

BELGIAN CONGO STUDY CIRCLE

1981

BULLETIN NO. 40

JUNE 1981

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AMERICAN MEMBERS TO HOLD MEETING - Through the efforts of Alan Morvay, the American members of the Study Circle are planning their first meeting to be held July 3 - 5 at Lake Tahoe, California - nearby to Alan's home at Reno, Nevada. So far, eight members have accepted and plans are underway for members to discuss the various aspects of their collecting interests. It should be a great meeting and full details will be given in the next Bulletin.

Mr. Georges Celis is inviting correspondence for the purpose of exchanging philatelic material for his ample supply of inverted overprints, oblique overprints, double overprints, etc. of the 1977 provisional issues. Please use his Belgian address: Rue Teniers 14, 1030 Brussels.

Application for entry in the 14th Annual National Philatelic Literature Exhibition of the American Philatelic Society has been made by the Editor for Bulletin Nos. 36 through 39 of the Study Circle. Dates for the competition are September 24-27, 1981 to be held at STAMPSHOW 81 at Atlanta, Georgia, U.S.A.

NEWS AND VIEWS

The Annual General Meeting of the Study Circle was held in Bedford College, London on Saturday, 16 May, at 11-30 a.m. Unfortunately, only 7 members attended, apologies having been received from 5 others. The secretary pointed out that Mrs. Green had expressed the hope of attending and that, in order to facilitate this, we had reserved a ground-floor room for the meeting. However, at short notice, the College had advised that as it was holding its Annual Garden Fete on the same day, no ground-floor rooms could be made available. Mrs. Green had been advised of the problem and, as she was unable to manage the stairs to the upper storey, she had sent a very nice letter of apology.

The Chairman, Mr. Wood, then opened the meeting proper with a few comments on the year just passed. Although the attendance at meetings had been low, the Bulletin continued to contain a good deal of substance and was making a regular quarterly appearance and all involved were to be congratulated, particularly the Editor, Mr. R. E. Jacquemin, whose first full year in office it had been. Special mention was also made of the contributions by Messrs. Hudson and Keach during the year and the Chairman expressed the Study Circle's thanks to Mr. Robson Lowe for making the Waterlow File Copy Sheets available to Mr. Keach for examination.

The accounts had been distributed in advance of the meeting. The Secretary mentioned particularly that some 40 pounds of expenses should not recur, but that, with continuing increases in postage costs it was inevitable that, unless income could be increased, the Study Circle's reserve funds would soon disappear. However, the question of subscriptions for the coming year should be left until later in the meeting as it could be influenced by other matters to be dealt with. On the membership side, there had been a slight increase in paid-up members during the year from 55 to 59, with a further 4 members who had not paid and who therefore did not receive any documentation after December. The Secretary asked for, and received, approval to remove the latter from the list of members.

Mr. Jacquemin not being present, the Secretary stated that he was quite prepared to continue as Bulletin Editor and that it was clear to all who received the Bulletin that a first class job was being done. This was agreed with acclamation by the other members present.

The Report of the Expert Committee was presented by Mr. Keach, who stated that, although the Committee had had quite a good year generally and financially, it was basically being supported by only a few members, one of whom had submitted no fewer than 73 items during the year. The idea of allowing one free certificate per year to any member who submitted more than one item had apparently not been successful in encouraging the membership at large to use the service. It was generally agreed by the meeting that the Expert Committee must continue to be self-financing and, although the present rates of charge are adequate meantime, there is no justification for continuing the free certificate entitlement if members in general do not submit items for expertising. It was agreed instead that discounts should be given to members who send several items at a time for opinion, as follows:

- 5 or more stamps in one sending - discount 20%
- 10 or more covers or entires in one sending - discount 10%

These discounts are based on costs, of which the cost of photographs is one of the most considerable. Mr. Keach also appealed to members who had several items for opinion, but for which there was no urgency, to let him know, so that batches could be made up for photographing in the most economical way. Several of those present agreed to help in this way.

As Exchange Packet Secretary, Mr. Spurgeon had little to report, as there had been no Packet during the year. No members had submitted material, except for one book, and he felt that the increase in sales by want lists and at auction had affected the willingness of members to prepare material for the Packet. On the other hand, he had been extremely busy during the year and had not been able to chase those members who had promised to supply material. As his personal time would continue to be very limited, Mr. Spurgeon felt that it would be inappropriate for him to stand for re-election, but proposed that, as there was, in any case, considerable overlap between the packet and other sales, one person should have complete responsibility for all sales. He had approached Mr. Keach privately about combining both posts. Mr. Keach agreed that this was possible, but it would still depend upon other members submitting suitable material for the Packet.

Want lists and auctions. Mr. Keach reported on these sales. It had been another successful year, the Study Circle funds being enhanced by some 82 pounds net from these sales, and material priced at more than 6,000 pounds having changed hands. There had, of course, been no commission on sales on behalf of the estate of Mr. Thomson, but actual costs incurred had been refunded.

Election of Officers. As he had completed his second year of office, Mr. Wood stepped down as Chairman. Mr. L. G. Green, a founder member of the Study Circle was proposed as the new Chairman by Mr. Wood, seconded by Mr. Keach, and announced that he was willing to accept the Office. Mr. Wood then offered to pass the conduct of the present meeting to Mr. Green, who, however, declined, asking Mr. Wood to complete the business of his Chairmanship period.

As Mr. Spurgeon had wished to stand down, it was agreed that the Exchange Packet Secretary's post be combined with that of the Wants Lists Secretary. The remaining officers were prepared to stand for re-election and, there being no other nominations, were re-elected unanimously.

Programme for 1981/82. Attendances during 1980/81 having been no greater than used to be the case some 2 - 3 years ago when the Study Circle met in the homes of various members, it was generally agreed that there was little point in continuing to pay for the convenience of having a meeting place in Central London, provided sufficient members were prepared to host meetings. All of those present indicated their willingness to do so and it was agreed that for 1981/82 this would be done. Further, due to the possibility of transport disruptions in winter, it was agreed that only two afternoon meetings would be held, in October, 1981 and May, 1982; however there would be the possibility of evening "workshops" in London if sufficient members were interested. The formal programme for the year would consist of:

24 October, 1981 - "Oddments of Postal History" presented by  
Messrs. R.H.Keach and C.V.Spurgeon at Mr.  
Spurgeon's home: 1 Holly Hill, Vauxhall Lane,  
Southborough, Kent

22 May, 1982

- Annual General Meeting, followed by a display of the Mols and Van Engelen 40 centimes value by Mr. P.S.Foden at the home of our Chairman, Mr. Green.

Anvers, new Road, Esher, Surrey.

Joint meeting with Belgian Study Circle at Bristol 17 - 20 July, 1981. Some 7 or 8 members hoped to be present, some in a dual role, being also members of the Belgian Study Circle. Apart from the joint discussion, which will deal with the air mail service between Belgium and the Congo, there will be 3 sessions dealing with aspects of the Congo:

Sunday 19 July - Morning 1) Die proofs, plate proofs, essays, colour trials, etc.  
2) Portrait issues 1886 - 94.

Afternoon 1922-23 Boma Surcharges.

There is to be a Belgian Study Circle meeting on 10 October, 1981 in Bedford College, which will follow up the Air Mail discussion at Bristol. BCSC members who wish to attend will be very welcome.

Any Other Business. Several items were dealt with under this heading.

Proposed "Waterlows" Society - the preliminary meeting of this Society will take place on 20 June, 1981. Any members who wish to attend were instructed to let Mr. Keach know. It was agreed that any Study Circle action arising from the formation of such a Society should be left to the Committee.

Binders for Documentation. - as several reprints or publications could be appearing in the next 2 years, the question was asked as to whether the Study Circle should provide standardised 4 - ring binders with these. It was felt that there would be no point in increasing costs to members by providing standard binders. Publications should be issued unbound to members, who could then bind them to suit themselves. Where, however, copies were supplied to dealers for sale, these should be fast-bound and would, of course, carry a much higher price tag.

Reprints - It having been generally agreed that a reprint of the cancellations book was necessary, Mr. Keach was prepared to proceed with this, but wondered if the Study Circle could afford to fund the publication. It was agreed that, when the typescript was ready for printing, members wishing copies would be asked to subscribe in advance. In the case of copies for sale outside the Study Circle, several members were prepared to underwrite the initial costs. It was noted that a number of very detailed maps, which had not been included in the original manuscript, were available but, as they ran to some 30 pages, would considerably increase costs. It was agreed that the inclusion of the maps clearly justified the additional cost.

Bibliography - a complete reprint was unnecessary. Mr. Keach would instead issue an update which could be cut up and stuck into the relevant pages. Only two copies of the book were now left, but the typed originals were still available and further copies could be made as necessary.

Publishing - Abbe Gudenkauf had presented a detailed listing of mail-

ings to the Congo which would form a most useful handbook. The Study Circle had received first rights to publish this, but how was it to be financed? Again several members agreed to underwrite publication if necessary and Mr. Keach would report back to the Committee when the draft had been edited and was ready for publication.

Letterhead - the Secretary presented the artwork for the proposed letterhead. Unfortunately, it had only been received and there had not been time to obtain quotations for printing. It was agreed that when quotations had been obtained, the matter would be dealt with by the Committee.

Subscriptions - finally, bearing in mind the reduction in reserves during 1980/81 and the probable costs of the letterhead, an increase was proposed to bring the European members' subscriptions in line with those for overseas. The 1981/82 rates, agreed by the meeting are:

5 pounds, or \$11.00 U.S., or 400 Belgian Francs.

As before, members in the U.S.A. can pay direct to Mr. R. E. Jacquemin. These rates apply to all members except those who joined the Study Circle since January, 1981, and who have already paid the 3 pound rate on the understanding that it covers them until September, 1982.

After lunch, members were treated to a display on slides by Mr. Deynckens, on the Compagnie Maritime Belge du Congo; the display was supplemented by sheets from Mr. Deynckens collection and he also gave a most interesting commentary. It is unnecessary to go into detail in this report, as members will all have seen Mr. Deynckens's series of articles on this subject in the Bulletin, for which his collection forms the base.

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Mr. Frederick R. Mayer wishes to announce his new address is now P. O. Box 5083, Denver, CO 80217, U.S.A.

New Members:

W. H. Proctor, RD No. 2, Garrettsville, Ohio 44231, U.S.A.

Dr. J. Setchfield, Woodlands, Woodmeadow Road, Ross-on-Wye,  
HR9 5QG.

N. Clowes, Midland Bank International, P. O. Box 47, Cardiff.

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The Editor wishes to report he attended the Spring Meeting of the American Philatelic Society held at State College, Pennsylvania April 21-26. During his visit he was able to see the Society's present headquarters, the American Philatelic Research Library and to be present at the cornerstone placement ceremony at the new facilities now under construction. SCOPEX was held in conjunction with the Spring Meeting, wherein the editor garnered a gold award with his showing of "Leopold II's Private Domain" - a plating study of Mols Etat issues. The editor further received confirmation he would be on the ballot for the upcoming election as a Director-at-Large.

40/6.

"DUBIOUS AND FORGED CANCELLATIONS ON COVERS FROM THE LADO ENCLAVE."  
(1900-1910)

To solve the difficult problem of the many dubious cancels in this area we must first give some newly acquired information.

The mail emanating from the Lado followed three very different routes, which were normal after the Emin Pacha Relief expedition (see Map No. 1):

1. Via the CONGO.

From the beginning of February 1897, when Cdt. Chaltin entered the enclave to repel the Mahdists, till June 16, 1910, when the last Congo troops left Yei (also spelled Ye-Yi, Ye or Yi), handing over the territory, larger than Belgium, to the Anglo-Sudanese, this was the normal and official route, but it was very slow, averaging 100 days or  $3\frac{1}{2}$  months for mail to Europe.

Moverover, it was costly as the Congo tariff was 50 cm. for a letter and 15 cm. for a card, against the U.P.U. tariff applied in the Sudan: 25 cm. (i.e. 10 milliemes) and 10 cm. (i.e. 4 mill.) respectively.

Prior to May 1900, this was the only route available.

In a westward direction, the first Congo post office reached was IBEMBO from the beginning till September 15, 1907; then BUTA till July 1, 1908 and finally DUNGU.

We know of a forgery of the IBEMBO 19th century cancel where the angular measurement is 128 - 280, differing from the genuine 138 - 286. The date on the forgery is 1 Jan. 1897, but the office opened only later, on March 31.

A Lado cover via this route must have its origin in the enclave itself or in the Meridi zone. For historical reasons, which cannot be detailed here, the Lemaire scientific expedition, escorted by some Congo troops, occupied the Meridi district at the end of 1904. It is situated to the west of the enclave and south of latitude  $5^{\circ}$  North. See Map No. 2.

The IBEMBO (or later BUTA, or DUNGU) cancellation is not enough to authenticate the real source, because these cancels are found also on mail emanating from the various Uele districts in the Congo Free State. Once again, postal stationery cards appear as the best tools of Postal History: they often provide the answer, giving the locality of origin and the date in the sender's own handwriting. No so for letters, where such information is nearly always lacking.

This explains why letters from the Lado enclave via the Congo are very elusive.

2. Via UGANDA.

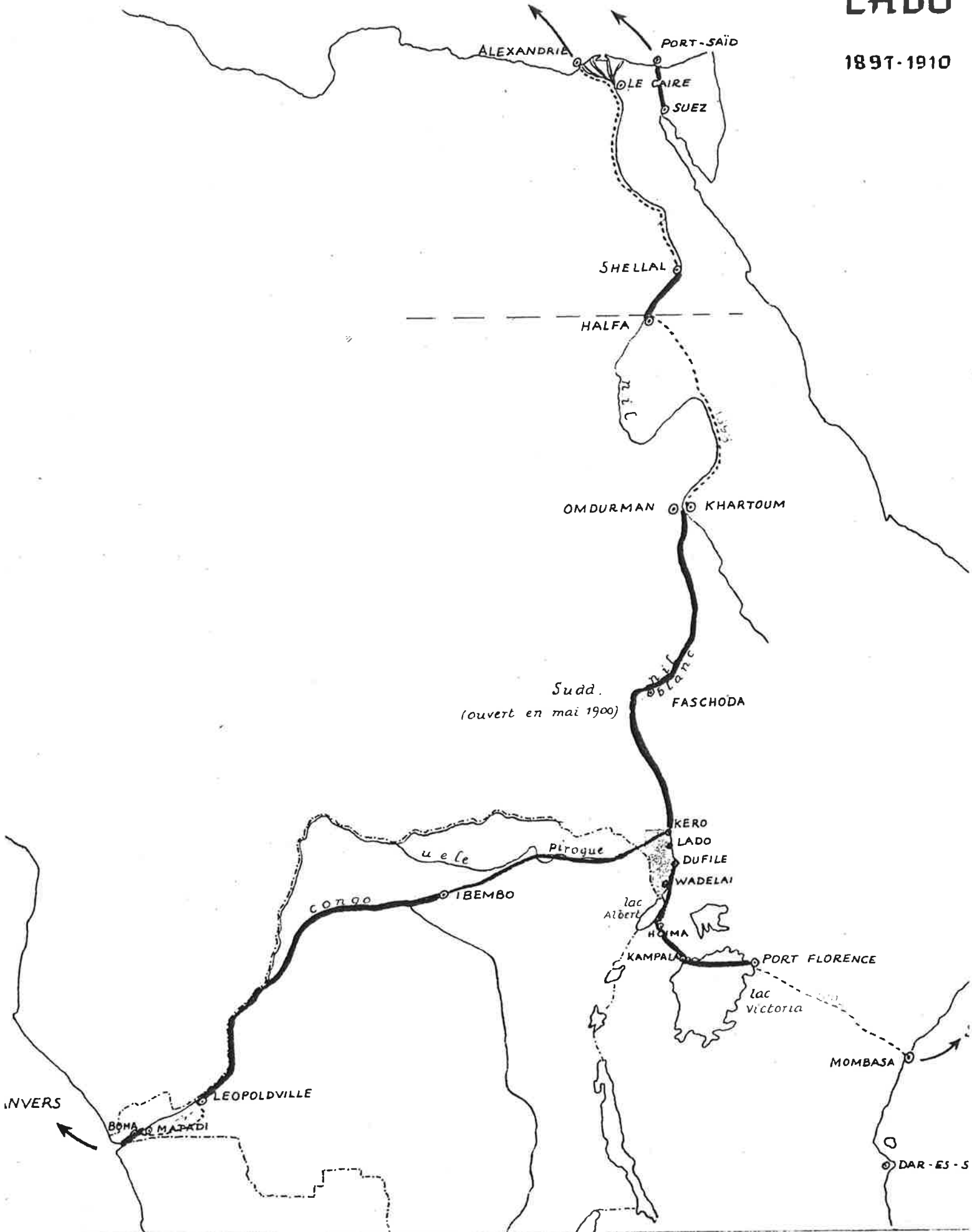
The Mombasa railway being completed, a route was opened for the mail and for the telegraph to the English posts on the East bank of the White Nile, namely Gondokoro, Nimule and Wadelai (East), from Entebbe through Masindi and Hoima.

Belgian officials posted in the southeastern part of the enclave availed themselves of this opportunity; origins known are Mount WATI, MAHAGI

40/7.  
BRINDISI

# LADO

1897-1910



Carte des régions d'où proviennent les courriers par le Lado vers Khartoum, via le Nil blanc.

Limite approximative : - - - - -

Routes : — — — — —

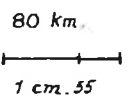
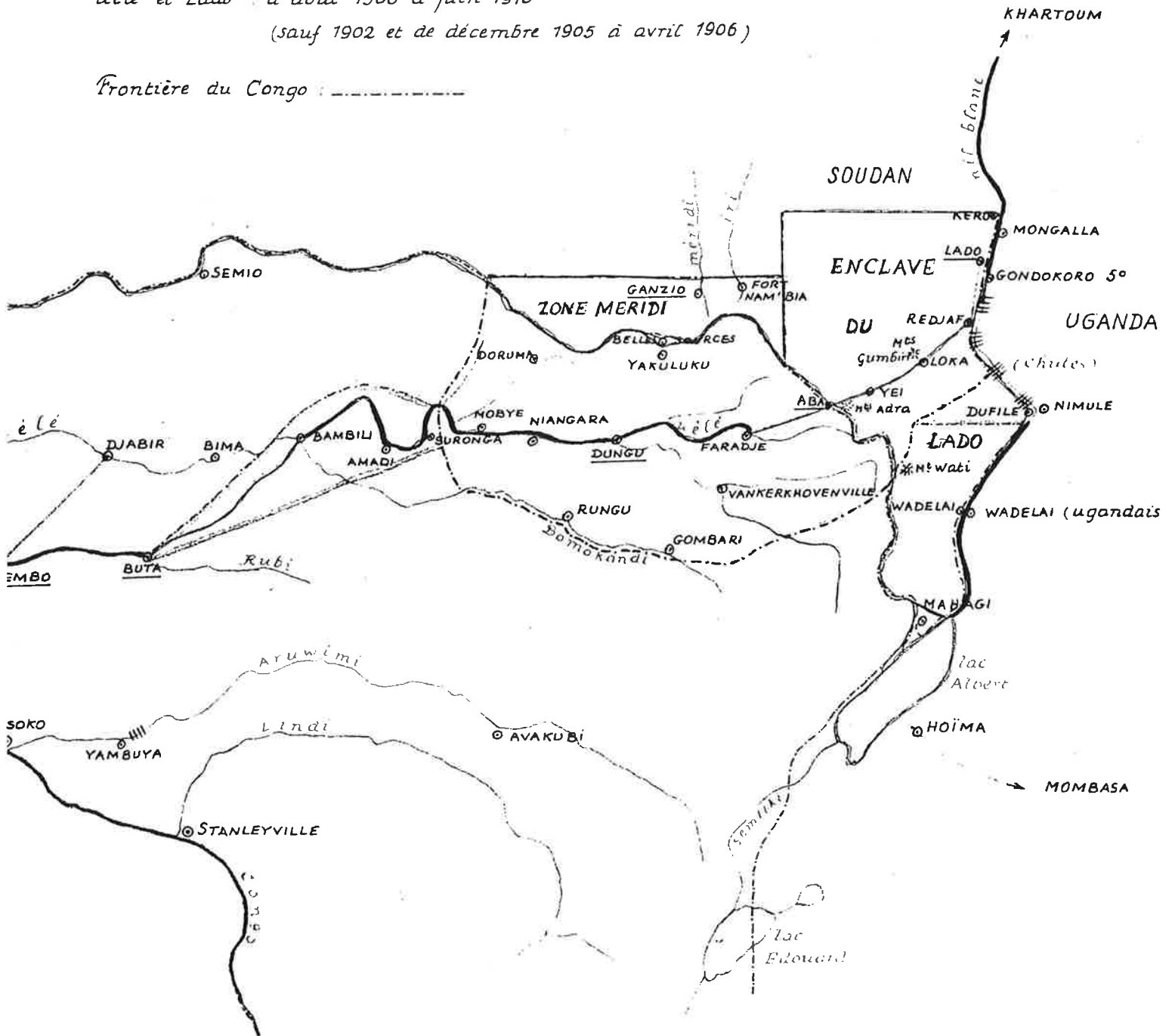
Zone Méridi : d'avril 1904 à août 1907

(sauf de décembre 1905 à avril 1906)

Uele et Lado : d'août 1900 à juin 1910

(sauf 1902 et de décembre 1905 à avril 1906)

Frontière du Congo : - - - - -





and WADELAI (West). This happened from 1903 to 1906 only. Such covers are really scarce; I know of four; the very small number of Belgians in that sector is ample justification for their scarcity.

After the agreement signed on May 6, 1906, King Leopold II knew that he would never become the owner of the enclave - he remained lessee till his death; the Belgian personnel were suppressed in that area and the poachers enjoyed their favourite game.

### 3. Via the NILE.

Mr. de Cock's book "Les Marques Postales du Congo Belge" copied the postal report of Cdt. Chaltin, made in November, 1901. Let us correct here some mistakes:

- the title should read "Note sur l'organisation du service postal 1897-1901"
- on page 124, 14th line: "Le premier bateau qui traversa le Sudd fut une petite canonniere, le KAIBAR... et avait a bord le Major PEAKE..."

Let us add the following: the always very well informed magazine "Le Mouvement Geographique" tells us that Major Malcolm PEAKE Bey arrived at Kero on May 4, 1900 (not somewhere at the end of 1899), that the first organised mail was sent via the Nile on August 5 and arrived in Brussels on September 3, after only a one month's voyage.

- on page 124, 37th line: "Vers le milieu de 1901 (and not 1890!), je fus invite par le gouvernement a cesser d'envoyer le courrier officiel par le Nil...."
- on page 125, 33rd line: "Il resulte de la note ci-dessus, que depuis mai 1900 jusqu'au milieu de 1901, toutes les correspondances..."
- in the next paragraph, Mr. de Cock states that "Le service continua cependans jusqu'en 1907" - should read 1910.

Twice, the Nile channel was closed to Belgian mail from Lado:

1. At the end of 1901, King Leopold forbade the use of the Nile route to his officials, even for their private mail. This instruction certainly lasted till 1903, probably August.
2. The Nile route was closed by the British between the beginning of December, 1905 and the end of April, 1906, when they compelled King Leopold to sign an agreement and to remove his troops from the Meridi zone. During those five months, the steamers from Khar-toum did not call at the Belgian stations, they did not bring mail and did not receive it. King Leopold II was not pleased with the May 6 agreement - "This is our Fashoda," he contended. He postponed the removal of the soldiers until he had a railway planned from the Congo frontier to Lado. Finally, the last Congo troops left the Meridi zone in August, 1907; the projected railway was never built.

Even Belgians from Lado sent more often their mail with Sudan stamps; doing so, they enjoyed the U.P.U. cheaper tariff. This is contrary to traditional belief, but statistically the many Lado covers that have passed through my hands show a proportion of 60% with Sudan stamps or Sudan postal stationery against 40% with Congo franking, this not taking into account the mixed frankings.

Lado covers via the Nile were most frequent between 1904 and 1907 when Belgian Congo troops were more numerous, the conflict between King Leopold II and the British government reaching then its peak. Against something like 30 officers in the Lado during that period, we must compare the 14 remaining at the beginning of 1908. Only then did we meet the famous manuscript cancellation: "LADO + date + Initials" on covers which really travelled through the post. In one case we are certain that the signature was applied by the secretary of the officer commanding the station at Lado.

Stamps with KERO + date + Initials seem to be pure fantasy; the same for Sudan stamps with the LADO signature. Red and black ink were used.

Under "Lado covers via the Nile route", we include:

1. Covers originating in the enclave itself (of course!) 1900-1910 (June).
2. Covers coming from the Meridi zone or from Uele districts and crossing the enclave.
3. Covers sent to the enclave (rare).
4. Covers crossing the enclave and sent from North to South! This seems impossible, but Cdt. Chaltin, at the end of his postal report, records one, sent to the Mayumbe (north of Boma) and he adds: "This man was in no hurry to reach his correspondent!" I know of another card sent from Alexandria also to the Mayumbe at the end of 1906.

And now, with all these facts, we can tackle the other dubious cancels:

1. EXPEDITION DU NIL - KERO - CONGO BELGE

EXPEDITION DU NIL  
KERO  
CONGO BELGE

This "overprint" is known on several Congo stamps and on two postal stationery cards; but these last ones did not travel through the post!

It refers to an expedition made by Cdt. Henry aboard the Vankerhoven - the small Belgian steamer brought through the Congo to the Nile - at the end of 1899. The Mahdists had been chased from Bor after an earlier raid and the question was who would first occupy the Southern Sudan where Leopold's claims had revived after the Anglo-French agreement following Fashoda. The interim Commander of the enclave wanted to cut his way through the Sudd and reach Fashoda. He left Kero on September 14, 1899, accompanied by an English group and Major Martyr, on the "Kenya"; later on, at Gamba Shambe, they took with them Lt. de Tonquedec and his company of Senegalese soldiers (a leftover of the Marchand Mission). The progress of the Vankerhoven was stopped by Sudd (a mass of matted vegetation blocking the navigable channels of the river) at 8°45'; with little boats they toiled and tried to advance.

On December 6, the Kenya sailed back to Kero with the sick; among them Captain de Renette de Villers-Perwin.

On January 19, 1900 Henry met Major Peake, clearing the Sudd in the

correct manner (from the north, the blocks cut from the mass then being carried away downstream) with 800 Dervish prisoners and, was brought to Khartoum in an English steamer on February 7.

Several articles appeared in the Belgian press telling of Henry's adventures in the Sudd. I think that a forger here composed the overprint to sell Congo stamps dearly which otherwise were common enough.

My opinion is based on a letter which actually accompanied this expedition; it was written in Kero before the start. In the bottom left corner you can read: Capne Baron Ch. de Rennette de Villers-Perwin - Kero - Nil - Etat Independant du Congo." The envelope was prepared to receive Congo Mols stamps, but they were not affixed. The letter was posted in Khartoum with a one Piastre Sudan stamp on February 22, 1900 and reached Brussels on March 14.

If ever a letter could show genuinely the overprint, it was this one! It remains a forerunner of the Nile route for the enclave.

## 2. THE SKELETON OF A HAND!

A cover which surely travelled from Kero to Belgium at the beginning of 1901 shows a striking cancel on the stamp of the postal stationery card; it reminds one of the skeleton of a hand. General Du Four thought it was used in Omdurman. The same mark is known on single stamps of the Congo and also of the Sudan.

I must remain very suspicious of this mark because I have in my collection (see figure 3) another card sent by the same man by the same mail with the same cds applied in Omdurman 14 III 01 TI, but without that picturesque cancellation.

Perhaps our friends, members of the Sudan Study Group, will be so kind as to help me here and tell if they know of such a device used in Omdurman at that time?

Otherwise, true to the proverb "One swallow does not make a summer", I shall remain in doubt.

This card should show the first White Nile T.P.O. but it arrived here with the stamp uncanceled. What if such an opportunity passes into the hands of a forger? The temptation must be irresistible to put a "rare" cancel on it.

## 3. THE KHARTOUM RETTA WITH 121 DOTS.

Our best Belgian forger of Congo stamps stuck several stamps on pieces, sometimes even on pieces with a segment of the 2nd White Nile T.P.O., with his well known signature and affixed a Khartoum retta not with 306 (17 x 18) dots, the normal one, but with 121 dots (11 x 11). (See figure 4).

Only one cover is known with the 121 dots retta; it travelled in March, 1904 and figured in Colonel Danson's collection (see figure 5).

The name of the addressee, somewhat deleted, can be read as E. Nagels; the text on the other side is clear proof that the card was sent by his brother, Lt. Gustave Nagels; according to "Biographie Coloniale Belge", this man remained in Belgium from February 19, 1903 onwards and went back to the Congo at the end of the year; he arrived in the

40/12.

FIGURE 3



40/13.

FIGURE 4

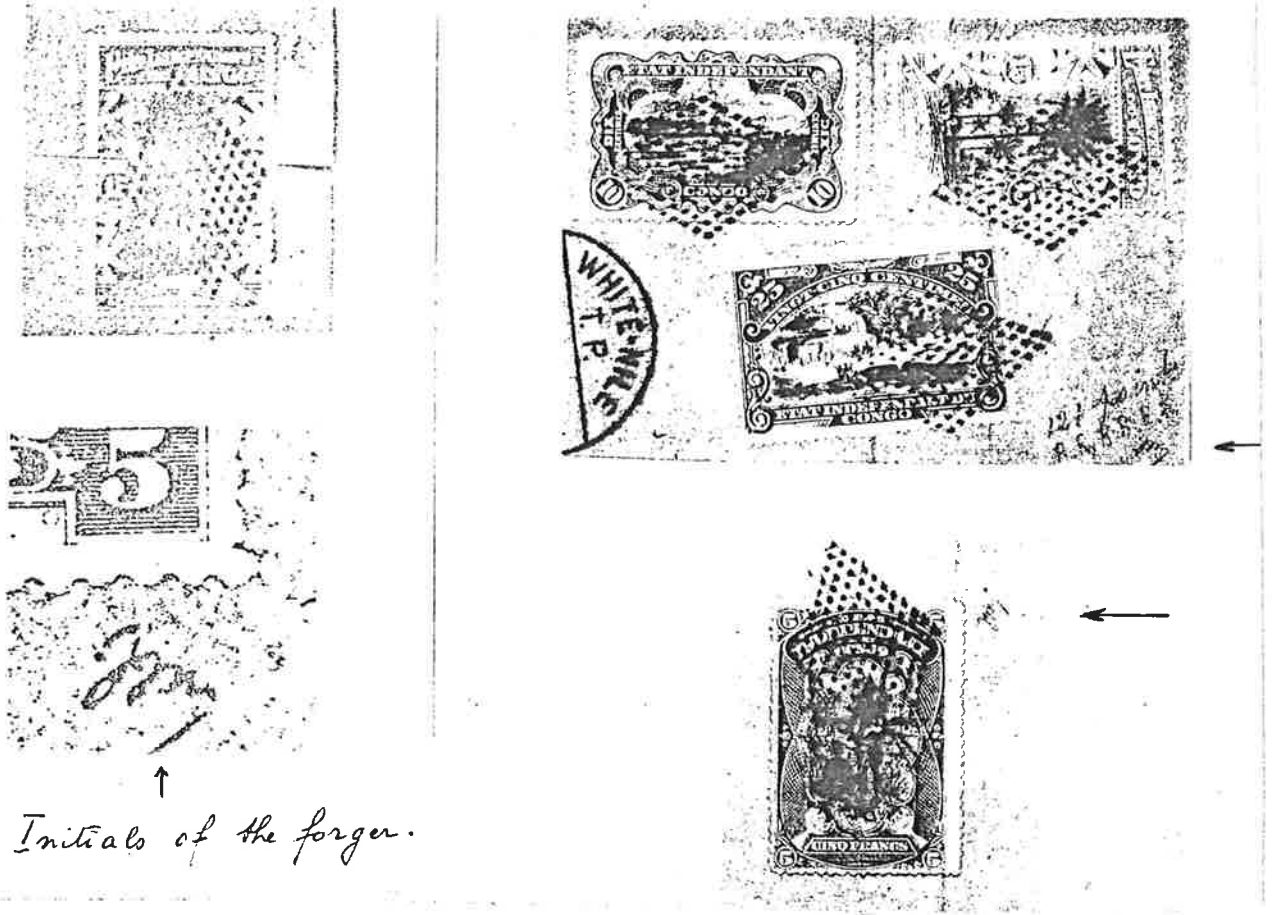
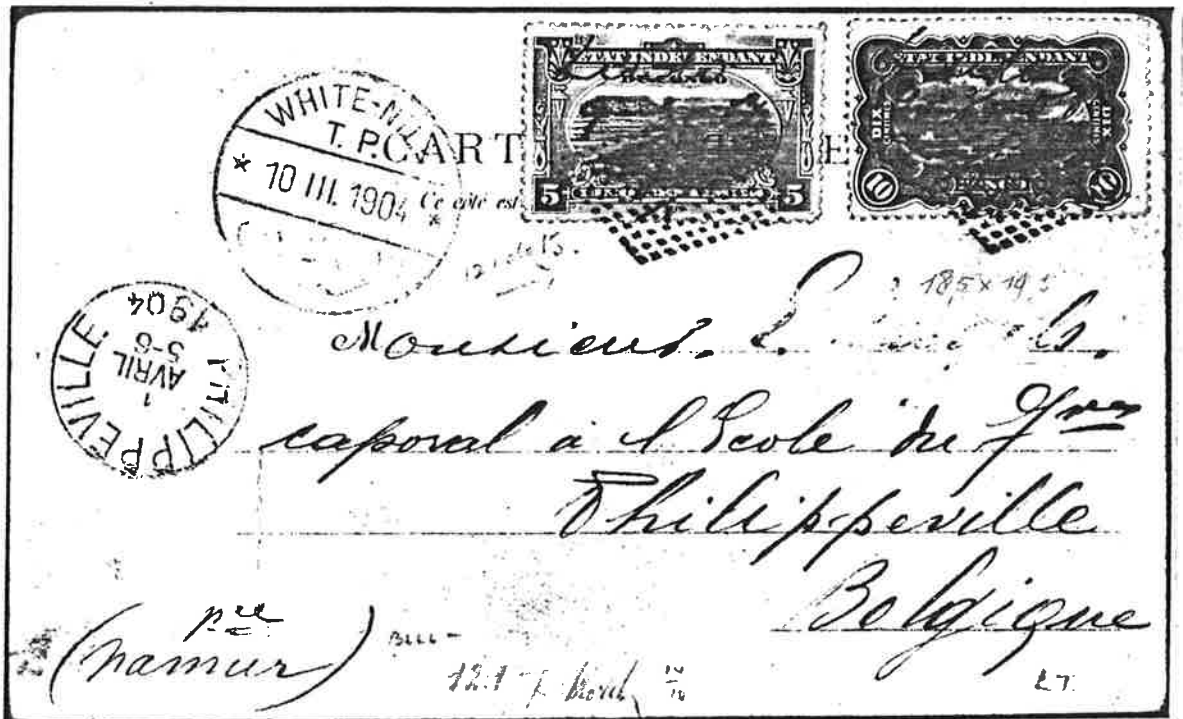


FIGURE 5



Uele district on January 7, 1904 and became chief of the Ndoruma-Bafuka Zone, just south of Meridi, on the Congo-Nile frontier. He then wrote his famous card when the normal retta was in use (perhaps not yet the Lado signature).

But the date written on the stamps is 9 - 3 - 1903!

This could be an error made by the official in Lado, but it is too late for such an error. The day (9) is also strange, because the Khartoum steamer arrived regularly at the end of the month (normally on the 29th at Lado), called on his way back and collected the mail on the 31st, sometimes one or two days later. So the signatures on the stamps usually show dates of the end of the month or early in the month: 28 - 29 - 30 - 31 or 1 - 2 - 3. Other dates exist, but they are exceptional.

This is quite enough to sow suspicion in our minds. But there is something else: to understand a probable forgery, you must know the forger and his habits. Our man was very knowledgeable in all matters related to the postal history of the Congo; he was even so shrewd that he succeeded in duping the best philatelists in the field who accepted his theories, more or less, even when they knew he was a forger. We had recently several proofs in our hands, demonstrating that, for him, to remove stamps from a cover which indisputably travelled through the post and add others with a supposed rare cancel (or overprint) was child's play. For instance, on several occasions, he substituted a forgery of the Tombeur Ruanda overprint on a 5F 1915 with a forged cancellation of Tabora for a, very probably, common stamp, and the envelope had other postal marks proving that it really passed through the post. An effort had been made by others to remove his signature and it is not easy to ascertain that the covers have been tampered with.

This card may have been in his hands; very probably the original stamps had the normal 306 dots retta; he removed them and added other stamps before applying his forged cancellation and his authenticating initials, but making a mistake with the date in the Lado manuscript cancellation.

Do our fellows of the Sudan Study Group know if such a retta was used in Khartoum on covers at that time? It is difficult to accept that only one witness survives to prove it.

#### 4. THE ELLIPSES.

On the single stamp sold in 1977 from the Danson's collection, the date is 2-8-06 (see figure 6).

We know of several documents, namely two covers and one card (see figure 7), with four ellipses on the 25 cm. stamp and three on the stamp of the postal stationery card. What is striking is that the three documents show the same handwriting on the stamp and the same date: 30 - 11 - 07. Other marks amply prove their passage through the post.

The handstamp was an ellipse; it is rather rectangular but resembles the O mark applied in various countries around demonetized stamps. We know that the Sudan postal offices applied such a device for that purpose (but I ask the Sudan Study Group members if the shape is the same?).

It could have been used in Khartoum when that mail arrived on December

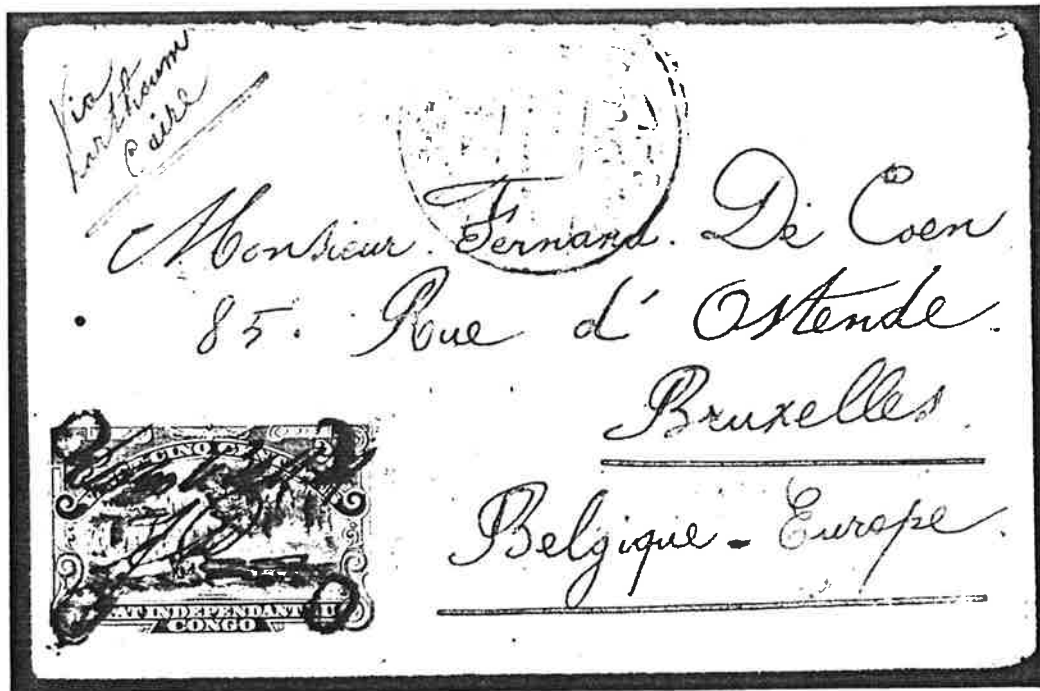
40/15.

FIGURE 6



997

FIGURE 7



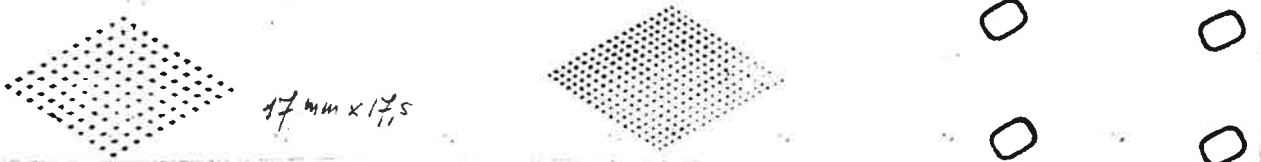


10, 1907 on otherwise uncanceled mail from the enclave, but do our friends of the SSG know of other such cases?

The practice of using Congo stamps on Belgian Lado mail seems to have ceased at the end of 1907. Another fact is that several examples are known of covers which, from 1905 to 1907 were defaced by the Lado signature but did not receive another cancel. What a godsend for our forger! He was on the lookout for Lado covers and probably got these three from the same mail; the temptation to add a supposed rare cancellation overwhelmed him.

I must presume he did so because, twelve years ago, he sent me a photograph of a letter identical to that on figure 7. Moreover, in the propaganda for his Lado material, he sent me also his article on the Lado cancels from which here is a large excerpt:

"les correspondances recueillies en cours de route, au bureau de poste de la capitale; c'est la que les timbres-poste des susdites correspondances etaient annules au moyen d'un des deux losanges, formes de 121 ou de 306 points, ou par des petites ellipses, generalement quatre, une dans chaque coin de la vignette (fig. 1.2 and 3).



Dans le Bureau Central des Postes de Khartoum, toutes les correspondances arrivees par bateau-poste, recevaient egalement le timbre a date de ce bureau (date de remise par le bateau-poste), au verso de l'enveloppe; ensuite les correspondances etaient acheminees vers leur destination.

Les annulations d'autres localites, qui se trouvaient dans l'Enclave, sont excessivement rares. Je possede entr'autres un No 25, Yvert, avec annulation de Wati, et que la plupart des specialistes ignorent."

Mixed with a little good information you find there is much fantasy: he contended in particular that the Lado signature and initials were apposed by the postman on the Khartoum steamer; but this man applied the postal mark White Nile T.P.O. No. 2 and the dates are always quite different. He spoke about a WATI cancellation, but the mail from Wati went through Uganda.

What is more serious is his complete absence of knowledge concerning the genuine rare cancellations of the Lado: WADELAI (East) on mail through Mombasa; on Congostamps via the Nile: the 1st White Nile T.P.O. the later DUNGU cancel on mixed frankings coming from the Uele districts. He does not know that Sudan stamps were in the majority, even on Belgian mail, with other cancels as the 2nd White Nile T.P.O. and the MONGALLA cancellation; I have even one cover (Sudan postal stationery) with the Fashoda cancel.

It was not necessary to create forged cancels; there was enough variety among the genuine ones.

ABBE G. GUDENKAUF



THE STICKNEY MACHINE ISSUES OF THE BELGIAN CONGO

It is hoped that this is merely the first of a series of brief articles dealing with the issues of the Belgian Congo and Ruanda-Urundi which were printed by the Belgian Government Printers in Malines using the Stickney Rotary Press.

The issues falling within this heading are the following:

- Belgian Congo - 1928 Stanley Commemoratives
- 1930 Congo Natives Protection Fund
- 1931-39 Pictorial Definitives (Paysage)
- 1934 Air Mails
- 1937 Booklet Stamps (Paysage and Air Mails)
- Ruanda - Urundi - 1931-38 Pictorial Definitives (Paysage)

In this introductory article, it is proposed to deal with the characteristics of the machine itself, these applying to all the stamps printed from it.

The Stickney Rotary Press, which is used in the production of recess-printed (intaglio) stamps, was developed in the United States by modifying rotary presses used for printing newspapers. At first glance it may seem odd that a machine used in surface printing should be the starting point for one used in recess-printing but, in fact, as in flat plate printing, the actual printing process is very similar in both cases, the main difference being at the plate-making stage.

Initially, the Stickney process was generally regarded as a dry printing method, although some dampening of the paper was necessary. In "Postage Stamps in the Making", however, in the updated Easton version (1949), the Stickney process is described as wet printing, to distinguish it from the later Grover and Hoe rotary presses in which it was completely unnecessary to dampen the paper as the impression was so heavy; these later presses allowed pre-gummed paper to be used.

A useful description of the Wet Printing Rotary Press, which applied in most details to the Stickney Machine, is also given in "Postage Stamps in the Making" as follows:

"This huge machine embodies a number of new principles, and is designed to increase production rather than to produce a better standard of intaglio printing.

In the first place the paper is fed into the machine from a reel, and is delivered at the end of the machine on a reel as a finished product, printed and gummed. Efforts to introduce perforating mechanism have not so far been successful, because the printing machine runs at a much higher speed than the perforating apparatus

The reel of paper, which is held by a spindle on the front of the machine, begins to unwind and the web is led to the top of the machine, where it passes between two rubber rollers, each of which revolves in a tank filled with warm water. It then passes through

two more rollers which squeeze out the surplus water and in doing so spread the moisture evenly over the paper. From this damping appliance it passes straight to the impression cylinder and meets the plate cylinder to which the printing plates have been clamped. By the time the portion of the first printing plate, which is pressed into the paper by the impression cylinder, has reached the **point** of contact it has already been inked and wiped by two ink rollers and a wiping cloth. The mechanisms which perform these functions are geared into the plate cylinder. They are engaged in inking and wiping the second plate while the first plate is being printed.

The paper, with the wet impression facing outwards, next travels through an electrically-heated flue, where the paper and ink are dried, and the driving rollers henceforward act on the printed side of the web. The unprinted side then comes into contact with a gumming roller, which revolves in a tank of liquid gum. This gumming roller is fitted with narrow flanged wheels, which push the paper away from the roller and prevent it from sticking.

With the printed side still facing downwards the paper passes through a long drying-chamber, electrically heated, which dries the gum thoroughly, and is then wound, gummed side upwards, on a spindle at the far end of the machine, from which it is eventually taken to the cutting and perforating machine.

On the standard Stickney Rotary Press it is estimated that the web takes rather more than a minute to pass through the machine and travels 125 feet in doing so."

Clearly, this is a contemporary account. Later models of the Stickney Machine did have perforators attached, indeed the Malines Press was so equipped, but we have it on good authority (see Bulletin No. 36) that the perforating accessory was found to be unsatisfactory and was never used. One additional function, however, was a sheet counter which automatically numbered the paper with each half-revolution of the printing surface - i.e. once for each printing of each plate. Late models of the Stickney Machine permitted printing on pre-gummed paper which speeded up output, but the Malines Press was not of this type.

A further illuminating account of the Malines Stickney Machine appeared in "Le Philatelite Belge" in December, 1927, the year in which the machine was first brought into use. After a brief description of the process the article (roughly translated) continues: "... the accuracy required and the difficulty involved in so many concurrent operations necessitates perfect setting, specially treated recess plates and numerous trials before it is possible to proceed to satisfactory production runs. The Postal Administration, having bought the most up to date and improved model of the Stickney Press, has encountered extraordinary difficulty in procuring the necessary raw material in Belgium. Only after many trials was it possible to obtain a suitable type of paper. The procurement of inks was also only achieved after numerous tests, due to the narrow tolerance margins of the various characteristics required - capacity for colour, for wiping, for virtually immediate drying, etc. - which frustrated the suppliers' efforts; this problem was not peculiar to Belgium, having been verified by other users of Stickney Machines." In fact the first issue printed on the Malines Stickney Machine was for Belgium, the "Barquette" issue of 15 December, 1927, and

although many difficulties had been overcome the Administration was not entirely satisfied with the production. On 30 June, 1928, the Congo "Stanley" stamps were issued and these were recognised as a great improvement, fully justifying the investment in the machine. It is perhaps also worthy of note that the Stickney Press was the first recess-printing machine to be used by the Belgian Government Printers, so that more had to be learned than the operation of the machine itself.

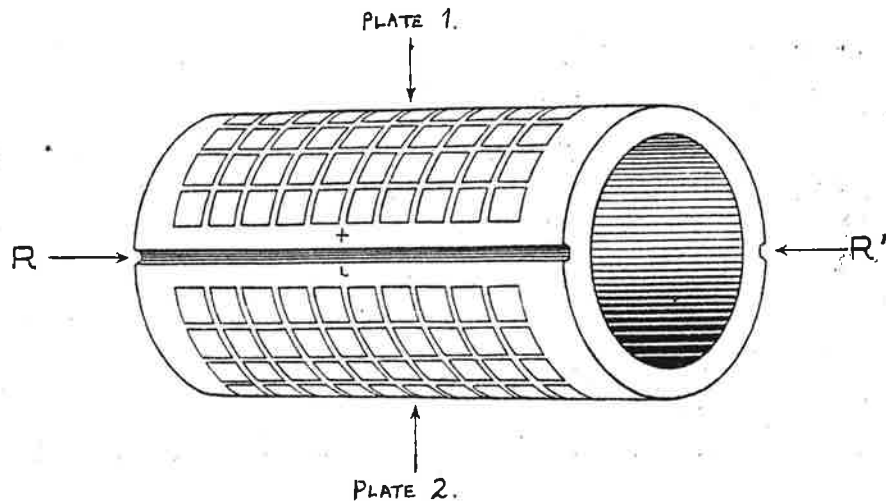
At the time of printing of the Belgian "Poortman" definitives (1936) the Stickney Machine was producing up to 2 million stamps per day. The Congo stamps having been produced mainly at an earlier period and being generally larger in size, it is unlikely that such a rate of production would have been possible, particularly considering the much smaller numbers printed of each value, but a level of 1 million stamps per day can well be supposed, a considerable improvement on the rate of production using flat plate printing machines.

Some further details of the ancillary processes and materials may assist in the appreciation of the issued stamps:

1. Engraving: with the exception of the 1934 Air Mail series, which has several notable differences from the other Congo and Ruanda issues printed from the Stickney Machine, all the original dies for these stamps were engraved at the Institut de Gravure, Paris. As noted by Mr. Keach in a recent Bulletin, this was indicated, at least in the "Paysage" issues, by initials engraved in miniature in the dies for each value.
2. Plates: the plates themselves were made in Malines by the standard method. It is important to realise that the transfer of the die was made on to flat plates, two for each stamp, usually numbered plate 1 and plate 2, but, in the case of the Air Mails, plate 1/2 and plate 3/4. The machine used was a Chapman Transfer Machine which is aligned on to the marked-out plate using a sidepoint on the transfer roller; the indentations made in the plate to receive the sidepoint were usually deep and seldom completely burnished off after the plate was laid out and thus they can usually be seen as constant dots of colour above, below or to one side or the other of the stamps.

After laying-out, the plates had to be trimmed, dressed, and each curved into a semi-cylinder. The curving was done between heavy rollers before hardening of the plates. This process of curving results in a distortion in the direction of the curve of up to 5%, one reason for the generally less finely engraved appearance of the Stickney stamps compared to, say, the Mols issues. (Meanwhile, during 1928, the Institut de Gravure evolved the Stalins-Idgedi process in which the roller-die is applied directly to the cylinders. This obviates the slight distortion of the designs on the flat plate when it is curved. This new process was undoubtedly used for the later recess issues, such as the 1935 "Four Kings" and the 1947 "Idols" series for which the plates were made by the Institut de Gravure. The Stalins-Idgedi process was acquired by Waterlow and Sons Ltd. shortly before the 1939-45 war and may thus also have been used in the production of the 1942 "Palms" issues of the Belgian Congo and Ruanda-Urundi).

The plates are next hardened in a bath of potassium cyanide, after which the two semi-cylinders are fitted, by means of gripper slots in the underside of each, to the roller of the Stickney Press. Once joined the cylindrical plate appears roughly as shown:



The narrow space between the two semi-cylinders at each side, greatly exaggerated in the diagram, R R, receives ink during inking and leaves a line of ink on the printed sheet between the two plates at each end, running the full width of the web.

The semi-cylindrical plates were apparently retained after use and Mr. Wood reports seeing some of these during his visit to the Brussels Postal Museum.

3. Dimensions: According to "Printing Stamps by Line Engraving" by Baxter, the Stickney Machines in use in the United States used paper rolls  $18\frac{1}{2}$ " (47cm) wide and the plates were 2' x 20" x 17.2". In the case of the Congo stamps, however, the width of the paper rolls appears to have been just 11" (27.7cm) at all times. Similarly, the length of the sheets for all the Congo and Ruanda stamps was standard at about  $15.5/16$ " (44cm) - i.e. the circumference of the cylinder would be  $30.10/16$ " (88cm) - with a possible variation of about 1mm either way. As far as can be seen from the few Belgian sheets inspected, these measurements were constant for all stamps printed on the Malines Stickney Press, although clearly the dimensions of the actual printing surface of the plates varied from issue to issue. It thus appears that the Malines Press handled only one size of cylinder, some 28cm. in diameter.

Further information in Baxter is that the thickness of paper handled by the Stickney Machine was from 0.0029" to 0.0032" and that the roll of paper used in the United States was of some 23" - 24" diameter with a 2" core. The rolls used at Malines were perhaps smaller in keeping with the narrower

paper width. Also in the United States, the rolls were made up of long strips of paper spliced together, and sheets of stamps can be found showing signs of the splicing - e.g. thickening of the paper for some distance. It is entirely possible that such varieties also occur in the Congo stamps, but the writer has so far never seen any such item.

4. Non-Constant Varieties due to the Printing Method: due to the Stickney process, which was one of fast production using dampened paper, certain production problems were almost certain to occur during print runs. The major ones, which are easily seen on copies of the Congo and Ruanda stamps, are perhaps best described using the definitions contained in L.N. and M. Williams' "Fundamentals of Philately":

"Excessively Dry Print: this term is used to describe a stamp exhibiting uncoloured lines, spots or other areas, caused by wet printing upon paper insufficiently dampened. Such varieties are inconstant and they vary greatly in appearance in individual cases.

Excessively Wet Print: a term used to designate a stamp exhibiting uncoloured lines, spots or other areas by wet printing upon paper excessively dampened. Because the paper is dampened too much, the oil in the ink is repelled by the excessive moisture, and particles of colour fail to adhere, although traces are sometimes visible as stains where they were pressed into the paper. Sometimes the excessive moisture causes the colour to suffuse the paper, resulting in "Pseudo-Coloured Paper".

In many cases, the varieties due to both these causes are similar and it would not be possible to determine which was responsible for an absence of colour. It is clear, however, that too wet printing must have been a major problem for Malines as many instances of "Pseudo-Coloured Paper" can be brought to mind, so much so that the Catalogue Officiel still persists in listing the Congo Natives Protection Fund 1,75fr + 75c value as being blue, printed on azure paper; this is by no means the case, as a glance at the reverse of the stamp would plainly show.

5. Gum: there are perhaps only two points about gumming which deserve a place in such a general article. In the first place, it should be noted that, the gumming roller being slightly narrower than the paper width, each sheet is devoid of gum for a distance of 1-1½cm. at the longer sides, which were, of course, the edges of the original reel of paper.

Secondly, it would appear that only certain formulas of gum could be used with certain inks. There may have been considerable testing involved in arriving at the gum to be used in some cases. Several of the sheets of Belgian stamps printed on the Stickney Machine have gum numbers appearing in the lower margin; these apparently having been engraved on the printing plates. This seems to have been less common for the Congo and Ruanda issues but at least one sheet is known with such a number.

6. Overprinting: again from Baxter, it is learned that some models of the Stickney Machine could be fitted with an additional device which could overprint or surcharge the stamps at the time of the printing. It is clear, however, from the information provided by the Belgian Ministry of Posts, and recorded in Bulletin No. 36, that the Malines Stickney was not equipped with this facility. It is just possible that an unsevered roll of stamps could be transferred to another machine for overprinting, but this is highly unlikely and we should probably accept that any overprinting on the Stickney Machine issues was applied to the flat severed sheets.
7. Separation and Storage: apart from the booklet panes, which would appear to have been guillotined in straight lines, but in a rather haphazard way judging by the margins on individual sheets, the sheets were neither guillotined nor sheared apart, but seem to have been severed by applying pressure to a rough straight edge. The separation, as far as can be ascertained from the available material, was always in single sheets, corresponding to plate and sheet numbers (except for the double-pane plates of the Air Mail issue). The sheets were also stored or distributed in sheets of this size and, in some cases, can be found with a Malines "Depot" mark, usually consisting of the year only.

As the Stickney Machine perforator was not used, details of perforation are irrelevant to this introductory article and will appear in the subsequent articles dealing with the individual issues.

Finally, the writer must apologise for not, as yet, having been able to obtain a diagram or reproducible photograph of the Stickney Machine as an illustration to this article.

References: Apart from those referred to in the text, the following sources of information were utilised:

"A l'Atelier du Timbre a Malines" by A. Bouckaert -  
La Revue Postale - No. 34.

"Les Timbres a Effigie de Leopold III - 1936-41"  
by C. Juncker - Editions Philac Bruxelles 1947  
(from which the illustration of the cylinder was  
taken)

"Collecting Postage Stamps" by L.N. & M. Williams

P. S. FODEN

MR. CYRIL HOBSON

It is with profound regret that we have to inform members of the death of Cyril Hobson at the end of March.

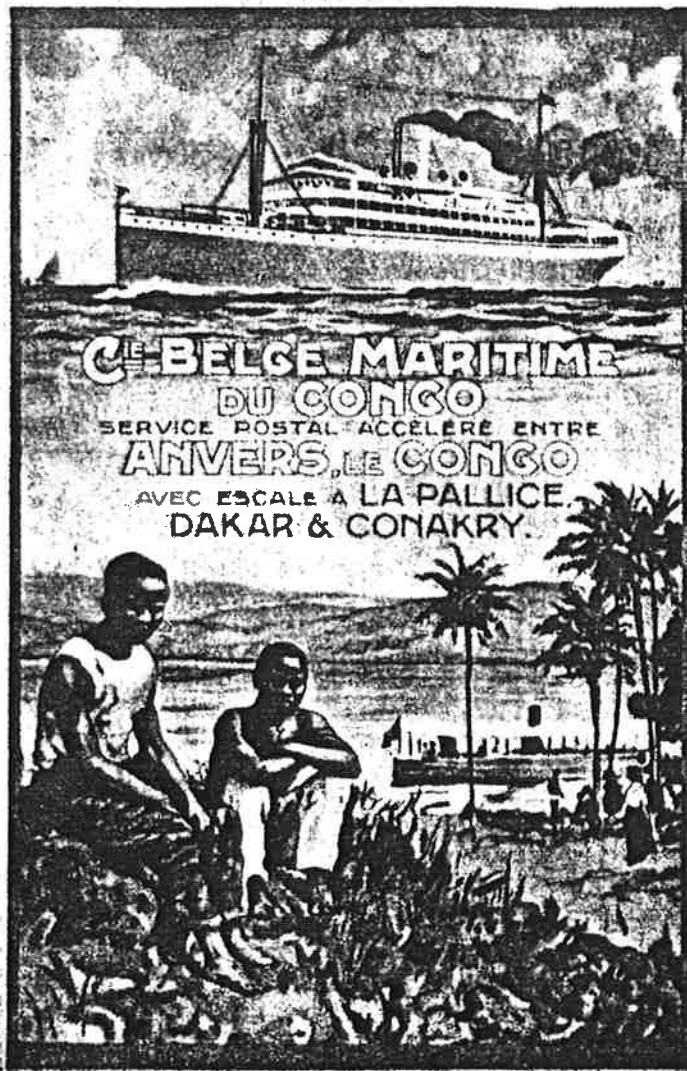
He was a loyal member for about twelve years but, due to chronic ill health, was unable to take a very active part in the Study Circle's activities. He attended one meeting, that we held in Buxton a few ago. It was a great pleasure then to have the opportunity to meet Mr. Hobson, a friendly and kindly man. Our condolences have been sent to his widow.



THE SHIPPINGLINE ANTWERP-CONGO BY THE SHIPOWNER COMPAGNIE BELGE MARITIME DU CONGO

Third Period 1919 - 1945

On 15 April 1919 the CBMC closed their offices in London. The Cock-erill Yards received the order to build two new packetboats, namely the Elisabethville and the Thysville. From 1 November 1922 the company tried to secure a departure every fortnight and this on the first and the sixteenth of each month.



There were four ships available: Anversville, Albertville, Elisabethville and the Thysville. Til the end of the year 1925 the ships called on the following harbours: La Pallice, Casablanca, Teneriffe, Dakar, Conakry and Grand Bassam.

From the year 1926 only Teneriffe and Dakar remained.

In January 1930 a fusion took place between the N.V. Lloyd Royal Belge who had up until then mostly cargo carriers on the South-America line

and the CEMC.

On 14 March 1930 the Government Gazette reported the fusion under the new name:

COMPAGNIE MARITIME BELGE  
(Lloyd Royal)

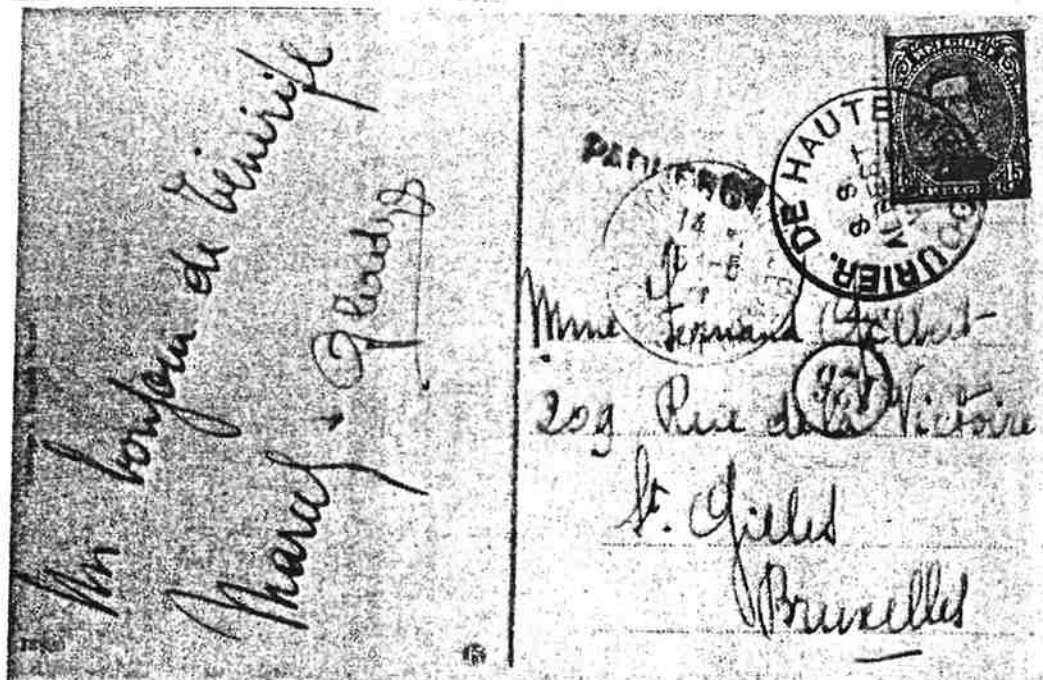


Sightview of the route  
Antwerpen - Congo

Albertville 4 1913 - 1923. Period 1920 - 1923



The word Courrier has only one R in the middle. The use of this stamp we traced back from July 1920 til November 1922. We have seen this cancellation in a blue as well as a violet colour.



Albertville 4 cancellations with an arrival stamp of La Pallice and a Paquebot straight line of La Pallice harbour.

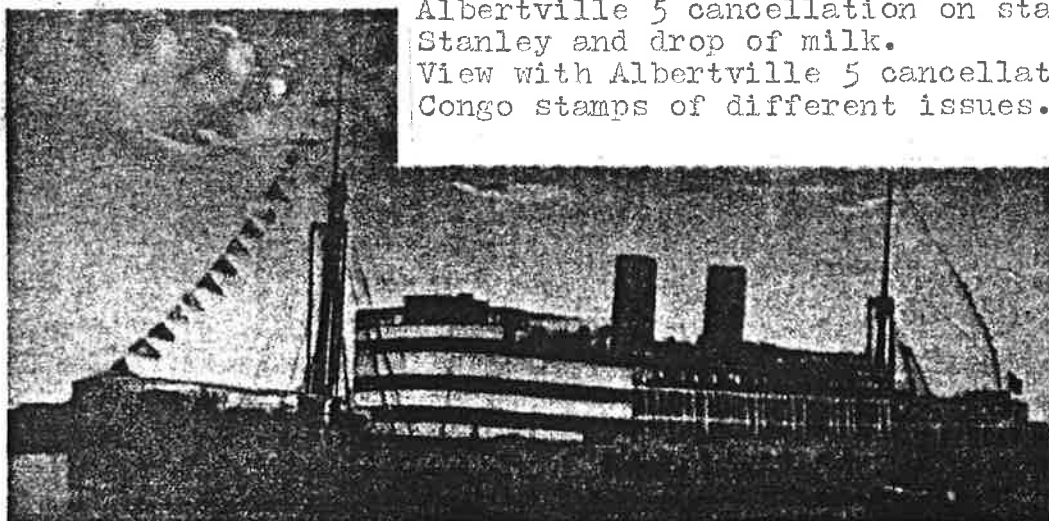


Albertville 5. 28 February 1928 - 11 June 1940.

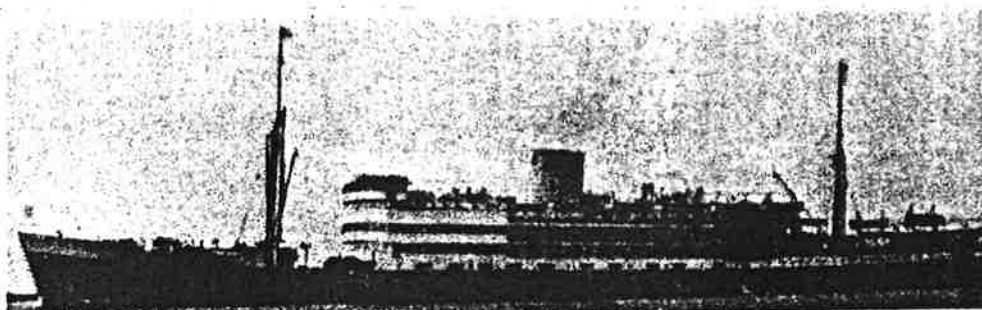
The first voyage of this ship took place on 28 February 1928. During the whole period til the ship sank at Le Havre 11 June 1940 the stamp with the dot at the bottom of the stamp was used. Seen in black and violet.



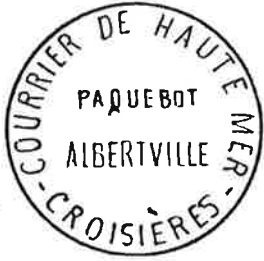
Albertville 5 cancellation on stamps issued Floors, Stanley and drop of milk. View with Albertville 5 cancellation on Belgian Congo stamps of different issues.



In the year 1936 the ship received in a drydock a streamlined bow and the two funnels were reduced to one.



Albertville 5 Croisieres Cancellation



In the year 1935, 8 crusades were undertaken and a special Croisieres stamp was used to cancel the shipmail.

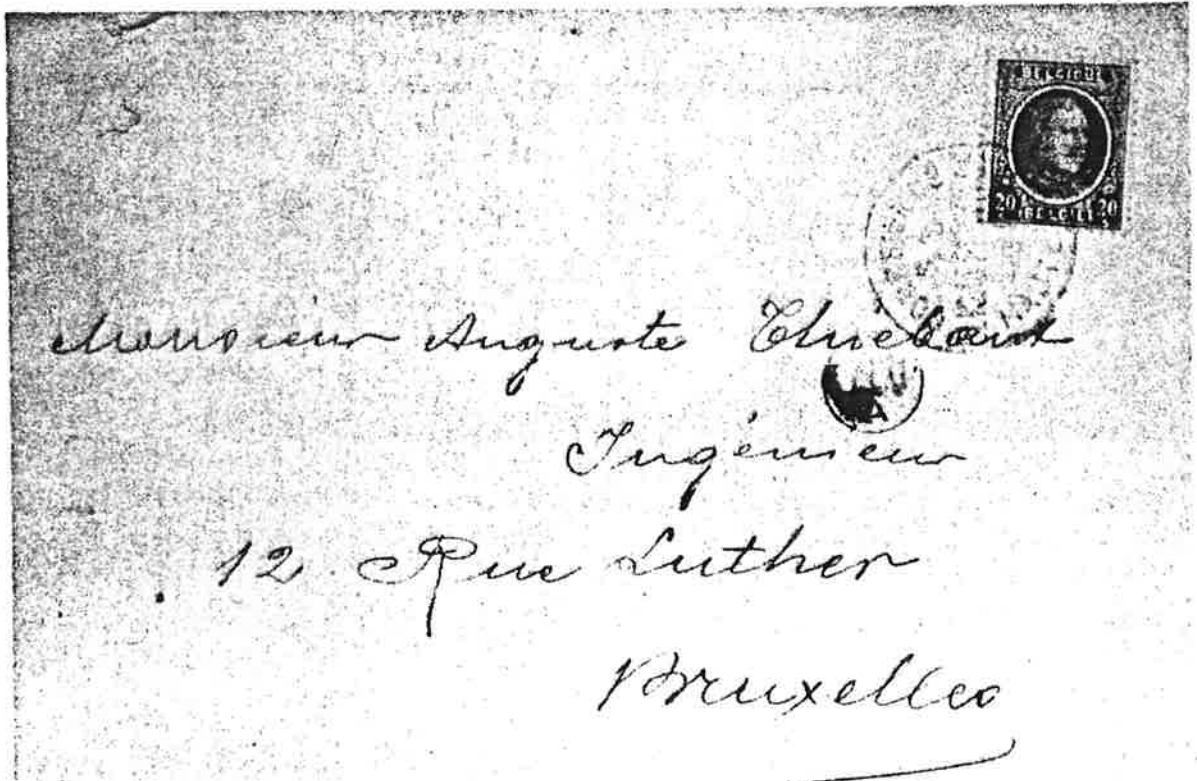


Elisabethville 2. 2 February 1922 - 1947. Period 1922 - 1927.

This S/S cancellation was used with her first trip on 2 February 1922 probably til the year 1927. Black and violet cancellations can be found.

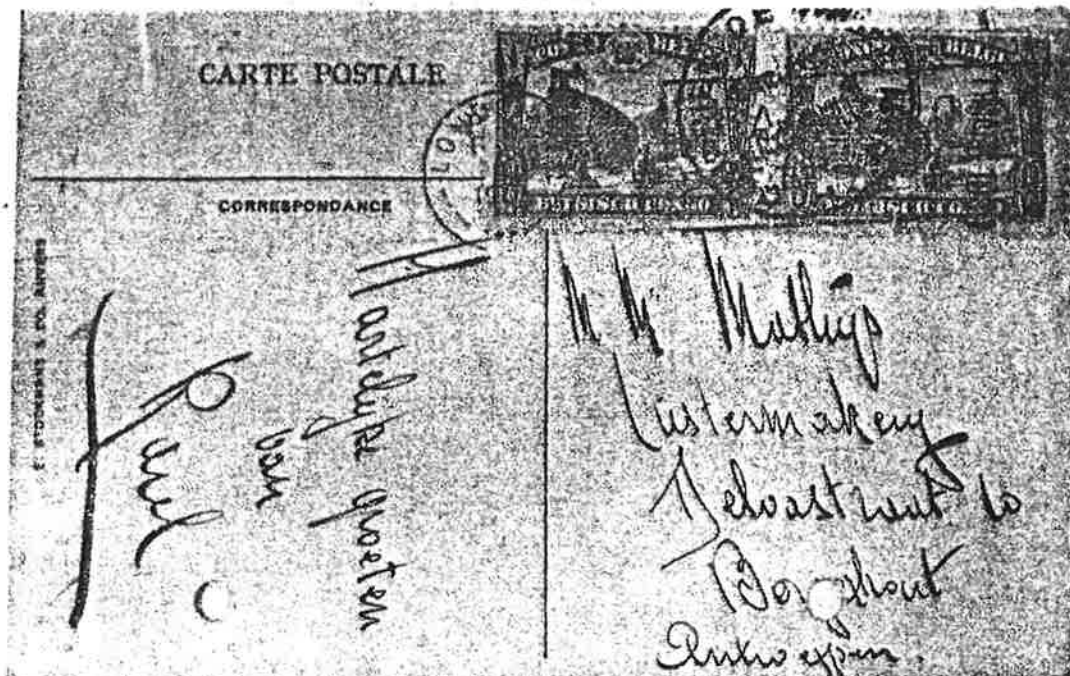


Elisabethville 2 cancellation period 1922-27 on Mols issues 1921, 1922 and on a fragment with King Albert stamps. Issue Houyoux.

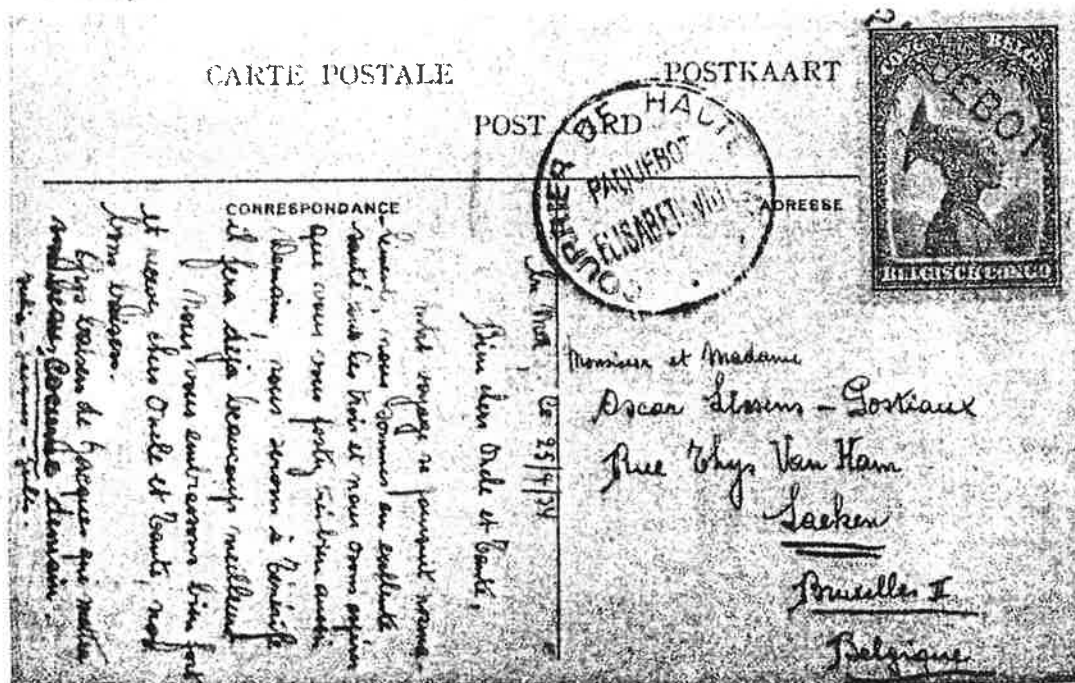


Period 1927 - 1947.

From the year 1927 til after the second world war, this stamp with the dot at the bottom of the cancellation was used. In the year 1947 the ship was sold and replaced by a new ship.

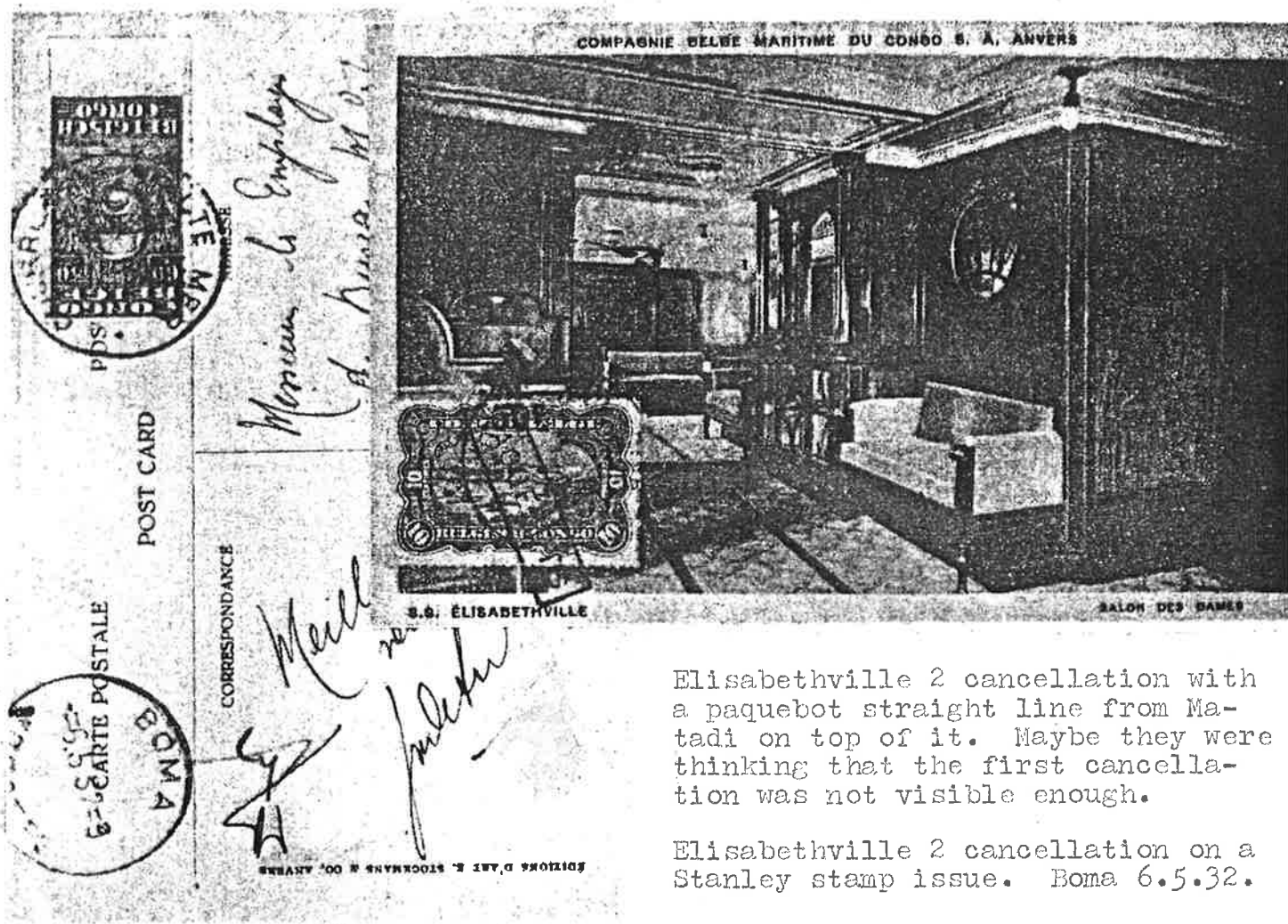


View card with a London paquebot posted at sea cancellation. Also with a Elisabethville 2 cancellation. Date stamp 1 MARS 1939 in violet. Of this last date stamp, we have no explanation as to where it could have been used.



Elisabethville 2 cancellation period 1927 - 47 with the paquebot straight line from the harbour of Antwerp.





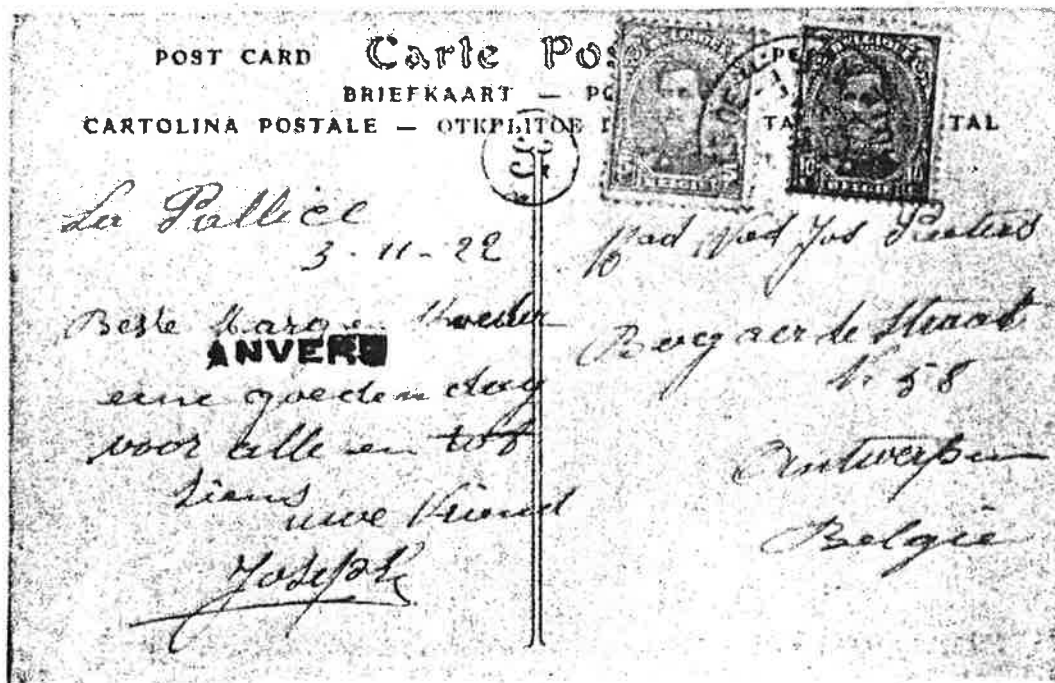
Elisabethville 2 cancellation with a paquebot straight line from Matadi on top of it. Maybe they were thinking that the first cancellation was not visible enough.

Elisabethville 2 cancellation on a Stanley stamp issue. Boma 6.5.32.

Thysville 1. 1 November 1922 - 1947. Period 1922 - 1929.

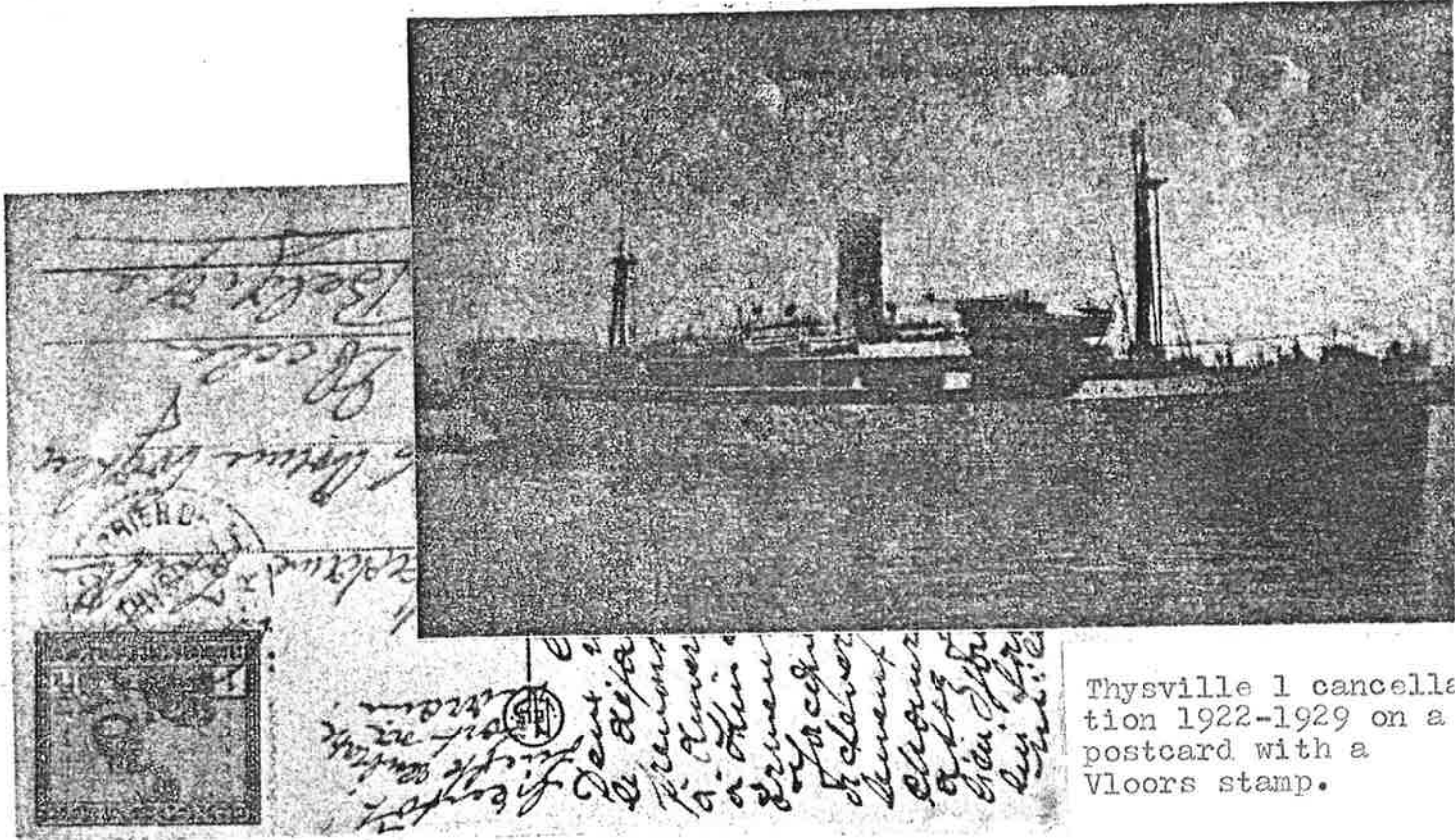


The cancellation S/S Thysville was used from her first departure on 1 November 1922 til probably the year 1929.



Postcard with a Thysville 1 cancellation period 1922 - 1929. The card was written on the first trip of the ship which left Antwerp and arrived at La Pallice on 3 November 1922.

View of the Thysville 1.



Thysville 1 cancellation 1922-1929 on a postcard with a Vloors stamp.

Period 1929-1947. From the year 1929 til after the second world war here, too, the stamp with a dot at the bottom was used.



A Thysville 1 cancellation period 1929-47 with an arrival cancellation of Antwerp 1933.

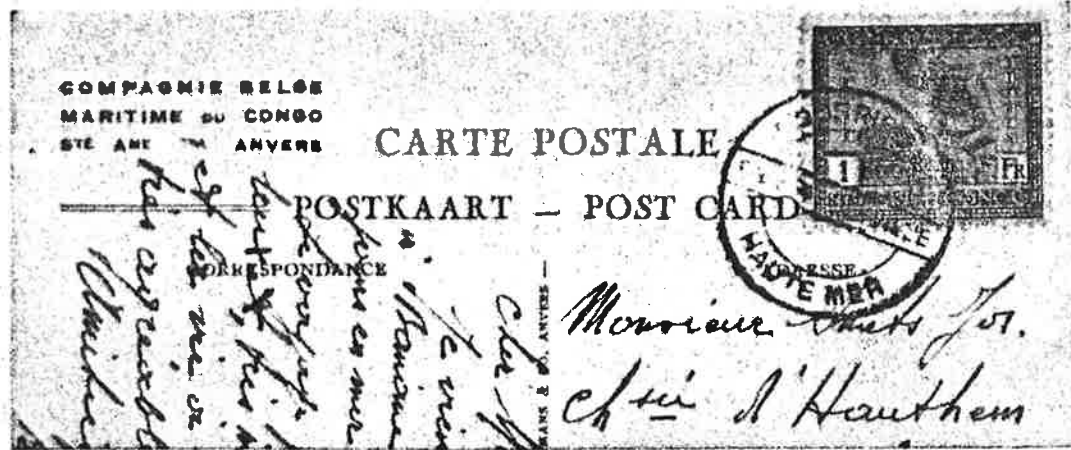


In the year 1947 the ship was sold as was the Elisabethville 2 and replaced by a newly built ship from the Cockerill Yards.

Stanleyville 2. 1926-1932.

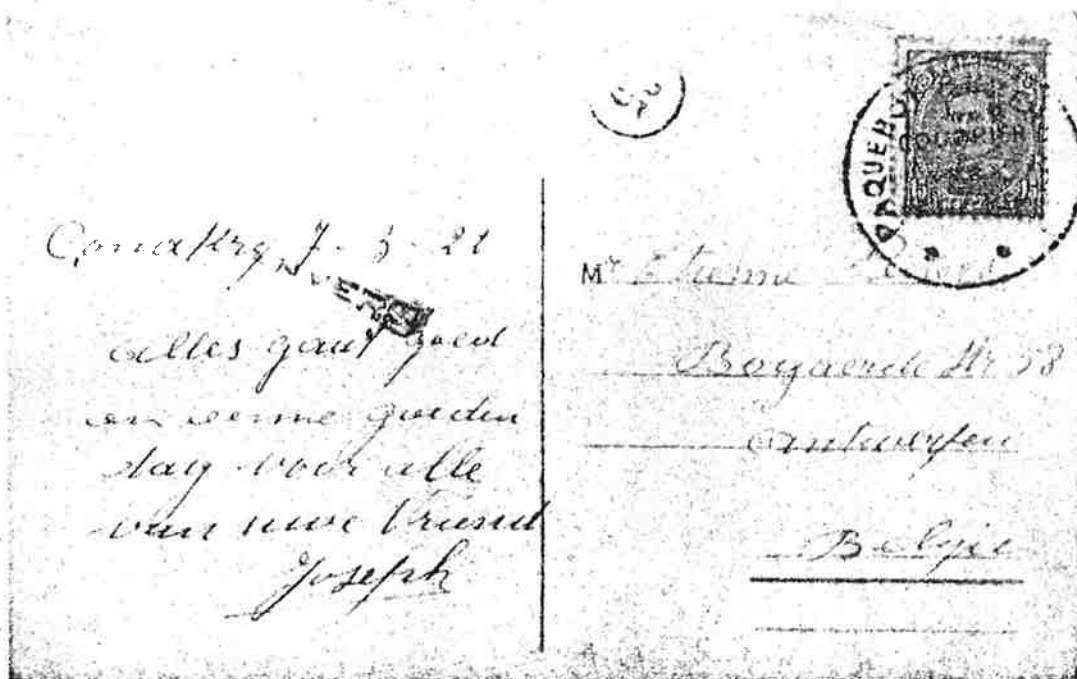


This ship was built mainly for general cargo, but also accomodated some passengers. The double ring cancellation exists in violet and black. The ship must have had several irregular departure times.



Anversville 2. 1912 - 1938. Period 1919 - 1923.

After the first world war the ship was back in Antwerp in April 1919. Til the end of the year 1923 a cancellation was used with two stars at the bottom of the stamp. We have this cancellation on eight postcards dating from 5/2/1920 to 9/12/1923. In 1920 the cancellation was black. In the next years violet ink was used.



Postcard from Dakar written at Conakry 7.3.22 and cancelled with the Anversville 2 cancellation period 1919-23.

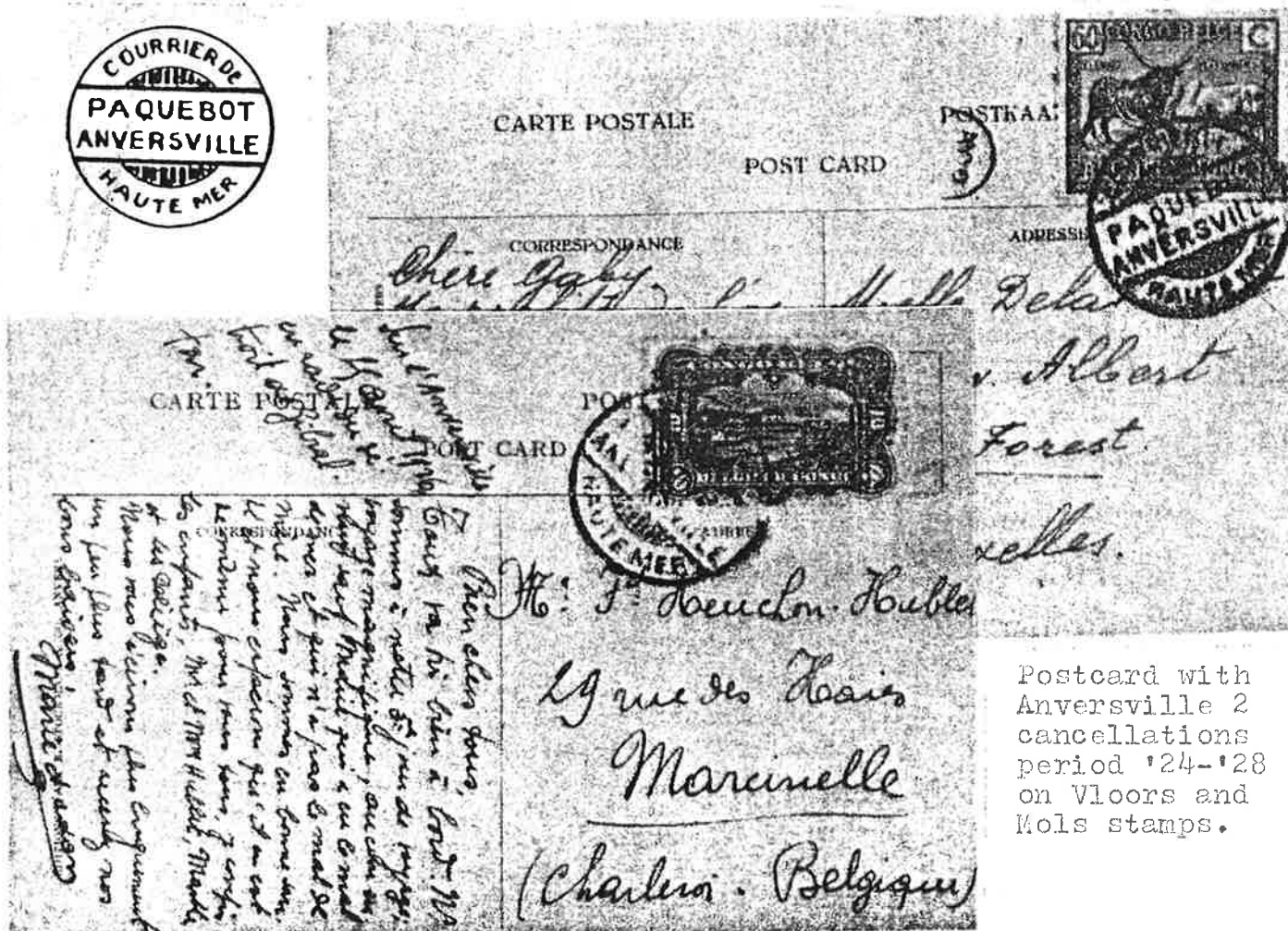




Postcard from Teneriffe, written on 18.12.20 and cancelled.

Period 1924 - 1928.

During these years this German type of cancel was used.



Postcard with Anversville 2 cancellations period '24-'28 on Vloors and Wols stamps.

Period 1928 - 1938.

We have met this type of stamp with the dot at the bottom during the same period as the Albertville 5, Elisabethville 2 and the Thysville 1. All were in use since the year 1928.

Here also cancellations can be found in black or violet.



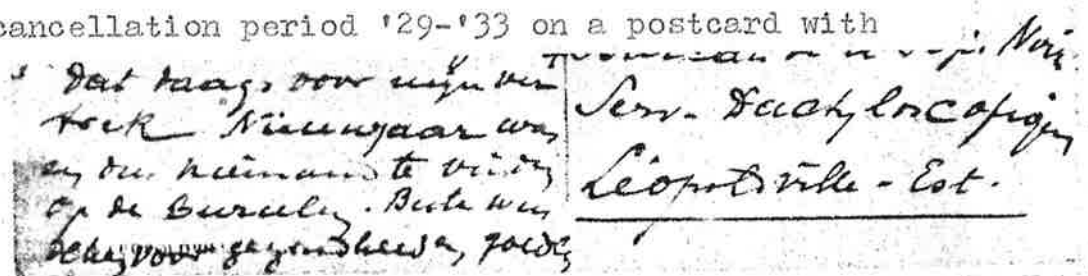
Cancellation Anversville 2 period 1928-38 on a Belgian Congo stamp issue drop of milk.

Leopoldville 3. 8 October 1929 - 24 December 1944.

Period 1929 - 1933. The first departure took place on 8 October 1929. Til the year 1933 the stamp with the dot at the bottom was used like the four other ships in the same period.



Leopoldville 5 cancellation period '29-'33 on a postcard with Floors stamps.



Period 1933 - 1939. From April 1933 to 1939, 38 crusades were undertaken (8 of them were done by the Albertville 5 in 1935). They went from the fjords in Norway and Iceland to the Mediterranean Sea and the harbours of Portugal, Spain, Morocco to Madeira. In the year 1933 even 10 trips were made. In 1935 the ship went to drydock. Every detail still exists from these crusades, such as departure times, people on board, etc.



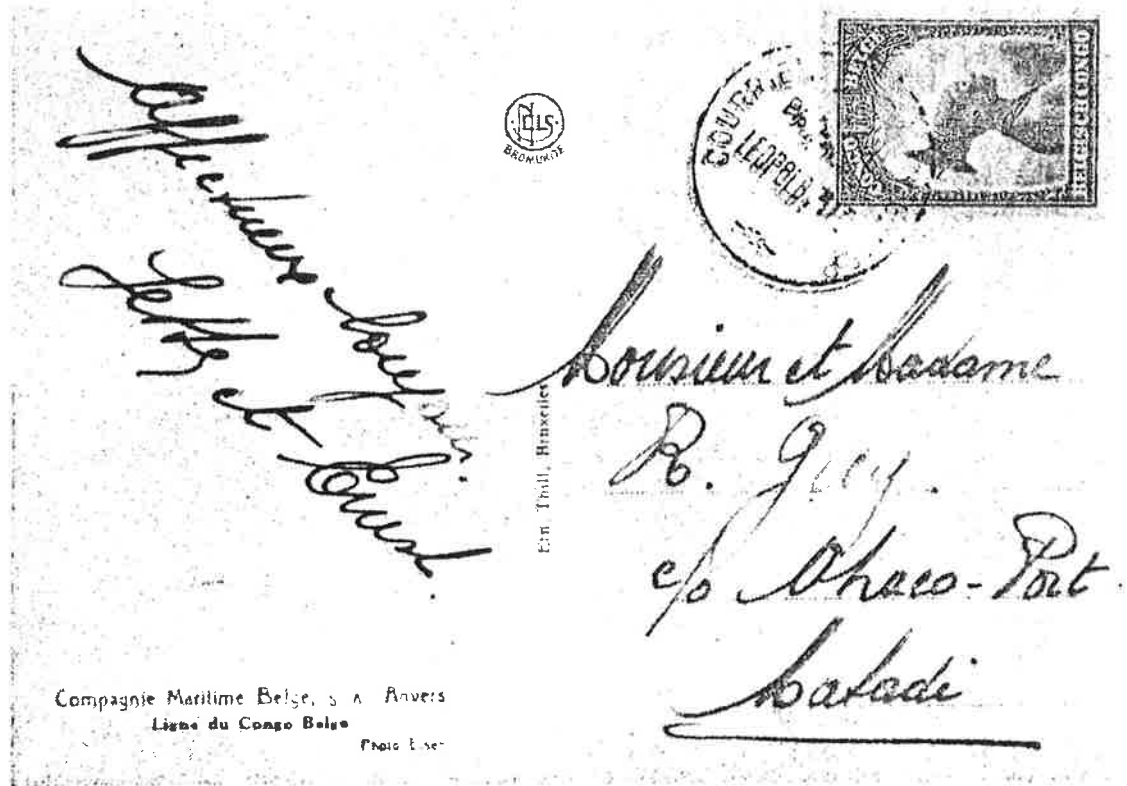




Croisieres paquebot Leopoldville 5 cancellation period '33-'39.

Period 1939 - 1944.

After the crusades a new stamp with flower ornament at the bottom of the stamp was used on board the ship. We suspect that this cancellation was used only on her last official trip from Dover to Matadi and New York on trip No. 59.



**XAMINER 4250**

**OPENED BY**

P.C. 90

U. S. A.

Recd  
Mar. 30. 1944

Robt. S. Gordon  
376 Park Avenue  
East Orange, N.J.



Censored letter with Leopoldville 5 cancellation.  
Period 1939 - 1944.

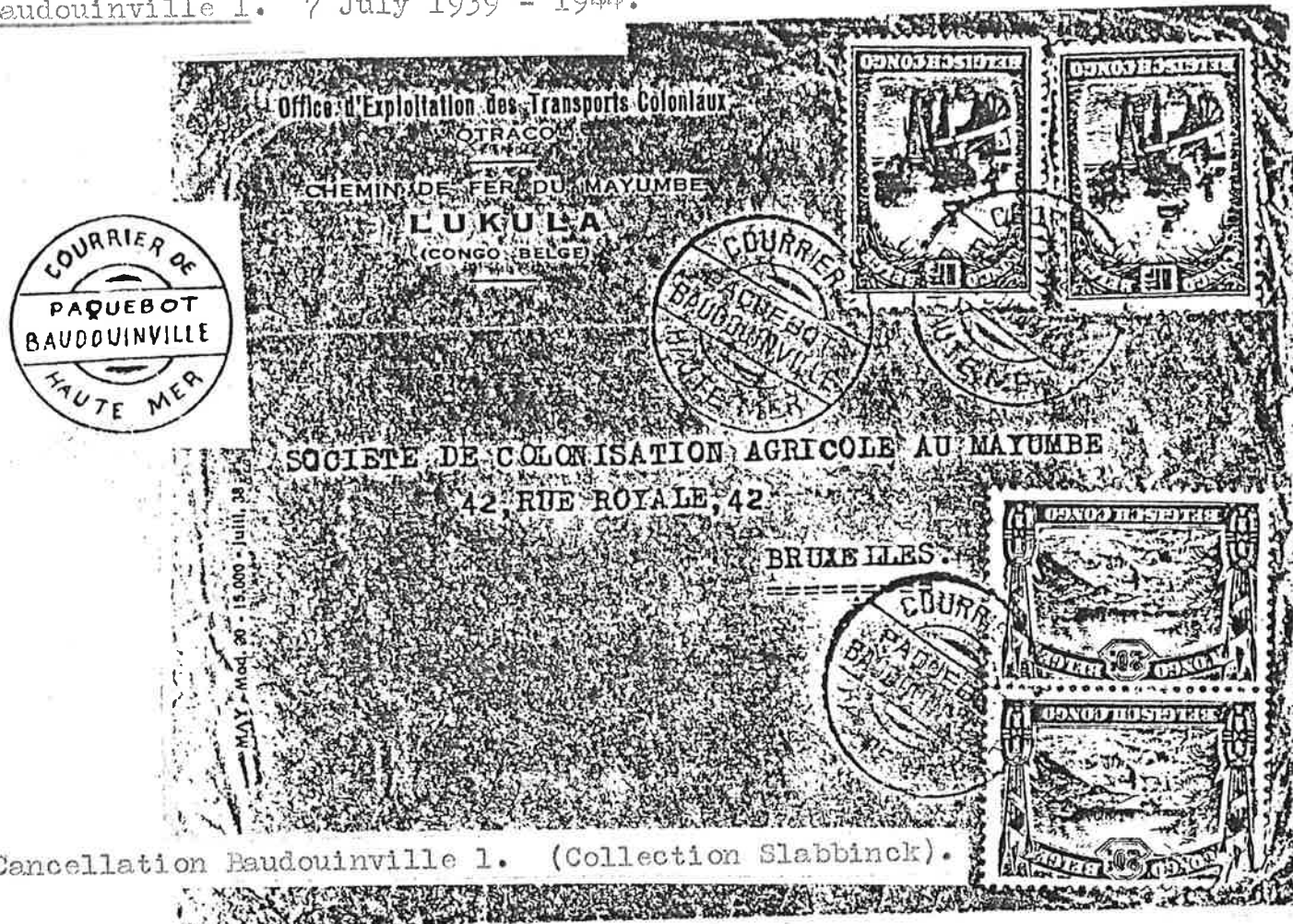
Astrida and Josephine Charlotte.

These are two ships of the CMB that entered the line to the Congo in the year 1938. They could accommodate 12 passengers in the first class and 48 passengers in the second class.

The Josephine Charlotte sunk because of a mine on 16 January 1940. The Astrida was given to the disposition of the Ministry of War Transport in Liverpool in June 1940.

So far, we have not yet seen a cancellation of either of these ships.

Baudouinville 1. 7 July 1939 - 1944.



Cancellation Baudouinville 1. (Collection Slabbinck).

-Ville ship movements in 1940.

Elisabethville 2. Voyage 101.	Departure from Antwerp	2.3.1940
	Arrival in Dover	3.3.1940
	" " Tenerrife	11.3.
	" " Lobito	22.3.
	" " Matadi	24.3.
	Departure Matadi	29.3.
	Arrival Lobito	31.3.
	" Teneriffe	11.4.
	" Antwerp	8.5.
Voyage 102.	Departure Antwerp	11.5.
	Arrival La Pallice	14.5.
	" Cardiff	9.6.
	" Matadi	14.10
	Back in the U.K.	5.12.1940

The departures during the war took place from England. After the deliberation of Antwerp, the Elisabethville sailed back to Antwerp and stayed in service til 1947.

Albertville 5.	Departure from Antwerp	11.5.1940
	Arrival La Pallice	14.5.
	Departure La Pallice	21.5.
	Arrival Bordeaux	22.5. left 2.6.
	Sunk in Le Havre	11.6.1940 at 15 h.

Leopoldville 5. Voyage 57 Depart Antwerp 13.1.40.  
 Arrive Dover 16.1. Depart 17.1.  
 " Teneriffe 21.1.  
 " Lobito 31.1.  
 " Matadi 1.2. Depart 7.2  
 " Lobito 8.2.  
 " Teneriffe 18.2.  
 " Antwerp 29.2.  
 Voyage 58 Depart Antwerp 28.3.40.  
 Arrive Dunquerque 29.3.  
 " Dover 31.3.  
 " Teneriffe 7.4.  
 " Dakar 10.4.  
 " Lobito 17.4. Depart 18.4.  
 " Matadi 19.4. " 25.4.  
 " Lobito 26.4.  
 " La Palmas 6.5.  
 " La Pallice 10.5.  
 " Dover 17.5.  
 Voyage 59 Depart Dover 30.5.  
 Arrive Dakar 6.6. Depart 9.6.  
 " Lobito 17.6.  
 " Boma 18.6.  
 " Matadi 19.6.

The ship was awaiting instructions at Matadi. She left for New York with 40 passengers on board and probably arrived on 29.8.40. A return voyage was foreseen with 80 passengers but the departure was cancelled and the Leopoldville sailed for Halifax to serve as a troop transport ship.

This ship must have done several cross-overs from Europe to the U.S.A. She was called a lucky ship because she joined in the landings of Iceland, North-Africa, Sicily, Salerno and Normandie on 6 June 1944.

When she could finally sail home, she was torpedoed on 24 December 1944

Thysville 1. Voyage 72 Depart Antwerp 13.2.40.  
 Arrive Dover 15.2.  
 " La Pallice 19/20.2  
 " Teneriffe 24.2.  
 " Dakar 27.2.  
 " Lobito 6.3. Depart 7.3.  
 " Matadi 9.3. " 14.3.  
 " Lobito 16.3.  
 " Dakar 24.3.  
 " Teneriffe 27.3.  
 " Antwerp 20.3.40.  
 Voyage 73 Depart Antwerp 13.4.40  
 Arrive La Pallice 17.4.40 Depart 18.4.  
 " Teneriffe 21.4.  
 " Dakar 24.4.  
 " Lobito 2.5.  
 " Matadi 4.5. Depart 9.5.40.  
 " Lobito 11.5.  
 " Teneriffe 22.5. Depart 26.5.40  
 " La Rochelle-Pallice 1.6. Depart 18.6.  
 " Lisbon 21.6.40 Departing about 15.7.

The line was maintained from England from 1941. This ship was still in service til 1947.

Baudouinville 1. Depart from Antwerp 11.5.40. at 14h30.  
 Arrive La Rochelle-Pallice 13.5.40.  
 Depart " " 21.5.40.  
 Arrive Bordeaux 25.5.40.  
 This ship was taken by the Germans but destroyed  
 in 1944.

# =Compagnie Belge= Maritime du Congo

:: Service postal accéléré entre ::  
**ANVERS et le CONGO**

Un départ toutes les 3 semaines, le samedi pour BOMA, MATADI,  
 avec escales régulières pour PASSAGERS à LA PALLICE, DAKAR,  
 CONAKRY, GRAND-BASSAM, tant à aller qu'au retour, sauf  
 :: imprévu ::

**Durée du voyage d'Anvers au Congo, 18 jours ;**  
 :: au retour, 19 jours ::

*Ces vapeurs possèdent de superbes aménagements pour passagers et  
 sont munis de tous les perfectionnements modernes. Télégraphe sans fil,  
 Eclairage électrique, salles de bain, appareil frigorifique, etc.—*  
 :: Médecin et femmes de chambre à bord. ::

**Pour tous renseignements s'adresser au Siège Social, CANAL DES RECOLLETS, ANVERS**

Advertisement of the CEMC in an album published on the occasion of the  
 50th anniversary of the liberation of the river Schelde in 1913.

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WALTER DEYNCKENS