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BULLETIN 109



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NEW FINDS and OBSERVATIONS WITH RESPECT TO VICICONGO STAMPS

'Catalogue Officiel' describes 2 issues of 6 stamps each. The first in February 1939 and the second in March of 1940. (CP6 through CP17) The values and colours are set forth as follows:

Value	First issue	Second issue
1F	yellow	lemon yellow
2F	pale violet	dark (or intense) violet
3F	carmine	red
5F	dark green	blue
10F	brown	orange
25F	pale green	dark green

It also states that no cancelled stamp from the first issue is known. It further gives the perforation as 12.

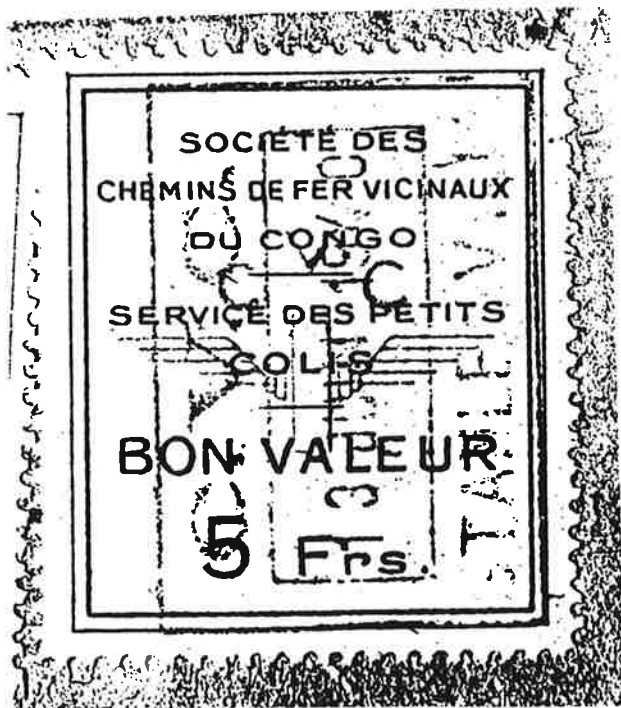
A careful study of these stamps shows wide discrepancies between the catalogue description and that which is to be found:-

First: a 50F stamp does exist and one was recently sold at a sale in Brussels

Second: The perforations known to me are 11.5 and 12.5 but I do not know of any with perf. 12

Third: It seems impossible to distinguish the issues solely by their colours.

Very important differences in the designs of the stamps are not mentioned in the catalogue and they do not correspond to the colour differences. There are, at least, two types:



TYPE A:

-the figures and "Frs." are thin; the height of the "F" is 2.5 mm and the height of the "r" in "Frs." is 1.25 mm

-each of the letters "CVC" are solid in form

-there are no horizontal lines in the hubs (le moyeu) of the wheel;

-there are either 0 or 8 horizontal lines in the wheel: we know of the following:-

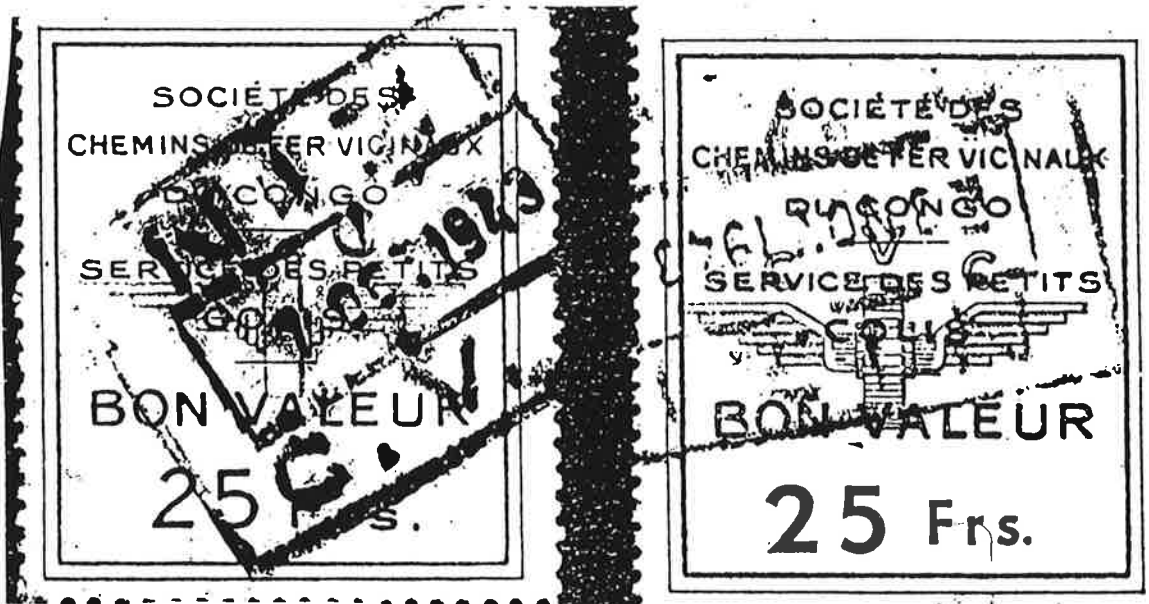
1F	8	yellow	(o and *)
2F	8 and 0	violet	(o and *)
3F	8	red	(o and *)
5F	8 and 0	blue (o), dark green (*)	
10F	8	orange (o), brown (o)	
25F	8 and 0	green (o), light green (o)	

note-(o) indicates known unused (charnières) and () indicates known used (with cancellation)*

-the wings are 26 mm wide;

-the colour of the wings is bistre.

I am now constrained to ask is the lack of horizontal bars in the 2F, 5F and 25F the result of weak printing? Does anyone have stamps in their collection which would shed light on this matter.



TYPE B

-the figures are and the letters in "Frs." are thick, the height of the "F" is 3.25mm and the height of the "r" is 1.75mm ;

-each of the letters "CVC" is in hollow in form that is the central portion of each letter is uninked;

-8 (or 9?) lines in the hubs (le moyeu) of the wheels

- +or- 25 horizontal lines in the wheel;

-the wings are 27.5 mm wide;

-the colour of the wings is orange-brown

In my collection have I only two Type B stamps:

5F	dark blue (o)
25F	yellowish green (o)

CONCLUSIONS

My collection comprises too few stamps to define, with certainty, all the variances in these issues. However the above observations open new fields of inquiry and, it would appear, that the catalogue is grossly inaccurate.

The observations and help of the BCSC members will be greatly appreciated.

Georges Celis

A COVER FROM A WRECK NOT PREVIOUSLY KNOWN

The following cover left DJOLU on 27.6.1952 (June 27, 1952) to Leopoldville and bears a wreck cachet "Envoi parvenu par car courrier tombé dans la fleuve Tshuapa-P. V. Boende no. ???" which translates to "cover arrived with postal coach fallen in the Tshuapa river—official report Boende no. ??".

The only coach accident of this nature, known to me was "courrier retiré du car tombé dans la riviere Pongo" which is in the North of the Belgian Congo.

Does anyone have any more information on this second accident? Replies to your Editor.



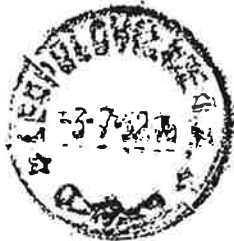
Envoi parvenu par car
courrier tombé dans
fleuve Tshuapa P.V.
Boende no. 2 15



S O L E B E N A

B.P. 624

Leopoldville



Emile R. Hoorens

An Interesting E-mail and Web Site Facility

Members may be interested to note that the Circles insurance agents - Wardrop & Co. Ltd. - have launched their own web site with an e-mail facility. We are told that they have grouped entries into simple categories and listed all the individual sites in alphabetical order. The intention has been to create a single site for collectors from which all other philatelic sites can easily be found and visited.

It is claimed to be an Aladdin's cave for anyone searching for philatelic information and should prove to be a valuable service. If you have the facility and would like to visit it, the site can be found at:

<http://www.Wardrop.Co.UK>

e-mail should be addressed:- stamps@Wardrop.Co.UK

S.S.Smith.

The 1888 15c Red and Black/Pink Postal Stationery Card

Longer ago than I care to remember Mr. J-M. Frenay sent me for inclusion in our Bulletin a series of photocopies showing the results of his study of the 1 April 1888 stationery card. For some reason that I cannot recall I did not immediately deal with the matter and the photocopies joined the mass of papers comprising my 'unfiled documents'; as a consequence I did nothing with them.

I ask Mr. Frenay to accept my abject apology and other members my regrets that I have withheld this useful information from them.

As stated in the Stibbe catalogue the card was printed from a plate of six subjects, four as a vertical strip and the remaining two at right angles to those in the strip and at one side of them. Presumably this unusual arrangement was chosen to suit the size of printing plate or printing press available.

There presumably had to be two printing plates, one for the red stamp alone and one for the black frame, text and coat of arms.

Mr. Frenay has discovered that there were second states of five of the six cards and all eleven different cards are illustrated on the following sheets.

Card No. 1. First State

The outer frame line in the top right corner has a fault with the corner misplaced.

The second dotted line of address lacks the 16th dot (measured from the left).

The third dotted line of address lacks the 30th dot and the 36th is weak.

Card No. 1. Second State

There is a large black dot between the top frame lines, 5mm from the top left corner

There is a white dot in the vertical leg of the E of ETAT at mid-height. (c.f. Cards 2, 5 and 6)

There is a black dot immediately under the left vertical leg of the first N of INDEPENDANT

Card No. 2. First State

There is a black dot between the bottom two frame lines, a little to the right of the stop after the word 'l'adresse'.

There is a white dot in the vertical 4 of the E of ETAT at mid-height. (c.f. Cards 1, 5 and 6)

There is a small hole in the left margin at about mid height.

Card No. 2. Second State

The outer frame line in the top left corner has a fault with the corner misplaced.

The stamp has a nick out of the bottom frame,

Card No. 3. First State

Between the top frame lines are two dots about 2.5mm from the top left corner and a third above the first L of UNIVERSELLE.

The outer frame line has been strengthened at the bottom right corner. (c.f. Card 4)

The dots in the third line of address are very weak about 7mm from the right end. (c.f. Card 4)

Card No. 3, Second State

There is a black dot between the top frame lines above the first E of UNIVERSELLE.
There is a black dot between the bottom frame lines, 2.2cm from the bottom right corner.
The second dotted line of address lacks the 16th dot

Card No. 4. First State

Between the top frame lines are two dots about 2.5cm from the top left corner and a third above the letters L of UNIVERSELLE.
Between the bottom frame lines there is a large dot 6.2cm from the bottom right corner
The outer frame line has been strengthened at the bottom right corner. (c.f. Card 3)
The dots in the third line of address are very weak about 7mm from the right end. (c.f. Card 3)

Card No. 4. Second State

Between the top frame lines are three dots, respectively 1.4 and 2.4cm from the top left corner and the third above the first E of UNIVERSELLE.
There is a dot between the bottom frame line under the letters SE of 'l'adresse.'
There is a large dot between the frame lines in the bottom right corner.
The weakness in the third line of address is unchanged,

Card No. 5 (only one state)

The top frame line is weak near the left corner and is a series of dots.
There is a dot between the top frame lines, above the first N of UNION.
There is a dot between the frame lines in the top right corner.
There is a white dot in the vertical leg of the E of ETAT at mid-height. (c.f. Cards 1, 2 and 6)
The accent over the ô of 'Côte' is incomplete.

Card No. 6. First State

The top of the letter O of UNION is broken.
There is sometimes, but not always, a dot between the top frame lines 3.1 cm from the top left corner.
The second dotted line of address lacks the 16th dot
The third dotted line of address lacks the 25th dot. Both bottom frame lines are weak and dotted at about mid-length

Card No. 6. Second State

The damaged O of UNION and the weak bottom frame lines are unchanged.
There is a white dot in the vertical leg of the E of ETAT at mid-height (c.f. Cards 1, 2 and 5)
The G of CONGO lacks its horizontal bar.

General

On all cards except 2 (Second State), 5 and 6 (Second State.) there is a short black horizontal line in the white ribbon in the left side of the shield.

RHK

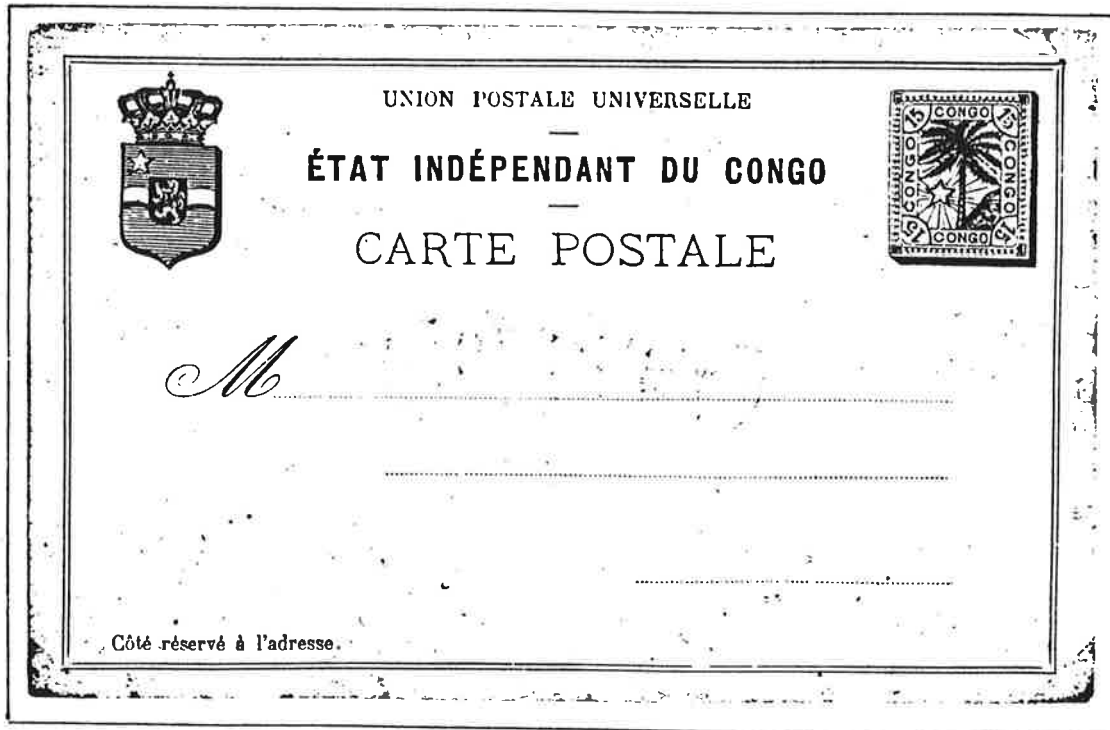
Les entiers postaux
Emission du 1-4-88

1	
2	6
3	
4	5

E.P. N°3

CARTE N°1-ETAT N°1

Bec coin supérieur droit



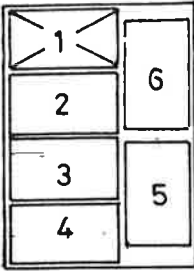
Manque 16em point

36em point faible

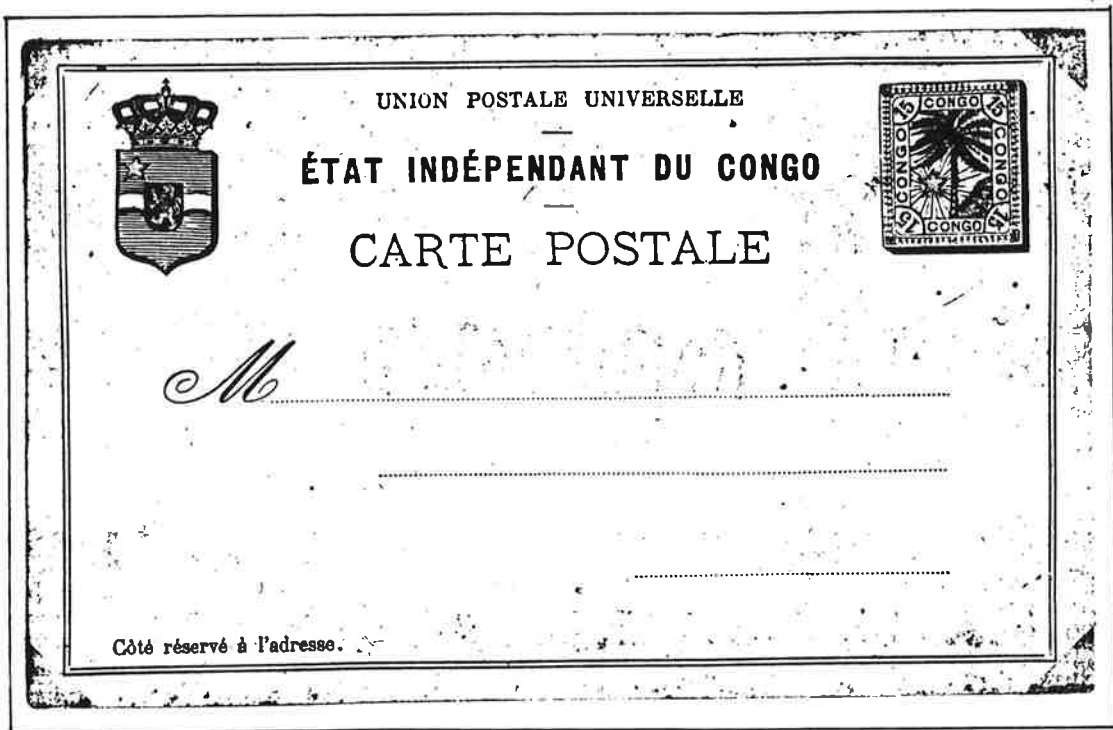
Manque 30em point

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Les entiers postaux
Emission du 1-4-88



CARTE N°1-ETAT N°2





Les entiers postaux
Emission du 1-4-88

1	
2	6
3	
4	5

CARTE N°2-ETAT N°1

← **ETAT IND..**
Point blanc dans E de Etat

	UNION POSTALE UNIVERSELLE	
ÉTAT INDÉPENDANT DU CONGO		
CARTE POSTALE		
<i>M.</i> _____ _____ _____		
Côté réservé à l'adresse.		

Point dans les filets sous le point de adresse
adresse.

Perforation due probablement à un réperage

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Les entiers postaux
Emission du 1-4-88

E.P. N°3

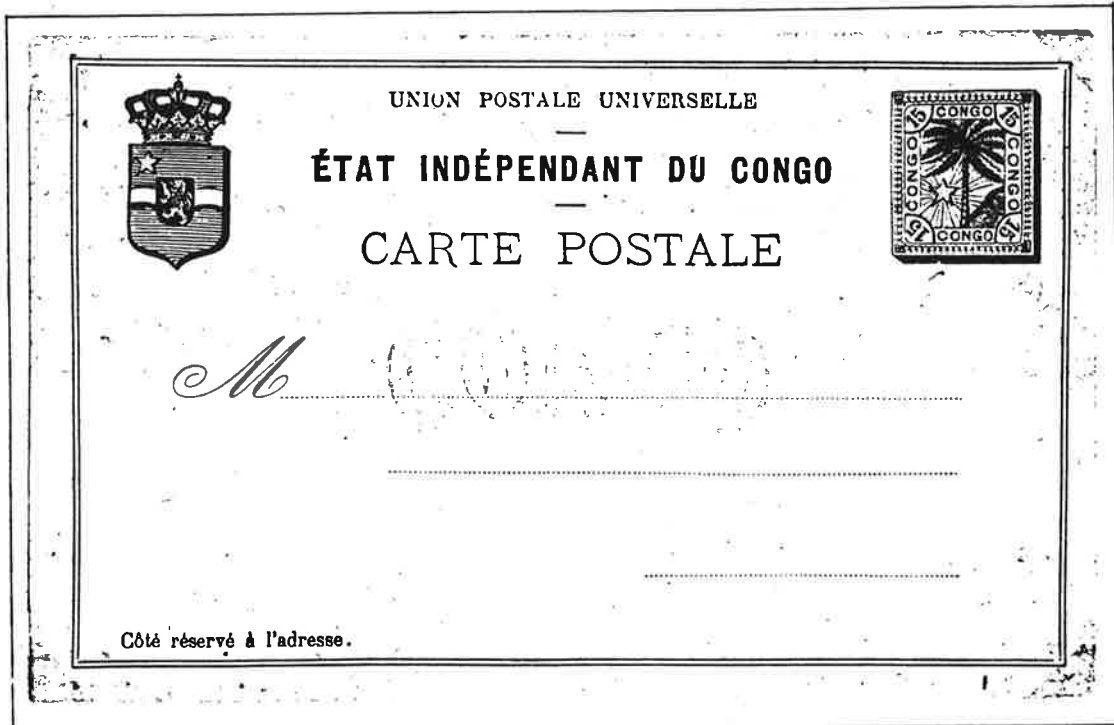
1	
2	6
3	
4	5

CARTE N°2-ETAT N°2

Bec dans le coin superieur gauche

Encoche probablement de repère

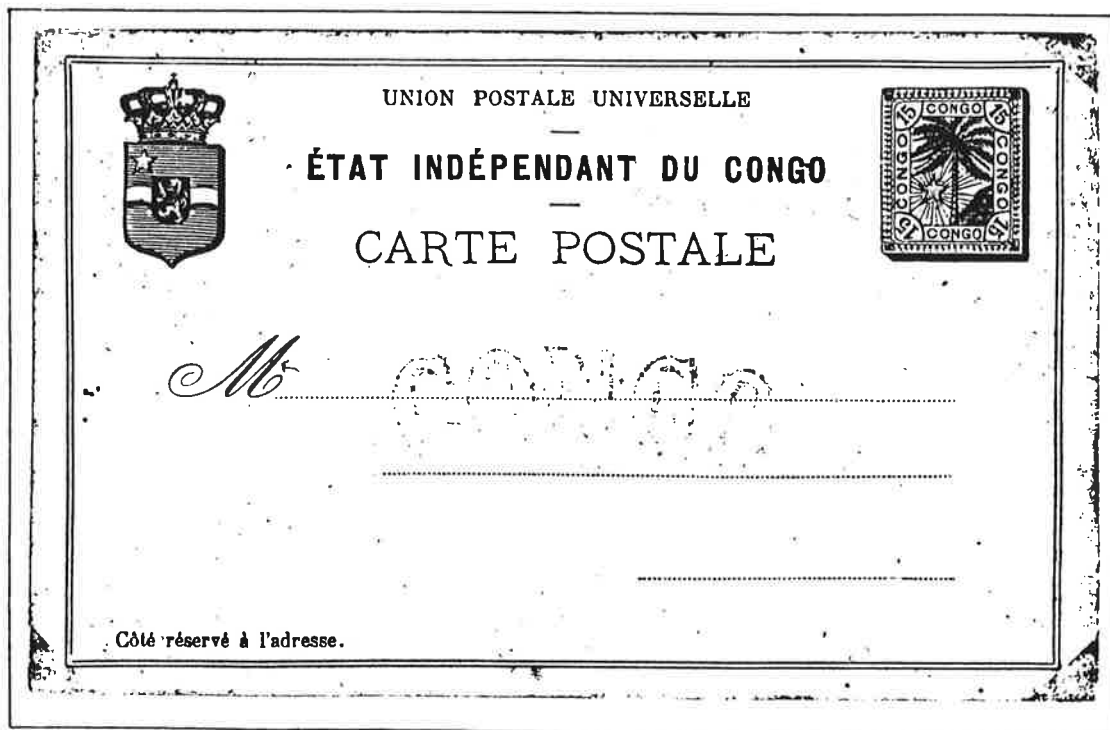
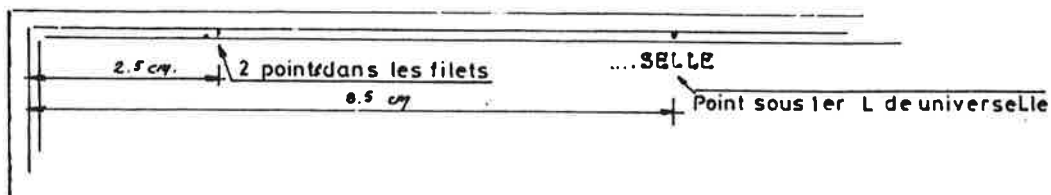
encoche dans la vignette



Les entiers postaux Emission du 1-4-88

1	6
2	
3	5
4	

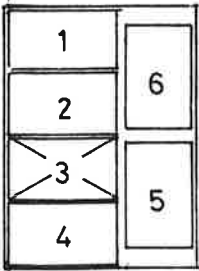
CARTE N°3-ETAT N°1



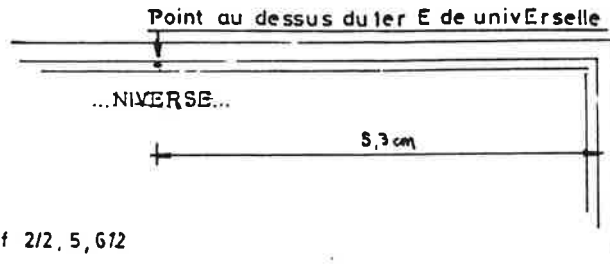
109/11

Les entiers postaux Emission du 1-4-88

E.P. N°3

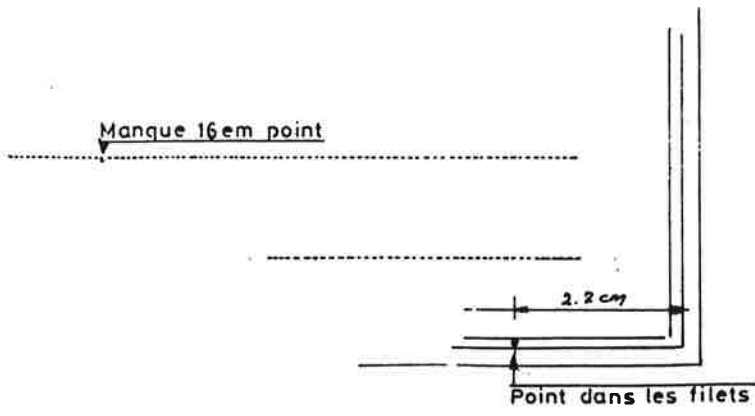
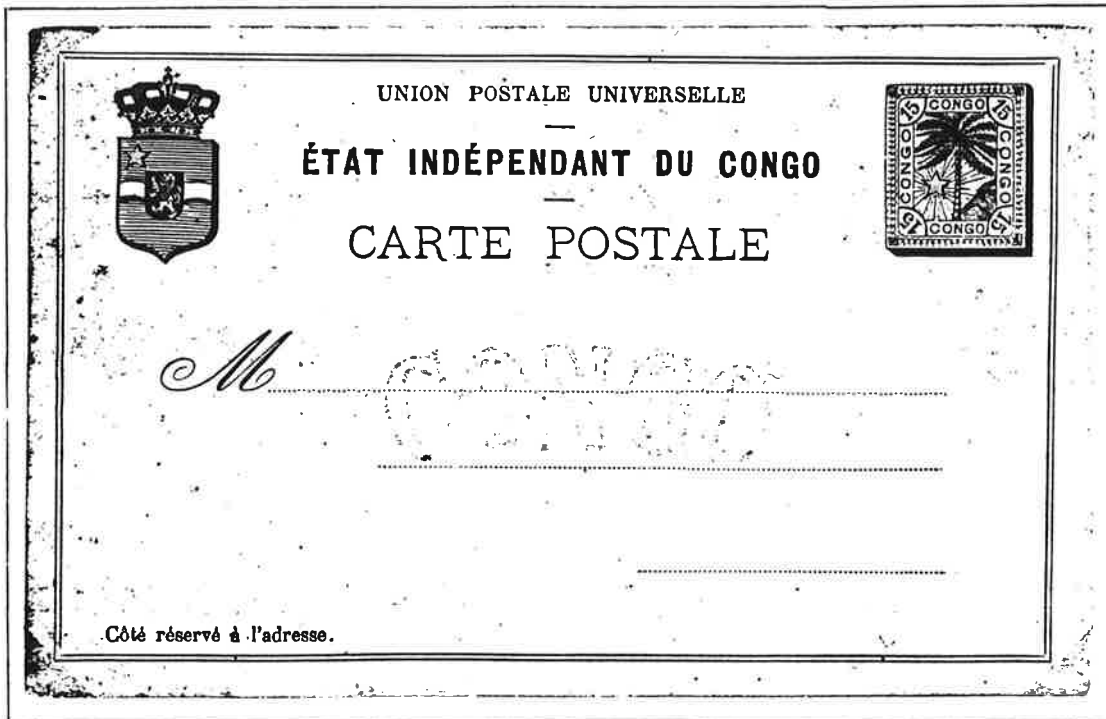


CARTE N°3 - ETAT N°2



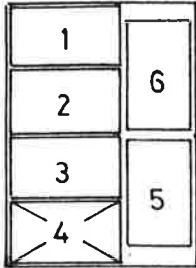
Trait dans ecusson

Dans ttes les cartes sauf 2/2, 5, 6/2



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Les entiers postaux Emission du 1-4-88

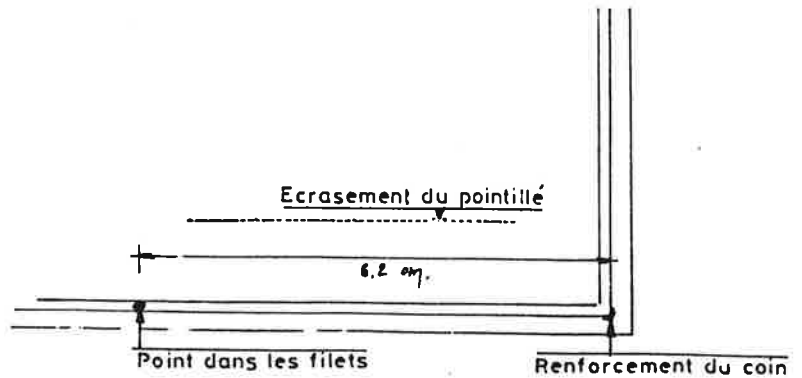
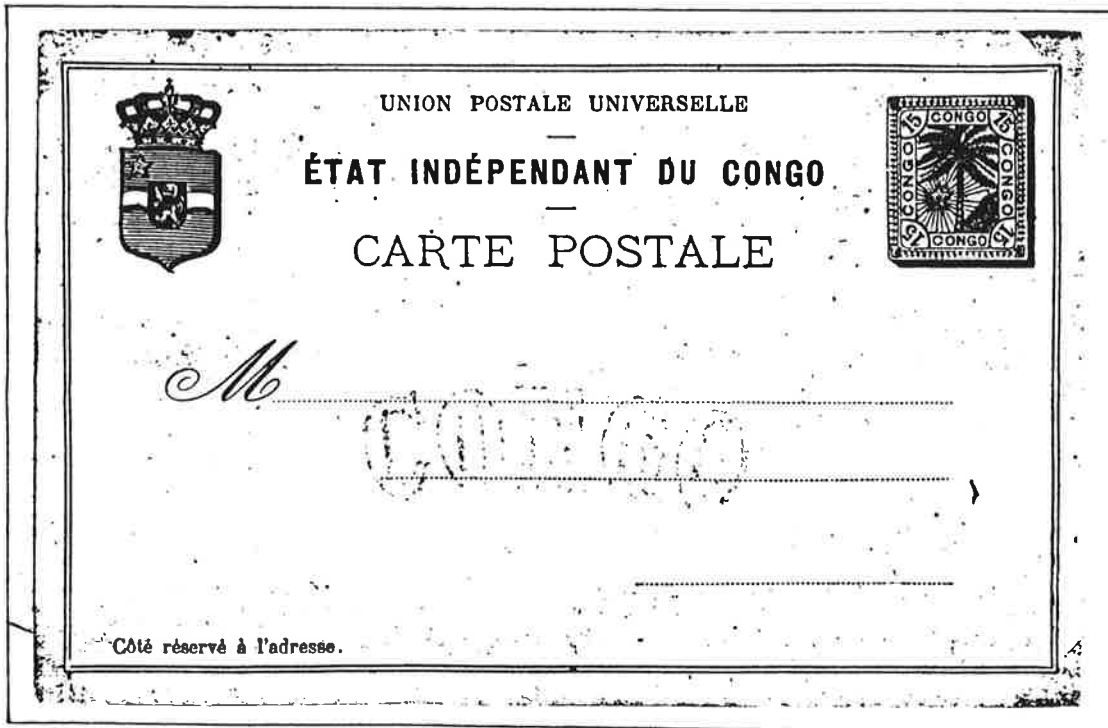
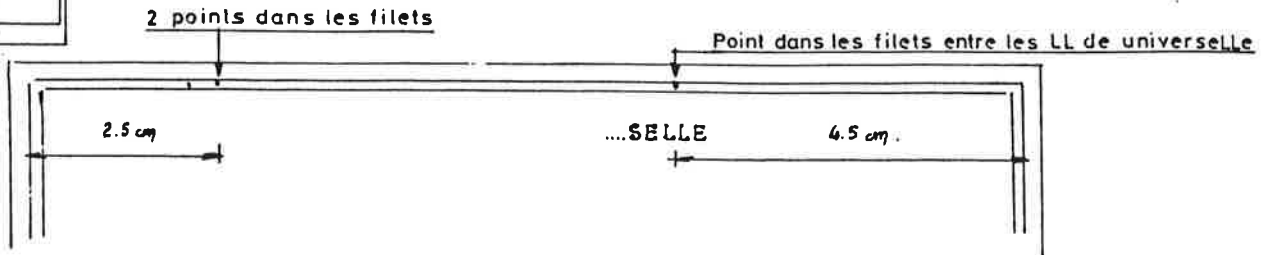


CARTE N°4-ETAT N°1

E.P. N°3

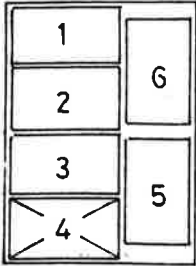
N.B. Cette carte a plusieurs similitudes avec la carte 3-1

Filigrane très bas



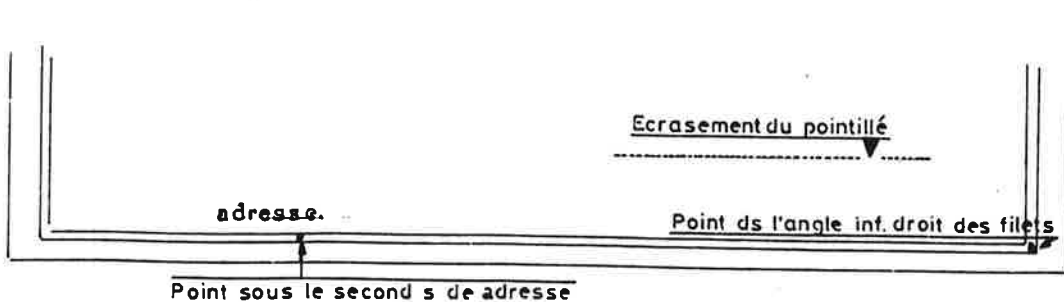
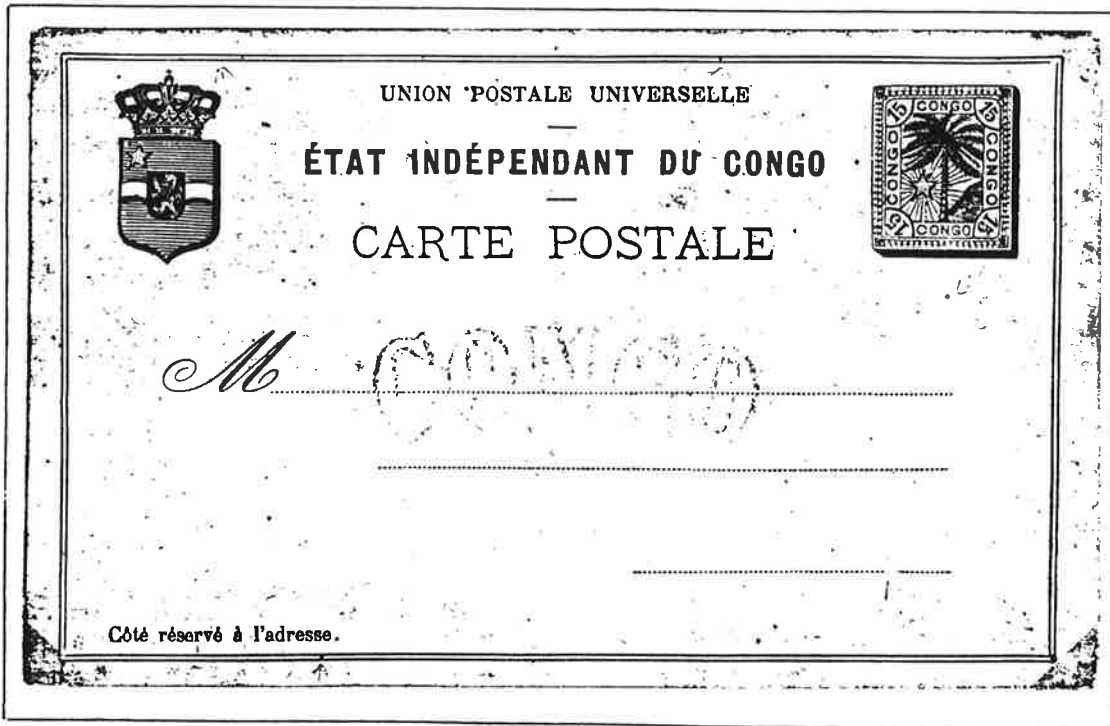
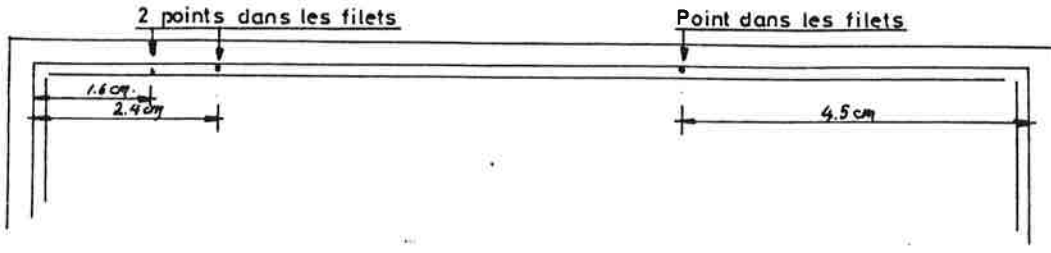
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Les entiers postaux Emission du 1-4-88



CARTE N°4-ETAT N°2

E.P. N°3



109/14

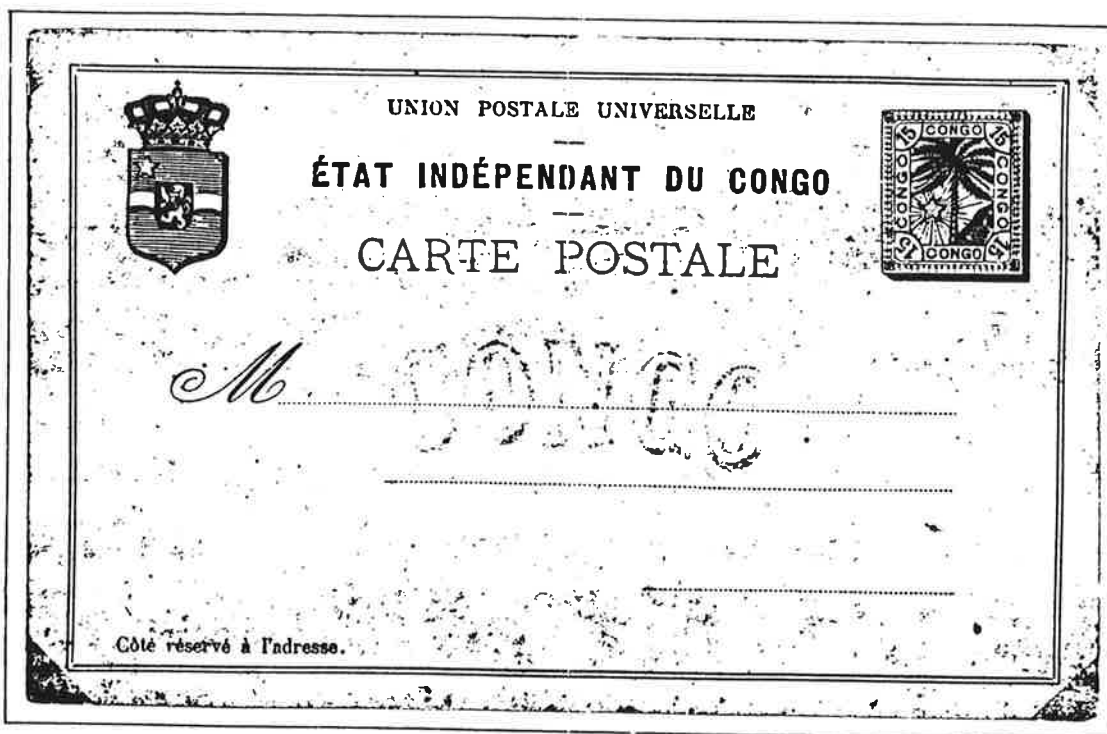
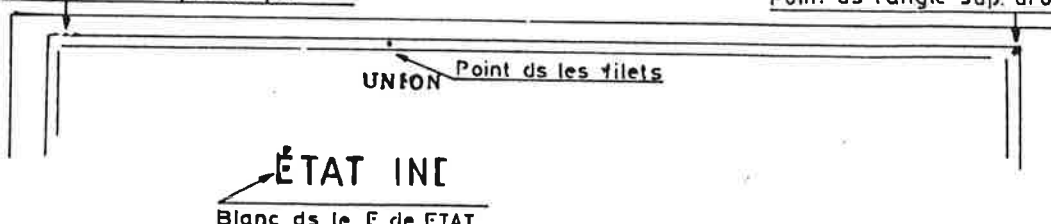
1	6
2	
3	5
4	

Les entiers postaux
Emission du 1-4-88

CARTE N°5 - ETAT N°1&2

Filet sup. gauche terminé par un pointillé

Point ds l'angle sup. droit

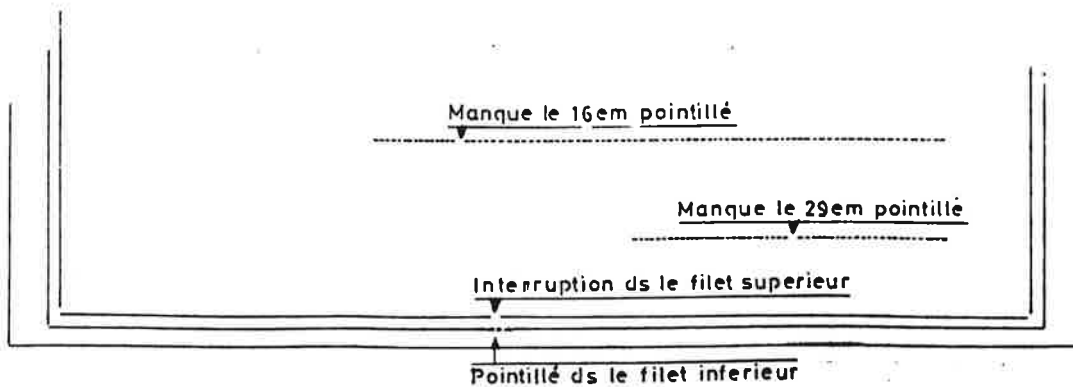
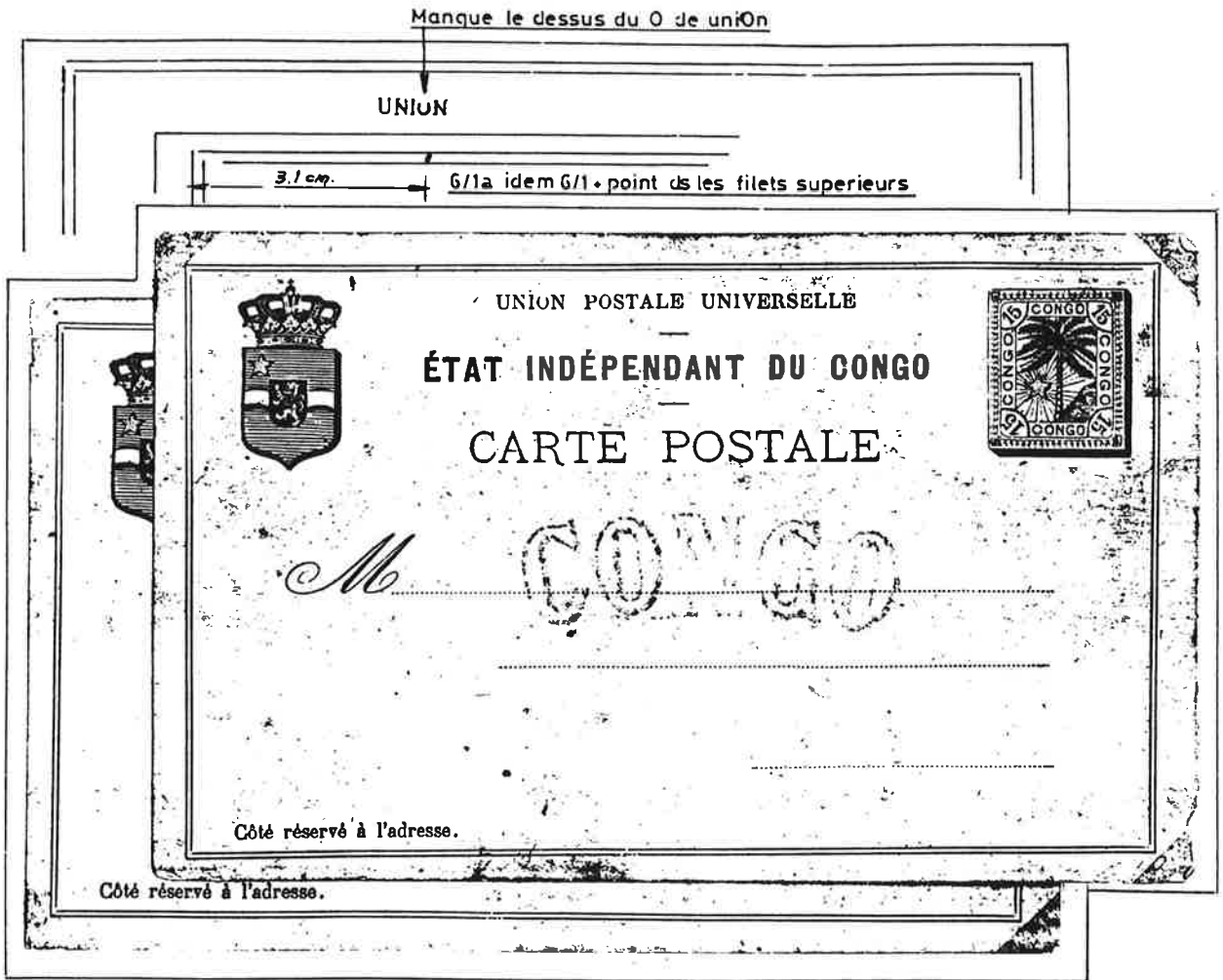


1	6
2	
3	5
4	

Les entiers postaux
Emission du 1-4-88

E.P. N°3

CARTE N°6 - ETAT N°1



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Les entiers postaux
Emission du 1-4-88

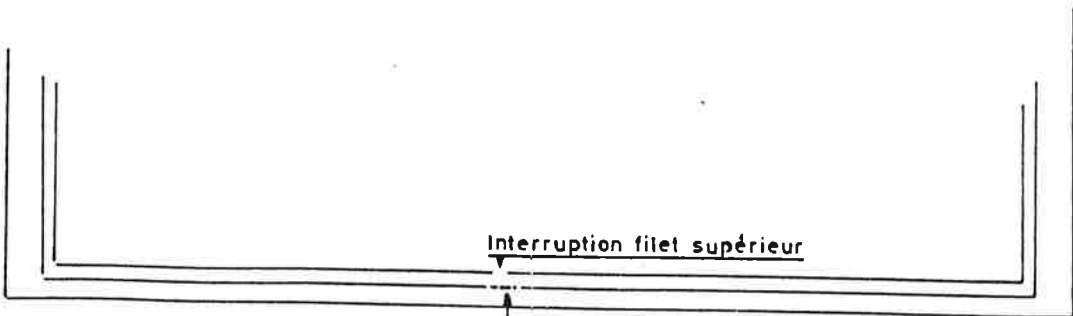
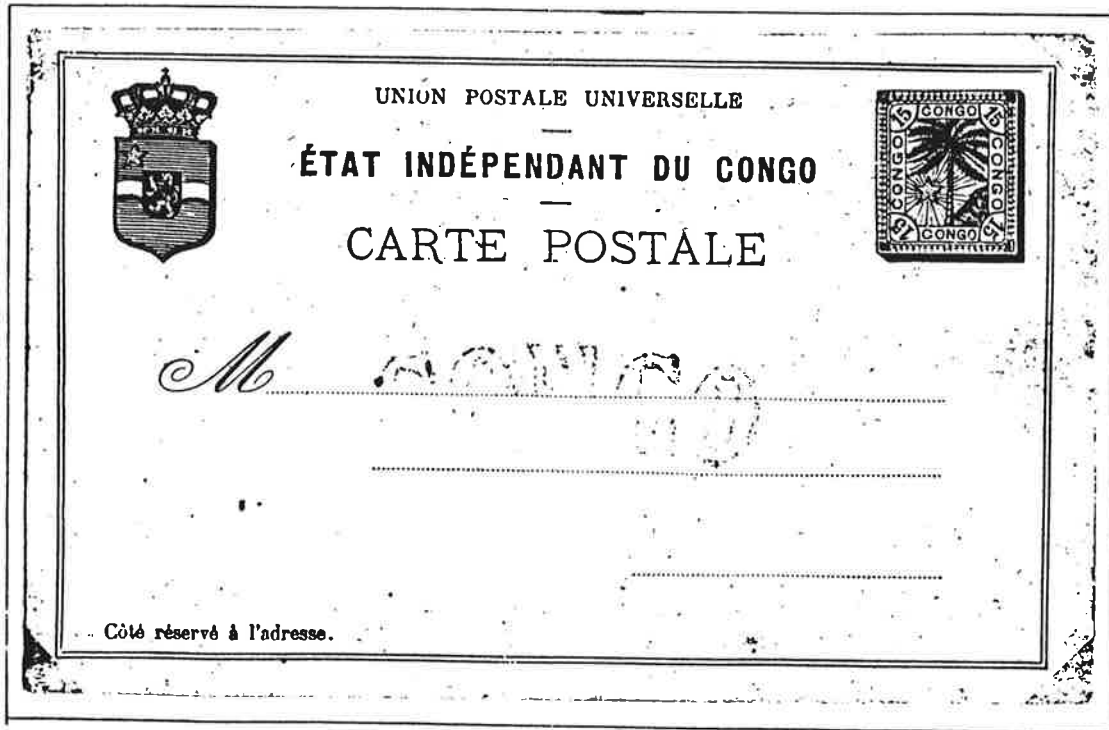
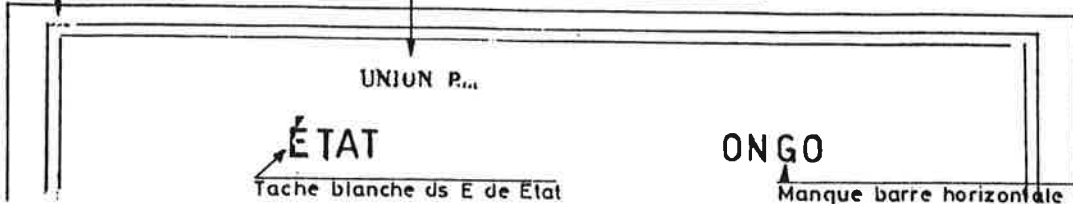
E.P. N°3

CARTE N°6 - ETAT N°2

1	6
2	
3	5
4	

Pointillé bord gauche filet supérieur

Manque le dessus du O de uniOn



109/17

THE ACTIVITIES OF S.A.B.E.N.A. AIRLINES IN AFRICA DURING W. W. II 1940 - 1945

This article summarizes research that I did last year in the archives of Sabena, the Belgian Airlines . It is principally based on an article published on 15 April 1945 in the magazine La Conquête de l'Air (The air conquest) 41st year - no. 4 written by Mr. Tony Orta, General Mgr. of the Sabena, who was also a veteran of the German East Africa campaigns WW I where he was one of the pilots fighting the Germans over the Tanganyika Lake.

This article give us very useful information concerning the different airlines run by Sabena in Africa between 1940 and 1945 and also concerning the different ways used to transport the mail .

THE AIRCRAFT

The line between Belgium and Belgian Congo, open since 1935, was interrupted when Germany invaded Belgium in May 1940. Only the airline Brussels - Soreham (UK) was used a few days after 10 May 1940.

After discussions with France, Sabena was authorized to establish the head of the line in Marseille (South of France). The Belgian aircraft were mostly sent to Great Britain where they helped the "Transport Command". Some others were sent to Algeria to be used at the disposal of the French Air Ministry .

From 27 June 1940, the Belgian aircraft were all concentrated in Algiers and Oran.

One month later, the French authorities of Vichy gave all the aircraft of Sabena to Italy, in accord with the cease-fire agreement. Eight aircraft were concerned : one DC 3, three Savoia S 83 and four Savoia S 73 . The staff of Sabena, about 40 men, was sent back to Belgium. Only a few decided to stay in Algeria and some of them escaped to England .

In Belgian Congo, Sabena was operating before the war with German aircraft : Junkers 52s and Fokker VIIIs. This situation created a problem for maintenance and spare-parts . And, by chance, the French ship "Brazza", which was carrying a big stock of spare-parts to Congo, was sunk by a German submarine .

In the meantime, the allies had asked the Belgian Congo authorities to establish air connections between Occidental Africa and Cairo via Leopoldville. It was, consequently, an obligation for Sabena to find other aircraft. Two Lockheed 18s, ordered for the French Company "Air Afrique" were sold to Sabena. Later, in 1943, the American War administration allowed five other aircraft.

Two Lockheed 14s, property of Air Afrique, landed in Elisabethville for a technical stop in September 1940. They were on their way between Madagascar and Dakar in Senegal. The two aircraft were confiscated and the pilots interned. These pilots were exchanged on the 15th of February 1941 at the northern border of Nigeria, on the road between Zinder and Kano, for the last four members of Sabena detained in Algiers : two pilots, one engineer and one mechanic.

And finally, in 1943, a stock of spare-parts for German Junkers and Fokker aircraft was found in Lybia after the retreat of Marshall Rommel's troops.

THE AIRLINES

At the end of 1940, a regular line between Elisabethville and Cairo was opened, soon followed by two others : - Stanleyville -Bangu - Takoradi Lagos - Accra; and- Stanleyville - Khartoum - Cairo.

In June 1941, the air-connection was made between Leopoldville and Capetown via Elisabethville - Northern and Southern Rhodesia and Johannesburg in South Africa. Finally, a last line opened in October 1942 between Leopoldville and Lagos via Pointe-Noire - Libreville - and Douala. All these flights very quickly became bi-weekly .

Sabena handled, during the war years, a considerable quantity of material and arms and transported thousands of officers and soldiers not only for the allied forces but also for the contingents of the "Force Publique involved in Abyssinia in 1941, in Nigeria in 1942 and in the Middle East in 1943 and 1944 .

When the war ended, many crews of the Sabena in Congo were millionaires in miles or kilometers ! And the frequent flyers cards did not exist !

In 1944, a liaison between Belgian Congo and the Belgian Government in London was necessary and a new connection was inaugurated on 13 September 1944 between Leopoldville and London via Lagos - Casablanca and Lisbon .

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At the end of the war, the network of Sabena in Africa was increased from about 5.000 kilometers in 1940 to more than 32.000 kilometers in 1945.

CONCLUSIONS

The transfer of the head of the airline from Brussels to Marseille in 1940 explains why some mail got through, despite the fact that postal relations were suspended in May 1940. The mail was coming from France and censored by the Germans only. There was no censorship at that time in the part of France unoccupied by the Germans.

Because Stanleyville was the departure town of the line to the Middle East, the incoming or outgoing mail to the Belgian Congo contingent in Egypt or Palestine was censored in Stanleyville.

The same explanation may be made for all the mail going to all the countries located North of Belgian Congo. These covers were censored in the Congo or in the French Colonies or in the British Colonies depending of the different flights coming from Belgian Congo.

This is not at all complete information on this important subject, but only additional knowledge found in some archives I am sure that we are still missing a lot of information, regulations, etc. ...

Emile R. Hoorens

A NEW ALBUM PAGE COMPUTER PROGRAM

Our Danish member Morten J. Lintrup has created a stamp album page program in the form of an Excel 97 template. We expect that Bill Sharpe will review the program in the October issue of *Computatelist*. The program is called STAAP.

Members who desire more information may contact Mr. Lintrup at morlin@vip.cybercity.dk.

EML

BELGIAN CONGO EPHEMERA OFFERED

Ephemera (èphemère) is defined as something transitory or short lived and, in English, has come to be used for old printed paper material that has survived and is of interest to collectors.

Stuart Smith has advised us that such material (papers over 100 years old) which are Belgian Congo related is offered through the Society.

Approximately 80 pages of the *Illustrated London News* and of *The Graphic* dating from approximately 1865 through 1895, which contain steel engravings of scenes related to the Belgian Congo, have been offered together with 2 complete editions for the years 1960 and 1964 which are described as being in good condition.

There is some duplication of material but all is of interest.

The pages measure approximately 11 by 15 inches.

The price is £400 post paid to the buyer and is offered on a first come-first served basis.

Any American member, seriously interested, may contact the Editor for further information.

A flyer, with appropriate information, accompanies this Bulletin in the European and UK editions.

NEWLY DISCOVERED CANCELLERS AND DATES OF USAGE

The following list, prepared by Peter Storm van Leeuwen, represents an enormous amount of research. Mr. Van Leeuwen told me that a Belgian dealer had made available to him approximately 100, 000 stamps for examination.

All references are to the work of A. I. Heim & R. H. Keach, second edition, entitled *The Cancellations of the Normal Post Offices of Belgian Congo 1886-1960 and Ruanda Urundi 1917-1962 including the Telegraphic Cancellations*. (Parenthetically, this work is still available at a price, to members, of £7.00 plus postage. Orders to R. H. Keach 25 Kingswood Rd. Tadworth, Surrey KT20 5EE, England, U.K.)

The column Mr. Van Leeuwen has marked "OFFICE" refers to "Post Office and Status" in the Heim Keach work; "TYPE" is listed in Heim-Keach under "Cancellation"; "DISCOVERY" lists newly discovered dates of usage, "NEW NOTATION" is the new date (or dates) which are to be listed under "Dates & Notes".

The Heim-Keach headings are shown in italics above Mr. van Leeuwen's headings on the first page of the Study. An asterisk (*) indicates that the cancellation has been found on cover.

A monumental study, indeed. Editor

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BELGIAN CONGO

NEW CANCELLERS

<i>"Post Office and Status"</i>	<i>"Cancellation"</i>	<i>"Newly discovered dates of usage"</i>	<i>"Dates and Notes"</i>
<u>OFFICE</u>	<u>TYPE</u>	<u>DISCOVERY</u>	<u>NEW NOTATION</u>
ALBERTVILLE 1	ME1-DmtY	60	60
AMADI	8A1-Dmyt/t	51,58	51,58
BAMBILI	1.1-DtMY	12	12
BUKAMA	11(B)1	59	59
DAKWA	8A1-Dmyt/t	50	50
DEKESE	8A1-Dmyt/t	37	37
ELISABETHA	11(B)1	55	55
ELISABETHVILLE 1	15C(B) (MDTS-PWS)	59	59
IKELA	11(A)1	57	57
JADOTVILLE 1	MC1-YDmt	59	59
KABINDA	1.1-tDMY/t	*25	*25
KALAMBA (KASAI)	8A1	57	57
KASENYI	8A2	57,59,60	57,59-60
KONGOLO	10(-C.)	58	58
LEOPOLDVILLE 1	10(Q.)	57	57
LEOPOLDVILLE 1	MC1-YDmt	60	60
LIKASI	7A3-Dmyt/t	30	30
MALONGA	7A1-Dmyt/t	38,39	38-9
NIEMBA	5D1-DmtY/t	*25	*25
MOANDA	11(C)1	58,*59	*58-9
MOANDA	11(D)1	59	59
NYANGWE	1.2-TDMY/T	*05	*05
POPOCABACCA	1.1-TMDY	99	99
RWINDI	8A1	58	58
SANDOA	8A2-Dmyt/t	53	53
STANLEYVILLE	7C2	36	36
TOA	1.1-M??Y	*03	*03
TSHOFA	8A1-Dmyt/y		
TUMBA	1.3-MDTY	00	00
YANGAMBI 2	11(A)1	57	57
BONDO	T2.1-Dmyt	48	48
DEKESE	TSF2B.1-Dmyt/t	50	50
DILOLO	T3.1-Dmyt	*47	*47
KWAMOUTH	T1B.3-DMY	19	19
KWAMOUTH	T2.1-Dmyt	46	46

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BELGIAN CONGO

CHANGED DATES and CANCELLERS NOW KNOWN ON COVER

<u>OFFICE</u>	<u>TYPE</u>	<u>DISCOVERY</u>	<u>NEW NOTATION</u>
ALBERTVILLE	12B(D)1	57	54-7
ALBERTVILLE 2	12B(A)1	57	55,57,59
ALBERTVILLE 3	12B(A)1	57	57,59-60
AMADI	8A1	55	*49-53,55
ANGO	8A3	60	*48-51,57-60
ANGO	8E1	59	*53-6,59
ANKORO	8A2	57	*51-5,57,59-60
BAFWASENDE	8A2	55	*49-55,60
BAGATA	8A1	60	*56-60
BAKWANGA 1	11(C)1	57	*57-60
BAMBESA	10(B)	60	*56-60
BANALIA	8A3	54	*54-60
BANNINGVILLE	13A(D.)	60	*58-60
BANNINGVILLE	ME1-DmYt	60	58-60
BASANKUSU	11(B)2	*60	*58-60
BASOKO	11(C)1	59	*54-9
BENA-DIBELE	11(A)1	60	*55-60
BENA-DIBELE	11(B)1	57,59	*55-7,59-60
BENA TSHADI	8A1	60	*59-60
BENDERA	8A2	60	57-60
BENI	10(A)	55,56	55-9
BENI	10(B)	60	*54-60
BILI	8A2	60	*56-60
BINGA	8A2	60	*56-60
BOENDE	10(B)	59	*54-6,59
BOENDE	10(D)	55	*55-60
BOENDE	MD1-DmtY	60,*60	*59-60
BOKOTE	8A1-Dmyt	60	58-60
BOKUNGU	11(A)1	57	*57-60
BOLOBO	11(A)1	55	*55,57-60
BOMA	1.7-DMTY	08	*04-8
BOMA	10(A)	57	47-50,54-7
BOMILI	8A1	60	*50-6,60
BOSOBOLO	8A3	58,60	54-8,60
BOZENE	8A1	60	*57-60
BUKAMA	11(A)1	59	58-9
BUMBA	11(A)1	57,58	*57-60
BUNIA	7A1-Dmyt/t	50	*43-7,50
BUSINGA	11(A)1	56	*56-60
BUSU-SIMBA	8A1	58,59,60	*57-60
CATTIER	10(B)	59	*55-9
COQUILHATVILLE	12(A)1	*60	*54-60
COQUILHATVILLE	12B(G)1	*53	*53-4,60
COQUILHATVILLE 1	MC1-DmtY	60	*55-60

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<u>OFFICE</u>	<u>TYPE</u>	<u>DISCOVERY</u>	<u>NEW NOTATION</u>
DILOLO	10(A)	55	*47-53,55,57-8
DILOLO	11(C)1	57	*56-7,60
DIMBELENGE	10(A)	57	*57,59-60
DJOLU	8A2-Dmyt/t	43	43,45
DJOLU	8A4	60	58,60
DJOLU	11(B)1	*56	*56-60
DJUGU	8A3	60	53-60
DONGO (UBANGI)	8A1	56	*56-60
DORUMA	8A1	57,58	*49-54,57-9
ELISABETHVILLE 5	12B(A)1	58	58-60
ELISABETHVILLE 5	12B(B)1	58	*58-60
FARADJE	8A5	56,57	56-8
GETI	10(A)	54,57	*54,56-7
GOMA 2	11(A)1	58	*58-60
GOMA 2	11(B)1	58	*58-60
IBEMBO	1.2-TMDY	*01	*01-4
IDIOFA	11(B)1	59	*57-9
IKELA	8A3	60	*48-60
INKISI	7A1	*33	*32-8
IREBU	8F1	59	*52-3,59-60
JADOTVILLE 2	12B(B)1	60	*55-60
KABALLA	7A1	*25	*24-37
KABINDA	1.1-DMtY	15	*13-5,20
KABONGO	8A2-Dmyt/t	53	47-53
KAILO	11(B)1	58	*58-60
KALIMA	11(A)1	56	56,60
KAMINA-BASE MILITAIRE 2	14B(A)	*60	*54-60
KAMITUGA	11(A)1	57	*57,59-60
KARAWA	8A1	60	*56-60
KASENYI	8A1	52	*52-6
KASONGO-LUNDA	8A3	50	*50,52-8
KAYNA LUOFU	8A1	58,60	*58-60
KENGE 2	10(.A.)	59	59-60
KIBAMBI (INKISI)	8A1 -	58	*58-9
KIHEMBWE	8A1-Dmyt	42,43,*44	*37-40,42-6
KIKWIT	10(C.)	57	*51-5,57
KILOMINES	11(A)1	59	*59-60
KINDU 1	MD1-YDmt	60	58,60
KOLE (STAN)	10(B)	60	*55-7,60
KOLOKOSO	11(B)1	57	*57,59
KOLWEZI	10(-B.)	57	*51-5,57
KOLWEZI	11(G)1	60	*55-60
KOLWEZI	11(K)1	58	58,60
KONGOLO	1.1-tDMY	*18,*20, *21	*15-22
KONGOLO	11(BCH)	57	*57-60
LEOPOLDVILLE 1	7A6	33	29,33
LEOPOLDVILLE 1	7A8	28	*28-35
LEOPOLDVILLE 1	12B(U)1	55	*55-7
LEOPOLDVILLE 9	12A1	59	*59-60
LEOPOLDVILLE-AEROGARE	14B(A)1	60	*53-6,60
LIBENGE	11(A)1	55	55-60
LIKATI	8A1-Dmyt	49	*49,51-4
LIKATI	8A1-Dmyt/t	52	50,52
LISALA	11(C)1	57	57,59
LISALA	MD1-tDMY	58	*58-9
LODJA	8F1	60	*52-4,59-60

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<u>OFFICE</u>	<u>TYPE</u>	<u>DISCOVERY</u>	<u>NEW NOTATION</u>
LOKANDU	5D1-Dmyt	*23	*22-4, 28, 32-3
LOKANDU	8A2	*58	*50-5, 58-9
LOKOLAMA	8A1	60	*58-60
LOKOLIA	11(A)1	58, 59	*57-9
LOMELA	8A3	55	*55-60
LOMELA	8A5	56, 60	*56-8, 60
LUBERO	10(A)	53	*53-8
LUBUDI	10(A)	60	59-60
LUEBO	8A3	57	*48-54, 57-60
LUKULA	5D1-Dmyt	35	*21-35
LUKULA	8A1	*45	*37-47
LULINGU	11(A)1	57	*57-60
LULINGU	11(B)1	*60	*56-60
LULUABOURG 1	12B(E)1	53	53, 55, 59
LULUABOURG 1	MC1-DmYt	55	*55-7
LULUABOURG 2	12A1	60	*58-60
LULUABOURG 2	12A3	59	59-60
LULUABOURG 3	13A(.A.)	*60	*59-60
LUPUTA	10(-C.)	54	*53-4
MAHAGI	8A3	54	*54-60
MALELE (INKISI)	8A1	58, 60	*58-60
MALONGA	8A1-Dmyt	35, 36	35-6, 39-44
MALONGA	8A1-Dmyt/t	39	39-40
MAMBASA	8A2	59	*50-9
MANGAI	11(A)1	58	*58-60
MASISI	8E1	57	54-5, 57
MATADI	1.7-DMtY	05	05, 07-13
MATADI	7C3-Dmyt	42	34-7, 42, 46
MATADI 1	MB1-YtDm	60	59-60
MATADI 2	8A1	58	57-8
MATADI 2	8E1	60	*51-60
MIKWI	10(A)	60	59-60
MITWABA	8A1	55	48-55
MOERBEKE	9.1-DmY	*36, *37	*35-8
MOKAMBO	8A2	55, 58, 59	55, 57-9
MONGA	8A2	55	*55-8
MONKOTO	8E1	51	*51, 53-60
MONKOTO	11(A)1	*60, 60	*59-60
MUTWANGA	11(B)1	59	59
MUYUMBA	7A1	*34	*31-5
MWEKA	10(-B)	55	53-5
MWEKA	11(A)1	59	56-9
NANGOSIRA	11(A)1	57	*55, 57, 59
NIANGARA	11(A)1	56	56-8
NOUVELLE-ANVERS	8A2	51	*50-1
NOUVELLE-ANVERS	12A2	55, 59	55, 59
NYA-LUKEMBA	8A1	*54	*52-6
NYUNZU	8A1	57, 58	55, 57-9
OPALA	8A1-Dmyt/t	37	37-41
OSHWE	8A3	60	*54-60
PANGI	8A1	60	*47-56, 60
PAULIS	10(E)	53	*53-6, 60
PAULIS	11(C)1	56	*56-7
PAULIS 1	MD1-tDmY	59	58-9
POPOKABAKA	1.1-DMTY	*09	*00, 06-10
POPOKABAKA	1.1-tDMY	19	*13-7, 19, 22-3
PUNIA	8A3	57, 58, 59	*54-60
PUNIA	8A4	56	*56-60
PWETO	1.1-MDtY	*22	*03, 13, 18-22
PWETO	8A1	59	*55-9

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<u>OFFICE</u>	<u>TYPE</u>	<u>DISCOVERY</u>	<u>NEW NOTATION</u>
SAMBA (MANIEMA)	8A1	60	*59-60
SEKE-BANZA	8A1	56	*56-60
SHINKOLOBWE	8A1	*60	*55-60
SONGOLOLO	10(A)	60	*55-60
STANLEYVILLE	8A7	41	*41-7
STANLEYVILLE 1	12B(BCH)1	55	55-6
STANLEYVILLE 1	ME1-tDmY	58	*57-8
STANLEYVILLE 4	12B(A)1	57	*57-60
STANLEYVILLE 5	12B(A)1	60	*58-60
TENKE	8A2	58	*50-6, 58, 60
TENKE	8A3	59, 60	*51-3, 59-60
TITULE	8A1	60	*47-60
TSHELA	8A2	60	55-60
TSHIKAPA	8B2	55	*46-55
TSHIKAPA	11(A)1	57	*57-9
TSHIKAPA	11(B)1	60	58-60
TSHOFA	8A3	52, 53	*45-50, 52-4
TSHOFA	11(B)1	57	*57-60
UVIRA	7A1-Dmyt	39	*31-6, 39
UVIRA	8A3	47	39-43, 47
WALIKALE	11(A)1	57	*57, 59-60
WALUNGU	8A1-Dmyt/t	58	*58-9
WAMBA	11(B)1	53	*53-60
WATSA	11(A)1	56	56-60
WATSA	11(B)1	54, 55	54-5, 60
YAHILA	8A2	59	*59-60
YAHUMA	8A1-Dmyt/t	44	37-8, 42-4, 46-7
YANGAMBI 1	11(A)1	60	*56-60
YUMBI (BOLOBO)	11(B)1	57	*57, 59-60
ZONGO (UBANGI)	8A1	59	*56-7, 59
LUKULA	T2.2-Dmyt	55	55, 60
MWEKA	T2.1-Dmyt	47	47-50
UVIRA	T2.1-Dmyt	*47	*47-50

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BELGIAN CONGO

ANGULAR MEASUREMENTS

<u>OFFICE</u>	<u>TYPE</u>	<u>ANGULAR MEASUREMENT</u>
DEKESE	TSF2B.1-D _{myt} /t	??/?
DILOLO	T3.1-D _{myt}	96° / 145° / 235°
FARADJE	8A5	150° / 205° / 228° / 295° / 313°
KALAMBA (KASAI)	8A1	235° / 255° / 263° / 331° / 346°
KASENYI	8A2	132° / ? / ? / ? / ?
KWAMOUTH	T2.1-D _{myt}	181° / 242° / 326°
LOMELA	8A5	119° / 189° / 208° / 275° / 294°
RWINDI	8A1	? / ? / ? / ? / 280°
SANDOA	8A2-D _{myt} /t	107° / ? / ? / ? / ?
STANLEYVILLE	7A7	135° / 192° / 214° / 299° / 310°
STANLEYVILLE	7C2	127° / 208° / 300°

MISCELLANEOUS

DIMBELENGE	55 also known, 10(A) or 10(B) (24.9.55)
GETI	56 or 58 also known, 10(B)
GOMA 1	7.8.55 and 9.8.55 (6x) and 11.8.55 are known, opening of office official 16.8.55
ILEBO	cancellation known of 12.11.24; 2 years before opening?
INGENDE	cancellation known of 25.12.35; before opening?
MASISI	cancellation known of 15.8.36; one month before opening?
YUMBI (BOLOBO)	cancellations known of 12.5.60 and 12.6.60; exact closing date is..?

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R U A N D A U R U N D I

CHANGED DATES and CANCELLERS NOW KNOWN ON COVER

<u>OFFICE</u>	<u>TYPE</u>	<u>DISCOVERY</u>	<u>NEW NOTATION</u>
ASTRIDA	11(D)1	57	*55-7,60-1
BUBANZA	11(B)1	60	*59-60
KIBUNGU	8A1	54	*54-9
KITEGA	8E1	58,61	*51-8,60-1
MURAMVYA	8A1	*58	*56,58,62
RUTANA	8A1	58	*55,58-9

PRESIDENT'S (and Editor's) NOTES

As your president it is my wish that we organize a special meeting in the coming year to be held in Belgium in conjunction with the 150th anniversary of the issuance of Belgian stamps. Each time I have had the privilege of attending meetings in Belgium I have found them to be very well attended—of great philatelic interest—and our Belgian members to be hosts par excellence.

We will have more as to dates and places in the coming Bulletins.

As you may remember, when the Keach collection was stolen, the thieves took volumes of the photographic records of BCSC Certificates of Authenticity. We are circulating, with this issue of the Bulletin, a list of those missing record certificates. Please give heed to Mr. Keach's request and send your certificates on to him so that they may be copied into our permanent records.

As Editor I plan to include in future Bulletins a copy of a most unusual telegraph form, an article by Dr. Celis on the BCK stamps, an article on the first Kinshasha games, an extensive discussion of the methods of Waterlow in producing engraved stamps (the Mols) by R. H. Keach and much, much more.

I extend my usual plea, more articles are welcome.

EML

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THE VICE-PRESIDENTIAL COLUMN

1941-42 Forged Overprints

LE PHILATELISTE BELGE, that much respected and reliable journal, now sadly defunct, in its July 1946 issue (No. 1 of the new series) warned its readers of forged overprints on the wartime provisional stamps of Belgian Congo and Ruanda Urundi but did not specify on which stamps these forgeries had been found.

In the October 1946 issue (No. 2) of the same journal there was a much more helpful report on the same subject from a meeting of 'Section d'Etude des Timbres du Congo' as follows:

'La constatation a été faite par M. Van Bleyenberghue que des timbres du Congo Belge et du Ruanda Urundi émis pendant la guerre sont en circulation revêtus de fausses surcharges. Ces constatations ont été confirmées par un examen plus approfondi fait par la Commission d'expertise. Des exemplaires assez nombreux avec fausses surcharges ont été rencontrés parmi les timbres suivantes:

0,50/1,50 avion (surcharges normales et surcharges renversées).

0,05/1,50 parcs nationaux (surcharges normales et surcharges renversées).

2,50/2,40 parcs nationaux (surcharges normales).

Jusqu'à présent, il n'a pas été rencontré de fausses surcharges sur les timbres "Monument Roi Albert".

Il est probable que ces contrefaçons ont été apposées en Belgique dans une officine de faussaire au moment où quelques premiers timbres surchargés sont parvenus en Belgique, pendant la guerre. Il existait en Belgique des stocks de timbres "avion" et "Parcs nationaux" et il était à ce moment impossible de déceler les fausses surcharges, faute de documentation. Ces timbres surchargés, qui sont actuellement communs, ont été vendus, pendant la guerre, revêtus de fausses surcharges, à des prix très élevés et il est probable que les timbres faussement surchargés qui circulent actuellement constituent le solde de cette production.'

Several copies of the 50c/1,50fr air mail with inverted surcharge and of the 5c/1,50fr "National Parks" with inverted surcharges submitted for certificates have been declared forgeries by the BCSC Expert Committee. Because of their low market values it is unlikely that copies of these same stamps or of the 2,50/2,40 fr parks with normal (upright) surcharges would be submitted for certificates but one of the members of the committee has copies of the forged normal 2,50/2,40fr Parks and had several different forgeries of the normal 50c/1,50fr air stamp.

In this column in Bulletin No. 108 mention was made of forgeries of the Ruanda Urundi Meulemans 3,25fr surcharge on 2,50fr Indigènes, both inverted and double (curiosities that are not known to exist genuine) and the Expert Committee has had to declare forged an example of the inverted 2,50fr surcharge on 2,40fr Parks, one of the RUANDA URUNDI overprint on the 2,75fr Monument and one of the RU Meulemans 5c/40c Indigènes, both with normal (upright) overprints; also a copy of the 5c/1,50fr Parks with upright surcharge but in carmine instead of the normal black.

There are doubtless forgeries of other stamps in this group and not only of stamps with inverted or doubled overprint. This is an interesting field for research for a member with access to at least some of these stamps in reasonable quantity.

Errant Postal Cachets

It is known with certainty that, many years ago, small circle date stamps of Boma, Banana and Matadi and Matadi and Antwerp PAQUEBOTS cancellations 'escaped' from the post office and fell into private hands, some those of unscrupulous dealers who used them to fake stamps and doubtless postal documents also. It is strongly suspected that other date stamps and TAXES cancellations also entered the philatelic underworld.

Some years ago hundreds of obsolete post office date stamps and other postal markings were taken from the Kinshasa post office archives but fortunately they, at least temporarily, are in the safe hands of honest collectors who would not permit their use for faking used stamps or documents.

Recently however it is alleged that a Brussels dealer has been buying more cachets stolen from the Kinshasa archives and has not only been selling them at grossly inflated prices to collectors of such objects but has freely admitted that he has been using them to fake postal stationery and, one must presume, 'used' stamps and covers.

If a cancelled stamp retains its gum one can be certain that:

- 1) the stamp was cancelled to order with the genuine canceller by a benevolent or bribed post office clerk,
- 2) the stamp was cancelled clandestinely with a stolen canceller or
- 3) the cancellation is a forgery.

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If a stamp has had its gum removed the decision on authenticity becomes more difficult. It is thought that a forged cancellation, if clear and reasonably complete, can usually be detected but deciding if a genuine cancellation was applied in the proper way or was applied illicitly by a post office clerk or an unscrupulous rogue presents problems of a different order and a firm decision is usually impossible. Maybe an expert chemist by micro-analysis of the ink of the cancellation could determine its composition and age but such expertise is beyond the ability of those who have to pronounce on the authenticity of stamps. The BCSC Expert Committee is frequently required to authenticate cancellations and sometimes strongly suspects that they have been applied clandestinely but is unable to prove it and has to give the stamp the 'benefit of the doubt'. With the appearance on the market of these stolen cancellers the problems of the present and future expert committees will be greatly extended and a certificate may have to state that both stamp and cancellation are genuine but make no comment on the complete unit; and similarly with used postal stationery and covers.

This is a sad day for Congo philately. Obsolete date stamps and other postal markers should either be kept in the safe archives of national museums where they can be seen and studied by those interested or, after record strikes are taken, be buried deep in the earth where they would rest in peace, slowly disintegrate and ultimately disappear - an honourable death.

RHK

POSTAL DISTANCES IN THE CONGO AT THE TURN OF THE CENTURY

The following postal card gives us a glimpse of time and distance in the Belgian Congo at the turn of the century. Written at KIRUNDU on the 20th of December 1893. The 'town', which is located on the Congo river about 60 miles south of Stanleyville, does not appear on my 1877 H. M. Stanley map (which of course cannot be considered as too reliable.) It does appear on the map which accompanies the April 1944 *Geographical Handbook Series* of British Naval Intelligence just north of Kayumba and Kilindi. Kirundu, according to Heim-Keach *THE CANCELLATIONS OF THE NORMAL POST OFFICES OF THE BELGIAN CONGO 1886-1960*.... opened its post office April 1, 1954. Obviously no post office existed there when the card was written.

We know from the British handbook, that a thousand miles of clear waterway lies between Stanleyville and Leopoldville, but Stanleyville is the limit of clear navigation. This card must have traveled by some small boat, at least at the beginning of its journey—perhaps all the way because: note, the first cancellation which appears on the card is Leopoldville, (some 1200 miles from Kirundu,) 10 February 1894, almost 2 months later. I cannot tell when it arrived at Matadi. Over 100 years ago no post office handled the card along the way.

What was the writer doing, deep in the Congo, literally at the equator? I have asked fellow members for a translation of the card—it appears to be both in French and Flemish-and perhaps the translation will help. I will report in a later Bulletin.

EML

Kirundu, 20 Dec 1893.

