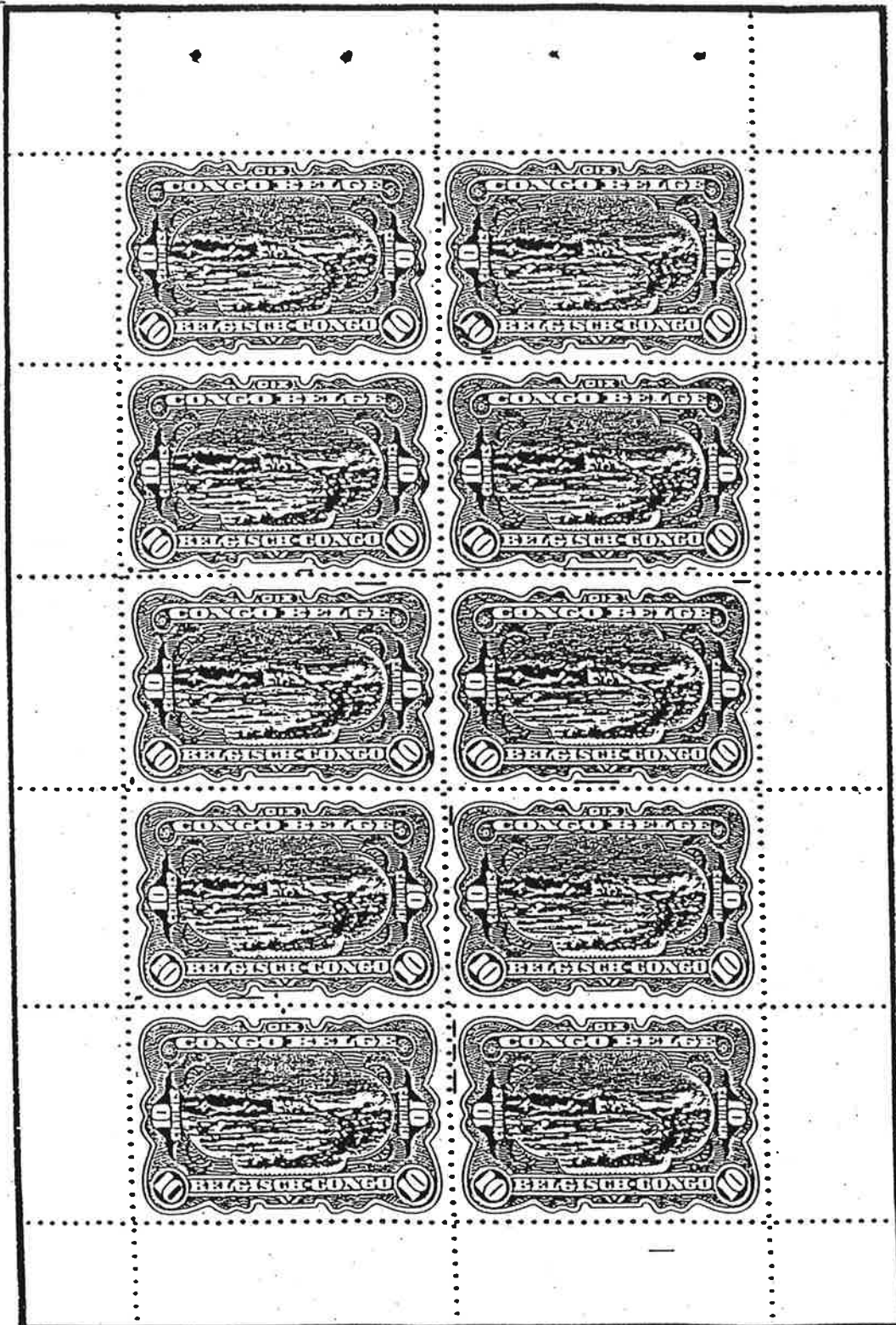


Figure 42 - The frame pane y-la

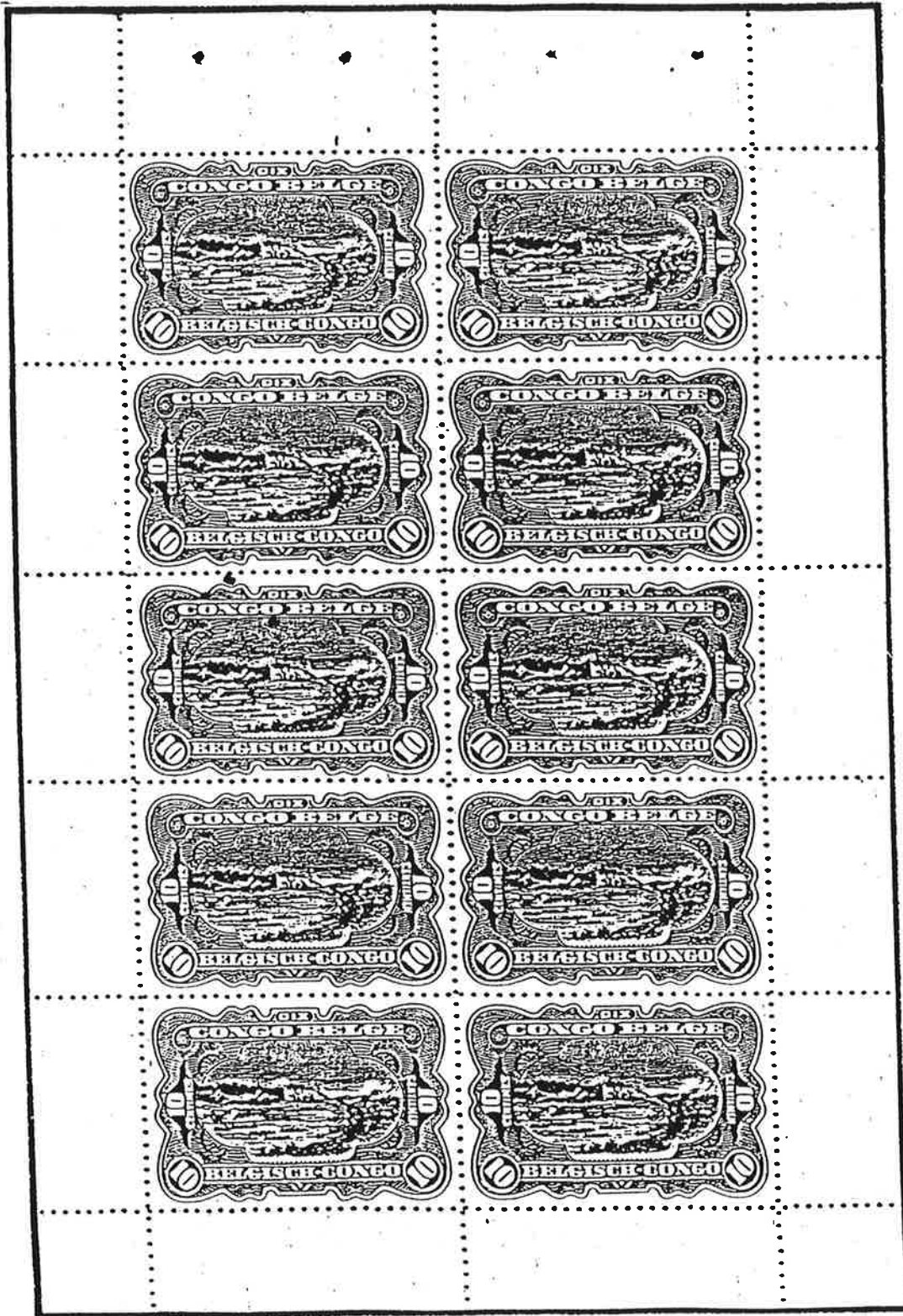


Figure 43 - The frame pane y-1b

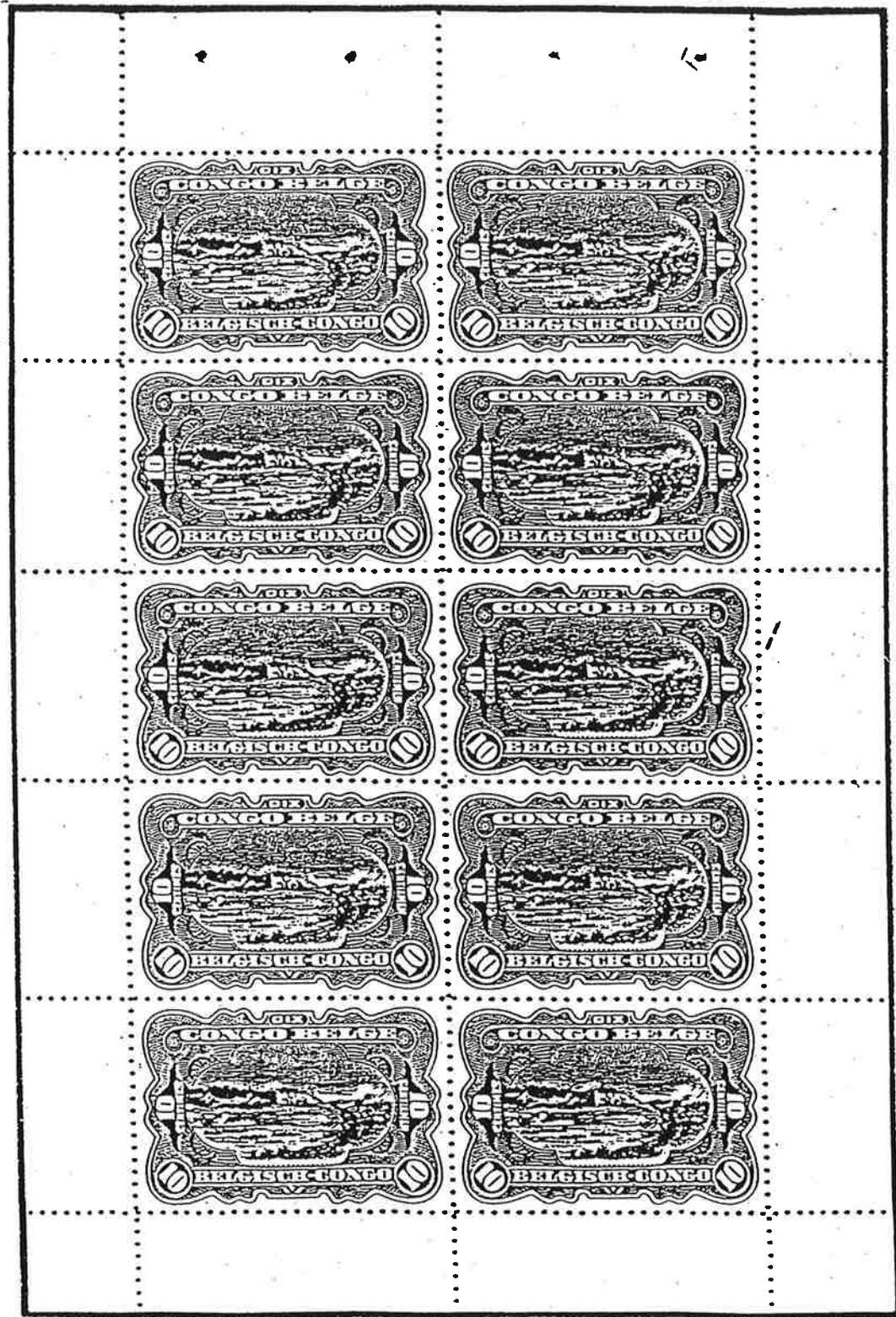


Figure 44 - The frame pane  $\gamma$ -1c

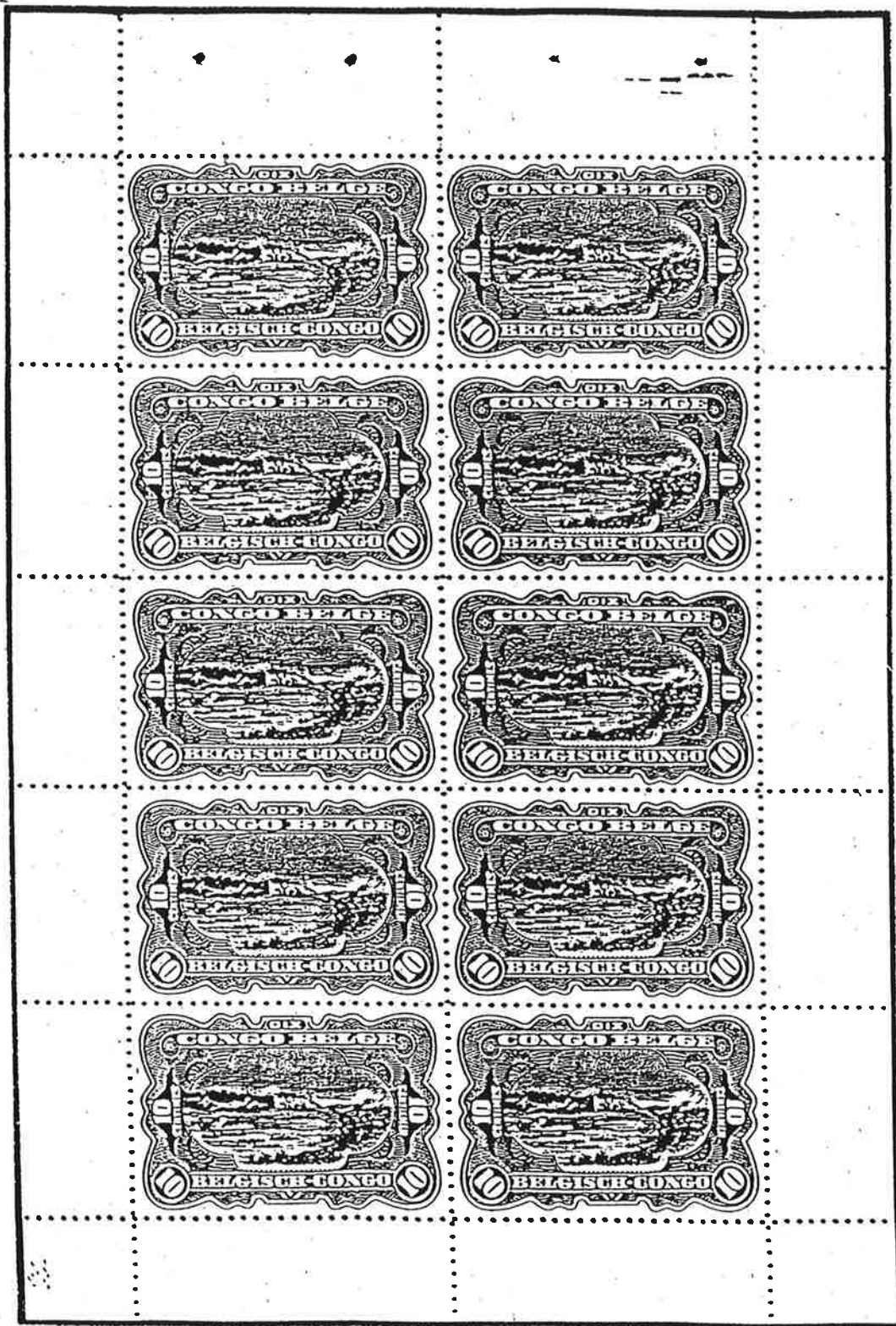




Figure 45 - The centre pane y-1

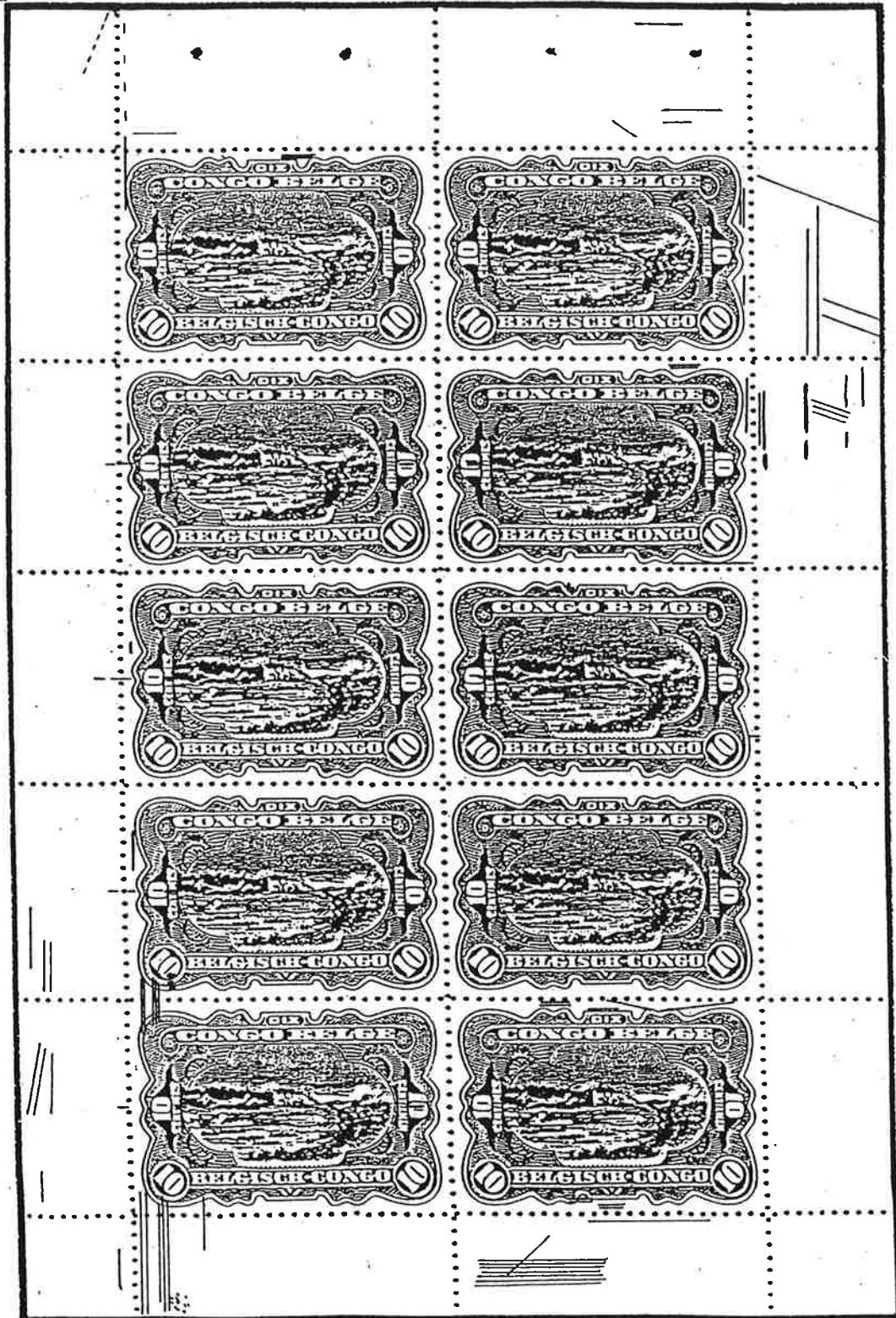


Figure 46 - The centre pane y-la

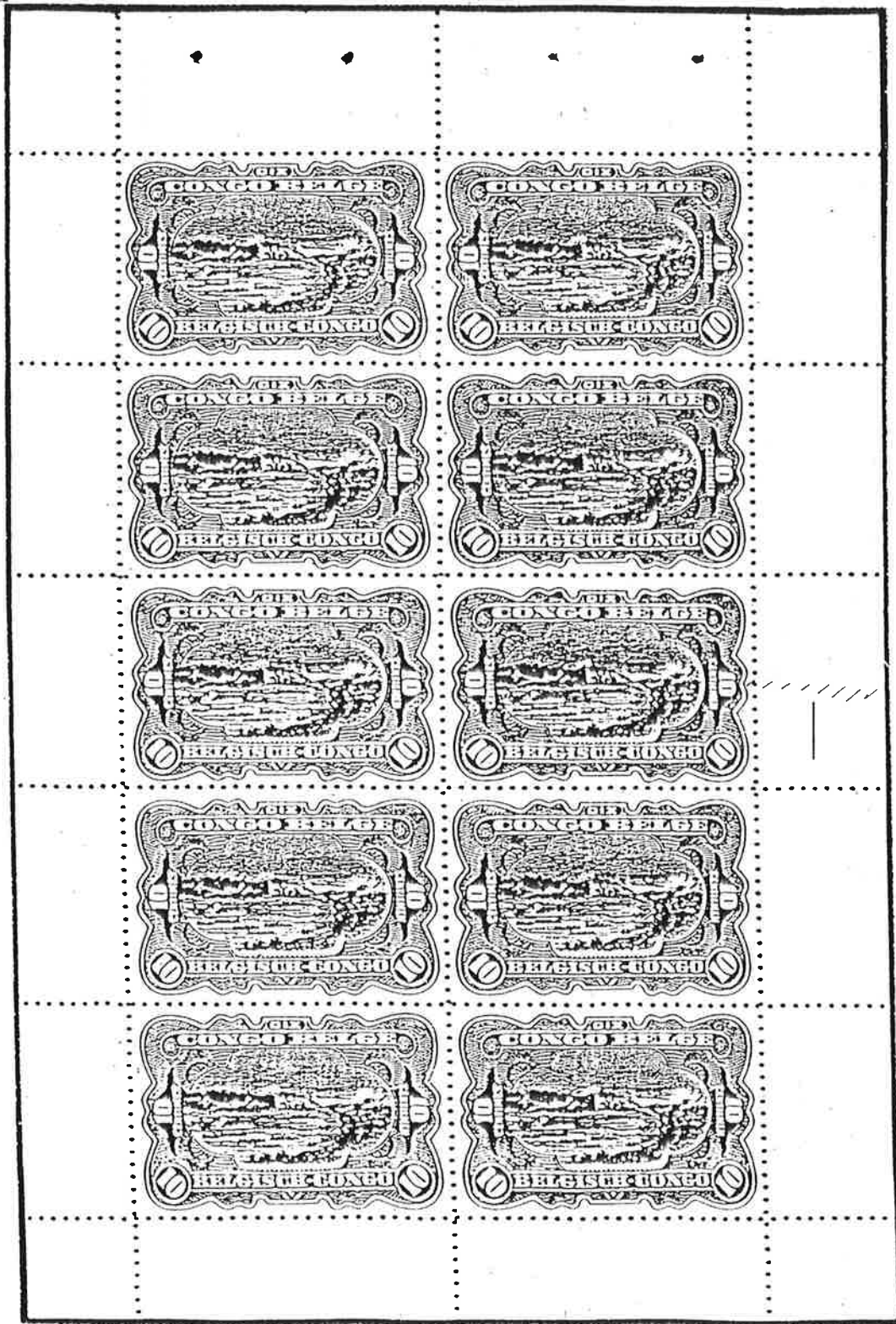


Figure 47 - The centre pane y-2

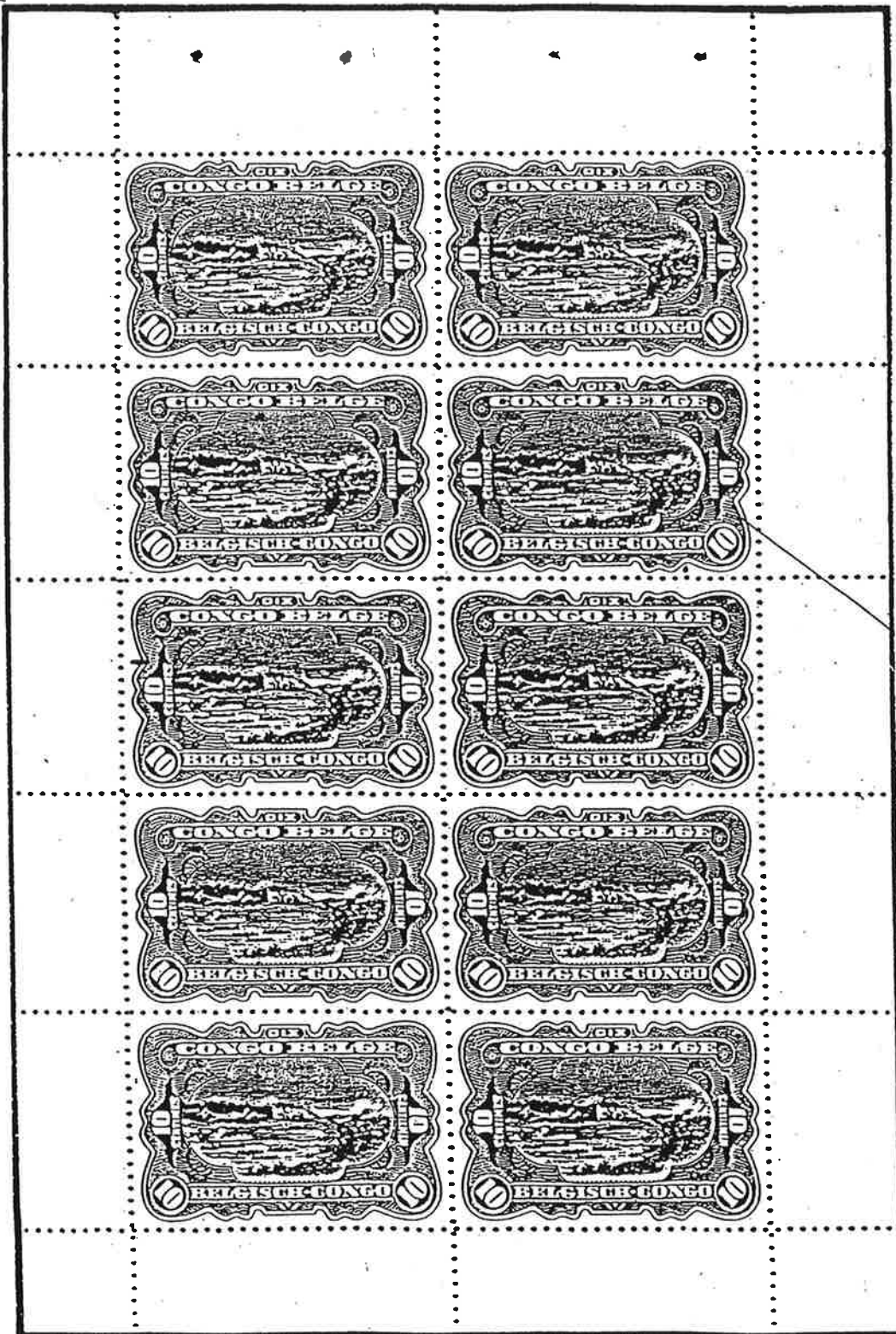


Figure 48 - The centre pane  $\gamma$ -2a

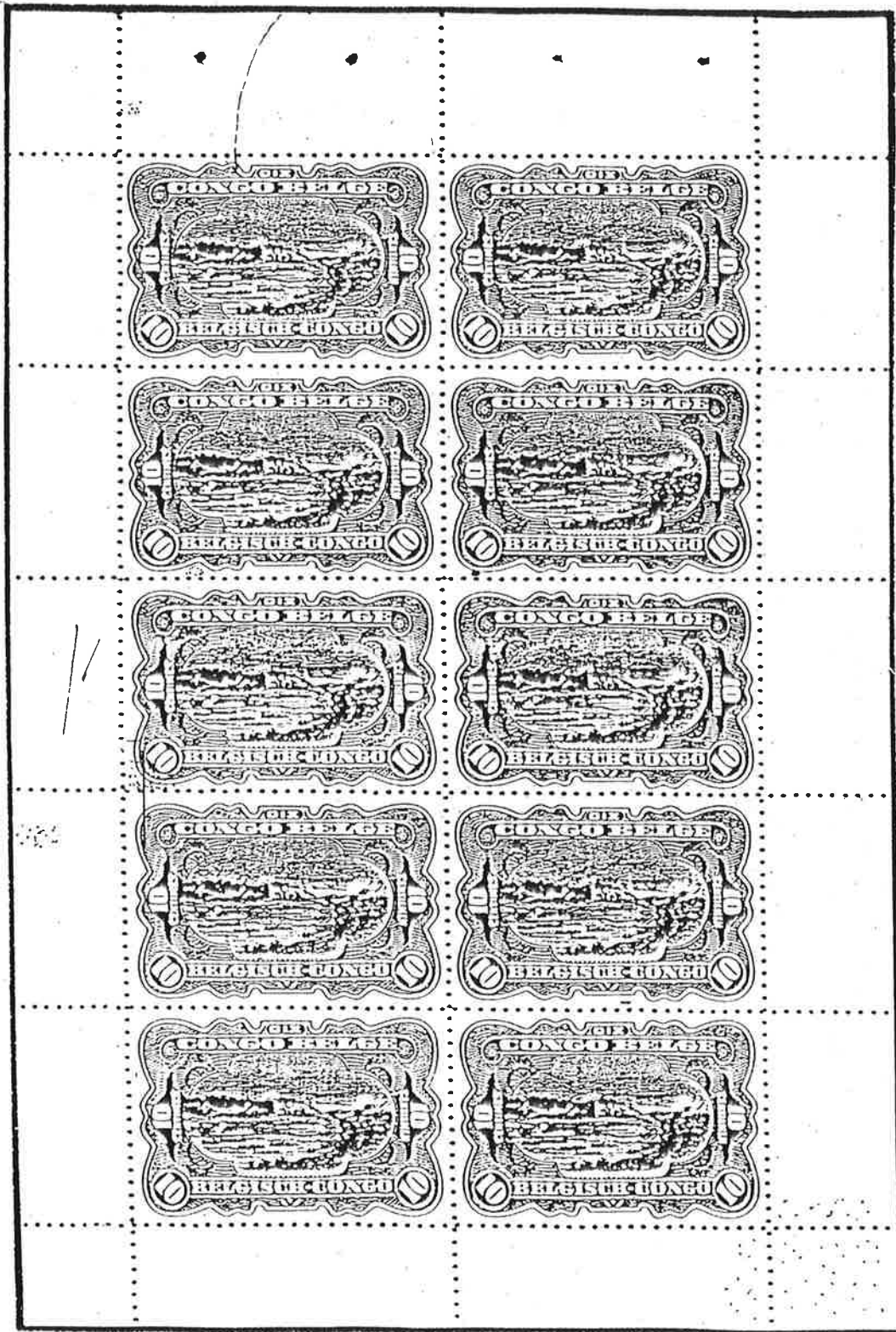


Figure 49 - The centre pane  $\gamma$ -2b

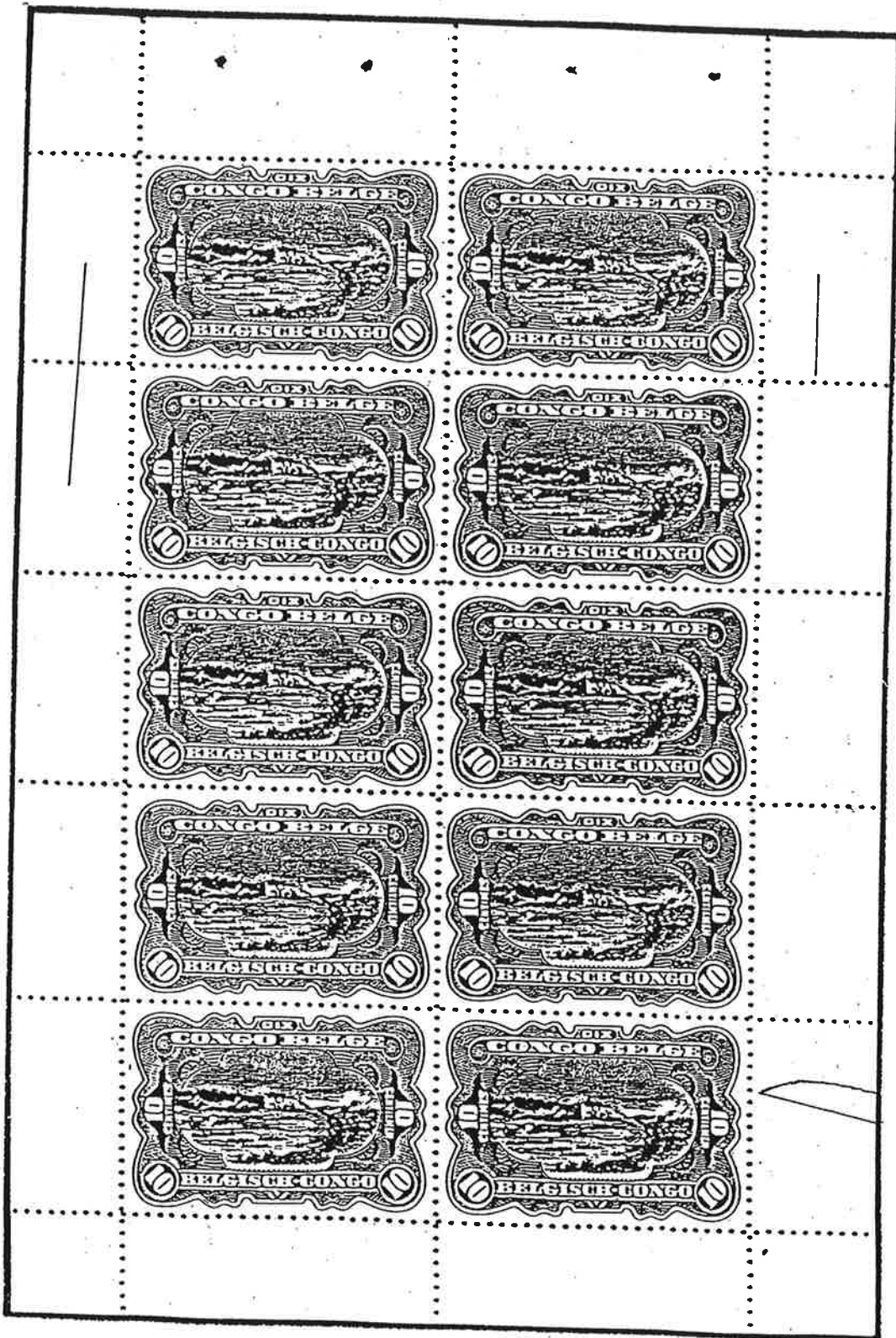


Figure 50 - The frame pane  $\delta$ -1

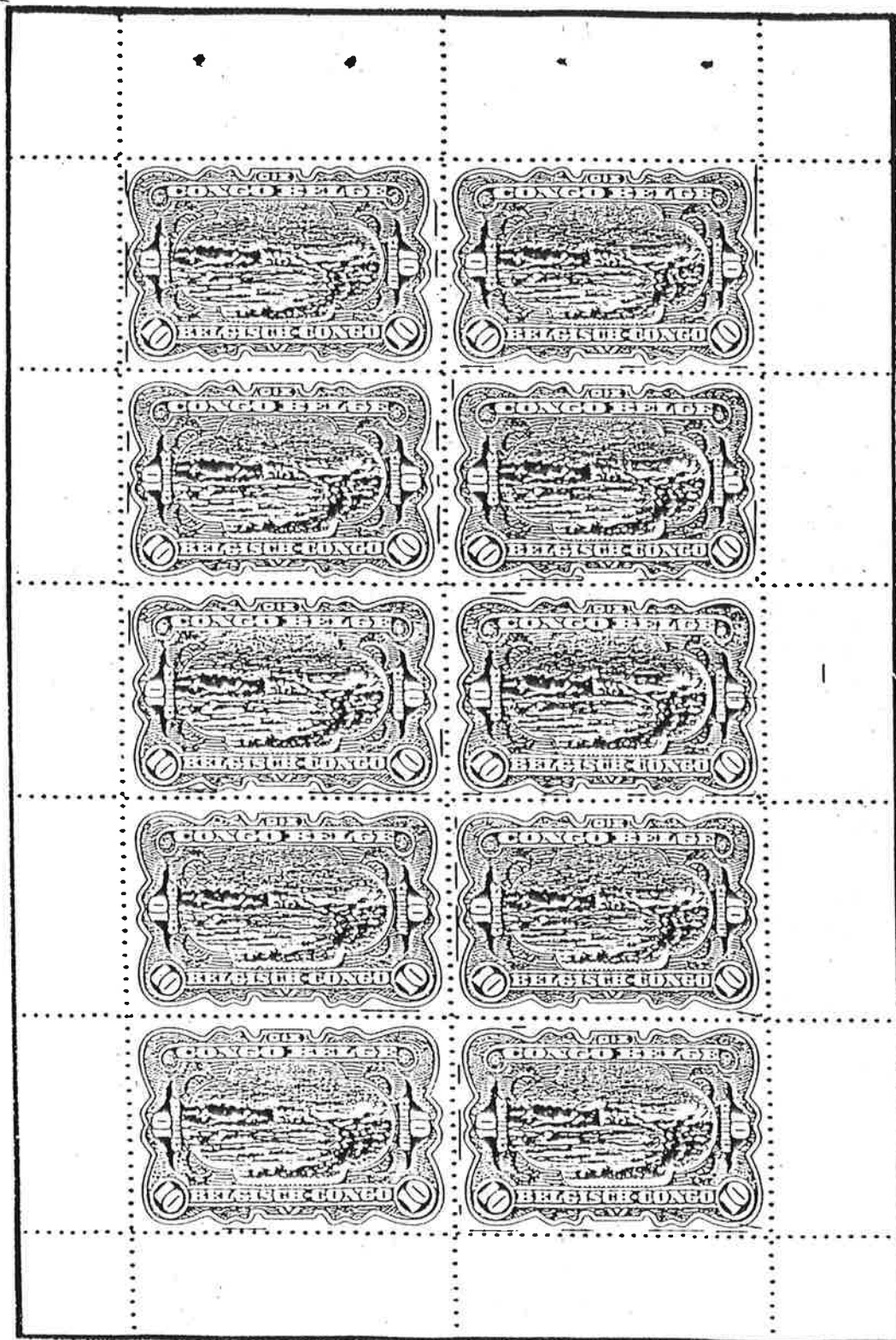


Figure 51 - The frame pane  $d-1a$

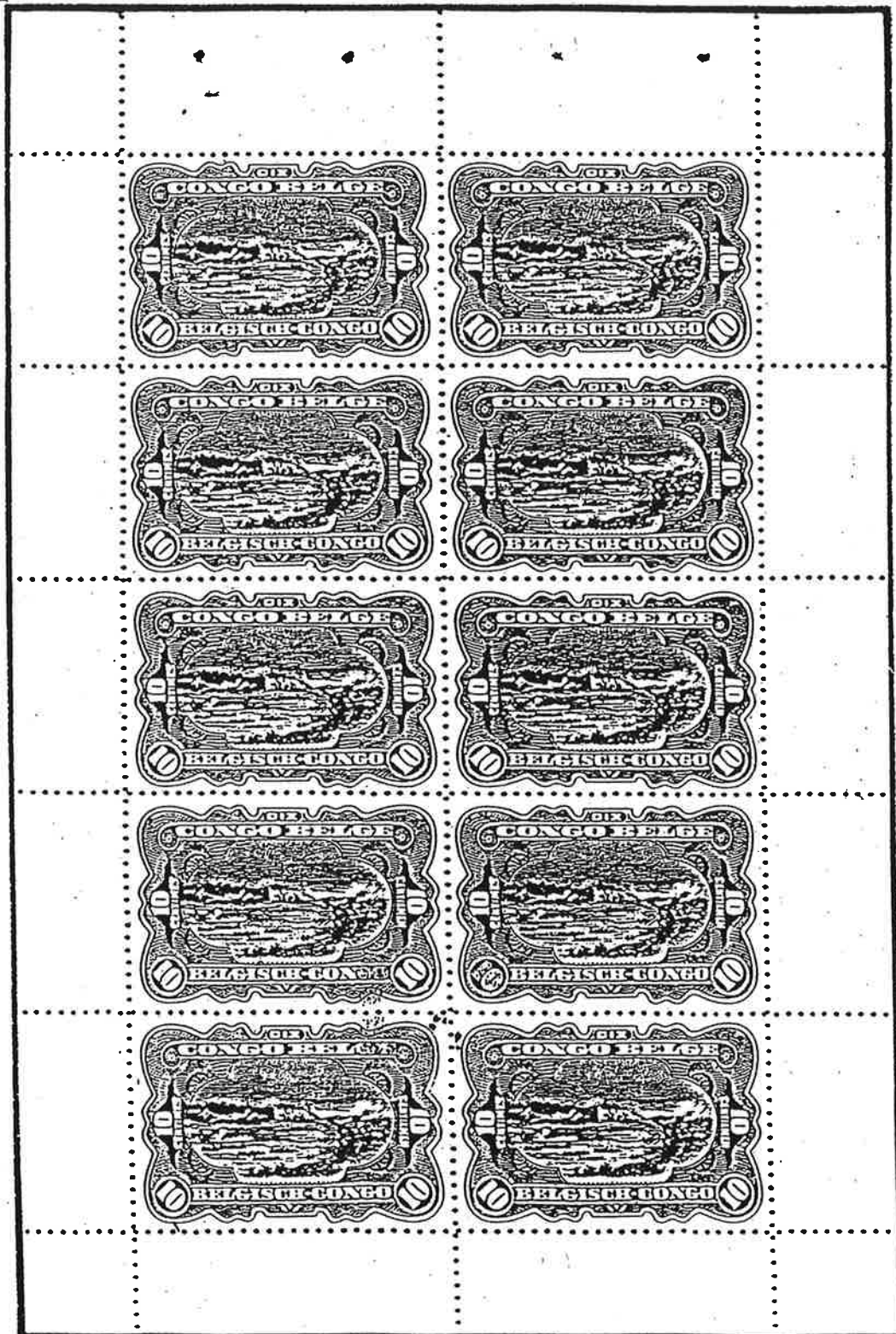


Figure 52. - The frame pane  $\delta$ -1b

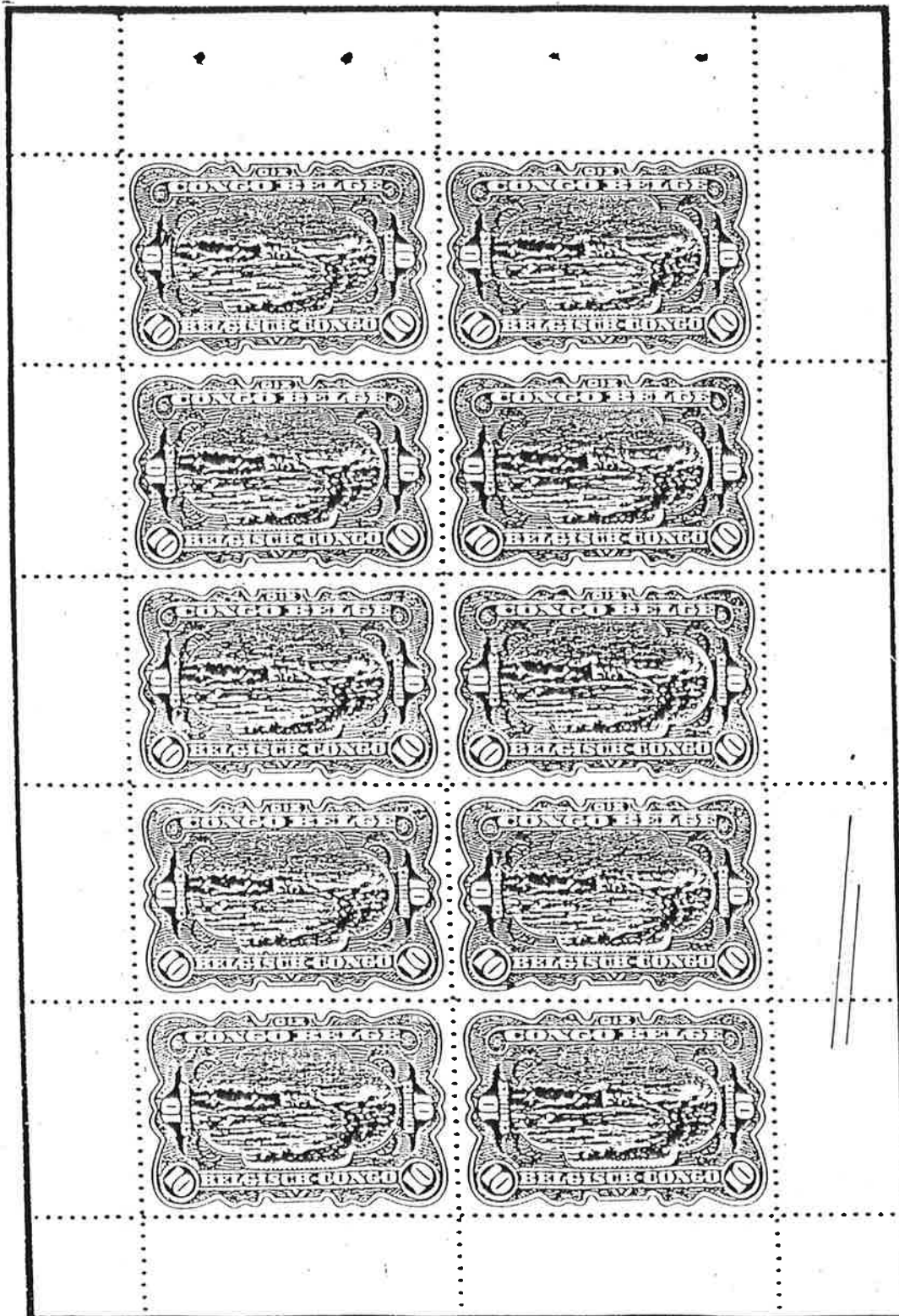




Figure 53 - The centre pane  $\delta$ -1

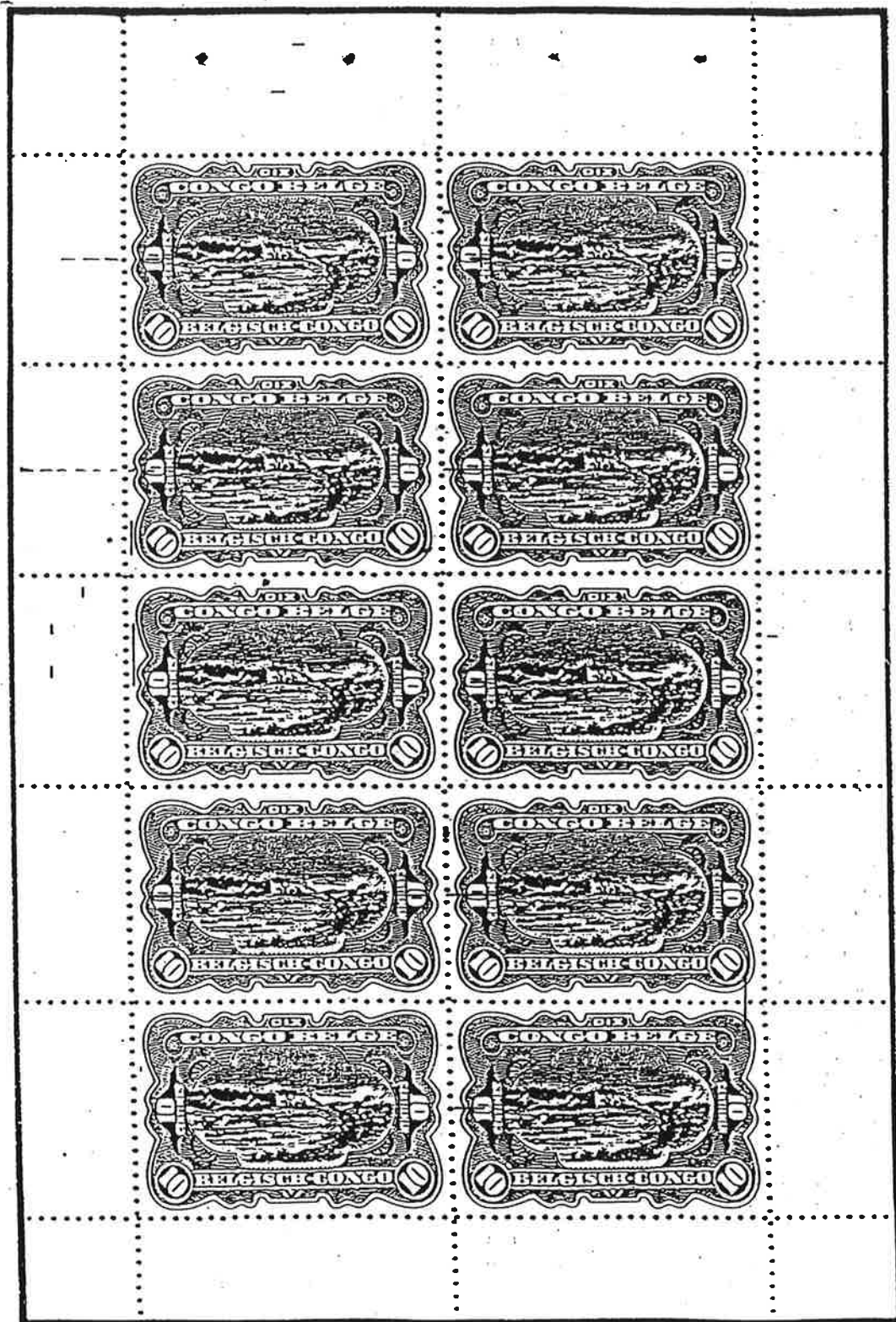


Figure 54 - The centre pane  $\delta$ -2

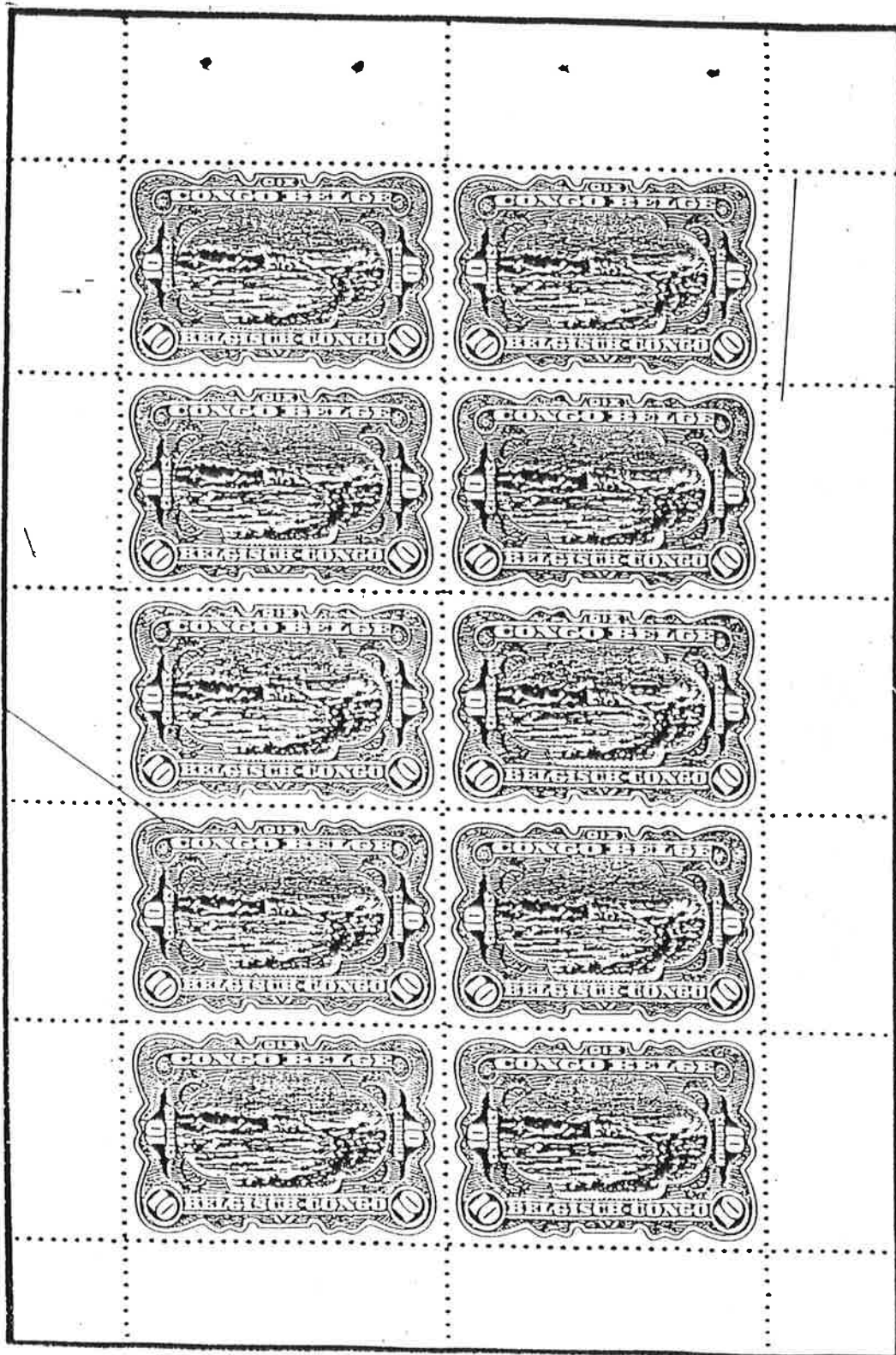


Figure 55 - The centre pane 8-2a

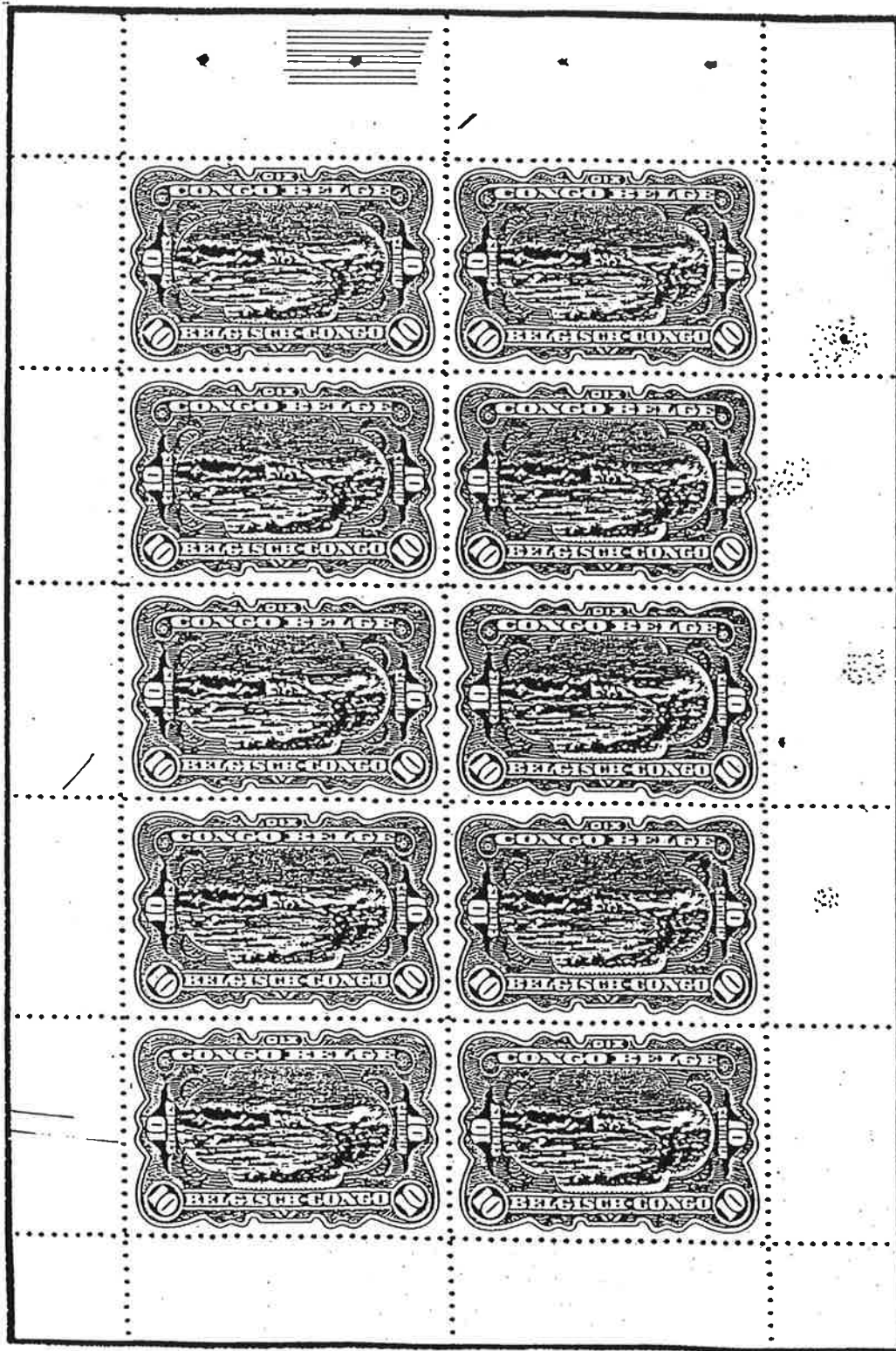


Figure 56

