

"394 ITEMS ACCEPTED IN IRISH FREE STATE"
FOR FIRST IMPERIAL AIRWAYS SERVICE TO EAST AFRICA
LONDON - MWANZA

February 28, 1931 / May 1, 1931

Seol aon fhreagra go dtí :—

Address any reply to :—

AN RÚNAIDHE,

AN ROINN PUIST AGUS TELEGRAFA,

BAILE ÁTHA CLIATH.

Luaidh Uimhir }

Quote Number } F.6954/31.

AN ROINN PUIST AGUS TELEGRAFA,
BAILE ÁTHA CLIATH,

(DEPARTMENT OF POSTS & TELEGRAPHS,
DUBLIN.)

1st May, 1931.

A Chara,

With reference to your letter of the 21st ultimo,
I am directed by the Minister for Posts and Telegraphs
to state that a total of 394 items was posted in the
Irish Free State for despatch by the first flight of the
London - British East Africa Air Mail, made up as
follows :—

Egypt	45 items
Sudan	121 items
Belgian Congo)	228 items
Kenya etc.)	

I am to add that information regarding the other
Air Mail services is not available.

Mise, le meas,


Rúna idhe.

J.S. Davis, Esq.

February 28, 1931

SPECIAL NOTICE.

COMBINED POSTAGE AND AIR FEES FOR AIR LETTERS FOR EXTRA-EUROPEAN COUNTRIES.

On and after the 23rd February the charge for air mail correspondence to **EXTRA-EUROPEAN** destinations will be as shown in the following table. **THESE CHARGES INCLUDE ORDINARY POSTAGE**, and apply also to Printed Papers and Samples except where otherwise indicated. They supersede all rates previously announced.

	First HALF OUNCE.	Each additional HALF OUNCE.		First HALF OUNCE.	Each additional HALF OUNCE.
	s. d.	s. d.		s. d.	s. d.
*AFRICA—NORTH:			DUTCH EAST INDIES ...	1 4	1 4
Algeria... ..	0 6½	0 4½	ECUADOR	1 9	1 9
Morocco			EGYPT	0 3½	0 2½
Tunis			GUIANAS	1 9	1 9
*AFRICA—WEST:			INDIA (via Karachi) ...	0 6	0 5
French Guinea	0 11	0 9	" (via Delhi)	0 8	0 7
Senegal... ..			IRAQ	0 6	0 4
Gambia	0 10	0 9	MEXICO... ..	0 11	0 9
Sierra Leone			NEW ZEALAND	0 4½	0 3½
AFRICA—EAST:			PALESTINE	0 3½	0 2½
Kenya, Uganda	0 7	0 6	*PARAGUAY	4 0	4 0
Tanganyika			PERSIA	0 7½	0 5½
AFRICA—CENTRAL:			PERU	2 3	2 3
Belgian Congo (via Sudan) ...	0 8	0 6	SIAM	1 0	1 0
Belgian Congo (internal) ...	0 4	0 2	SOUTH AFRICA (internal) ...	0 3½	0 2½
AFRICA—SOUTH:	See separate entry.		STRAITS SETTLEMENTS		
*ARGENTINE REPUBLIC ...	4 0	4 0	AND MALAY STATES ...	1 0	1 0
AUSTRALIA (internal) ...	0 4½	0 3½	SUDAN	0 5	0 4
*BOLIVIA	4 0	4 0	SYRIA	0 4½	0 2½
*BRAZIL	3 6	3 6	TRANSJORDAN		
CANADA	0 5½	0 4½	UNITED STATES OF		
CENTRAL AMERICA:			AMERICA	0 5½	0 4½
Costa Rica	1 3	1 3	*URUGUAY	4 0	4 0
Guatemala			VENEZUELA	1 9	1 9
Honduras			WEST INDIES—		
Nicaragua			Bahamas	0 5½	0 4½
Panama			Cuba	0 6½	0 4½
Salvador			Jamaica	0 9	0 8
*CHILE	4 0	4 0	OTHER WEST INDIES ...	1 3	1 3
*COLOMBIA	1 0	1 0			

* **PRINTED PAPERS AND SAMPLES.**—Separate rates for **PRINTED PAPERS AND SAMPLES** are in force for the countries shown below.

	Per HALF OUNCE.		Per HALF OUNCE.
	s. d.		s. d.
AFRICA—NORTH	0 2	CHILE	1 0
—WEST	0 4	COLOMBIA	0 6
ARGENTINE REPUBLIC ...	1 0	PARAGUAY... ..	1 0
BOLIVIA	1 0	URUGUAY	1 0
BRAZIL	0 10		

NEW AIR SERVICE TO BRITISH EAST AFRICA.

A direct weekly air service from England to British East Africa via Cairo and Khartoum will be opened on Saturday the 28th of February. The latest time of posting at the G.P.O., London, will be 6.0 a.m. on Saturdays. **The combined charges, which will include ordinary postage, will be as follows:—**

	First HALF OUNCE.	Each ADDITIONAL HALF OUNCE.
Sudan	5d.	4d.
Kenya, Uganda	7d.	6d.
Tanganyika		
North-East Belgian Congo ...	8d.	6d.

The service offers a gain over the ordinary route of 2–4 days to Egypt (South); 4–6 days to Khartoum and North Sudan; 5–16 days to South Sudan; 15 days to Belgian Congo (North-East); 11–23 days to Uganda; 7–22 days to Kenya; and 8–23 days to Tanganyika.

IMPERIAL AIRWAYS SERVICES TO EAST AFRICA

October 29, 1930 / January 2, 1931 /
March 9, 1931 / March 20, 1931 / April 20, 1931

EAST AFRICA AIR MAIL.

FIRST 'POST' BROUGHT ACROSS IN NINE DAYS.

The first air mail on the new Imperial Airways England-East Africa service has arrived in London from Tanganyika—another historic step in the progress of Empire communication.

The mail left Mwanza, Tanganyika Territory, on March 10, and was carried on its first stage to Khartoum by Imperial Airways flying-boat.

The next stage to Cairo was made by ordinary land airplane, then by flying-boat to Athens, and from Athens to Croydon by one of the service air liners.

The distance of 5,114 miles was covered in nine days, a saving of twenty-three days.

PERNUM AWARD

AFRICA AIR MAIL

OPENING OF SERVICE POSTPONED 2.1.31

Delay in the delivery of certain equipment needed for the operation of the Africa Air Mail led Imperial Airways yesterday to postpone the opening of that service for one month.

January 31 had been chosen by the directors for the start of the service. It has now been arranged that the first Africa Mail shall leave London on February 28 and Cairo on March 5. This will reach Kisumu, on the Kenyan shore of Victoria Nyanza, on March 9.

The service in the opposite direction will open on March 10, and the mails carried should be in London on March 18.

AFRICAN AIR MAIL

FROM OUR CORRESPONDENT

KAMPALA, MARCH 9/31

The first Imperial Airways African air mail arrived at Port Bell [near Kampala, on the northern shore of Lake Victoria] this afternoon. Engine trouble caused the aeroplane to return to Juba [on the White Nile] after starting on the stage to Port Bell, and delayed its arrival. The Governor of Uganda, Sir William Gowers, witnessed the arrival of the machine.

* Over 10,000 letters were dispatched by the first African air mail, which left Croydon on February 28. For the first few months the service will end at Mwanza, on the southern shore of Lake Victoria. The service will operate weekly and will be extended during the summer to the Cape. For the time being passengers will be carried only as far as Khartoum.

FIRST AIR MAIL FROM AFRICA 20.3.31

The first Imperial Airways mail from Mwanza, Tanganyika, reached Croydon at 12.41 p.m. yesterday. It carried over 50,000 letters, of which about 12,000 had come from Central Africa and the Sudan. A large number were in special "first flight" envelopes, and were addressed as souvenirs of the occasion to stamp collectors in all parts of the world. Letters brought by this service were delivered in the City by 4 p.m.

AFRICAN AIR MAIL AGAIN DELAYED

FROM OUR CORRESPONDENT

NAIROBI, APRIL 20

It is announced that the inward and outward African air mail this week will be again delayed by three days. No reasons are given. I learn that Colonel Burchall, assistant manager of Imperial Airways, is going to Kisumu by air shortly for the purpose, it is believed, of putting matters right.

CAIRO-TO-CAPE AIR MAILS 29.10.30

DETAILS OF GOVERNMENT AGREEMENT

Details of subsidy arrangements and mail charges for the air service from Cairo to the Cape are given in a White Paper just issued (Cmd. No. 3696, Stationery Office, 1d. net). The first part of this service, between Cairo and Kisumu, will be opened in January, and the remainder in April. A regular weekly service in either direction will be maintained. The subsidy agreement covers a period of five years from the start of the full service, and the maximum subsidy that may be earned will fall from £240,000 in the first year to £120,000 in the fifth.

The total liability under the agreement is approximately £940,000. Of this a sum of £670,000 will be recoverable from Governments through whose territories the route will pass, and who have agreed accordingly to contribute to the cost of maintaining the service. The contribution from the United Kingdom will be approximately £270,000, in addition to the whole of the subsidy payable to Imperial Airways under the England-India agreement in respect of the air transport service between England and Egypt. Rates for the carriage of mails have been agreed as follows:—London to Khartoum, 12s. 6d. a lb.; London to Uganda, Kenya, or Tanganyika, 17s. 6d. a lb.; London to N. Rhodesia, S. Rhodesia, or S. Africa, 25s. a lb. It should, therefore, be possible for letters to be carried for a surcharge over the ordinary letter rate of about 6d. a half-ounce between London and the East African Colonies, and of about 9d. a half-ounce between London and Capetown.

Without prejudice to any arrangements which Imperial Airways may reach with the Egyptian Government and the Sudan Government in regard to ground services and other matters in their respective territories, the agreement provides that the Secretary of State for Air shall use his best endeavours to secure that the respective Governments concerned shall provide and maintain landing grounds for landplanes and alighting areas for seaplanes, with other facilities, at the following places:—Alexandria, Cairo, Assiut, Luxor, Aswan, Wadi Halfa, Karima, Khartoum, Kosti, Malakal, Shambe, Juba, Butiaba, Port Bell, Kisumu, Nairobi, Moshi, Dodoma, Mbeya, Mpika, Broken Hill, Salisbury, Bulawayo, Pietersburg, Johannesburg, Kimberley, Victoria West, Tlouws River, and Capetown.

At most of these stations wireless telegraph services will be established. Aeroplane sheds will be provided at Alexandria, Kisumu, Broken Hill, Salisbury, Johannesburg, and Capetown. The agreement provides that if night flying is found to be advisable the Secretary of State will use his best endeavours to obtain the necessary facilities and ground equipment (e.g., portable flood-lights) from the Governments concerned. In other respects the agreement is similar to that relating to the India Air Mail.

**FIRST FLIGHT SERVICE LONDON - MWANZA BY IMPERIAL AIRWAYS:
LONDON - ASSIUT, EGYPT**

February 28, 1931



Posted Dublin on February 27, 1931,
and carried on February 28 with first flight service **AS 1** by Imperial Airways
London - Assiut, Egypt.

ASSIUT arrival postmark of March 6, 9.00 a.m.

One of 30 covers accepted in Ireland for Assiut.

Assiut was the first stop of the new route (after Cairo).

The route was London - Cairo - Assiut - Aswan - Wadi Halfa - Khartoum -
Kosti - Malakal - Juba - Butiaba - Kampala (Port Bell) - Kisumu - Mwanza.

**FIRST FLIGHT SERVICE LONDON - MWANZA BY IMPERIAL AIRWAYS:
LONDON - ASWAN/ASSUAN, EGYPT**

February 28, 1931



Posted Dublin on February 27, 1931,
and carried on February 28 with first flight service **AS 1** by Imperial Airways
London - Aswan/Assuan, Egypt.

ASWAN arrival postmark of March 6, 12.00 a.m. (back),
and **ASWAN** arrival postmark of March 6, 2.00 p.m. (front).

Returned with **CAIRO** transit postmark of March 13.

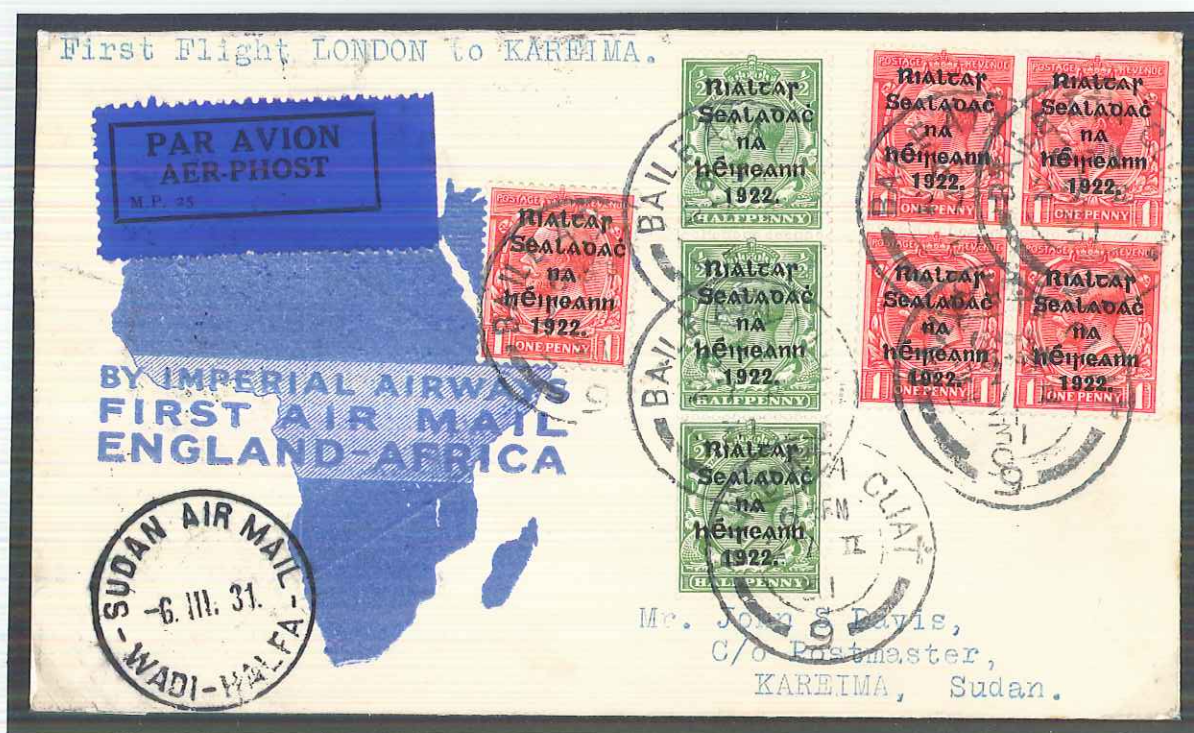
One of 15 covers accepted in Ireland for Aswan/Assuan.

Aswan/Assuan was the second stop of the new route.

The route was London - Cairo - Assiut - Aswan - Wadi Halfa - Khartoum -
Kosti - Malakal - Juba - Butiaba - Kampala (Port Bell) - Kisumu - Mwanza.

**FIRST FLIGHT SERVICE LONDON - MWANZA BY IMPERIAL AIRWAYS:
LONDON - WADI HALFA - KAREIMA, SUDAN**

February 28, 1931



Posted Dublin on February 27, 1931,
and carried on February 28 with first flight service **AS 1** by Imperial Airways
London - Wadi Halfa - Kareima, Sudan.

WADI-HALFA / SUDAN AIR MAIL transit postmark of March 6
and **KAREIMA** arrival postmark of March 6.

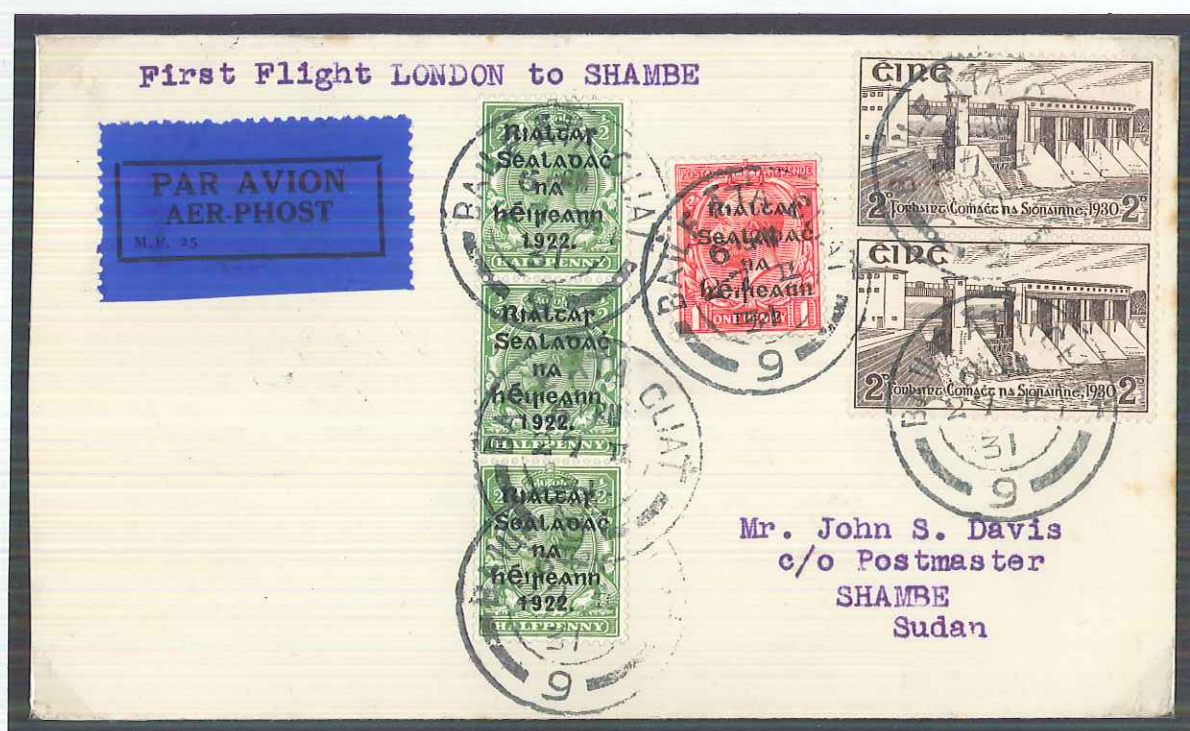
One of 15 covers accepted in Ireland for Kareima.

Mails were flown to Wadi Halfa and carried by surface transportation to Kareima.
Wadi Halfa was the third stop of the new route.

The route was London - Cairo - Assiut - Aswan - Wadi Halfa - Khartoum -
Kosti - Malakal - Juba - Butiaba - Kampala (Port Bell) - Kisumu - Mwanza.

**FIRST FLIGHT SERVICE LONDON - MWANZA BY IMPERIAL AIRWAYS:
LONDON - KHARTOUM - SHAMBE, SUDAN**

February 28, 1931



Posted Dublin on February 27, 1931,
and carried on February 28 with first flight service **AS 1** by Imperial Airways
London - Khartoum - Shambe, Sudan.

KHARTOUM / SUDAN AIR MAIL transit postmark of March 7.

Mails were flown to Khartoum
and carried by surface transportation to Shambe (?).
Khartoum was the fourth stop of the new route.

The route was London - Cairo - Assiut - Aswan - Wadi Halfa - Khartoum -
Kosti - Malakal - Juba - Butiaba - Kampala (Port Bell) - Kisumu - Mwanza.

**FIRST FLIGHT SERVICE LONDON - MWANZA BY IMPERIAL AIRWAYS:
LONDON - KOSTI, SUDAN**

February 28, 1931



Posted Dublin on February 27, 1931,
and carried on February 28 with first flight service **AS 1** by Imperial Airways
London - Kosti, Sudan.

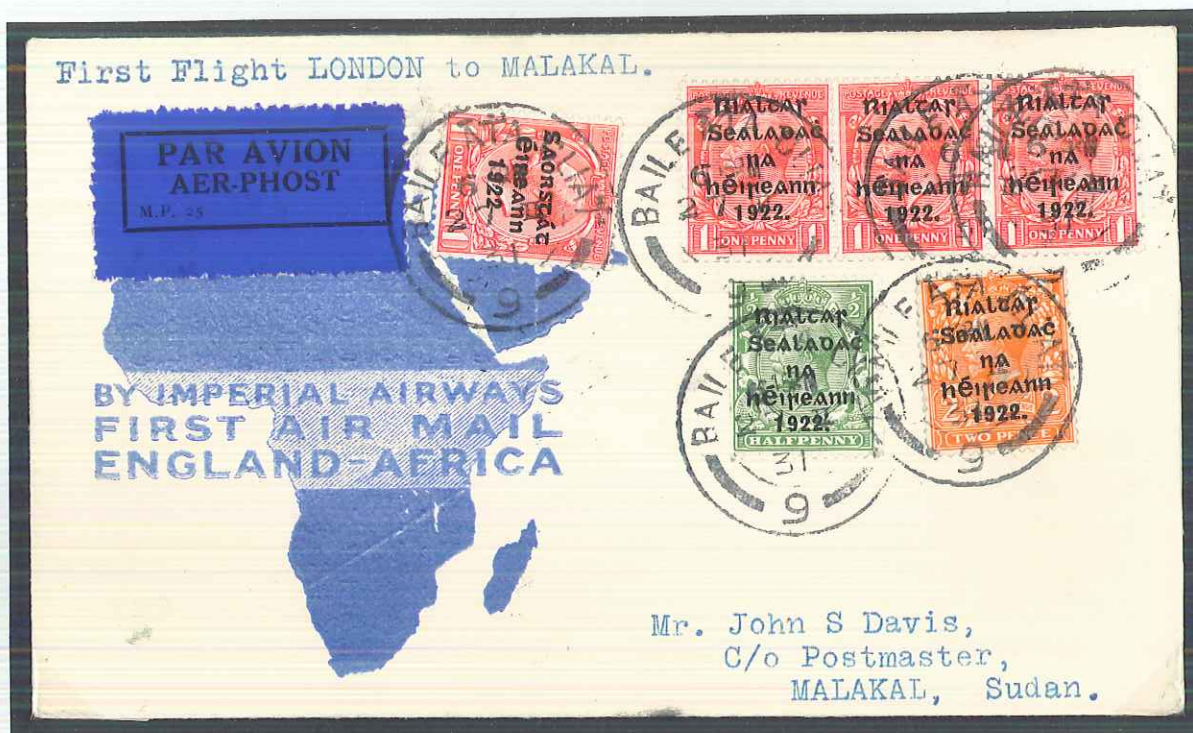
KHARTOUM / SUDAN AIR MAIL transit postmark of March 7
and **KOSTI** arrival postmark of March 8.

Khartoum was the fourth and Kosti the fifth stop of the new route.

The route was London - Cairo - Assiut - Aswan - Wadi Halfa - Khartoum -
Kosti - Malakal - Juba - Butiaba - Kampala (Port Bell) - Kisumu - Mwanza.

**FIRST FLIGHT SERVICE LONDON - MWANZA BY IMPERIAL AIRWAYS:
LONDON - MALAKAL, SUDAN**

February 28, 1931



Posted Dublin on February 27, 1931,
and carried on February 28 with first flight service **AS 1** by Imperial Airways
London - Malakal, Sudan.

KAHRTOUM / SUDAN AIR MAIL transit postmark of March 7
and **MALAKAL / SUDAN AIRMAIL** arrival postmark of March 8.

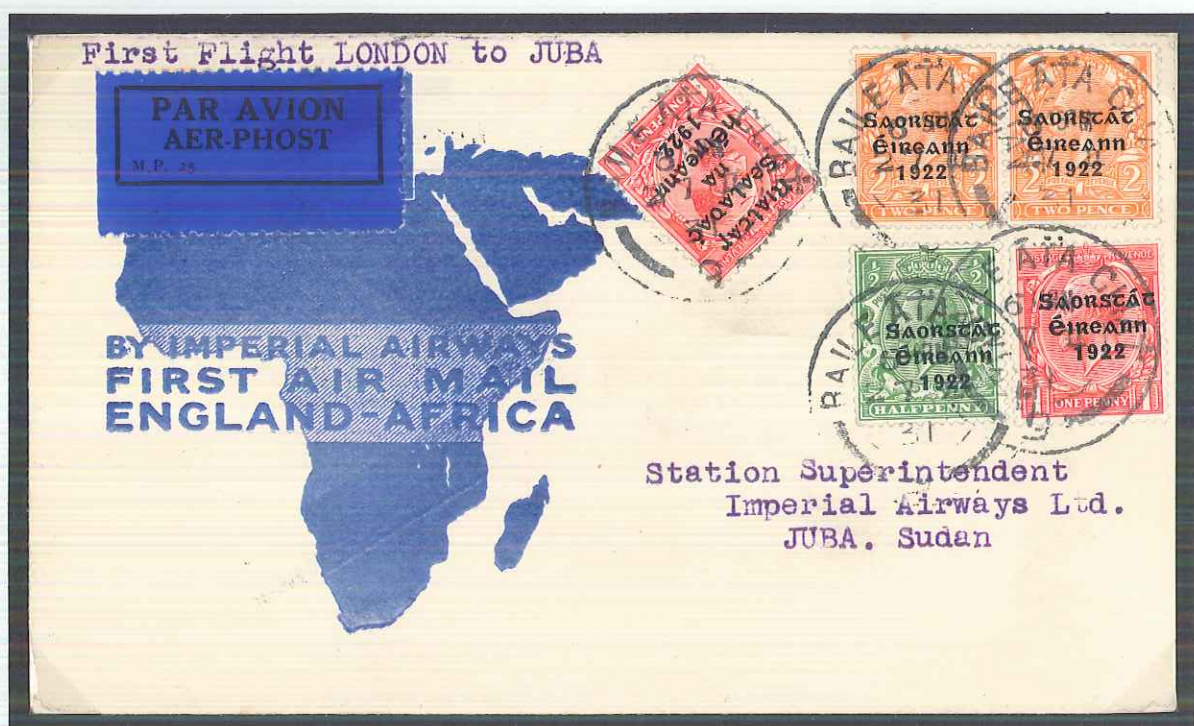
Two of 15 covers accepted in Ireland for Malakal.

Malakal was the sixth stop of the new route.

The route was London - Cairo - Assiut - Aswan - Wadi Halfa - Khartoum -
Kosti - Malakal - Juba - Butiaba - Kampala (Port Bell) - Kisumu - Mwanza.

**FIRST FLIGHT SERVICE LONDON - MWANZA BY IMPERIAL AIRWAYS:
LONDON - JUBA, SUDAN**

February 28, 1931



Posted Dublin on February 27, 1931,
and carried on February 28 with first flight service **AS 1** by Imperial Airways
London - Juba, Sudan.

KHARTOUM / SUDAN AIR MAIL transit postmark of March 7
and **JUBA / SUDAN AIR MAIL** arrival postmark of March 8.

One of 15 covers accepted in Ireland for Juba.

Juba was the seventh stop of the new route.

The route was London - Cairo - Assiut - Aswan - Wadi Halfa - Khartoum -
Kosti - Malakal - Juba - Butiaba - Kampala (Port Bell) - Kisumu - Mwanza.

**FIRST FLIGHT SERVICE LONDON - MWANZA BY IMPERIAL AIRWAYS:
LONDON - BUTIABA, UGANDA**

February 28, 1931



Posted Dublin on February 27, 1931,
and carried on February 28 with first flight service **AS 1** by Imperial Airways
London - Butiaba, Uganda,
but erroneously carried all the way to Kampala.
KAMPALA / UGANDA arrival postmark of March 9, 3.00 p.m.
Butiaba was the eighth and Kampala the ninth stop of the new route.

The route was London - Cairo - Assiut - Aswan - Wadi Halfa - Khartoum -
Kosti - Malakal - Juba - Butiaba - Kampala (Port Bell) - Kisumu - Mwanza.

**FIRST FLIGHT SERVICE LONDON - MWANZA BY IMPERIAL AIRWAYS:
LONDON - KAMPALA, UGANDA**

February 28, 1931



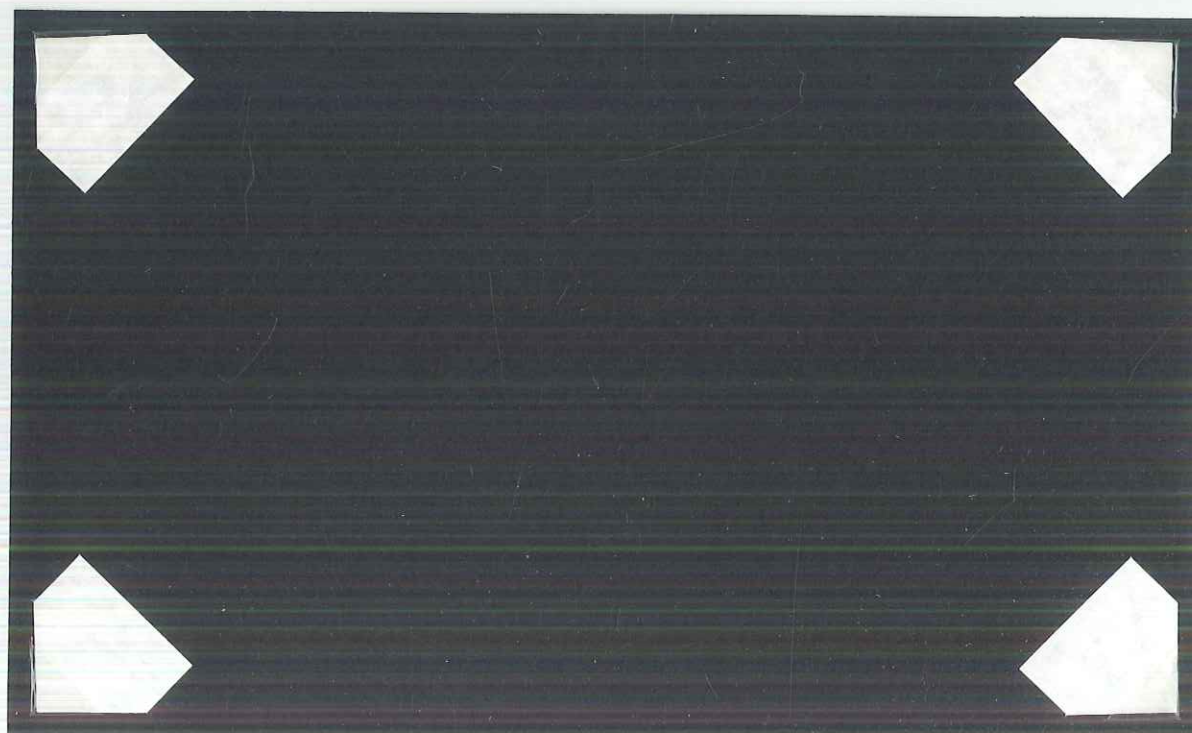
Posted Dublin on February 27, 1931,
and carried on February 28 with first flight service **AS 1** by Imperial Airways
London - Kampala, Uganda.

KAMPALA / UGANDA arrival postmark of March 9, 3.00 p.m.
Kampala was the ninth stop of the new route.

The route was London - Cairo - Assiut - Aswan - Wadi Halfa - Khartoum -
Kosti - Malakal - Juba - Butiaba - Kampala (Port Bell) - Kisumu - Mwanza.

**FIRST FLIGHT SERVICE LONDON - MWANZA BY IMPERIAL AIRWAYS:
LONDON - KISUMU, KENYA**

February 28, 1931



Posted Dublin on February 27, 1931,
and carried on February 28 with first flight service **AS 1** by Imperial Airways
London - Kisumu, Kenya.

KISUMU / KENYA arrival postmark of March 10, 7.00 a.m.
Additional "**IMPERIAL AIRWAYS / LONDON / AIRWAYS HOUSE**" cachet in violet.
Kisumu was the tenth and second last stop of the new route.

The route was London - Cairo - Assiut - Aswan - Wadi Halfa - Khartoum -
Kosti - Malakal - Juba - Butiaba - Kampala (Port Bell) - Kisumu - Mwanza.

**BELFAST ACCEPTANCES FOR FIRST IMPERIAL AIRWAYS SERVICE TO EAST AFRICA:
LONDON - KISUMU - (NAIROBI)**

February 28, 1931

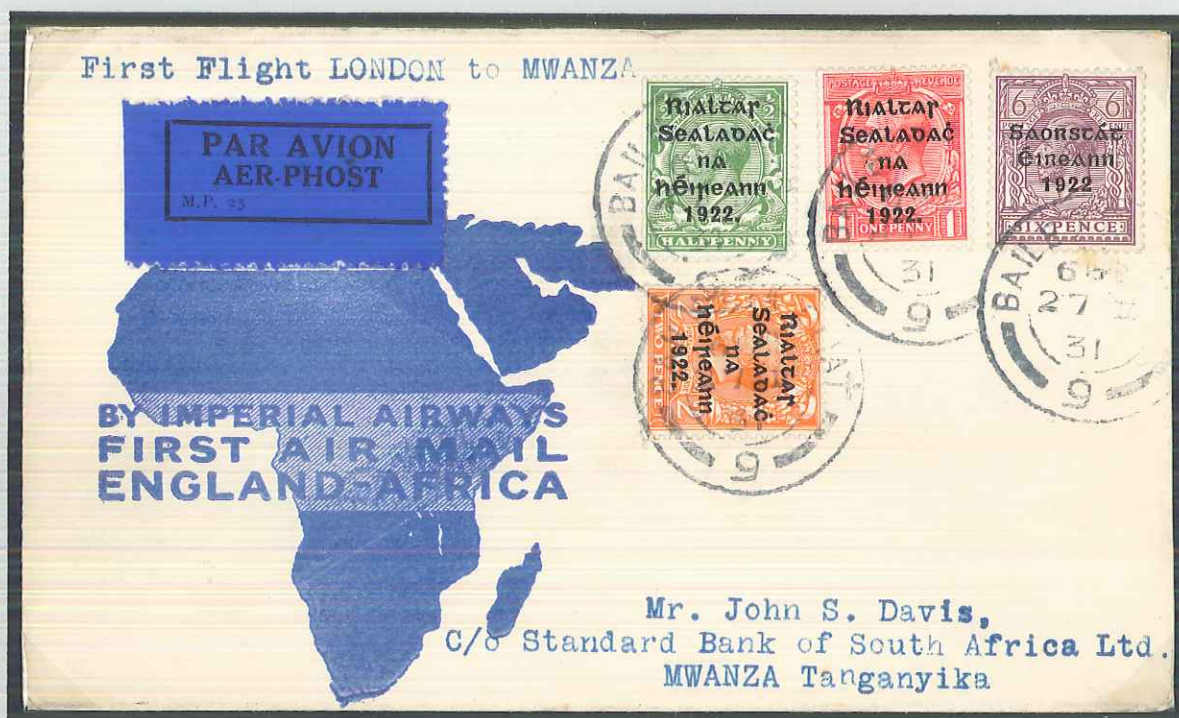


Posted Belfast on February 23, 1931, and carried on February 28 with the first Imperial Airways service to East Africa London - Kisumu, Kenya, and forwarded by surface transportation to Nairobi, Kenya.

KISUMU transit postmarks of March 10, 7.00 a.m., and NAIROBI arrival postmarks of March 11, 9.00 a.m.

**IRISH ACCEPTANCES FOR FIRST IMPERIAL AIRWAYS SERVICE TO EAST AFRICA:
LONDON - MWANZA**

February 28, 1931



Posted Dublin on February 27, 1931, and carried on February 28 with the first Imperial Airways service to East Africa London - Mwanza, Tanganyika. MWANZA arrival postmark of March 10.



Posted Dublin on February 26, 1931, and carried on February 28 with the first Imperial Airways service to East Africa London - Mwanza, Tanganyika. MWANZA arrival postmark of March 10. RETURNED TO SENDER because Capt. Smye was INCONNU / NOT KNOWN.

**AIR MINISTRY LEAFLET USED AS
IRISH ACCEPTANCE FOR FIRST IMPERIAL AIRWAYS SERVICE TO EAST AFRICA:
LONDON - MWANZA**

February 28, 1931



AIR MINISTRY leaflet announcing ENGLAND - SOUTH AFRICA CIVIL AIR TRANSPORT SERVICE, posted Dublin on February 26, 1931, and carried on February 28 with first Imperial Airways service to East Africa London - Mwanza, Tanganyika. MWANZA arrival postmark of March 10.

**FIRST FLIGHT SERVICE BY IMPERIAL AIRWAYS:
LONDON - MWANZA,
UNUSED OFFICIAL IMPERIAL AIRWAYS ENVELOPE**

February 28, 1931



First flight service on February 28, 1931, by Imperial Airways
London - Mwanza.
Unused official Imperial Airways envelope.

FIRST AFRICA AIR MAIL ARRIVES ON TIME

DAYS SAVED.

5,114 MILES OVER JUNGLE & LAKES.

THE first air mail from Central Africa on the new 5,114 Imperial Airways weekly service between London and Africa arrived at Croydon on time shortly after 1 p.m. yesterday.

The mail consisted of nearly 15,000 letters, carried by big flying boats and aeroplanes over jungles, lakes and sea.

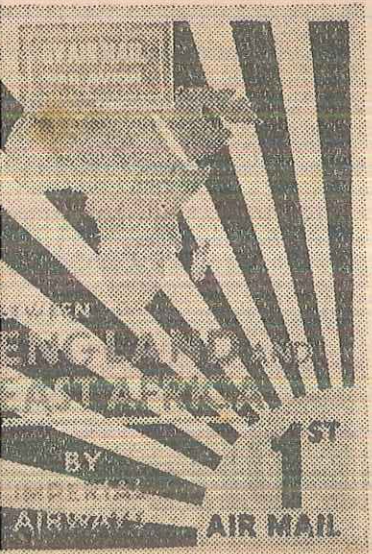
The first outward service left Croydon on February 28 and reached Mwanza, Tanganyika, the present terminus, on March 10. The same day the return service was begun.

In Cairo the Africa mail was joined by the mail from India, about 40,000 letters, making a total mail of about 55,000.

The African letters were posted from various parts of Central Africa, Tanganyika, the Colony, the Sudan, and Khartoum, and within a few minutes of leaving Croydon were on their way to London, 23 days earlier than would have been possible by surface transport. The section of the route between London and Paris the mail was carried by the Simplon-Orient express, but the section to Croydon was completed by air.

Tomorrow thousands of letters for London in Central Africa will leave Croydon in another aeroplane on the regular service.

During the summer the African route will be extended to Capetown, 8,000 miles.



The England-Africa air mail stamp.

Letters from Croydon, and it will then be possible for passengers, mails, and merchandise to be air-borne from London straight through to the Cape in 11 days, as compared with the 17 days required at present.

**"FIRST AFRICA AIR MAIL ARRIVES ON TIME":
FIRST IMPERIAL AIRWAYS SERVICE TO EAST AFRICA
LONDON - MWANZA BY IMPERIAL AIRWAYS**

February 28, 1931 / March 20, 1931

THE DAILY MAIL of March 20, 1931:
"FIRST AFRICA AIR MAIL ARRIVES ON TIME"

THE DAILY MAIL of March 2, 1931:
"FIRST AIR MAIL TO AFRICA"

2.3.1931

MONDAY, *The Daily Mail* M

FIRST AIR MAIL TO AFRICA.

5,114 MILES TRIP BEGINS.

SAVING 11 DAYS.

AN air-liner of Imperial Airways, carrying the first air-mail from England to Central Africa, left Croydon on Saturday morning.

From London the route lies across Europe and above the Mediterranean to Cairo. Thence the mails will be flown by land machine to Khartoum and by flying-boat to Mwanza, on Lake Victoria, in Tanganyika Territory, the temporary terminus of the Central-Africa section of the Cape air route.

The flight of 5,114 miles from London to Mwanza is scheduled to take 9 days, as compared with more than 20 by surface transport, the cost of a half-ounce letter by air from England to Tanganyika Territory—including the aerial surcharge as well as the ordinary postage—being 7d.

The machine inaugurating the service, an Armstrong-Siddeley Argosy, carried official greetings from Government departments in London to administrations along the route, together with more than 10,000 letters by collectors desiring mementoes of the first Post Office despatch of air-mail from England to Africa.

From now onwards there is to be a weekly air-mail in each direction between England and East and Central Africa.