

BELGIAN CONGO



STUDY CIRCLE

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BULLETIN NO. 52

JUNE 1984

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NEWS AND VIEWS

The Annual General Meeting was held on 12 May, 1984, at 11.30 a.m. at Bedford College, London. Eight members were present, while one more was able to attend the display session in the afternoon. Four members had sent apologies for absence. The President, Mrs. D. M. Green, welcomed members and stated that, before the meeting proper began, she had great pleasure in announcing that Mr. R. H. Keach, our guiding light as Secretary during the first 25 years of the Study Circle's existence, had been honoured with an Award of Merit by the British Philatelic Federation. The actual award has still to be framed, but it is hoped that the Chairman of the BPF Awards Committee will make the presentation at the Study Circle's next meeting.

The reports of the various office-bearers were then taken. The Secretary noting that, despite a number of members in arrears with subscription, currently 9, who were not included in membership figures, the total now stood at 68 - a net increase of one over the year.

The accounts for the year had already been circulated but, before calling for questions and comments, the Secretary felt that some explanation of the "loss" on sales of documentation was necessary. The true picture was rather better than indicated by the accounts for three reasons:-

- 1) Some £15 was owed by members for documentation sent out during the year and this would only appear as income in the accounts when the cash was actually received.
- 2) There had been a period of some weeks when the cost of photocopying had increased, but members had still been charged at the old rates, which did not then show any profit, for items which had been requested before the notification of the increase could be circulated.
- 3) Most importantly, the Study Circle had invested in stocks of books in excess of those required for immediate sale and, at 31 March, 1984, the sales value of these stocks was some £90.

Following this explanation, there were no other queries on the accounts.

Although no formal report was made by the Bulletin Editor, the feeling of the meeting was that the standard of the Bulletin had been truly excellent throughout the year and the Secretary was instructed to write to the Editor thanking him for his work. The President also asked that the report of the meeting should note the thanks which were due to all those whose contributions to the Bulletin made the Editor's life somewhat easier.

The Expert Committee had had another very quiet year, with only 20 certificates issued. It was agreed that a notice would be sent out giving a due date for submissions for the next series of deliberations. It was noted that the charge for certificates was very reasonable indeed and, although no proposal was made to increase the charge,

it was felt that many members were not taking proper advantage of this most useful service.

The Sales Secretary reported that the Study Circle had had a fairly good year, although not at the levels of the immediately preceding year, which had been exceptional. At 5%, the rate of commission charged to vendors was rather low compared to most societies and, if the Study Circle was short of funds, consideration could well be given to increasing this rate. It was agreed that, for the moment, it was unnecessary to make any increase.

The Exchange Packet Secretary noted that there had been one packet in 1983/84 and that another was proposed for September 1984. There were only a limited number of vendors and purchasers, however, the packet could be judged a success, with more than 2/3 of the material sold. In addition to the present U.K. exchange packet, one of the members in the U.S.A. had written expressing interest in running an exchange packet for interested members in that country. It was noted that this would be an additional advantage of membership for these overseas members and, if suitable arrangements could be agreed, the venture should proceed.

The meeting noted that, despite the lower level of activity in sales of material, the commission received still indicated a value of material sold in excess of £4500 for the year.

The meeting then turned to the election of officers, which proceeded with great rapidity. On the proposal of Mrs. Green, our President, and unanimous acclaim by those present, all office-bearers were re-elected en bloc. Mrs. Green then thanked them for their continuing efforts on behalf of the Study Circle.

Subscription rates for 1984/85 were the subject of a brief discussion. The Treasurer noted that, although the bank balance was not quite so healthy as at the end of the previous year, it was still substantial and an increase in subscriptions was probably unjustified at the present time. It was agreed, therefore, that the subscription for 1984/85 would remain unchanged, as follows:-

Members in U.S.A.	- \$11, payable to the Bulletin Editor
Members in Belgium	- 400 Belgian francs, payable to Abbe G. Gudenkauf
Other members	- £5, payable to the Secretary

As before, subscriptions for the new year would be due in September.

The meeting then discussed the programme of meetings for 1984/85. As usual, there would be two meetings of the Study Circle, as follows:-

20 October, 1984 - the Portrait Issues, 1886-1894, by Mr. R. H. Keach  
 11 May, 1985 - Annual General Meeting, followed by a display of the  
 Mols 5 francs value, by Mr. L. G. Green  
 Both of these meetings would be held at Bedford College, London.

There would also be the annual joint week end meeting with the Belgian Study Circle at Birmingham on 15 and 16 September, 1984. The programme

for this meeting had now been finalised, and details would be sent to those members who had expressed an interest in attending.

Finally, several points were covered under "Any Other Business".

- 1) As all members in arrears of subscription had been sent reminders, it was agreed that no further documentation should be sent to them.
- 2) The risk of loss of material in the post was discussed and it was agreed that the post office regulations regarding compensation should be investigated. Other Societies would be approached as to the availability of exchange packet insurance.
- 3) Mr. Clowes reported progress on the preparation of the Index to the first 50 issues of the Study Circle Bulletin. The Index should be completed later this year.
- 4) Mr. Keach noted that he was preparing an up-to-date and detailed listing of all the Congo and Ruanda-Urundi Postal Stationery. It was hoped that this would be a substantial and worth while book which members would be interested in purchasing.
- 5) It was noted that there had been no membership list for some time. The Secretary stated that an up to date list had been prepared, but that several members were not happy that such a list, with complete addresses, should be distributed. It was agreed that the Secretary would distribute an abridged list, without full addresses, but showing, where these were known, members' particular interests and specialised fields of study.

There being no further business, the meeting closed.

In the afternoon, the subject for presentation and discussion was the Mols 1 franc value. Once again, the presentation was given by Mr. B. P. Hudson, who used pages from his own collection for illustration. All plate combinations were on display, as well as all the perforation varieties known of each, some of which cast some additional light on the printings of the original stamps in violet, lilac and carmine frames. At the close of the display, the vote of thanks was given by Mrs. Green.

#### New Members.

We wish to welcome the following new members, however complete addresses have been omitted, per the action taken at the AGM:

E. Hoorens, Brussels, Belgium, J. W. Knight, Essex, U.K., Regis Hoffman, Glenshaw, PA, U.S.A., P. Govaert, Brugge and R. Wilmet of Brussels.

#### Exhibiting.

On a recent trip to San Francisco, your Editor had the opportunity to give a presentation on his plating studies of the Mols issues to The Collectors Club of San Francisco, take a Vermeil Award at the 25th WESTPEX held in Oakland, and best of all, had a great visit with our only member from Nevada - Mr. Alan Morvay.



SOME INFORMATION ABOUT THE GROUP FLIGHT FROM BELGIUM TO THE CONGO.

I recently had the opportunity to obtain a book published in 1938, entitled "A grands coup d'ailes vers l'Afrique missionnaire", written by L. Bradfer, the missionary flier. This publication, although not directed at philately, concerns the first group flight from Belgium to the Congo in 1937, and has provided me with further detail about the flight.

The Vandebauw Catalogue informs us that this group flight consisted of three planes: a "Tourism" plane "Leopard Moth", a "Missionary" plane "Phalene" and a "Health" plane "Pelican". Only the "Leopard Moth" did not carry any of the special mail of 8,000 commemorative cards, which were inscribed either in French or Flemish. The cards were franked both with Belgian stamps for the special flight and with Congo stamps for their return to Belgium by the regular Sabena service. All the cards were struck with a scallop-edged oval cachet in green and usually also with a rectangular violet cachet indicating that the flight had been delayed by 10 days. Finally, a slate-black cachet gave the name of the aircraft on which the subscriber had requested his card should be carried.

However, no mail was carried on the "Leopard Moth". Why was this? Could it be that no subscriber had opted for this plane?

The Jennekens Catalogue provides the further information that some cards exist with the oval cachet in red instead of green. This is believed to have been applied to those cards received after the original date fixed for the flight, because, instead of the date of 10 October, which had to be amended by the violet cachet on the majority of the cards, these bear the date 20 October, the actual departure date. This catalogue also informs us that the number of cards subscribed for was 8,448.

However, neither of the catalogues gives any reason as to why the flight was delayed, and it is this which is explained in Father Bradfer's story.

He tells us that the flight was indeed originally composed of three planes (which conforms with the text printed on the commemorative cards): the Caudron "Phalene", registration OO-MCE, piloted by Bradfer himself, the Caudron "Pelican", registration OO-RED, piloted by Edmond Dehart and the "Leopard" belonging to Mr. Jeanty, a Congo barrister who, being used to making the flight in his own tourist plane, had agreed to lead the group. Unfortunately, on 8 September, 1937, shortly before the projected departure date, the "Pelican" was involved in an accident during a training flight. No one was hurt, but the wings of the plane were damaged. Luckily, the factory was able to provide another machine of the same type at short notice. This new "Pelican", registration OO-JHS, was thus used for the flight. The result of the accident, however, was that the departure had to be delayed by a fortnight and it may be that Mr. Jeanty was unable to wait and had to leave alone on the original date. The instructor Georges Van Damme turned out to be most willing to become the expedition leader and took his place alongside Father Bradfer on board "Phalene". They thus left Antwerp on 20

October, 1937 and the two planes arrived at Leopoldville on 6 November. Finally, in Father Bradfer's book, mention is made of 2 postbags containing the 8,800 (?) commemorative cards.

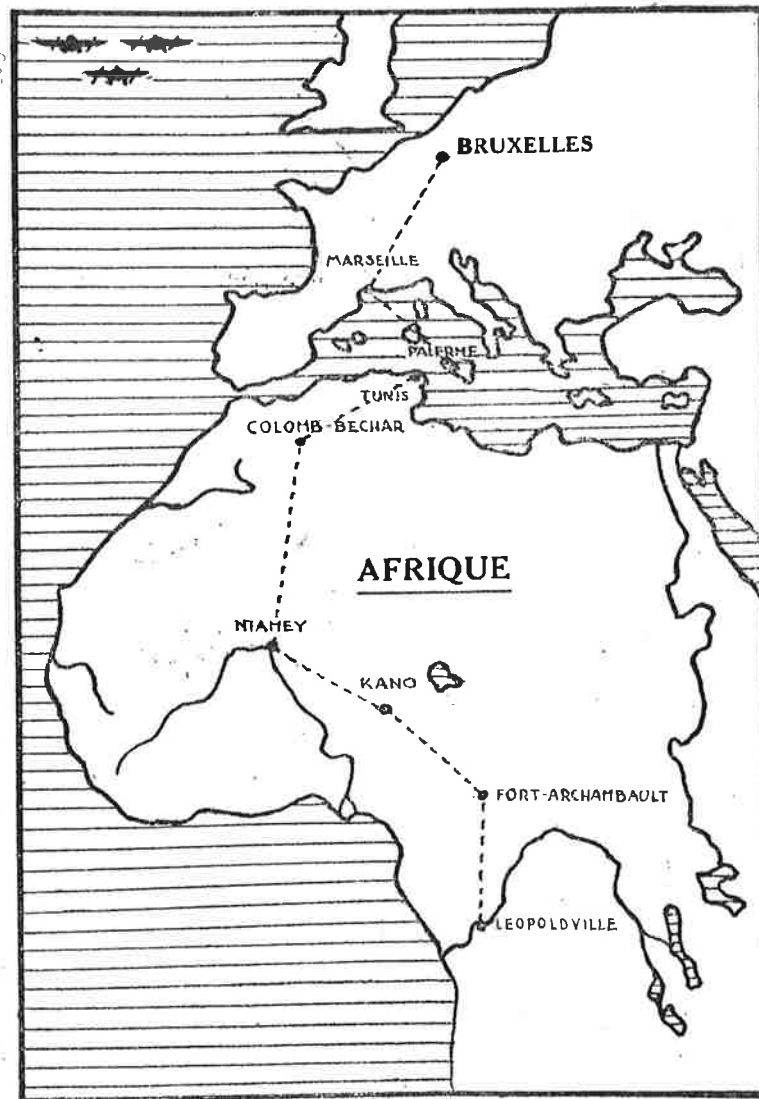


There is thus still the problem of pinning down the exact number of cards carried, as well as the problem of the aircraft name cachets: although the "Leopard Moth" did not take part in the trip, what happened to the cards which had been intended by their subscribers to travel on this plane? Were there none? Or, perhaps, were the cachets only applied shortly before departure?

Any additional information on this subject would be greatly appreciated by the present writer.

J. P. NOEL

The reverse side of commemorative card showing details of flight from Belgium to the Congo:



### PERFINS

Many countries have 'perfins' - stamps perforated with insignia or initials to deter pilfering by employees - but I have not found Congo stamps mutilated for that purpose. However there has come my way a 10 F RUANDA URUNDI 'Flower' perforated, sideways, with the number 4128 and there is a further character, probably a figure 9, under the 4128 and partly off the stamp. Have any members found other Congo 'perfins'?

R. H. KEACH

GREAT AFRICAN MYSTERIES by Lawrence G Green, Chapter XIV (continued)

I had a moment of sadness at the first port of call, for there my friend the French doctor departed. Seventeen days march through the bush and few white men on the way. "No shops, no cinema where I go," he remarked with a grimace. "And alas, no pretty ladies. I zink, when I return I shall be negro. I shall sleep in ze trees."

Well, his microscope and cases of instruments were stacked on the bank. As the steamer left I saw him standing beside them - a portly man in grey helmet and hot tweed suit. A brave spirit though, and one of a gallant company who may some day make tropical Africa fit for the white man.

When we arrived at Lokandu, where the troops disembarked, I saw one tall black private hand his pack and rifle to his wife, while he returned to the steamer for less warlike belongings. She dropped the whole lot into the river. This carelessness did not escape the attention of the black sergeant major, who had the hawkeyes of the breed. I saw him seize the unfortunate private by the arm, and gave him a dressing down, whereupon, the private shivered in the hot sunshine and stood on one leg after the manner of the black man ill at ease.

Waika, the next stopping place, was an English protestant mission. White clad natives crowded down the stone stairway leading to the river. As the Prince Charles slid cautiously alongside, an elderly white lady came down the steps to collect her letters. Her husband, the missionary was away in the bush finishing part of his life's work, a Kiswaheli dictionary. This old lady was alone at the mission, keeping things going ruling all these savages by strong and kindly personality. I looked around the fruit gardens with their clipped hedges. The air was sharp with the smell of ripe lemons. A corner of England in Africa. Think what you will of missionary methods, you cannot but admire the courage of these old people, doing their duty as they see it, year after year, in this grim land.

At sundown on the second day, we reached Ponthierville, with another journey in another of Africa's crazy railways ahead. There are eighty miles of rapids, the famous Stanley Falls, between Ponthierville and Stanleyville. A tiny train, so roughly finished that it appeared to have been made on the spot, covers the distance in eight hours. Some of the coaches had canvas pouches in which a naval seaman or music-hall gymnast may have slept. Others had narrow cane seats. There was no bedding, and jaded curtains divided male from female in the carelessly inadequate fashion of the country. An eccentric in search of a wash would have been disappointed. Though we crossed the Equator during the night, not even drinking water was provided.

So we clattered away into the darkness, and at six in the morning, unwashed and unrefreshed, reached Stanleyville and the great central waterway of the Congo. Stanleyville is not the largest town in the Belgian Congo, but it is by far the most beautiful, and worthy of the explorer. A terrace of palms and mangoes lines the right bank of the river. Behind them are yellow houses and white houses, new brick and cement offices, and large stores. The waterfront is the



busiest street. Great paddle wheel steamers come thrashing up the river from Kinshasa on Stanley Pool, a thousand miles away. Lofty passenger with three decks and white painted cabins - Michelin, Tabora, and the old Kigoma, which was once in service on the Mississippi. Smaller and dirtier cargo boats with strings of barges astern. Hundreds of canoes, some with grass roofs over, on which black people are born, live and die.

Along the waterfront there is a double storied house with a wide balcony looking down on a garden of oil palms. The British vice-consul, who knew what the food at my hotel was like, took me to dinner there. It had been the residence of the King's representatives for many years. As we lounged on the balcony after dinner smoking and looking at the moths and bats, the vice consul suddenly turned to me and said, "Roger Casement lived in this house."

Somehow, I should not care to live in that old house in Stanleyville. I should be afraid that one night a phantom would come swinging up the garden pathway - a lean phantom man followed by two ghostly bulldogs and a shadowy native; Casement as Conrad saw him. "There is a touch of the conquistador in him," wrote Conrad. And conquistadors do not sleep easily.

The "Michelin", largest stern wheeler on the Congo, started downstream in the morning. Flags dipped in farewell. Every verandah along the waterfront was crowded with wistful, waving people. The Michelin was the connecting link with the Belgian mail steamer at Matadi; many lucky ones returning to Antwerp were on board. She was a ship of bananas. On the bridge hung an enormous ripening bunch from which the captain plucked and devoured whenever the intricacies of the Congo navigation allowed him a moment. There were bananas a foot long outside the steward's cabin. Every passenger had a bunch. We had raw bananas in the salad, fried bananas at lunch, and more plain and ungarnished bananas at dinner. Our passage down the Congo was marked by a trail of banana skins.

During the eight days' voyage the true width of the Congo was never seen. Thousands of islands and sandbanks, with narrow shifting channels between, kept the captain on the bridge from dawn until we tied up late at night. Mile after mile of palm and creeper, vine and mangrove, fern and thick green bush as the Michelin splashed down the river. Just before dinner one night we ran aground. Judging by the shudder and sudden stop we were not merely resting on a sandbank, - the Michelin was hard and fast. Violent efforts with the paddle wheel merely resulted in the stern swinging away from the shore a little. Our engines raced ahead, astern, ahead, astern. In the bows a searchlight had been placed so that the hard worked engineer and his natives were seen at the winch in a smother of escaping steam. An anchor with a wire hawser had been laid out in the approved manner, according to all manuals of seamanship. Now our optimists were heaving in the taut wire and hoping that the ship would move before the anchor dragged. They were disappointed we were still alongside a dark and ghostly island, and swarms of very real mosquitoes were singing around our lights. Canoes, unseen before the stranding, appeared from nowhere and carried on a feverish trade in fish, manioc, tobacco and eggs, with our lower deck passengers. At midnight, the captain gave his worn out crew a rest until early next morning. The heat of the forest reached out and covered us in humid waves. (To be concluded in the next Bulletin.)

PROPOSED POSTAL STATIONERY CATALOGUE

Some years ago our Editor and I agreed that there was need for a specialised catalogue of Congo and Ruanda postal stationery and I agreed to undertake the task but have done absolutely nothing about it. Provided that members are prepared to collaborate I promise to endeavour to do the job forthwith.

Of the general catalogues, I have available Higgins & Gage, Donegan's Katanga and Koessler's Aerogrammes.

Of more specialised listings, I have the Davo Catalogue, Yvert & Tellier (1939) and Ascher (circa 1925). There is also useful information in General Du Four's book.

Whereas it cannot be hoped that the proposed listing will be complete and fully comprehensive, it is most desirable that it shall be as complete as possible and not subject to a great many addenda as soon as produced. With that end in view, will members please immediately provide any supplementary information that they can, when in doubt presuming that the information is not available elsewhere.

Obvious requirements are:

- a) Additional published information in books or journals.
- b) Information on proofs and essays that exist.
- c) Information on cards overprinted SPECIMEN.
- d) Varieties on basic cards, however trivial, and advice on if the varieties are known to be constant.
- e) Information on errors, overprints and surcharges applied to 'unusual' cards.
- f) Information on doubled, inverted and misplaced overprints and surcharges.
- g) With which local CONGO BELGE overprints is the 1897 10c card known (the overprinted card is Davo No. 20, Higgins & Gage No. 22).
- h) Does the card, g) above, exist with genuine '5' surcharge and CONGO BELGE overprint (Davo No. 28, Higgins & Gage No. 29B)
- i) Which cards are known with Brussels handstamped CONGO BELGE overprint and which of the eight handstamps.
- j) More precise dates of issue.
- k) The 60c surcharge on the 1931 card must have been applied by several handstamps and is thought to have been applied both locally and in Brussels. Is there any means of identification.
- l) Existence of International Reply Coupons other than 5 F, 6F and 7 F Belgian Congo and 7 F Ruanda Urundi.

Will members with collections of postal stationery look through them and, as quickly as possible, let me know if they have any information that they think may be helpful. The above list of requirements is doubtless far from comprehensive. (Editor's note: photocopies of my collection has been sent to Mr. Keach, and if others are in a position to do this, it would be most helpful.)

R. H. KEACH

THE LIAISON ANTWERP-CONGO BY THE SHIPOWNER COMPAGNIE BELGE  
MARI TIME DU CONGO.

Fourth Period. 1945 til today.

The second world war left its terrible marks. Only 2 -ville ships survived without any damage namely the Elisabethville 2 and the Thysville.

During the war all goods and merchandise were piled up on the quays of Matadi. CMB decided to bring in all their remaining ships into the line Antwerp-Congo.

The m/s Mar del Plata and the m/s Copacabana, both built at Cockerill Yards in 1938 and normally foreseen for the South-America line, were also used on the Congo line. Both ships were captured by the Germans in 1940 but found back in the Baltic Sea in 1945. They could accommodate 20 passengers in the first class and 120 passengers in the tourist class.

Mar del Plata: 1938 - 6 Sept. 1957.



Copacabana: 1938 - 16 Aug. 1957.



The diameter of the postmark of the m/s Mar del Plata is 30 mm. and the one of the m/s Copacabana is 32 mm.

Ships which had limited facilities to accommodate passengers were also used on the Congo Line.

Armand Grisar: 1945 - 1959.



Gouverneur Galopin: 1946 - 1959.



Both ships were sunk in the river Schelde but recovered after the war in 1945. Both postmarks were reported by R. Keach who read about them in the T.P.O. Magazine.

The second m/v Alex Van Opstal had also entered the Congo Line, and the postmarks are also reported in the T.P.O. Magazine.

m/v Alex Van Opstal 2: 1945 - 1959.



Several new vessels were ordered by Cockerill Yard. The Elisabethville 2 and the Thysville were sold in 1947. They were replaced by these new vessels that received the following names: Albertville (6), Leopoldville (6) and Elisabethville (3).

m/v Albertville 6: 1948 - 1973.

Postmark seen in violet and blue.

In several brochures, departure tables, etc., we can see the movements of the ship. For instance on her eleventh trip, the Alvertville 6 left Antwerp with 175 passengers on board on Tuesday 6th December 1949 at 12.00 noon. Arrived in Teneriffe on Sunday 11th December at 7.30 a.m.

And 14 days after the departure, the ship arrived at Lobito with 96 passengers who went on shore at 20th of December. At 4.30 p.m. on the 21st of December, the Albertville arrived at Matadi with the remaining 79 passengers who went on shore. The ship left Matadi again with 51 passengers on board on the 1st of January 1950 at 8.30 a.m. Arrived in Antwerp, via Lobito and Teneriffe on the 16th of January 1950.



m/v Leopoldville 6: 1948 - 1967.

Postmarks in black.

m/v Elisabethville 3: 1949 - 1968.

Postmarks in red and black.



m/v Baudouinville 2: 1950 - 1957.

Postmark in black.

s/s Baudouinville 3: 1957 - 1961.

Postmark in blue.



In the year 1950 a newly built ship named Thysville (2) was launched. The loss, however of the Baudouinville 1 in 1939, was still so strongly present in everybody's mind that this Thysville was re-named to Baudouinville, the second with this name.

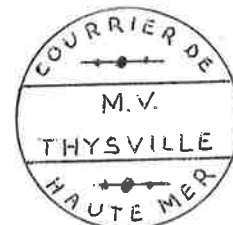
m/v Charlesville: 1951 - 1967.

Postmark in Blue.

s/s Jadotville: 1956 - 1961.

m/v Thysville 2: 1957 - 1961.

Postmark in violet.





In 1967 the Congo Line was partly handed over or sold to the Compagnie Maritime Congolaise (Presently named Compagnie Maritime Zairoise) and the only ship still presently in service by the CMB is the Fabiolaville since 1973. This ship no longer has a circular postmark.

Apart from the passengers -ville ships, all cargo carriers of the CMB had, of course, straight line marks for use on their company papers. Sometimes you can find these straight lines on letters, too. These cargo ships carried the mail to and from the Congo in mailbags. We have record, for instance, of the s.s. Capitaine Limbor who had apart from 16 passengers, also 4 bags of mail on board on his 13th trip in November 1949.

The s.s. Tervacte left Antwerp at 20 July 1949 for his 19th journey with 100 passengers and 608 bags of mail on board.

### Conclusion.

In spite of all my efforts and continued research in postal agreements, official bulletins, internal shiplogs and company papers, I was not able to find any agreement between the shipcompany and the official postal authorities at Belgium.

It is, however, very clear that in a certain period of time these postmarks of CMB were tolerated by the official reception post-office in Antwerp.

In this tolerance we can see three distinct periods:

- 1) 1895 - 1911.  
During this period all the officers on board of the CBMC ships were Englishmen or Germans. They were certainly aware that their company had no postal agreement with Belgium and therefore had no other benefit than to act according to the UPU convention of 4 July 1891 and 15 June 1897. The general rule was that the captain had only to collect the letters given to him and hand these letters over at the postoffice of the nearest harbour.

All postmarks found on letters during this period are straight lines and are interesting but must be considered as shipmarks without any official postal value.

- 2) 1911 - 1920.  
With the input of Belgian capital in the CBMC and with a new agency, Agence Maritime Walford, also a Belgian company, who was responsible for fitting out and for the provision of the ships, things were changing.

The first large paquebot straight lines appear in 1911 on the paquebots Elisabethville, Leopoldville, Bruxellesville, Anversville and Albertville. As they were not very handy, the smaller types were used on the Bruxellesville, Anversville and Leopoldville.

In 1913 the first circular star postmarks were used on the 3

remaining ships, the Elisabethville, the Albertville and the Anversville.

Had the agency good connections in the receiving postoffice? We can only establish that from 1911 - 1912 on, the CBMC postmarks were tolerated on postcards and letters and a little bit later in the postoffice of La Rochelle Pallice.

1920 - 1940.

In 1920 Agence Maritime International took over from Agence Walford. With the take over new postmarks appeared.

In 1920 the Courrier de Haute Mer of SS Albertville and Anversville and the Courrier de Haute Mer SS Thysville appeared in 1922. The cancellation with the dot started to appear in 1927. It is this period from 1911 til 1945 that we find the most CBMC-CMB cancellations and as they were tolerated by the postoffice in Antwerp and La Rochelle Pallice, we can consider them as official postmarks.

### 3) After the Second World War.

New or exact regulations no longer allowed CMB ship cancellations on letters or postcards posted on board the ships. Any mail had to be handed over to the steward or deposited in a special ship mailbox. The collected mail was handed over to the first postoffice in the nearest harbour.

Agence AMI continued to provide their ships with circular stamps and it is obvious that some letters and postcards were cancelled with these stamps as "complaissance". We must consider however that these postmarks have no official value and can only be seen as curiosities.

W. DEYNCKENS

### Addendum.

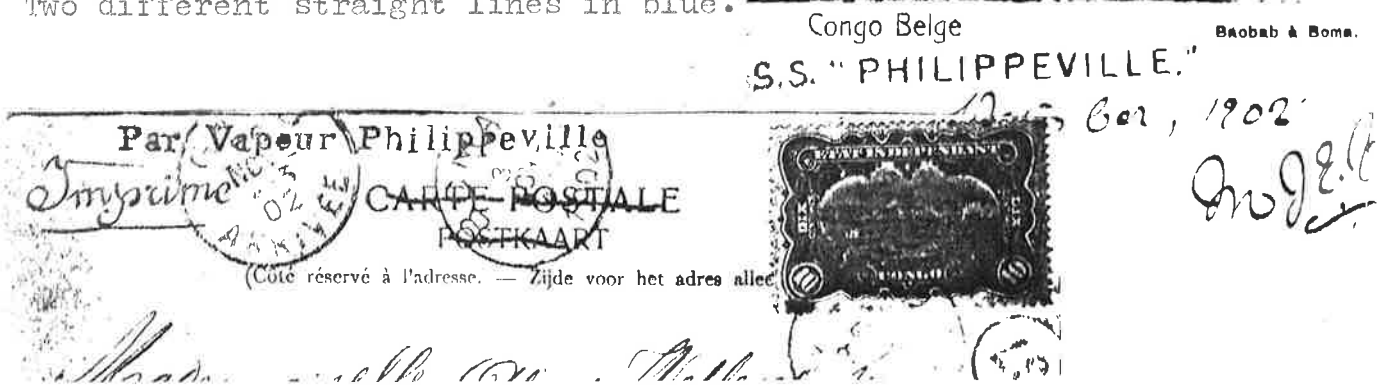
Albertville 3. 1906 - 1910

Paquebot Albertille (without a v of ville). (see on next page)  
This mark was made with a rubber insert stamp type. No. 49 is the number of the single voyages made and 3246 T is the gross tonnage of the ship. Only one trip was made after this one as the ship was sold in January 1911. Cancellation on Belgian stamps is from Grand-Bassam, Cote d'Ivoire.



Philippeville. 1899 - 1906.

Two different straight lines in blue.



CONGO RIVER BOAT CANCELLATIONS

The Abbe Gudenkauf has in hand a monograph on the Congo River Boats and their cancellations and would be glad of any assistance that can be given by members.

If members have covers or post cards with BATEAU POSTE cancellations, will they please send to me for transmission to the Abbe photo-copies, including the reverse sides if they bear cancellations. Information on numbered Bateau Poste cancellations on isolated stamps will also be helpful; please give the no., the date (complete as it is shown) and the stamp on which it occurs.

R. H. KEACH

POST OFFICES OF THE CONGO c1955

**KABINDA.** HQ of District and Territory. R/T stn. Hospital. Rest house. Primary school for coloured children. School for nursing assistants. Garages. Regional office of major companies. Oil crushing mill. Groundnuts. Landing ground. Hotel. Catholic missions. Vicar Apostolic. Kabinda is the centre of the territory of the fine Basonge people who founded the first Baluba Empire in the 15th century. In 1892 after the surrender of Gongo Lutete, Lumpungu, chief of the Basonge, rallied to the Congo Free State and together with Gongo and Pania Mutombo, became one of the faithful auxiliaries of the State.

**KABONGO.** Terr. HQ. Trading centre. Garage. Hotel. Catholic mission. Protestant mission. Evangelical mission. Methodist mission. Excursions to Lake Boya is by road to Kabwila (a fishing village) and thence by water through high reeds to the lake with many pelicans and ducks.

**KABUNGA.** Regional management of the M.G.L. Mines. Hospital. Guest house of the Cie Miniere, and trading centre. "Trauskat" garage.

**KAFAKUMBA.** An administrative post under the jurisdiction of Sandoa Rest House and trading centre.

**KAHEMBA.** Terr. HQ. R/T station. Gov't rest house and trading centre. Also customs post (Angolan border). Near Kahemba is the Lukwila Gorge. This feature is one of the most spectacular points of interest in the Kwango District. It has been proclaimed by the Monuments Commission, and it provided the background for the film "Bongolo" by Andre Cauvin. The depression is 3 miles long and from 1 to 2 miles wide, with a depth of about 500 feet. Forming a cul de sac, it gives the impression of having been dug by a gigantic mechanical shovel which had removed cubic miles of soil in one movement. The walls of the gorge are perpendicular, showing various sandy and loamy strata, which according to depth, vary in colour from white to blood red, including grey, yellow, pink and madder. Immense walls, relics of prehistoric times, rise from the bottom of the gorge, to a height equal to about three quarters of its depth, and enhance the grandeur of the picture. The pointed tops of these walls remind one of the ruins of ancient dungeons. The Lukwila River rises at the bottom of the gorge and discharges its red waters into the nearby Loange River, which is discoloured for a distance of 700 yards. A change in the direction of flow of the water is about to take place here as it is obvious that the waters presently draining into the Loange are only separated from the Kivilu basin by a solitary wall.

**KAILO.** A mining camp on the right bank of the Lualaba, reached from Elila.

**KALEHE.** Terr. HQ. R/T station. Trading centre. An Otraco post on the western shore of Lake Kivu. The large island of Idjwi in the centre of the lake is administered from Kalehe



THE CANCELLATIONS OF THE NORMAL POST OFFICES OF BELGIAN CONGO 1886-1960  
AND RUANDA URUNDI 1917-1962 - ADDENDA & CORRIGENDA No. 15

Corrections to Addenda & Corrigenda included in Bulletin No. 46

Page 23: ELISABETHVILLE - Delete 10(1)-53,

SHAVUNDA should read SHABUNDA.

YANGAMBI should read YANGAMBI 1 11(E)1- \*60.

Page 24; last eight lines: ELISABETHVILLE 2 8A2-2 49,53 should read

ELISABETHVILLE 2 8A21 \*49, 53.

ELISABETHVILLE 7A4- 29-34 should read

ELISABETHVILLE 7A4- \*29-34.

ELISABETHVILLE 4 12B(B)1- \*59-9 should read

ELISABETHVILLE 4 12B(B)1- \*58-9.

Page 25: INONGO 8A2- 50-60 should read INONGO 8A2- \*50-60.

KIKWIT 7A1- 30-8,49 should read KIKWIT 7A1- \*30-8, 49.

KIKWIT 8A4- 36-48 should read KIKWIT 8A4- \*36-48.

Page 26: LUDZI should read LUOZI.

MATADI 1 10(.C.)- \*52-3,38-60 should read

MATADI 1 10(.C.)- \*52-3, 58-60.

MOERBEKE 11(Al1 57-60 should read MOERBEKE 11(A)1- 57-60.

NIEMBA 5D1-Dmyt 22-4,28-41 should read NIEMBA 5D1-Dmyt 22-4, 28-31.

SANDOA 1.1-tDMY \*19-20,24-51 should read SANDOA 1.1-tDMY \*19-20,24-5.

STANLEYVILLE 1 10(-B)- \*49-53 should read

STANLEYVILLE 1 10(-B)- \*49-53.

New Cancellations

ALBERTVILLE ME1-tYDm \*59.

BANANA 1.5-DtMY 15.

BANDUNDU 1.1-tMDY \*15; 1.1-MDtY 14.

BOMA 1.9-DMTY 08; 1.10-DMTY 08,

COQUILHATVILLE 1.2-MDtY 22.

ELISABETHVILLE 1 12E(R2)1- \*60.

LEOPOLDVILLE 1 MCl-tDmY 54.

LEOPOLDVILLE 11 LOVANIUUM 12A1- 58 (without LOVANIUUM in cancellation).

LEOPOLDVILLE-KALINA MFl-DmYt 60.

NOUVELLE-ANVERS 1.1-TDMY 99.

POPOKABAKA 1.2-DmtY (no date).

USUMBURA 1 11(I)1- \*59.

Corrections

LODJA 8A1-Dmyt/t should be 8A1-Dmyt/y.

KITEGA 8A1-Dmy 46-7 should be 8A1-Dmy 46-7.

Changes to Dates

ALBERTVILLE 8A2- \*38-49. ALBERTVILLE 2 12B(B)1- \*57-9. ANKORO 8A1-Dmyt 37, 42-5; 8A1-Dmyt/t 36,39-43. BAMBILI 7A1-Dmyt 31-3, 46. BANANA 1.6-DmtY 02-3; 1.7-DMTY \*00-4; 8A2- \*49-60. BANGA-CHELA 5C1-Dmyt \*22-33. BANZYVILLE 8A3- \*46-53. BASANKUSU 5C1-Dmyt/t \*24-6, 33. BASOKO 1.3-tDMY \*14-23. BAUDOQUINVILLE 8A2- \*50-5; 12A1- \*53-60. BENI 10(A)- 57-9. BINGA 8A1- 56-8. BOMA 11(D)1- \*56-60. BOMA 1 MD1-Dmyt 58-9. BUKAVU 3 11(A)1- \*57-60. BUMBA 1.3-DmtY \*11-4; 7A2- \*32-8; 11(E)1- 58-9. BUNIA 8A3- \*50-5, 60; 8B1- \*45-53. BUTA 5E1-Dmyt \*21-30, 43; 8A2- \*45-51. COQUILHATVILLE 7A2- \*26-30; 7A5- 30-7; 10(B)- \*48-53. COQUILHATVILLE 2 12B(B)1- \*58-60. COSTERMANSVILLE 8A3- \*39-53. DILOLO 8A1- 36-45; 8A2- \*54-9. ELISABETHVILLE 1.3-tDMY \*12-23;

1.4-tDMY \*24-8. ELISABETHVILLE 2 881- \*42-6. ELISABETHVILLE 5 128(B)1- \*59-60. FARADJE 8A2- \*41-7. FESHI 8A2-Dmyt \*51-60; 10(-A.)- 58-9. GEMENA 10(A)- 54-9. GOMA 10(-A)- \*54-8. GOMBARI 8A2- 55-60. INGA 10(-A)- \*58-60. INONGO 10(-A.)- 56-9. ISANGI 8A1- \*36-47. JADOTVILLE 128(B)1- 55; 59. KABONGO 8A1- 37-45; 8A2-Dmyt \*48-52, 56-60. KAMINA-BASE MILITAIRE 1 14B(C)1- \*53-60. KANIAMA 8A2- \*53-5. KAPANGA 8A1- \*54-60. KASENGA 8A2- \*49-59. KENGE 11(B)1- 56-9. KIKWIT 8A3- \*48-56. KIKWIT 1 10(E)- \*59-60. KINSHASA 1.1-TDMY \*13-21. KIPUSHI 10(A)- \*55-9. KONGOLO 7A1- \*27-38, 46-9. LEOPOLDVILLE 1.9-DMTY \*04-6; 1.9-tDMY \*11-23. LEOPOLDVILLE 1 7A1- 32; 7A16 \*25-31; 10(.G.)- \*51-5. LEOPOLDVILLE 10 \*56-60. LEOPOLDVILLE-AEROGARE 14B(C)1- \*53-6, 60. LIBENGE 8A3- \*47-50, 55-9. LISALA MD1-tDMY \*59. LOWA 8A2- \*57-60. LUISHIA 7A1- 29-31, 38-40. LULUABOURG 1 128(Q)1- \*58-60. LUSAMBO 1.1-DMTY \*09-14, 18. MADIMBA 1.1-tDMY \*13-24. MALONGA 8A1-Dmyt 39-44. MANONO 7C1- \*36-53. MOANDA 10(B)- \*54-8. MONVEDA \*1.1-DMTY \*11-4. MUNGBERE 8A1- \*57-60. NYUNZU 8A2- \*58-9. POPOKABAKA 8A1- \*47-60. PORT-FRANCOU 12A1- 54-8. SHABUNDA 11(B)1- \*56-60. TENKE 7B1- \*35-40. TSHIKAPA F7C1- \*26-9, 34-8, 42-8; 8E1- \*52-9. UMANGI 1.1-TDMY/T 00-1. UVIRA 8A1- 36-43. YANGAMBI 2 8A1- 55-60. YATOLEMA 8A1- \*52-3, 59. YUMBI 8A1-DMY \*43-6. BIUMBA 8A2- 51-7. GIVERAMA 11(B)1- \*60-1. KIBUYE 11(B)1- \*58-9. KIGALI 8B1- \*44-6; 10(-B)- \*54-62; 11(C)1- \*55-62. KISENYI 11(B)1- \*58-62. KITEGA 8A1-Dmyt \*37-45. NGOZI 8A1- \*50-62; 8A2- \*50-8. RUHENGRI 8A2- \*49-61. RUYIGI 8A2- \*56-8. USUMBURA 10(-C.)- \*51-3, 57-8; 10(-D.)- \*55; MB1-DmtY \*55-7, 61.

#### MICHAEL LAWRENCE'S COMMENTS

With the word battle raging in the philatelic press on the matter of exhibiting, judging, awards and money values entering into the top awards, the stamps of our country received a very nice boost in the June 4, 1984 issue of Linn's Stamp News. Michael Lawrence, in his Editor's Choice, wrote the following: "We tip our editorial hat to Arizona's Ralph Jacquemin and Linn's Columnist John Hotchner, both winners of WESTPEX vermeil awards.

"Jacquemin's plating study of the bicolored Mols and Van Engelen issues of the Congo is a model of how to have fun - and win a major award - with a well-studied collection of inexpensive stamps.

"Hotchner's 'Stamp Separation - Its Development from 1840 to Modern Times' tells a story in the true sense of the word. An exemplary teaching exhibit."