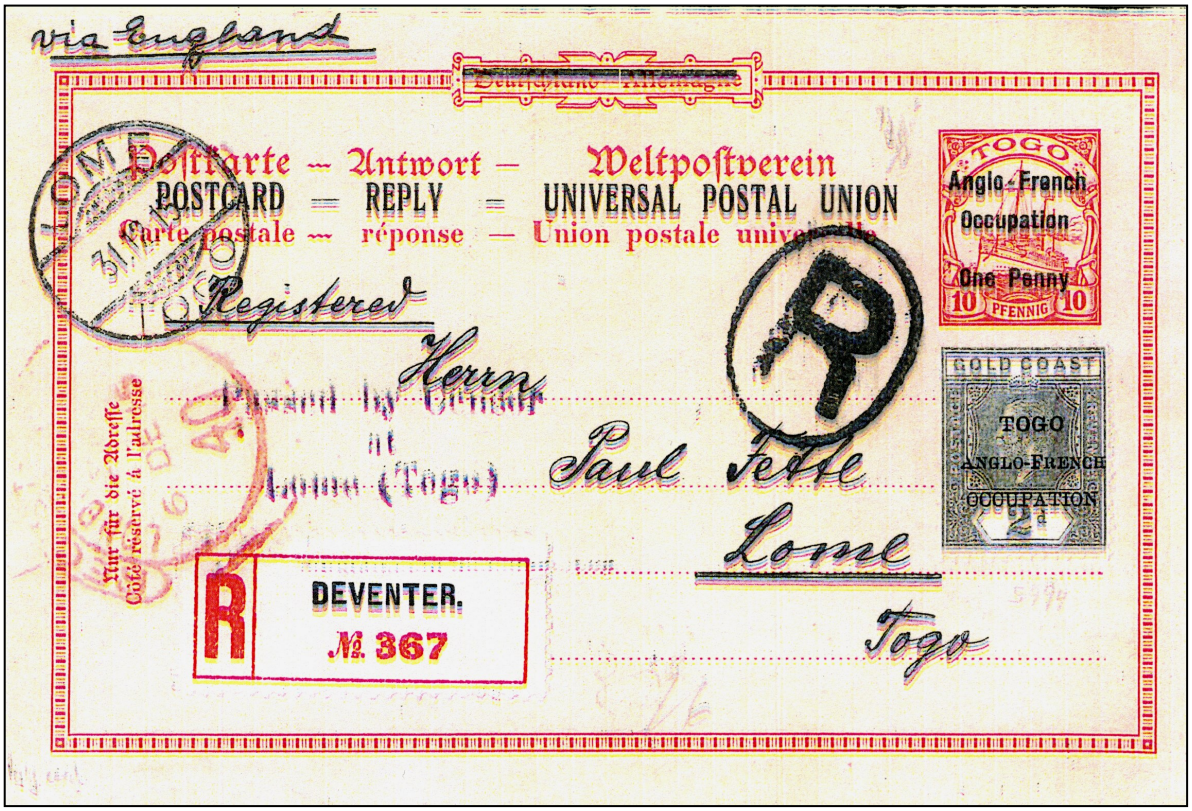
CAMEO

The Journal of the West Africa Study Circle



VOLUME 20 NUMBER 3
WHOLE NUMBER 108

OCTOBER 2019

OIL RIVERS PROTECTORATE



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CAMEO

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Front Cover

Reply half stationery card from Holland to Togo

December 1915

See Page 182

Editor's Notes

I'm afraid that this issue will be somewhat later than intended due mainly to other pressures on myself. I apologise for this and only hope that it has been worth waiting for. You will notice that there are a good number of lengthy articles, all of which demonstrate the careful research undertaken, either within archival sources, on the Internet, or by personal study.

In particular, please have a look at Philip Quirk's detailed survey of the Postmarks of Freetown. Many of these are found on comparatively common and cheap stamps, proving that a lot of fun and satisfaction can be had for little outlay. Philately does not have to be an expensive undertaking although we are all tempted by the rare and attractive items that exist in all areas of collecting.

There are also a good number of 'letters' this time, many referring to previous articles. This is always very satisfying for Rob and I, even if it simply means we are being read.

Please make a special effort to come to our Autumn meeting on 9 November at the new home of the RPSL at 15 Abchurch Lane, London EC4N 7BW. Despite the sadness of leaving the well-loved 'No. 41', this looks to be an excellent replacement with much more space and lifts to all floors - eventually!



Barry Burns

The next issue will be edited by Rob, datelined January 2020, and the copy deadline is 31 December

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The editors have the final say over content in *Cameo* in the interests of balance and relevance to the readership. Space in each *Cameo* may be limited as compared with the volume of material submitted by all the authors. The editors retain discretion over punctuation, spelling, grammar, use of colour for illustrations and whether to reduce the size of illustrations to fit the space available, but should not change wording, delete text or delete illustrations without full knowledge and permission of the author. If the editors consider amendment or deletion of text or removal of illustrations to be necessary they will discuss it with contributors. If contributors are then unhappy with proposed changes they can withdraw their items.

Scope

The West Africa Study Circle studies the postage stamps and postal history of The Gambia, Gold Coast/Ghana, the Nigerias, Sierra Leone, Cameroons & Togo together with the islands of St. Helena, Ascension, Tristan da Cunha & Gough and the British Postal Agencies in Madeira, Tenerife, St. Vincent and Fernando Po.

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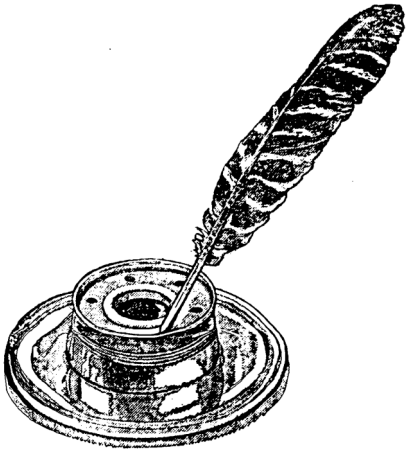
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Letters to the Editor

Should anyone wish to reply to any of these letters, please do so through the Cameo *editor in the first instance to enable a consolidated follow-up to be published in conjunction with the study editors as appropriate.*

Correspondence on any subject is always most appreciated. Any form of contact is welcome, whether by letter, telephone or email.

The joint editors' addresses are listed on the front page of all Cameo *issues.*

Rob May & Barry Burns

Unrecorded Nigeria Parcel Cancellations

Dear Barry,
Re the cancels illustrated in *Cameo* 104 p6, I am not convinced the scan of the alleged 'Okigwi' barred parcel cancellation is actually of Okigwi rather than Onitsha which is known. Proud records both Okigwi and two types of Onitsha barred parcel cancellations. The scan sent is of a pretty poor impression and does not blow up well. I think it is of Onitsha, but either way it is not a new one to record. There is a very clear example of the Onitsha one in the Jones collection but none in the Stephenson collection as both Okigwi and Onitsha (Eastern & Southern Nigeria) are outside the parts of that collection that I hold.

Proud records eight Jos barred parcel cancellations of which two might be contenders to be the example submitted. This is an unusual plethora of types for any office, and not generally replicated for other contemporaneous offices. The Stephenson Northern Nigeria collection does not contain any examples nor strangely does the Jones collection. The example submitted is clear enough and distinct enough from the first two types illustrated by Proud that I am happy to consider it to be new find. The serifs on the letters are sufficiently pronounced as to distinguish it from other Jos contenders.

I hope this helps.

Tony Plumbe
Bingley

BATHHURST Postmark

Hello *Cameo* Editors,
About a year ago I found a KGVI 1½d (SG 152) with a clear postmark of BATHHURST dated 3 August 1938 which predated the EKD (as far as I know) of this scarce postmark by 2 days, then lightening has struck twice as in the last local Society's auction I bought a collection of KGVI postmarks, and in the Gambian section was another BATHHURST postmark, this time dated 2 August 1938 on the same stamp which is now the EKD as far as I can ascertain.





Sincerely,

Bruce Walker
UK

Consular Handstamp from S. Nigeria

Hi Rob and Barry,
Attached is a scan of a stamp that might be worth including in the next edition of *Cameo*. As you can see it is a Southern Nigeria KEVII 2½d from 1909 that is cancelled with what looks like part of a Consular Handstamp like that used for the Niger Coast Protectorate (Ince and Sacher No. 8) but with wording that reads in part 'Colony and Protectorate'. I have not come across this cancel before and wondered whether it might be of interest to others. I presume that it would normally have been used as a fiscal cancel.



Regards,

John Wand
Swindon

Access to the internet?

Then visit the West Africa Study Circle Web Site at: http://www.wasc.org.uk
Webmaster is Ray Harris - contact:
webmanager@wasc.org.uk

Poland to Gold Coast Cover

Dear Editors,
I had a glance at the Polish cover in *Cameo* 107, pp111-112 and I can add the following information:

The cover was sent from Warschau to Vienna as the German censorship office in this town was responsible for all post to and from Turkey. The Vienna censorship office had as identifying letter the letter 'g' which you will find on the German re-sealing label at the back below the eagle and swastika. The number '45751.' in black was the registration number allocated in that office to this registered cover (only applied on registered covers). The green number '6653' and black numbers '6796' & '598' are all applied in that office as well by different censors and re-sealing staff. At the front you find in pencil what I believe is '1413' and '46/1'. The latter number with 1 after the slash shows that there was only one lettersheet enclosed.

Next the cover continued by train to Istanbul passing by Zagreb (Croatia), Belgrado (Serbia), Sophia (Bulgaria) or from Belgrado over Skopje (Macedonia), Saloniki (Greece). In both cases trains had to be changed in Sophia or Saloniki. From Istanbul the cover continued by train to Ankara where it arrived 22 April 1942. The next clue is FPO 154 of 31 May 1942. Since 14 November 1939 this FPO postmark was allotted to the Polish Army Postal Service, but during 1942 it could be in use in Palestine or Egypt, but most likely the latter.

Next we see a BAPO 4 of 1 June 1942, based at Cairo. Most likely censored over there and re-sealed with the EXAMINED/BY/BASE CENSOR label and purple 60 in circle. Forwarded to the Gold Coast and I guess by sea via the Cape of Good Hope. However, no indications by backstamping available. Hope this is somehow useful.
Regards,

Marc Parren
Netherlands

Marc later added the following:

I have been searching for philatelic literature on the French Navy interned in Alexandria during WWII and came across an article on Polish troops in Egypt (*Quarterly Circular of The Egypt Study Circle*, June Quarter 2013, Whole No. 245). Here Edmund Hall states the following amongst other useful information:

The Polish forces postal agency first used the French military postal system before crossing into Palestine and then used the British Field Post Office….with the bulk of the Polish troops moving back to Palestine on 30 April 1942.

It looks like the following two publications can provide the definite answer on the Location of FPO 154:

The Postal History of the Polish Field Post Offices in the Holy Land 1940-1947, Jerzy Kucharski, The Society of Israel Philatelists 1981.
History of the Polish Army Postal Service Middle East and Italy 1940-1940, Ryszard Wagner, Caldra House Ltd 1992.

I would bet the location is somewhere in Palestine at the time. However, I do not have access to these two publications.
Regards,

Marc

Final Voyage of RMS *St Helena*

Dear Barry,
Ref. *Cameo* 107 p123, Figure 7, you showed a St Helena postcard with a note 'sender unidentified'. In the 1970s I worked for Tees and Hartlepools Port Authority and the Estate Manager was a Jeff Auty who as I recall lived in Stokesley. Any Help?
Regards

Frank D. Whitfield
East Cowton, North Yorkshire

Many thanks for reminding me Frank. It now all comes back - I had never met Jeff until a few years ago in a shop in Stokesley. For some reason I was talking about St Helena and Jeff, who overheard us, mentioned he was going on the Last Voyage! Of course we had a bit of a chat, during which he told me he spent some of his time at a house in Stokesley High Street. I gave him my contact details so we could stay in touch, but with so much on my mind I failed to ask (or remember!) his name.

When this card arrived I had no idea it could have been from the 'guy in the shop'. But you are obviously correct – it all fits perfectly - Barry

Postcard from S. Nigeria to Miss Biggs

Dear Rob/Barry,
Here's some more information linked to the postcard addressed to Miss Biggs and featured in a note by Paul Dunn in *Cameo* 106, p19. Florence M Biggs was the older sister of Edward Arthur Biggs. E.A. Biggs was born in 1867 in Brentwood, Essex. In the 1891 census he was still in Brentwood and appears to have been working for his father, James, a tobacco manufacturer and merchant. His uncle Ambrose worked in the same field in Birmingham. We can surmise that his visit to Nigeria was related to tobacco interests.

Of his travels we know that he went to Forcados from Liverpool on 22 Feb. 1908 on the SS *Nigeria*, returned from Forcados on 26 Feb.1910 on the SS *Mendi*, and then went back again on 19 May 1910 on SS *Zungeru*. Liverpool to Forcados took about 21 days, and Forcados to Onitsha about 5 days, so he may have had a day's wait after arrival in Nigeria before taking the stern-wheeler up river.

In the 1900s a substantial amount of tobacco was imported into Nigeria. In 1910 Lugard, High Commissioner for Northern Nigeria, reported that in the Protectorate two samples of tobacco were examined by the Imperial Institute and recommendations were made with regard to tobacco growing there. However, it seems that tobacco growing did not become extensive in Nigeria until the 1930s.
Regards,

Ray Harris
Swanley

British Sherbro 1758 - 1914

Dear Barry,
I enjoyed David Horry's recent article *Cameo* 107 pp70-83, and found his explanations of the various postmarks most interesting. However it is incorrect to state that the railway was a military one. The Sierra Leone Government Railway (SLGR) was a public railway sponsored by the Liverpool Chamber of Commerce:
(Wikipedia.org/wik/Sierra_Leone_Government_Railway)

Though proposed in the 1870s, construction did not begin until 1896 and was completed in 1907. The gauge of 2ft. 6in. was selected for reasons of economy and also because of the large number of tight curves along it's 227 mile main route and 111 mile branch line. The SLGR was certainly used for military purposes, for example during World War II. Aircraft kits were carried east where they were assembled and flown to Egypt. The last part of the SLGR was closed by 1974.
Regards,

John Hossack
Leighton Buzzard

Cameo - Editors' Award

Dear Rob and Barry,
I was pleasantly surprised to receive the "Editors' Award" and want to express my thanks to you both and to the membership of the West Africa Study Circle for many years of happy membership. 'Many years' is correct; I joined what was then the 'British West Africa Study Circle' in 1972 so a lot of water has flowed down the Niger since then (some of which regularly flooded my garden in Warri when I lived and worked there). I note from the minutes of 1972 that I was preceded by Jeremy Martin so I am not the longest serving member!

How things have changed over the years; I have letters from the late Jim Whitfield addressing me as 'Dear Wilson' in classic Civil Service style and records of the meetings when the great names of BWASC such as Colin McCaig attended and showed wonderful material (and knowledge). I hope that my own work at making knowledge freely available through modern technology will prove useful to succeeding generations of collectors. I shall endeavour to continue as long as possible.

With greetings and best wishes to every member of this fine Society.

John Wilson
Tiverton

Cameo 107

Dear Barry,
Cameo 107 arrives on a bright warm June day and although we still have packing cases awaiting attention following a move I could not resist temptation to read the latest edition in a deck chair.

Firstly, page 65, the latest ARGE catalogue - it may be cheaper and less hassle if members approach Giles Du Boulay, Germany and Colonies Philatelic Society. He currently holds a stock, cost £38 including postage, and avoids the risk of sending euro cash, or bank fees. As an aside, I was a member of GCPS for about twenty five years but found few Colonial collectors amongst their members; the only article published concerning Togo was my swansong!

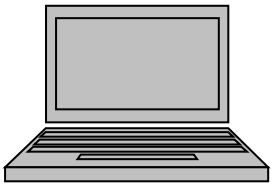
A former Editor for ARGE known to me advised the values quoted in his day were invariably below market prices. He said we do not wish to disclose our hand too much to our own detriment. It's an invaluable catalogue, incidentally updated about every five years.

Secondly page 87, Nigerian Postal Order in favour of Bridgnorth Stamp Co. Ltd. Had I not finished coffee and fresh lardy cake - an early lunch - I would have choked when seeing this. The Bridgnorth Stamp Company, I understand after 30 years in the town, was a major employer, towards 100 young ladies assembled approval books in premises of wooden structure, near our former address. The lady in charge, married to a farmer, they both entertained me annually when I reviewed their overdraft facilities. She told me that they with her cousin, a Commonwealth collector, had first pick! The girls had no philatelic knowledge regarding postmarks, and maybe not watermarks or perforations, so he did well! The business closed; three sons went separate ways, one (a near neighbour), bought commercial property in the town, a small arcade sold recently for a good sum. There is gold in stamps after all!

Had hoped to attend the Convention, would have if held at Cheltenham which is nearer now.

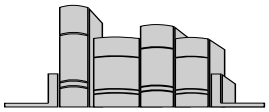
Thanks to you and Rob for publishing my Togo snippets; keep it up! Trust you had a good Convention, and you keep well; thanks for all your efforts on our behalf.
Yours,

John Mayne
Malvern



Sources

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British Long Distance Mail Packets 1793 to 1815 by Colin Tabeart, RDP, APR, FSPH, MA Cantab., published by the author, 2019, hard covers, 501 + vii A4 pages, black/white illustrations. ISBN 978-0-9548407-3-0. Price £45 plus P&P £8 UK, £15 Europe, £22 elsewhere.

Reviewed by John Hossack

Mails sent abroad from Great Britain in the late eighteenth and early nineteenth centuries were carried exclusively by sailing vessels. This book describes voyages by mail packets, mainly from Harwich or Yarmouth to Germany, Holland, Netherlands and Sweden in Northern Europe, and from Falmouth to Spain, Portugal, the Mediterranean, North America, the Caribbean and Brazil and Surinam in South America. An appendix deals with mails to India, although during the period of interest this was not a packet service. Much of the information is from contemporary newspaper reports.

The packet ships were usually private vessels contracted by the Post Office to carry mails. They sailed to schedules arranged in London, which are described together with routes taken. Weather was a constant variable affecting ships' movements. Changes to schedules were often forced when unfavourable winds stopped ships from leaving port. Extreme weather conditions such as ice, storms and hurricanes could delay, or prevent completion of, a voyage. Sometimes mails were delayed *en route* from London to port.

The effects of diseases, for example yellow fever, are explained. They could take a heavy toll of crew members and cause ships and mails to undergo quarantine, creating considerable delays to mail delivery.

Accounts of conflicts and their consequences are given. For example, wars in Europe would affect access to certain ports at different times. Attacks in the Atlantic by French or American privateers were frequent. Mail ships were usually small with minimum armaments, yet on occasions heroically overcame very heavy odds against them to protect the mails. Sometimes mails were thrown overboard and sunk to avoid capture, or ships and crews could be taken. In fact a whole chapter describes the packets which were captured or lost at sea.

Another chapter is devoted to the myriad of postage rates that applied during these years.

Despite the hardships the mails did, mostly, reach their intended destinations. This enabled communications, trading and diplomatic activities to take place between Great Britain and elsewhere. Subsequent progress in the world is, in no small part, due to the determination and hardiness of the captains and crews of those little ships which carried the mails more than two hundred years ago.

The research into this project has been most thorough and painstaking and the result is a unique and detailed record of voyages, presented in tabular form, between the home ports and destinations. Ships and captains for each voyage are almost all named in the tables.

There are copious descriptive notes relating to individual voyages. The work is also liberally enhanced by illustrations of letters and covers, as well as other interesting items. In addition there is an index of the ships which operated on the packet services.

The author has now made available an important and significant part of maritime history, and I congratulate him on this splendid achievement. This book would be a valuable addition for any collector of maritime mails or students of maritime history, and I am happy to recommend it.

Ascension – The Postal Services and Censorship Arrangements that Operated during the Second World War

Rod Vousden FRPSL

This article was first published in Geosix*, journal of The King George VI Collectors' Society (March 2019, Whole Number 271) and reproduced with thanks to the Editor, Nick Halewood FRPSL and Author - Barry.*

Ascension, a small island in the South Atlantic with an area of 34 square miles, which few people had heard of in the 1930s, is located some 750 miles to the north west of the Crown Colony of St Helena, of which it was a Dependency. Its main settlement is a small fishing village with the grand name of Georgetown. The main facilities on the Island were the Cable and Wireless Ltd Cable Station Offices, Accommodation Block and vital Cable Termination Hut, the island's administration being undertaken by that company's General Manager, Mr. Stephen Cardwell. However, all this was about to change with the advent of war.

Allied losses in the Battle of the North Atlantic were considerable, and there was an urgent need recognised by the British and United States Governments to organise an alternate route across the Atlantic if war supplies were to be maintained. The distances involved were too far for aircraft of the time to cover without re-fuelling; therefore, a new airfield would have to be provided at some point. Negotiations were opened between the two governments, the Americans being eager to use a southern route, but the only suitable land was on Ascension Island, which had no airfield. Matters relating to Ascension were referred to the highest level and the whole project marked as 'Top Secret'. All documents were to be kept under lock and key. Details of these negotiations can be found in the Minutes of the War Cabinet, Chiefs of Staff Committee meetings dated between 1939 and 1942, which are held at the Public Record Office, Kew (Ref. CAB79).

Of particular interest are the Minutes of 16 March 1942, in which the Colonial Office representative, Mr. Sidebotham, stated that there was no government presence in the Island, and therefore it was their intention to send a representative of the St Helena Government there. This transpired to be Colonel Noel Tomlinson, Royal Engineers, who arrived on 10 May 1942, but more of that later.

Matters now proceeded rapidly. After the exploits of the *Admiral Graf Spee* the preceding year, in April 1940, it was decided by the War Office Committee to establish the ADVF (Ascension Defence Volunteer Force) to be led by Mr. Cardwell to increase security on Ascension. This comprised 27 local volunteers, and was supplemented by an officer and N.C.O.s of the Royal Artillery ordered to the Island from St Helena. Further measures were to follow.

By November 1941, acting on Colonial Office orders, the Governor of St Helena instructed Mr. Cardwell to undertake a secret survey of the island to identify a suitable site for an airfield, which he did, and his decision, a site known locally as Waterloo Plain and home to a community of Wideawake or Sooty Terns, was ratified by the American Engineers when they arrived on the Island unexpectedly on Christmas Day 1941. Then in March 1942 the Americans sent a large task force, No. 4612. The project then proceeded on a 24-hour basis and the new runway was completed in 91 days. The Americans also constructed a complete new town, with a range of facilities including a general hospital. They also provided support services including a military postal unit, No. 877, through which mail could be sent directly to the USA, initially by sea and later by air.

Meanwhile back in Whitehall, other changes were taking place in the Civil Censorship systems. In September 1939 the responsibility for postal and telegraph censorship was that of the Army Council via the Director of Military Intelligence. By April 1940 responsibility for the Postal and Cable Censorship Section was passed to the Ministry of Information. The procedures used by the various departments were held in manuals by the responsible officers and were modified from time to time. As this was an Empire system any changes always took time to implement, and the very small number of people using the system on Ascension meant that those involved were regarded as low risk, especially as they were sworn to secrecy regarding the airfield project.

Many people think that Civil Censorship relates to all mail posted at that time; this was not so, only a few items were subject to censorship, usually because of some irregularity or recognition on the part of the censors. Those collectors who specialise in censored mail often report that the same names and addresses were checked, because either the addresses were on an official list or there was some official interest in the mail generated by or going to a particular address on a regular basis.

With regard to Ascension the only matter raised about censorship was the volume of business passing through

through the Cable and Wireless Limited's Telegraph Station. This situation was resolved by the Governor of St Helena instructing the Company's General Manager, Mr. Stephen Cardwell, to act as censor for his company's employees.

As a result, it appears the Ascension censor stamp ceased to be used on Ascension Island from April 1940 until its re-use from December 1941. Mail for the UK and South Africa was usually collected by the Union Castle Line steamers on a monthly schedule. Often there was little notice given of their arrival and, on occasions, post had to be prepared in great haste. Few covers from this period survive but analysis of those that have indicates they can be divided into three activities; commercial, personal and philatelic. Not all letters were censored normally, if the address or sender was known to the censor officer, the letter was probably not opened, thus reducing the postal delay. As only a small portion of the total mail stream was subject to censorship, it would not be apparent to the recipients that there had been any changes in the censorship system.

The first example from this period (Fig. 1) is a personal letter addressed to the UK with a vertical plate number pair of the 3d stamp in the new colours issued on 8 July 1940, first printing perf. 13½. The UK and Empire rate was 3d for the first ounce and 1½d for each additional ounce, so the letter was probably overpaid.



Figure 1 Uncensored personal letter addressed to the UK dated 19 January 1941



Figure 2 Uncensored commercial cover addressed to the UK dated 27 January 1941

The second example (Fig. 2) is a commercial cover posted in January 1941. It carries a single plate number copy of the 1d in the new colours of yellow and black, and a pair of the new 4d duty, both types issued on 8 July 1940, perf. 14. It therefore has a total postage of 9d, indicating a weight of up to 5 ounces.

The next cover is another uncensored, commercial item addressed to the UK dated 17 September 1941. With a vertical pair of the 3d stamp in the new colours, the total postage was 6d, indicating a maximum weight of 3 ounces (Fig. 3).

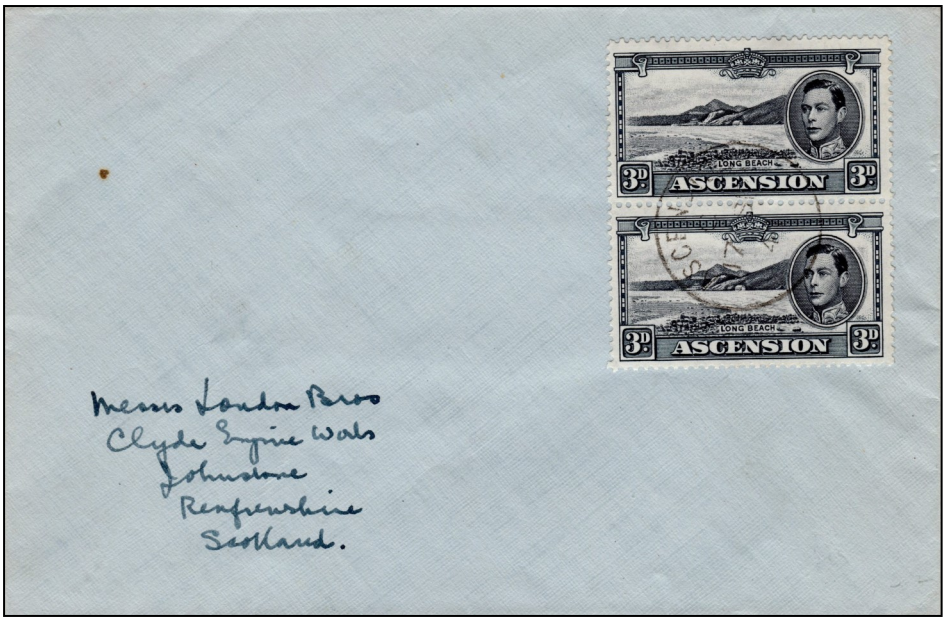


Figure 3 Uncensored commercial letter addressed to the UK dated 17 September 1941

The fourth example of uncensored mail is a cover posted on 2 May 1942. Being just outside the uncensored period, it was probably posted just after the sailing of the Union Castle steamer, which meant that it had to wait for the next ship, a month later. With a 2/6d definitive stamp from the first printing issued on 12 May 1938, perf. 13½, it is almost certainly a philatelic item (Fig. 4).



Figure 4 Uncensored philatelic item addressed to the UK dated 2 May 1942

During this period the duties of the Postmaster had to continue and Mr. Eric Tapscott, an employee of Cable & Wireless, who had been working on the Island for over 10 years as Telegraphist and Cable Operator, was appointed the Postmaster of Ascension, and when letters arrived that required official investigation, he signed them personally (Fig. 5, over).



Figure 5 Uncensored cover addressed to the USA signed by E.W. Tapscott, Postmaster

The fact that the use of the civilian censorship mark had been suspended was generally unknown to the rest of the world, as is shown by the letter contained in the cover illustrated in Figure 5, which reads 'Censor! Please handle Cover as I desire it for Philatelic purposes. Thank you. Israel Horowitz'. This cover was probably sent in a larger envelope addressed to the Postmaster, which has subsequently been lost.

With the arrival of United States military forces, it was necessary for the British Government to proceed with the appointment of an officer to hold the position of His Majesty's Representative, Administrative Officer, and who was to serve as liaison between the Americans and the Cable & Wireless employees, and also be the government representative to St. Helena. The Colonial Office approved that the post should be held by Colonel Noel Tomlinson, Royal Engineers, who arrived in Ascension on 10 May 1942, and remained until October 1946.

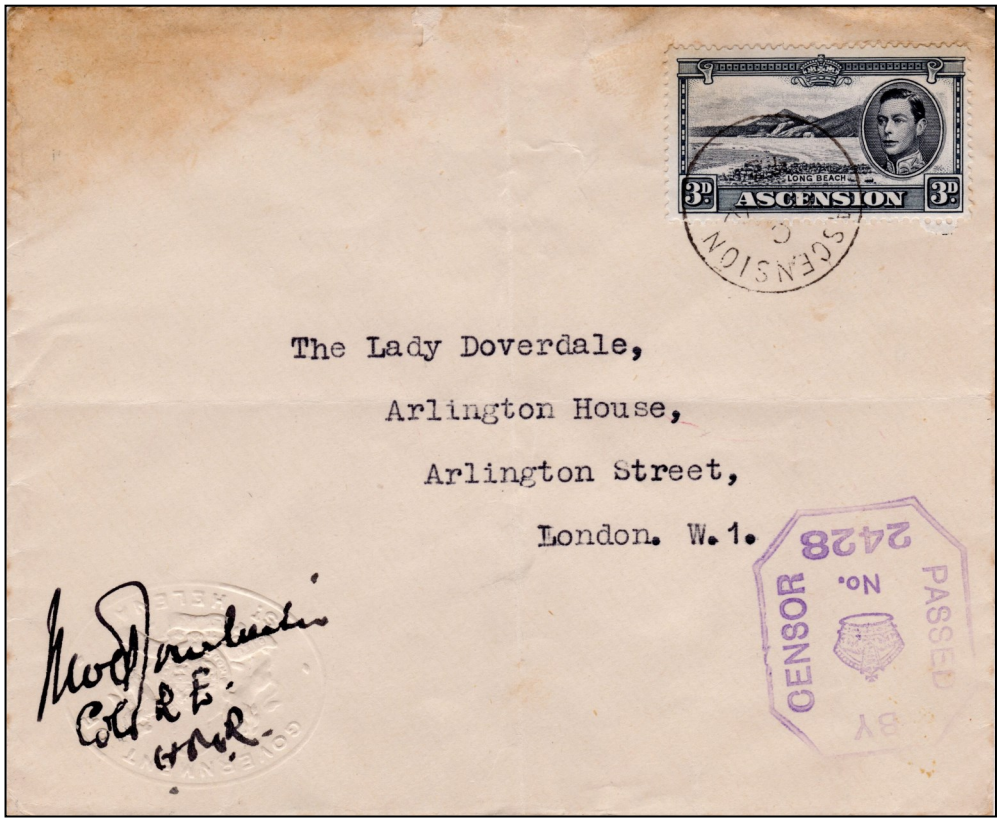


Figure 6 Official envelope signed by Col. N. Tomlinson (HMR) dated 2 July 1943

The above cover (Fig. 6) is an official envelope, embossed with 'Government of St. Helena' (inverted) on the front and with The Royal Cypher on the reverse. It also bears the Military Censor's octagonal mark for Ascension (N°. 2428) and is signed by Colonel Tomlinson. It is not marked 'On Active Service', and was thus subject to the normal postal rate to the UK. The stamp was cancelled with the Ascension cds dated 2

July 1943. The stamp is from the first printing of the 3d in new colours issued on 8 July 1940, perf. 13½.

The volume of administrative work would have been increasing at a considerable rate and Colonel Tomlinson had urgent need of professional assistance. Initially this help was provided by Lieutenant Scott-Paton (later Captain), who was transferred to Ascension from West Africa on a temporary basis, subsequently being recalled in 1943. He was then replaced by Pilot Officer F.S. Lamplough, who assumed the post of British Ferry Command Officer.



Figure 7 Self-censored official envelope signed by Capt. Scott-Paton dated 12 September 1942

The cover shown in Figure 7 is an official envelope embossed with 'Government of St. Helena', is signed by Captain Scott-Paton, Military Assistant to Colonel Tomlinson. The cover is not marked 'On Active Service' and thus was subject to the usual postal rate to the UK and bears the Ascension postmark of 12 September 1942. It does not bear the Ascension censor mark but instead has the signature of Capt. Scott-Paton, as some officers were granted the right of self-censorship. The stamp is from the first printing of the 3d in new colours issued on 8 July 1940, perf. 13½.

In conclusion it would appear that the introduction of a period of supposedly 'uncensored mail' had little effect on the local population, as letters were censored on board a ship or at its port of arrival, and it would have been the role of the particular censor officer to determine which letters to inspect.

However, the most remarkable fact to come out of this study is that Ascension Island had, for some time, the honour of operating no less than four postal systems all at once; the normal civilian mail, the British military mail, the Cable and Wireless censored mail and, finally, the United States military mail. For a territory so small, I think this is some kind of record.

Overprinted British Postal Orders

Ascension Island and St Helena

Wilf Vevers FRPSL

Six years ago I was privileged to spend a number of weeks on the Island of St Helena where I was one of four people involved in preserving records that had been stored in the cellar of the Post Office in Jamestown.

Amongst those records were details of accounts between the Post Office in Jamestown and the branch Post Office in Georgetown, Ascension Island. These showed that on Ascension, Postal Orders were handled from the end of October 1922 when Ascension became a Dependency of St Helena.

In 1940, the monthly account returns from Ascension to St Helena started to show stocks of English stamps (see Note 1), and on 4 July the records show that Mr. George, the St Helena Postmaster, sent a supply of English stamps, which were noted as received on 25 August 1940 by E.W. Tapscott, the Ascension Postmaster. The consignment consisted of 30 each of the 1d, 2d, 3d, 5d and 6d values. It would appear that

the Post Office on St Helena carried the main stock of English stamps for use on Postal Orders issued on Ascension and St Helena.



Figure 1
British Postal Order overprinted ST. HELENA uprated with additional GB stamps

Figure 1 shows an example of this use on a St Helena Postal Order issued on 11 September 1947. This particular Postal Order is the one described on page 101 of the *Directory of Overprinted British Postal Orders* by John M. Gledhill PHD. In July 1947 a further supply of 60 stamps of each of the same values was sent to Ascension and the Monthly return continued to show stocks of English stamps for many years later.

Not all British Territories that used overprinted British Postal Orders used English stamps, as illustrated by Figure 2. This shows the use of a Falkland Islands definitive stamp on an order issued in Port Stanley on 15 November 1956.

How many other territories used GB stamps?



Figure 2
British Postal Order overprinted FALKLAND ISLANDS uprated with additional F.I. stamp

Notes

1 No doubt to the annoyance (and possible anger) of our Scottish, Welsh and Northern Irish readers, the term 'English stamps' is used in the Accounts in reference to GB stamps, so we feel obliged to use it in this report

2 This article was also published in *Postal Order News* No. 133, July 2019 pp14-15

A Review of the 1893 Halfpenny on 4d Lagos Overprint, SG 42

Paul Redhead

Introduction

In 1893 there was a shortage of halfpenny stamps in Lagos Colony which was met by overprinting 4d stamps with 'HALF PENNY' across the centre of the stamps, together with a pair of bars positioned to obscure the 'FOUR PENCE' value tablet. The overprinting was done locally and the results are sufficiently variable to merit detailed study. The first thorough study was published by Pemberton in 1935 (Ref. 1), followed by Porter (Ref. 2), who published a series of short articles in 1936 based on his own material and a review of Pemberton. In 1992 Ince and Sacher (Ref. 3) summarised the history and diversity of the overprint but nothing else significant has been published subsequently.

This article reviews those three studies together with information gained by examining examples of the overprinted stamps from the author's own collection and in scans kindly supplied by Tony Plumbe, Chris McFettridge and Simon Binsted from their own collections (a total of over 275 single stamps, 61 blocks of 2 or more, including a complete sheet, and 4 covers). The article attempts to shed new light on the printing process involved, and to clarify the range of differences to be found in the overprints themselves. Using 600dpi scans and Photoshop it has been possible to measure distances down to the nearest 0.1mm. It is hoped that the illustrations provide a useful aid to identifying individual variants. **All images in this article are approximately twice life size.**

Background

Ince and Sacher attributed the shortage of halfpenny stamps to low requisition orders being placed in 1891-93, the introduction of a newspaper rate of ½d, and maybe, the introduction of the 2½d overseas rate (Ref. 1,p85). They continue: *The total number of 4d stamps of the 1887-1902 issue overprinted for halfpenny use is not known… (but) it seems reasonable to hazard a total overprinting of probably not more than 20,000 stamps (during) the five to sixth months which elapsed until fresh supplies of the halfpenny stamps arrived.* Their estimate was based on the difference between the number of 4d stamps supplied minus numbers remaindered and likely normal usage. 330 or so sheets of overprinted stamps (at 60 stamps per sheet) is pretty consistent with the general level of demand for halfpenny stamps before the shortages developed. However, given this limited production, many examples of the overprint have survived and they are cheaply priced compared to, for example, the 10d value (SG 37), of which roughly 20,000 were sold.

Putting actual dates to the currency of the overprint is difficult. Ince and Sacher mention that the earliest seen cancellation on an overprinted stamp is 2 August 1893 (12 AU 93 is the earliest seen by this author), and that 216 sheets of the urgently needed halfpenny stamp were dispatched from the UK printers on 30 December 1893. These would have arrived in Lagos in early February 1894 (TP personal corresp.), removing the need to use, or at least to continue producing the overprint. However, overprinted stamps occur with circular date stamp cancels as late as November 1894, and on page 88 Ince and Sacher illustrate a 7 stamp piece including 3 overprinted singles cancelled with a registered oval dated JA 8 07. Were these from stock overprinted prior to the arrival of more halfpenny stamps, or did overprinting continue, either to meet a need or to satisfy orders from stamp dealers? Collectors' appetite for 'provisionals' of this sort, as shown in the range of Niger Coast overprints and bisects, was such that production of overprints may have been augmented by collector demand.

Pemberton states that *the majority of used specimens of the ½d on 4d were postmarked to order in panes, for which purpose the circular dated postmark appears always to have been used*, and Porter includes a similar statement. From the limited number of covers seen it would appear that postally used stamps were cancelled with the 9 bar 'killer' cancel, and that the Lagos cds (Proud Type D8) and / or registration cancel was applied elsewhere on the envelope to signify date of posting. If many overprints went straight to dealers it might explain why so many survived, and adds credence to the possibility that overprinting continued into 1894. Of the 345 stamps and multiples seen by this author 234 were mint, 61 showed a

Lagos cds, and 50 showed the 'killer' cancel. The 51 legible cds cancels cover 25 dates, 8 of which occur three or more times (12, 24, 25 & 29 AU 93, JA 6 94, AU 8 94 and NO 19 94), suggesting those dates at least may represent cancelled-to-order stamps.

As suggested by the title of his 1936 paper, *Discovery of an error of the Lagos provisional of 1893 printed on the 2d instead of the 4d*, Pemberton's original intention was to explore whether a copy of that great rarity was genuine or not. He did so by a detailed examination of the variation in overprints on the 4d, and was able to show that the disputed overprint on the 2d was consistent with a scarce variety of the normal overprint which a forger would not have known about. In the process he examined many singles and multiples of the normal overprint and classified them according to the constant variations he found. While his descriptions are precise, the accompanying illustrations are of insufficiently high resolution to illustrate clearly all the fine distinctions he describes.

Pemberton's work focused on types of individual overprint and he describes printings in terms of combinations of those individual types. He described 10 different types of overprint and 6 separate printings, each characterised by a particular combination of the 10 types. Porter on the other hand focused on distinguishing different printings, and although he did so by identifying features of the individual overprints comprising each printing, he did not suggest that there was a range of overprint types independent of the printings. His focus on printings rather than types is probably a better reflection of how the overprinting was done, but he concluded that there were only four printings, lumping together three different Pemberton printings. Ince and Sacher preferred Pemberton's classification to Porter's because they felt that it better described the observed variety of overprints and printings.

How the overprint was applied

We do not know who did the printing, what equipment they used, how many print runs took place or when. However, much can be deduced from a close examination of the stamps. Most of the points below were first made by Pemberton.

1 The overprinting was done locally, as expected if it was to deal with a local shortage, but also as demonstrated by the fact that some examples show fine red fibres adhering to the back of the stamp on the area overprinted. Lagos stamps at that time were dispatched interleaved with thin red blotting paper to prevent them sticking to each other in the humid climate.

2 The consistent pattern of overprint 'types' found on intact sheets and large multiples suggests that it was applied only to whole sheets of sixty 4d stamps.

3 The repetition of overprint types within a printing, and their positioning in relation to the stamps, shows that on one occasion stamps were overprinted two at a time ('duplex'), while at all other times they were overprinted three at a time ('triplex'). This must have been done using a 'block' consisting of two / three individual overprints in the forme used for the work.

4 Looking at multiples shows that, within a sheet, the positions of the text and the bars relative to each other within the 'block' of two / three overprints do not significantly alter. However the positioning of each block does vary – successive blocks of 2 or 3 overprints are rarely perfectly aligned horizontally across the rows or vertically down the columns of the sheet.

5 Overprints may be high on the stamp or low, may be well centred or start so far to the left or right that they overlap onto the neighbouring stamp, and may be angled upwards, downwards or be perfectly level. Larger blocks show no consistency or trend of positioning to show whether the overprint was applied row by row or whether it was applied to stamps down one side of the pane then the other.

6 The overprint can be crisp but is often blurred, occasionally a little distorted, and often shows the marks of additional partial impressions of some or all of the letters and / or bars. Those extra marks may be very faint, or as strongly impressed as the main overprint.

7 As shown by the extent to which the stamp's surface is indented, the pressure used to apply the overprint varies, and can vary across a single sheet. The pressure appears often to be highest at the top of the overprint letters.

8 Some individual type letters show idiosyncrasies typical of heavy past usage, for example a missing serif, type slightly above or below the line, uneven impressions. The same idiosyncrasies show up in several different printings.

9 However, some aspects of the overprint are constant: the top bar is always c.7mm below the bottom of the text. The bars themselves are 0.5mm thick, separated by a narrow 0.1mm gap which is often obscured by heavy inking. The text is always either 16mm (overprint Types 1 to 4) or 16.5mm (Types 5 to 7) across, and the distance from the central tongue of the F to the horizontal stroke of the P is correspondingly either 1.5mm or 2mm.

The invariant dimensions within a group of 2 / 3 overprints are as one would expect if the block was assembled in normal 'letter-press' fashion. The individual letters of type, the 'leading' to provide spaces, and the two bars would have been assembled in a small forme and secured in place so that nothing fell out during the printing process. While it is unlikely that any elements were left free to move laterally or vertically within the block, careful measurement on large multiples does show that the relative positions of text and bars for a particular overprint within the block can vary slightly.

Given that it is possible to identify different printings by differences between the overprint letters, the bars and their relative positions, the printing block used must have been re-assembled from loose type, leading and bars, for some of the printings at least. It is highly unlikely that the type and bars for each individual overprint would have somehow been kept intact, to be put into a new block of three. This implies that a classification based on fixed individual overprint types which were re-assorted into blocks of three for each printing is suspect, though the re-use of letters such as the damaged E gives the appearance of such fixed types. This point is explored in more detail below when considering the individual Pemberton types.

The second aspect of the printing process is to consider how the overprint block was applied to the sheets of stamps. Pemberton thought that 'probably a small hand-press was used'. Porter writes '….the press used was evidently a ramshackle affair quite unfitted for the work….'. However, as argued below, it is more likely that the printing was done simply by applying the block by hand to the sheet of stamps.

The sheets of sixty 4d stamps do not appear to have been cut up prior to printing, so any printing press used would have required the sheet to be repositioned for each application of the overprint block, then held accurately while the press applied the block to the sheet. To repeat that operation 20/30 times per sheet would have been difficult and slow. A press-based process would have been much simpler if the whole sheet were overprinted in one operation, or even one row of six stamps at a time. The Government Printer, or indeed, any jobbing printer would have had enough type, bars and leading to do that, and the end result is unlikely to have produced the variety of angles at which some overprints appear on the sheet.

On the other hand, if the printing was done by hand 'in house' at the Lagos Post Office, it may well have involved limited resources, and relied upon applying a small block by hand to the sheet. The fact that the same damaged letters appear in several printings suggest that there was a very limited supply of type available to be used.

Hand printing would have relied upon the printer's ability to position a small block reasonably accurately, presenting the inked block to the sheet by eye and lining it up to keep the overprint centred on the stamps, with the bars placed to obliterate the 'FOUR PENCE' value. This lining-up process may well have brought the inked block into very light contact with the stamps, before the printer was satisfied and pressed down hard to make the overprint. This would account for the 'kiss prints' – the faint marks and partial double impressions which are to be seen on many examples of the overprinted stamps, especially if the block were tilted slightly towards the type while this was being done, which might also account for the observations of higher pressure being applied to the top of the overprint letters in some stamps. Some variation of angle and position would be inevitable, especially given the repetitive nature of the task.

The types of individual overprints

Pemberton described ten types, based on differences in the letters of the overprint and / or differences in the length and positioning of the bars. Some types are easier to identify than others, and some are decidedly scarce. Over-inking coupled with 'dirty' type, on which dried ink was allowed to accumulate, often makes it hard to detect the small differences by which different 'types' of overprint may be distinguished, and can make measuring difficult. The constant 'dots' in P or E which characterise two of the overprint types are probably due to dried ink or grit. Blurred images, faint images, cancels, and 'kiss prints' which fall across the letters concerned, can all affect accurate identification, and can sometimes give the impression that the height of the type varies.

Overprints also vary in terms of how well the text is centred over the bars. Centring is conveniently described by measuring the horizontal distance between the start of the bars and the start of the text. This 'right offset' (RO) is c.0.4mm for perfectly centred text in Types 1-4 but can vary considerably. RO values are likely to be fairly constant (though not necessarily the same) for each position within the overprint block, and within a particular printing - presuming that the block was securely 'locked up' before operations began. Pemberton does not give offsets for individual types, though he does sometimes mention whether overprints in a specific printing are well-centred or not. Porter cautions against relying much on offset, on the basis that the bars could shift sideways, and I agree that differences of a couple of tenths of a millimetre may not be decisive. However, as described below, offset differences can range from negative to 2.5mm and can help in identifying overprints or/and the printing they come from.

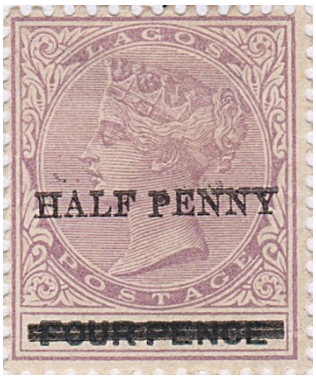
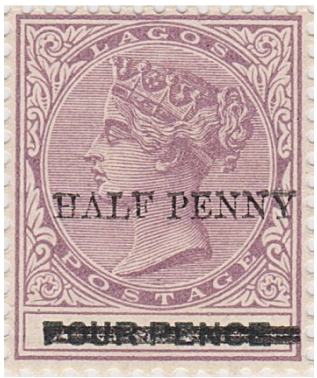
Type 1a with RO of .5mm	Type 2 with RO of 2.2mm	Type 4 with RO of 0.6mm
		

Figure 1

The Individual Pemberton Overprint Types

The Table below sets out the 10 different types of individual overprints that Pemberton identified. Here, Pemberton's roman numerals for types have been converted into the corresponding numbers, and lower case letters have been used to avoid confusion with printings which are referred to using capital letters.

For all Types except 2a, of which no convincing examples have been seen, an actual example of the variety is illustrated, together with a computer generated example which hopefully shows the distinguishing features very clearly. The idealised examples have been made using the typeface 'Munson' a modern version of the original 'old style' Roman typeface used.

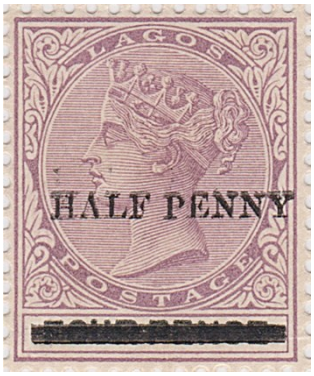
Types 1, 1a, 2, 2a, 3, 3a and 4 belong to Pemberton's 'Variety 1', in which the words HALF PENNY measure 16mm in length (outer serif to outer serif); the space between the words is 1.5mm, measuring from the central tongue of the F to the horizontal stroke of the P. The bars are 16.75 to 17mm long, and those in each pair are either equal in length or within a fraction of being so; they are placed one above the other so that neither juts out appreciably beyond the other, either at the left or at the right. Italic text: Pemberton's description. 'RO', the right offset mentioned above gives the distance from the left-hand end of the top bar to left-hand lower serif of H. Perfectly centred words are offset right by c0.4mm.

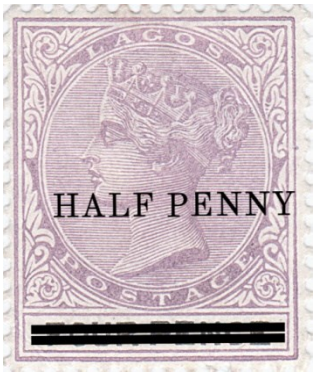
Type 1 Found in printings A, B, C

There is no serif jutting out from the top of the back of the E, and the P is set slightly lower than the E.

Typical RO values:

printing A 1.3mm.
printing B 0.9mm.
printing C 1.7mm.



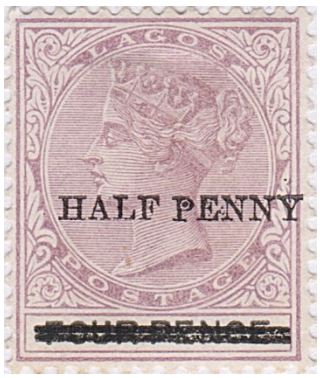


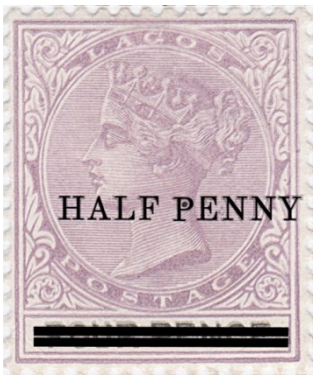
Type 1a Found in printing D only

As 1, but with a smudged dot in the centre of the loop of the P.

Typical RO values:

0.7mm or 1.7mm.





Type 2 Found in printings A, B, C, D (instead of Type 2a - see below)

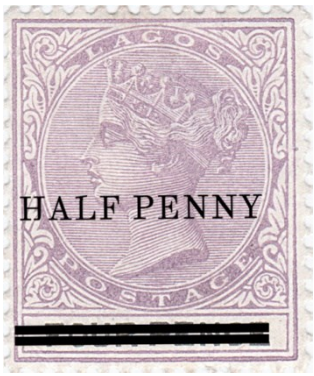
The cross-bar at the top of the L slopes downwards at left. Little or no serif to the right of the foot of the right-hand vertical stroke of the H.

See also e.g. in Fig. 1. Sometimes it is easiest to see by looking at the lighter space inside the impression rather than the surrounding area where ink has been squeezed out.

Typical RO values:

printing A 0.3mm.
printing B -0.3mm.
printing C 2.2mm.
printing D 2.2mm. or 0.3mm.



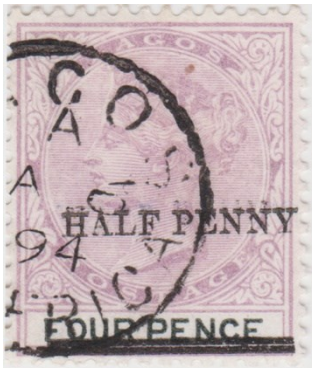
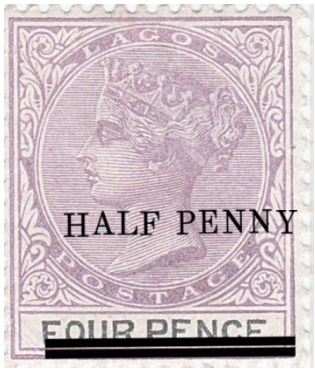
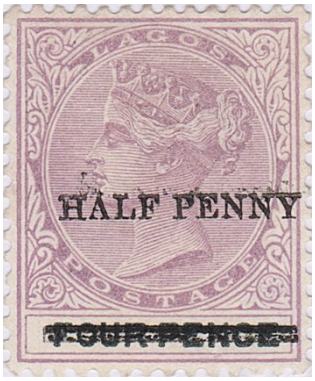
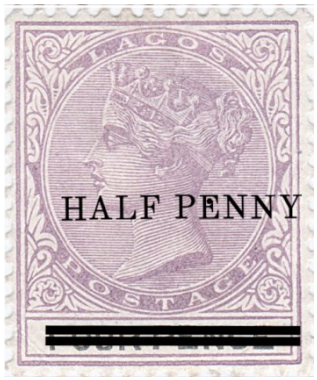
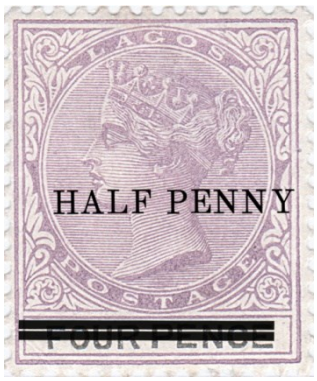


Type 2a Found in printing D only

As 2, but the two letters N are spaced further apart

No convincing examples seen, as singles or in blocks in which the distance across the top of the two Ns in PENNY is greater than 3.5 – 3.6mm. All examples of Printing D examined have normal Type 2 overprints. This overprint type is either extremely scarce or invalid.

Figure 2 (continued ⟶)

Type 3 Found in printing B only		
The H is set very slightly lower than the A, and left hand foot of A not quite complete. Difficult to identify with confidence in single examples, and easy to confuse with singles of Type 4 Typical RO value: 1.0mm.		
Type 3a Found in printings C and D		
As Type 3 but showing a small irregularly shaped blot of ink between the tongue of the E and the top of that letter. In later printings the tongue of the E often fails completely but the above-mentioned blot is always present. Porter notes that most of this Type also have small black spots in the lower half of H (not shown here). Typical RO values: printing C 1.1mm. printing D 1.0mm. or 1.1mm.		
Type 4 Found in printing E only		
Without any abnormalities. And correspondingly difficult to be sure of as singles, especially because the RO can vary from 0.3 to 1.1mm, depending on position within the triplet		

Pemberton Types 5, 6, 7 are his 'Variety 2'. The words measure 16.5mm and the space between them (measuring from the same points as before) is 2 mm. The bars vary in length from 16.5 to 17mm, and are not centred exactly over one another, though in one of the Types both are 16.5mm long and the upper one is only slightly more to the right than the other.

Variety 1 and variety 2 never occur on the same sheet. Variety 2 is also very much rarer than Variety 1.

The Types show no peculiarities in the lettering of the words of the surcharge, and can only be differentiated by the bars. There is only one printing (Printing F), which includes all 3 Types.

Figure 2 (⟵ continued ⟶)

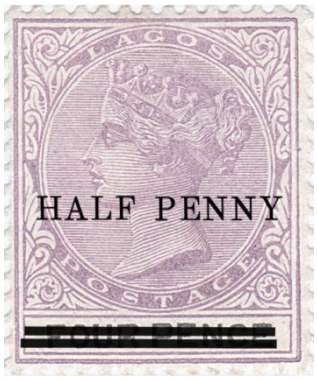
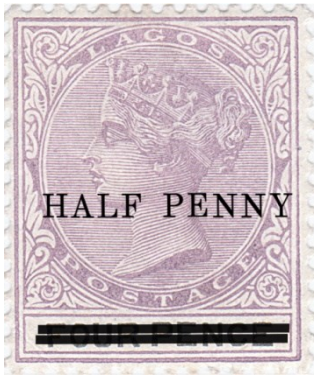
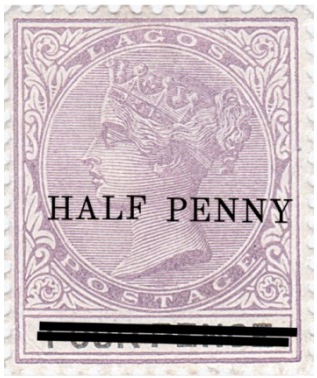
Type 5 Printing F		
The upper bar measures 16.5mm and the lower 17mm, and the latter projects beyond the other slightly at both ends.		
Type 6 Printing F		
Both bars measure 16.5mm, and the upper one is the merest fraction more to the right than the lower.		
Type 7 Printing F		
The upper bar measures 17mm and the lower 16.5mm. The upper starts fractionally more to the right than the lower and ends about 0.5mm more to the right.		

Figure 2 (⟵continued)

The Double Overprints

Stanley Gibbons list a double overprint (SG 42a), and examples are commonly offered on Ebay. However not all such are true doubles. After describing 'partially double or slipped prints', which are quite common, Pemberton goes on to write:

There is another and more satisfactory variety, namely that in which the bars alone are double... These were purposefully done when the surcharge was accidentally printed so high up or so low down that the Four Pence on the stamp itself was left exposed. In such cases the printer stamped a second surcharge of the bars only in order to obliterate the original value)... Careful measurements... point strongly to (the use of the same block of type after covering up the words). It should be noted however that there are no albino impressions of the words as might be expected if this is the true explanation. (Ref. 1, p161)

Most stamps described as doubles by dealers and in auctions do not show any trace of extra bars and are best explained as 'kiss' prints, produced inadvertently by a light contact between block and stamp during orientation of the block before full pressure was applied. Such contact ranges from none, through the presence of a few dots of ink, to partially or wholly visible text. The fact that text associated with the printed bars is always 7mm above them often helps work out what has happened.

There are more difficult examples in which the extra text has clearly been applied with some pressure. Were these orientation 'accidents' or intentional strikes? The same question applies to examples where both text and bars appear to be at least partially doubled even though the heavier strike of the surcharge does fall mostly on the 'Four Pence'.

Ince and Sacher ascribe doubles to 'rocking of the type' and others talk of 'bounce' but this is unlikely. Ref. 1 Fig. 2 (p160) shows a major doubling of bars in one triplet with undoubled triplets to the right and below, which is not consistent with any progressive fault in printing, but to be expected with the hand printing process described earlier. Because it would seem from observation that this sort of correction involved the whole triplet or doublet, it would only need one stamp in the group to have inadequate bars for the whole triplet or triplet to receive a second, corrective strike. In Figure 4 below the upper stamp shows doubled bars even though neither sets of bars miss the value tablet. It is the right-hand member of a triplet in which the bars of the left-hand stamp miss the value tablet altogether.

True doubles involve two deliberate strikes of the surcharge, as shown by reasonable application of pressure to the printing block for both strikes, and which would normally result in two sets of bars. Although Pemberton suggests reserving 'double' to describe overprints in which the bars alone are doubled, there are clear examples in which bars and associated text are both doubled which should also count as 'doubles'. Might the text only be applied as a second strike? It is possible but to be convincing the first strike (associated with the bars) would need to be clearly defective, and the second line of text applied with full pressure.

In the block shown in Figure 3, three pairs of coloured lines have been added to the image to interpret what is going on. Each pair of lines is 7.1mm apart, the distance between text and corresponding bars. The yellow lines show the first strike of the block, which have clearly missed the value tablet on the left-hand stamp. The corrective second strike is shown by the red line. Although there is no corresponding text, there are smudges in the right place, suggesting the overprint block was used, with the type either cleaned or covered over. The blue lines show a second line of text in the right hand stamp. They do not line up properly on either set of bars so are most likely a kiss print, produced while orientating the block for the first strike. It is interesting to note the slurring of the text in the left-hand stamp producing an italicised effect. This is probably an artefact from twisting the block slightly as the first strike was applied.

How the triple overprint mentioned in Gibbons fits into the above is unclear. The stamp in Figure 4 shows two sets of bars and associated text 7mm above each. The uppermost, partial, print of text is an orientation kiss, not a true tripling.



Figure 3



Figure 4

True doubles fitting the description above are uncommon, and merit the uplift in price given by Gibbons. However, stamps showing some form of kiss are common and worth no more than completely clean 'normal' overprints. Looking at a complete sheet of overprinted stamps, all bar one of the twenty triplets show some form of kiss printing, ranging from indecipherable blobs through to almost complete text doubling. None of that particular sheet showed doubled bars.

The Damaged E Variety

Overprints exist in which the E of 'PENNY' is missing its foot, showing as an 'F'. Was this due to damage to the type used, uneven inking or uneven height of the type showing when the block was not applied hard enough? Figure 5, to the right, is of a vertical pair taken from position three in the triplet of the block used by Pemberton to illustrate Printing B. The upper stamp shows the damaged E variety while the lower one shows a normal E. The two overprints were made by the same type within the same printing block, suggesting that the letter itself was not damaged. Examples exist of other letter parts missing, usually bottom sections, suggesting that uneven printing pressure was to blame.



Figure 5

The Different Printings

Pemberton came to the conclusion that there were 6 separate settings/ printings. Porter described only 4. On the face of it, while each bases his article on the examination of a considerable amount of material (and Porter had the benefit of Pemberton's article published a year earlier), the difference between their accounts appears to be substantial.

However, they essentially agree in relation to three of the types they describe: Porter's A, C & D correspond reasonably well to Pemberton's printings A, E & F. Porter's printing B combines the characteristics which are separated into Pemberton's B, C & D printings.

Is Porter justified in this amalgamation? To the extent that it is likely that the same triplet printing block was used for all three Pemberton printings B, C & D, yes he is, though the range of results produced from that block suggest that it was used on a number of occasions rather than just for one printing session and was adjusted in between. Although Pemberton B, C & D have clear differences, each printing comprises his Types 3, 1 and 2 in that order. His printings differ in terms of variants: 3a, 1a, 2a. Type 3a is Type 3 with a blob in the E which is likely just to be the result of dirt or dried ink. Type 1a is Type 1 with a blob in the P, and Type 2a is an oddity occurring only in Pemberton printing D and not seen at all by Porter (or by this author - the examples of printing D seen have Type 2 in the third position, not 2a).

Although the block used for Pemberton B, C & D printings is likely to have been kept and reused several times, it is also likely that it accumulated ink or dirt in the letters over time (hence the 1a and 3a Types), and was later adjusted to re-centre the bars with the text, as seen in one variant of printing D. Printings E and F are sufficiently different from B, C, & D to presume that a new triplet block was made up for those printings.

With the provisos above, Pemberton's more 'fine grained' classification of printings B, C & D better serves the collector trying to understand differences than Porter's printing B which lumps them together, and is the scheme followed below. In interests of brevity, images of each printing are not included here - it is hoped that the descriptions, together with the images in Figure 2 and the key at the end of this article, will suffice.

Dating the printings

Pemberton suggests the order in which the six printings occurred, based on various criteria which depend on the state of the type in the overprints rather than known dates. Dating via cds cancels is rendered somewhat suspect if (as both Pemberton and Porter suggest) many were cto: the presumption that an overprinting cannot be later than a cds cancel it bears depends on the canceller date being accurate, which

may not always apply where cto is concerned. It is reasonable to presume that Printing A was the first and Printing F the last, but it is unsafe to assume that a printing involving a damaged letter is later than one where the letter isn't so affected – printing A contains the E without serif, in Printing F all Es have intact serifs. In any case the print runs were not themselves long enough to result in wear of the letter types.

The Pemberton printings

For each printing the characteristics of a typical row of six overprints are given below, coded as follows:

- in bold black: the Pemberton type of each overprint going across the row
- in [ ] the right offset (RO) in mm of the text relative to the bars. This can vary a little within a sheet of stamps
- in < > the inter-text gap (ITG) in mm between the Y of one overprint and the H of the next. **<X>** signifies the gap between one block of overprints and the next, which is not constant.

Printing A

1 [1.3] <2.2> **2** [0.3] **<X>** **1** [1.3] <2.2> **2** [0.2] **<X>** **1** [1.4] <2.2> **2** [0.3]

This printing is the only one where the printing block produced two overprints only, so it was applied three times to complete the row. The inter-text gap (ITG) is characteristic, and the second member of each pair of overprints is clearly closer to the left of the stamp than the first. Pemberton had only a mint sheet to go on (Figure 1 in his article), and while the author has seen 10 multiples of printing A, the only used one had a cds cancel so may not have been postally used. It is dated AU 8 94 – very late if indeed this was the first printing. Singles probably from Printing A exist with cds of October 93. Overprint Types 1 and 2 are of course found in other printings too.

Printing B

3 [0.9] <2.6> **1** [0.9] <2.7> **2** [-0.3] **<X>** **3** [0.9] <2.6> **1** [0.9] <2.7> **2** [-0.3]

This is a problematic printing. It is very scarce - indeed the author has seen only one block, with OC 23 93 cds, which meets Pemberton's description of starting with the Type 3 overprint, and it is the one that he himself gives to illustrate printing B. That block is part of the Mosely collection now held in the British Library (see Figure 5 above for part of that block). It is an odd block in that its ITG values of are over 1mm less than those for all other triplet blocks, so that the overprints appear to move leftwards across the three stamps in a triplet. Porter felt that this was simply an early example of his general printing B, before type got dirty. Could it be that the printer was still sorting out the best spacings for use?

Printing C

3a [1.0] <3.9> **1** [1.7] <4.0> **2** [2.3] **<X>** **3a** [1.1] <3.9> **1** [1.7] <4.0> **2** [2.3]

Pemberton notes that the text is off centre relative to the bars. He felt that this was the commonest printing, and the author has seen more blocks of it than any other. It is part of Porter's B printing. The author has seen a block with cds AU 12 93.

Printing D

3a [1.0] <3.9> **1a** [0.7] <3.8> **2** [0.3] **<X>** **3a** [0.8] <3.9> **1a** [0.7] <3.9> **2** [0.3] – well centred

and

3a [1.1] <3.9> **1a** [1.7] <3.9> **2** [2.2] **<X>** **3a** [1.1] <3.9> **1a** [1.7] <3.9> **2** [2.2] – centring as in printing C

Pemberton based this printing on single stamps characterised by being well centered compared to printing C. His description includes Type 1a (dot in P), and this is the only one of his printings in which it occurs. However, of the 16 blocks seen for this review which start with Type 3a, 11 have poor centring, very similar to printing C. This could support Porter's contention that these were really the same printing, if one interprets the well centred examples as reflecting a later re-adjustment of the block to improve the centring. A single example of 1a, which occurs in this printing only is dated SP 26 93.

Pemberton's description of this printing includes Type 2a instead of Type 2 in third position. While his Figure 4 showing an example of this printing includes a stamp in which the 2Ns appear to be further apart, it is printed at too low a resolution to measure with enough accuracy to be sure the difference is real, and neither Porter nor the author has seen any other examples of it in blocks or singles: if Type 2a exists, it is extremely rare. All 16 blocks seen in course of this study have Type 2 overprints. Porter includes this printing in his printing B.

Printing E

4 [1.1] <3.9> **4** [1.1] <3.7> **4** [0.6] **<X>** **4** [1.1] <3.9> **4** [1.1] <3.7> **4** [0.6]

and

4 [0.7] <3.9> 4 [0.8] <3.9> 4 [0.3] **<X>** 4 [0.7] <3.9> 4 [0.8] <3.9> 4 [0.3] **<X>**

Pemberton and Porter agree that this is a separate printing featuring a re-setting of the block and the use of Type 4, which lacks the idiosyncrasies of earlier printings: no missing serifs, blobs, dropped letters etc. Porter mentions slight differences: 1st overprint: HA slightly below LF and lower bar very slightly longer so projects a little at right; 2nd Y very lightly lower; 3rd H dropped very slightly, bars same length but not perfectly centered on each other, but concludes *The author has the good fortune to possess a complete sheet of sixty stamps of this printing and ... the peculiarities of the previous settings are absent.*

His descriptions of bar centring tally with the RO measurements above. The 12 blocks seen in this review fall into two groups, one a little less well centred than the other. Might this be due simply to type slippage or does it reflect an adjustment of the printing block between sessions? The only date seen is JA 27 94.

Many of the singles which appear to be Type 4 have RO of 2mm or more, so are either mis-identified, or suggest yet another printing.

Printing F

5 [0.5] <4.3> **6** [0.4] <4.4> **7** [0.4] **<X>** **5** [0.5] <4.3> **6** [0.4] <4.4> **7** [0.4]

This scarce printing is hard to mistake because the text is 16.5mm long instead of 16mm and the individual types are characterised by variations in bar lengths and positions relative to each other. Porter's account agrees with Pemberton. The author has seen 3 blocks, all generally well-centred, one of which is possibly the block of 6 mentioned by Pemberton (it has the same cds date of FE 6 94, as does one of the other blocks). However, he has also seen 5 singles from this printing with killer cancels, suggesting they were postally used.

A Summary of Types and Printings

Printing	A		B		C		D		E		F	
Position	**Type**	**RO**	**Type**	**RO**	**Type**	**RO**	**Type**	**RO**	**Type**	**RO**	**Type**	**RO**
1	1	1.3	3	1.0	3a	1.1	3a	1.0 1.1	4	1.1 0.7	5	0.5
2	2	0.3	1	0.9	1	1.7	1a	0.7 1.7	4	1.1 0.8	6	0.4
3	N/A	N/A	2	-0.3	2	2.2	2/2a	0.3 2.2	4	0.6 0.3	7	0.5

Assigning Stamps to Pemberton Printings – a Key

Individual stamps with overprint Types 1a, 2a, 5, 6, 7 appear only in one printing, but others appear in at least two printings and while RO values may help, it is often necessary to check 3 stamps in a row to be sure of the printing.

In order to identify positions 1, 2, (3), one needs to know where the overprint block starts. One way to tell this is that the overprints within a block are in line (the bars should show this clearly), whereas successive blocks rarely line up exactly (and may be at different angles to the stamp). A second is that within a block, the inter-text gap is either about 2.5mm or 3.8mm, while that between one block and another, being determined by the eye of the printer, is unlikely to be either value.

Following the key below should help, followed by checking the detailed printing description given earlier.

Q1. Is HALF PENNY 16.5mm across from top serif left to top serif right?	Yes: printing F No: go to Q2
Q2. Is there less than 3mm inter-text gap between overprints?	Yes: go to Q5 No: go to Q3
Q3 Is the middle stamp of the triplet Type 1a (blob in loop of P)?	Yes: printing D No: go to Q4
Q4. Is the first stamp of the triplet Type 3a (blob in above the tongue of E)?	Yes: printing C No: go to Q5
Q5. Is the overprint part of a doublet or a triplet?	Doublet: Printing A Triplet: printing B

In Conclusion

The key work on the overprint was done over 80 years ago, and it is a tribute to the care with which Pemberton and Porter approached the task, in an age without computer-assisted measurement and reproduction, that their findings remain so valid. Without contemporaneous records, questions such as 'how many printings were there?' and 'when did overprinting start and finish?' can only be approached inferentially, and this review can go no further than they did in answering such questions. However, it is hoped that the review presents a good case for printing by hand rather than by machine, and, by illustrating types, provides a clear aid to the collector seeking to classify individual stamps and blocks.

The introduction of 'Right Offset' as an additional measurement may help in identification, and has certainly shown that Pemberton's Printing D, and to a lesser extent, Printing E are not homogeneous. The discussion of kiss prints versus doubles should clarify the latter, and perhaps assist collectors in deciding whether a stamp is worth the premium asked for a claimed double overprint.

Finally, there remain questions to resolve. Does Pemberton Type 2a exist? What is the status of Pemberton Printing B which shows such an atypical inter-text gap for a triplet overprint and of which only one clear multiple is known? Are there examples of overprinted stamps with a cds cancel which are definitely postally used? Are there examples with tripled bars? It is hoped that this article will prompt readers to review their own collections and that they will drop the author and the editor of *Cameo* a line if they have material which can help further illuminate this fascinating issue.

Finally I would like to thank colleagues in the Study Circle, particularly Tony Plumbe, for scans and advice without which this review would not have been possible.

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Basler Missions Handlung, Cameroons, S.W. Africa

Dr. John K. Courtis FRPSL

The title of the paper is the address written on a 1902 King Edward VII post office postal stationery wrapper of Great Britain, with a 24/14mm double ring postmark LIVERPOOL/6.30PM AP 9 03/LX (Figure 1). The sender was I.P. Werner, Irwell Chambers, Fazakerley Street, Liverpool. The named ship was the SS *Sobo* of the African Steam Ship Co. from Liverpool to the port of Douala, Cameroon. The addressee is the Basler Missions Handlung. The English address is the Basel Mission Trading Company.



Figure 1 Wrapper from Liverpool postmarked 9 April 1903

Basel Mission (Trading Company)

The Basel mission was founded as the German Missionary Society in 1815, later changed its name to the Basel Evangelical Society and finally to the Basel Mission, named after the town of Basel in Switzerland. Dutch and British missionaries were trained from 1816; a mission was set up in Cameroon from 1886. The Basel Mission bought land and property in Victoria and Bethel (Douala) from the Baptists in 1887. At that time Cameroon was already a German colony (Kamerun).



Figure 2 Basel Missions in Benaku, Duala, Kamerun

From the beginning the Mission stressed development of an organised school system. A major focus of the mission was to create employment opportunities for the people in the area where the mission was located. Amongst other things they taught printing, tile manufacturing and weaving. They also undertook medical missionary work.

The Basel Mission Trading Company started as a training school for missionaries. In 1859 a separate Mission Trading company was founded and independent from strictly religious mission offerings. Share capital was sold and the company's mission statement became: 'to promote the work of the Basel

Evangelistic Mission Society by supplying its stations and workshops with needed European provisions, by introducing the converted Christians and heathen to Christian commerce, and through financial support. Profits, after paying a 6% dividend, were to be used to fund missionary work and substantial annual income was paid to the mission treasuries.

The Basel Mission Trading Company imported goods from Europe to sell to the locals at affordable prices. They ran a shop that sold a range of useful products, but no alcohol. By 1900, the company began exporting Cameroon goods thereby encouraging the locals to become independent producers.



Figure 3 Basler Mission Shop

Ships were anchored in the harbour and although there was no rolling surf, small boats were used to bring and take goods from and to the steamers. Without a pier for docking, landing planks were fitted together as needed. The Basel Mission Trading Company did have a crude jetty in Bonaku where passengers were able to board tenders.



Figure 4 Cameroon Landing Planks



Figure 5 Cameroon Basel Mission

One of the tenets of Basel mission life was to expect to live in a Basel Mission house, and examples of these can be seen from postcard images.



Figure 6 Basler Mission, Kamerun

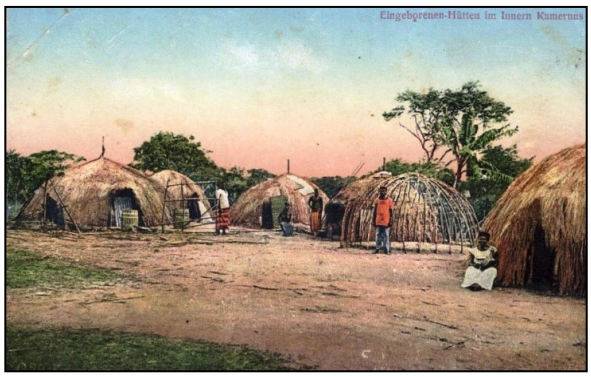


Figure 7 Basler Missions-Handlung, Duala, Kamerun

I.P. Werner

The sender of the wrapper is identified in a four-line handstamp shown on the diagonal at lower left of the address. The firm of I.P. Werner, Irwell Chambers, Fazakerley St., Liverpool. This firm is described in 1882 advertisements in *The Christian* – a Weekly Record of Christian Life, Christian Testimony and Christian Work as 'export merchant shipper' which could be interpreted as 'forwarding agent.' The firm also advertised in the *Pottery Gazette*, 1896 and described as 'London Shippers of China, Earthenware and Glass.' They were located in London at 46 New Broad Street and it seems as though they opened a branch in Liverpool to be closer to their shipping interests. African Steam Ship Co. ships left the port of Liverpool for stops along the west coast of Africa including Cameroon.



Figure 8 Irwell Chambers, Liverpool

Their Irwell Chambers address still exists today and is described as an 'historical and landmark building dating back to the 1800s.'

SS *Sobo*

Only infrequently does a wrapper of this nature identify both the name of the ship and the postmark date. Normally wrappers disclose neither, with no ship marking nor postmark with readable date. In this case, the SS *Sobo* was one of the steamers of the Africa Steam Ship Co. that routinely plied the Liverpool to West Coast trade.

Frustratingly, however, Tabeart's book *British West African Mail Packets to 1900* truncates before the April 1903 sailing. The British Library's on-line Liverpool newspapers petered out towards the end of 1900 making further research into sailings more awkward. However, assuming the January 1900 sailing information was still a reasonable guide at to what occurred in April 1903, the route of the SS *Sobo* can be identified.



Figure 9 SS *Sobo* built 1898, one funnel two masts, single screw, speed 12 knots

The wrapper was postmarked 6.30PM 9 April 1903 which was a Thursday evening. It would have been sorted for the West African mails during the night and ready in the mail bags on Friday 10 April. Sailings to West Africa leaving Liverpool left Wednesdays and Saturdays. Only the Wednesday sailings took mail to Cameroon.

This restriction may explain why the SS *Sobo* was written as the shipping direction on the wrapper so as to avoid being placed with other mail designated for the West Coast of Africa sailing on the Saturday but not stopping at Cameroon. This is the kind of shipping detail known to a forwarding agent. The wrapper therefore left on Wednesday 15 April, the normal sailing day of the Sobo.

The route from Liverpool sailed to Tenerife, Sierra Leone, Accra and then northbound to Quitta (Kwitta) Lagos, Porto Novo, Fernando Po, Rio del Roy, Cameroon and onward.

The Contents

While it is always a matter of some speculation as to what is enclosed in a wrapper, there are at least two educated possibilities. It is known that the firm of Werner advertised in both *The Christian* and the *Pottery Gazette*. It has also been established elsewhere that there is a strong connection between extant wrappers and advertising in newspapers or magazines (see Courtis 2004).

One likely enclosure is that it was a copy of *The Christian* journal with details of Christian life in London and elsewhere. Such an enclosure going to a mission seems like a good fit. The other possible enclosure is a copy of the *Pottery Gazette*. While on the surface this may seem like an odd type of enclosure for a mission, the Basel Mission sought to provide employment for locals around the area of the mission.

One of the activities they taught was tile making, especially in India. It is not much of a stretch to imagine the missions teaching pottery so that the local labour could manufacture pots and dishes for use and to sell to the local population and in England. If this is plausible then the second possible enclosure could be a copy of the *Pottery Gazette*.

Of the two possibilities which is the more likely? A German mission would have a routine supply of liturgical-based printed matter arriving from Germany and would be less likely to take a subscription to an English Christian newsletter.



Figure 10 Cameroon Pottery

Hence, my preference is that the enclosure was a copy of the *Pottery Gazette* because of its relevant content regarding sales outlets. It may be that the Basel Mission was supplying pots to Werner for sale in England or buying pottery and glassware to sell in their store.

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US Navy Censor 316 at Ascension

Bernard Hughes

Cameo 104, June 2018 page 71, featured a piece by Jeremy Martin about an unusual 1942 usage of an American Censor mark, apparently sent to let the sender's mother know where he had arrived, since the decision to build Wideawake Airfield on Ascension was a top secret mission - and one that was successfully safeguarded from the Germans for almost two years. Sending a letter with an Ascension stamp would, presumably, tell his mother where he was, without alerting anyone to a US presence?

In addition to the US Air Force presence on the island, where mail was censored by the familiar '877' numbered censor devices (a different number for each unit), there was also a small US Navy presence on the island, whose mail was separately censored with unnumbered circular cachets.

This US Navy Detachment, known as 'Advance Base IDLE', was part of the US Navy Brazil Station, headquartered at New York. The sender would thus, instead of including 'APO 877' in his address, include 'Navy 316'. As the cachets are unnumbered, the only reference to Ascension is this address, 'Navy 316'.

The list of 'Navy Numbers' published on the internet by the US Naval History and Heritage Command (www.history.navy.mil) confirms 316 was allocated to 'Ascension Island'. There was no other number allocated to Ascension.

There are a handful of internet references to confirm the US Navy's presence on Ascension, mostly referring to 'Advance Base IDLE'.



Figure 1

Cover from Ascension Island to the US on 6 April 1944 with the Naval Censor cachet described by Bernard

I imagine most covers will have been lost over the years. Compared with Jeremy Martin's cover, those few I'm aware of (from 1944) have a differently spaced circular censor cachet in black (not violet - Figure 1). Jeremy describes his double ringed violet cachet as Type 1, maybe the single ringed black cachet would be Type 2?

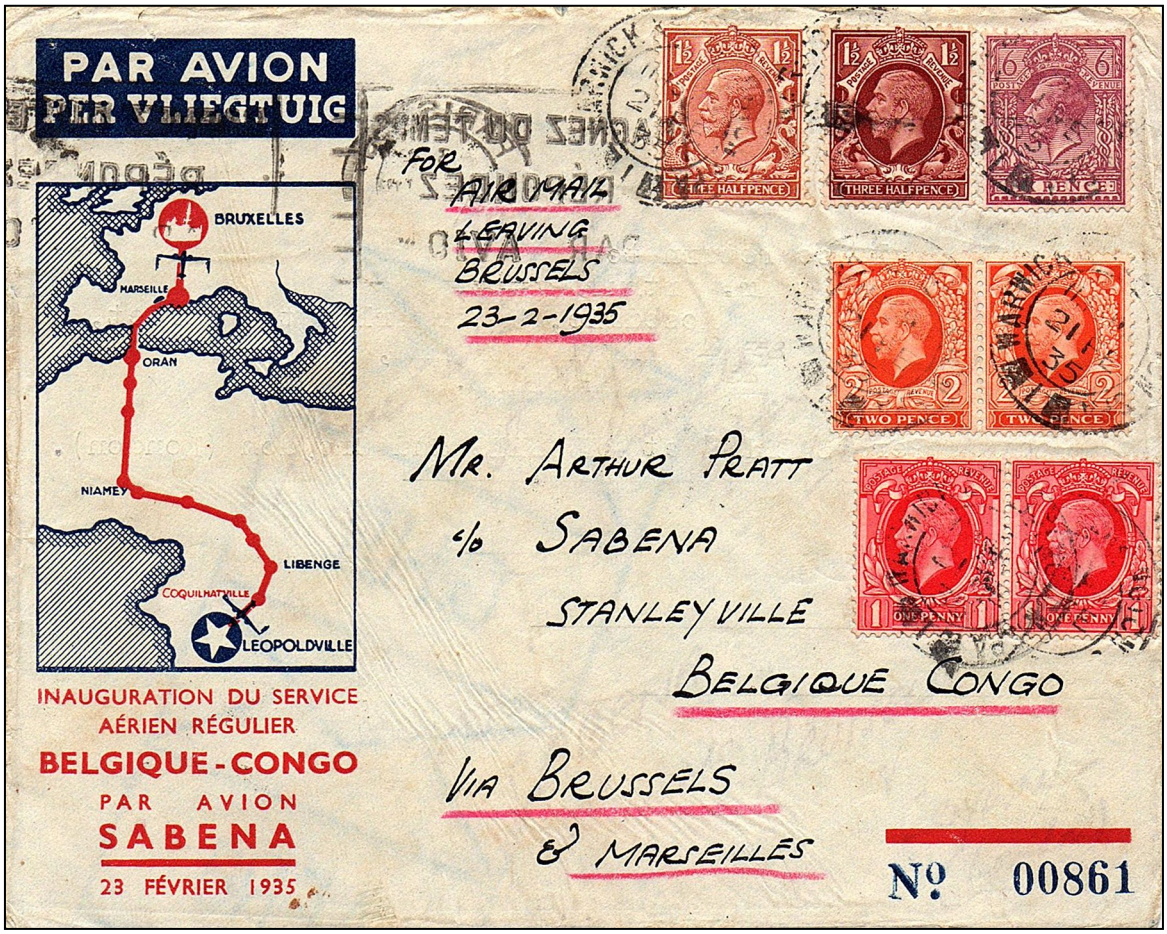
British West Africa and the French Air Mail Services
Part II The Trans-Saharan service

Barbara Priddy

The Transsaharan service was a long time coming to fruition. From 1925 onwards the French, who wished to develop a service to French Equatorial Africa and Madagascar, and the Belgians, who wished to develop a service to the Belgian Congo, had made a series of pioneer flights, and in 1930 they signed an agreement allowing each to overfly the other's territories. (Ref. 1) In 1934 Régie Air Afrique carried out a series of proving flights between Algiers and Brazzaville, via El Goléa, Aoulef, Gao, Niamey, Zinder, Fort Lamy, Fort Archambault, Bangui and Coquilhatville. The connection from France was provided by Air France from Marseille to Algiers. On 20 February 1935 the GPO wrote to the Air Ministry:

You may be interested to see the enclosed copy of a letter, and enclosures, which we have received from the French Post Office notifying the establishment of a new air service to French Equatorial Africa and the Belgian Congo, to be operated jointly by France and Belgium. We are making the service available for these two African territories and have fixed the air postage at 1/3d. per half ounce in each case. You will see that the service is also shown as available for air correspondence for the Gold Coast and Nigeria, viâ Zinder (Niger Territory), and thence, presumably, by surface transport, viâ Kano. We are asking the French Post Office for precise information regarding the connection from Zinder to Nigeria and the Gold Coast, but in view of pending developments [i.e. the proposed Imperial Airways service to Nigeria and the Gold Coast] *we have thought it inadvisable to notify the service as available for correspondence from this country for these two Colonies, or even for the Niger Territory, in view of the possibility of confusion in the mind of the public between Niger Territory and Nigeria itself.* (Ref. 2).

The regular service was inaugurated in February 1935 by Sabena, who followed a slightly different route from the French: they flew Brussels - Marseille on 23 February, Marseille - Oran - Colomb Béchar - Reggan 24 February, Reggan - Gao - Niamey 25 February, Niamey - Zinder 26 February, Zinder - Fort Lamy - Fort Archambault - Bangui 27 February, and Bangui - Coquilhatville - Léopoldville 28 February. First flight covers to both Belgian Congo and French Congo were accepted from UK, although there seems to have been some confusion in the minds of aerophilatelists as to which city was in which territory (Figures 1 and 2).



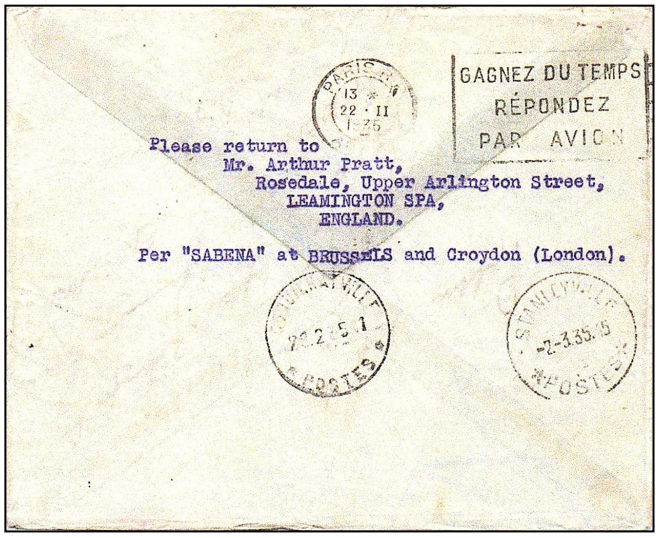


Figure 1 *(previous page and left)*

Front and reverse of British acceptance for Sabena first flight to Belgian Congo. This cover was off-loaded at Coquilhatville and forwarded by internal air service to Stanleyville.

Note:
all reverse images are reduced to varying degrees



Figure 2 *(above and left)*

Front and reverse of British acceptance for Sabena first flight to French Congo. This cover was flown to Léopoldville and forwarded across the Congo River to Brazzaville by ferry.

The service was operated by Sabena and Régie Air Afrique in alternate weeks: the first French service left Marseille by Air France on 1 March and reached Algiers on the same day, where the mail was transferred to Air Afrique. The flight left Algiers 2 March and arrived at Brazzaville 7 March. Belgian aerophilatelists prepared and sent first flight covers to Gold Coast and Nigeria by this service. (Figure 3)



Figure 3 *(above and right)*

Front and reverse of Belgian acceptance for Air Afrique first flight to Gold Coast. The mail for Gold Coast was off-loaded at Niamey (3 March) and transferred to the Niamey-Cotonou air shuttle service operated by Compagnie Générale Transsaharienne (9 March), and thence by road, via Lome (11 March) and Keta (12 March), to Accra (18 March). The red bars cancelling the Par Avion etiquette on this cover were probably applied in London during its return journey to sender by surface.

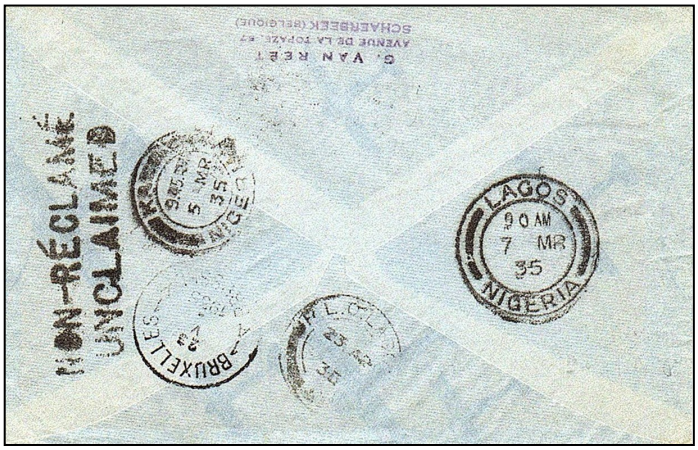


Figure 4 *(previous page and left)*

Front and reverse of Belgian acceptance for Air Afrique first flight to Nigeria. The mail for Nigeria was off-loaded at Zinder (4 March), and forwarded to Kano (5 March) by the mail-car operated by Société Algérienne des Transports Tropicaux, as part of their Ligne de Hoggar, and thence by rail to Lagos (7 March). This cover was returned by sea from Lagos to Brussels, taking a month for the journey.



Figure 5
Postcard showing the SATT Hôtel de l'Aménokal at Tamanrasset.
On the left is a truck marked on the front 'LIGNE de HOGGAR', and on the side 'SOCIETE ALGERIENNE DES TRANSPORTS TROPICAUX' and 'NIAMEY FORT-LAMY KANO ZINDER ALGER.

On 6 March 1935 the London manager of Sabena wrote to the GPO:

> *Belgian Congo Air Service.*
> *My Head Office in Brussels informs me that there exists a connection by road between Zinder, on the above airline, and Kano in Nigeria. This connecting service is operated by car three times weekly each way, and the distance is covered in just under a day. From Kano mails can be carried by rail across Nigeria to Lagos in 48 hours.*
>
> *The French, I am informed, accept mails for the road service between Kano and Zinder, and I should be much obliged if you would kindly inform me whether you will be prepared to accept British mails likewise.*

But an internal GPO memo of 8 March states:

> *The Franco-Belgian service to the Congo reaches Zinder on Mondays and it is understood that trains leave Kano for Lagos and Port Harcourt, Nigeria, on Tuesdays, Thursdays and Saturdays.*
> *The air service would presumably connect with the Thursday trains giving a transmission time from London of 9 days to Lagos and Port Harcourt, a gain of 6 to 10 days. The economic postage would be 1/- per ½ oz for letters (postcards 6d) and 4d per ½ oz for Printed Papers etc.*
> *No information is available of any service to the Gold Coast Colony running in connection with this air service.*

Again, on 20 March 1935 Régie Air Afrique wrote to the GPO:

> *….nous ferons regulièrement chaque semaine, en collaboration avec la Société Belge SABENA, un service entre l'Europe et l'Afrique Equatoriale.*
> *Depuis l'ouverture de notre ligne, nous avons eu le plaisir de constater que, parmi les correspondances postales qui nous ont été remise par l'Administration Française des P.T.T., il se trouvait un certain nombre de lettres en provenance d'Angleterre et à destination de la Nigeria anglaise. Ces lettres quittent notre courrier à l'escale de Zinder; nous avons fait jusqu'ici le nécessaire pour les faire acheminer par automobile immédiatement à l'arrivée du courrier jusqu'à Kano, d'où elles peuvent, par le Nigerian Railway, être dirigées ensuite sur les differentes localités de la colonie.*
> *Nous pensons qu'il est très intéressant pour les usagers d'employer régulièrement nos services puisque ceux-ci permettent dès maintenant d'envoyer une lettre d'Angleterre à Kano en cinq jours maximum, et même d'atteindre Lagos en 7 jours.*

Translation*:*

> *Since the opening of our line we are pleased to say that, in the mail entrusted to us by the French postal authorities, there were a number of letters originating in England and addressed to Nigeria. These letters were off-loaded at Zinder; we have so far done all that is necessary to get them forwarded, as soon as the mail arrives, by motor to Kano, from where they can be forwarded by the Nigerian Railway to their various destinations in the colony.*
>
> *We think that customers would be interested in using our services regularly, since these afford a transit time from England to Kano of five days at the most, and even to Lagos of seven days.*

The two calculations of transit time are very different: it appears that the French were claiming that they arranged for the Zinder-Kano mailcar to leave on Tuesday as soon as the mail from Europe had been transferred, and that it would connect with the Tuesday train south.

On 23 May 1935 the London Office of Air France wrote to the GPO:

> *We understand that the French Post Office have advised all postal authorities of the details of the car service between Zinder and Kano, which thus enables the British correspondence to reach Nigeria in a week.*
> *We also understands [sic] that there is a very good air connection, though not yet official, from Niamey to Cotonou, which may prove useful for the Gold Coast.*
> *Thus we should be glad to know if you intend to advertise the service to Nigeria as we wish to do it ourselves.*

This was followed by a visit to the GPO by Paul-Louis Richard, Sous-Directeur de la Régie Air Afrique. Here he posed the same question to D.O. Lumley, who told him that *it was anticipated that a British service operating via Khartoum, which is served twice-weekly by the England - Africa air service, would before long be available, and that it was intended to serve the West African colonies in this way*. They agreed to differ on the calculations of transit time.

A final letter of 10 July 1935 from the London Office of Air France prompted the GPO to enquire of the Air Ministry just how long it would be before the route was opened from Khartoum to British West Africa. On 1 August W. Burkett of the Air Ministry replied that:

> *the proposal for a British service from Khartoum to British West Africa …. is dependent on the acceptance by Nigeria and the Gold Coast of the main Empire Air Mail Scheme (Note 1). The Gold Coast accepted the main Scheme some little time back, but the decision of Nigeria to co-operate has only just been received, and it will unfortunately not now be possible for the necessary ground organisation to be provided in time for the preliminary service to be started in August or September as had been contemplated.*
> *We are now aiming at getting the preliminary service going in October: though this may not prove to be practicable, and a further short postponement may be necessary.*
> *I hope that, in the meantime, you will be successful in resisting requests made to you for the use of the French and Belgian services for the conveyance of letters to British West Africa.*

But the public were not happy, and the GPO upped the pressure on the Air Ministry. On 8 August Brigadier Gen. Sir F.H. Williamson of the GPO wrote to Lt. Col. F.C. Shelmedine of the Air Ministry pointing out

that *we are in a very awkward position in not offering the use of the French/Belgian service to the public and we have only been able to maintain it by giving applicants to understand that a British service would probably be available in the near future. Our position becomes more and more difficult as the opening of the service is postponed….* This only received the excuse that *it will be out of the question for it to commence earlier, especially as the rainy season in West Africa is now at its height* and the well-worn appeal *I hope that you will be able to maintain your attitude to the French - Belgian service for a little longer.*

As we know, the Khartoum-Kano service was not inaugurated until February 1936. Meanwhile, aerophilatelists, merchants and friends and relatives in Nigeria and the UK were attempting to send their letters by the transsaharan service, with some success. From Nigeria they could be slipped past unsuspecting postal clerks (Figure 6, Note 2) or sent by hand to Zinder (Figure 7).



Figure 6 *(above, at 80%)*
Registered cover to Belgium endorsed 'By Air Mail from Zinder' accepted at Kano 6 March 1935 and backstamped at Zinder 12 March.



Figure 7 *(above and left)*

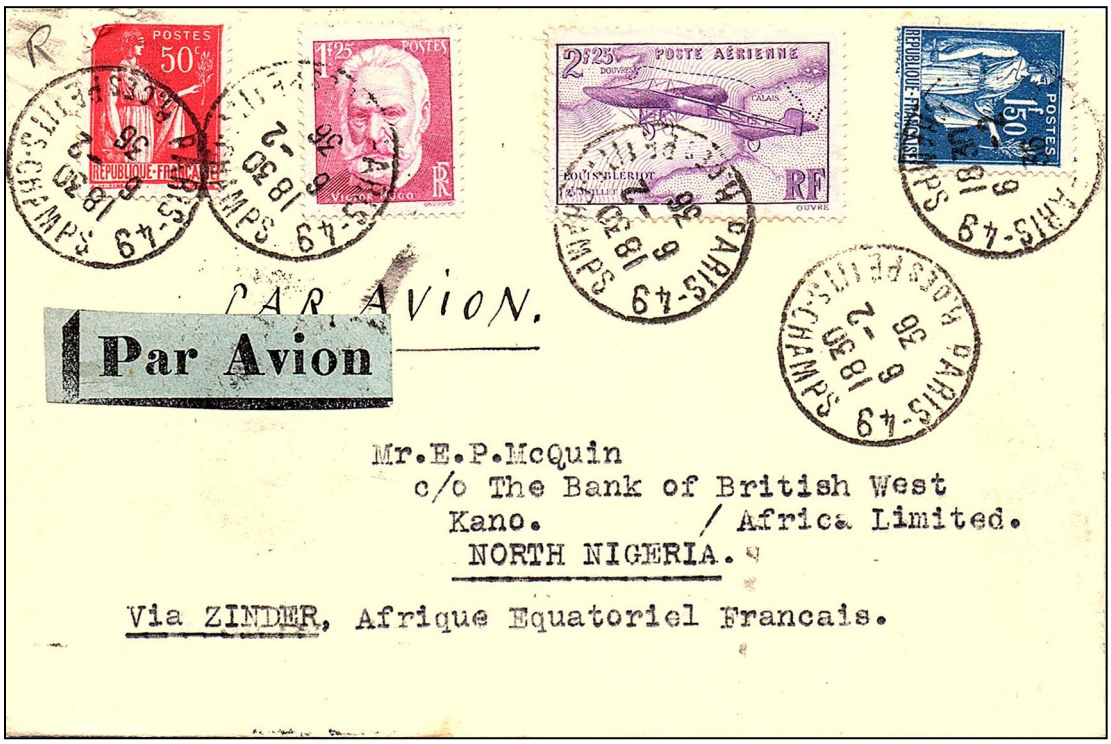
Front and reverse of cover endorsed 'By Airmail', with sender's address of Lagos, over-franked with Niger adhesives and postmarked Zinder 3 December 1935, with transit postmark of Paris 8 December.

From UK they could be mis-endorsed as ‘via French Equatorial Africa’, for which, of course, letters were routinely accepted (Figure 8).



Figure 8 *(above and right)*

Front and reverse of cover postmarked Sutton Coldfield 3 February 1936, endorsed ‘By air mail via Paris’, backstamped in transit at Paris and on arrival at Kano 14 February, two days before the arrival of the first Imperial Airways flight from Khartoum.



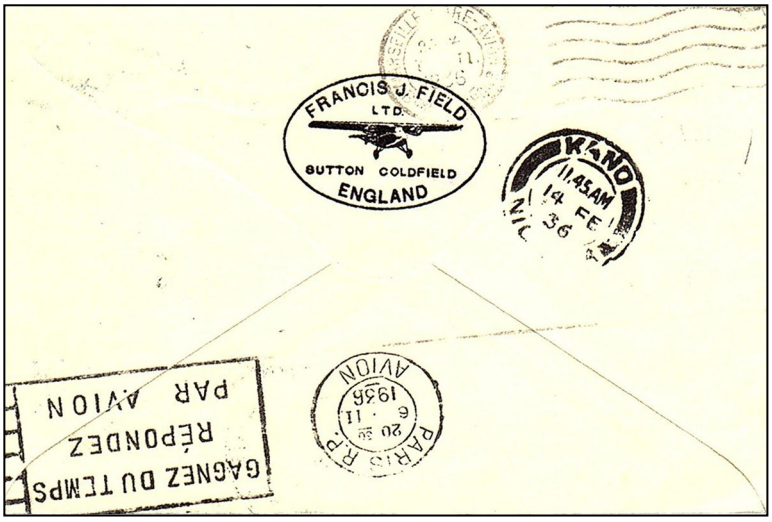


Figure 9 *(previous page and right)*

Front and reverse of cover to Kano, postmarked at Paris 6 February 1936 and carried on the same flight as the one in Figure 8

Correspondents in France, and in other European countries which had agreed to use the transsaharan service for British West Africa, had no problem, either before or after the inauguration of the Imperial Airways service (Figure 9).



Figure 10 *(above and left)*

Front and reverse of cover to Abeokuta postmarked at Rheinbach 4 March 1936, backstamped in transit at Kano 11 March, a date which does not coincide with the arrival of an Imperial Airways flight, and on arrival (via Ibadan) on 14 March.



Figure 11 *(above and right)*

Front and reverse of cover to Kade, postmarked at Hengelo 1 December 1936. Transferred at Niamey to the weekly Niamey-Cotonou shuttle, which had been operated since July 1935 by Aéromaritime, and backstamped at Cotonou 8 December, then forwarded by road and backstamped in transit at Lome 8 December, Keta 10 December and Accra 12 December.

It was then transferred to the railway and backstamped in transit by the Central TPO Up 15 December, and on arrival at Kade the same day.

Likewise, European countries could use the Transsaharan service for mail to Gold Coast (Figure 11).

Although the Imperial Airways service did not reach Gold Coast until 1937, when the Imperial Airways Khartoum-Kano service was inaugurated, the Nigerian postal authorities clamped down on the use of the Transsaharan service. A cover to London postmarked at Jos 23 March 1936 and endorsed 'via Kano and the Compagnie Generale Transsaharienne' has no backstamps and is endorsed *Received at Highgate 9.10 P.M. 2/4/36*, indicating it most probably travelled via the British service (Figure 12).

A letter of May 1936, sent via the British service, paints a vivid picture of the situation:

> *Prior to the opening of the British air-mail service anyone in Kano knowing anyone going to Zinder would hand them letters to post, and recently it assumed quite large proportions for one party collected mail and sent it to Zinder weekly.*
>
> *The Nigerian Government heard of this and made enquiry, because it was lost revenue to the Colony, and moreover under the Post Office Ordinance 1928 the sole right of moving letters was vested in the Postmaster General and therefore these people were committing a serious offence.*

Figure 7 is very probably one of these illegal covers.



Figure 12
(*left and inset)*

Front and reverse of cover to London postmarked Jos 23 March 1936.

Endorsed for transmission via the Transsaharan service (although this was now operated by Sabena and Air Afrique rather than the Compagnie Générale Transsaharienne).

Diverted to the Imperial Airways service and endorsed by the addressee as received 9.10 pm 2 April.

In June 1936 a very confused Nigerian Ag. Postmaster-General asked for guidance from the Director-General (Air Mails) in London:

> *It is understood that the air service operated by the S.A.B.E.N.A. between Belgium and the Congo is shortly to vary the present route i.e. Gao-Niamey-Zinder-Fort Lamy-Fort Archambault, to Gao-Niamey-Kano-Fort Archambault-Bangui. Permission having been given for these Belgian planes to land at Kano, I shall be glad if you will confirm that under Article 3 of the Air Mail Convention this Administration is under no obligation whatever to forward by the Sabena air service to Europe any correspondence which is superscribed by the senders to be so forwarded, seeing this Administration does not use this route for the conveyance of air mails from Nigeria* (Note 3).
>
> *2 I ask for your advice on this point because recently I received a letter from the Director of the Air Afrique Company… in which it was inferred that letters superscribed by the senders via Zinder should be forwarded by this French Line. I perhaps should inform you the only mail between Zinder (French Equatorial Africa) and Kano is by motor transport maintained by the French authorities…*
>
> *3 Might I ask what the position would be, if correspondence posted in Nigeria for Europe should be superscribed as via Fort Lamy (Tchad), a station which is not only on the Khartoum -Kano route of Imperial Airways, but also on the main French-Belgian Congo route?*
>
> *4 With further reference to the Belgium-Belgian Congo service across Nigeria, the Kano-Fort Archambault-Bangui route would appear to be the obvious way for forwarding air mail correspondence from Nigeria to Leopoldville and places in the Belgian Congo, and although the correspondence for despatch to the Belgian Congo is very small - averaging at present not more than three letters weekly - I should be glad to know whether this route should be utilised and if so what steps should be taken to bring this service into effect. I presume that if this portion of the Belgian Airmail route should be used, this Administration would not be compromised to use the Belgian route to Europe or to East and South Africa to the detriment of the normal service of Imperial Airways via Khartoum?* (I have never seen a letter of this period from Nigeria to either of the Congo's.)

The reply he received seems to show a change of heart on the part of the GPO, as it advised him that he was indeed under no obligation to forward mail by the French/Belgian services, but that, although mail from the

UK to Nigeria was normally forwarded by Imperial Airways at 6d per ½ oz, *correspondence for Nigeria coming to hand specially superscribed for transmission by the foreign service and fully prepaid at the rate of 1/3 per half ounce is forwarded accordingly, but this arrangement is not advertised*. It suggested that if he decided to adopt a similar arrangement correspondence superscribed 'via Fort Lamy' should be forwarded by the foreign service only if fully prepaid at an appropriately higher postage rate. Showing a fine disregard for geography, it also said that no objection was seen to the use of the French/Belgian service for air mail correspondence from Nigeria for the Belgian Congo, and advised him to forward such correspondence à découvert to Zinder, accompanied by an A.V.2 form showing the net weight, and to make enquiry of the Zinder Office as regards the conveyance rates which would be required for correspondence forwarded à découvert to that Office for onward conveyance by air **to Europe** [my emphasis] and the Belgian Congo.

Underpaid mail from the UK to Nigeria was diverted to the British service (Figure 13).

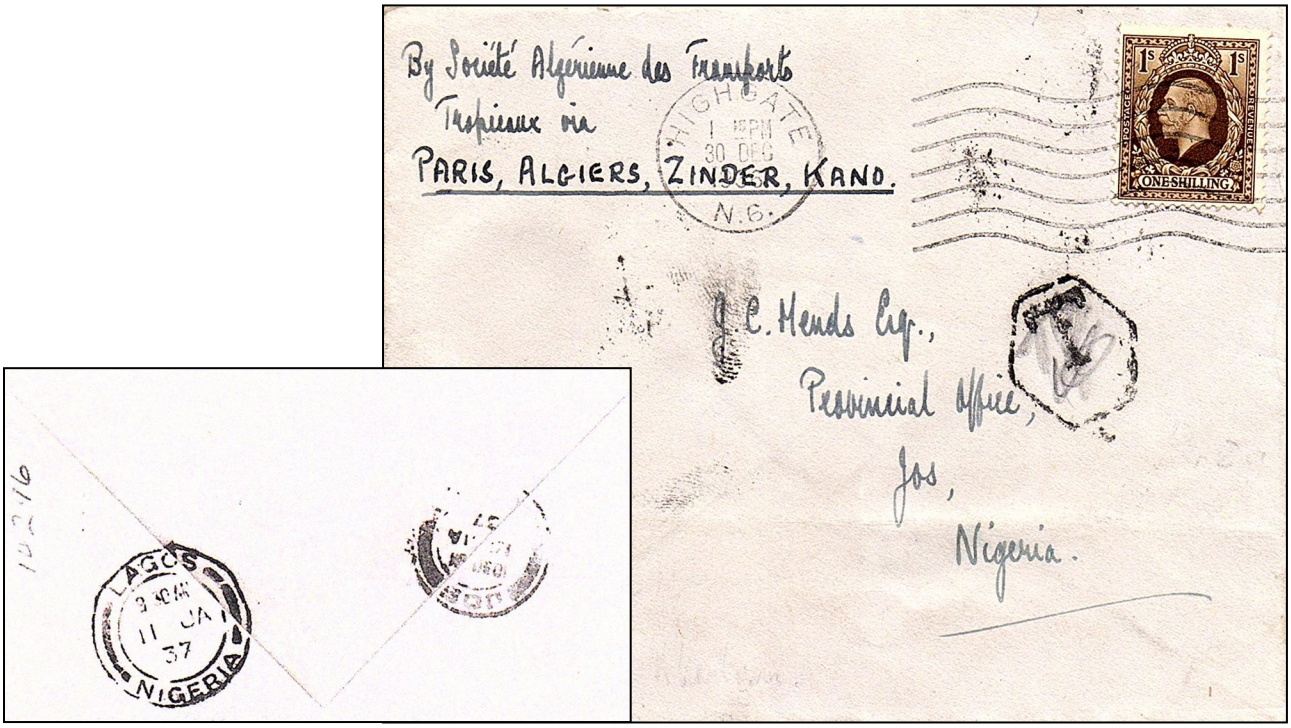


Figure 13

Front and reverse of cover to Jos postmarked Highgate 30 December 1936, at first marked for tax, as it was franked 1/- instead of 1/3. The tax mark was then cancelled, the cover diverted to the Imperial Airways service and carried by flights AS 410 and WAS 49 to Kano.

Here it should have been off-loaded, but had presumably been mis-bagged for Lagos. From late December 1936, when one of the two aircraft with which Imperial Airways was operating the Khartoum-Lagos service met with an accident, to late January 1937 when a replacement aircraft arrived, the Kano-Lagos sector reverted to rail, as Sudanese health restrictions meant that a plane flying that sector would not be allowed to enter Sudan.

This cover was therefore forwarded by rail to Lagos, where it was backstamped on 11 January 1937, then returned by rail to Jos and backstamped on arrival there on 15 January.

Contrariwise, it appears that mail for French West Africa, or at least Niger, may have been diverted from the Imperial Airways service to the Transsaharan service (Figure 14).

Compagnie Générale Transsaharienne

In all this correspondence, no further mention is made of the use of the Niamey - Cotonou shuttle for mail to and from Gold Coast. Compagnie Générale Transsaharienne was founded in 1923 with the aim of transporting mail, goods and passengers across the Sahara by motor-vehicle (Ref. 3).

In April and May 1934 it carried out a series of trial flights between Colomb Bechar and Niamey, operating a regular service from October 1934 and extending the route to Cotonou in November 1934. However this was just at the time when Air Afrique was carrying out its proving flights, and (under the terms of the Franco-Belgian agreement) the route from Niamey northwards was soon taken over by Air Afrique and



Figure 14
(*above and right)*

Front and reverse of cover to Agades posted at Shepperton 1 December 1936. Franked at the Imperial Airways rate of 6d, it should have been sent to Paris for the Imperial Airways service to Khartoum and Kano, but was instead sent to Marseille, where it was backstamped in transit 5 December, and by the Transsaharan service to Zinder, where it was off-loaded and backstamped 8 December. There appears to be a tax marking of 80 gold centimes in blue at the top left-hand corner, which would imply that somebody thought the rate should have been 10d.

Sabena, leaving Compagnie Générale Transsaharienne with the Niamey-Cotonou shuttle. I do not know of any British or Gold Coast commercial or philatelic mail attempting to use the shuttle, but in May 1935 Imperial Airways sent a test letter to Accra. This was recently published by John Wilson (Ref. 4, Figure 15).

Unfortunately this cover was sent at precisely the time that CGT was shutting down its aviation activities, and its flights did not connect with the Transsaharan service. Had the routing instruction 'via Niamey' been followed, it would have been off-loaded at Niamey on 28 May and waited for the CGT flight to Cotonou of 3 June. This was CGT's last southbound flight.

At Cotonou it would have been forwarded by surface via Lome and Keta, which as we have seen from the first flight cover in Figure 13 could take over a week. So the cover was carried on to Zinder, which it reached also on 28 May, and was promptly transferred to the SATT auto service to Kano, where it was backstamped also on 28 May, thus proving that Air Afrique's estimation of transit time was after all the correct one. Forwarded by rail to Lagos, sea to Sekondi, and rail to Accra, it arrived on 5 June - a roundabout route but faster than the one for which it was endorsed. It was unclaimed and returned by sea to London (16 January 1936).

Imperial Airways enquired of the GPO why its test letter had not followed the route *via Niamey*, and the



Figure 15
(*above and left*

Front and reverse of cover posted in London 23 May 1935, franked 1/3 and endorsed 'By Regie francaise' and 'via Niamey', backstamped at Paris Avion the same day and flown by Air France Paris-Marseille-Algiers.

Here it was transferred to the Régie Air Afrique service leaving 26 May, reaching Niamey and Zinder on 28 May. It was off-loaded at Zinder, and forwarded by surface via Kano (28 May) and Lagos to Sekondi (3 June), TPO Western UP (3 June), Kumasi (3 June), and TPO Eastern (4 June) to Accra (5 June).

reply was that *the official papers from France….state that correspondence for Nigeria is made up as for France - Zinder*, which, given that the CGT flights did not connect with the Transsaharan service is perfectly sensible. After the northbound flight of 4 June 1935 Compagnie Générale Transsaharienne abandoned its aviation activities (Ref. 5).

Aéromaritime and the Cotonou-Niamey Shuttle

The route was reopened as the Cotonou-Niamey shuttle on 7 July 1935 by Aéromaritime (see Part III). While this route was available to European countries for mail to Gold Coast (Figure 11), neither the British GPO nor the Gold Coast Government and GPO ever offered it as a possible route. The letter accompanying the cover shown in Figure 15, indeed, indicates their disdain for the route: *I expect you have observed* says the PS, *that the service to the Gold Coast and Nigeria is now shown as Marseille - Niamey - Cotonou. The Niamey - Cotonou section came into operation about the middle of June 1935* - which was precisely when it wasn't functioning. *We don't use it.*

Other internal services

In 1937 Air France inaugurated a service from Dakar to Bamako, and in 1938 Air Afrique inaugurated a service from Gao to Bamako. I have not seen any covers from any of the British territories carried by these services.

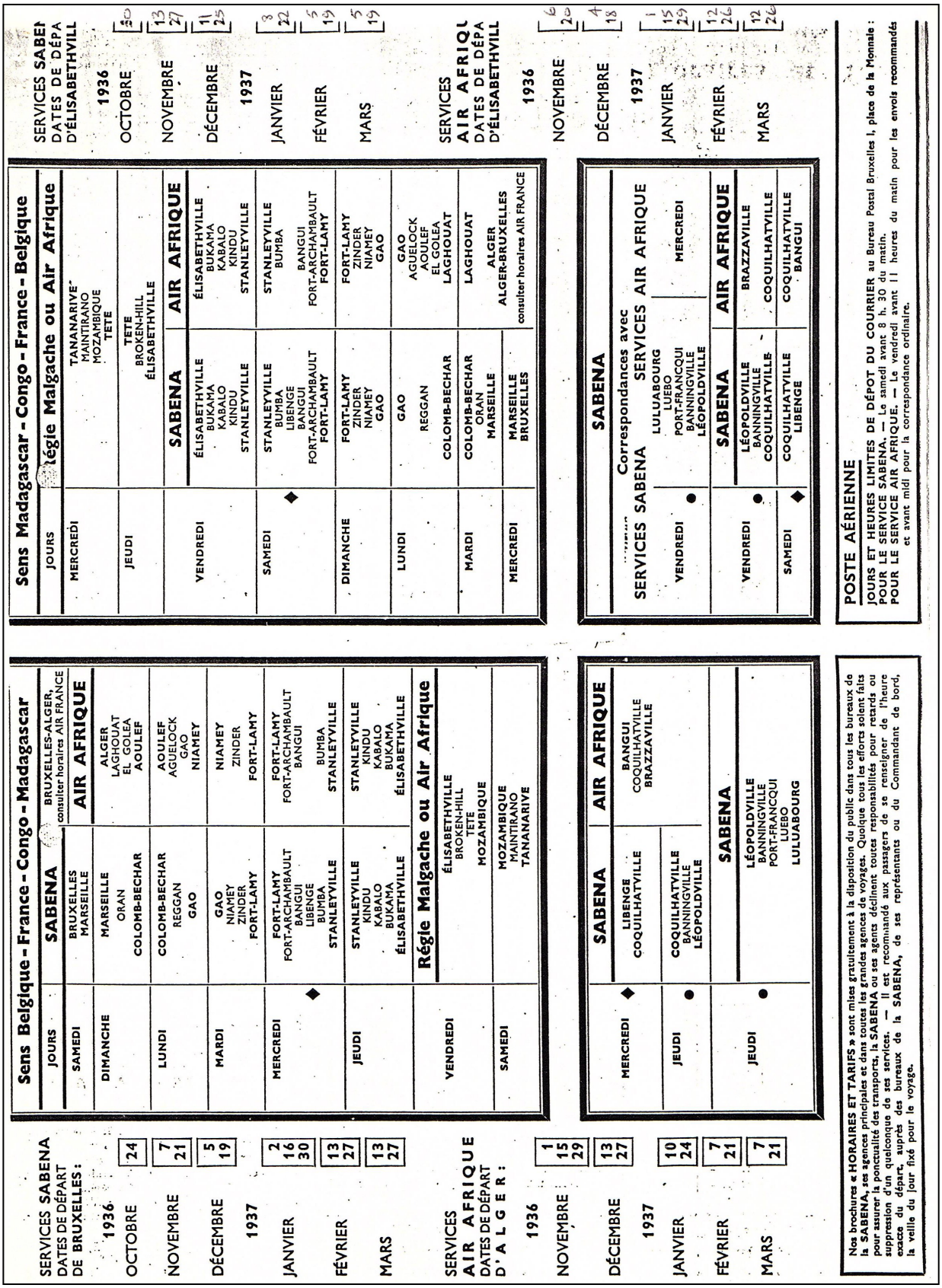


Figure 16

Winter 1936 timetable, copied from the original by Norman Clowes.
In November 1938 both airlines accelerated and doubled their services: from 3 November Air Afrique left Algiers every Friday and called at Niamey, Zinder and Fort Lamy on Saturday; from 6 November Sabena left Oran every Monday and called at Niamey, Zinder and Fort Lamy on Tuesday.

Northbound, from 8 November Air Afrique left Fort Lamy on Thursday, called at Zinder and Niamey the same day, and reached Algiers on Friday; from 15 November Sabena left Fort Lamy on Sunday, called at Zinder and Niamey the same day, and reached Algiers on Monday.



Belgium (1938)

SABENA — LIAISON BELGIQUE - CONGO

Un accident typographique s'est produit lors de l'impression du tableau « Horaire et Itinéraire » que nous publions, dans le numéro de décembre 1938 de « SABENA-REVUE », en page précédant les informations. Nous nous en excusons vivement et nous prions nos lecteurs de trouver ci-dessous le texte remplaçant ce tableau erroné.

A partir du 1er janvier 1939, l'itinéraire des avions SABENA comportera, sur le tronçon Marseille-Reggan, à l'aller et au retour, la modification suivante :

MARSEILLE-ALGER-EL GOLÉA-REGGAN au lieu de MARSEILLE-ORAN-COLOMB BECHAR-REGGAN
Logement : ALGER au lieu d'ORAN

HORAIRE ET ITINÉRAIRE

A PARTIR DU 1er JANVIER 1939

BELGIQUE - FRANCE - CONGO - MADAGASCAR

SABENA — RÉGIE AIR AFRIQUE

JOURS	SABENA	AIR FRANCE
Dimanche et Jeudi	BRUXELLES (départ de Haren à 8 h. 30 du matin) MARSEILLE ALGER	PARIS MARSEILLE ALGER
		RÉGIE AIR AFRIQUE
Lundi et vendredi	ALGER EL GOLÉA REGGAN AGUEL'HOC GAO	ALGER EL GOLÉA AOULEF AGUEL'HOC GAO
Mardi et samedi	GAO NIAMEY ZINDER FORT-LAMY	GAO NIAMEY ZINDER FORT-LAMY
Mercredi et dimanche	FORT-LAMY FORT-ARCHAMBAULT BANGUI LIBENGE COQUILHATVILLE LÉOPOLDVILLE	FORT-LAMY FORT-ARCHAMBAULT BANGUI COQUILHATVILLE BRAZZAVILLE
SABENA Mercredi et dimanche	SABENA	RÉGIE AIR AFRIQUE
RÉGIE AIR AFRIQUE : Mercredi seulement	LIBENGE BUMBA STANLEYVILLE	BANGUI BUMBA STANLEYVILLE
SABENA : Jeudi et lundi RÉGIE AIR AFRIQUE : Jeudi seulement	STANLEYVILLE LOWA (facultatif) KINDU KASONGO (facultatif) KONGOLO (facultatif) KABALO MANONO BUKAMA N'GULE (facultatif) KAMATANDA (facultatif) ÉLISABETHVILLE	STANLEYVILLE KINDU KABALO MANONO BUKAMA ÉLISABETHVILLE

Service hebdomadaire	RÉGIE AIR AFRIQUE
Vendredi	ÉLISABETHVILLE BROKEN-HILL TETE MOZAMBIQUE
Samedi	MOZAMBIQUE MAINTIRANO TANANARIVE

MADAGASCAR - CONGO - FRANCE - BELGIQUE

SERVICE BIHEBDOMADAIRE

JOURS	RÉGIE AIR AFRIQUE
Service hebdomadaire Mercredi	TANANARIVE MAINTIRANO MOZAMBIQUE TETE
Jeudi	TETE BROKEN-HILL ÉLISABETHVILLE

Service bihebdomadaire	SABENA	RÉGIE AIR AFRIQUE
SABENA Vendredi et mardi RÉGIE AIR AFRIQUE Vendredi seulement	ÉLISABETHVILLE KAMATANDA (facultatif) N'GULE (facultatif) BUKAMA MANONO KABALO KONGOLO (facultatif) KASONGO (facultatif) KINDU LOWA (facultatif) STANLEYVILLE	ÉLISABETHVILLE BUKAMA MANONO KABALO KINDU STANLEYVILLE
SABENA Samedi et mercredi RÉGIE AIR AFRIQUE Samedi seulement	STANLEYVILLE BUMBA LIBENGE	STANLEYVILLE BUMBA BANGUI

Service bihebdomadaire	SABENA	RÉGIE AIR AFRIQUE
Samedi	LÉOPOLDVILLE COQUILHATVILLE LIBENGE	BRAZZAVILLE COQUILHATVILLE BANGUI
et mercredi	BANGUI FORT-ARCHAMBAULT FORT-LAMY	FORT-ARCHAMBAULT FORT-LAMY
Dimanche et Jeudi	FORT-LAMY ZINDER NIAMEY GAO	FORT-LAMY ZINDER NIAMEY GAO
Lundi et vendredi	GAO AGUEL'HOC REGGAN EL GOLÉA ALGER	GAO AGUEL'HOC AOULEF EL GOLÉA ALGER
		AIR FRANCE
Mardi et samedi	ALGER MARSEILLE BRUXELLES	ALGER MARSEILLE PARIS

16669

Figure 17

January 1939 timetable, copied from the original by Norman Clowes.

Routes and schedules

In November 1935 the French extended their service to Madagascar and the Belgians extended their service to Elisabethville, but the schedule, as far as West Africa was concerned, remained unchanged. Southbound, Air Afrique and Sabena services left Algiers (or Oran) on alternate Sundays, called at Niamey and Zinder the following Tuesday, then made an overnight stay at Fort Lamy. Northbound, services reached Fort Lamy on Saturdays, stopped overnight, called at Zinder and Niamey on Sunday and reached Algiers (or Oran) on Tuesday. Finally, from 1 January 1939 Sabena changed their Transsaharan route to the same one as Air Afrique's (Figure 17).

Aircraft

Sabena flew the Transsaharan route using the Fokker FVIIb/3m, a wood and laminate three-engined high-wing monoplane with a payload of 2150 kg including crew and passengers, and a cruising speed of 170 kph. From October 1936 they also used the SABCA Marchetti S73, a mixed construction three-engined low -wing monoplane with a cruising speed of 270 kph, a maximum speed of 340 kph, a ceiling of 7000 m, and a range of 1600 km. These latter were replaced in November 1938 by the Savoia Marchetti SM83, which had a payload of 3500 kg including crew and passengers, a cruising speed of 380-400 kph, a maximum speed of 444 kph, a ceiling of 8400 m, and a range of 1500 km.

Air Afrique used the Bloch MB120s an all-metal three-engined high-wing monoplane with a payload of 2300 kg including 3 crew and 4 passengers, a maximum speed of 260 kph and a ceiling of 6300 m. (Ref. 6).

All these were sturdy, reliable aircraft which had an excellent record of keeping to schedule and suffered very few breakdowns or accidents, and no mail to or from British West Africa is recorded as being involved in the few incidents which did occur *(unless you know otherwise)*.

Rates

As noted in the correspondence above, no rates were ever publicly announced either in the UK or Nigeria, and the Nigerian authorities did all they could to prevent people using the service, but in the UK mail coming to hand for Nigeria prepaid at the rate of 1/3 per ½ oz and endorsed for the Transsaharan service was thus forwarded. The franking of 1/3 on the cover in Figure 15 shows that the same applied to mail for Gold Coast. The rate of 1/- + 3d registration fee applied to the cover in Figure 6 must be a guess on the part of the sender.

Acknowledgements

I should like to thank Peter Kelly, Peter Richards and Peter Wingent for their helpful advice and comments, and John Wilson for the inestimable favour of letting me have the Imperial Airways test letter.

Notes

1 The Empire Air Mail Scheme, which provided for letters and cards to Empire countries to be carried 'all-up, i.e. by airmail at surface rates, was introduced in stages from June 1937 onwards, but never applied to British West Africa

2 Peter Richards suggests that although mail to the UK was not accepted, mail to Europe might have been. Any evidence one way or the other would be warmly welcomed

3 Perhaps fortunately for the Nigerian PO, this change of route never materialised, as interested parties would certainly have done their best to use it

References

1 The full story of military, pioneer and commercial aviation in the Sahara is told in Vital Ferry's *Ciels Impériaux Africains, 1911 - 1940*, Ed. du Gerfaux 2005

2 Papers in the Royal Mail Archive (later BPMA, now Heritage Services), photocopied by Peter Wingent in the mid-1980s. Exact references are unfortunately unavailable, but scans/photocopies can be provided on request

3 The full history of Transsaharan surface transport is told in Peter Kelly's articles in The Journal of the France & Colonies Philatelic Society: *Early Transsaharan Mails*, vol. 62 no. 2, June 2012 p57; *Motorised Transport of Mails across the Sahara* Part I, vol. 62 no. 3, September 2012 p80 and Part II, vol. 62 no. 4, December 2012 p117. See also his book, *Dakar to Tombouctou: Communications and Postal History in French Soudan* published by the author in 2018 and available from him (peterkelly35@btinternet.com). Peter informs me that a new book on Transsaharan mails will be forthcoming shortly

4 John Wilson, *Tale of a Test Letter*, Airpost Journal whole number 1068, June 2019, pp 235-238

5 *French African Airmails 1932 to 1940*, Gérard Collot & Alain Cornu, translated from the French by John Parmenter with Colin Spong and John Hammonds, published by the author 2013

6 Wikipedia

The Postmarks of Freetown – Part 2:
1904 - 1950s Single Circles

Philip Quirk

The first part of this study of Freetown Postmarks was published in Cameo *107, June 2019 pp103-110.*

This article continues the detailed description of Freetown postmarks, covering the single circles used from 1904 to the 1950s. I am most grateful to WASC colleagues including Anthony Fulmes, Majed Halawi, Jeremy Martin, Robert Nelson, Tony Pellet and Peter Richards for supplying information on unrecorded postmarks and date extensions. Certain dates in this section are taken from my own observations; this does not necessarily mean that earlier/later dates in Walton (second edition) are incorrect.

The listings show: Walton number; inscription; Topaz type as used in Walton Second Edition (Ref. 1); date proofed/sent; code (if any); earliest recorded date; latest recorded date. Images are enlarged to show the details discussed in the notes and are from my own collection unless otherwise credited. Impression Book marks were scanned from the original 1981 WASC Bulletin pages (Ref. 2). Diameters are rounded to the nearest ½mm, letter-letter distances [see Figure 10(a)] to the nearest ½mm or ¼mm, confirmed where possible from measurements on at least two different strikes.

Freetown / Sierra Leone 23-24mm single circles Figures 10(a)-(d)

035.30	Freetown / Sierra.Leone	s.SC10	proof dated 21 Dec 1904		(actually proofed 21 Dec 1903?)	
			Proud D24	A	28 Jan 1904	19 Oct 1911
035.30B	Freetown / Sierra.Leone		not in Impression book?}	B	01 May 1907	18 Jun 1910
			possibly Proud D27 }	C	19 May 1905	18 Mar 1908



Figure 10(a): 035.30, Imp. Bk., measurement points shown.



(b): 035.30, code A, note the rim dent above R in the second example and the wear in the 1910 strike.



(c): 035.30B, codes B and C, showing differences from 035.30 code A (left).



(d): 035.30B, code B (Halawi).

The Impression Books (Ref. 2) contain a 23.5mm diameter strike dated 21 December 1904 and a 24mm one dated 17 May 1905. A line drawn through the vertical of the second R of Sierra passes to the left of the O of Town in the first proof but to the right of the O in the second. The latter also appears to have slightly taller letters (3mm vs. 2.5mm), particularly in Leone, along with a larger angle between the N and final E of Leone; it is discussed further under 035.39 below. Walton First Edition included the first type as 035.25, and the Second Edition renumbered it to 035.30.

For reasons I do not understand, Proud (Ref. 3) split the first proof into six types (D25-30) and the second into two (D31-32), yet gave usage dates only for D27. However, he also listed D24, a 23mm device with similarly narrow lettering, as used from February 1904 until January 1911; this and Walton First Edition's July 1904 date for what was then 035.25 both precede the dates shown by the proof strikes. Either an unproofed datestamp was introduced prior to December 1904, or perhaps the first proofed device was actually sent in late December 1903 but its record book impression was struck with the 04 slug for the following year, as seen with some cancels sent in 1907 that were proofed with 08. Based on lettering orientation, D24 appears to be a close match to D26.

The 1904 operational strikes are clearly distinct from those of earlier devices; the diameters are larger than those of the 035.20/25/27/28 family while the F-S and N-E spacings are larger than seen with 035.26/29 (F-S 6.5mm *vs*. 4.5mm). Proud noted that D24 had only been seen with code A. Inspection of over 70 strikes with code A has not revealed any differences between them, apart from a rim dent above the R of Freetown, first evident in January 1906, and an increasing degree of wear. They all seem to be a good match to the proof dated 21 December 1904. A line through the vertical stroke of the second R of Sierra passes between the T and O of Freetown, while a line through the right stroke of the W pases very close to the I of Sierra.

However, four strikes seen with codes B and C (B/MY 1 07, B/17 NO 08, C/MR18 08, and B/JU 18 10) complicate matters. Dealing first with the B/JU 18 10 strike, this shows far less wear than code A marks from around this date. A line through the second R of Sierra passes between the O and W of Freetown, a line through the right stroke of the W just touches the right side of the E of Sierra and the basal dot is level with the crossbar of the A rather than above it. This strike must therefore come from a second device.

The 1907/08 code B and C strikes, although imperfect and incomplete, also show the line through R passing to the right of the O and the line through W touching the right of the E. I have grouped the B and C code strikes together under 035.30B, with the code A strikes remaining as 035.30. Neither 035.30 nor 035.30B match the 17 May 1905 proof (see below). Fulmes (Ref. 5) has recently reported a fifth example: C/MY 19 05, which suggests a correlation with Proud's D27 entry.

Freetown / Sierra Leone 23-24mm single circles Figures 11-15

035.31	Freetown / Sierra.Leone	s.SC11	A	02 Feb 1911	11 Jul 1914
	(with code C was 035.33	s.SC13)	C	13 May 1913	01 May 1915
035.39	Freetown / Sierra.Leone	proofed 17 May 1905	B	01 Mar 1907	
			A	26 Nov 1912	01 Dec 1913
			C	15 Apr 1941	27 Nov 1952
035.32	Freetown / Sierra.Leone	s.SC12	C	23 Mar 1912	11 Feb 1927
035.34	Freetown / Sierra.Leone	s.SC14	C	25 Jul 1914	17 Feb 1943
			A	05 Jun 1916	23 Mar 1939
035.34B	Freetown / Sierra.Leone		C	30 May 1915	13 Jan 1917
	(with code B was 035.34	s.SC14)	B	10 Aug 1922	26 Oct 1922
035.35	Freetown / Sierra Leone	sSC15	B	09 Feb 1915	
			C	12 Nov 1915	17 Apr 1940
			A	19 May 1919	31 Jan 1947
	(with no code was 035.51	sSC26)	no code	02 Jun 1953	09 Feb 1956
035.36	Freetown / Sierra.Leone	s.SC16		not positively identified	

Proud noted 035.31/D36 as set only with code A, but I propose that it was also used with code C, initially in 1913, when strikes from a somewhat worn device matching its dimensions start to appear. 035.31 thus absorbs Walton Second Edition 035.33. The letters are taller than those of 035.30/B, but their spacing is

slightly wider; however, the RRA of Sierra is close-set (4mm top left corner of R to top of A). The sharpness of the February 1911 impression is diagnostic of a new device; it became noticeably worn by the start of 1913. The 23 July 1914 LRD for 035.31 in Walton Second Edition is taken from Proud; my latest date with code A is 11 July 1914.



Figure 11: 035.31, code A and 2 x code C (the latter listed as 035.33 in Walton 2nd Edition).



Figure 12: 035.39, 1913 and 1943 strikes, the first an excellent match to the 17 May 1905 proof.

035.39 appears identical to the 17 May 1905 proof, and is not recorded in Walton First or Second Editions. Judging from the crispness of the impressions, it had seen little, if any, previous use before appearing with code A in 1912, although Fulmes (Ref. 5) has recently reported a beautifully clear impression from 1907 with code B. The O in Freetown is wider than that of 035.31, while it can be distinguished from 035.30/B by the taller lettering and the line through W test.

It resurfaced during World War II, perhaps most easily recognisable by the high setting of the code letter. From this point onwards, the Impression Books offer no further assistance with ordinary Freetown postmarks.



Figure 13(a): left to right, 035.39, 035.32 and 035.34.



b): 035.34, complete strike.

Features of 035.32 are the narrow O of Freetown and narrow first R of Sierra, compared to 035.39, while Freetown is 1.5mm narrower than in 035.31. None of Proud's types appear to match it exactly; perhaps the closest is D39, although the RRA is markedly different.



Figure 13(c): 035.32, three strikes, 2 x 1912, 1926.

The impressions listed in Walton Second Edition under 035.34 require splitting, because they come from at least two similar devices. The word spacings differ slightly, but they may also be distinguished by the position of the basal dot (above crossbar of A in 035.34, level with it in 035.34B) and the trajectories of lines drawn through the verticals of the L and T. I have retained 035.34 for the original C/25 JY 14 type and designated the second version as 035.34B.

Both variants of 035.34 are very similar to 035.32, but in addition to the varying trajectories of lines shown in the figures above, the first R of Sierra is less 'kicking' in 035.32 and the W-N spacing is slightly greater in 035.34/B.



Figure 14: left to right, 035.32, 035.34 and 035.34B.

035.35 has a wider O and wider Freetown than 035.32/34, more like 035.31, but the RRA of Sierra is significantly wider set (just under 5.5mm) than in the latter. Strikes of 035.35 all appear to lack any dot at the base between Sierra and Leone. The distance from the top of the L to the top left of the final E of Leone is 8mm. Proud showed three devices without basal dot (D35/37/41), all reported only with code C, but I have been unable to distinguish more than one type without dot, whether with code A, B or C. The device listed as 035.51 in Walton Second Edition (Proud D60) appears to be a worn state of 035.35.

I have been unable conclusively to identify any examples of Walton Second Edition 035.36, my putative strikes turning out to be 035.34 or 035.39; study of clear, early impressions might be fruitful.



Figure 15(a): left to right, 035.34; 035.35 code C; 035.35 code A; 035.35 code C.



Figure 15(b): 035.35, code C; '035.51', no code, worn state of 035.35.

Proud gave a considerable number of markings for this time period, but his illustrations are often difficult to compare against each other or actual strikes. Many of the attempted matches in the table below are therefore tentative. The postmarks themselves are possibly the hardest ones of all to identify, with poor strikes and worn impressions commonplace.

Summary of dimensions:

This study	Walton 2nd Ed.	Walton 1st Ed.	Proud	Diameter (mm)	F–N (mm)	F-S (mm)	N-E (mm)
035.30	035.30	035.25	D24-30	23.5	17.5	6.5	7
035.30B	-----	-----		23.5	17	7	7.5
035.39	-----	-----	D31/2/43	24	17.5	6	7
035.31	035.31 (A) 035.33 (C)	-----	D36 (A) D42 (C)	23.5	18.5	5.5	6
035.32	035.32	035.28	D39	23.5	17	6	7
035.34	035.34	-----	D40	23.5	17.5	5.5	6.5
035.34B			D38	23.5	18	5.3	6.3
035.35	035.35 035.51	-----	D35/7/41 D60	24	18.5	5.5	5.8

Summary of other characteristics:

This study	Freetown wide / narrow	O of Freetown wide / narrow	Line through right stroke of W passes	Other features
035.30	narrow	wide	very close to I	short lettering
035.30B	narrow	wide	touches right of E	short lettering
035.39	narrow	wide	close to vertical of E	high set code letter
035.31	wide	wide	very close to I	RRA close spaced (4mm)
035.32	narrow	narrow	very close to I	narrow first R of Sierra
035.34	narrow	narrow	touches right of E	kicking first R of Sierra high basal dot
035.34B	intermediate	intermediate	very close to I	kicking first R of Sierra lower basal dot
035.35	wide	wide	very close to I	no dot at base RRA wider spaced (5.3mm)

Further Freetown / Sierra Leone 23-24mm single circles introduced after 1930 Figures 16-19

035.37 Freetown / Sierra Leone	sSC17	B C	20 Sep 1933 2 - Oct 1950	18 Jan 1946
035.38 Freetown / Sierra Leone	sSC18	A B	05 May 1948 02 Jun 1953	16 Dec 1949
035.47 Freetown / Sierra Leone	sSC22	D	05 Oct 1946	12 Nov 1948
035.48 Freetown / Sierra Leone	sSC23	E	28 Apr 1949	05 Oct 1953
035.49 Freetown / Sierra.Leone low dot at base	s.SC24	*	02 Jan 1956	22 Apr 1959
035.50 Freetown / Sierra Leone	sSC25	A	29 Mar 1956	16 May 1958
035.52 Freetown G.P.O. / Sierra Leone wider (2.5mm) A-L gap at base	sSC27	*	09 May 1956	06 Nov 1956
035.56 Freetown G.P.O. / Sierra Leone narrower (2mm) A-L gap at base		*	25 Nov 1961	
035.54 G P O / Sierra Leone	sSC29	*	06 Nov 1960 (Proud), not seen	



Figure 16: 035.37, code B; 035.38, code A.



Figure 17: left to right, 035.47 code D; 035.48 code E; 035.50, code A.



Figure 18: 035.49



Figure 19: 035.52 and 035.56.

Thankfully, most of these postmarks are much easier to identify than the previous group! They were in use alongside older single circles, and also the larger single circles (see later) and double circles with thick side arcs introduced from the mid-1930s. Some of them are quite scarce.

035.37 is rather similar to 035.35, but its strikes from the 1930s appear much less worn. It possesses a wider N in Freetown (1.5mm vs. 1mm in 035.35) and a wider crossbar of the T (2.5mm vs. 2mm). The gap between Sierra and Leone (bottom right of A to corner of L) is 3¼mm, while the width of Leone (top of L to top left corner of second E) is 8.5mm. The device was extremely worn by 1950.

035.38 has smaller lettering than 035.37, with a wider gap between Sierra and Leone (4mm). This gap is a little too small in the Walton Second Edition reconstruction.

Although the code letters in these devices are interchangeable, 035.47/48 have only been seen with codes D/E respectively; they differ from the other recorded single circles in various respects. The gap between Sierra and Leone in 035.48 (4.5mm) is the widest recorded. 035.47 and 035.50 have similar A-L gaps (2¾mm and 3mm), but the letters of Freetown are closer in the former (top corner of F to top left of W = 13¾mm in 035.47 *vs.* 14.5mm in 035.50). I have examined only one incomplete strike of 035.47; however a second strike (ERD) has been reported by Michael Hamilton and Frank Walton, and some measurements have been taken from its tracing (Ref. 4).

035.49 is something of a throwback to earlier designs, with a prominent dot at the base. Tony Pellet has reported a new ERD on first day covers of the 1956 definitives.

Unlike all the previously discussed postmarks, the wording of 035.52 is Freetown G.P.O. The Walton Second Edition reconstruction omits the full stop after O, which is present but sometimes very faint. 035.52 has only been recorded in use during 1956, so I was pleased to find what I thought was a 1961 strike, but this turned out to be a different marking, now designated 035.56. The A-L gap at the base is narrower in 035.56, and the letters of FREE are wider spaced (8mm from the top corner of F to the top corner of 2nd E *vs.* 7mm in 035.52). Was 035.56 in use before Independence?

Finally, a small single circle inscribed simply GPO / Sierra Leone was reported by Proud (D71). Unfortunately we have never seen an example of this postmark (035.54), which may have been introduced as a replacement for 035.55 (see below).

This study	Walton 2nd Ed.	Walton 1st Ed.	Proud	Diameter (mm)	F–N (mm)	F-S (mm)	N-E (mm)
035.37	035.37	-----	D65	24	18.5	5	6
035.38	035.38	-----	D66?	23.5	16.5	7.5	7.5
035.47	035.47	-----	-----	23.5	17.5	6.3	7.5
035.48	035.48	-----	-----	23.5	16	7.3	8
035.50	035.50	-----	-----	23.5	17.5	6.5	7
035.49	035.49	035.29	D64	23.5	17.3	5.5	8.5
035.52	035.52	035.53	D70	23.5	16.5	3.5	12
035.56	-----	-----	-----	24	17	4	12.5
035.54	035.54	-----	D71	23.5	n/a	n/a	n/a

Freetown / Sierra Leone 25-27mm single circles Figures 20-22

035.44 Freetown / Sierra Leone	sSC19	C	02 Mar 1931	20 Mar 1940
tall lettering (3mm)		A	04 Apr 1958	-- Aug 1959
035.45 Freetown / Sierra Leone	sSC20	C	17 Apr 1934	15 Jul 1949*
* audit strike		no code	05 Jan 1952	10 Apr 1956
035.46 Freetown / Sierra Leone	sSC21	A	10 Sep 1935	17 Jan 1936
(with code P was 035.53 sSC28)		P	02 Apr 1938	11 Nov 1946
035.55 G.P.O. / ??? / Sierra Leone	LSC	no code	1933	10 May 1945

035.44, with its elongated letters and very narrow gap between Sierra and Leone, is quite easily recognised. Besides use on ordinary postal items, it is found cancelling to order values from the 1932 definitive set. Proud recorded it only for the impossible date of 29 Feb 1961.

Although easily distinguished from other single circles by their large diameter, 035.45 and 46 are very similar to each other. The difference in diameters noted in Walton Second Edition is not a reliable discriminator; the F-S distance (7.8mm in 035.45, 8.5mm in 035.46) and the trajectory of a line through the vertical of the R of Freetown (touching the first E of Leone in 035.45, and the O in 035.46) are better tests.

The LRD of 12 Apr 1956 in Walton Second Edition for 035.45 with code C was taken from Proud, but by this time the device normally lacked any code. The device used in 1938 (a 2019 discovery on eBay) and 1946 with code P, listed separately as 035.53 in Walton Second Edition, appears identical to 035.46. The meaning of this code letter is unknown: maybe Parcel, Philatelic or Postmaster? My 1946 example is on a registered, official G.P.O. cover to Canada, on which one would normally expect the stamps to be cancelled by a registered oval mark.

Kellow has reported 23 Oct 1941 as LRD for 035.46 with code A, but I have not seen this strike. Proud listed two devices (D48/61) but both images appear to be 035.45 with code C, which I have not seen with 035.46.

035.55 has a row of three letters between G.P.O. and the dateline, but these are not quite decipherable in any of the (few) strikes we have examined. Proud suggested that the device was not used postally, but it was certainly applied to stamps. Since publication of Walton Second Edition, a strike on a Wilberforce 6d (Quirk) has pushed back the ERD to 1933, but even at this date it appears worn.



Figure 20: 035.44, codes C and A.



Figure 21: 035.55, 1933 and 1945 strikes.



Figure 22(a): 035.45, no code (top); 035.46, code A x2; 035.45, code C.



Figure 22(b): 035.46, code P, 1938, previously 035.53.

This study	Walton 2nd Ed.	Walton 1st Ed.	Proud	Diameter (mm)	F–N (mm)	F-S (mm)	N-E (mm)
035.44	035.44	-----	D63	24.5	19	5.5	5.5
035.45	035.45	-----	D48/61	25.5	18	7.8	9.5
035.46	035.46	-----	-----	25.5	18	8.5	9.5
	035.53	-----	-----	25.5	18	8.5	9.5
035.55	035.55	035.52	D69	26.5	n/a	n/a	n/a

Conclusions

Distinguishing details of each postmark have been presented. Suggested changes to the listings in Walton Second Edition, including four additions (035.30B/34B/39/56), are summarised below.

Walton Second Edition	This study
035.30	separate into 035.30/B
not listed	035.39, 17 May 1905 proof
035.31/33	combine as 035.31
035.34	separate into 035.34/B
035.35/51	combine as 035.35
035.36	may not exist
035.46/53	combine as 035.46
not listed	035.56, Freetown G.P.O.

Part 3 will cover other pre-Independence postmark types.

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Southern Nigeria Postal Order to Zungeru

Peter Hørlyck

I recently bought a Southern Nigeria Postal Order on eBay (Figure 1) which is only the fourth recorded Southern Nigeria item according to John Gledhill. Most interestingly, the postal order is made out to Zungeru in Northern Nigeria. Northern Nigeria introduced British postal orders on 1 April 1908, but so far no examples from here has been recorded.

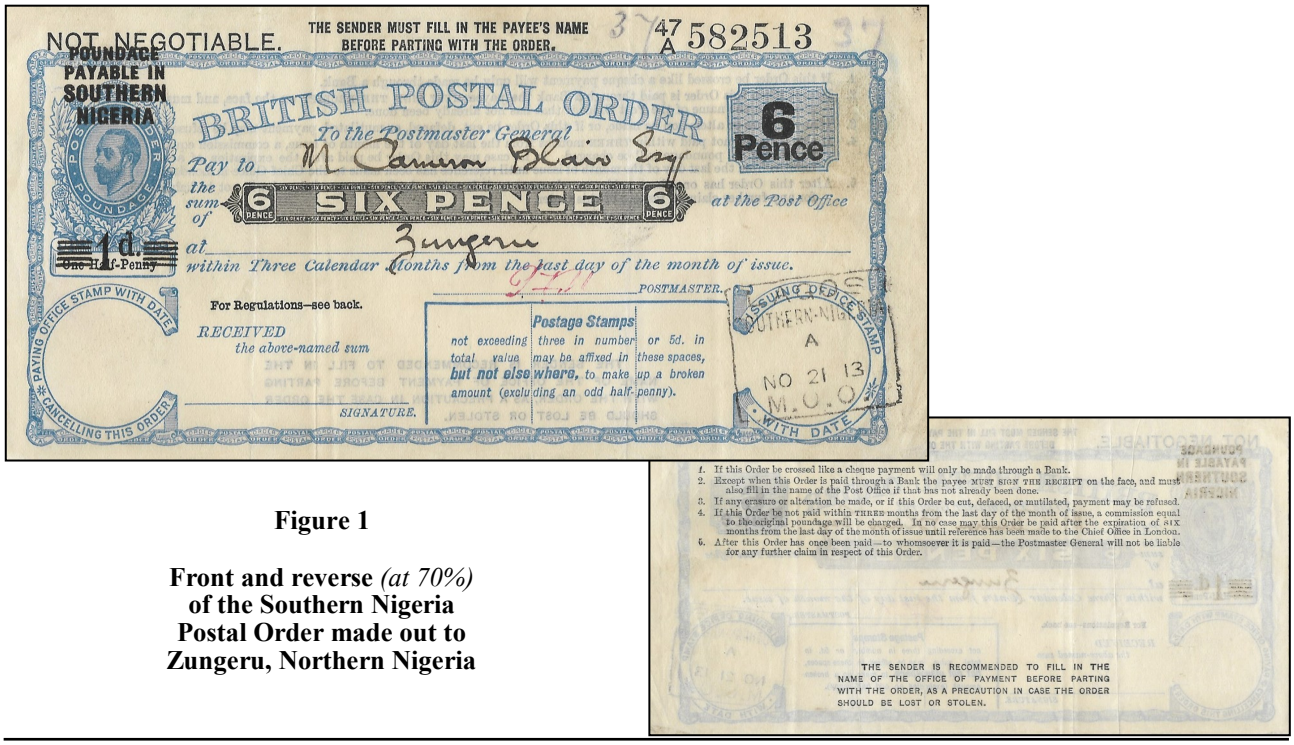


Figure 1

Front and reverse *(at 70%)* of the Southern Nigeria Postal Order made out to Zungeru, Northern Nigeria

Registered Mail from Baoma, Sierra Leone

John Hossack

In 1858 registration of mail in Sierra Leone began. The earliest known registration mark appeared in 1877 (Ref. 1).

From 1907 blue adhesive labels were issued (Ref. 1), used mainly at Freetown but also at some 20 other village post offices. Many were used for only very short periods of time (Ref. 2). Use of blue labels was discontinued by 1917 but they re-appeared from around 1946. In due course they were recorded at over 100 Post Offices (Ref. 2). There are almost certainly others not yet seen.

I have acquired a registered cover sent from Baoma to the UK in 1962 with a previously unrecorded blue label showing the name in upper case (Figure 1). Baoma is a village in the Southern Province around 150 miles east of Freetown, and is situated along the route of the former Sierra Leone Government Railway.

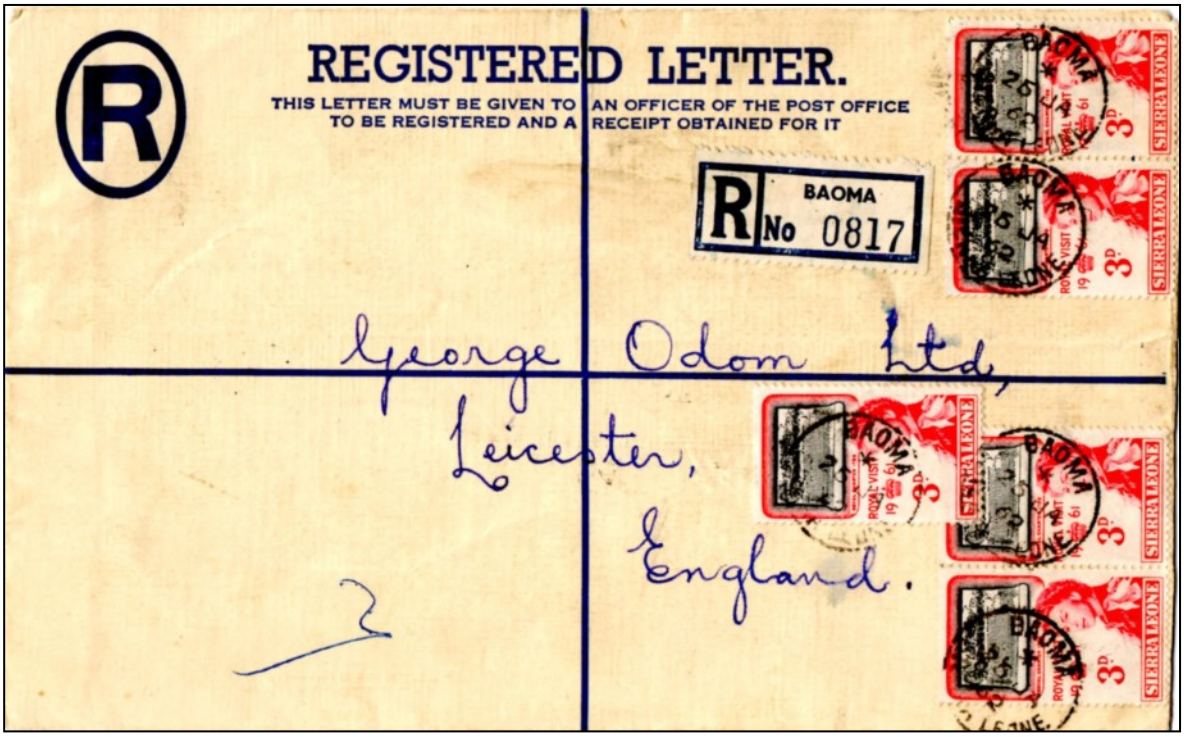


Figure 1
6d registered envelope size H bearing a blue registration label reading 'BAOMA'.
Date-stamped 25 January 1962 and addressed to George Odom in Leicester. Postage was 1/3d
(5 x 3d Royal Visit of 1961), covering the airmail rate for a letter not exceeding half an ounce.

References

1 Beale, P.O., *The Postal Service of Sierra Leone,* RPSL London 1988
2 Walton, F.L. and Quirk, P.G., *Sierra Leone Registration* 2nd edition WASC 2010

St Helena Badge ½d Missing Vignette

Bill Thorpe

This item (Figure 1) appeared on Ebay recently. As far as I know no-one has ever mentioned a missing vignette, so it was 'interesting'. There seemed to be little interest in bidding, and I obtained it. It was sent from Brazil and arrived eight days later. It was sent by Registered Post, but was pushed through my letter-box together with a First Class 'Signed For' item!

Is it a forgery, and if so then how was it produced? It is a genuine stamp with a perfect watermark and had been used. There was no gum, and the back was no different to any other used stamp.

The border of the vignette appears to be untouched, and the vignette area itself is the same colour as the edges of the stamp. There is some form of cancellation which is not clearly decipherable. How then was the original vignette removed?

Figure 2 shows how a normal used stamp would look. It will probably remain a mystery, so does anyone have any thoughts or theories?



Figure 1
'Missing Vignette'



Figure 1
Normal, with Ship

I have examined this stamp and, as Bill points out, it appears perfectly normal. The surface is undamaged and there is no trace of the vignette.

The stamp is covered, however, with markings which are difficult to understand. I cannot believe it is a genuine missed vignette printing - if it were, where are the other 59 examples? - Barry

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• Air Mails	Barbara Priddy
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• Gold Coast	Peter Duggan
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• Nigeria post 1914	Tony Plumbe
• St. Helena	Bernard Mabbett
• Sierra Leone to 1961	Frank Walton
• Sierra Leone post 1961	Peter Rolfe
• Togo	Jeremy Martin
• Tristan da Cunha	Richard Moss

Publications Committee Chairman is Peter Richards

Togo PS Cards - an Amazing Coincidence

John Mayne

The cover to *Cameo* Volume 14 Number 1, Whole number 88, January 2013, illustrated the outward half (not reply half as stated on page 1) of a German Togo 10 pf reply card overprinted 1d for British use from Lome 28 October 1915.

Sent registered mail, and up-rated by a Gold Coast 2d value overprinted locally, but this was insufficient to meet the correct rate and fee. It was censored by a British three line hand-stamp and it passed via London Registered Office 27 November 1915 to Deventer, Holland arriving 30 November.

The card carried a full message and it is thought was sent to a former missionary in Togo. Robert Gibbs doubted any stock of this postal stationery card existed. I have recorded two other cards, one to the UK, and the other to Lt. Col. Bryant, CO British Forces, Togo.

The card is illustrated here for reference (Figure 1).

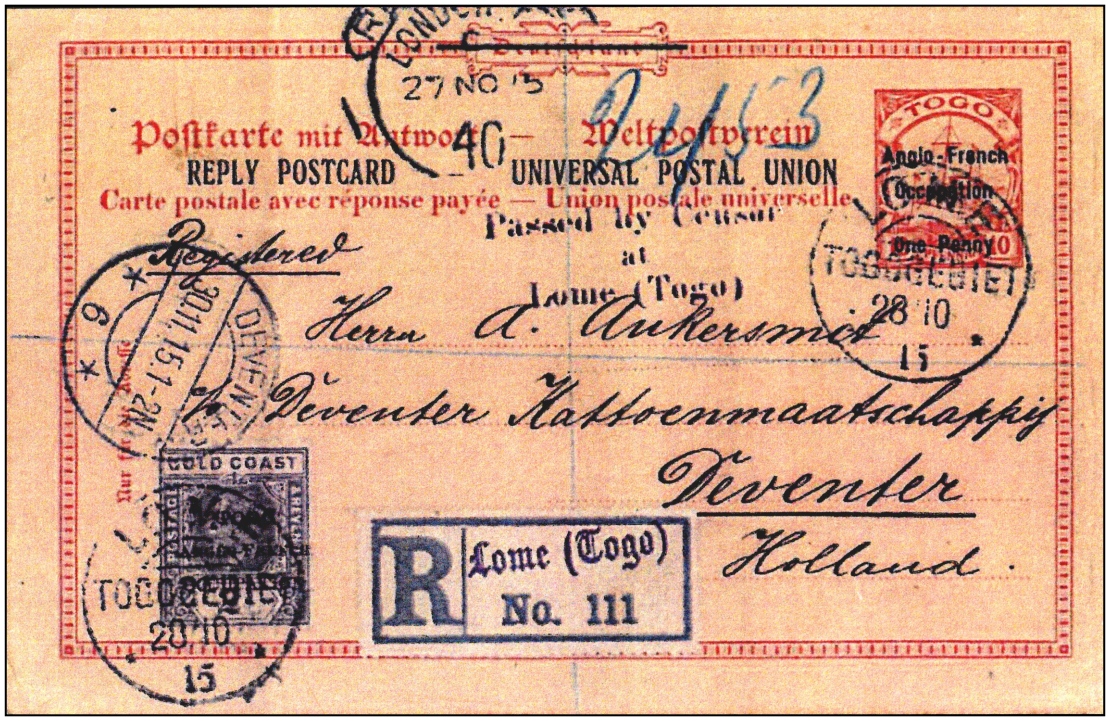


Figure 1

The outward half of the Togo card from Lome to Holland, previously illustrated on the cover of *Cameo* 88

In June 2019 Robert A Siegel of New York offered a range of Togo items, but the auction passed un-noticed by me until after the event. We had recently moved house, and just as well from a financial point of view!

To my astonishment the sale included the reply half to the outward half described above. This reply half is illustrated on the front cover of this issue. This too had a Gold Coast 2d value overprinted locally but failed to meet the return registered rate. It was endorsed *Via England*, but without a Deventer cancel on either the pre-printed or Gold Coast value. But it did have a Deventer registered etiquette to confirm its starting point. Its return journey was via London 6 December 1915, reaching Lome on New Year's eve. A letter to Siegel for the buyer fell on stony ground and I cannot confirm if there was a message or not.

Offered with a reserve of 2,000 USD it realised 3,200, which with charges is close to 4,000 USD.

In the same sale a French 10c reply card was offered used, cancelled at Anecho 10.08.1915 but failed to attract a bid, perhaps because it was addressed to Miss E. Brooks of Cambridge, a relative of Harry Brooks, the British censor, and as such considered philatelic.

Nigeria New Issues - Holograms and More

Marc Parren and Edet Akpan

Mark Parren writes….

With much interest I have read *Cameo* 107 and in particular the discussion on the latest Nigeria new issue pp114-117. I had a similar discussion with a Dutch collector and he was able to point out another feature, undiscussed so far, concerning the new issues of Nigeria. We all know of the introduction of holograms on the new issues against counterfeits.

However, he also sent me a scan that showed security features only to be seen by the use of UV light (Figure 1). In this case three out of four stamps of the latest issue show what look like octangular marks. I have since checked some other issues under UV light and most sets and miniature sheets show a NIPOST logo and wording, whilst only the ECOWAS stamp shows something like an eagle.



Figure 1

Image of some recent Nigerian stamps taken under UV light.

and Edet Akpan adds:

Thank you Marc for this interesting line of discovery. One of our former Bureau Managers, Mrs. Folake Oladapo showed another security detail to me from the Anti Corruption Stamps of 2016. Under a Mercury light they have NIPOST written all through the stamp as an additional security measure for the issue. It's interesting to know from Marc that those of the ECOWAS issue is an eagle.

Articles of Interest Published in Other Journals

Members are invited to contact either Editor by e-mail, post or telephone when they notice any article they may feel might be of interest to other members. Articles which we hope to reproduce in *Cameo* at a future date are not usually listed here.

The Railway Magazine, Volume 165, March 2019
pp23-26, *A Phoenix from the Ashes* by Nicola Fox
The article gives a brief history of the Sierra Leone Government Railway, and describes the rescue of locomotives, etc. for the Railway Museum in Freetown, as well as future plans.

Gibbons Stamp Monthly, Volume 50, No. 5, October 2010
pp64-66, *The 1899-1902 Anglo-Boer War: Part 2: St Helena POW Mail* by Joh Groenewald

Cronje Memoriam Card

Jeremy Martin FRPSL and Barry Burns FRPSL

Scans of this card were given to me by Jeremy Martin at the recent Midpex Exhibition near Leamington Spa. I'm uncertain of the card's origin but thought the images are worth illustrating as I have not seen them before.

Figure 1 shows the two outer sides of the folded card, and Figure 2 the two inner sides. The opened card measures 23 x 7.5 cm and these images are at 70%. The printing is greyscale on ivory card with the outer borders being silver.

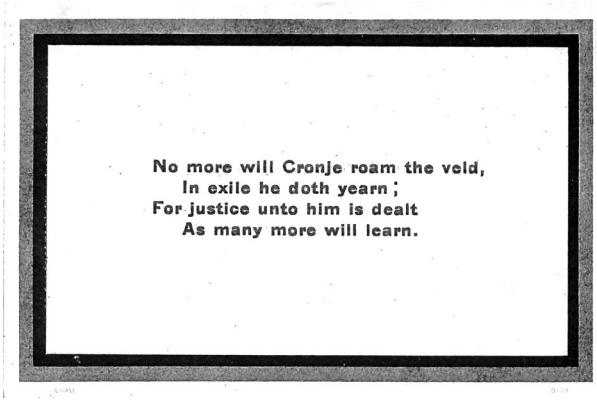
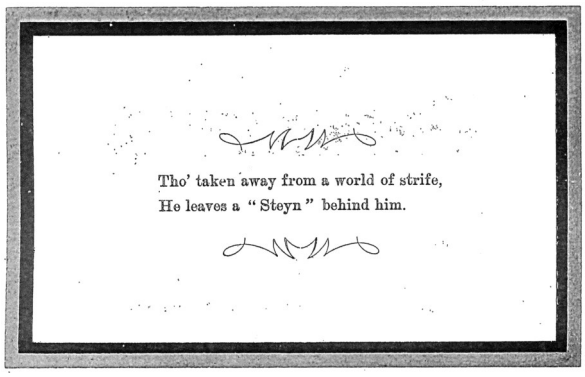
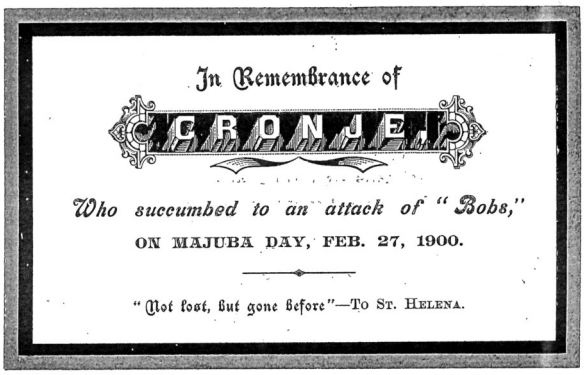




Figure 1 (above) and Figure 2 (below)





Pieter Arnoldus 'Piet' Cronje (4 October 1836 – 4 February 1911) was a general of the South African Republic's military forces during the Anglo-Boer wars of 1880-1881 and 1899-1902.

He was defeated at the Battle of Paardeberg where he surrendered with 4,150 of his commandos on 27 February 1900 after being enveloped by Lord Roberts' forces. He had been accompanied on the campaign by his wife.

After his surrender, he and his wife, Hester, were sent to St Helena Island aboard the troop-ship *Milwaukee*, escorted by HMS *Niobe,* where they remained until the conclusion of peace negotiations in 1902. The General and Mrs. Cronjé lived at Kent Cottage in Half Tree Hollow for the duration of their time on the island.

Boer morale sank after his defeat, with the capital of the Orange Free State, Bloemfontein, being taken without a shot being fired. He was humiliated and shunned by the other Boer generals, ridiculed in the press, and was not asked to the peace talks at Vereeniging.

Wikipedia, and http://sainthelenaisland.info/boerprisoners.htm, both accessed 14 October 2019

WEST AFRICA OFFERS FROM STOCK

ASCENSION. 1924 2/- Badge marginal with 'broken mast'. Very fine used with '1 JA 33' c.d.s. Exceptional. SG 19a. **£750**

GAMBIA. 1869 4d and 6d both marginal with guide dot from R.2/1. Fine mint. Ex Bavington-Jones. SG 1,3. **£475**

GAMBIA. 1880 4d brown watermark Crown to left of CC. Very fine mint. SG 15Aw. **£350**

GAMBIA. 1935 6d Jubilee corner block 'extra flagstaff' (partially erased). Very fine mint. SG 145a var. **£150**

GOLD COAST. 1884 2d grey with long centre bar to 'E' (Plate 1 : R.2/6). Very fine mint. SG 13c. **£225**

NIGER COAST. 1893 ½d on 2½d (Type 8 in vermilion). Very fine used with OCR c.d.s. 'MR 16 94'. SG 25. **£375**

NIGERIA. 1914 set of 12 overprinted 'SPECIMEN' (D12). Unmounted mint. Exceptionally fresh. SG 1s/12s. **£200**

NIGERIA (BIAFRA). 1968 2/6 Kobs with red omitted. Unmounted mint. SG 13a. **£175**

ST HELENA. 1922 £1 Badge with 'torn flag' (R.4/6). Unmounted mint and extremely rare thus. SG 96b. **£3500**

ST HELENA. 1936 (Apr) ½d 'broken mast' in corner Plate block of 4. Unmounted mint. Rare printing. SG 97h. **£400**

ST HELENA. 1927 5d Badge with 'cleft rock' (R.2/1). Unmounted mint. SG 103c. **£175**

SIERRA LEONE. 1905 £1 with 'damaged frame and crown'. Very fine mint. Extremely scarce. SG 98a **£750**

TOGO. 1915 20/- left marginal with small 'F' (Pos# 25). Unmounted mint. SG H46a. **£225**

TOGO. 1916 6d dull and bright purple watermark inverted. Unmounted mint. SG H52w. **£125**

The above is a selection from my extensive British Commonwealth stock. All items available on approval (subject unsold). Major credit cards accepted. Illustrated lists on request (please advise collecting interests). Wants lists invited.

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