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**BULLETIN 158**

**July 2011**

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## From the Editor



This month there are a variety articles from a spread of authors – one of the most extensive list of contributors in a single issue since I became editor.

I express my thanks to Patrick Maselis for translating two of the articles and to all who have contributed.

### The Library and librarian

Having included details of our library with the last bulletin, members will be aware of the volume of material available. For several years this has been housed by Bernard Harris at his home in Sussex and during that time he has been meeting requests for books on loan and duplication of articles from former bulletins.

Unfortunately Bernard is unable to carry on in this role and we are seeking a new librarian. For obvious reasons this needs to be a British member who for communication purposes has ‘email’ access, is prepared to house the collection, despatch books on loan, and if possible be able to arrange the duplication of articles from former issues of the bulletin on request.

*If this latter requirement is the only problem to volunteering, then between us, Charles Lloyd and I will undertake that particular task and relieve the new librarian of that aspect of the job.*

**Please note:** With immediate effect and as a first step towards continuing the service currently offered, anyone wishing to receive copy of any previously published article in the bulletin should make their request to:

Dr. Charles Lloyd  
18 Linefield Road  
Carnoustie. DD7 6DP  
Scotland  
Email: charles.lloyd@blueyonder.co.uk

The actual cost will in practice need to cover that of duplication and postage. Until we have established the exact facts and know what those expenses will be - anyone requesting copy will be advised accordingly before despatch.

### **The June meeting held in Bruxelles at ‘Forest Station’.**



Once again the President, Thierry Frennet hosted an early summer meeting on Saturday 11 June. There appears to have been a good attendance.



*Sorry about the clarity, however the photos do confirm the support and enthusiasm for these meetings - albeit I don't know whether there was or what the ‘subject matter’ was this time.*

Ed.



## *Membership News*

### New Members

With this issue we extend a warm welcome to three new members, Mr. Jan Frijling, Rabbi Aaron Koplin and Mr. Gerald Marriner. Gerald Marriner, I know a little bit about as Secretary of the 'Channel Islands Specialists Society' and 'Fellow of The Royal Philatelic Society, London'. Whilst not a collector of, I have always had a personal interest in the Channel Islands as we provided a home for one of their refugees in 1940.

As always, it is hoped they are able to enjoy and benefit from their association with us.

**U.K.**        - **Gerald Marriner**                    3 Barfoot Close,  
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**U.S.A.**       - **Rabbi Aaron Koplin**                    5440 Eagles Point Circle  
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### Residential and email address changes

**U.K.**        - **Andrew Ramsey**                    **Email:** ramsey71132@gmail.com  
- returning to the U.K. later in the year  
and new postal address still to be confirmed.

## French Equatorial Africa Transit Matadi

### Can you help – what do you think?

Included in the paper drafted by Philippe Lindekens in his current series of covers entering or in transit through the Belgian Congo, was this one. I have taken the liberty of removing it and writing it up in its own right as something unusual.

Here we have a registered cover from Matadi, 8 October 1917 to Paris. It is correctly franked at 50 centimes representing 25c international letter rate with an additional 50c in respect of the registration fee. There is no receiving office mark, and whilst there is no way of knowing for certain that it didn't actually pass through the post, one does wonder whether as a 'registered item' such an omission makes it a bit suspicious.

At the time, Belgium was occupied by German troops and as a consequence the shipping route connection between the Belgian Congo and Europe was erratic. Would the letter have been forwarded to the French colony for forwarding to Paris?



However, the main curiosity is the 'Transit Matadi' mark of French Equatorial Africa on the back, and this raises questions about which your opinions are sought.

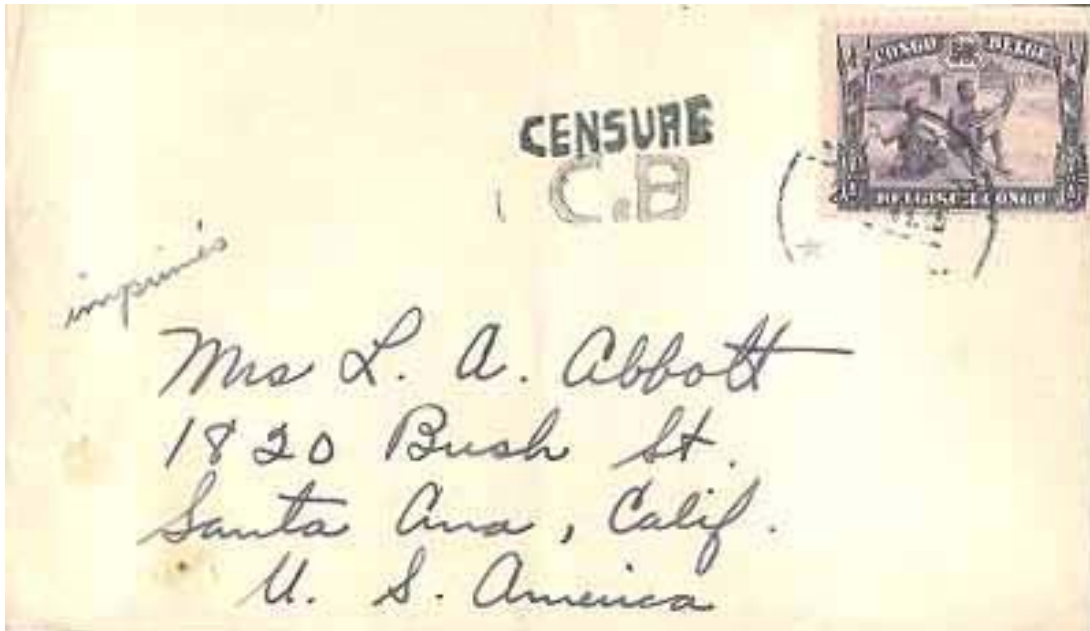
The stamps and registration label were all applied and cancelled with the Matadi postmark and one can reasonably assume it started its journey there.

But at what stage, where and why was the Equatorial Africa Transit mark applied?

**! An explanation or your opinions would be appreciated!**

## WATSA – censorship 1941

Philippe Lindekens

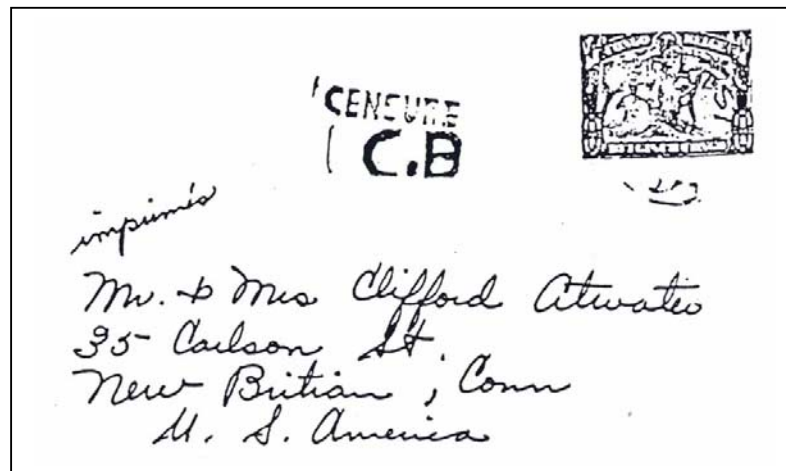


I have recently acquired this 'Imprimé - Printed matter' censored cover which had been sent from Watsa on 25 July 1941 to Santa Ana in California. The 'CENSURE and C.B' marks are crude handstamps struck in different black inks.

Interestingly, these two marks have previously been documented by both Andre Jeukens and Peter Foden who presumed at the time that the cover they referred to was unique. Here is a second, written by the same correspondent but to a different address in America.

For those who have not seen them before, this is a copy of the other letter as originally reproduced by Jeukens in his book 'La censure au Congo Belge – Guerre 1939-1945' and subsequently recorded by Foden in bulletin #71.

In neither case is it possible to identify the date of posting.



This new find does now confirm the original presumption that they are two separately applied marks because

- Different coloured inks used for 'CENSURE' (black) and 'C.B' (grey)
- Different positioning of 'C.B' and 'CENSURE' in relation to each other.

**! As always, it would be interesting to know of, and helpful to find other examples of these marks on other correspondence**

## An unusual and inappropriately applied 'CONGO BELGE' handstamp

Michel Hopperets



*État Indépendant du Congo*, the Congo Free State, was originally the personal property of King Leopold II of Belgium. He subsequently ceded these territories to Belgium, on 15 November 1908 when they became the Belgian colony - *Congo Belge*. This change of name meant that all the postage stamps used in the new colony had to be adapted.

It was decided that until the new 'Congo Belge' stamps arrived, the remaining stocks of the old Independent State should be overprinted. Some were overprinted in the Congo, using hand stamps referred to as 'local overprints' and the rest in Belgium, either by means of hand stamps or typographic printing. These overprints were intended to be big enough (17.5 - 18 mm) to cover the legend '*État Indépendant du Congo*' and were appropriately positioned to suit the size of the stamps concerned.

A royal decree of 16 November 1908 stated that stamps overprinted in this way would be accepted in all post offices throughout the Congo from 1st January 1909 onwards. The same decree also stated that non-overprinted stamps would cease to be valid after the 1st of August 1909.

The sender of the postcard illustrated above, written in Bambili on 15 April 1909, clearly still had a stock of non-overprinted stamps. He may not have been aware that these were still valid but obviously thought he was doing the right thing in applying a boxed 53 x 9 mm 'CONGO BELGE' handstamp, straddling both the stamp and part of the postcard. However, this type of handstamp was intended for overprinting official documents and not for use on stamps or postal stationery. Nonetheless, one occasionally comes across items bearing it.

This unauthorized franking was rejected by the postal authority and the 'O' invalidation mark applied next to the incorrectly overprinted stamp. The card was returned to the sender, who then affixed another non-overprinted stamp, but this time refrained from applying the handstamp.

The postal administration accepted the refranking and the stamp was cancelled by the post office in Buta 24 May 1909, before being sent on its way to Switzerland with Leopoldville transit 14 June 1909.

## From Around the World to Hong Kong Covers and their stories – Ruanda-Urundi

Nick Halewood

*I am indebted to Nick Halewood, Journal Editor of the Hong Kong Study Circle for permission to reproduce the substance of his article which appeared in their April 2011 issue.*

*The cover referred to, was previously illustrated in Bulletin 155 as an addendum to Water Deijnckens series of articles on 'World War II censored mail originating from the Belgian Congo and Ruanda Urundi'.*

Editor



Here is a letter from landlocked Ruanda-Urundi to Hong Kong that was redirected from Hong Kong to Nanning in China. It is postmarked 'KIGALI/13.5.41' and franked at 3 francs 55 centimes. The franking is a puzzle because, from 1 September 1940, the international surface rate was 2Fr75 for up to 20 gms and 1F50 for each additional 20 gms. The basic international airmail rate was 6F for the first 5 gms. There was also a special airmail rate for Entebbe to Dodoma or Juba of 1F25 for the first 5 gms. However, considering it took 50 days to reach Hong Kong, it must have gone by surface from Kigali to Hong Kong. The boxed 'Passed by Censor/D. 1' cachet was applied in Uganda, and the letter most probably went by ship from Mombasa to Hong Kong.

On arrival in Hong Kong the letter was backstamped 'HONG-KONG/2 JUL 41/KOWLOON', but was not censored, as shown by the boxed 'NOT OPENED/BY/CENSOR' cachet. It was delivered to the B.C.M.S. <sup>[1]</sup> Children's Home in Fanling, who then redirected it to Dr. Peskett in China, as per the manuscript instruction "Please forward" under both the Ruanda-Urundi 15c adhesive and the 'BY AIR



MAIL/PAR AVION' vignette applied in Hong Kong. At some point the letter was backstamped 'HONG-KONG/3 JY 41/TAI PO' (the cds is identifiable by the dots at the sides), Tai Po being the nearest branch post office to Fanling, and then 35¢ in adhesives was added, 35¢ being the airmail rate to China for a ½ oz. The adhesives were applied after the 'TAI PO' cds because the top of the 25¢ one overlaps the cancellation. The two adhesives were cancelled 'KOWLOON/1-30/4 JY 41/HONG KONG', and the letter was then backstamped 'VICTORIA/2. PM/4 JY 41/HONG KONG'. The 'NOT/OPENED/BY/CENSOR' marking is Civil Censorship Study Group Type 7C: 6.2.41-17.11.41. The seldom seen 'TAI PO' cds is Proud Type D4: 23.10.37-29.11.41.

The letter was redirected to an address in Yungning (now rendered as Yongning) District in the southeast of Nanning City in Kwangsi (now Guangxi) Zhuang Autonomous Region. It was endorsed "Via Kweilin". Kweilin (now Guilin) is a city in the northeast of the Guangxi Zhuang Autonomous Region. It received two Chinese backstamps: the first one (lower) applied in Suikai (now Suixi) City in Canton/Kwongtung (now Guangdong) Province reads 東廣/七月?日/溪遂, and the second one applied in Nanning reads 寧南/?月?日/YUNGNING (NANNING).

Regarding how the letter got from Hong Kong to Nanning, in the June-August 1941 Pan American Airways (PAA) timetable, which includes Chinese National Aviation Corporation (CNAC) services in China, the only services from Hong Kong into China shown are one to Chungking operating three times a week, which was extended to Rangoon one time, and another to Namyung twice a week. A twice a week service from Chungking (now Chongqing) to Chengtu (now Chengdu) is also shown. Also, Appendix J in Sieh and Lewis Blackburn's book on postage rates of China lists a Eurasia Aviation Corporation (EAC) service from Hong Kong to Chungking via Kweilin with dates of operation from 30 November 1938 to 16 December 1941, which seems likely the service that this letter was intended for. However, the fact that the letter has a Suikai/Kwongtung transit cancel suggests that, although the air fee had been paid, it might very well have gone entirely by surface directly west via Suikai to Nanning, to avoid Japanese interdiction of aircraft or simply because it was the fastest route.

In addition to "Please forward" (twice) and "Via Kweilin" in manuscript, there are two Chinese characters written in black pencil horizontally and two characters written in violet ink vertically below "Via Kweilin". The former are 南寧 (Nanning), and the latter appear to be an amateurish attempt to write or copy the Japanese characters *michi* (道) meaning 'road', 'path' or 'way' (or *choku* (直) meaning 'upright', 'direct' or 'straight'), and *matsu* (松) meaning 'pine (tree)'. The reason for the latter two characters is a complete mystery.

#### **Chinese character glossary:**

Yungning/Yongning, 邕宁; District, 區 now simplified to 区

Nanning, 南寧 now 南宁; the cancel reads right to left, 寧南; City, 市

Kwangsi/Guangxi, 廣西 now 广西

Zhuang Autonomous Region, 壯族自治區 now 壮族自治区

Kweilin/Guilin, 桂林; City, 市

Canton/Kwongtung, 廣東 now 广东; the cancel reads right to left, 東廣; Province, 省

Suikai/Suixi, 遂溪; the cancel reads right to left, 溪遂; City, 市

Seven, 七; month, 月; July, 七月; day, 日

The name of the treaty port and city that foreigners called and still call Canton, was actually Kwangchow (now Guangzhou; 廣州 now 广州); Canton was an anglicized form of Kwongtung (now Guangdong), the name of the province that Guangzhou is in.



The sender was a member of CMS – the 'Church Missionary Society' but can anyone confirm the identity of 'B.C.M.S.'

*My thanks are due to Duncan Crewe, Ho Kwok Kit, Lee Scamp, Stuart Smith and members of the Belgian Congo Study Circle for their valuable input.*

## A 1912 Postal Stationery Envelope from Sierra Leone to the Belgian Congo

Philip Quirk

*I am indebted to Philip Quirk who contacted me for some background information in support of a short article he was preparing about this interesting Belgian Congo inward mail item from Sierra Leone.*

*The following is an extract as submitted for publication in 'Cameo,' the Journal of the West African Study Circle. It raises a couple of questions and perhaps one of our members can shed further light on the small village of Boyera in 1911 and identify the S.C.F.A.*

*Editor*



The unusual destination of the cover, together with the three backstamps, led me to attempt to track its journey. Following despatch from Wilberforce, Sierra Leone, on 11 July 1912, the Edward VII indicium was cancelled the same day at Freetown. After arriving in the Belgian Congo, the cover received backstamps from Leopoldville (6 August), Irebu (19 August) and Coquilhatville (23 August). It is addressed to a Mr. I. Fraser Bedford, Boyera, c/o S.C.F.A., Irebu, Belgian Congo. The S.C.F.A. was probably a trading company, but I have so far been unable to trace its identity.

Unfortunately, Proud's lists <sup>[1]</sup> cease to show the ships of the Compagnie Belge Maritime du Congo calling at Freetown after 1911, so the identity of the vessel that carried the letter to the Belgian Congo remains unknown. Likewise, there is no transit cancel from any of the possible entry ports: Banana, Boma and Matadi. We can, however, be certain that the cover travelled by rail between Matadi and Leopoldville as the Congo River is not navigable between these points, and it is perhaps most likely that the ship docked at Matadi.

As can be seen from the map in Figure 2, Irebu is situated just over 600 km upstream of Leopoldville (now Kinshasa). At the turn of the 20th century, it was the site of a military training camp for recruits to the Congo Public Force. In a 1905 book<sup>[2]</sup>, H.W. Wack relates how a Belgian lieutenant, Jeuniaux,

*"built other houses for his lieutenants and white non-coms., and a residency for himself, and a guest house large and comfortable, and post-office, state stores, guard-house, pharmacy, armoury, and houses for all the other whites. One by one, they were built and Jeuniaux, now Commandant Jeuniaux, and his ever-changing pupils built them all until he had realised his ambition, and had constructed a model station."*

The sequence of backstamps indicates that the cover was forwarded from Irebu to Coquilhatville (now Mbandaka), 114 km up river. After a good deal of on-line searching, I succeeded in locating a village called Boyera at (0° 38' S, 19° 25' E), approximately 200 km SE of Coquilhatville on the Momboyo River, a tributary of the Congo<sup>[3]</sup>. It is plausible that the letter would have taken a further 19 days to travel this distance, as evidenced by the "Recd. 11/9/12 Boyera I.F.B." manuscript marking on the front. This leg of the journey would almost certainly have been by private carrier; presumably the S.C.F.A. had forwarding arrangements in place.

**! What Mr. Bedford was doing in such an out-of-the-way spot must remain a mystery, unless any member can shed further light on S.C.F.A.'s activities in the Belgian Congo.**

Considering the arduous journey it had to undertake, I hope that the travel-staining of the cover can be forgiven.

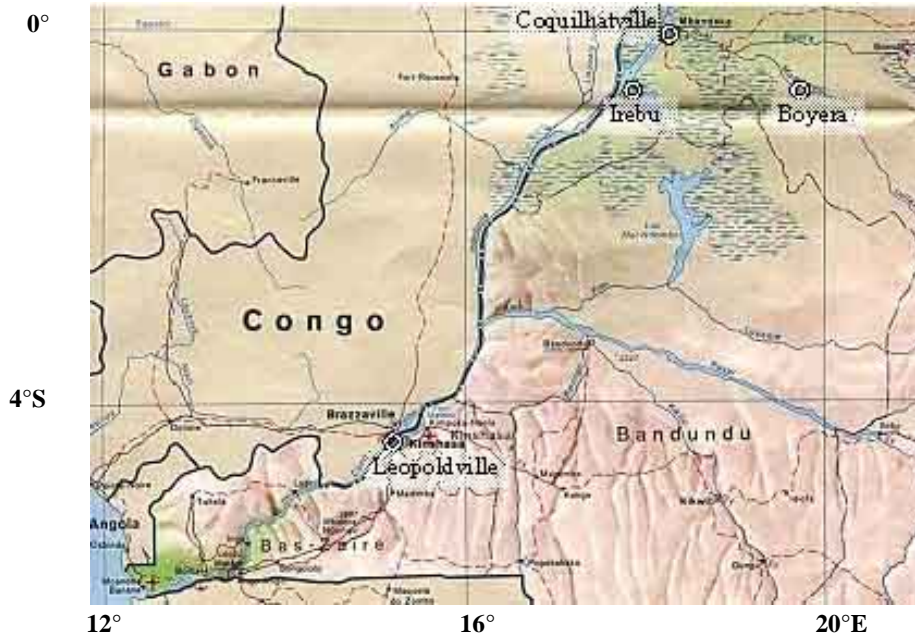


Figure 2

Portion of a map, showing the locations of Leopoldville, Irebu, Coquilhatville and Boyera.

#### Footnotes and References:

1. Proud, E. B. (1994) *The Postal History of Sierra Leone*, Proud Bailey, Heathfield.
2. <<http://www.zum.de/whkmla/documents/wack/wacktoc.html>> accessed 22 May 2011. Online version of a book by Henry Wellington Wack, "The Story of the Congo Free State", New York & London : Putnam 1905. Distances and details of postal services are given in Chapter XXIII; the Public Force is described in Chapter XIV, and the facilities at Irebu in Chapter XXXV, part 2.
3. Maps showing Boyera can be found on the following websites:  
 <[http://www.lib.utexas.edu/maps/jog/central\\_africa/trmc\\_mp\\_congo\\_SA34\\_01\\_1\\_m.jpg](http://www.lib.utexas.edu/maps/jog/central_africa/trmc_mp_congo_SA34_01_1_m.jpg)>, accessed 22 May 2011, a 1:250,000 scale, US Joint Operations Group map dating from the mid 1960s.  
 <<http://www.logcluster.org/ops/drc/general-overview-map>>, accessed 22 May 2011, a pdf image compiled by MONUC GIS Unit-Kinshasa. In this map, the river on which Boyera stands is named as the Lulaka, the name given to an upstream region of the Momboyo in Fig.3, but the position of Boyera is the same on both maps.

**‘Belgian’ and ‘French’ Congo**  
– Routing international mail via the two colonies

Philippe Lindekens

**Part 3.**

In conveying mail between the African and European continents, the various postal administrations had to compete in finding the quickest and most convenient routes, taking account of ship departure and arrival dates. Ports of call, trans-shipments, stopovers and overland means of transport had all to be taken into consideration.

Only ‘transit’ marks will confirm the actual route taken – except where specific sender directions are included on the letter or package. Even then the authorities sometimes ignored the instruction and chose their preferred route. A relationship between the French and Belgian postal authorities did exist and the following clearly operated:

- Once the rail link between Matadi and Leopoldville had been built, that route inland was used by both nations, for Leopoldville, Brazzaville or to places further inland and/or upstream. *The ‘Congo-Ocean’ rail link between Brazzaville and Pointe Noire was not inaugurated until 1934.*
- Transit via Matadi as a link to steamers of the ‘Compagnie Maritime Belge’.
- Transit via Libreville as a link to steamers of the ‘Bordeaux to Loango’ line.
- The river Congo for places on or conveniently close to either side.



Figure 17.

Figure 17. The first very well illustrated example is a letter from Germany to the German maritime company Woermann & Co., at Lambaréné in the Gabon region of French Congo. It was first conveyed to Anvers in order to catch the Belgian steamer ‘Albertville [2]’ departing 8<sup>th</sup> May to Boma where it was offloaded on 18<sup>th</sup> June 1902 and immediately transferred to the French ‘Loango-Bordeaux’ line steamer ‘Ville de Maranhó’ the following day for its onward journey to and beyond Libreville. It is most likely that both Boma and Matadi were serviced directly at this time, by steamers of this line.

The absence of postage paid resulted in the application of the hand written taxes ‘T’ and another French hand stamped.

*According to ‘Raymond Salles’, French steamers to Loango were free of charge beyond Libreville.*

Figure 18 is that of a picture postcard which had been posted from Brazzaville on 18<sup>th</sup> May 1905 bound for Antwerp where it arrived on 16<sup>th</sup> June. Initially it would have travelled by river boat, connecting via the Leopoldville-Matadi rail link to Boma where it received its next transit mark, 20 May.



Figure 18.

From Boma, a coaster vessel will have carried it across the river to Loanda for trans-shipment using a Portuguese steamer to Lisbon where it arrived 13<sup>th</sup> June. Thereafter is anybody's guess – possibly even a British ship en route to Antwerp.



Figure 19

Figure 19 is an unusual item in that it is a card posted from Libreville in the 'Middle Congo' on 6<sup>th</sup> April 1903, addressed to London, routed through three African colonies and during its journey received marks of five different countries. Nevertheless, the routing was predictable – coaster to Matadi and the Belgian steamer 'Anversville' dropped it off at an English port, probably Southampton, for overland conveyance to London.

Not all mail was destined for another continent and the cover described next and illustrated in figure 20 is one such item; having been posted in Dakar in French West Africa and destined for Kampala in Uganda.

It is a letter from a French West Africa Government office and travelled via Senegal 18<sup>th</sup> January 1940, with transits of Pointe-Noire 21<sup>st</sup> February, Brazzaville 23<sup>rd</sup> February, Leopoldville 24<sup>th</sup> February and Albertville on Lake Tanganyika 1<sup>st</sup> April.

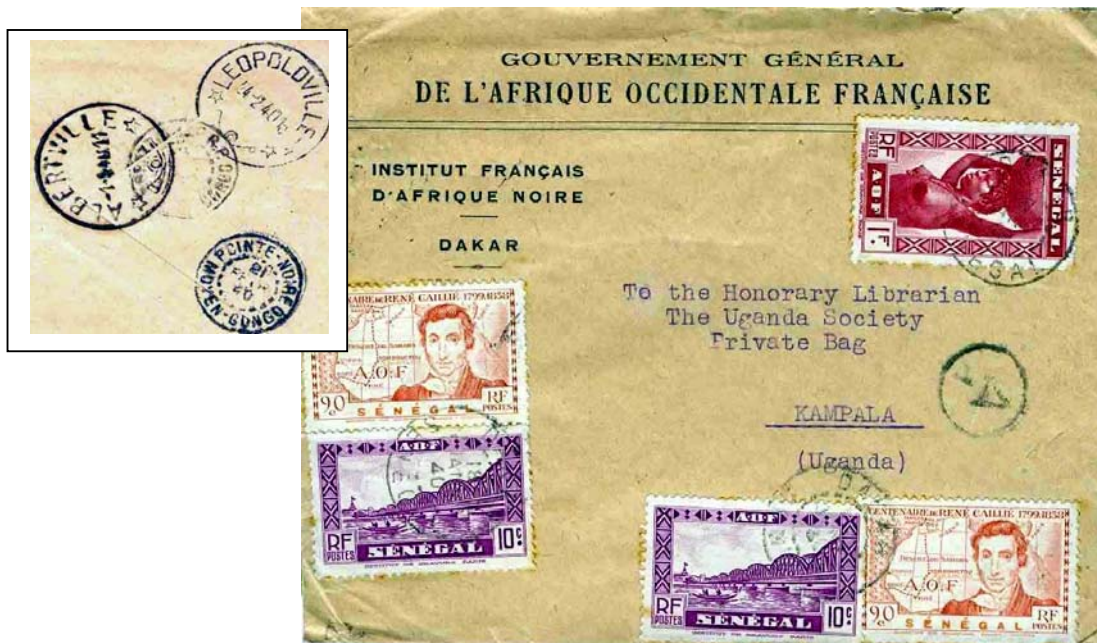


Figure 20

Transit via the Belgian Congo to South Africa during World War II was well used but covers from neighbouring French Equatorial Africa, possibly less so. Figure 21 is one such item. It originates from Bangui on the northern bank of the river Congo and is addressed to Durban in South Africa.



Figure 21.

It was directed by the obvious route to connect with the Imperial Airways service out of Broken Hill and on the reverse side received both Stanleyville and Elizabethville transit marks, successively 20<sup>th</sup> and 21<sup>st</sup> April 1944. It was not censor opened in the Belgian Congo but was on entry at Durban, where it received their South African 'B' stamp.

**The editor acknowledges receipt of other illustrations in support of this article.**

# GERMAN EAST AFRICA CAMPAIGN

## The Censor PAUL GREINDL

Luc Vander Marcken

During the Belgian campaign in German East Africa (1916-1918) military censorship was never standardized. Individual Brigades, Battalions or Regiments each had their own ways of doing things. The most frequently used method – and also the simplest – was the handwritten mark (fig.1), but many censors used either a typewriter or a hand-stamp produced by their own Army Corps (fig.2).

Postcard carried by the field postal service of the BPCVPK <sup>[1]</sup> N°. 13 (between Kilosa and Mahenge) dated 21 Oct 1917 and addressed to the UK. Censored by hand bearing the legend 'Censure Militaire le Com. de la Place' (*Military Censor, the District Commander*)



Figure 1

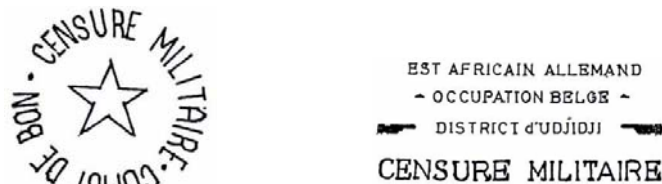


Figure 2

Of the many officers authorised to censor their comrades' post, by far the most imaginative in terms of his approach to the job, was Captain Baron Paul Greindl. We should start with some brief biographical details. He was born in Brussels on 10 June 1878, spent his childhood between Portugal and Germany, started officer's training school on 23 October 1897 and was posted to the 4<sup>th</sup> Cycle Company of the 2<sup>nd</sup> Battalion with the rank of 2<sup>nd</sup> Lieutenant. After several years of gruelling service, he was transferred to the 'Reserve' with the rank of full Lieutenant on 26 June 1906, having suffered severe cardiac dilation. He got a job in the Ministry of the Interior in February 1907, but found a more interesting position in November of that year at the famous *Porphyry quarries* in Quenast (Belgium).

Greindl was a highly imaginative man who came up with designs and prototypes for several inventions, including: a machine for mechanically aligning printing type; a machine for sorting change; a device for paying salaries; a starter for cars and a filing system that allowed misfiled documents to be immediately identified as a result of the way in which the file cards had been cut. However, he never managed to sell any of his inventions. Despite the fact that he suffered from a serious heart condition, he volunteered for active service when German forces invaded Belgium in August 1914. He took part in the defence of the Scheldt, where he was lightly wounded and was subsequently posted to Bayeux as an instructor. On 2 November 1915 he volunteered for service in Africa with the Belgian Congo Army (the *Force Publique*) where he was gazetted as a Lieutenant. He was given two responsibilities as Aide-de-Camp to General Malfeyt, the Belgian Royal Commissioner in German East Africa, and at the same time was commander of the *Force Publique* army group in Udjiji-Kigoma. He took up his post in January 1917. In addition to these other duties, he acted as censor and from 8 May 1917 served as an assistant judge in the Kigoma Military court. Like his fellow censors, Greindl was initially content to censor by hand (figures 3 and 4).

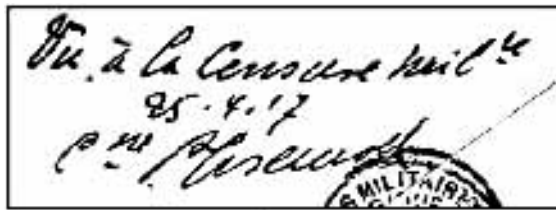


Figure 3 [from a private collection]

Handwritten censorship: *Vu à la censure mil.re/25.4.17/Cne P.Greindl*



Figure 4

Postcard from Kigoma (*type I canceller*)<sup>[2]</sup> dated 16 April 1917, addressed to France  
 Handwritten censorship: *Vu Cens Mil 13.4.17 Cap<sup>ta</sup> P.Greindl*

However, it was not long before his inventive mind led him to ‘organize’ his method of censorship. His first innovation was to make gummed strips onto which he typed the legend

‘OUVERT PAR LA  
 CENSURE  
 MILITAIRE’

Using these strips allowed him to reseal the envelope after its contents had been censored and then to add the date and his signature (figure 5).



Figure 5



Verso

Letter is dated 6 May 1917 from Kigoma (*type I canceller*) addressed to France. Typed onto the resealing strip on the back of the cover, is the legend ‘Ouvert par la Censure Militaire’ and it is dated and signed ‘P.Greindl’



In a further refinement, he later used a piece of gummed strip to reveal the envelope and added to the text 'Kigoma, le ...' leaving an empty space in which to write the date and underneath, sign it either 'Le Capitaine' or 'Le censeur' (figures 6, 7 and 8).

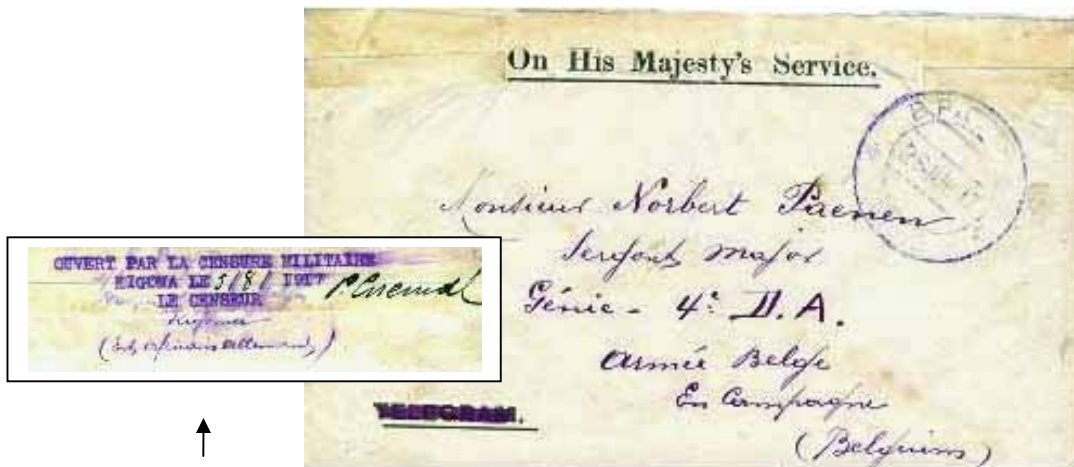


Verso - An enlargement of the letter shown in figure 6



Figure 6

Commercial letter from Kigoma (*type I canceller*) dated '19.6.17'  
Addressed to London and charged at a double rate (50 c.)



Verso

Figure 7

Letter sent while on active service, addressed to Belgium  
B.P.C.V.P.K. N° 12 on 26 JULY 17  
On the back, 'Ouvert par la Censure Militaire/Kigoma le 5/8/1917/ le Censeur'



Figure 8

verso

Letter sent while on active service, posted in Kigoma (*type II canceller*) addressed to Belgium  
 On the back, ‘Censure Militaire/Kigoma le 5/9/17/ Le Censeur/ P.Greindl’

Later on, no doubt thinking that this refinement still didn’t go far enough in terms of saving time, he had a hand-stamp made bearing the same text and which meant that all he now needed to do was to add the date by hand and his signature (fig. 9).



Figure 9

Verso

Commercial letter dispatched from Kigoma (*type II canceller*) on 24.12.1917 addressed to the UK.  
 On the back, ‘Censure Militaire/Kigoma 24.12.17/le Censeur/P.Greindl’

Figure 10. At some time in 1918, in his continuing quest for perfection, Greindl got hold of a larger hand-stamp with an adjustable date. All he now needed was to add his signature.



Figure 10

Registered letter via the field postal service from Kigoma (*type II canceller*) on 17 July 1918 and addressed to Libenge with handwritten annotation 'L' Auditeur Militaire' and signature. On the back, - 'Censure Militaire/Kigoma le 17 juillet 1918/Le censeur/P.Greindl'

Being a man who liked to do things properly and in a well-organized way, Greindl even went as far as to introduce the additional refinement of using German postcards (probably found by chance during the occupation) that had been pre-struck with an embossing stamp with the legend 'EST AFRICAIN ALLEMAND OCCUPATION BELGE' and bearing the Belgian national coat of arms (figure 11).

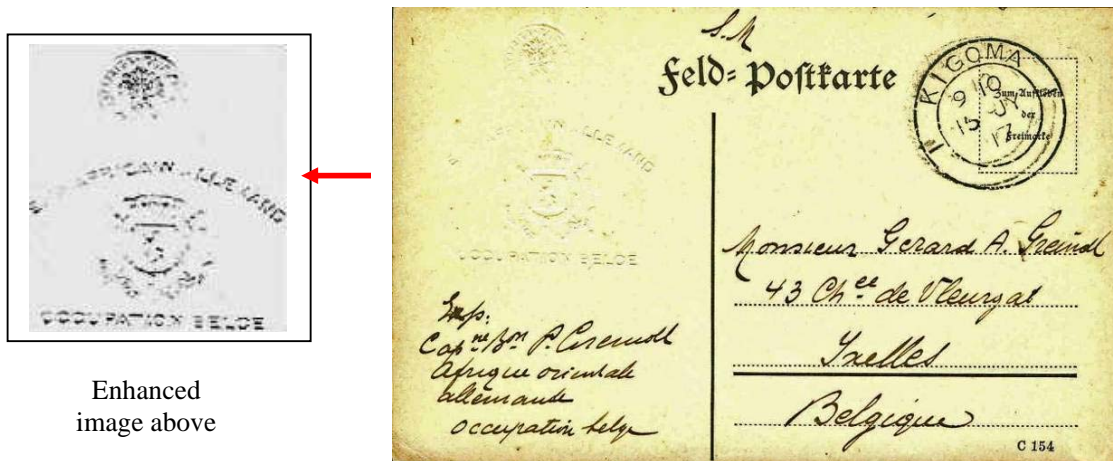


Figure 11

Postcard (*type II canceller*) dated 15 JY 17 sent from Kigoma to his son in Brussels  
'EST AFRICAIN ALLEMAND OCCUPATION BELGE'

Having seen how Baron Greindl introduced new methods used by the military censor, as an anecdote we can now add that he was given a very satisfying assignment on 5 December 1918.

A group of German prisoners of war, including the former German Governor Von Schnee and General Von Lettow Vorbeck, were taken by boat to Kigoma and the Belgian Royal Commissioner instructed Greindl to greet them on arrival, as his representative. Greindl went aboard alone and having explained to them that he was speaking on behalf of the Belgian Governor of German East Africa, he allowed them to

come ashore, where they were given a meal. "Giving permission to the Commander in Chief of the German forces in Africa was a small, but pleasurable reprisal" (letter to his wife dated 5/12/18).

In his book '*La guerre de brousse dans l'Est Africain*', General Von Lettow Vorbeck also gives us an account of what happened.

"The Belgians treated us with all the tact that our awkward situation required..... The Belgian Governor had sent his aide-de-camp, who spoke perfect German, to receive us....."

In February 1919, now that the war was over, troop numbers were scaled down and Paul Greindl became District Commander as well as commanding the Belgian army of occupation. At last, Greindl found himself at the head of a Battalion and was delighted to command a group of excellent native soldiers. He continued to perform his other duties and the last few months of his posting in Africa was a very busy time for him. In December 1919 Paul Greindl and his commanding officer, General Malfeyt, left Kigoma to return to Europe, reaching Brussels in January 1920. Greindl was given leave and finally demobilized on 1 June 1920. On 17 November 1920, he was awarded the honorary rank of *Capitaine-Commandant* and went back to his old job as Sales manager with the 'Porphyry quarries' in Quenast, rising to the position of managing Director in 1929. However, in 1932, his heart condition worsened, almost resulting in his death. He was on sick leave for a year and when it was time to return to work, he decided not to return to his position at the quarries. He joined Citroën on 16 July 1934 and left the company on 23 January 1935, going on to accept the position of Managing Director with Pantex S. A. on 13 February 1935. Father of six children, he died on 6 September 1951 in the house in Zellick which he had bought after his return from Africa.

The surname Greindl is intimately linked with the history of the Belgian Congo. Paul Greindl was the son of Baron Greindl, the first General Secretary to the *Association Internationale Africaine* (A.I.A.) in 1876, in which capacity he was responsible for organizing the Cambier expedition to Lake Tanganyika. In January 1878, accompanied by General Sanford, it was he who met Stanley as he arrived in Marseilles following his traverse of the African continent and suggested that he worked for King Leopold II. Finally, during the Second World War, Paul Greindl's son, Gérard (see figure 11), fought with the South African Air Force from 1941 to 1945, alongside the young Belgian Congo pilots. He later became a commercial pilot with SABENA and was killed when the plane he was flying crashed in Libenge on 13 May 1948.

X-X-X-X-X-X-X-X-X-X-X-X-X-X-X-X

[1] These hand-stamps were used by troops on the move. They became increasingly standardized as the soldiers of the expeditionary forces gradually became an occupation force. The letters B.P.C.V.P.K. stand for 'Bureau de Poste de Campagne Veld Post Kantoor' - Field Post Offices in French and Dutch.

[2] Two types of Kigoma hand-stamp are known:

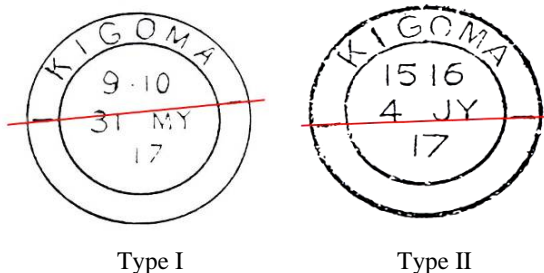
#### Kigoma cancellers – types I and II

Two types of Kigoma hand-stamp are known:

If the two small lines inside the ring on each side are joined up, they form an imaginary straight line crossing the centre horizontally.

Type I [line passes through the date] was always struck in violet and appeared in early 1917.

Type II [the line goes underneath the date] found from July 1917 onwards and usually struck in black, or more rarely violet.



#### Acknowledgements:

- *Les Postes Militaires Belges dans l'Est Africain Allemand.* J.M. Frenay
- *Les Postes Civiles Belges dans l'Est Africain Allemand.* J.M. Frenay
- *Historique de l'emploi des Marques de Censure pendant la Campagne de l'Afrique Orientale Allemande 1914-1918.* R. De Graeve (Balasse magazine)
- *La Campagne Anglo-Belge de l'Afrique Orientale Allemande.* Charles Stienon
- *Association de la famille Greindl.* Internet

# Identifying the Mols plate combinations

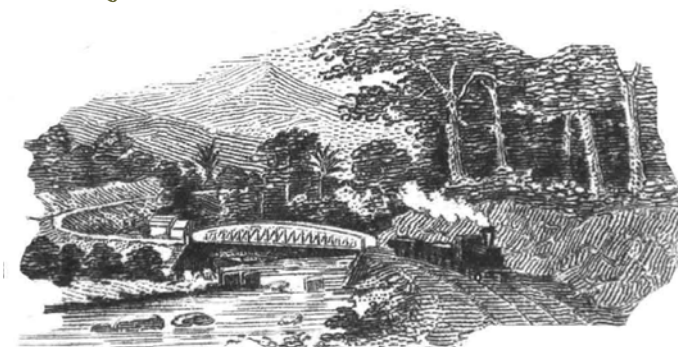
Stuart Smith

This is the sixth in the series of the current review and update of B. P. Hudson's original work first published in the Bulletin and that source of information is acknowledged. Additional up to date information is incorporated. Dates prefixed 'F.C.' are those of 'File Copy' sheets previously held in the Waterlow archive.

The design of this value was based on an original painting - one of the Antwerp 1894 exhibition dioramas - of a photograph by Lieutenant Wyns. In both the photograph and the painting, the bridge is empty having not at the time been completed or open to rail traffic.

## 50 Centimes

### 'Railway over the M'Pozo'



### Plate combinations

COB	SG	Date of issue			
24	21	1894	Emerald	I1+A1	Original frame and centre plate
	[24a - Tavano]		Yellow green		
25	33a	1900	Olive <sup>[1]</sup>	I1+A2	Centres re-entered
25a	33	1901	Yellow-Olive	I2+A2	Frame Lay marks added
		1902	Ochre		
53	59	1909	Olive	II+A2	New frame plate
53a			Deep Olive		
59	65	1910	Yellow-olive	III1+A3	New frame plate; centre lay marks added
			Olive-green	III2+A4	Frames re-entered and retouched; centres re-entered
69	75	1915	Lilac-brown	III3+A4	Frames retouched
			Lilac-brown	III4+A5	Frames partly retouched; centres partly re-entered
			Red-brown		
			Lilac-brown	III4+B1	Frame plate corroded; new centre plate
			Red-brown		
			Red-brown <sup>[2]</sup>	III4+B2	Centre plate retouched in positions 31 and 33
77	83	1918	Red Cross	III5+B2	Frame lay marks added

[1] Interpretation and description of the several shades of 'olive' is subjective and difficult.

[2] The intensity/depth of this shade varies

## Identification

**1894. Green II+AI** [F.C. 'Emerald' 2.10.1894]  
 'Yellow green' [F.C. 13.12.1895, 10.11.'96, 15.12.'97, 10.1.'99]

The original combination exists in two different tones of green. The earlier printings are distinctly 'bluer' whilst later printings are 'yellower' – which Tavano justifiably classifies as COB 24a. The numerous 'fresh entries' in the top left corner make positioning relatively easy to identify – providing one has a reference sheet!



Final printing, 10.1.1899. #42

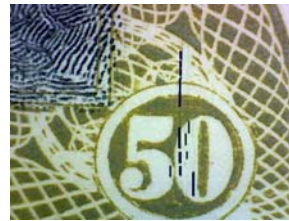
Of particular interest is the diagonal centre plate scratch in position #42, which occurs in the final 'yellow-green' printings of 10 January 1899, confirming that printing. It is rarely found used.

**1900. II+A2** [F.C. 5.3.1900] **and I2+A2** [F.C. 16.7.1901, 14.6.1904]

Frame plate 'I2' was created by the addition of vertical lay marks surmounting a dot between 11, 12, 36 and 37.

The introduction of centre plate 'A2' was created by re-entries, coinciding with a shade change from green to olive. Because of the abundance of these entries and varieties, I am in this instance including that information as a helpful aid to identification.

*"In positions 5, 18, 23, 24 35, 42 and 46 there is a faint vertical black guide line to the right of the lower right part of the vignette, usually crossing or close to the lower right '5'."*



Centre 'A2' [#24]

With the benefit of a digital microscope which was not available to Hudson, it is apparent that this 'guide line' should not be interpreted literally as such. In enhancing the illustration, it is clear that this 'guide line' is but one of several 'vertical scratches', albeit in each position listed above, one line is more intense than the others.

S.S.S.

*"In 43, 44 and 45 there is a transfer roller variety in the form of a small black arc of a circle at the top centre of the centre plate design. There is also a transfer roller flaw in 49 and 50, in the form of an irregular mark like a hook crossing the top of the trees to the right of centre."*



Centre 'A2' [43]



Centre 'A2' [49]

*"A number of positions show extra black dots in the locomotive smoke – 16, 17, 22, 23, 25, 26, 37 and 48."*

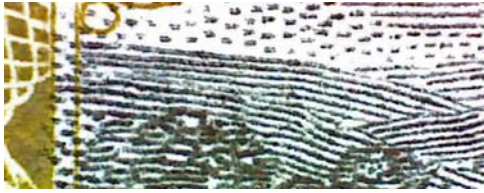


Centre 'A2' [24]

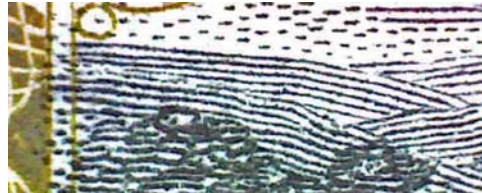


Centre 'A2' [25]

“Generally speaking the centre plate is quite flawed with many positions showing scratches of various shapes and sizes in the margins of the stamp. Stamps in the first row show slight doubling of the horizontal hill lines on the left.”



Row 1. [#2]



Row 2. [#7]

“In 6 there is a diagonal scratch through the river”

**Diagonal scratch on position ‘6’.**

In case others have previously misunderstood Hudson’s statement about the presence of the centre plate scratch on position ‘6’, it should be noted that it is not known on printings of combination ‘I1+A2’. It first appeared at some time after the creation of frame plate ‘I2’ during the printings of combination ‘I2+A2’. This variety remained in place and subsequently appeared on the 1909 unilingual and 1910 bilingual combination ‘III1+A3’.

S.S.S.



Diagonal scratch on #6

**‘Princes’ I2+A2 [F.C. 15.1.1909]**

The ‘Princes’ printings can be recognised by their ‘bright olive’ shade and by the centres which are brownish black rather than grey-black. They are always perf. 14.

**CONGO BELGE overprints**

All Congo Belge ‘typographed’ overprints were applied to stamps from combination I2+A2.

- Bruxelles hand overprint - combination I1+A2: B1, B2, B5, B6, B7.
- Bruxelles hand overprint – combination I2+A2): B6.
- Princes – combination I2+A2: B2 and B5.
- Local – combination I2+A2 (Yellow-olive): L1 to L8.
- Local – combination I2+A2 (Ochre): L1 to L7.

As frame plates ‘I1’ and ‘I2’ are only distinguished easily on four positions of the sheet, it is assumed that ‘Olive’ stamps with Bruxelles overprint are all from ‘I1+A2’, but this has not been confirmed.

The following combinations have been reported by Du Four but were not recorded as seen by either Keach or Hudson:

I1+A2 Olive ‘B3’.

**1909. ‘Unilingual’. II+A2**

The combination with a new frame plate design is self evident and exists in two shades – Olive and Deep-olive.

**1910. III1+A3 and III2+A4** [F.C. 13.12.1911, 10.10.13]

The new centre plate was created by the addition of lay marks. These are a somewhat uneven vertical line between 7 and 8, and a dot between 37 and 38. The centre plate flaws which identify sheet positions in the 1900 and 1909 issues remain and are therefore the main source of identification for the first plate combination of the 1910 issue.

In sheet form they are also easily differentiated from each other by the presence or absence in position #50 of the two scratch lines illustrated here. They are present in centre plate 'A3' but were erased in 'A4'.



(Frame III1) Centre 'A3' #50

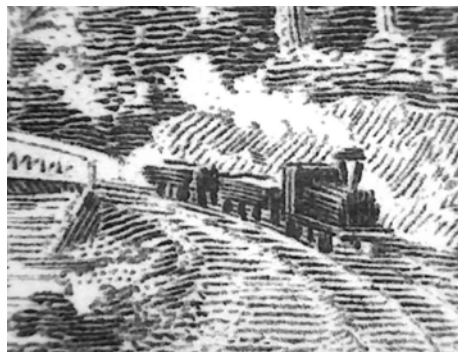
According to Hudson the combinations "are most easily distinguished by their shades. Stamps from III1+A3 range from 'grey-olive' to 'olive' to 'yellow-olive'; there are no lay marks on III2+A4 and they range in shade from greenish yellow-olive to a distinctive 'olive-green'. Without the 1921 surcharge III2+A4 is uncommon unused and apparently unknown used.

When the shade is ambiguous, III2+A4 can often be distinguished by slight signs of doubling or thickening of the centre plate, particularly in the lines of the sky".

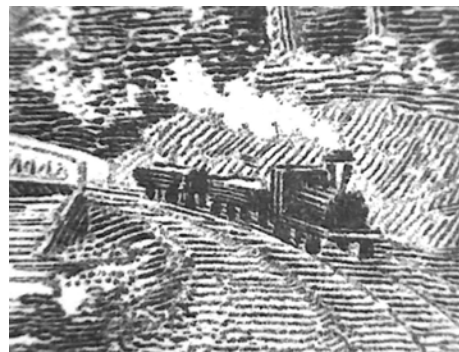
**Distinguishing 'A3' from 'A4'.**

Identification by colour and/or shade may be useful, but the several shades of 'Olive' are clearly descriptively subjective. Fortunately there is an alternative which neither Keach nor Hudson appear to have recognised. I acknowledge Leo Tavano's publication 'Congo Belge Emissions Mols van Engelen 'Bilingual 1910 and Recuperation 1921', as the source of the information that follows.

S.S.S.



Centre 'A3' [#25]



Centre 'A4' [#25]

**Comparison between centres 'A3' and 'A4'.**

- In 'A3' the small area behind the last wagon and the entrance to the bridge is un-shaded. In 'A4' light shading has been introduced.
- In 'A3' the vertical uprights of the bridge casting are very weak or non-existent. In 'A4' they are just perceptible.
- In 'A3' the right hand bank at the side of the front of the locomotive is mostly devoid of shading. In 'A4' the engraving is more clearly visible.
- In 'A4' the track sleepers are more positively defined.

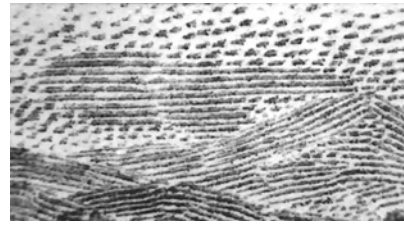
**1915 . III3+A4 and III4+A5** [F.C. 20.4.1915]

Combinations 'III3+A4' and 'III4+A5' cannot be told apart except by positioning the stamp. The former combination is very much less common than the latter and is found in the lilac-brown shade only. No sheets or multiples are known of III3+A4 and only a handful of single copies.

'III+A5' exists in both 'lilac-brown' and 'red-brown' and mint stamps are uncommon.



In about one third of the positions of the sheet, 'A5' shows conspicuous doubling or thickening of the sky lines, a feature not present on 'A4'. In most other positions, the sky lines are slightly thickened in 'A5' but not on 'A4'; in a few positions of 'A4' there is doubling between unthickened sky lines whereas in the corresponding 'A5' positions, the lines are thickened but do not show doubling.



A4/A5 doubled sky [#36]

**III4+B1** [F.C. 28.11.1916]

Probably as a result of having been left in a damp condition, the frame plate is extensively corroded which shows in the form of numerous coloured dots. They show particularly in the top and bottom margins, on the two large '50's' and on the lettering of 'CONGO BELGE' and 'BELGISCH CONGO'.



Plate corrosion #25

Centre plates 'A4/A5' and 'B' can easily be told apart. The retouching of the die used to make 'B' produced three noticeable changes: dots appear in the smoke emitting from the locomotive; the shading on the left bank of the river is continuous rather than dotted; there is a 'sunrise' effect to the left of the mountains.



'B' shaded smoke [#12]



'A4/5' dotted shading [#3]



'B' continuous shading [#3]

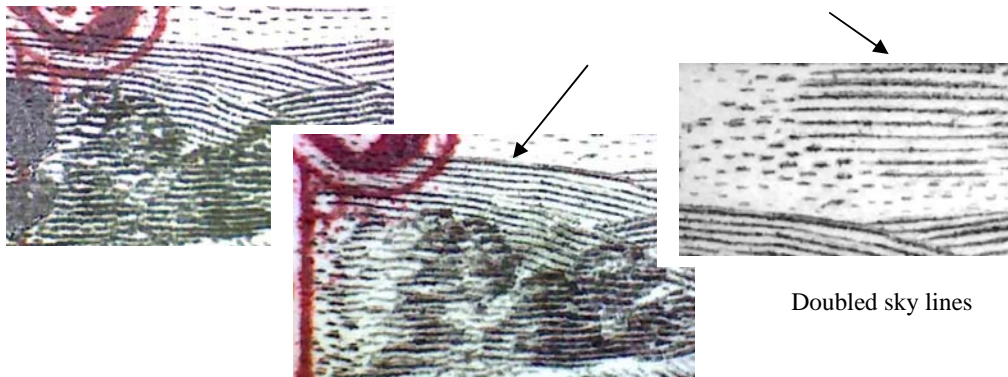
**III4+B2**

The new centre plate state was created by 'light' doubling in positions 31 and 33.

*Have no doubt, the doubling is light and identification isn't easy; but I have tried my best with the illustrations – the benefit of a 'digital microscope' – which I commend as a very worthwhile investment for those with computers and an interest in plating!*

S.S.S.

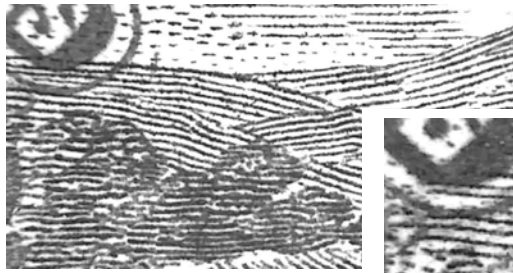
In position '31' the doubling is of the left hill's contour line and some of the sky lines above it.



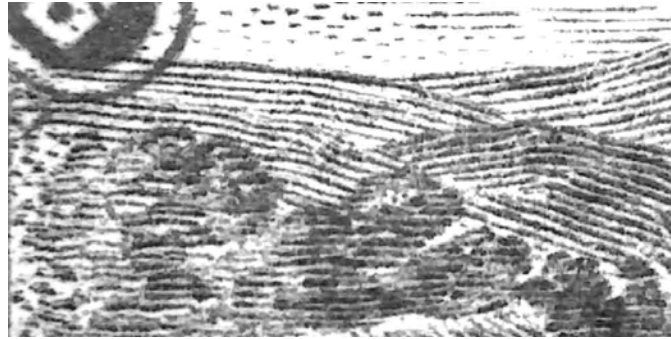
Doubled sky lines

#31 centre 'B2'

In position '33', the doubling is of the central and left hand hillsides banks, and of the oblique lines of the river bank.



#33 centre 'B1'



#33 centre 'B2'

Doubling of the mountain slopes



#33 centre 'B1'



#33 centre 'B2'

**1918. 'Red Cross'. III5+B2** [F.C. 27.12.1917].

The new centre plate state was created by the addition of lay marks between 17/18 and 32/33. Lay marks dots were inserted between 17/18 and 27/28.

**Combinations recorded on surcharged/overprinted 'Belgian Congo' stamps.**

1921 Recuperation	
I2+A2 (Typo)	Olive
II+A2	Olive
III1+A3	
III2+A4	

1922 Malines		
III4+A5	Lilac-brown	S
III4+B	Red-brown	S & M
III4+B2	Red-brown	S & M
S = shiny		
M = matt		

1916 East African		
III4+B	Lilac-brown	S
III4+B	Lilac-brown	L1 (o & t)
III4+B	Red-brown	L1 (o, i & t)
III4+B	Red-brown	L2
III4+B2	Red-brown	L2

1922 EAA Malines		
III4+B	Red-brown)	matt & shiny

1916 Tombeur (Ruanda Urundi)		
III4+A5	Lilac-brown	K
III4+B	Red-brown	G
III4+A5	Lilac-brown	H
III4+A5	Red-brown	H
* Kigali, Grysolle and Havre.		

I am again indebted to Leo Tavano for 'Peer reviewing' the original draft and providing helpful reminders, amendments and suggestions.