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BULLETIN 189

August 2021

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The Study Circle website
www.belgian-congo-study-circle.be

70th Anniversary 16/17 October 2021 NAMUR

IMPORTANT NOTICES

To control the spread of the Covid virus:

Belgian law requires you have a mask with you at all times and to wear a mask at conference venues (in doors) and when not seated at cafes/ restaurants or at bars. N.b. These laws and recommendations are updated regularly and changes will reflect the current level of risk.

FOR BELGIAN MEMBERS:

- you must have the Covid passport: phone 071 313493 for this
- you need only your national number
- you will receive by letter 3 days after your full vaccination is completed

FOR MEMBERS TRAVELLING TO BELGIUM

- the requirement for entry into Belgium differs from country to country and may change over time, reflecting the risk as this evolves. Please check this continuously.

You must reserve your place of the evening dinner by the 20th SEPTEMBER 2021. (There will be no exceptions)

- payment by bank transfer BE 51 0016 0051 5962
- payment by PAYPAL always added 4% (to cover PayPal fees)

Payment to: belgiancongostudycircle@hotmail.com

(For more information see Bulletin 186 page 3)

Booking forms for:

- A, Registration if displaying**
- B, Registration if attending without displaying**
- C, Registration for the AGM**
- Anniversary Dinner**
- Daytime refreshments**
- Information concerning hotel accommodation**

accompany this bulletin. (They may be found also in Bulletin 188)

Membership News

New Members

We extend a warm welcome to the following recently joined members and trust they will enjoy and benefit from their association with us.

USA Tom Grant 424 Pinkster Lane, Slingerlands, NY

Tom describes himself as a collector of African colonial stamps, in general.

Belgium Olivier Simons 26 Rue du Grand Bois, B-1410 Waterloo

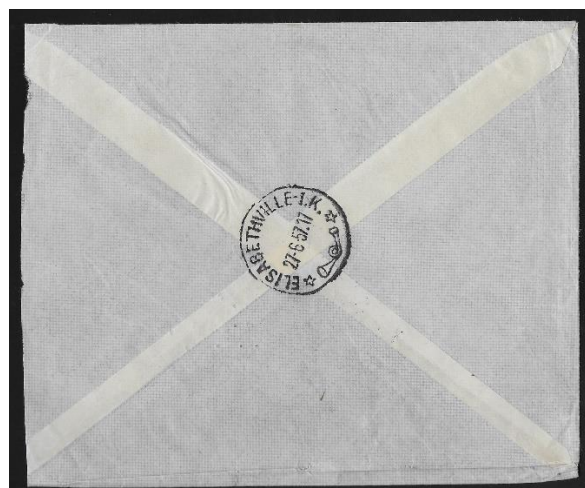
Olivier is a professional philatelist (auctioneer and dealer) who will be known to many members, if not personally, then by reputation.

A New Cancellation Discovery: Elisabethville 1 10(.K.)-

Bart Willekens

The 3rd Edition of Heim and Keach, *The Cancellations of the Normal Post Offices of the Belgian Congo 1886 – 1960*, lists the Type 10 cancellation as known to be in use from 1951 to 1953 with three handstamps, H, I, and J. (see the excerpt below).

ELISABETHVILLE 1 P 6.6.47	10(.H.)-	* 51-3	☐	
	10(.I.)-	* 51-3		
	10(.J.)-	* 51-3	☐	
	12B(H)1-	* 57		
	12B(K)1-	* 57-60	K under E	☐
	12B(K)2-		K under T	☐





Postmark:

BUKAVU -3 A 23-6-57 15 [Heim & Keach: Bukavu 3 11(A)1-]

This letter was sent as registered mail from Bukavu 3, which had opened as a *Bureau Auxiliaire* on the 1st April 1957. Therefore, the date of its posting, 23rd June 1957, is early in its existence, a fact also attested to by the low registration number (92).

The Elisabethville 1 handstamp was used as a receiving mark:

ELISABETHVILLE-1.K. 27-6-57.17 [Heim & Keach: Elisabethville 1 10(.K.)1-]

This cancellation [10(.K.)1-] is reported for the first time and its usage in 1957 extends the recorded time that a Type 10 cancellation was in use at the Elisabethville 1 *Perception* (Principal Post Office) by 4 years.

The period of use of the double circle postmark in Matadi and Lukungu.

Laurent Bierny.

Introduction

The purpose of this article is to determine with the greatest possible precision the period of use of the double circle postmarks of Matadi and Lukungu on the basis of known philatelic documents and the regulations, ordinances, circulars and orders issued by the authority of the "Independent State of Congo".



Decree of 18th May 1886 – Organization of the postal service between Matadi and Léopoldville

This decree regulates the postal service from Boma to Léopoldville. It tells us that porters carrying the mail travelled twice a month on the Boma-Léopoldville route in both directions, passing through the stations of Matadi and Lukungu. The station head officer (who was the district commissioner at these two stations, being the district capitals) was authorized to add Boma or Haut-Congo letters to the mail bags. These letters that had been duly franked were left in the post-box outside the commissioner's office and cancelled by the double circle postmark. It can be assumed that correspondence for Matadi or Lukungu was either kept at the commissioner's office where the recipient could collect it or it could be distributed. Although these instructions date from the middle of 1886, no mail with this particular postmark stamp has been identified earlier than May 1889.

The caravan routes

Matadi and Lukungu were both on the main caravan route on the south bank of the Congo River connecting Matadi and Léopoldville. This road, no wider than a path, was used by thousands of porters. Porters carrying the mail bags also took this route. As government and commercial activity developed, efforts were made to increase portage capacity by creating a new portage route, in 1890, that passed through Kimpesse and Luvituku. This new route would later be used by the porters carrying postal bags and the postal service between Matadi and Léopoldville was reorganized. This modification had a direct consequence on the Lukungu station, which will be explained in detail further on in this article.

Matadi station

In 1889 Matadi was still a minor station in the lower Congo. It would develop considerably when the railway company chose it as the head of the railway line which was to be built to Léopoldville. By 1890, its European population had already reached 150 souls. Trade developed there and a post office opened on March 1st 1891.

Period of use of the double circle postmark in Matadi

Based on our present knowledge, the double circle postmark of Matadi is found on mail between May 1889 and June 1891. The postmark was stamped sometimes in blue, sometimes in black and more rarely in purple. The blue and black colours can be found all through the period of use of the double circle postmark while the purple colour was only used from November 1890 to February 1891. If we find the double circle postmark still on mail after the opening of the post office on March 1891, it can be assumed that the post office may not have been known to all at least for a small period after it was opened, or that by force of habit some continued to deposit their mail in the letter box of the district commissioner's office. We have identified mail with the double circle postmark of Matadi as coming from Matadi (logically), from Underhill (south bank in front of the cauldron of hell), from the nearby Protestant mission of Palaballa, from Kinshassa, and surprisingly from the Protestant mission of Wathen station (another name for Lutete station) located between Leopoldville and Lukungu.

Lukungu Station

Lukungu station was located about halfway along the southern caravan route between Matadi and Léopoldville, which was 400 kilometres away. It was of paramount importance because, the Matadi region being sparsely populated, most of the porters travelling the caravan route came from the much more populous Lukungu-Manyanga-Lutete region. Thus, the chief officer of the Lukungu station, who was also the commissioner for the cataracts district, was responsible for organizing the portage between Matadi and Léopoldville. Two district commissioners distinguished themselves particularly in this task: Emile Francqui and Jules Van Dorpe. The need for portage increased further when construction of the railway began and tens of thousands of porters were at work. But, in the long term Lukungu's fate was sealed because once the railway work had been completed, rail transport would replace

porterage.

Modification of the route of the mail between Matadi and Lukungu

The progress of the construction of the railway line led to changes in the route of the mail between Matadi and Léopoldville which can be summarized in three periods:

- Until March 31st 1896, the mail travelling between Léopoldville and Matadi took the southern caravan route and passed through Lukungu.
- From April 1st, 1896, Governor General Wahis, in his circular N°29/g of March 17th 1896, decided that the postal service between Matadi and Léopoldville would be carried out by way of Luvituku. This route first took the railway between Matadi and Lufu, then the Lufu-Luvituku-Léopoldville caravan route. The Matadi-Léopoldville mail therefore no longer passed through Lukungu. Connections from or to Lukungu continued to follow the Lufu-Lukungu route and vice versa.
- With the section of the Matadi-Tumba railway having been inaugurated on July 22nd 1896, the porterage service started at Tumba and ended at the pool. From August 1896, a new, faster path avoiding passing through Luvituku was found and used by the porters and the mail. It passed through Kisantu and followed the future route of the railway.



Map of the "Bas Congo" in 1897

Period of use of the double circle postmark in Lukungu¹

So far as is known, the earliest date for the use of Lukungu's double circle postmark on mail is June 1889. Regarding the last date of use, all philatelists who have studied the subject wrongly place it on July 1st 1896, the date of the opening of the post office at Lukungu (terminus of the railway) which they rightly specify was never located in Lukungu but rather in Tumba. A few letters bearing this double circle postmark are known after July 1896 and one can reasonably assume that it was used until the day before the date of transfer of the cataract district headquarter from Lukungu to Tumba, on April 1st 1897.

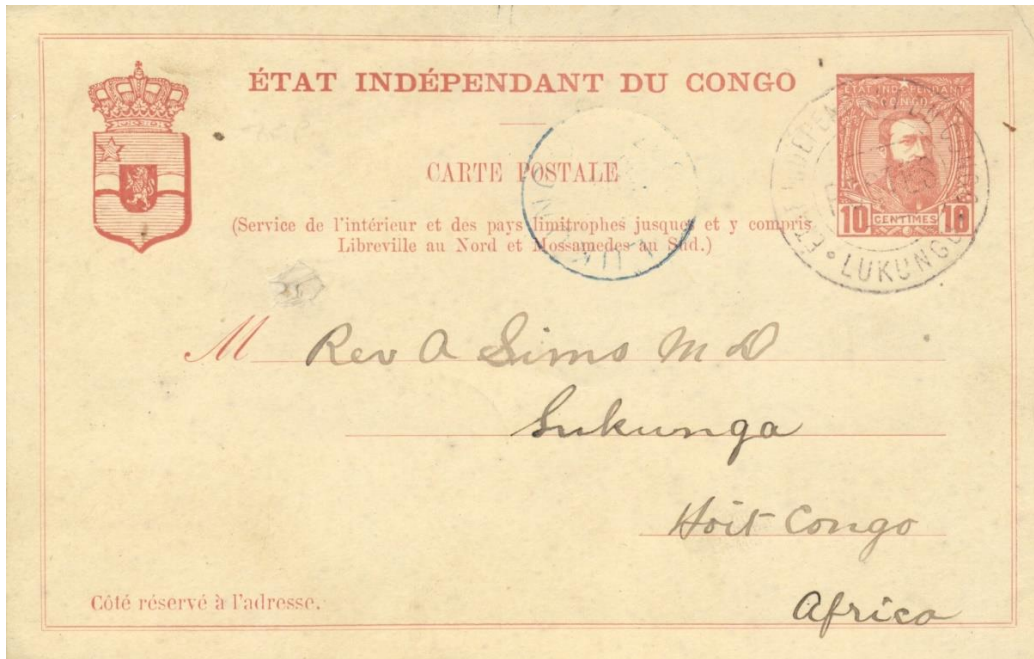
There are several letters with the double circle postmark written after April 1st 1896 from Lukungu and even one from Kingila, located on the north bank of the Congo River, which had to be brought to Lukungu via Manyanga. During the entire period of use of the hand stamp, it was struck in black, blue or purple, as for Matadi. While rare letters from Wathen Station (Lutete), Kirunda or Luvituku exist, the vast majority of mail with this double circle as a departure postmark are written from Lukungu station itself. Therefore, this finding leads us to the conclusion that the change in the portage routes taken by the mail from April 1st 1896 had only a minor impact from a philatelic point of view, except for mail where the double circle cancellation would have been affixed as a transit postmark.

We can say, quite safely, that covers or postal stationary with the double circle cancellation as a transit postmark are extremely rare and logically all of them are prior to April 1st 1896. To illustrate my remarks on the use of the double circle postmark of Lukungu until the date of transfer from the district headquarter in Tumba on April 1st 1897, here is an item of postal stationary, unique to my knowledge, on

¹ About Lukungu post office:

On February 24th, 1896, the Secretary of State of the EIC established by decree that a post office would be opened at Lukungu (railway terminus) on July 1st, 1896. Any enlightened philatelist knows that there has never been a post office in Lukungu even though a small circle date stamp "Lukungu" exists. How to explain this singularity? The following explanation seems the most plausible to me: The train journey between Matadi and Leopoldville needed to be done in two days, the railway company had decided to establish a central station on the route where travellers could rest in the evening of their first day of travel from Matadi to Pool. This middle station was the terminus of the railway in 1896, since it was not completed until 1898. This station being about halfway along the train route between Matadi and Léopoldville, was probably not to be found very far from Lukungu, itself close to equidistant from Matadi and Léopoldville on the southern caravan route. It is also useful to remember that the creation of post offices fell under the competence of the administration of the EIC while the railway was built by a private company independent of the EIC, the railway company. The EIC administration may not have had precise knowledge of the final route of the railway and at the time it was decided to create a post office at the railway terminus, the railway company did not know itself where this terminal station would be: the choice had still to be made between Kimpesse and Tumba. After train tests on the line, Tumba was finally designated as a middle station at the end of March 1896, and in May the independent state government decided to set up the post office there. As the decree implementing the opening the office at the railway terminus takes effect on July 1st 1896 and the decision to open the post office at Tumba, designated as a terminus station, dates from May, the Lukungu small circular date stamp could only be used in Tumba from July 1st, 1896.

which appear both the double circle postmark and the small circular date stamp of Lukungu.



Dr Sims Lukungu Mar 20
Dear Friend
Supposed goods would remain over night so did not look invoices as the store is so far away and such a hot walk before evening.
Manifest no 20 is 3 loads of iron
" " 21 was taken by carriers but everything except case was left in yard Bains gave the loads out before he was taken ill They left manifest also & only took case Hall No. 17 capital name Kalemba no other particulars known There were 4 sheets iron & old drum left in middle of yard & I sent with Caravan No 22 capital Akunku village Kinjila Bus Friedrich old place 12 loads & a little dog for you date Feb 17th That was all the loads left yours truly Adams

One old broken box of the following goods
2 small metal boxes

A postcard sent to Aaron Sims, a Scottish missionary doctor established in the Stanley Pool, near a river called Lukungu (different from the Lukunga river near Lukungu).

It was written in Lukungu on March 20th 1897, receiving the double circle postmark of Lukungu, the small circular date stamp of Lukungu (?/April/1897)] in Tumba, and the small circular postmark of Léopoldville (1?/April/1897). This postcard is the last known mail with the double circle postmark of Lukungu, having been written eleven days before the end of use of the postmark.

Conclusion

The use of the double circle postmark in Matadi and Lukungu ceased for two different reasons:

- In Matadi, it was the opening of the post office on March 1st, 1891 that ended the use of the double circle postmark even though it was still used for a very short period after the opening.
- In Lukungu, no post office was opened and it was the transfer of the capital of the Cataract District, from Lukungu to Tumba on April 1st 1897 that put an end to its use.

Surcharge à cheval. Part 1

Ch. Hénuzet

Not long ago a friend asked, "What is a "surcharge à cheval"? The literal English translation is "horse overprint"! Perhaps a descriptive term, such as "overprint straddling the perforation" might be used in English. However, it seems preferable to use the established French term and define its meaning. This avoids the proliferation of terms from language to language².



1) Introduction :

This concerns only the ordinary typographical "CONGO BELGE" overprint (COB 40-49) and all the values of the series, from 5 centimes to 10 francs.

CONGO BELGE

²It does not matter if we use a French term when the discussion is in a different language, provided the meaning is understood (i.e. it has been defined in that other language.) "What's in a name? That which we call a rose by any other name would smell as sweet" *William Shakespeare, Romeo and Juliet Act II, Scene I.*

They are not easily found and (of course) some are much rarer than others. I have not yet encountered any on the 3.50 francs and on the printing known as "The Princes Printing" (COB No. 40PT to 49PT).

It is worth remembering that the series of 10 values exists in 2 stamp formats.

a) horizontal format



VALUES: 5 C. – 10 C. – 25 C. – 40 C. – 50 C. – 1 Fr. – 3,50 Fr. – 10 Fr.

b) vertical format



VALUES: 15 C. – 5 Fr.



Originally, the overprint was created to "hide" the part of the stamp legend, "ETAT INDEPENDENT".



An exception exists: the 50 centimes olive on which the overprint was applied at the

bottom of the stamp. It hides the "DU CONGO" part of the legend which was to have remained visible. Consequently, the part that should have been covered normally, "ETAT INDEPENDANT" remains readable.

2) La "surcharge à cheval"

It is in fact a curiosity³ of overprinting. This overprint is shifted vertically and applied across two stamps. It is found on a few sheets that had been positioned badly on the machine that was to apply the overprint on the stamps. (It is not possible to know the exact number of sheets on which this occurred).

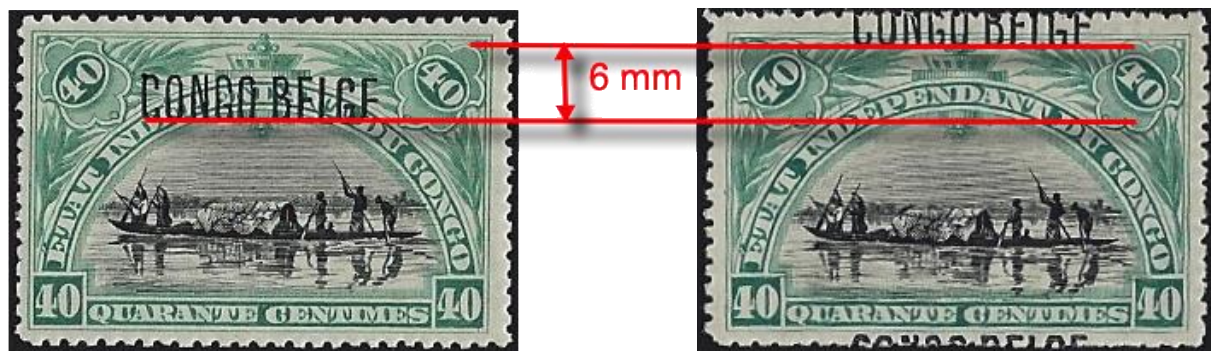


IMPORTANT NOTE:

The "surcharge à cheval" overprint is the result of a significant displacement of the "CONGO BELGE" overprint and this movement is vertical and can be up **or** down.

(a) up:

Vertical displacement is at least 4 millimetres and can reach 6 to 7 mm.



Normally, the overprint is complete and entirely on one stamp (as seen on the left). A "surcharge à cheval" is when the upper part of the overprint is missing and this part of the overprint from the adjoining stamp appears at the bottom of the stamp. (right)

³ DEFINITION in philately:

CURIOSITY: An "occasional variety": it occurs occasionally and in different places on one or more stamps.

In this case, it is a curiosity because this movement is not regular and systematic on all sheets of the same value.

The 50 centimes stamp is a special case, which we will return to it later. In the example below, we do not have a “surcharge à cheval”, only an upwardly displaced overprint. This overprint has moved up 5 mm, which is not enough to create the “surcharge à cheval” because the overprint is positioned (normally) over “DU CONGO”



b) displacement of less than 4 mm

As can be seen on this vertical strip of three 40 centimes stamps (positions 40/45/50 in the sheet) the displacement of the overprint is clear, but just sufficient to cross the perforations, in the order of 4 millimeters maximum, compared to its usual position.

Position 40



Position 50



When enlarged, we can see that the very top of the overprint coincides with the perforation.



This example shows that vertical displacement occurs for all values; we can see that the vertical displacement of the overprint, brings the very top of it onto the perforation of the stamp.

Position 41



Above: because we know the shape of the letters of the overprint, we can anticipate that this is the top of the of the overprint even though we cannot read the letters. So, a displacement of 4 mm is the minimum to call the overprint a “surchage à cheval”.

Some other examples of “surchage à cheval”.



It is harder to find a “surchage à cheval” on the vertical format stamps than it is on than horizontal format stamps:

less than 4 mm



“surchage à cheval” (> 4 mm)



I have not yet come across this curiosity on the 5 francs value.

Cancellation: BOMA 26 July 1909 type 1.11 DMtY, i.e. 5 days before the end of the transition period (July 31st) during which stamps with or without a CB overprint could be used.



A franked card with a 15 c. position 22 on the sheet: position 22 has a variety of overprint, vertical bar of the "B" absent in its upper part.

The 50 cents, a special case:

well-positioned overprints



Because the overprint is positioned at the **bottom**, the "surcharge à cheval" becomes present when **moving down** on the 50 centimes stamp, in contrast to other values.

position 6 on the sheet



For stamps that are in position 46 to 50, the lower half of the overprint appears on the bottom selvedge.

Positions

36-37-38

41-42-43

46-47-48



Collection of P. Maselis

To be continued.

From the editor

Please note that the 2022 subscription notice will appear in the next issue (190).

Always, we need articles for the Bulletin

Very Important notice:

To expertise your stamps, please contact Charles Henuzét **before** you send your stamps



Imperial Airways 1st Regular Africa Service, North-bound: Airmail with Belgian Congo Destinations. Part 1

Charles Lloyd

The Imperial Airways Africa service from Cape Town (South Africa) to Croyden (London) was inaugurated in January 1932 and from the start the company held a monopoly mail contract. This early airmail service has fascinated enthusiasts whose interests are in African colonies through which the route passed and other colonies (not least the Belgian Congo) that were able to make use of the service. First-flight mail that originated in British territories in southern Africa and was addressed to the Belgian Congo is uncommon. Of course, the known covers are “philatelic” and for this reason have survived to provide us with information that would not otherwise be known. Personal mail carried on this flight is vanishingly rare, if any has survived at all! The misadventures of the first flight from Cape Town are well known, but should be retold here to appreciate the impact of the Broken Hill incident on the subsequent passage of mail addressed to the Belgian Congo.

DH66 Hercules aircraft were used in relays from Cape Town as far as Kisumu (Kenya colony). After Kisumu a flying boat, the Short S8 Calcutta, replaced the DH66 aeroplane. It is helpful to show the flight route with its landing fields and also other places relevant to the covers shown.



Figure 1: The South and Central Africa part of Imperial Airways Africa Service 1932. Landing fields are marked. Purple circles = overnight stopovers (end of sectors). Red circles = intermediate landings. Yellow circles = settlements referred to on the covers.

The DH66 *City of Karachi* left Cape Town as scheduled at 06:00 on Wednesday 27th January 1932 bound for Johannesburg (via Victoria West and Kimberly). From Johannesburg (after a night stopover), the *City of Basra* took over for the next sector to Salisbury (via Pietersburg and Bulawayo), arriving there at 16:55 on the 28th. The third sector, Salisbury to Mbeya (via Broken Hill and Mpika), should have taken place on the following day (29th), with the *City of Basra* taking-off at 05:30. Unfortunately, when taxiing a wheel sank into soft ground (from where an anthill had been removed recently), damaging the undercarriage and taking the plane out of service. Passengers and mail were hurriedly transferred to the *City of Delhi* which then headed for Broken Hill.



Figure 2. A DH66 Hercules aircraft of Imperial Airways: G-EBMX, *The City of Delhi*

Misfortune struck a second time as the *City of Delhi* neared Broken Hill. With a severe rain storm approaching, the pilot decided to make a forced landing on what appeared to be a flat grassy area. This turned out to be swampy and the plane became bogged down. With the plane not found at the co-ordinates given by the pilot, the south-bound *City of Baghdad* (which had ended its sector at Mbeya) was ordered to continue on to Broken Hill at first light on the following day (30th).

It joined the search for the missing plane and located it on the 31st, 88 km east of its destination. Fortunately, the passengers were unharmed and the mail was not damaged. The *City of Baghdad* remained at Broken Hill in the hope that the mail could be retrieved quickly to continue this inaugural delivery. But, on the 2nd February, to avoid delaying the south-bound mail being carried on the second service, the plane was ordered back to Mbeya with only mail originating from Broken Hill on board. Mail on this (supplementary) flight reached Nairobi on the 3rd February. The mail salvaged from the *City of Delhi* was loaded on the second north-bound service which left Broken Hill on the 6th February to arrive at Nairobi at the end of daylight the following day. Here, it would join the mail that had left Broken Hill on the 2nd February but had missed the connecting flight at Kisumu. This resulted in a combined mailbag from the 1st and 2nd flights from the Cape to Nairobi.

The covers

Figure 3 comes from the article by Cristopher Cooksey, published in the Rhodesia Study Circle Journal (1). This is a “Springbok” First Airmail envelope posted at Salisbury and addressed to Dr H.F. Squire, c/o Rev. C.E. Pugh⁴, residing at the BMS

⁴ The Rev. Charles E Pugh, a long serving missionary in the Congo, was the BMS Congo Secretary based at the Kinshasa BMS station. It is probable that he acted as the agent of the dealer responsible for the creation of

mission station at Léopoldville Est (Kinshasa). The “FIRST OFFICIAL AIR MAIL” cachet is an unofficial marking from the series of hand stamps sent by a dealer, John S Davis, to postmasters at every landing site on the route, to be used on all mail in the absence of an official post office cachet. (The postmaster in Salisbury has removed the second line, “SALISBURY TO LONDON”, presumably because this letter was to be offloaded partway.)



Figure 3: Courtesy of Christopher Cooksey. Salisbury to Broken Hill by air with onward carriage by surface transport to Léopoldville.

Return address: Dr H. F. Squire, Netherton, Huddersfield⁵

Postmark: SALISBURY, 28JAN1932 12-PM

Transit marks: BROKEN HILL. -4FEB.A32
SAKANIA, -5.2.32=8 (Heim & Keach Type 5C)

ELISABETHVILLE, -5.2.32.16 (Heim & Keach Type 7A)

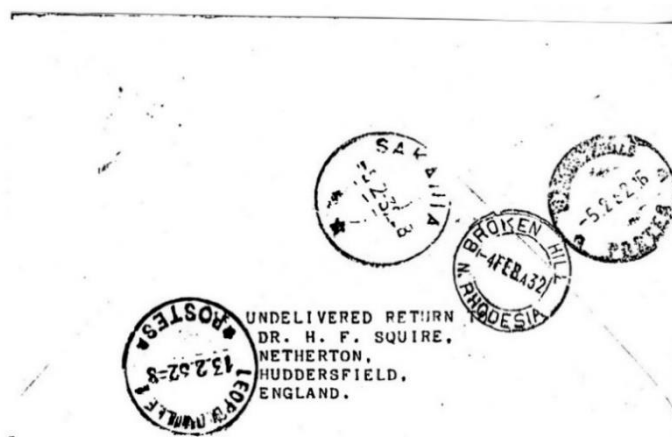
Receiving mark: LEOPOLDVILLE 1, 13.2.32=8 (Heim & Keach Type 7A)

This is an item of mail recovered from the *City of Delhi*. Cooksey’s proposed travel itinerary beyond Broken Hill is confirmed by the transit mark evidence. The letter was dispatched by rail to Port Francqui where it was loaded onto a river steamer to be

these covers. The “service provider” might be John S Davis (Aero-Philatelist) of Anglesey because he wrote to postmasters at each landing place: “In a few days, or weeks, the London/Cape Town airmail will be inaugurated, and in common with other stamp dealers and collectors, I shall be sending letters by the first flight in either direction, from all towns on the route.” A number of known covers exist bearing the identical typeface and with the same address structure as the one illustrated here. The information on these does not conform to the instructions given by Imperial Airways for servicing collectors covers and are of private origin.

⁵ In this article seven of the eight covers are addressed to Dr H.F. Squire (1893 – 1961). When researching early covers such as these, discovering who the recipient was often adds to the interest. Dr Squire was a remarkable man. He served throughout World War 1, first as a volunteer medical orderly on the Serbian front and then as a doctor with the RAF (completing his medical qualifications at Cambridge University after he had been invalided home from Skopje). With the war ended, he was demobilized and returned to general medical practice in Huddersfield. The creation of the RAF Volunteer Reserve in 1936 gave him the opportunity be commissioned as a medical officer, even though he was overage. He served throughout World War 2 in the UK, Greece, Middle East and NW Europe. With this war over, he returned to life as a country doctor in rural Sussex. There is no evidence that he was a dealer and an internet search does not link him to philately, other than the covers from the first Imperial Airways Africa service to South Africa. He had one other passion; the game of cricket! His books on the history of the game in the County of Sussex are recognized as definitive works.

carried to Léopoldville. My immediate reaction was to question why delivery of this letter had not continued to be by air from Elisabethville to Léopoldville, after all the SABENA LARA 2 service between the towns had been operating efficiently for 5 years. Perhaps, the answer is bad timing. The time taken to fly between the towns was two days, but the flight schedule was determined by connecting with the departing CMB liner to Antwerp. The *SS Anversville* sailed from Matadi on the 8th February. Early timetables show that several days elapsed between mail arriving at Léopoldville and a liner departing Matadi. Consequently, the scheduled plane had left Elisabethville before the unexpected mail from the *City of Delhi* arrived. The next sailing from Matadi, by *SS Elisabethville*, would not take place for another 12 days (i.e. on the 20th). It would be quicker to send this letter by surface transport, as the transit marks show.



In his article published in BCSC Bulletin N° 123 (2002) Norman Clowes (3) included an image of the reverse side of another “Dr Squire” cover that had been on that ill-fated flight (Figure 4). The same four transit marks are present. Unfortunately, the front was not shown, but Clowes states that this is a Springbok envelope posted at Johannesburg and franked 1/-.

Figure 4: Clowes cover. Johannesburg to Leopoldville. Carriage from Broken Hill by surface.

Figure 5 is a second “Dr Squire” cover from the article by Christopher Cooksey (1). It was posted at Broken Hill to the same address as that on his Salisbury cover. Normally, a letter from Broken Hill to Léopoldville would be routed through the Congo via Elisabethville, but this item was exceptional because carriage on the first Imperial Airways north-bound flight was requested. It was bagged for offloading at the first stop after Broken Hill from which it could be delivered to Léopoldville.



Figure 5: Courtesy of Christopher Cooksey. Broken Hill to Léopoldville.

Postmark: BROKEN HILL 29JAN.A32
 Transit marks: DODOMA, 2 PM 4 FEB 1932

DARESSALAAM (rest indistinct, but probably: -KIGOMA TPO)
 KIGOMA, 1 PM 8 FE 1932
 ALBERTVILLE, 16.2.31 11 (Heim & Keach Type 7A)
 STANLEYVILLE, 22.2.32 15 (Heim & Keach Type 7A)
 Receiving mark: LEOPOLDVILLE 1, =1.3.32 14 (Heim & Keach Type 7A)

The stamps were cancelled in anticipation of an on-schedule departure. From Dodoma an established route was followed to Stanleyville: carried by train to Kigoma and then on a lake steamer to Albertville. From there, by a sequence of train to Kundu, river boat down the Lualaba River to Pontiville and then once more on a train to Stanleyville, arriving on the 22nd February. Eight days elapsed between then and its arrival at Léopoldville. Downstream, aided by the flow of water, a riverboat would take anytime between 8 and 16 days – too long to match the Léopoldville receiving mark. SABENA flights from Stanleyville were scheduled to connect with the CMB liners departing from Matadi for Antwerp. The SS *Léopoldville* was due to depart on the 3rd March. Consequently, Cooksey’s proposition that it was flown from Stanleyville is correct.



Figure 6. The balloon mark on Figure 5.

An interesting mark is present at the lower centre of the reverse side. It is a balloon with a banner across the centre, “**|||| AIRFIELD**”, in faint blue ink (Figure 6). It is the mark of Francis J Field RDP (1895-1992), the noted aero-philatelic dealer, which is “BCM-AIRFIELD”. It is not present on the reverse of other “Dr Squire” covers shown in this article (Figures 3, 4 and 8). This implies that this cover passed through Field’s shop sometime after Dr Squire had received it, probably following the sale of Squire’s collection.



Figure 7: A Clowes cover. Broken Hill to Leopoldville.

Norman Clowes (3) included a near identical “Dr Squire” cover in his article. Unfortunately, only the front was shown though he did list the transit marks:

Postmark: BROKEN HILL, 29JAN.A32
 Transit marks: DODOMA, 2PM 4 FE 1932
 DARESSALAAM-KIGOMA TPO 7 FE 1932
 KIGOMA, 1PM 8 FE 1932
 ALBERTVILLE, 16.2.32 11
 STANLEYVILLE, 22.2.32 15
 Receiving mark: LEOPOLDVILLE 1, =1.3.32 1

Clowes speculated that the mail destined for Dodoma was wrongly bagged at Broken Hill and carried to Nairobi on the supplementary (emergency) flight that departed Broken Hill on the 2nd February. At Nairobi, the error was discovered and the mail dispatched south to Dodoma on the next flight of the *City of Baghdad*. The date on the Dodoma postmark is consistent with this proposition. However, Clowes admitted that the absence of a Nairobi transit mark could be a weakness in his proposal.

Although the next cover is from the first south-bound flight, it adds strength to the proposition put forward for delivery of the Leopoldville mail carried on the north-bound supplementary flight after it had been off-loaded at Dodoma.



Figure 8: Courtesy of Filip van der Haegen. Moshi to Leopoldville.

In his article (3), Norman Clowes showed only the reverse. Fortunately, Filip van der Haegen acquired the cover from Norman and kindly provided a scan of its front. It is a Springbok envelope franked 65c (Tanganyika):

Postmark: MOSHI, 28 JA 1932
 Transit marks: DODOMA, 8:30AM 29 JA 1932
 DARESSALAAM-KIGOMA TPO, 31 JA 1932
 KIGOMA, ??AM 1 FE 1932
 ALBERTVILLE, 2.2.32 11 (Heim & Keach Type 7A)
 STANLEYVILLE, -8.2.32 15 (Heim & Keach Type 7A)
 Receiving mark: LEOPOLDVILLE 1, 18.2.32 17 (Heim & Keach Type 7A)

The next sailing from Matadi to Antwerp, *SS Elisabethville*, was due to depart on the 20th February, Consequently, the envelope was held at Stanleyville until the SABENA flight carrying the mail for Europe left, probably on 16th February.

As expected, delays could occur *en-route*: the result of a mismatch of connections,

equipment failure, adverse weather, etc. We might speculate but it is wiser to accept that delays were inevitable and differences in transit time are the norm.

Acknowledgements

Two articles appeared recently in the Rhodesia Study Circle Journal and I am indebted to its editor, Sean Burke, to Christopher Cooksey (1) and to Walter Herdzik (2) for allowing me to share their images and research with you. I would like to thank Filip van der Haegen for not only reading my draft article, but also supplying scans of three covers.

References

- (1) Cooksey, Christopher. 1932 Northbound First Flights to off-line Destinations within Africa. *Journal of the Rhodesia Study Circle* (2021) 71 46
- (2) Herdzik, Walter Matters arising: Northbound First Flights. *Journal of the Rhodesia Study Circle* (2021) 71 84
- (3) Clowes, Norman. Imperial Airways involvement with mail to and from the Belgian Congo. *Bulletin of the Belgian Congo Study Circle* (2002) #123 15

To be continued

Postal Auction Sale 2021-1

Prices Realized

Lot	Price	Lot	Price	Lot	Price	Lot	Price
1		40	13,75	79		118	
2	5,00	41	125,00	80		119	26,00
3	11,25	42		81		120	8,75
4		43		82		121	
5		44		83		122	10,00
6		45		84	4,50	123	
7	22,00	46		85		124	110,00
8		47		86	1,50	125	39,00
9		48		87	9,25	126	9,00
10		49		88	7,25	127	
11	8,00	50		89	8,25	128	
12		51		90	2,50	129	
13		52		91	4,50	130	
14		53		92	6,25	131	11,00
15		54		93		132	8,25
16		55		94		133	41,00
17		56		95		134	
18		57		96		135	
19		58		97	3,50	136	
20	1,50	59		98		137	3,00
21	4,05	60		99		138	
22		61		100		139	
23		62	2,50	101		140	
24		63	16,00	102	1,25	141	
25		64		103		142	
26	16,00	65		104		143	12,00
27	6,25	66		105	32,00	144	
28	20,25	67	2,55	106		145	
29	12,50	68		107		146	
30	104,00	69		108		147	28,00
31	3,00	70	15,00	109		148	
32	11,25	71		110		149	3,05
33	3,55	72	2,25	111		150	3,00
34	9,25	73		112		151	
35	43,00	74		113		152	
36	36,00	75	0,50	114		153	9,00
37	29,00	76		115		154	39,00
38	15,25	77	12,00	116	12,25		
39	31,00	78		117	11,25		

Bidding form - BCSC 2021-2

To be sent to

Th.FRENNET – Rue la rue 17 – B-1420 Braine-l'Alleud – Belgique/Europe

by E-mail at : Thierry.frennet@fthsprl.be (preferred)

(or by post to Th. Frennet, Rue la rue 17, B-1420 Braine-l'Alleud, Belgique/Europe)

CLOSING DATE FOR BIDS – 20th SEPTEMBER 2021

Name: Date:

Full Address: Signature:

Auction Rules

Abbreviations used

U.M.	= unmounted mint – unused with original gum in Post Office state, never hinged.	
L.M.	= lightly hinged - unused with original gum, mounted with a peelable hinge.	
O.G.	= original gum - unused with gum slightly disturbed or alternatively having a previous hinge	
Part O.G.	= part original gum – unused with original gum. Large hinge remnants may or may not be present.	

CB – Congo Belge; COB – Catalogue Officiel Belge number; RU – Ruanda-Urundi;
Designation of cancellations are in accordance with the Heim & Keach classification

Bidding steps

0	to	5 €	per	0.05 €
5€	to	25 €	per	0.25 €
25€	to	50 €	per	1.00 €
50€	to	250 €	per	2.00 €
250€	to	500 €	per	5.00 €
	over	500 €	per	10.00 €

Postage on lots will be charged to buyers

See also our website: www.Belgian-congo-study-circle.be

<u>Lot No.</u>	<u>Limit (Euros)</u>	<u>Lot No.</u>	<u>Limit (Euros)</u>	<u>Lot No.</u>	<u>Limit (Euros)</u>

To submit more bids, please send them entered on a 2nd (& more) copy/copies of this bidding form.

Lot	SALE 2021/2 Description	COB #	Min Bid €
Philatelic Literature			
1	Belgian Congo Study Circle bulletins from N° 30 to 147.		120.00
2	Belgian Congo Study Circle bulletins from N° 134 to 183 in 10 ring binders		150.00
3	La poste maritime Française Tome I till IX. Raymond Salles. (Reprint of 1992.)		260.00
4	Cockrill series booklet No 11. The Woermann Steamship Line of Hamburg.		20.00
5	The history, ships and postal cancellations of the Woermann Steamship Line of Hamburg + list of ships and cancellations of the Deutsche Ost Afrika Line 1890-1965. (photocopies 32 p.)		3.00
6	Cockrill series booklet No 12. Netherlands & Colonies maritime markings and ship cancellations (1793-1939)		15.00
7	Cockerill series booklet No 26. K.N.S.M. The Royal Netherlands Steamship Company (1856-1981)		15.00
8	Cockerill series booklet No 40. Portuguese shipping companies paquebot & ship cancellations		20.00
9	Cockerill series booklet No 41. Mailboat services from Europe to the Belgian Congo (1879-1922)		30.00
10	Cockerill series booklet No 43. Belgian Congo. Mailboat steamers on Congo rivers & lakes (1896-1940)		30.00
11	Congo: cinquante ans d'histoire postale. Jean Du Four. N° 44		260.00
12	Catalogue Willy Balasse Tome III. (<i>Belgian Congo</i>) 1949 + échelle des surcharges « Congo Belge »		15.00
13	Histoire du service postal au Congo Belge (1886-1960) Tome I. Roger Gallant.		30.00
14	L'Emission des timbres-poste Art Indigène du Congo Belge et du Ruanda-Urundi. Francis Vanderveken (1996)		12.00
15	Anvers – Congo ou la grande aventure E. M. Deneumostier (1981)		12.00
16	Etat Ind. Du Congo. Les premières valeurs postales. E.M. Deneumostier. (1985)		12.00
17	Etat indépendant du Congo, émission dite de 1887. E.M. Deneumostier. (1986)		12.00
18	Etat Indépendant du Congo émission Léopold II – 1886 nos bessons Africains Tome I. C. Henuzet - L. Tavano (2003)		12.00
19	Etat Indépendant du Congo émission Léopold II – 1886 nos bessons Africains Tome II. C. Henuzet – L. Tavano (2003)		12.00
20	Etat indépendant du Congo émission Léopold II -1886 nos bessons Africains Tome III C. Henuzet - L. Tavano (2003)		12.00
21	Etat indépendant du Congo l'émission Mols-Van Engelen 1894 – 1908. C. Henuzet – L. Tavano (2005)		25.00
22	Congo Belge courrier transporté par Zeppelin 1930 – 1939. Léo Tavano. (2006)		15.00
23	Service des postes du Ruanda-Urundi rapports annuels 1921 – 1960. C. Stockmans – R. Gallant. (1999)		8.00
24	Maritiem postvervoer Antwerpen-Congo. C. Stockmans - R. Galant (1999)		12.00

25	Services des postes du Congo Belge et du Ruanda-Urundi rapports annuels 1908 – 1958. C. Stockmans – R. Gallant. (1998)		20.00
26	De geschiedenis van de postdienst in Belgisch Kongo (1886 – 1960) Deel II: de postzegels. R. Gallant – G. Huygebaert. N° 57 / 200.		25.00
27	Congo Belge – Belgisch Kongo 1886 -1960. De verschillende afstempelingen van de postkantoren van 25 grote steden of centra. Dr. G. Huygebaert.		12.00
28	Congo Belge et Ruanda-Urundi septante-sept ans d’histoire postale en Afrique centrale 1885 – 1962. (I) Ch . Stockmans (2000)		25.00
29	Congo Belge et Ruanda-Urundi septante-sept ans d’histoire postale en Afrique centrale 1885 – 1962. (II) Ch. Stockmans (2000)		25.00
30	Congo Belge et Ruanda-Urundi septante-sept ans d’histoire postale en Afrique centrale 1885 – 1962. (III) Ch. Stockmans (2001)		25.00
31	Congo Belge et Ruanda-Urundi formulaires utilises par l’administration des postes 1885 – 1962. Ph. Lindekens – Ch. Stockmans (2002)		15.00
32	Vervalsingen. Dr. G. Huygebaert. Vervalste postzegels, vervalste opdrukken, vervalste afstempelingen B.K.		12.00
33	A philatelic bibliography of Belgian Congo & Ruanda-Urundi. R.H. Keach. (13 May 1976)		12.00
34	Les timbres-taxe du Congo de 1886 à 1960. J-M Frenay.		18.00
35	De briefwisseling van de Belgische militairen tijdens de oefenopdracht van de F.A.Z. 12 feb 79 - 30 mar 79. Smets H. N° 48/100 (1984)		8.00
36	De briefwisseling van de Belgische militairen tijdens de humanitaire opdracht in Shaba. 17 mei 78 - 10 juli 78. H. Smets. N° 30/200 (1983)		8.00
37	La correspondance des militaires Belges lors de la mission humanitaire au Shaba. 17 mai 78 – 10 juillet 78. Smets H. N° 185/200. (1983) <i>Same lot as 36 but in French</i>		8.00
38	Le Congo Belge en 1940-1945. J Oth (1992)		12.00
39	East Africa World War II. H.F. Henning (1996)		25.00
40	WW1 Civil censorship in East Africa. “Opened {by censor} under martial law” sealing labels. Bill Clark. (2008)		20.00
41	Deutsche Kolonien und Deutsche Kolonialpolitik Band 2. Deutsch-Ost Afrika. Atlas-handbuch-katalog der postalische Entwertungen. H-H Gerlach - A. Birken. (1999)		30.00
42	La censure (civile & militaire) au Congo Belge, guerre 1939 – 1945. A. Jeukens. (Nat. Comp. 1993 – 80%)		28.00
43	Chronologie des mouvements des troupes militaires Belges dans l’Afrique orientale Allemande pendant la guerre 1914 – 1918. A. Vindevoghel (1993)		18.00
44	Histoire postal de l’énclave de Lado (1897-1910) Abbé G. Gudenkauf (1985)		32.00
45	Les postes civiles Belges dans l’Est Africain Allemand pendant la guerre 14 – 18. J-M Frenay		18.00
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47	De geïllustreerde postwaardestukken van Belgisch Congo en Ruanda-Urundi. F. Dochez. (1999)		12.00
48	De luchtrechten & de bepalingen betreffende de luchtpost. Luchtpostvervoer België en Belgisch-Congo. F. Broeckart (1994)		18.00
49	De versnelde luchtverbinding België-Kongo & terug 1936. F. Van der Haegen. (2001)		10.00

50	De Belgische luchtpost 1919 -1944. Tarieven, bijzondere besluiten en dienstorders. W Major. (1999)		32.00
51	Movements of Aircraft on Imperial Airways. African route 1931 -1939. Peter Wingent. (1991)		18.00
52	De eerste missievlucht naar Belgisch Kongo. J. Sergeant (2002-2003)		10.00
53	L'Épopée de l'air au Congo José Henin. N° 167/200. (1961)		50.00
54	Catalogue de la Poste aérienne de Belgique et du Congo-Belge. Fr. Godinas (1938)		25.00
55	Catalogue 1942 des aérogrammes de Belgique et du Congo.		3.00
56	Afrique orientale Allemande occupation Belge Karema cancellations. Léo Tavano (2006)		8.00
57	BPC VPK cancellations. Léo Tavano (2010)		8.00
58	Afrique orientale Allemande, occupation belge 1916-1922 emission de Londres. Léo Tavano. (2001)		12.00
59	The cancellations of the normal post offices of Belgian Congo 1886-1960 and Ruanda-Urundi 1917-1962 including the telegraphic cancellations A.I.Heim & R.H. Keach (2 nd edition-1992)		3.00
60	Idem: Third edition (2004)		8.00
61	Belgian Congo Study Circle Index 1951-2004. (bulletins 1 – 133)		3.00
62	La philatelie de transition du Congo Belge au Congo, du Ruanda-Urundi aus Rwanda & Burundi. G. Celis (1983)		22.00
63	Histoire postale de l'Etat du Katanga 1960 – 1963. E.R. Hoorens. (1997)		12.00
64	France and colonies philatelic bulletins 317 and 318. Articles of Alan Morvay. Foreign censorship on World War II French Equatorial Africa mail.		6.00
65	Museu de Marinha Lisboa Portugal. Bulletins 11 and 12. Carreira para Angola. <i>Portuguese vessels list</i> 1858-1916. (1994)		12.00
66	Catalogo de carimbos de correio maritimo Portugues. <i>Portuguese maritime cancellations catalogue.</i> (1975)		8.00
67	The ship letter stamps of Liverpool. A. W. Robertson (1953)		3.00
68	Le Congo Belge et ses marques postales. André de Cock. Reprint R-Editions (1986)		22.00
69	Etat Indépendant du Congo, le timbre à 1 fr. de 1894. J. Crustin. (N° 98/110) (1944)		10.00
70	Etat Indépendant du Congo, le timbre à 5 fr. de 1894. J. Crustin (N° 39/100) (1943)		10.00
71	Documents de l'Histoire du Congo, précurseurs & première émission 1883 -1900. E & M Deneumostier. (2000)		15.00
72	Les timbres du Congo surchargés à Boma en 1922-1923. Abbé G. Gudenkauf. (1974)		10.00
73	E.I.C – le 5 centimes de 1886, authentique et faux. E. Deneumostier.		5.00
74	E.I.C. – les 10, 25 & 50 ct. de 1886, authentique et faux. E. Deneumostier.		5.00
75	E.I.C. – le 5 f. de 1886, authentique et faux. E. Deneumostier. (1991)		5.00
76	Expert Billig's grosses handbuch der fälschungen Belgisch-Kongo. O. Stiedl - F. Billig. (1937)		5.00
77	Ehemalige deutsche Kolonien und Auslandpostämter stempelkatalog. 1994.		15.00
78	Dienstzweige und portotarife briefpost Deutsche Kolonien und Auslandpostämter. M. Jäschke-Lantelme 1994.		15.00

79	Geschiedenis van de postzegels en postwaardestukken van "Etat independant du Congo" Congo Vrijstaat. Dr. G. Huygebaert. (1990)		10.00
80	Les colonies belges, Congo Belge, Ruanda-Urundi, Katanga, Sud-Kazaï, étude sur les variétés, curiosités et défauts d'impression. P. Dubois		30.00
81	The postal history of German East Africa in World War 1. M.G. Farrant. (2007)		10.00
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83	Campagnes belges en Est africain allemand 1916-1918. Abbé G. Gudenkauf (1981 addendum Congo 50 ans d'histoire postale)		5.00
84	Les surcharges Congo Belge 1909 R Ingles (1977)		5.00
85	Les surcharges Congo Belge 1908. Gelli et Tani (1943)		3.00
86	Eléments d'expertise des 5 F belge de 1878 et congolais de 1886. R. Vervisch. (1978)		5.00
87	Les vignettes publicitaires du Congo. Henri de Moffarts. (1965)		5.00
88	De postwaardestukken van Congo en van Ruanda-Urundi. Dr. J. Stibbe. (1986)		15.00
89	Les entiers postaux de Belgique, Congo Belge et Luxembourg. Société Belge de l'entier postal (1949)		15.00
90	Officiële catalogus postzegelboekjes 1907-1978 België Belgisch Congo (1983)		3.00
91	Le Négro-Guide, catalogue spécial des timbres du Congo Belge et Ruanda-Urundi 4e édition, 5e édition (1945)		5.00
92	Catalogue illustré des timbres du Congo Belge. Maison L. Gailly & C° (1925)		5.00
93	Catalogue spécial Belgique & Congo Belge. Gelli & Tani. (±1929)		5.00
94	Grand catalogue spécial illustré des timbres de Belgique et du Congo Belge Willy Balasse 1940.		15.00
95	2 x Catalogue prix-courant des timbres du Congo et du Ruanda-Urundi 1945-1946 and 1946-1947. Philatco.		10.00
96	2 x Prinnet catalogue illustré Congo Belge 1951, 1955. + Belgique 1955. + Les timbres de Belgique – Congo 1957. Catalogue officiel.		3.00
97	6 bulletins La Revue Postale with articles on Belgian Congo. N° 3-1946, N° 2-1948, N° 5-1948, N° 9-1948, N° 101-1977, N° 111-1981.		5.00
98	Catalogue Congo – Zaïre 1886-1986. Bruxelles 17/23-3-86		5.00
99	11 publications with references to Belgian Congo. <ul style="list-style-type: none"> - The Belgian Congo – Steward Adair (1925), - Faux et falsifications Belgique Congo. Matador; - Tarifs postaux Congo Belge 1947. - Annuaire statistique de la Belgique et du Congo Belge 1941. - Balasse magazine N° 263 (1982). - Kwartaalblad voor filatelie N° 1 (1977). - Aerofil jaarboek 1982. - Berichte für Kolonialbriefmarken sammler N° 125 (2007) - APC magazine Nr. 177 (1979). - Cinquantième anniversaire Amicale philatélique 1914-1964. - Index des noms de localités du Congo Belge et territoires limitrophes Agence maritime internationale – CMB -CMC. 		10.00
100	7 colour maps: <ul style="list-style-type: none"> - L'Afrique central 1 janvier 1885 (40 x 26 cm.) Ateliers de l'institute de géographie Bruxelles. 		100.00

	<ul style="list-style-type: none"> - Afrique Chemin de fer 1914 (61 x 61 cm) Ministère des colonies service cartographie. - Administratieve kaart Belgisch Congo en zijn verbindingswegen 1937. J. Flamme (100 x 110 cm). - Territoires du Ruanda-Urundi 1938. Ministère des colonies Service cartographie Congo (65 x 65 cm) E Paterson. - Carte du Congo Belge (60 x 55 cm) Weverbergh & De Wit. - Le Congo Belge (25 x 33 cm). - Organisation des service des postes Congo Belge et Ruanda-Urundi au 15 août 1957 (91 x 82 cm.) original. <p>In black & white.</p> <ul style="list-style-type: none"> - Organisation des services des postes au 30 juin 1960 (100 x 85 cm) used by R. Galant - 10 reproductions of this (58 x 41 cm). - 8 photocopies of several Belgian Congo maps with different subjects. - Republique du Congo (77 x 80 cm) - Divisions territoriales de la Colonie et Liste des localités du Congo Belge qui figurent à la carte à l'échelle du 1 :3.000.000 – Territoriale indelingen van de Kolonie en Lijst van de plaatsen van Belgisch Congo die zich op de kaart op schaal van 1:3.000.000 bevinden. 		
General interest books			
101	Le Congo la plus belle colonie du monde. M.A. Delcommune. 1920		3.00
102	Index économique du Congo Belge 1929-1930.		3.00
103	Belgisch Congo 1933 met landkaarten		3.00
104	Institut des parcs nationaux du Congo Belge 1935. Instituut der nationale parken van Belgisch Congo.		3.00
105	Belgian Congo national parks with maps in colour.		10.00
106	Congo-Nil edition 1938-1939. Société des chemins de fer vicinaux du Congo. With map		10.00
107	Volkenkunde van Belgisch Kongo. J. Maes. 1936. + map.		3.00
108	Notre colonie 1938. A. Michiels et L. Laude. With maps.		5.00
109	Vijftigste verjaring van de inwijding van de beneden Congo spoorweg Matadi-Leopoldstad 1898-1948. Met kaarten.		5.00
110	3 x La Revue coloniale Belge N° 60 (1948), N° 96 (1949), N° 133 (1951) + Revue Belgische koloniale bond N° 7 (1939) + L'Eveil du Congo N° 10 (1955)		3.00
111	Belgisch-Congo en Ruanda-Urundi reisgids 1958. Inforcongo. Several maps and photo's.		20.00
112	Belgisch-Congo boekdeel I. (1960) 527 p. + map		3.00
113	Histoire de la navigation au Congo. A. Lederer. 1965, included pictures used by R. Galant for his book.		20.00
114	Le centenaire de l'Etat indépendant du Congo, recueil d'études. Bijdragen over de honderste verjaring van de Onafhankelijke Kongostaat 1988.		20.00
115	Livingstones laatste tocht. J.M. Elsing		3.00
116	Twee jaar in Congo. Constant De Deken		3.00
117	Compagnie Maritime Belge 1895-1945 (Photocopie)		3.00
Selected items			
118	1923 Vloors issue 5c orange-yellow, 10c green (block of 4), 15c grey-	106/10,	45.00

	brown (block of 4), 20c olive-green (block of 4), 25c red-brown (block of 4), 3F olive-brown + 1925 Vloors issue 30c olive (block of 4) and 50c red-orange (block of 4), all with SPECIMEN in red and small punch hole, UM	115, 119, 123	
119	1931 issue full set, used (except 2,50 F) + cover with 1,25F to Brussels + registered cover cancellation Elisabethville 11.3.33 to Germany	168/183	25.00
120	1939 issue, full set, LH	209/13	9.50
121	1939 issue, full set on registered cover from ABA 6.9.39 to Belgium. <i>A few rust spots</i>	209/13	18.00
122	1886 issue 5F lilac, cancellation BANANA, COB 490,00€	5	99.00
123	Ruanda-Urundi collection in 2 small stockbooks, from 1916 issue to 1961 issue, with some multiples and some interesting items, cancellations, and so on. UM, LH, used		40.00
124	1921 issue 10F green on registered express cover, cancellation BANANA 23.10.1923, to Wien (Austria). <i>Overfranked : philatelic ?</i>	94	65.00
125	1887 issue 25c blue (x2) + 50c red-brown on letter (folded sheet of paper) with LUKUNGU cancellation (so-called without date cachet "Cachet Centre de concentration et de tri") on the 50c stamp, to Copenhagen, Denmark. Both 25c stamps are cancelled by Boma 22 nov 1894 cancellation. Transit (Matadi & Boma) and arrival marks on reverse. With BCSC certificate. <i>Rare</i>	8(x2) + 9	350.00
Belgian Congo stamps			
126	1894 issue, full set, used except for 40c blue-green (LH)	14/29	60.00
127	1894 issue 5c blue, 10c red-brown, 15c ochre, 5F carmine, no gum (5c, 10c, 15c) or some gum adherences (5F).	14, 17, 20, 28	9.00
128	1894 issue 5c red-brown, 10c blue, 25c orange, 1F violet, LH	15, 18, 21, 26A	10.00
129	1894 issue 3,50F, used, cancellation Boma 5 oct 1903	27	34.00
130	1894 issue 5F carmine, used	28	8.00
131	1894 issue 5c green (7: no gum (5), OG (1), LH(1)); 10 c carmine (2: no gum (1), LH (1)); 10c blue, 40 c green-blue, 50c green, 50 c olive, all used; 1F violet no gum, 5 F rose-carmine no gum (one short perf)	16, 18/19, 23/25, 26A, 28a	5.50
132	1909 issue local overprint 5c green, displaced L1 overprint, used + 10c carmine double L2 overprint, LH	30L,31L	7.00
133	1909 issue 25c blue, 50 c olive (2) + 1F carmine, all typo overprint, used, <i>a few short perfs</i>	43, 45(2), 46	1.25
134	1909 issue typo overprint 3,50F vermillion, Cancellation Boma 2 DECE 1913	47	6.00
135	1909 issue typo overprint 10F green, used, <i>two short perfs</i>	49	6.50
136	1909 issue unilingual 5c green (7: LH (2) no gum (2), used (3)), 10 c carmine (9: LH (4), no gum (1)), used (4)), 15 c ochre (6: LH (2), used (4)), 50c olive (8: LH (2), used (6)). Several full sets.	50/53	22.00
137	1910 issue 5F carmine, LH	62	9.00
138	1910 issue, lot of 22 used stamps: 5c green (4), 10c carmine (5), 15c ochre (2), 25c blue (5), 40c green-blue, 50c olive (3), 1F carmine, 3F red.	54/61	5.00
139	1910 issue, 3F red, cancellation Leopoldville 17 NOV 1910	61	4.00
140	1894 issue 3,50 F, cancellation Coquilhatville 3 mai 1904	27	30.00

141	1887 issue 5c yellow-green, 10c dark rose, 25c blue, 50c red-brown, 50c grey, all used	6, 7a, 8/10	5.50
142	1909 issue 5 F carmine, local overprint L1, LH	38L	35.00
143	1921 issue, full set, used, <i>beautiful cancellations</i>	85/94	6.00
144	1938 issue 5c violet complete sheet of 100 stamps, in 2 panes, with date, sheet number, etc. UM	197	1.25
145	1909 issue, typo overprint 1F carmine (2), 3,50F vermillion (fold + pin hole), 10F green, used	46-47- 49	12.00
146	1909 issue, typo overprint 3,50F vermillion, LH	47	9.00
147	1894 issue, 5c blue, used	14	6.00
148	1894 issue, 25c orange + 1F violet, no gum	21-26A	5.00
149	1894 issue, 10c red-brown, LH	17	5.00
150	1894 issue 1F carmine, perf 16 , used (cancellation Matadi)	26b	4.00
151	1894 issue, 3,50 F vermillion, beautiful cancellation BOMA ? DECE 1901	27	45.00
152	1894 issue, 10F green, perf 14¼, used, Boma cancellation, <i>rust spot</i>	29	10.00
153	1894 issue, 10F green, perf 14¼, used, Matadi cancellation	29	15.00
154	1930 issue, full set, LH . Very good condition	150/8	15.00
155	1931 issue Vloors with surcharge, full set, LH	159/61A	9.50
156	1931 Stanley issue, full set, used	162/7	2.50
157	1910 issue, full set, low values are used, high values (from 1F carmine on) are LH. <i>Very good condition</i>	54/63	16.00
158	1918 Red Cross issue, full set LH (+ airmail 1921 issue, full set, used)	72/80 PA1/ PA4	42.00
159	1922 issue, full set, used + cover from Coquilhatville to Louvain, Belgium with 25c/40c	95/99	7.00