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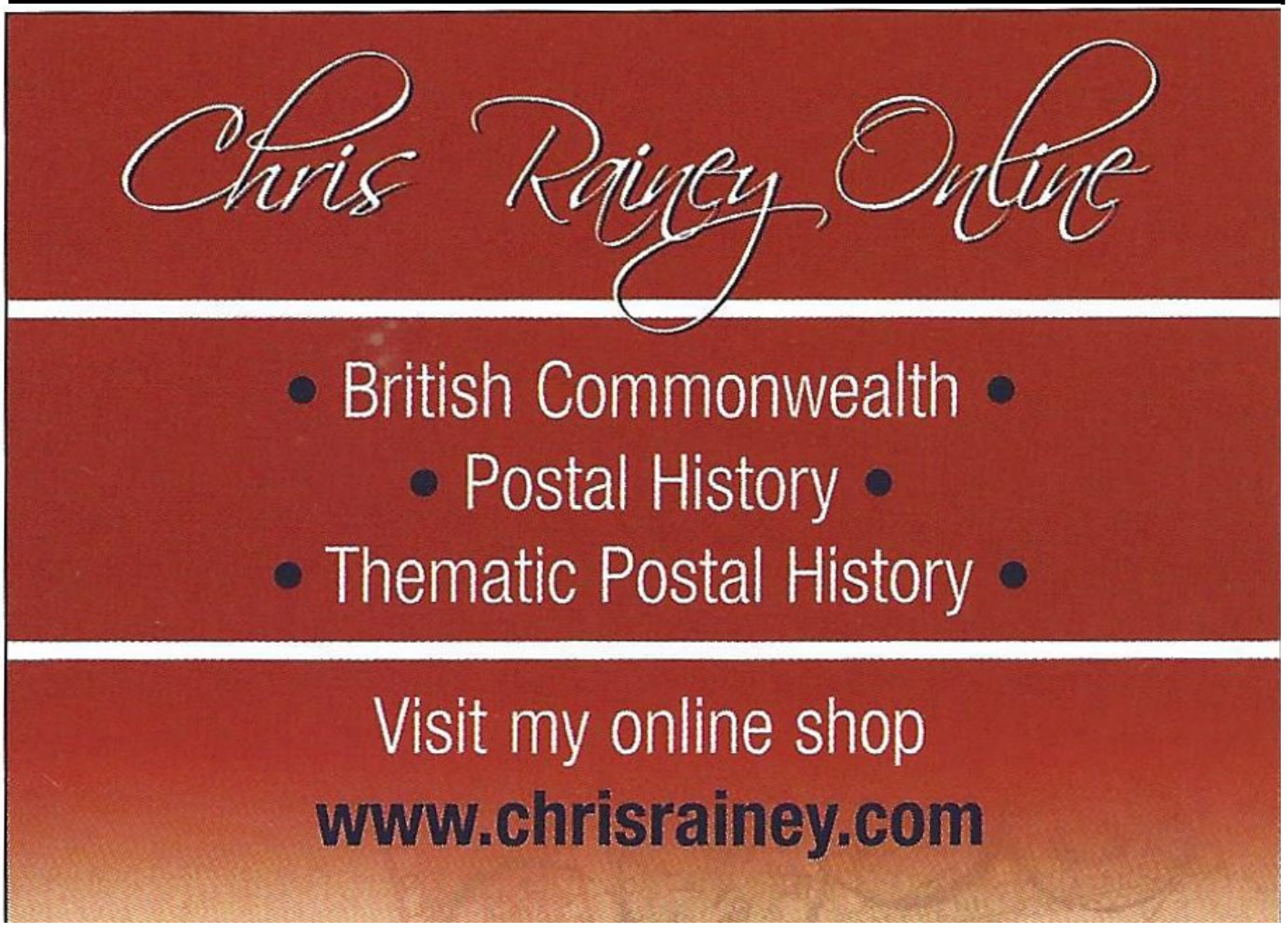
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Front Cover - R.E.R Dalwick' medals

From the top downward they are
Brussels 1924 bronze
Paris 1925 bronze and silver
New York 1926 bronze
See page 59

Editor's Notes

There is nothing like a controversial article to get members to put pen to paper or fingers to keyboards! I am very pleased to be able to publish in this issue three articles and an exchange of long letters which follow on from David Horry's article about clandestine activities in West Africa and the West Indies. The research into Nigerian skeleton postmarks and how Postal Agencies were called for and established in Nigeria, using Uyanga as the example best known to our member, Edet Akpan, has also had the benefit of access by him to government archives at Calabar, Nigeria for the first time. Previously only Simon Heap has accessed any of the Nigerian archives, as far as I know. Having seen scans from Edet Akpan of pages from this archive I can see that its condition is quite fragile even for papers as recent as the early 1960s, so we can only hope earlier papers will still exist in any legible form.

I have three significant articles ready for the June Cameo which continue series that have run in this and previous Cameos but I think it is time for the editors to make an appeal to members who specialise in Gambia, Gold Coast and Sierra Leone to share their finds and researches in Cameo. I don't think collectors of those countries have been well-served with Cameo content for their perusal over the past few years.

Lastly a call to the Nigeria collectors to answer the query from Dickon Pollard on page 47. When he asked for responses by members of the King George VI Collectors Society he had no feedback at all. I hope WASC members can do better.



The next issue will be edited by Rob, datelined June 2019, and the copy deadline is 26 May

Rob May

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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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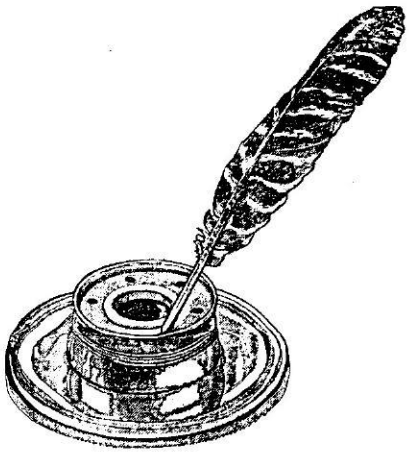
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Letters to the Editor

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

Of skeletons and spies

Following David Horry's article in Cameo volume 19, no 2, p72, Paul Redhead sent questions (in bold below) to David Horry which he has answered and which I can publish. The long letter that follows is a combined exchange of correspondence, as a series of Qs and As.

Dear David

I read with much interest your article in Cameo 'Skeleton Coast Security in West Africa', both as an flamboyant mix of information and speculation, and for its ideas on skeleton cancellers, which touch upon my own collecting interest in Nigerian cancellations.

'Flamboyant' I dare say. Nigeria is my weakest suit, Sierra Leone my strongest.

In the Caribbean I have a few trumps in Trinidad (1942-), Tobago (1945-) and Jamaica (1957-). There is also Malaya, Palestine, Great Britain, Kenya, Uganda, Tanganyika and British Guiana where I have a few nice priles!

I do appreciate that the article involved a certain amount of kite flying, but it's hard to know, without more references to sources, quite how much of it is well-founded. I'd therefore be most grateful for any references you could direct me towards for more information on a number of points you make.

'Kite flying' in West Africa – yes - Frank Walton doesn't mind too much, but I kept this to a minimum when we, Philip and Michael Hamilton contributed to Frank Walton's 2nd edition.

You mention the foundation of the West African Diamond Syndicate in 1923. Do you know of any history of its operations? As far as I know, and as you mention, no commercially significant source of diamonds has been discovered in Nigeria, so I'd be interested to find out more about the extent of any operations in Nigeria undertaken by the syndicate. You say that De Beers opened remote offices in Nigeria in the thirties. Do you have a source for this information?

Almost all my information was gleaned from Ian Fleming's 'The Diamond Smugglers' (Pan, 1957); West African Diamonds, 1919-83: An Economic History, hardcover 1986 Peter Greenhalgh, and Ted Proud's The Postal History of Nigeria.

Could you point me towards further information on the John Bull Company's operations? I can't for instance locate Post Office Square Leicester on modern street maps, and the rubber-block printing kits for which the firm is best known are of course quite different from the structure of skeleton cancellers. Do you know of any catalogues showing more than the rubber block kits?

This all comes from my family history. My grandfather, Hedley Adams Mobbs, was responsible for getting a dozen Czech Jews (mostly children) out of Prague in January 1939. My grandfather was a close friend of George Odom - he was the architect of his house in Leicester in 1928. The Jewish relief was

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Other recent additions include documents by WASC members including information on Air Routes and Nigerian Postmarks, with extra material frequently added

orchestrated through 'The Guardians of Boston' where Odom's nephew Sir Herbert Butcher was Liberal MP for many years. He was on the Aliens Committee of The House of Commons at that time. Those kids were brought up in Boston and were treated like family. Sisters Hana and Sonia Kleiner both worked on this project. Sonia worked for a Jewish friend of George Odom who had a jewellery factory in Leicester. John Bull's offices were in Clerkenwell and at Leicester's Post Office Square - Sonia worked there as did Hana; Sonia on the jewellery and Hana on ink. She later joined British Aluminium Company at West Drayton as a chemist specializing in inks for the Bank of England. She was a close associate of Sir Nicholas Winton. Sonia returned to Prague c1947 but died shortly afterwards. I still have a copy of a letter sent to her by my mother when she was in Leicester. Another of the refugees, George Roden, went to work as a tailor at Cheers of Boston. Odom got him to Savile Row and he became a Master Tailor who worked for Bernard Wetherill, a Saville Row tailor and Speaker of the House of Commons. He was also at The Army & Navy Stores in Victoria for a while.
All the wooden 'Madame Joseph 'cancellers were also made in Leicester under George Odom. That story is in my unpublished, as yet, 'Ian Fleming's Labyrinth'.

You mention that skeleton cancellers were not issued by the GPO, but appear to have been issued by the Crown Agents. Is this supported by any reference in the Crown Agents' or GPO archives?

In June this year on my travels, I found two Jamaican Temporary Rubber Datestamp proofs. The first for Long Road, Jamaica 1938, and the second for the unrecorded 1946 Paul Mountain, Jamaica. When held up to the light both are on Crown Agents Standard (50mm x 50mm) watermarked cartridge (Wiggins Teape). They are the property of Ray Stanton (Lincolnshire) and Karl Groeber (Heidelberg), neither of whom had ever noticed the watermark. A month later I bought an unopened £1 KGVI Jamaica FDC sent to America. Inside and hidden for almost 70 years was a twice-folded onion paper with the same CAS watermark. My work on the Trinidad Skeletons shows that the same under cover system was being used there as was in Jamaica 1950 - 1955 with the 'Registered Ovals' by Odom and Fleming. Fleming and Odom have strong ties to Sierra Leone. It's not a perfect ten but it's a good nine, especially if you take into account Roger Wells of Grimsby.

You suggest that high value RSW stamps were being issued as a means of paying field agents, and that these were cancelled using 'defunct instruments'. Do you have a source for this intriguing idea? It does raise questions such as why agents would prefer cancelled to mint stamps, and how they would convert this form of payment into actual cash?

I go much further. High value stamps were used as cash payments. Hugh James in his 1996 book on the KGVI definitives highlights a package of 9,000 New Constitution 1946 10/- greens sent to Jamaica but not to the GPO! On the very same day Ian Fleming bought *Goldeneye* £2,000 for the land, £2,000 for the build plus £500 for Legal fees etc. (Mathew Parker, *Goldeneye* Hutchinson, 2014). Richard Lockyear noted the late Bernie Kleinberg commented,
The set attracted a lot of 'Black Market' cash at the time of issue.
In 1949 new high values appeared for most of the Caribbean and Fiji (Sir Harry Luke's patch). Agents received stamps in mint condition. They then could be laundered by a 'stamp dealer'. In Jamaica that was 'Crown Agent' Everard Aguilar of 91 Harbour Street - he would pay said agent face value plus 12%. He then 'dumb' cancelled them and sent them to London where they were sold by a stamp dealership set up in 1942 by Major Colin Gubbins. I am not able presently to give their name, but Brian Cartwright has noted their stock was a little top heavy with Madame Joseph material and CTOs. In Jamaica in the QV period Kingston GPO had little material above 1/- and elsewhere 6d was the top dollar. If you doubt this story check out Falkland Island Dependencies RSW high value.
The late Charles Freeland, President of the BWISC, in his last book with Bond & Boylan for the first time gave the due credit to the artist and designer of the RSW high value Omnibus stamp - Hedley Adams Mobbs – my grandfather.

You quote Proud as naming 14 private postal agencies in Nigeria, and for distinguishing some agencies as 'cash agencies' . Do you know of a distinguishing feature which marked out 'private' postal agencies from others - there were of course many hundreds of postal agencies operating in Nigeria by the mid 1950s. Is there information which describes what a 'cash agency' was - one distributing cash, or one paying the GPO for stamps etc in cash?

I can only go with what was published by the late Ted Proud. I do have a lot of Nigeria skeletons but mainly on piece. One needs covers to prove most things and Ted had access to some very fine Nigeria collections.

On p72 of the June 2018 Cameo you state your belief that secret services were behind the provision of registered facilities in the colonies. Do you have evidence for this? I note you suggest that in some remote offices there was no other

credible need for registered services?

It's strange that in Jamaica in the twenties a new Post Office would get a Temporary Rubber Datestamp (TRD) from who we now know was the Crown Agents. The steel die would turn up around ten months later from GPO Kingston via GPO London along with a black ink pad. If there were no Registration etiquettes (labels) then an R was issued, but this is almost always seen in purple ink matching the TRD. It is often what isn't there that indicates what might be going on.

In Jamaica in 1932 the TRDs stopped (I know why but it is half a chapter) and 41 offices appear to have opened without TRDs or registration facilities. These were often slightly larger small town offices where the populations were almost 100% black. As per Jamaica specialist Thomas Foster, Lionel Town which opened in late 1934 didn't get registration until 1955!

I think, as you suggest, that Nigeria is uncharted territory, regarding Skeletons (see pp 9-13 of this issue). However, "Operation Postmaster" in Fernando Po by Ian Fleming was solely put down to intelligence from Southern Nigeria. How? No phones, the odd wire and the mails. It was the only way to send secret intelligence. It might be covert – the way postmarks and stamps are arranged on an envelope can be significant – it certainly was with the Marianne stamps in occupied France during WWII. It certainly was to lovers in Victorian and Edwardian England (as illustrated on this page). Imagine what Fleming & Co could do with that.

In Jamaica a common sight is a pair of bright red 3d KGVIs 'bananas' (iss. 1 July 1951 on Fleming's watch) horizontal with a nicely centred, Colegate 'Registered' Oval tying them. If I didn't know better, I'd swear they were an indication of something to do with the Castros of this world – there was a lot of it about at the time. And many of them went to America as well as the UK.

George Odom's warehouseman (1949-1972)Peter Stringer, once asked me unprompted why should 'Big George" meet J. Edgar Hoover in Dallas in January 1949? Hoover gave Odom a silver dollar in a small nickel frame with the initials J.E.H. – Odom gave it to Stringer on the day he joined George Odom – 'Diamond Mills' two months later!

Paul Redhead, Ely, UK
David Horry, Shanghai



Nigeria Booklets

Dear Readers,
Could any readers send me detailed descriptions of the following booklets please?: Southern Nigeria SG SB5; Nigeria SG SB6 and SB7.
I am planning to write an article about the evolution of the advertisements in the GV booklets of Nigeria but need the requested information to provide the starting point and to tie in my later proof material.
Thank you in anticipation for any help you can give.

Graeme Murray
Bolton h11mstampgram@gmail.com

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Previously Unrecorded Nigeria Parcel Cancellations

John Cooper

I can illustrate the following newly discovered parcel cancellations of Nigeria from the mid-1930s. The Jos and Okigwi appear to be different fonts to those recorded.

Jos



Okigwi



Bida



None of these are listed in this format by Proud, so Barry and I forwarded the scans to the Post-1914 Nigeria Study Editor, Tony Plumbe, for his comments:



I hold two reference collections of Nigeria (Neville Jones and also Stephenson), and other reference listings which I can check with. Although John is correct in these being unrecorded in Proud, the Bida cancel is known, and I illustrate a copy which is in the Neville Jones reference collection. This is in violet on the 2/6d KGV duty which does not make for a wonderful image. It is Type PP5.

Surprisingly, this is not in Neville Jones The Cancellations and Postmarks of Nigeria 1914-1980 (WASC 1993) so could be termed 'unrecorded'.

John Redhead also maintains listings of Nigerian cancellations which are updated periodically and are posted on the WASC website. With so many POs/PAs in Nigeria there are likely to be plenty of gaps in the records.

St Helena 1934 Centenary Issue
Stocks at St Helena, including Numbers Destroyed - a Correction

Barry Burns FRPSL

I must apologise for a number of errors which appeared in the above article by Bernard Mabbett and myself in the October 2018 *Cameo*, pages 176-179. These all occurred within Tables 2 and 3, and relate to the number of stamps received from the Crown Agents. Table 1 is correct, but a number of mistakes appeared in the 'Total' row in Table 2, and in several columns in Table 3. The latter were mainly because I had chosen to use the numbers of stamps printed for Requisition 1301, rather than those ordered. But somewhere along the way these sets of figures became jumbled resulting in calculation errors.

The following page gives the correct details. The text is unchanged - only the numbers in Tables 2 and 3 are affected.

Returning to the St Helena ledger, Table 2 gives details of the stocks received at Jamestown together with the balance on 4 September 1935 when the total stock was destroyed by fire.

Value	½d	1d	1½d	2d	3d	6d	1/-	2/6d	5/-	10/-
Received 5.3.34	600	600	394	635	215	200	100	55	55	40
Received 1.11.34			$3^{45}/_{60}$	$14^{34}/_{60}$		$6^{2}/_{60}$		$17^{34}/_{60}$	$14^{13}/_{60}$	$^{1}/_{60}$
Received 18.12.34	636	660	220	220	220	55	110	18		
Total	1236	1260	$617^{45}/_{60}$	$869^{34}/_{60}$	435	$261^{2}/_{60}$	210	$90^{34}/_{60}$	$69^{13}/_{60}$	$40^{1}/_{60}$
Balance 4.9.35	$6^{29}/_{60}$	$47^{9}/_{60}$	$105^{36}/_{60}$	$243^{47}/_{60}$	$105^{22}/_{60}$	$23^{54}/_{60}$	$41^{21}/_{60}$	$37^{2}/_{60}$	$29^{1}/_{60}$	$6^{56}/_{60}$
Stamps 4.9.35	389	2,829	6,336	14,627	6,322	1,434	2,481	2,222	1,741	416
Value (£.s. d.)	0.16.2½	11.15.9	39.12.0	121.17.10	79.0.6	35.17.0	124.1.0	277.15.0	435.5.0	208.0.0
	Total Value of Stock Destroyed 4/9/1935 = £1,334 0s. 3½d									

Table 2
Summary of stamps received, value, and numbers destroyed by fire on 4 September 1935

Comments on Tables 1 and 2

1 The stamps received from the Crown Agents on 5 March 1934 and 18 December 1934 agree exactly with those dispatched from the Crown Agents on 25 January and 15 October 1934.

2 The small numbers received on 1 November 1934 (from CA according to the ledger) were not from another printing - but could they have been unsold stamps from the original dealer allocation? A note in the Requisition Books states: *All stamps for despatch to the Colony to be interleaved with wax paper.* ***Any sheets of Dealers supplies remaining over should also be interleaved before despatch to St Helena.*** (My emphasis - Barry).

3 If this be the case, it appears all the other stamps allocated to dealers were sold. We could therefore speculate the numbers of stamps sold to be as shown in Table 3.

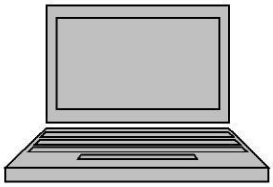
Value	Total Sheets Printed	Total Stamps Printed	Stamps Destroyed at St Helena	Returned from Dealers	Sold By Dealers	Sold Locally	Total Sales
½d	1,836	110,160	389		36,000	73,771	**109,771**
1d	1,610	96,600	2,829		21,000	72,771	**93,771**
1½d	914	54,840	6,336	225	17,775	30,729	**48,504**
2d	1,105	66,300	14,627	874	14,126	37,547	**51,673**
3d	635	38,100	6,322		12,000	19,778	**31,778**
6d	425	25,500	1,434	362	9,838	14,228	**24,066**
1/-	350	21,000	2,481		8,400	10,119	**18,519**
2/6d	163	9,780	2,222	1,054	4,346	3,212	**7,558**
5/-	125	7,500	1,741	853	3,347	2,412	**5,759**
10/-	80	4,800	416	1	2,399	1,985	**4,384**

Table 3
Total Stamp Sales by Dealers and at St Helena (but see note 3 above)

Acknowledgements

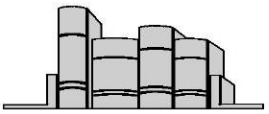
With thanks to David Beech, Paul Skinner and staff at the British Library for help and permission to publish details from the Crown Agents records when I visited in 2005 - *Barry*

Also to Edward Baldwin, the Museum, Archives and Post Office at St Helena during our visits in 2009 and 2013



Sources

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🕮 *Dakar to Tombouctou: communications and postal history in French Soudan* by Peter Kelly FRPSL, card cover, 96pp, A4 format, colour illustrations. Published by the author with the support of the Stuart Rossiter Trust. Order from the author by e-mail to peterkelly35@btinternet.com, at £14 or €16 plus P&P (UK £4, Europe €8.50, USA $8.50). Payment by Sterling cheque, Euro cheque or Paypal

Review by Rob May.

This book comprises six interlinked monographs relating to mail routes to and from the upper reaches of the River Niger between the mid 1880s and 1945, to which are annexed a useful history of the complex series of boundary changes in French Soudan and Niger and a list of the territory names used on postage stamps and postmarks.

With some seasonal limitations the Senegal River was navigable from Kayes to its mouth at St Louis and the River Niger was navigable from Koulikoro downstream to Tomboctou and beyond as far as Ansongo. A railway line to connect between these rivers was completed between Kayes and Bamako in 1904 and to Koulikoro in December 1905. Before completion of the railway the overland connection was made using remarkably fast porterage.

The distances are huge. On the Niger the distance from Koulikoro to Tomboctou is close to 1000 km and at that point the Niger has still to flow hundreds of kilometres downstream to reach the border with Northern Nigeria. The total length of the railway from Koulikoro through Kayes to Dakar is 1288km. In 1903 the postal service over this vast territory was being run by just 15 expatriates and 25 other local staff, whilst the telegraphs were run by 21 staff, all operating from a total of 35 offices.

Until the 1935 arrival of airmail (about which there is one chapter of this book) the critical requirement for all the postal staff was for the mail from inland to reach Dakar in time to catch the fortnightly mailboats to France. Their timetable was fixed and they would not wait if the mail was late arriving at Dakar. Before the railway connection from Kayes to Dakar was completed in 1924 this required the mails to be trans-shipped three times - first at Koulikoro from river boat to train, then from train to river boat at Kayes, finally back to rail for the 57km between St Louis and Dakar. All timetables were designed to connect; the twice-weekly service on the railway connected with the mailboats on the Niger, which themselves connected at intermediate stops with porterage circuits leading off the Niger. Mail was consolidated at Kayes and sent down to Dakar once a fortnight. The time allowed for that river journey depended upon its seasonal flow.

Because of the distance from French post offices on the upper Niger to Dakar, some mails from settlements south of Bamako were better routed overland to Cotonou in Dahomey. From Niger, completion of the Nigerian railway to Kano provided a fast route to the coast at Lagos (three days by train). Improving motorised transport provided an outlet for the mails from Zinder and Niamey to cross the Sahara to Algeria but from the late 1920s buses also provided an alternative to the river Niger mailboats; taking 31 hours between Koulikoro and Gao, compared to 6½ days by boat. Transit marks on covers of the inter-war period show how these faster routes were used.

Although not of direct interest to collectors of British West Africa, this is a fascinating book for anyone who wishes to study how reliable postal services could be developed in remote parts of the world using the limited manpower and transport resources available in the first half of the twentieth century.

Skeletons in Nigeria

Paul Redhead and Edet Akpan

This article considers aspects of the use of skeleton cancellers in Nigeria. In addition to information about their construction and how that might account for the range of errors and varieties, this article describes how the pattern of usage of skeleton cancellers differed from that in Britain and most other commonwealth countries, and speculates upon why this was.

The sheer number of Nigerian skeleton cancellers reported, and the length of usage of many of them is in considerable contrast to their use in other countries where they tended to be issued as stop-gaps. While Proud's work on the Postal History of Nigeria (Ref 1) shows images and usage dates for pre-independence Nigerian skeleton cancels, extended by Jones to 1980 (Ref 9) little information has been published about why and how skeleton cancellers were used in the Nigerian postal service - interest has focused on collecting the cancels rather than on their context.

What are skeleton cancellers?

Writing about skeleton cancellers in the UK, Mackay (Ref 2) states " *A skeleton handstamp is a circular date-stamp made up from loose type, rather like a John Bull printing outfit, except that the characters are metal... Skeletons are brought into use, usually for a short period, then returned to 'the stores' disassembled, and the same 'actual handstamp' re-issued in due course with a new set of lettering."* The author continues with a list of reasons why a stop-gap canceller might be necessary (eg damage, theft, new office, Christmas rush).

Until around 1905 skeleton cancellers were supplied to the London GPO exclusively from the firm of De Lacey and Sons, based in Clerkenwell (pers. comm Bob. Richardson, Library manager of the St Bride's Printing museum). By 1915 the firm of C. Wright Ltd. was also supplying skeleton cancellers (Ref 3). As mentioned later on, skeleton cancellers for Nigeria were sourced via the Crown Agents.

How are skeleton cancellers constructed?

Figure 1 shows a skeleton canceller held by the Postal Museum in London, with individual pieces of date type from a canceller held by the RPSL Museum (thanks to Julian Stray and Juliet Turk of the respective museums for allowing us to handle the artefacts). The Post Office Impression Books (Ref 4) show that this canceller was assembled in July 1981 (pers comm. Patrick Awcock of the British Postmark Society), though the battered state of the type slots suggest that the instrument had been in service for some time.

The images show a strongly constructed instrument with a steel head with vertical slots for holding special type inserted from behind, and made with 'feet' to stop them falling forwards when in place. There are 26 slots round the circumference and horizontal slots across the central area to hold date slugs. Type fits into the slots either way up, but not sideways. Unused slots are left empty, producing spaces in the resulting cancel.

The type-bearing head screwed into a stout knurled ring (shown more clearly in figure 2) which left the central type slots exposed. This in turn screwed into the handle to form the fully assembled canceller. Unscrewing the handle from the knurled ring enabled the daily change of date slugs without disturbing the peripheral type, though as the errors commented on below suggest, it was not uncommon for a clumsy clerk to unscrew the head from the knurled ring, potentially disturbing the 'permanent' type. As figure 2, from the skeleton canceller still in use in the National Philatelic Bureau Lagos shows, the construction is almost identical.

Skeleton canceller usage in Britain

In Britain skeletons were introduced as early as 1838, and their use reduced considerably from around 1980. There were a variety of skeleton types, but a 30 / 31mm diameter canceller with 26 slots round the edge (type 14 in Ref 2) was in use by 1920 (eg at Aylsham) and continued in use into the 1970s (eg at Balham).

Fig 3 shows a couple of entries from the Post Office Impression Book (Ref 4) showing typical English twentieth century skeleton cancellers, including uneven and 'missing' letters. This 30mm diameter, 26 slot structure of skeleton canceller is identical to the pattern showed by the great majority of Nigerian skeletons (not surprising since those were probably sourced from the same manufacturers). Looking through Ref 2 and the Impression Books confirms that the great majority of skeletons were returned shortly after issue, so in service for a few days only. Ref 3 includes the copy of a 1976 letter from Head Office to the Head Postmaster of Armagh, asking for the return of a skeleton canceller. The reply laconically states that the instrument was '*Lost in Bomb in Middleton Post Office. Exact date not known because there have been several bombs'*.





Images 1, 3, 4, 5 taken from Marylebone skeleton canceller obj no 2009-0613/2. Image 2 from RSPL museum obj nos 2012 530/531

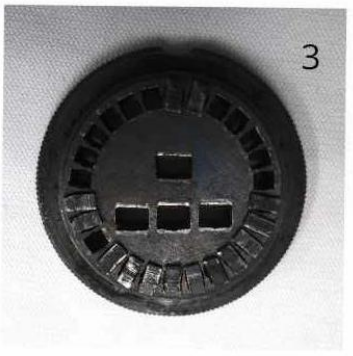






Figure 1









Figure 2

Skeleton canceller for Nigerian Philatelic Bureau Lagos

1. The entire canceller
2. Canceller disassembled to change date
3. View from above of canceller head showing back of date slugs
4. Canceller face showing type and spaces (apologies for lack of focus)



Figure 3

Skeleton usage in other commonwealth nations

In some other countries such as South Africa (Ref 5), the use of skeletons as temporary or relief cancellers followed a similar pattern to the British one. In West Africa, Sierra Leone would appear to have a similar 'stand-in' policy: with 176 post offices, there were 34 skeletons described in Ref 6, only 6 of which were used for more than 6 months. Fig 24 in Horry (Ref 7) shows an overlay image of cancels from Allen Town and Rotifunk which provide convincing evidence of a skeleton canceller which had been returned to the stores and recycled as one would expect.

In Proud's work on Gold Coast offices and cancellers (Ref 8), approximately 800 pre-independence offices show a total of 35 skeletons. However, almost half of those were in use for over 12 months, and several (Borada, Kratchi, Sekodumasi) were in use for five years or more, a usage pattern part way between that of Britain and Nigeria.

Skeleton usage in Nigeria

The variety of Nigerian skeleton cancellers: As a look at the illustrations in Proud (Ref 1) and in Jones (Ref 9) shows, skeleton cancellers came in a range of formats, though all seem to share the 30mm diameter, 26 slot pattern. The simplest gave the office name with PA or PO to show the office status. Many included 'NIGERIA' in the lettering, and another common descriptor includes 'POSTAL AGENCY'. Skeletons for special purposes included Telegraphs and Registered.

Date slugs were on 2 lines, 1 line or occasionally 3 lines, a few included an asterisk, and one (from Olokemeji) a Code letter. Unlike some of the steel die cancellers, skeletons did not show the time of day.

Many offices are known to have had a succession of different skeleton cancel types, and it is likely that in many cases, the type in the existing canceller was simply adjusted locally to make the change rather than a new canceller being issued. Idiosyncrasies of lettering often carry through from one skeleton cancel to another (for example, the change from type D1 to D2 at Ukanafun shown in figure 4).

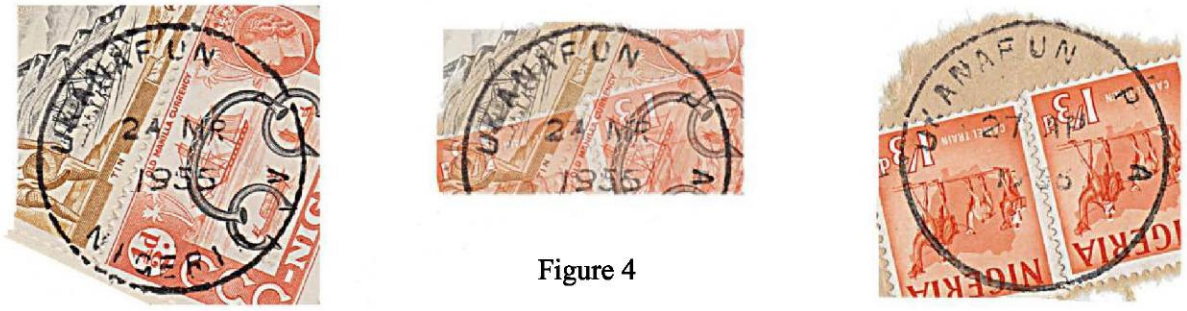


Figure 4

Ukanafun cancel types D1 (left), D2 (right) with super-imposed image to show identical letters and spacing

Ray Harris' researches into Northern Nigeria cancels (pers. comm.) of the type shown in Proud (Ref 1) as Kabba D1, Offa D1 etc suggests that these too were produced by cancellers containing loose type elements which were consequently prone to movement, but that those cancellers did not involve fixed slots and spacings as shown in the skeletons this article describes.

How many Nigerian skeleton cancellers are known?

Although Lagos and Southern Nigeria used 30mm diameter cancellers, these seem to have been steel die types rather than skeletons. The first clear skeleton cancel, according to Proud's usage dates, is type D3 from Aba, dated 21 December 1915. A total of 23 skeletons appear before 1920, a further 58 in the 20s, and

105 in the 30s. After that more and more skeletons were issued . Going through Proud's illustrations (Ref 1), and not including Cameroons or the errors discussed later on, shows just over 1500 different skeleton cancels. Jones (Ref 9) shows that many new skeleton cancellers were issued after independence. As the example in Fig 5 shows, some are still in use in 2018.

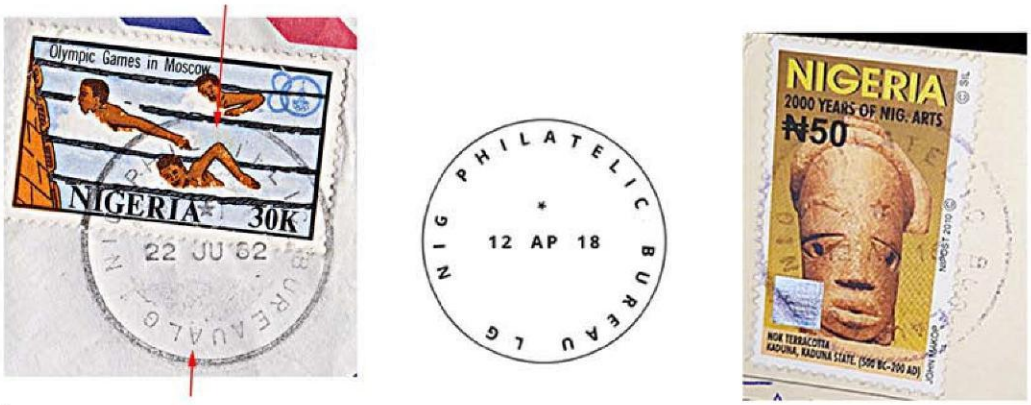


Figure 5

1982 usage, with error - A moved

Diagram of the canceller - 2018

2018 usage, normal layout

Skeleton cancel for Nigerian Philatelic Bureau Lagos

Just under 1500 post offices opened in Nigeria before October 1960, most of them small postal agencies, making a ratio of about 1 skeleton per office –very much higher than in Sierra Leone and the Gold Coast.

How long-lived were Nigerian skeleton cancellers?
Some are known only for one date, but many were in service for years. Of the pre-1920 skeletons, 21 (91%) were in use for at least six months, 29 (50%) of the 1920s skeletons were in use for at least a year, rising to 68 (65%) of the 1930s ones, indeed 39 of those were in use for 5 years or more. From 1940 onwards the duration of use follows a similar distribution with most in service for a year or more and many in service for over a decade.



Figure 6

Examples of errors, Kingsway stores Lagos Reg

Skeleton errors and varieties
The structure of the canceller, as described above, was such that the mechanism securing the peripheral type sometimes came undone, and there are many 'error' varieties produced when letters fell out and were misplaced when the canceller was re-assembled.
Many of the error varieties are minor – often the addition of a space between the letters of PA, but a number are spectacular – take the three states of the Ilugun D1 canceller (see ref 1 p 481), or the middle example of the cancels illustrated in figure 6 above from a Kingsway Stores Lagos canceller.

Other varieties (such as the missing letter in Oxford in figure 3) arose from small differences in the height of individual type letters rather than the complete absence of a letter.
When new, a skeleton canceller's 26 peripheral slots would have been uniform with each piece of type fitting snugly into those slots. With time, re-assembly and heavy usage, slots and type could distort resulting in a less perfect orientation and spacing of letters in the resulting cancel.

Did skeleton usage in Nigeria fit the 'stand-in' pattern?
The high number of skeletons used in Nigeria, whether in absolute terms or as a ratio to the number of offices, and the length of service of many of them, suggest that the answer must be 'no'. That's not to say that temporary usage didn't occur. There are plenty of examples of Nigerian skeletons known in use for only a single date or a few weeks, and in many offices, the first canceller noted was a skeleton which was replaced within a year by a 'permanent' steel die canceller.
While it is not impossible that that skeletons and colour coded inks were used by secret services, as Horry hypothesises (Ref 7), one would need evidence more substantive than that offered in his article, and the sheer number of skeletons in use in Nigeria, from the 1920s to the 1980s suggests that we must look beyond conspiracies to account for their widespread use.

We think it is much more likely that there were two practical reasons for the widespread use of skeleton handstamps in Nigeria: convenience and cost. As Ref 10 suggests, steel die cancellers were being sourced via the Post Office in London up to at least the early 1960s, so there would have been a significant delay and expense in ordering a specific steel die handstamp for every new office, especially given that, as Rob May points out (pers. comm.), the failure rate of new postal agencies was high. The structure of skeleton handstamps enables anyone with a canceller body and a supply of type to make up a canceller locally, with whatever is required for the peripheral text. The Lagos GPO would simply need to have a supply of bodies and type in order to provide new instruments cheaply and quickly as required. Given the number of skeletons simultaneously in service, they are highly likely to have bought in bulk rather than one at a time.

The following recollections from a retired senior NIPOST officer support this idea (pers. comm. via Mr Olaniyi):

> *All skeleton date stamps were ordered through the Crown Agent in London. The manufacturer is therefore only known to the Crown Agent. The stock is issued directly through the Head Office to an agency for temporary usage until a permanent stamp is procured for the office. On the acquisition of Permanent Stamps, the skeleton datestamp is withdrawn and returned to the Store for disposal. That's the provision of the regulations. ... Unfortunately, however, due to poor funding over the years skeleton datestamps became a regular rather than exception in most Post Offices and agencies and could therefore not be dealt with as specified in the regulations.*

In conclusion
The lengthy time span, number reported, range of error types, and their relative availability compared to some other aspects of philately, makes collecting Nigerian skeleton postmarks an absorbing pastime. Although Nigerian postal records are generally either missing or inaccessible, we hope that the information and (hopefully credible) inferences in this article will provide a deeper understanding of these fascinating cancels.
Our thanks again to the people named in the article for their help: Bob Richardson, Julian Stray, Juliet Turk, Patrick Awcock, Ray Harris, Rob May and Mr Olaniyi.

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Gold Coast and Ghana Type 19 Cancellations: Skeletons and Semi-Skeletons?

Philip Quirk, Paul Redhead and Patrick Awcock

It is generally accepted that the type 12c postmarks of Gold Coast are skeletons, assembled from loose type in a format very similar to that used in the UK (Fig.1, Ref.1). However, the double circle cancels of type 19 are also regarded as skeletons. Ensor (Ref.2, p.113) wrote:

> *It looks as if Type 19 is a skeleton with adjustable lettering and that 19A and 19B are the same basic type as 19 but made up locally in different forms.*

Examples of misspellings, inverted letters and variations in spacing are common. In a display given at the 2015 WASC York Conference, Peter Duggan showed that the Giffard Camp type 19 markings varied on an almost daily basis, suggesting that the devices were regularly disassembled and reconstituted.

Following an e-mail discussion between two of us (PQ and PR) regarding the types of skeleton postmarks in use in British West Africa, Paul contacted Patrick, an expert on British postmarks, to enquire if marks similar to type 19 had been used in the UK. While the answer to that question was essentially "no", Patrick commented that the GOLD COAST lettering of some of our type 19 examples might well have been engraved as an integral part of the canceller (Fig.2).



Figure 1: Accra RC5 type 12c.



Figure 2: Kpandu and Tuobodom type 19's.

In Figure 2, the office names are set in small type, with the letters at varied angles and spacing, whereas GOLD COAST is larger and appears much more regular. By contrast, all the letters in the Foso cancel (Fig.3) appears to have been inserted individually; note the inverted D.



Figure 3: Foso type 19b.



Figure 4: Takoradi / Ganah and Abutia Kloe / Ghana type 19's.

Turning to Ghana, there is evidence for two versions of its type 19 cancels. In Figure 4, the office and country names of the Takoradi mark are both assembled from loose type, complete with misspelled Ghana, whereas the GHANA lettering in the Abutia Kloe mark is larger and more regular than that of the office name. The first version, found mainly in the late 1950s and early 1960s, is less common than the second, which saw widespread use into the 1990s.

A further interesting point concerns whether the type 19 devices had fixed slots (as type 12c) or a channel that allowed lateral movement of the letters within the confines of the two rings, at least until they were secured in place. Evidence supporting the second possibility comes from a group of Accra postmarks dated October 1968. These show marked variations in the positions and spacing of the ACCRA lettering, while the GHANA component retains its regular spacing and 6 o'clock position relative to the date; three examples appear in Fig.5.



A_____CCRA
9 OC 1968



ACC_____RA
10 OC 1968



AC__CR__A
9 OC 1968

Figure 5:

In a recent letter to *Cameo* (Ref.3), one of us (PQ) suggested that, in order to explain the existence of the Atarquh variant (Proud D10 state 3; Ref.4 p.459), the Gold Coast type 18a cancellation of Tarquah might also be a skeleton. It seems plausible that in this cancel also, the dots and country name were engraved but the office name was made up from loose type. Could this argument apply to other cancels of type 18/18a, and perhaps also type 17?

Finally, what do you call a postmark in which the country name is engraved and the office name made up from loose type? We offer "semi-skeleton" as a suggestion.

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The Brohemie Expedition 1894

Alex Wood

A rather battered little envelope bearing uncancelled Portuguese stamps (Fig 1) may have very little philatelic interest but its contents unlock details of a significant but little known episode in Nigeria's colonial history.

Chief Nana Olomu (1852 - 1919) was an influential Itsekiri chief appointed Governor of Benin River by the British colonial authorities. The Itsekiri tribal lands lie at the mouth of the Benin River around the modern town of Warri. It was palm oil that initially attracted European traders to the region but the principal producing areas were in lands further up-river inhabited by the Urhobo people. Chief Nana's strategic location near the mouth of the river enabled him to dominate the palm oil trade often by waging war against, and dominating, the Urhobo people.

The British colonial authorities were concerned by Chief Nana's power and influence and they accused him of disloyalty to Britain, terrorising the Urhobo people, slave trading and practising human sacrifice. Nana's real offence however was that his wealth, position and power gave him considerable influence over areas surrounding the Benin River and Warri district, thereby making the penetration of British traders extremely difficult if not impossible.



Figure 1; unfranked envelope to Weymouth, containing the letter to which this article refers.



Figure 2: H.M.S.*Alecto*, named after one of the Furies in Greek mythology, was the third Royal Navy ship to carry the name. Built in 1882 she was a two gun paddle boat of 620 tons. The ship never returned to home waters and was sold in Freetown, Sierra Leone in October 1899.

Matters came to a head in July 1894 when Chief Nana seized fifteen Urhobo people including the chief's wife, for an alleged debt of 200 puncheons of palm oil. It was when Chief Nana refused to surrender these hostages and instead blocked the river, the British were forced to take action.

In August 1894 H.M.S. *Alecto*, (Fig 2) a two-gun paddle vessel of 620 tons, was dispatched upriver to Chief Nana's capital, Brohemie, (sometimes Ebrohemie) on a reconnaissance mission, arriving on 25 August. The *Alecto* was commanded by Lieutenant John George Heugh; also on board were Major Copeland Crawford the Consular Agent, Captain James Lalor (seconded from the Royal Marine Light Infantry to the Niger Protectorate Force) and Captain Spencer Seafie of the Niger Protectorate Force. Upon reaching the nearest point to Brohemie on the river, Commander Heugh accompanied by Crawford, Lalor and Seafie with six crew members and an interpreter set off in a small steam cutter to reconnoitre up the creek towards Brohemie. However the party encountered strong resistance; the following are extracts from correspondence from Lieutenant Heugh to the Admiralty;

This morning I completely armour-plated my steam-cutter against rifle fire, and proceeded to find out if there were severe obstacles in the creek that would prevent our attacking Brohemie by way of it.

At a distance of about 380 yards (rough survey), hearing voices I deemed it necessary to turn the boat (being in a place where there was sufficient room to do so), and had virtually done so, when an exceedingly heavy fire from a large battery of guns was opened upon us; the boat was pierced through the stern in several places between wind and water by shot averaging 7 and 9 lbs. I deeply regret to say that coxswain James Jury A.B. was mortally wounded, dying on board the ship at 1.45pm. Charles Chick A.B. (serving the Nordenfelt gun), virtually mortally wounded; Major Copeland Crawford, Captain Lalor and Joseph Perkins, leading stoker, all three very severely wounded. One projectile completely disabled the Nordenfelt gun, and the shield and armour protection of the boat were wrecked.

The cutter beat a hasty retreat and barely made it back to the *Alecto* before it sank. As reported above, five of the party were wounded, one mortally, while Captain Lalor subsequently died of his wounds in Benin on 3 September.

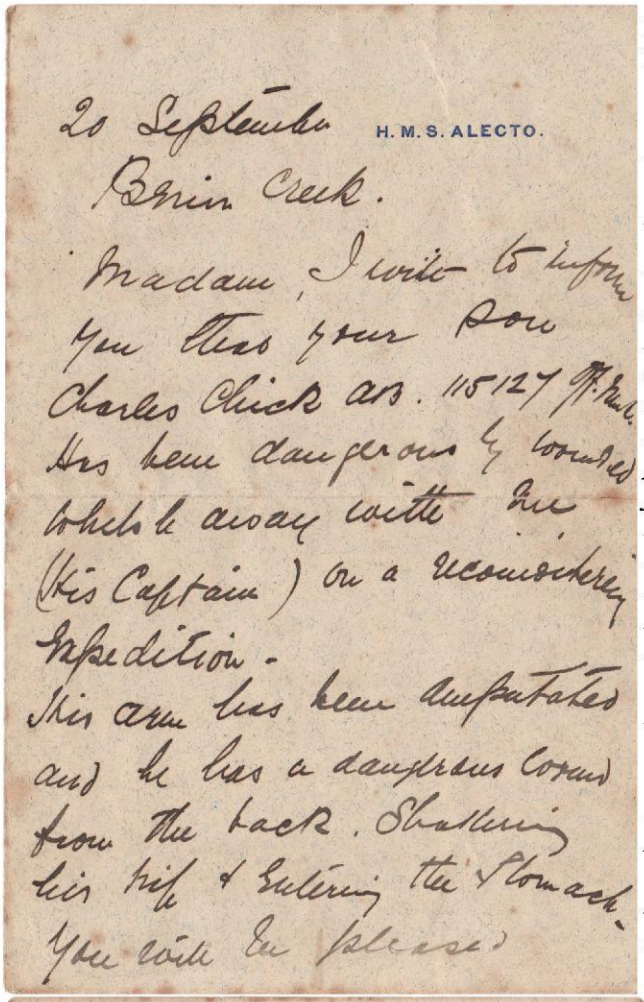
The British then sent a task force of four ships, HMS *Philomel*, HMS *Phoebe*, HMS *Widgeon* and HMS *Alecto* to subdue the rebel chief. Several frontal attacks were repulsed but eventually the town was captured on 25 September 1894 with the help of Chief Nana's rivals who gave the British logistic and intelligence support. Lieutenant Heugh's correspondence continues;

The long ranges of storehouses about Nana's house were filled, in addition to the warlike stores, with quantities of articles for trading, and an enormous amount of gin. We destroyed in the first 24 hours about 800 cases, containing one dozen bottles each and 7,500 cases were found in store afterwards. No less than 106 guns, ranging from 3 pr to a 32 pr carronade were found mounted and unmounted in various positions. Among them were a large number of about 9 prs, very good looking cast iron guns.

It had puzzled me how they were able to maintain such a rapid fire; when however I saw the powder made up in neat muslin bags, and the cylinders of split bamboo crammed with iron balls and pieces of scrap-iron all ready, the explanation was simple.

Lieutenant Heugh was awarded the D.S.O. and promoted to Lieutenant Commander for his service and a medal ribbon bar was created for the East and West Africa campaign medal reading "Benin River 1894".

As mentioned in Lieutenant Heugh's correspondence with the Admiralty, Able Seaman Charles Chick had been badly wounded in the encounter and the seemingly uninteresting little envelope contained Heugh's letter to Chick's mother telling her of the injuries her son had sustained. (Figs 3 & 4).



20 September H.M.S. ALECTO.
Benin Creek.

Madam, I write to inform you thus your Son Charles Chick AB. 115127 R.N. has been dangerously wounded while away with me (his Captain) on a reconnaissance expedition.
His arm has been amputated and he has a dangerous wound from the back. Shattering his ribs & entering the stomach. You will be pleased to hear there is every chance of his recovery & at present is in excellent spirits & able to eat his food.
He told me that he was not on friendly terms with his relatives & that he supposed they were not aware that he was in the Service.
I think you have reason to be proud of him as he showed great bravery under a heavy fire.

I remain Madam
Yours truly

J.G. Heugh
Commanding HMS Alecto
W.C. of Africa.

As soon as your Son can be moved they will send him home to some Hospital.

Figures 3 and 4: Images of The three sides of the letter to A.B. Chick's mother in Weymouth in 1894

Transcription

20 September Benin Creek

Madam, I write to inform you thus your son Charles Crick AB 115127 has been dangerously wounded while away with me (his Captain) on a reconnaissance expedition.
His arm has been amputated and he has a dangerous wound from the back. Shattering his ribs and entering his stomach. You will be pleased to hear there is every chance of his recovery and at present is in excellent spirits and able to eat his food.
He told me that he was not on friendly terms with his relatives and that he supposed they were not aware that he was in the Service.
I think you have reason to be proud of him as he showed great bravery under a heavy fire.

I remain Madam
Yours truly

J.G.Heugh, Commanding HMS Alecto, W.C. of Africa

As soon as your son can be moved they will send him home to some Hospital

The Protagonists

Lieutenant Commander John George Heugh
Born in Cape of Good Hope on 13 October 1855, entered the navy as an officer cadet at age 15 in 1870. Graduated as a midshipman 1872, promoted to Sub-Lieutenant 1875 and promoted to full Lieutenant December 1879 following distinguished service in South Africa. He continued to receive commendations including "gallant conduct" on the Nile in 1882, and served in the China station 1892. In recognition of his brave and decisive action against Chief Nana in 1894, Heugh was promoted to Lieutenant Commander and awarded the Distinguished Service Order.

This however was the high point of his career as in June 1895 he left active service to study at the Royal Naval College but withdrew owing to illness in April 1896. Later that year he was posted as commander on HMS *Galatea*, a coastguard ship based in Hull. In January 1887 he was court marshalled and lost six month's seniority for "being unfit for duty by heavy drinking". His defence was "delirium caused by ague and fever, his health being impaired by long service in trying climates abroad". In April 1897 Heugh was placed on the retired list at his own request aged 42; his health did not improve and in April 1901 he was in hospital.

Naval records indicate he married on 12 August 1899. In May 1903 Heugh completed a course for retired officers and became an instructor in the Royal Navy Volunteer Reserve and was appointed Recruiting Officer for the R.N.V.R. for Scotland in January 1915. He never took up the appointment however and died on 19 March 1915 aged 59.

Able Seaman Charles Chick
Born in Chard Somerset in 1866, Charles Chick would have been 27 or 28 when he was injured aboard the *Alecto*. His injuries resulted in the amputation of an arm below the elbow and the extraction of metal fragments from his hip bone. He was discharged from the medical facility in Benin on 7 October 1894 described as "partially cured".
By 1901 he is living in Weymouth, Dorset with his wife Bessie and baby son and working as a railway locomotive boiler washer. By 1911 the family had moved to Axbridge in Somerset where Charles worked as a builders' labourer.

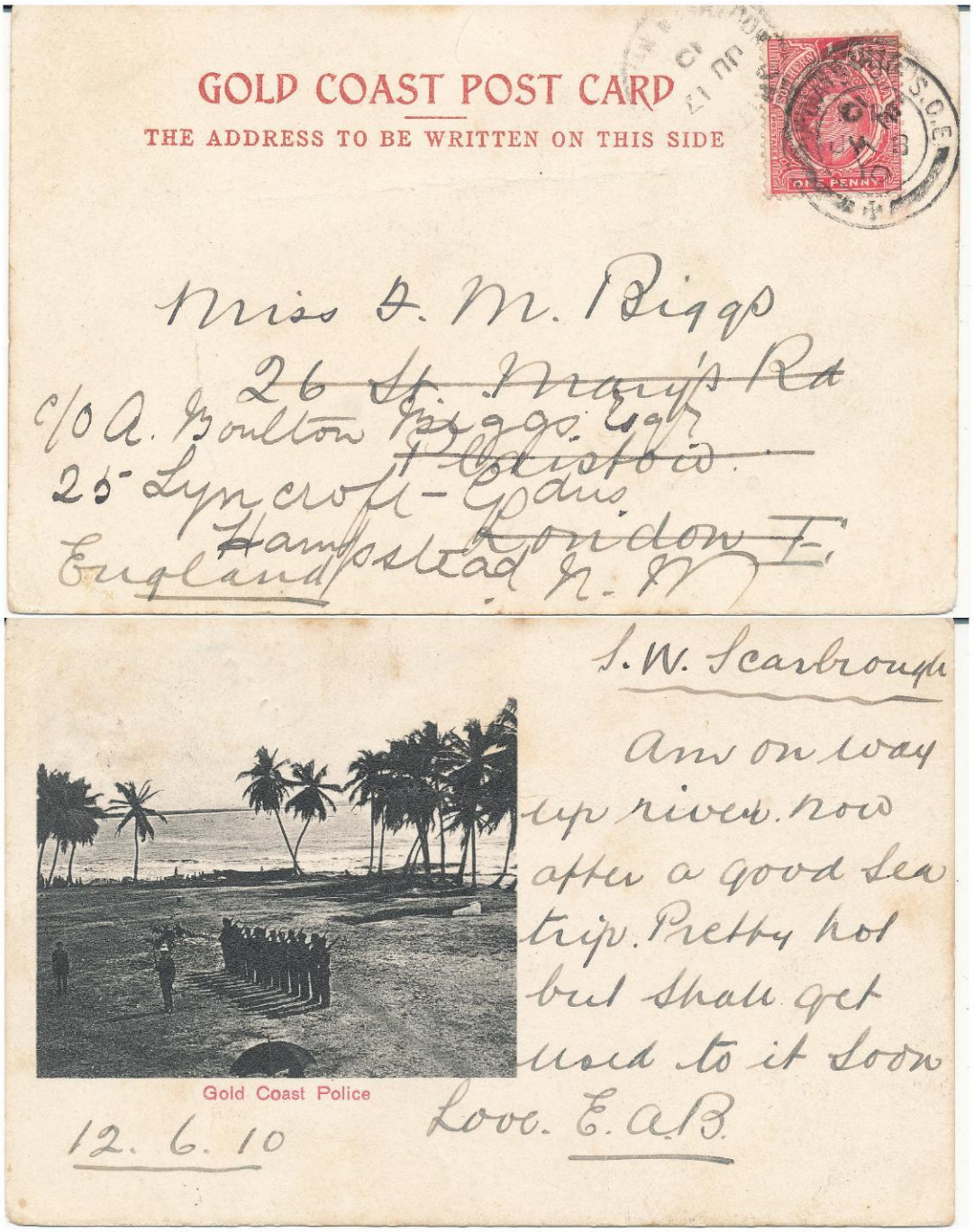
Chief Nana Olomu
Chief Nana was captured during the Brohemie expedition and tried in court in Calabar. He was exiled to the Gold Coast where he remained till 1906 when he was allowed back to his home town. He died peacefully at Koko in July 1916



S.W. Scarbrough in 1910

Paul Dunn

I recently bought a Gold Coast picture postcard (undivided back) shown at figure 1 overleaf, which had been posted to an address in London in 1910. It carried a 1d stamp of Southern Nigeria cancelled (Type 6A) on June 17 1910 at Onitsha. This office opened 1904/5.
The addressee is a Miss Biggs. The initials of the sender are E.A.B. The B may be the initial of a Mr Biggs.
I was puzzled by the heading" S.W. Scarbrough" . It was fun finding out that the sternwheeler river boat S/W *Scarbrough* was built in 1904 and named after the chairman of the Niger Company. According to Geoffrey L Baker, she was fitted with independent quarter-stern-wheels, had an overall length of 200 feet and was a prestige vessel of her time.
EAB wrote on 12.6.10 "Am on way up river now after a good sea trip. Pretty hot but shall get used to it soon. Love. EAB"
I assume that the card was purchased during the good sea trip (perhaps at Sekondi). The postcard is listed by Terence Dickinson under UPP1, earliest known date 1905.
Can anyone tell me more- for instance:-
-Who was EAB?
-Where was he going to up the Niger?
-Was he naval, or military, or police?
-Has any other member seen mail written aboard S/W *Scarbrough*?



Analysis of the Six Requisitions making up the London Overprints of Togo Imperium Values

Chris Jackson

The purpose of this article is to categorise the unique features of each value (Imperium values) of each requisition which make up the London overprints of Togo (1916 to 1920). There were six requisitions and eleven Imperium values but the 66 potential combinations were only 44 since not every value was printed on each requisition - see Table 1.

Analysis of the Togo London Overprints by Requisition (Columns in Table 1)

(1) Requisition 93/15 (Column 1): The `Specimen stamps` (all eleven values) are a unique feature of requisition 93/15 since `Specimen stamps` were not issued from any other requisition.

TABLE 1, LONDON PRINTINGS BY REQUISITION AND IMPERIUM VALUE Togo overprints on Gold Coast Stamps						
Value	**Requ.93/15 (All 120)**	**Requ. 6/18 (All 120)**	**Requ. 33/18 (All 120)**	**Requ. 1/19 (All 60 expt. 2 1/2d)**	**Requ. 81/19 (All 120) `B` sheet font**	**Requ. 62/20 (All 60)**
1/2d	5(XXXX) Specimen 1015 x 120	-	5(XXX) 511 x 120	-	6(XXX) 301 x 120 Type B sheet no. font known	8(XXX) 510 x 60
2d	5(XXX) Specimen 203 x 120	5(XXX) 105 x 120	5(XXX) 209 x 120	-	-	8(XXX) Dual Marginal lines 204 x 60
2 1/2d	5(XXX) Specimen 205 x 120	5(XX) 52 x 120	5(XX) 52 x 120	6(XX) 50 x 120	6(XX) 53 x 120 Type B sheet no. font	8(XXX) 204 x 60
3d	5(XXX) 200 x 120 Specimen	5(XX) 52 x 120	5(XXX) 105 x 120	6(XXX) Dual Marginal Lines 210 x 60	-	8(XXX) Dual Marginal Lines 198 x 60
6d	5(XXX) Specimen 203 x 120	-	5(XX) 53 x 120	6(XXX) 302 x 60	6(XX) 51 x 120	8(XXX) 298 x 60
1/-	5(XXX) Specimen 202 x 120 Blue green bk paper	5(XX) 52 x 120	5(XX) 53 x 120	6(XXX) 209 x 60	6(XX) 51 x 120	8(XXX) Emerald/Dual Marginal Lines 364 x 60
2/-	5(XXX) Specimen 100 x 120	-	5(XX) 53 x 120	6(XXX) 104 x 60	-	8(XXX) Dual Marginal Lines 100 x 60
2/6d	5(XXX) Specimen 103 x 120	-	-	6(XXX) 104 x 60	6(XX) 52 x 120	-
5/-	5(XX) Specimen 51 x 120	-	-	6(XXX) 105 x 60	-	8(XX) Dual Marginal Lines 48 x 60
10/-	5(XX) Specimen 52 x 120 Blue green bk paper	-	-	-	6(XX) 52 x 120 Olive backed paper	-
20/-	5(XX) Specimen 50 x 120	-	-	-	-	8(XX) 52 x 60

Table 1

Please note that in Table 1 (source: Ref.1),the nomenclature 5(XXX) indicates the plate number and number of digits in the sheet numbering and 511 x 120 indicates the number of sheets reported to be printed and the number of stamps per sheet.

(2) **Requisition 81/19 (Column 5):** All the sheet numbers of this requisition are believed to have been numbered with Type B font. No other requisition of the Togo London overprints used this font on its sheet numbering. This unique feature is concluded from the evidence of two of the six values (½d shown in Ref 1, page 370, figure 28.2; and the 2(½d value (Figure 1), both of which display Plate 6 and the font Type B).

(3) **Requisition 62/20 (Column 6):** Plate 8 is a unique feature of this requisition since Plate 8 was not used in any other requisition nor was any other plate number used in this requisition.

Analysis of the Togo London Overprints by Value (Rows in Table 1)

½d Value: The two Plate 5 printings (Requisitions 93/15 and 33/18) are differentiated by the sheet numbering, 93/15 being 4 digits and 33/18 being 3 digits (Figure 2) although the sheet number must be seen alongside the plate number. The ½d Plate 6 is unique to requisition 81/19 since it was not used in any other requisition.



Figure 1: 2½d with Type B sheet numbering font unique to requisition 81/19



Figure 2: ½d Plate 5 with three digit sheet number unique to requisition 33/18



Figure 3: 2½d Plate 5 with three digit sheet number unique to requisition 93/15

2d Value: The three printings of the 2d namely 93/15, 6/18 and 33/18 are indistinguishable apart from the Specimens on 93/15 (already mentioned). The 2d Plate 8 is also unique for its dual marginal lines which only occur on the Plate 8 version of this value.

2½d Value: Requisition 93/15 is unique for its 3 digit sheet number on Plate 5 (Figure 3). Requisitions 6/18 and 33/18 (Plate 5) are indistinguishable. Plate 6 requisitions 1/19 and 81/19 are indistinguishable other than for the sheet numbering font on 81/19 (already covered).

3d Value: Requisition 6/18 is unique for its 2 digit sheet number on Plate 5. Requisitions 93/15 and 33/18 are both Plate 5, with 3 digit sheet number. The former can only be distinguished from 33/18 if it is showing a sheet number of 105+.*(Note: Ref 1, page 37, paragraph 4 states that sheet numbers can exceed the number of sheets invoiced by as much as 10%).* Plate 6 is unique as it is only used in requisition 1/19. Dual marginal lines do not provide a unique feature since they occur on both Plates 6 and 8. Differentiation would therefore require the plate number also to be present (Figure 4).



Figure 4 - Plate 6 with three digit sheet number
unique to requisition 1/19

6d Value: Plate 5 requisition 93/15 is unique with a 3 digit sheet number and 33/18 is unique with a 2 digit sheet number. Plate 6 requisitions 1/19 and 81/19 are differentiated by the former having a 3 digit sheet number and the latter a 2 digit sheet number but the plate numbers must be present.

1/- Value: Requisition 93/15 is unique for its 3 digit sheet number on Plate 5. This requisition was the only one to use blue-green backed paper. Requisitions 6/18 and 33/18 are indistinguishable. Plate 6 requisitions 1/19 and 81/19 are distinguished by the former being a 3 digit sheet number and the latter a 2 digit sheet number but the plate number also needs to be present. Plate 8 has two unique features namely dual marginal lines and an emerald (bright green) surface colour.

2/- Value: Plate 5 requisition 93/15 is unique with a 3 digit sheet number and 33/18 with a 2 digit sheet number but the plate number must be present. Plate 6 is unique to requisition 1/19 and dual marginal lines are unique to Plate 8.

2/6d Value: Plate 5 is unique to requisition 93/15. Plate 6 requisition 1/19 is differentiated from Plate 6 requisition 81/19 by the former having a 3 digit sheet number and the latter a 2 digit sheet number. The plate number needs to be present.



Figure 5 - 5/- Plate 8 with dual marginal lines
unique to requisition 62/20

5/- Value: All three printings of this value are unique since each plate number was only printed once. Dual marginal lines are also unique to Plate 8 (Figure 5).

10/- Value: Both printings 93/15 and 81/19 are unique based on plate number. In addition, 93/15 was printed on blue-green backed paper and 81/19 on olive backed paper.

20/- Value: Both printings are unique based on plate number since each plate number was only printed once.

TABLE 2, NUMBER OF UNIQUE FEATURES PER REQUISITION/VALUE London Togo Overprints on Gold Coast Stamps						
Value	**Requ.93/15 (All 120)**	**Requ. 6/18 (All 120)**	**Requ. 33/18 (All 120)**	**Requ. 1/19 (All 60 expt. 2 1/2d)**	**Requ. 81/19 (All 120) `B` sheet font**	**Requ. 62/20 (All 60)**
1/2d	2 Spec. & sheet no.	-	1 Sheet no./plate no.	-	2 Sheet no. font & plate no.	1 Plate no.
2d	1 Specimen	Not distinguishable	Not distinguishable	-	-	2 Plate no. & dual marginal lines
2 1/2d	2 Spec & sheet no./plate no.	Not distinghishable	Not distinguishable	1 sheet no. font & plate no.	1 Sheet no. font	1 Plate no.
3d	1 Specimen	1 sheet no./plate no.	Not distinguishable	1 Plate no.	-	1 Plate no.
6d	2 Spec. & sheet no./plate no.	-	1 Sheet no./plate no.	1 Sheet no/plate no	2 Sheet no./plate no. & font	1 Plate no.
1/-	3 Spec., sheet no./plate no. & paper colour	Not distinguishable	Not distinguishable	1 Sheet no/plate no.	2 Sheet no./plate no. & font	3 Plate no., dual marginal lines & paper colour
2/-	2 Spec. & sheet no./plate no.	-	1 Sheet no./plate no.	1 Plate no.	-	2 Plate no. & dual marginal lines
2/6d	2 Spec. & plate no.	-	-	1 Sheet no./plate no.	2 Sheet no./plate no. & font	-
5/-	2 Spec. & plate no.	-	-	1 Plate no.	-	2 Plate no. & dual marginal lines
10/-	3 Spec., plate no. & paper colour	-	-	-	3 Plate no., sheet no. font & paper colour	-
20/-	2 Spec. & plate no.	-	-	-	-	1 Plate no.

Table 2

Conclusions:

The use of plate numbers, sheet numbers, specimens, dual marginal lines, sheet numbering font and paper colour enables 37 of the 44 requisitions/values of the Togo London overprints (1916 to 1920) to be identified as having at least one unique feature and therefore aiding identification (Table 2).

Only one value printed under requisition 6/18 and only three of the values of 33/18 were distinguishable. All other requisitions/values have at least one unique feature.

The 2½d value was the only value printed on each of the six requisitions.

Evidence is growing that, as postulated by Fernbank, (Ref 1, page 370), 81/19 was the only requisition sheet numbered using the rare Type B font.

Acknowledgment
I am indebted to Peter Fernbank for his advice on this article.

References
1. Fernbank, Peter. *King George V Key Plates of the Imperium Postage and Revenue Design*, pages 369 to 375, second edition, published 2013 by British West Indies Study Circle,
2. Duggan, Peter. *Togo Overprints on Stamps of the Gold Coast 1915 - 1920,* first edition, published 2005 by West Africa Study Circle

Togo postal staff 1916

John Mayne



The postcard illustrated here was sent to the well-known Birmingham stamp dealer, W.T. Wilson, using a 1d Togo stamp of the London overprint on Gold Coast at the correct Empire rate, postmarked Lome. The handwriting is recognisable as that of Harry Brooks who was not only postmaster but also censor. His message on this card reads

Self in centre - regards - H. Brooks, Lome 02.06.1916

The postcard shows the post office and cable staff at Lome, all smartly turned out, with the two white men seated and most of the native staff standing. It was printed by Lillywhite of Halifax and is the only one I have seen printed by that company for Togo.

CEF Overprints on Kamerun Yacht Stamps
Update Number 8

Marty Bratzel

This article is the eighth in an occasional series abut the C.E.F. overprints on Kamerun yacht stamps and post cards, first placed on sale at Duala on 12 July 1915. The purpose is to supplement and expand Robert Gibbs' definitive work on the subject (Ref. 1). Presented in this installment are two unique items, plus shifted and doubled overprints, and the presentation of the stamps to his Majesty, King George V.

1d. on 10 pf. Stamp with Blue Double Overprint

For the 1d. on 10 pf. overprint, at Position 41 the 1 has a thin serif. Two sheets were doubly overprinted, one with the overprints relatively close together and one with the overprints relatively further apart. For each sheet, the double overprint with thin serif is unique. Presented in Figure 1 is a pair of stamps – Positions 41 and 42 – with double overprint relatively far apart. As stated, the stamp with double overprint relatively far apart and thin serif is unique.



Figure 1; 1d. on 10 pf. stamp with double overprint and "1" with thin serif, Position 41, in pair with normal stamp, Position 42. ex Bute.

Gibbs reported that he had photographs of both of these varieties, one being in the Royal Collection and the other ex Bute.
He illustrated (Ref. 1, page 201) the variety with the overprints relatively close together. The stamps depicted here must be from the Bute collection.

Shifted and Doubled ½d and 1d. Overprints on Post Cards

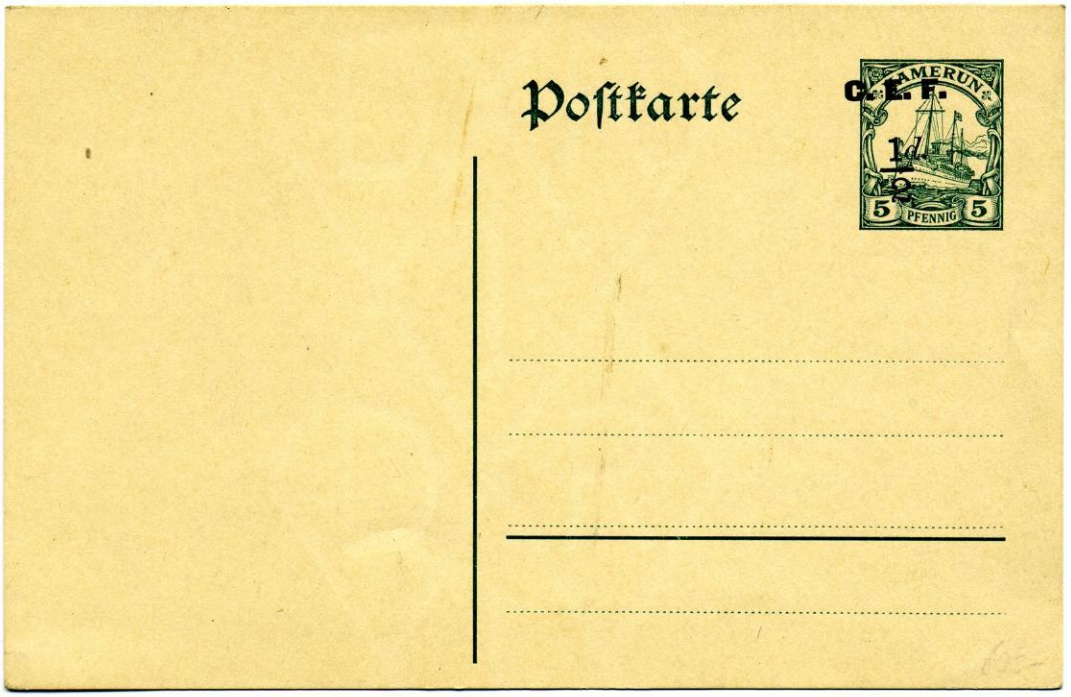


Figure 2: ½d. on 5 pf. post card with overprint shifted to the left.

Kamerun 5 pf. and 10 pf. yacht post cards were also overprinted C.E.F. and new values in sterling. Respectively presented in Figures 2 and 3 are the overprints shifted to the left on the ½d. on 5 pf. (Michel BBP1, Higgins and Gage I1) and the 1d. on 10 pf. (Mi. BBP2, H&G I2) post cards. For the ½d. overprint,

the "1" has a thick ("normal") serif and the card is watermarked DR I. The 1d. cards are unwatermarked. Also to hand (but not illustrated) is another card with the 1d. overprint shifted to the left, but not so far as the card in Figure 3.



Figure 3: 1d. on 10 pf. post card with overprint shifted to the left.



Figure 4: ½d. on 5 pf. double post card with overprint shifted up on the reply portion.

Depicted in Figure 4 is the overprint shifted upward on the reply portion of the ½d. on 5 pf. double card (Mi. BBP3, H&G I3). The overprint is properly positioned on the message portion of the pair. The serif on the "1" is thick and the post card is watermarked DR 9 II.

Presented in Figure 6 is the 1d. on 10 pf. post card (Mi. BBP2, H&G I2) with the overprint partially doubled.

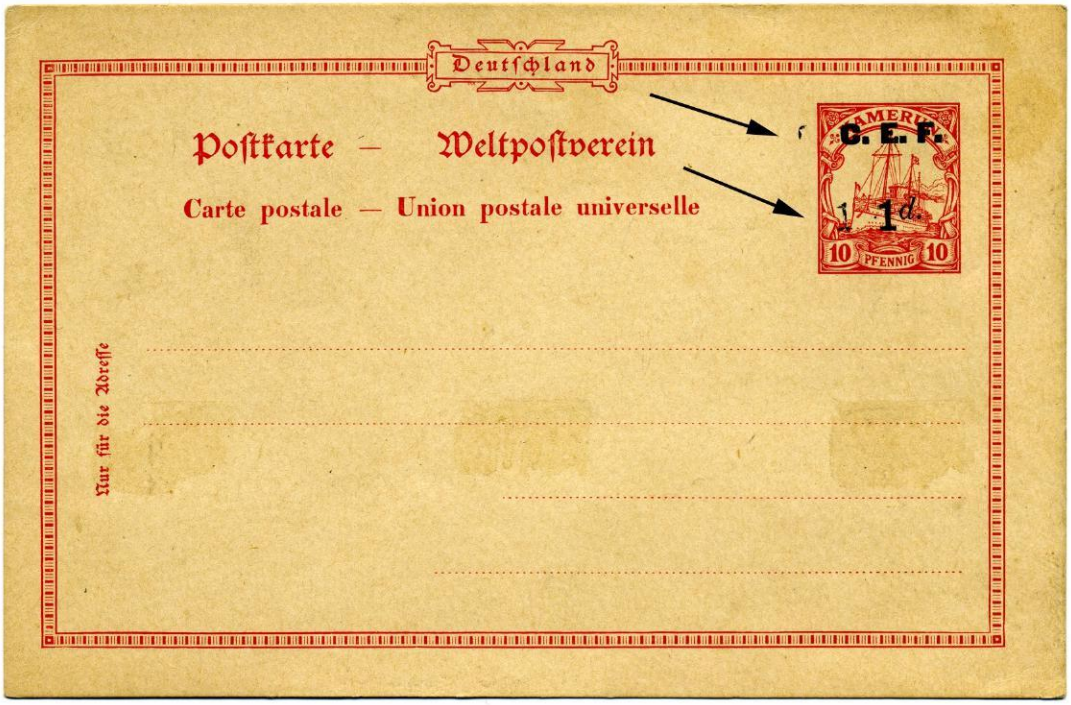


Figure 6: 1d. on 10 pf. post card with overprinted partially doubled.

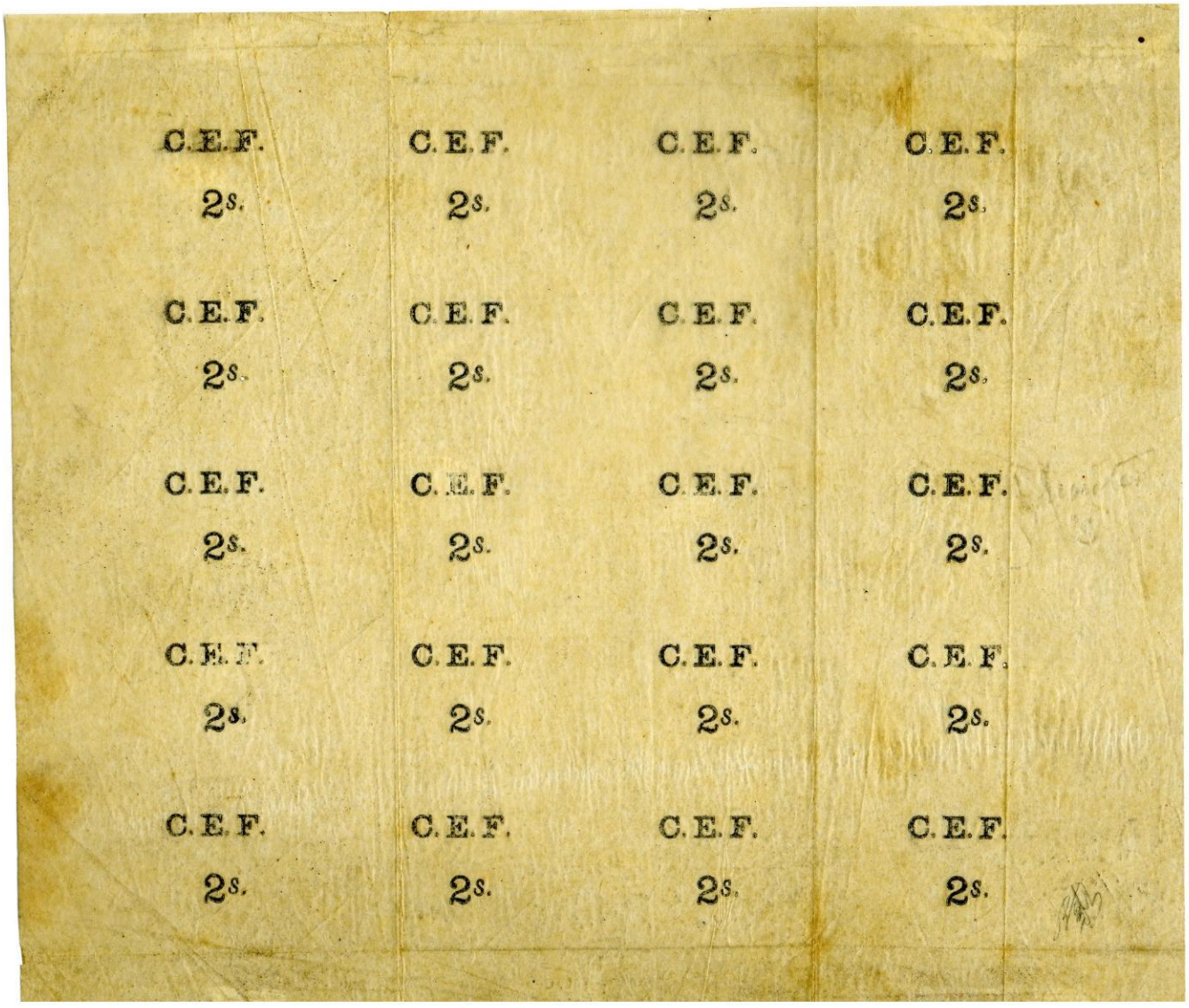
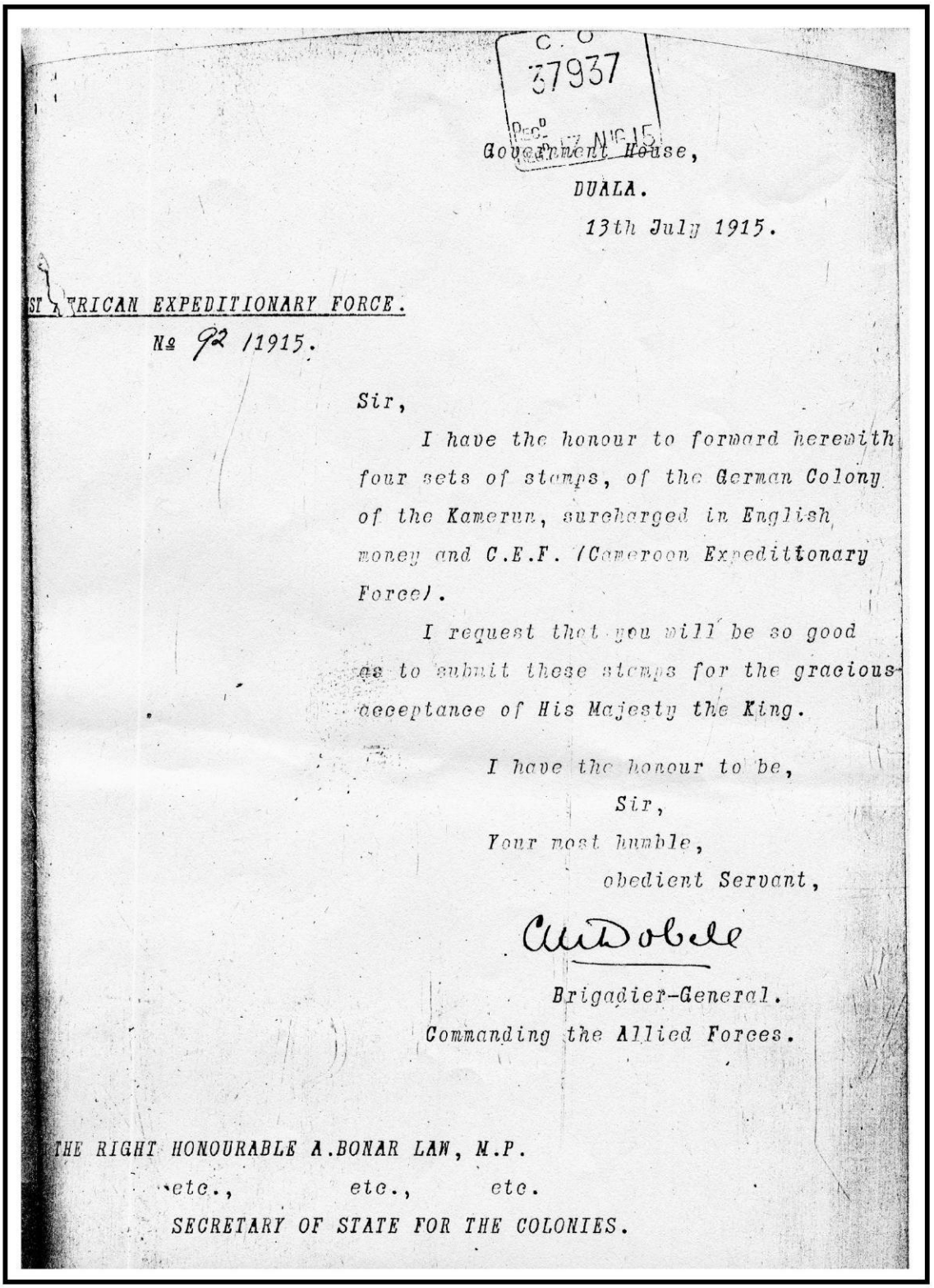


Figure 6: 2/– overprint on blank interleaving paper.

2/– on 2 Mark Imprint on Interleaving Paper

Presented in Figure 6 is an impression of the 2/– overprint on flimsy, blank interleaving paper showing all 20 positions. This was probably inadvertently made during the print run. Of note is the inverted "s" at Position 12. When or after the plate was adjusted to prepare the 3/– and 5/– overprints, the "s" at Position 9 was damaged, with the upper end of the "s" broken off and the curve at lower right bent and broken. Clearly, for the 2/– overprint, the "s" at Position 9 is undamaged.

Presentation to His Majesty, King George V



C.O. 37937

Government House,
DUALA.
13th July 1915.

...TRICAN EXPEDITIONARY FORCE.
No 92 /1915.

Sir,

I have the honour to forward herewith four sets of stamps, of the German Colony of the Kamerun, surcharged in English money and C.E.F. (Cameroon Expeditionary Force).

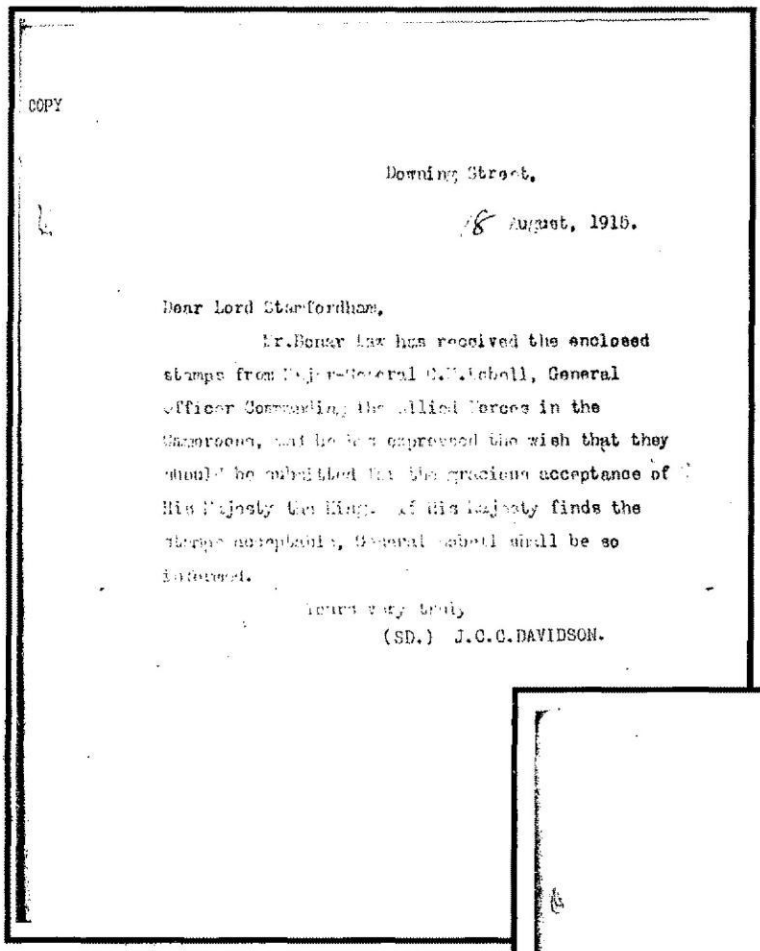
I request that you will be so good as to submit these stamps for the gracious acceptance of His Majesty the King.

I have the honour to be,
Sir,
Your most humble,
obedient Servant,

C.M. Dobell
Brigadier-General.
Commanding the Allied Forces.

THE RIGHT HONOURABLE A.BONAR LAW, M.P.
etc., etc., etc.
SECRETARY OF STATE FOR THE COLONIES.

Figure 7: Letter dated 13 July 1915 from General Dobell to A. Bonar Law transmitting four sets of the C.E.F. stamps.



COPY

Downing Street,

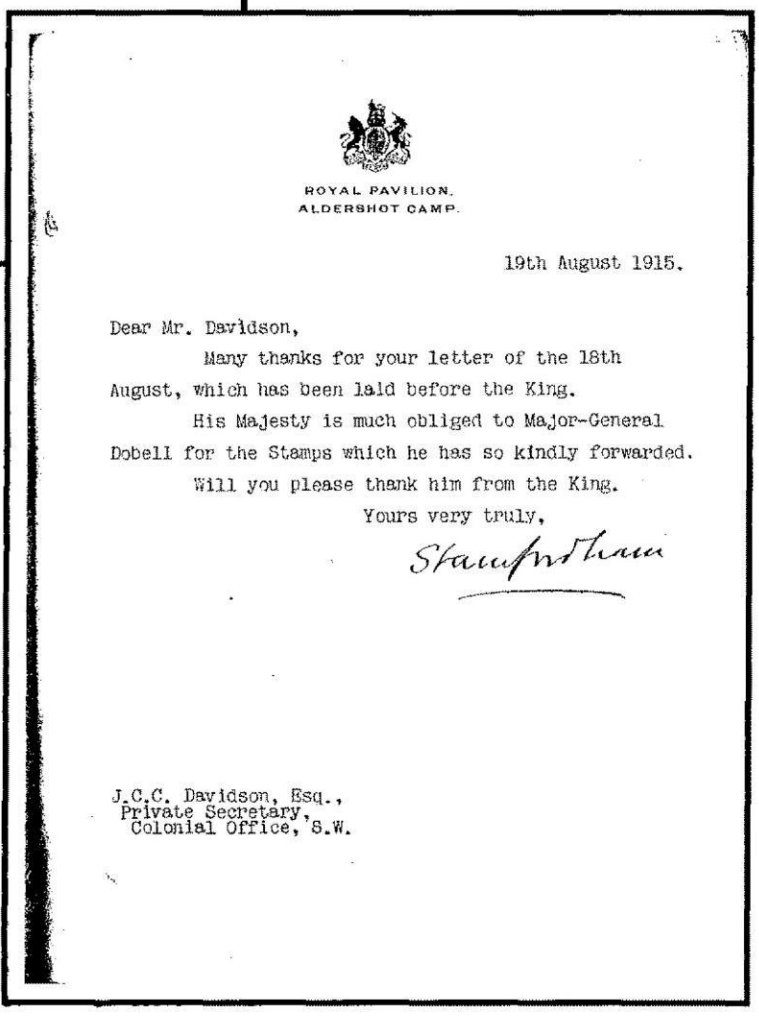
18 August, 1915.

Dear Lord Stamfordham,

Mr.Bonar Law has received the enclosed stamps from Major-General C.M.Dobell, General Officer Commanding the Allied Forces in the Cameroons, and he is expressed the wish that they should be submitted for the gracious acceptance of His Majesty the King. If His Majesty finds the stamps acceptable, General Dobell shall be so informed.

Yours very truly,
(SD.) J.C.C.DAVIDSON.

Figure 8: Letter dated 18 August 1915 acknowledging receipt of stamps and pending submittal to His Majesty.



ROYAL PAVILION,
ALDERSHOT CAMP.

19th August 1915.

Dear Mr. Davidson,

Many thanks for your letter of the 18th August, which has been laid before the King.

His Majesty is much obliged to Major-General Dobell for the Stamps which he has so kindly forwarded.

Will you please thank him from the King.

Yours very truly,

Stamfordham

J.C.C. Davidson, Esq.,
Private Secretary,
Colonial Office, S.W.

Figure 9: Letter dated 19 August 1915 acknowledging the King's thanks for the stamps.

On 13 July 1915, the day after the C.E.F. stamps were released at Duala, General Dobell sent four sets to A. Bonar Law, Secretary of State for the Colonies, requesting that the stamps be submitted to the King (Figure 7). The letter was received at the Colonial Office on 17 August. Receipt and pending submittal to His Majesty are acknowledged in a letter dated 18 August 1915 from J.C.C. Davidson, at the Colonial Office, to Lord Stamfordham (Figure 8). His Majesty's thanks are expressed in a letter dated the next day, 19 August, from Stamfordham back to Davidson (Figure 9). (Note: To fit the journal page, the size of each letter has been adjusted and truncated.)

I have been advised that General Dobell prevailed upon Colonel Mayer, commander of the French contingent of the C.E.F., to send His Majesty the Corps Expeditionnaire set released on 10 November 1915 and, reportedly, the stamps were sent. However, there is no record of the stamps in the Royal Collection.

Acknowledgement
Thanks are extended to Michael Wright for bring these items to my attention.

Reference

1. Gibbs, Robert M. *G.R.I. The Postage Stamps of the German Colonies occupied by the British 1914-1918.* Christie's Robson Lowe, London, 1987. xv + 275 pages. ISBN 0-85397-428-4.

British West Africa and the French Airmail Services
Part I : The Toulouse-Dakar service

Barbara Priddy

The first part of this series was published in Cameo, October 2018, vol 19, no 3, whole number 105

Stage 2 1934-1937

The goal of the French service was ultimately South America. The South Atlantic crossing had been made by fast despatch boats - avisos - but from January 1934 it was occasionally - 8 times in that year - made by air rather than sea (ref 2). From June 1935 the all-air service was more or less fortnightly, and from January 1936 the all-air service was scheduled weekly, completely replacing the aviso crossings.

The result of the introduction of all-air services in alternate weeks was that, in order to provide a seamless throughput of mail between Brazil and France at either end, and as both avisos and aircraft left Natal on the same day of the week and the aircraft left Dakar immediately the mail arrived there, there was a gap in homeward-bound services from Dakar. This can best be illustrated by an example:

Actual combined homeward-bound timetable, October-November 1935 (Labrousse + covers)

day	date		From or to	Surface or air
Monday	14 October	dep	Natal	avion
Tuesday	15 October	arr/dep	Dakar	avion
Wednesday	16 October	arr	Toulouse	avion
Monday	21 October	dep	Natal	aviso
Friday	25 October	arr	Dakar	aviso
Friday	25 October	dep	Dakar	avion
Saturday	26 October	arr	Toulouse	avion
Monday	28 October	dep	Natal	avion
Tuesday	29 October	arr/dep	Dakar	avion
Wednesday	30 October	arr	Toulouse	avion
Monday	4 November	dep	Natal	aviso
Friday	8 November	arr	Dakar	aviso
Friday	8 November	dep	Dakar	avion
Saturday	9 November	arr	Toulouse	avion
Monday	11 November	dep	Natal	avion
Tuesday	12 November	arr/dep	Dakar	avion
Wednesday	13 November	arr	Toulouse	avion

Thus, homeward-bound planes left Dakar 15, 25 and 29 October and 8 and 12 November, and a cover arriving at Dakar after 29 October waited until the flight of 8 November.

With the introduction of weekly all-air services at the beginning of 1936, the gap was eliminated: the service left Toulouse on Sunday and arrived at Dakar on Monday, and the return service left Dakar on Wednesday or Thursday, depending on the arrival of the plane from Natal, and arrived at Toulouse Thursday or Friday. However the steamer connection between Freetown and Dakar remained irregular, and the service was little used, averaging in 1937 only 2 lb of mail a week.

Aircraft

The faster schedule was made possible by the introduction in January 1936 of the Dewoitine 333, a three-engined high-wing monoplane with a cruising speed of 250 km/h and a range of 2000 km, followed in 1937 by the similar but larger Dewoitine 338s, which had a cruising speed of 260 km/h and accomplished the flight from Toulouse to Dakar in 22 hours. (Ref 3.)



Figure 1: Front and reverse of cover to Switzerland cancelled at Freetown 26 October 1935, backstamped in transit at Dakar 31 October and Marseille-Gare-Avion (where the Par Avion etiquette was cancelled) 10 November and on arrival in Locarno 11 November. Owing probably to lack of a suitable ship connection Freetown - Dakar, this cover missed the all-air service of 29 October and waited for the aviso/avion service of 8 November.

Deutsche LuftHansa

From July 1934 the German air service DLH, which called at Bathurst on its way to and from South America, started accepting mail to Gambia. From November 1934 DLH accepted mail to UK from Gambia, and so Gambia no longer sent mail to Dakar for Air France. From April 1935 DLH also started accepting mail from Sierra Leone, but depending on the day of posting and steamer connections this was not necessarily a faster means of transmission and Sierra Leone continued to offer both services.

The cover in figure 1 was originally intended for the DLH service via Bathurst, but in late October 1935 the DLH support ships were withdrawn for servicing, and the flight for which this cover was intended was replaced by a Graf Zeppelin flight which did not call at Bathurst (Ref 4). It is probable that mail from UK for Sierra Leone was not sent by DLH prior to the inauguration of the Elders Colonial Airways service in 1938: a letter of 15 March 1937 from the Division Controller, L.P.R., E.C., to the Postal Services Department (Overseas Mail Branch), notes

> *According to the February, 1937, issue of the "Poste Aérienne", the normal outlet from France of air mail correspondence for Sierra Leone was by air to Dakar, Senegal, thence by steamer. This outlet is advertised in the Air Mail Leaflet. It is observed, however, that the relative particulars in the March issue of the Poste Aérienne have been amended to indicate that the most advantageous service to Sierra Leone is by air to Bathurst, Gambia (by the direct German air service) and thence by surface means. Examination of the steamship time-tables on hand at this office, indicates that the connections between Dakar and Freetown, Sierra Leone, are more frequent than those between*

Bathurst and Freetown. For example, during the three months March - May, 1937, there are twenty-one scheduled sailings from Dakar to Freetown, but only fifteen from Bathurst. It is, of course, possible that there are sailings from Bathurst of which this office is unaware; but if no additional services are, in fact, available, it would seem that correspondence for Sierra Leone, at any rate that originating in this country, should continue to be transmitted via Dakar. (ref 1)

Rates

From January 1935 the inclusive rate from UK to Sierra Leone was 9d per ½oz. From Sierra Leone, the airmail fees of 1930 for the Air France service via Dakar (see Stage 1) remained in place until June 1938 (see Part III). Overpayment to create philatelic covers or fine used sets is however common.



Figure 2; Front and reverse of cover cancelled at Colchester 4 November 1936, franked 9d. Backstamped in transit at Dakar 9 November and on arrival at Freetown and Cline Town 19 November.



Figure 3: Front of cover to England, cancelled at Freetown 21 May 1937, franked 1/5: postage 2d, registration fee 3d, airmail fee 1/-.

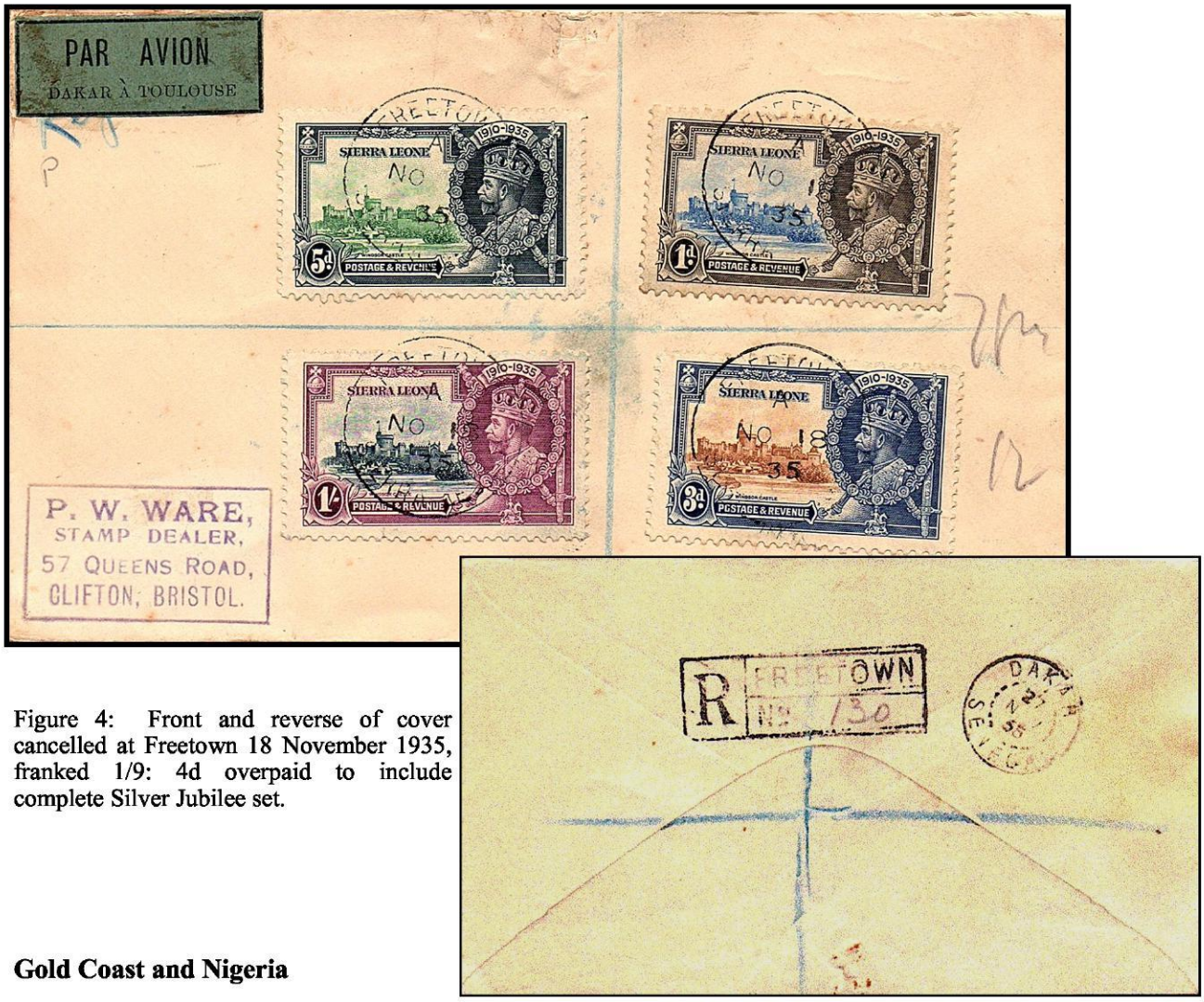


Figure 4: Front and reverse of cover cancelled at Freetown 18 November 1935, franked 1/9: 4d overpaid to include complete Silver Jubilee set.

Gold Coast and Nigeria

Until 1936, mail from UK to Gold Coast and Nigeria continued to be accepted. However, there was no advertised air mail service, and an internal enquiry of March 1935 into the treatment of an item

> *bearing an air mail label but no superscription,* [which] *was forwarded from the Foreign Section with air mail correspondence for Dakar (although under-paid for that service) to Paris on 26 January, whence it arrived at Dakar on 28 January in due course*

concluded that

> *It was unfortunate that the incidence of the connecting steamer services between Dakar and Lagos resulted in unavoidable delay occurring at Dakar,*

and that

> *If the letter had been forwarded from this country by ordinary service per s.s. "Adda" from Liverpool on 23 January, it would have reached Lagos on 7 February, i.e. 7 days earlier than it appears to have done via Dakar.*

'It is difficult at times', wrote the Assistant Controller, L.P.S., E.C., plaintively, 'to know how best to dispose of un-superscribed air mail correspondence addressed to places for which there is no advertised air mail service, although normally it should be diverted to the ordinary mails. In the present instance the arrival date of the item at Lagos does not coincide with any steamer service between Dakar and Lagos which is shown on the sailing lists at this office and it is apparent that the Dakar Office makes use on occasion of local services other than those known here for re-forwarding such correspondence. The transmission time between Dakar and Lagos appears to vary between 11 days (Dutch and German packets) and 16-19 days (Elder Dempster), whereas the overall time of transmission by sea from this country to Lagos is about 15 days.' (Ref. 1)

In February 1935, Régie Air Afrique and Sabena inaugurated a trans-Saharan service (see Part II) and in February 1936 Imperial Airways inaugurated a shuttle service between Khartoum and Kano, extended in November 1936 to Lagos, in 1937 to Accra and in 1939 to Takoradi. (This service was also available from Sierra Leone for mail going east and south, but involved a long surface journey to start with.) The rate for a ½oz letter between UK and Nigeria by this service was 6d, which led some correspondents to underfrank letters for Sierra Leone by the Air France service.

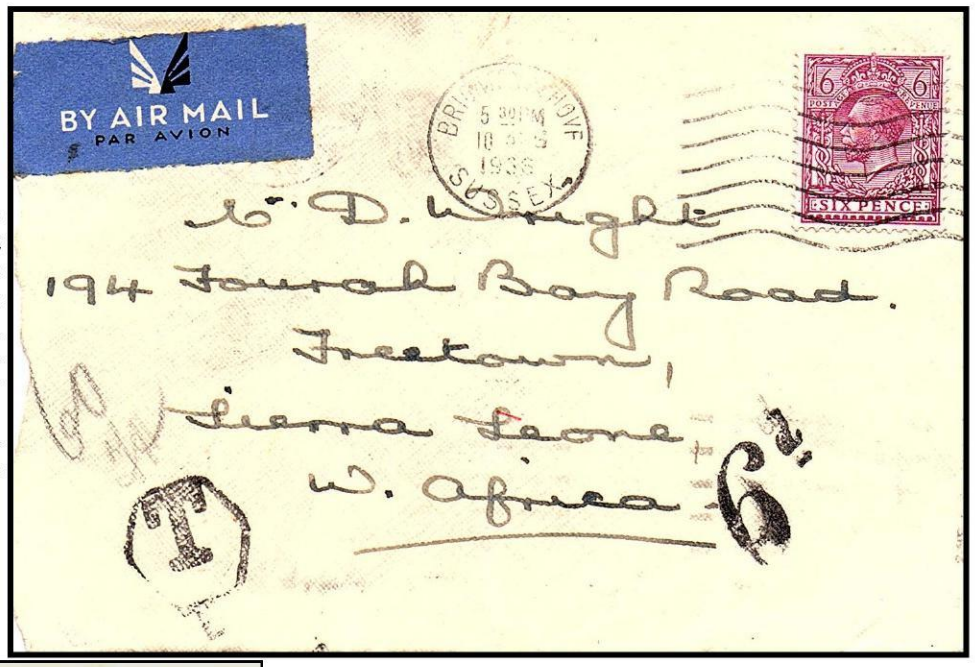
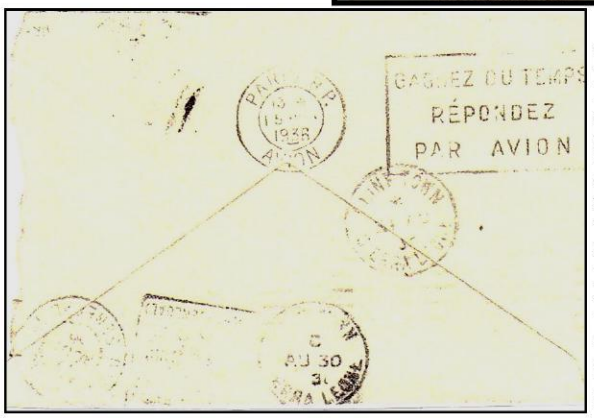


Figure 5: Front and reverse of cover cancelled at Brighton & Hove 10 August 1936, backstamped in transit at Paris 15 August and Dakar 17 August and on arrival at Freetown 30 August and Cline Town 31 August. Franking: 6d prepaid and twice the deficiency of 3d = 6d due.



References

1. Papers in the Royal Mail Archive (now BPMA), photocopied by Perter Wingent in the mid-1980s. Exact references are unfortunately unavailable, but scans/ photocopies can be provided on request.
2. Pierre Labrousse, *Repertoire des Traversées Aériennes de l'Atlantique Sud 1930-1940*
3. Gerard Collot & Alain Cornu, *Ligne Mermoz*, Sinais 1990.
4. James W Graue & John Duggan, *Deutsche Lufthansa South Atlantic Airmail Service 1934-1939*, Zeppelin Study Group 2000.

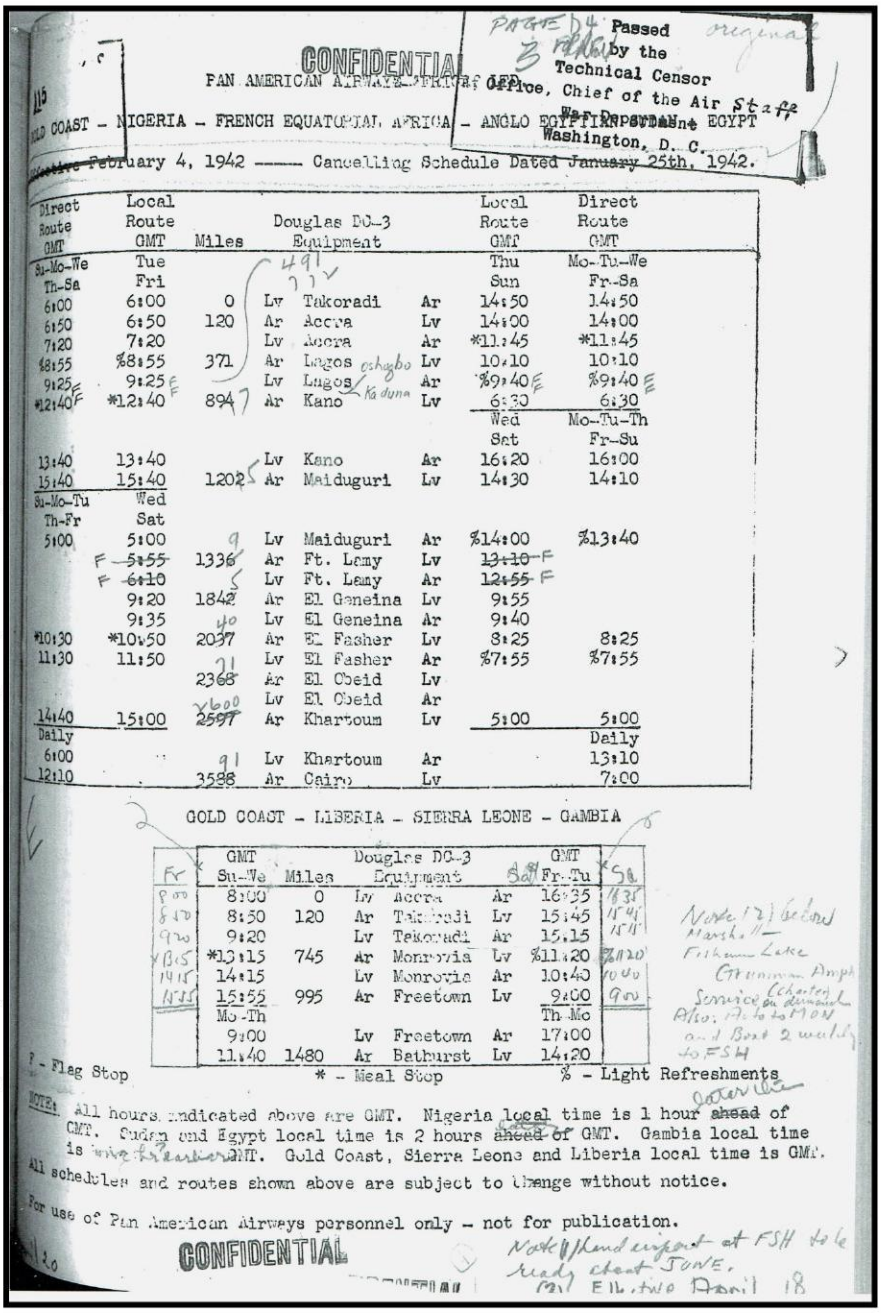
Inter-colony air services in West Africa 1942

John Wilson

A recent query asking how airmail from Sierra Leone addressed to America was actually conveyed made me realise that I had failed to provide a comprehensive explanation of how airmail was carried up and down the West African coast by aircraft of Pan American Airways, despite having accumulated documentary evidence. I hope to correct that failing here.

Pan American Airways (Africa) was established on August 14, 1941 by the American Secretary of State for War. Note that this was well before the entry of the United States into WW2. PAA (Africa) established its first African base at Accra on 8 October 1941 followed by Maiduguri on 19 October, Khartoum on the 20th, Takoradi on the 21st, and so on until by August 1942 twenty six stations had been established all the way to Lydda in Palestine, Teheran, Calcutta and Karachi (Ref 1). Bathurst and Freetown were both established on 14 December 1941. It is worth noting that no station was ever established at Leopoldville.

As an experienced air transport company, Pan American were soon running organised schedules, and several of these have been located in the University of Miami Richter Library. They show what a comprehensive service PAA (Africa) were providing during 1942 up to the militarisation of the service in November of that year. The earliest schedule located is given here (Figure 1) with all its original annotations showing the changing situation as the network developed.



CONFIDENTIAL

PAN AMERICAN AIRWAYS SYSTEM

Passed by the Technical Censor Office, Chief of the Air Staff Washington, D. C.

GOLD COAST – NIGERIA – FRENCH EQUATORIAL AFRICA – ANGLO EGYPTIAN SUDAN – EGYPT

Effective February 4, 1942 —— Cancelling Schedule Dated January 25th, 1942.

Direct Route GMT	Local Route GMT	Miles	Douglas DC-3 Equipment			Local Route GMT	Direct Route GMT
Su-Mo-We	Tue					Thu	Mo-Tu-We
Th-Sa	Fri					Sun	Fr-Sa
6:00	6:00	0	Lv	Takoradi	Ar	14:50	14:50
6:50	6:50	120	Ar	Accra	Lv	14:00	14:00
7:20	7:20		Lv	Accra	Ar	*11:45	*11:45
8:55	8:55	371	Ar	Lagos	Lv	10:10	10:10
9:25 F	9:25 F		Lv	Lagos	Ar	9:40 F	9:40 F
*12:40 F	*12:40	894	Ar	Kano	Lv	6:30	6:30
						Wed	Mo-Tu-Th
						Sat	Fr-Su
13:40	13:40		Lv	Kano	Ar	16:20	16:00
15:40	15:40	1202	Ar	Maiduguri	Lv	14:30	14:10
Su-Mo-Tu	Wed						
Th-Fr	Sat						
5:00	5:00		Lv	Maiduguri	Ar	14:00	13:40
F	5:55	1336	Ar	Ft. Lamy	Lv	13:10 F	
F	6:10		Lv	Ft. Lamy	Ar	12:55 F	
	9:20	1842	Ar	El Geneina	Lv	9:55	
	9:35		Lv	El Geneina	Ar	9:40	
*10:30	*10:50	2037	Ar	El Fasher	Lv	8:25	8:25
11:30	11:50		Lv	El Fasher	Ar	7:55	7:55
		2368	Ar	El Obeid	Lv		
			Lv	El Obeid	Ar		
14:40	15:00	2597	Ar	Khartoum	Lv	5:00	5:00
Daily							Daily
6:00		91	Lv	Khartoum	Ar		13:10
12:10		3588	Ar	Cairo	Lv		7:00

GOLD COAST – LIBERIA – SIERRA LEONE – GAMBIA

Fr	GMT Su-We	Miles	Douglas DC-3 Equipment			GMT Fr-Tu	Sa
	8:00	0	Lv	Accra	Ar	16:35	
	8:50	120	Ar	Takoradi	Lv	15:45	
	9:20		Lv	Takoradi	Ar	15:15	
	*13:15	745	Ar	Monrovia	Lv	%11:20	
	14:15		Lv	Monrovia	Ar	10:40	
	15:55	995	Ar	Freetown	Lv	9:00	
	Mo-Th					Th-Mo	
	9:00		Lv	Freetown	Ar	17:00	
	11:40	1480	Ar	Bathurst	Lv	14:20	

F - Flag Stop * - Meal Stop % - Light Refreshments

NOTES: All hours indicated above are GMT. Nigeria local time is 1 hour ahead of GMT. Sudan and Egypt local time is 2 hours ahead of GMT. Gambia local time is one hour behind GMT. Gold Coast, Sierra Leone and Liberia local time is GMT.

All schedules and routes shown above are subject to change without notice.

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Figure 1
Image from University of Miami.
See ref 2.

One can see that even at this early stage of the Pan American involvement in West Africa, services were operating all the way from Takoradi, Accra and Lagos through the trans-Sahara route to Khartoum and Cairo. Separate services were also operating from Accra to Bathurst via Takoradi, Monrovia and Freetown. Note though that "Monrovia" was actually what became Roberts Field near the Firestone plantation at Harbel, and was also sometimes referred to as Marshall.

The pencil note in the lower right hand corner reads:

Note 12 below Marshall – Fisherman's Lake Grumman Amph Service (charter) on demand. Also: Auto to MON and Boat 2 weekly to FSH"

A further note reads:

Land airport at FSH to be ready start June

The next schedule in the file (Ref 3) is dated 23 April 1942 and is a "cleaned-up" version of the February document. Notes to the schedule read as follows:

The distance from the land airport at Marshall (Roberts Field) to Monrovia is about 45 miles – 1 hour's travel time. There is no regular transportation service, but our passengers will be transported until such time as a regular bus service is scheduled, without extra charge.

A Grumman Amphibian, carrying six passengers, is stationed at Roberts Field and is available for charter to transfer passengers between Fisherman's Lake and Roberts Field. It is also possible to go between Roberts Field and Fisherman's Lake, utilising motor vehicles from the Field to Monrovia and then by boat from Monrovia to Fisherman's Lake. At present, the boat is operating approximately twice weekly, according to requirements.

As soon as the land plane airport now under construction, adjacent to Fisherman's Lake, is completed (approximately June 1st) scheduled flights between Accra and Bathurst will make regular stops at Fisherman's Lake".

The note regarding the opening date for a land airport "***adjacent to Fisherman's Lake***" is important for understanding a change of flight routing for the Boeing 314 "Clipper" service which I will explain later. The next schedule is dated 18 July 1942 and is transcribed here:

Pan American Airways Africa timetable 18 July 1942

West Africa-A.E.Sudan-Egypt-Palestine-Iraq-Iran-Eritrea-Arabia-India

GMT	GMT	GMT	Miles	Douglas DC-3	GMT	GMT	GMT
		Mo.			**Mo.**		
		13:20	0	Lv. BATHURST, Gambia. Ar.	10:40		
		16:00	485	Ar. FREETOWN, Sierra Leone. Lv.	8:00		
Mo-Th -Sa	**Mo-Th-Sa**	**Tu-Th-Sa**			**Su-We-Fr**	**Mo-Th-Sa**	**Mo-Th -Sa**
		8:00		Lv. FREETOWN, Sierra Leone. Ar.	15:55		
		F	655	Ar. FISH LAKE (Benson Field). Lv.			
10:40	10:55			Lv. " " " " Ar.	F	10:00	10:15
11:10	11:25	9:40	735	Ar. ROBERTS FIELD, Liberia. Lv.	14:15		
11:50	12:05	10:20		Lv. " " " Ar.	13:15		
		14:15	1360	Ar. TAKORADI, Gold Coast. Lv.	9:20		
		14:45		Lv . " " " Ar.	8:50		
16:30	16:45	15:35	1480	Ar. ACCRA, Gold Coast. Lv.	8:00	5:00	5:15
	Daily	**Daily**			**Daily**	**Daily**	
	6:30	7:00	0	Lv. ACCRA, Gold Coast. Ar.	11:45	12:15	
	8:05	8:35	251	Ar. LAGOS, Nigeria. Lv.	10:10	10:40	
	8:35	9:05		Lv. " " Ar.	9:40	10:10	
	F	F	371	Ar. OSHOGBO, Nigeria. Lv.	F	F	
	F	F	651	Lv. KADUNA, Nigeria. Lv.	F	F	
	11:50	12:20	774	Ar. KANO, Nigeria. Lv.	6:30	7:00	
					We-Sa	**Xcept We-Sa**	**Daily**
	12:50	13:20		Lv. KANO, Nigeria. Ar.	16:20	16:00	16:30
	14:50	15:20	1082	Ar. MAIDUGURI, Nigeria. Lv.	14:30	14:10	14:40
Daily	**Xcept We-Sa**	**We-Sa**					
5:30	5:00	5:00		Lv. MAIDUGURI, Nigeria. Ar.	14:00	13:40	14:10
		5:55	1216	Ar. FORT LAMY, Fr. Eq. Afr. Lv.	13:10		
		6:10		Lv. " " " Ar.	12:55		
		9:20	1722	Ar. EL GENEINA, A.E.Sudan. Lv.	9:55		
		9:35		Lv. " " " Ar.	9:40		
11:00	10:30	10:50	1917	Ar. EL FASHER, A.E.Sudan. Lv.	8:25	8:25	8:55
12:00	11:30	11:50		Lv. " " " Ar.	7:55	7:55	8:25
		F	2248	Lv. EL OBEID, A.E.Sudan. Lv.	F		
15:10	14:40	15:00	2477	Ar. KHARTOUM, A.E.Sudan. Lv.	5:00	5:00	5:30

Table continuation

	Daily	**Mo-Th-Sa**			**Mo-We-Fri**	**Daily**	
	6:00	7:00		Lv. KHARTOUM, A.E.Sudan. Ar.	12:40	12:10	
		F		Lv. WADI HALFA, A.E.Sudan. Lv.	F		
	12:10	13:10	3468	Ar. CAIRO, Egypt. Lv.	6:30	6:00	
		Su-Tu-Fri			Su-Tu-Th		
		4:00	0	Lv. CAIRO, Egypt. Ar.	10:05		
		8:40	765	Ar. HABBANIYEH, Iraq. Lv.	5:25		
		9:10		Lv. " " Ar.	4:55		
		11:05	1079	Ar. BASRA, Iraq. Lv.	3:00		
		Mo-We-Sa			Mo-We-Sa		
		3:00		Lv. BASRA, Iraq. Ar.	10:45		
		5:45	1523	Ar. TEHRAN, Iran. Lv.	8:00		

F = Flag Stop

Notes:

All hours indicated in schedules are GMT.
All schedules and routes are subject to change without notice.
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(1) ACCRA-FISHERMAN'S LAKE (Benson Field) service (Mon.Thu.Sat. is changed when necessary to make connections with Clipper between Monrovia-Natal.
(2) It is intended to increase the ACCRA-FISHERMAN'S LAKE service to at least one round-trip daily commencing some time in July.
(3) There is a once-monthly service between ROBERTS FIELD, SINO and HARPER (Liberian coastal towns southeast of MONROVIA).
(4) Service east of KHARTOUM is operated on a charter basis as required."

This shows how all the services had been amalgamated into a comprehensive network of flights up and down the West African coast and as far East as Teheran via Habbaniyah and Basra. Not shown on this transcription because of formatting limitations is a daily service between Accra and Takoradi.

The last schedule in the file (Ref 3) is dated 16 September 1942 and shows an RAF service replacing the PAA (Africa) flights to Freetown and Bathurst.

The following notes are a verbatim transcript of notes that form the last part of the table opposite

Notes
(1) Passengers destined to either Freetown or Bathurst will be required to make their own arrangements with the R.A.F. for travel on the above flights. Tickets will not be issued in the future to Freetown or Bathurst.
(2) For your further information, it is anticipated that the Royal Air Force will operate a service in accordance with the following schedule:
Lagos-Freetown.....Wednesdays and Sundays.
Freetown-Bathurst-Freetown.....Thursdays and Mondays.
Freetown-Lagos.....Fridays and Tuesdays.
(3) Accra-Fisherman's Lake (Benson Field) Service (Mo.Th.Sa.) is changed when necessary to make connections with Clipper between Monrovia-Natal.
(4) There is a once-monthly service between ROBERTS FIELD, SINO and HARPER (Liberian coastal towns southeast of MONROVIA).
(5) Service east of KHARTOUM is operated on a charter basis as required.
(6) When aircraft are forced to overnight at Luxor (Khartoum-Cairo service) and Lydda (Cairo-Basra service) charges for hotels and meals must be paid by all passengers, except Company employees.

Pan American Airways Africa timetable 16 September 1942

West Africa-A.E.Sudan-Egypt-Palestine-Iraq-Iran-India

GMT	GMT	GMT	Miles	Douglas DC-3			GMT	GMT	GMT
	Mo-Th-Sa	**Mo-Th-Sa**					**Mo-Th-Sa**	**Mo-Th-Sa**	
	10:40	10:55	0	Lv.	FISH LAKE (Benson Field)	Ar.	10:00	10:15	
	F	F	80	Ar.	ROBERTS FIELD, Liberia.	Lv.	F	F	
	16:30	16:45	825	Ar.	ACCRA, Gold Coast.	Lv.	5:00	5:15	
		Daily					**Daily**		
		15:50	0	Lv.	TAKORADI, Gold Coast.	Ar.	14:50		
		16:40	120	Ar.	ACCRA, Gold Coast.	Lv.	14:00		
	Daily	**Daily**					**Daily**	**Daily**	
	6:30	7:00	0	Lv.	ACCRA, Gold Coast.	Ar.	11:45	12:15	
	8:05	8:35	251	Ar.	LAGOS, Nigeria.	Lv.	10:10	10:40	
	8:35	9:05		Lv.	" "	Ar.	9:40	10:10	
	F	F	371	Lv.	OSHOGBO, Nigeria.	Lv.	F	F	
	F	F	651	Lv.	KADUNA, Nigeria.	Lv.	F	F	
	11:50	12:20	774	Ar.	KANO, Nigeria.	Lv.	6:30	7:00	
							We-Sa	**Xcept We-Sa**	**Daily**
	12:50	13:20		Lv.	KANO, Nigeria.	Ar.	16:20	16:00	16:30
	14:50	15:20	1082	Ar.	MAIDUGURI, Nigeria.	Lv.	14:30	14:10	14:40
Daily	**Xcept We-Sa**	**We-Sa**							
5:30	5:00	5:00		Lv.	MAIDUGURI, Nigeria.	Ar.	14:00	13:10	14:10
		5:55	1216	Ar.	FORT LAMY, Fr. Eq. Afr.	Lv.	13:10		
		6:10		Lv.	" " "	Ar.	12:55		
		9:20	1722	Ar.	EL GENEINA, A.E.Sudan.	Lv.	9:55		
		9:35		Lv.	" " "	Ar.	9:40		
11:00	10:30	10:50	1917	Ar.	EL FASHER, A.E.Sudan.	Lv.	8:25	8:25	8:55
12:00	11:30	11:50		Lv.	" " "	Ar.	7:55	7:55	8:25
		F	2248	Lv.	EL OBEID, A.E.Sudan.	Lv.	F		
15:10	14:40	15:00	2477	Ar.	KHARTOUM, A.E.Sudan.	Lv.	5:00	5:00	5:30
	Daily	**Mo-Th-Sa**					**Mo-We-Fri**	**Daily**	
	6:00	7:00		Lv.	KHARTOUM, A.E.Sudan.	Ar.	12:40	12:10	
		F		Lv.	WADI HALFA, A.E.Sudan.	Lv.	F		
	12:10	13:10	3468	Ar.	CAIRO, Egypt.	Lv.	6:30	6:00	
		Su-Tu-Fri					**Su-Tu-Th**		
		4:00	0	Lv.	CAIRO, Egypt.	Ar.	10:05		
		8:40	765	Ar.	HABBANIYEH, Iraq.	Lv.	5:25		
		9:10		Lv.	" "	Ar.	4:55		
		11:05	1079	Ar.	BASRA, Iraq.	Lv.	3:00		
		Mo-We-Sa					**Mo-We-Sa**		
		3:00		Lv.	BASRA, Iraq.	Ar.	10:45		
		5:45	1523	Ar.	TEHRAN, Iran.	Lv.	8:00		

F = Flag Stop

All hours indicated in schedules are GMT.
All schedules and routes are subject to change without notice.
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This page issued to show:
(1) Discontinuance of Bathurst-Freetown service.
(2) Discontinuance of Freetown-Accra service.

The routing for West African mail intended for the trans-Atlantic crossing to America was determined by the point at which the Pan American Boeing 314 flying boats could take it on board. At the beginning of 1942 the aircraft landed at Fisherman's Lake and Lagos, but Fisherman's Lake did not have a co-located land airfield and was used only as a staging post. Mail (except for hand carried mail for the Pan American staff at Fisherman's Lake) could be transferred only at Lagos. This situation continued until 1 June when Benson Field was opened at Fisherman's Lake. From this date the Boeing flying boats no longer had to fly to Lagos and instead "shuttled" between Fisherman's Lake and Natal in Brazil before returning to New York.

Therefore, in the period from the first mail carrying flight from Lagos by Special Mission 6 returning from Calcutta on the 7 January 1942, until Special Mission 34 inaugurated the "5 shuttle" service from Fisherman's Lake in June 1942, civil airmail from Bathurst, Freetown and Accra/Takoradi would have been carried to Lagos. From the opening of Benson Field in June, mail from Lagos northward would have been carried by PAA (Africa) to Benson and loaded on to the Boeing Clipper for the Atlantic crossing. This

PAN AMERICAN AIRWAYS-AFRICA, LTD.
ACCRA, GOLD COAST, AFRICA

OPERATIONS DEPARTMENT

FLIGHT RECAPITULATION FOR MONTH OF APRIL 1942

SCHEDULED FLIGHTS

ROUTES	FLIGHTS	MILES SCHEDULED	MILES FLOWN	%	HOURS
ACR-TKD-CAI	250	112,455	110,295	98.08%	716.00
CAI - ACR	179	88,759	87,770	98,9	533.49
ACR - HST	44	16,305	16,305	100.0	104.44
HST - ACR	42	15,310	15,310	100.0	102.09
* MHL-FSH-MHL	43	3,942	3,942	100.0	31.20
TOTAL SCHEDULED FLIGHTS	563	236,771	232,622	98.7	1,488.02

NON-SCHEDULED FLIGHTS

EXTRA SCHEDULE	223	115,933	733:33
CHARTER	394	174,155	1,143:59
SURVEY	46	19,423	126:15
TRAINING	149	20,504	170:52
TEST	14	1,082	9:01
EMERGENCY	3	550	4:35
TOTAL NON-SCHEDULED	829	331,647	2,188:15
GRAND TOTALS	1392	565,269	3,676:17

* - Connecting Service

Figure 1: breakdown of a total of 1392 Pan Am Africa flights made in April 1942

mail would of course include that which had been brought to Lagos by BOAC from Cairo, India and the Middle East.

The ending of the PAA (Africa) service Accra-Freetown-Bathurst changed the situation for mail from Bathurst and Freetown. The RAF replacement service flew Bathurst-Freetown-Lagos, and according to the PAA (Africa) schedule, confirmed by Civil Aviation Intelligence (CAIS) summaries, the RAF did not call at Accra or Takoradi. This suggests that airmail from Bathurst and Freetown would be taken to Lagos by the RAF, from where it had to fly back to Fisherman's Lake on the remaining PAA (Africa) service. This seems very complicated and requires further investigation. Mail from Lagos and Accra/Takoradi could still be carried to Fisherman's Lake on this remaining PAA service.

Some idea of the scale of PAA (Africa) operations is shown by a report for the single month of April 1942 (Figure 1 from Ref 4). Excluding the training, survey and test flights, PAA (Africa) carried out almost 1200 flights in that one month, and this activity seems to have increased as the services were militarised in November 1942.

One final observation is the status (or not) of Leopoldville in all this activity. PAA (Africa) did not set up a base at Leopoldville, nor did they have any scheduled flights. Why should they, because the link from Leopoldville to Lagos via the Cameroons was well covered by BOAC and Sabena? The only Pan American Airways flights into Leopoldville were those of the Special Missions in transit carrying military supplies to India and surveying Indian Ocean islands. Mail carrying from Leopoldville was only allowed on the return flights to America and was a "By Favour" arrangement, not a regular service. Since Leopoldville was a transit point for an alternative "Southern Route" for military aircraft ferrying, there was a US military presence there, but this was terminated later in 1942. The entire trans-Atlantic system between the United States and West Africa was a military operation from the start in August 1941, with carriage of civil mail as partly "By Favour" and partly as a cover story for the military nature of the flights.

After the militarisation of the PAA (Africa) system in November 1942 it is clear from US Air Transport Command (ATC) documents that air services were not only continued but expanded as the emphasis and activity moved northward to Dakar following Allied successes in North Africa (Operation Torch). A further consideration for mail from Bathurst to the United States was the introduction on 31 October 1942 of an American Export Airline (AEA) service flying clockwise around the Atlantic and from Bathurst to New York via Trinidad without intermediate stops (Ref 5). Whether or not the AEA service carried mail from Bathurst is open to speculation. I hope to cover the period after militarisation in a future article.

References:
1. *History of Central African Division Air Transport Command.* Air Forces Historical Agency. Microfilm Reel A3068. Page 1388 of 1909.
2. Image from "Pan Am Airways Inc. Records, Courtesy of Special Collections, University of Miami Libraries, Coral Gables, Florida".
3. Accession I, Box 476, Folder 1. Pan American Archive, U. of Miami.
4. *Flight recapitulation for month of April 1942.* From Tom Culbert, author of *Pan Africa, Across the Sahara with PanAm.* Paladwr Press, Virginia, 1998.
5. Ministry of Civil Aviation. *"Report on the progress of Civil Aviation 1939-45".* Ref. DS.43225/1. Appendix C "regular Air Services in British Empire Countries other than the United Kingdom".

Pan Am letter from Leopoldville, intended to deceive?

Rob May

In the above article John Wilson says there is no record of a PAA (Africa) base having been set up at Leopoldville although there was a US military presence there for military aircraft ferrying. That surprised me because, during earlier e-mail traffic with John Wilson, I saw a three-page letter from Bill van Dusen dated 12 December 1941 in which he apparently reports first hand to Juan Trippe from Leopoldville on the day of departure of the first Pan Am Clipper flight from there to the USA. So I questioned John about his evidence. He responded to say:

I too was a little surprised but I have ploughed through more than 2000 pages of PAA/ATC records on disc from the Air Forces Research Agency and it's absolutely clear that there was no official station at Leopoldville. There must have been some PanAm people there because they had to turn round the aircraft that passed through on the 12 flights of Route 6 but it was never part of the PAA (Africa) and later ATC

setup. Those were concerned only with the contracts with the British Government to set up a trans-Africa ferrying organisation. We have all been blinded over the years by our naïve assumption that the route was, even in part, a regular airmail route, but we were bamboozled by the success of the cover-up of an entirely military operation.

I show some extracts from the 1941 letter below. It expresses great confidence about the launch of a new airmail service from Leopoldville that, in practice, Pan Am failed to deliver from that port of call. Either this failure to deliver on Pan Am's promises should have been a severe disappointment to the officials who celebrated the first departure on 12 December 1941, or else this publicity blitz by Juan Trippe and Roosevelt was always intended to deceive, to provide a cover story for US military activity. We now know the huge volume of flown souvenir covers flown on the inaugural flights was not followed by any regular airmail service using Pan Am Boeing 314s from Leopoldville, but we can't yet be sure whether that was by chance or by design. A further article by John Wilson on this topic will appear in the next Cameo.

'Alo mastah!

Wish you could be here for the celebration. With all the hoorawing going on, you'd think this was the biggest day in these parts since Stanley pushed his canoe ashore and startled the world with proof that the Congo was a river on its own and not, as old Doc ("I presume") Livingstone would have us believe, a dribble of Cleopatra's Nile. And everybody's out to wave the Capetown Clipper of on her official "First Airmail Flight" from the Congo across the Atlantic to the States. Belgian, Free French, British, American officials, resplendent in their well-starched whites and elephant hats... the military with their khaki shorts, wool socks and brogues...masses of dark-skinned natives, whose dress is both hurried and abbreviated ...the military band, all shining brass ...and from heaven knows where, they've dug out a batch of more or less authentic copies of the Stars and Stripes which are fluttering from all the flagpoles in town.

So, there are other angles to the celebration except just the start of our first airmail service. Even that, however, is pretty vital. But you have to be down on this end to appreciate just what it means - in these nervous times - when surface links by steamer are either badly strained or cut off altogether, when you are thousands of miles from your source of help, when there is no way of reaching the outside world except by a cable which might be cut off at any time. Put against those considerations, this regularly scheduled Clipper service providing five-days schedules to the North American continent and direct connecting lines with practically every other section of the globe — and you get some small idea of what this all means .. and some reason behind the festivities of the day.

You'd scarcely know that a war was going on. Of course, it's noticeable in other ways if you look. One of the most important is trade. Half of the Congo's trade used to be with the British, the rest of it with Europe. Now practically all goes to the US. Now there is no direct communication with Europe.

The Clippers land right on Stanley Pool and tie up to stout moorings. When passenger service starts, travellers will come ashore in motor launches to the dock which is only two or three blocks from the hotel. The landplane airport is about ten minutes by taxi. It's the base of Sabena's operation - or what's left of this Belgian line. They have a staff of about 200 here, mostly natives, and some Lockheed Lodestars, Savoia Marchettis and some remarkably well kept Fokker F-7 tri-motors (identical with the ships Pan American started its first Key West to Havana service in 1927). These boys have done a remarkable job of laying out a series of airways through the interior. They've never had a fatal accident. They operate regular services to Stanleyville and Elizabethville and parallel South African Airways down to Johannesburg. They also operate a charter service for the British to Khartoum where both Sabena and Pan American Airways - Africa connect with the trunkline British service north to Cairo, south to the Cape.

If we only had time we could give you some swell yarns on what this country is really like, especially when you get back here in the bush. But the Clipper's liable to up-anchor any minute now and we'd best get on our way. So for now, senores,

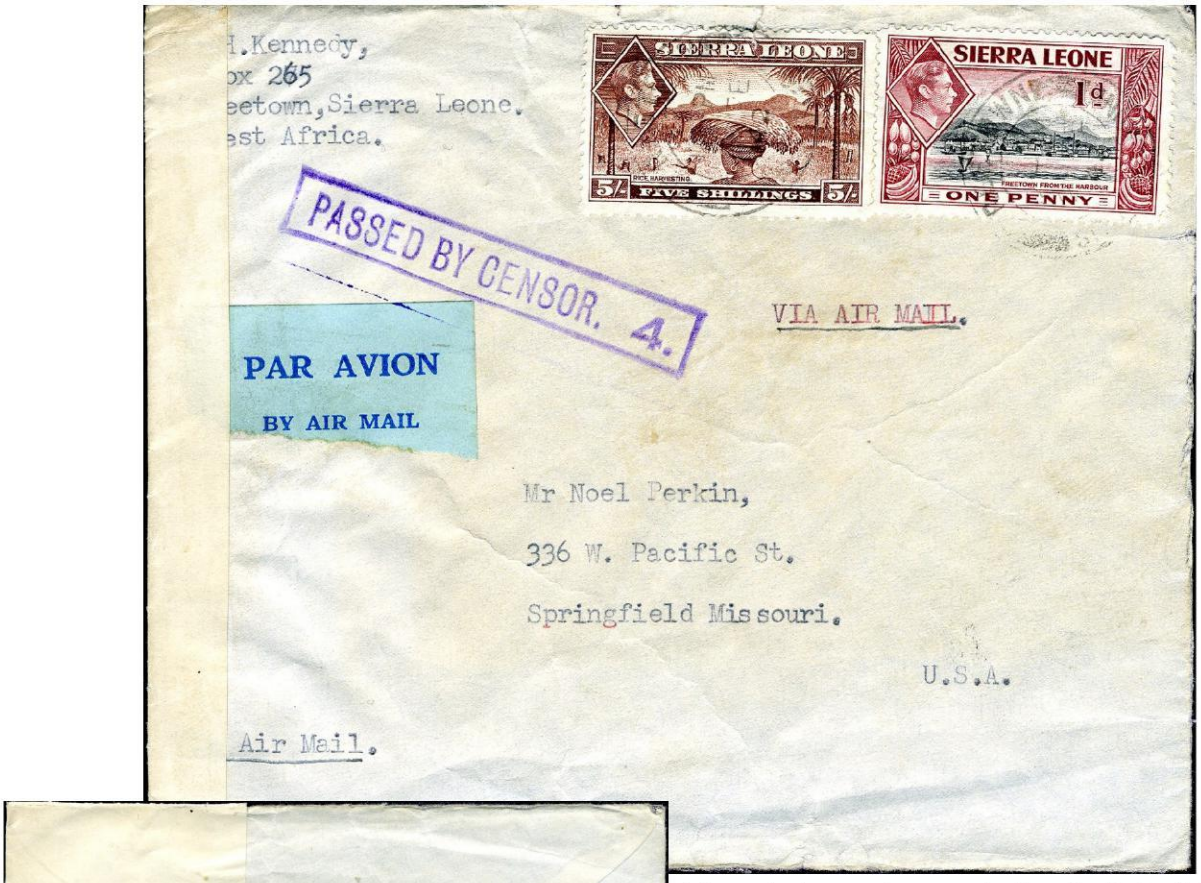
Salud!

To me, the pro-American, pro-Pan Am and slightly disparaging style of this letter when it refers to other nations, indicates that it was written for contemporary publication in the USA by Bill van Dusen, who was Pan Am's publicity director. It does not seem likely he spent much time at Leopoldville before leaving on this return flight! I might also be reading too much into his use of both capital letters and inverted commas when he refers to "First Airmail Flight", as if he knew it would be, in reality, no such thing.

Sierra Leone 5/1d rate

Peter Richards

Ed; for some years there has been a query between several members about a 5/1d rate seen on airmail covers from Sierra Leone that were flown to the USA by Pan Am. Whilst Frank Walton was preparing for delivery of his 2018 Rossiter lecture last November Peter Richards sent a copy of a document supplied to him by Gavin Fryer which provides a rational, but still not definitive, explanation.



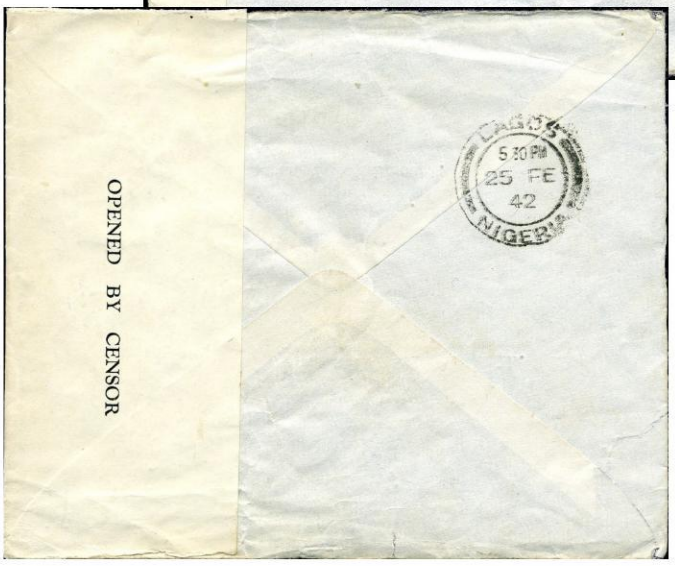


Figure 1: front and reverse (reduced) of what is believed to be the earliest known cover at 5/1d rate dated Freetown 2(1?) FE 42 and backstamped Lagos 25 FE 42. (Frank Walton collection)

GOVERNMENT NOTICE No. 115. M.P. O/52/41.

POST OFFICE NOTICE.

Air Mails.

It is hereby notified that commencing forthwith correspondence may be posted for conveyance by air to the Gambia, Gold Coast, Nigeria, Liberia and other countries served by air from Nigeria, including America and Europe *via* America.

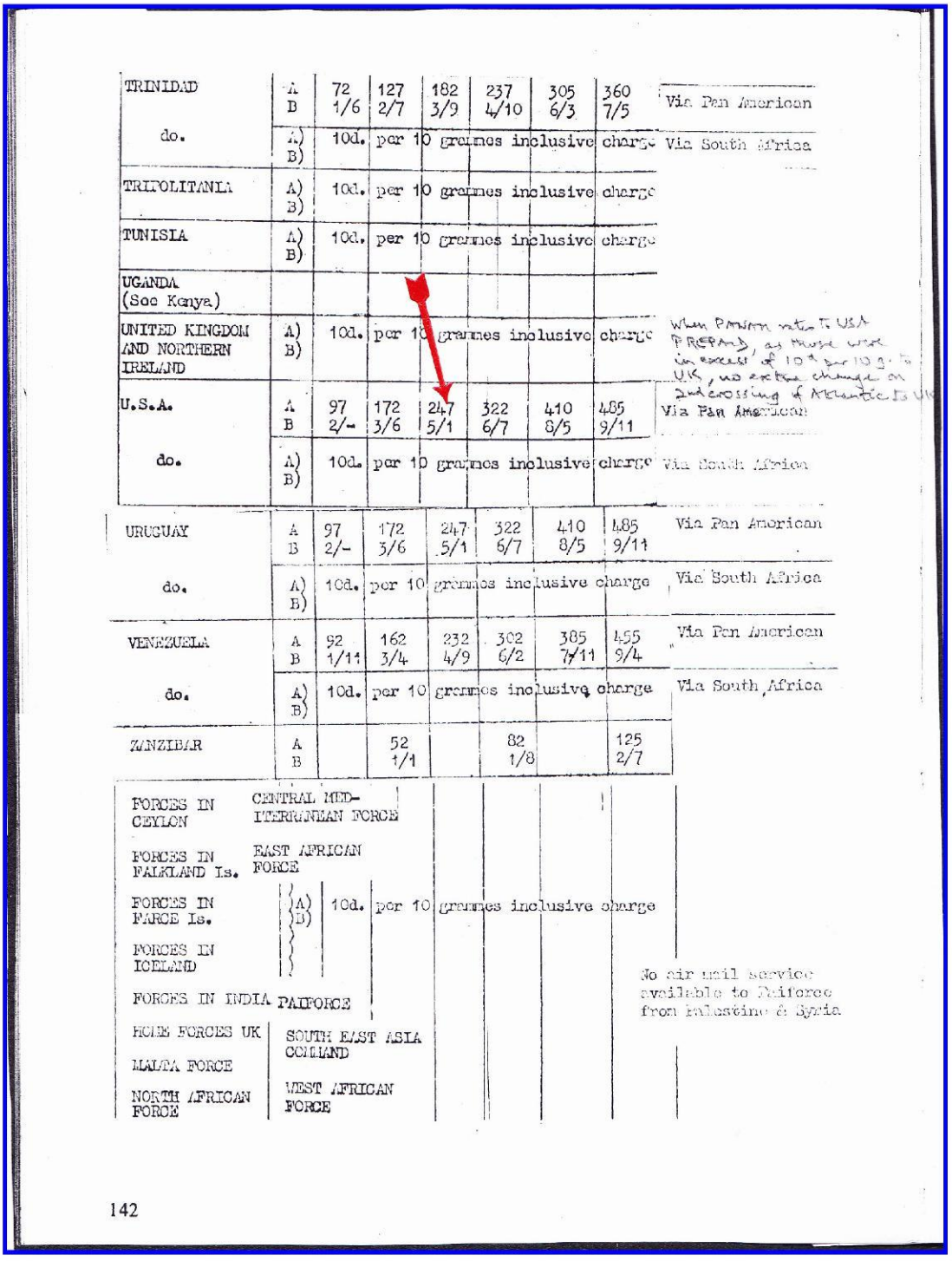
2. The approved provisional rate of postage for the West Coast Colonies is 1*s*. 6*d*. per half oz.

3. The rates for other countries may be obtained at the Post Office counters.

C. R. ROWLANDS,
Postmaster-General.

Freetown, 6th February, 1942.

Figure 2: *Sierra Leone Royal Gazette* entry dated 6 February 1942. Paragraph 3 alludes to the new service and rate to North America (with thanks to Frank Walton)



TRINIDAD	A B	72 1/6	127 2/7	182 3/9	237 4/10	305 6/3	360 7/5	Via Pan American
do.	A) B)	10d. per 10 grammes inclusive charge						Via South Africa
TRIPOLITANIA	A) B)	10d. per 10 grammes inclusive charge						
TUNISIA	A) B)	10d. per 10 grammes inclusive charge						
UGANDA (See Kenya)								
UNITED KINGDOM AND NORTHERN IRELAND	A) B)	10d. per 10 grammes inclusive charge						
U.S.A.	A B	97 2/-	172 3/6	247 5/1	322 6/7	410 8/5	485 9/11	Via Pan American
do.	A) B)	10d. per 10 grammes inclusive charge						Via South Africa
URUGUAY	A B	97 2/-	172 3/6	247 5/1	322 6/7	410 8/5	485 9/11	Via Pan American
do.	A) B)	10d. per 10 grammes inclusive charge						Via South Africa
VENEZUELA	A B	92 1/11	162 3/4	232 4/9	302 6/2	385 7/11	455 9/4	Via Pan American
do.	A) B)	10d. per 10 grammes inclusive charge						Via South Africa
ZANZIBAR	A B		52 1/1		82 1/8		125 2/7	

FORCES IN CEYLON	CENTRAL MEDITERRANEAN FORCE	A) B)	10d. per 10 grammes inclusive charge
FORCES IN FALKLAND Is.	EAST AFRICAN FORCE		
FORCES IN FAROE Is.			
FORCES IN ICELAND			
FORCES IN INDIA	PAIFORCE		
HOME FORCES UK	SOUTH EAST ASIA COMMAND		
MALTA FORCE			
NORTH AFRICAN FORCE	WEST AFRICAN FORCE		

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Figure 3; extract from a list of rates for use in Egyptian and African FPOs dated December 1943.

The table shown here as Figure 3, provided to me by Gavin Fryer, shows two Air Mail rates to the USA from Egypt to the USA via the Pan Am service. A is in Egyptian shillings and does not concern us and B is in Sterling shillings and pence and (this is the important part) is listed in **5 gramme** increments so that the rate for a letter weighing up to 10 grammes is 3/6d or up to 15 grammes 5/1d. However British colonies always quoted rates in ½ ounce increments and ½ an ounce converts to 14.1 grammes. If I am correct then Nigeria, Gold Coast and the Gambia appear to have taken a liberal view and charged letters to North America via the Pan Am service at 3/6d per ½ ounce. Sierra Leone appears to have taken a more cautious view and charged the 5/1d rate.

In all these years this is I feel, the best explanation of the 5/1d rate that anyone has come up with.

A remarkable unremarkable aerogramme

Ray Harris

I acquired the aerogramme shown (x 60%) at figure 1 in a small accumulation of business correspondence, all aerogrammes, which included several like this from Mr. Osundina in Ibadan to Le May & Stanton in Crowborough. The content of this letter concerns the supply of files and planes; others request table mats, coasters etc., the familiar sort of general imports into Nigeria. This aerogramme is dated 17 March 1969.

Most of the aerogrammes in my purchase, from mid-1950s to early 1970s, had imprinted stamps. A few were formula types with added adhesives, and at first glance I thought this one was a formula aerogramme which had been posted without a stamp: a large number of such types were used in Nigeria. The lack of postage due marking in either Nigeria or UK was a quirk of the postal service. However, I was surprised that there was neither the name of a supplier or an approval notice on the aerogramme, both of which would be expected. It was later pointed out to me that there is also no "Affix stamp here" or similar notice.

As I browsed through the other aerogrammes in my purchase I found another (Figure 2) from the same sender in which the letter read "I regret very much my gross carelessness in having posted to you today a letter without the necessary postage-stamp. I am doubly sorry for the embarrassment and inconvenience this might bring you." Mr Osundina then went on to repeat the business part of the aerogramme in Figure 1. The cancellation is the following day, 18 March, but the writer dated it 17 March.

My suspicions were aroused. Figure 2 is clearly A.15.01 in *Aerogrammes of Nigeria* (Ref.1). I scanned the two aerogrammes and found that apart from the stamp there is no difference of any sort in the pre-printed text. There were other normal copies of similar date in my purchase and it seems likely that the businessman in Ibadan had a pack of aerogrammes, took the next from it and had the letter typed without noticing the missing stamp. It could have been reported after posting by the person who took it to post, so that the second copy was written, but missed that day's post.

My conclusion is that Figure 1 is an error of A.15.01 with missing stamp. The printer of both the aerogramme and the stamp was the Nigerian Security Printing & Minting Co., but I think that at this period the printing of the stamp would still have been on a different press to that of the aerogramme. I suppose that one sheet (probably of 8 copies) stuck to the sheet above before the stamp printing, but had separated again by the time of gumming and cutting.

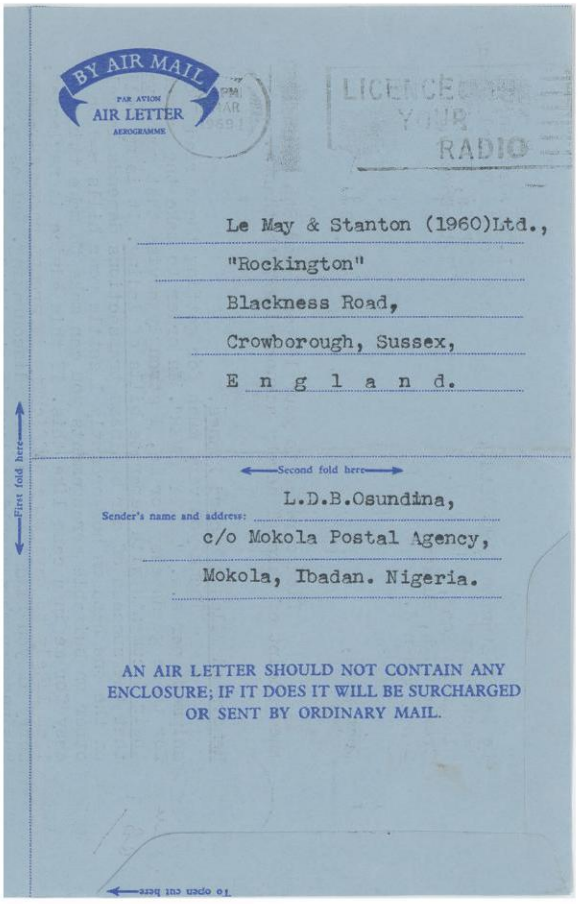


Figure 1

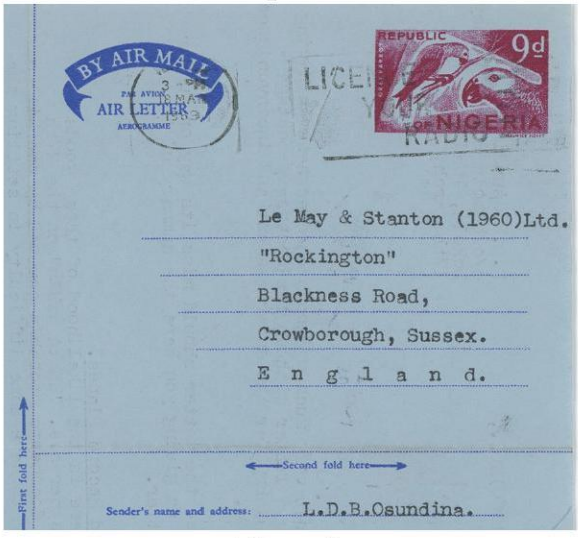


Figure 2

References

1 Harris, Ray, *Aerogrammes of Nigeria 1948 to 2000*, WASC 2016

"LATI". A Cautionary Tale

John Wilson

This article has also been submitted to Air Mail News. It arises from a cover found in Michael Wright's collection which Rob May asked John Wilson to appraise.

My senses quickened when I was offered this cover (Fig.1) because at first glance it had been sent from Italy to the United States having been endorsed "Via Buenos Ayres". Sent in July 1941, and in a "LATI" envelope, could it have actually travelled "Via Buenos Ayres" by LATI before being forwarded to the United States?

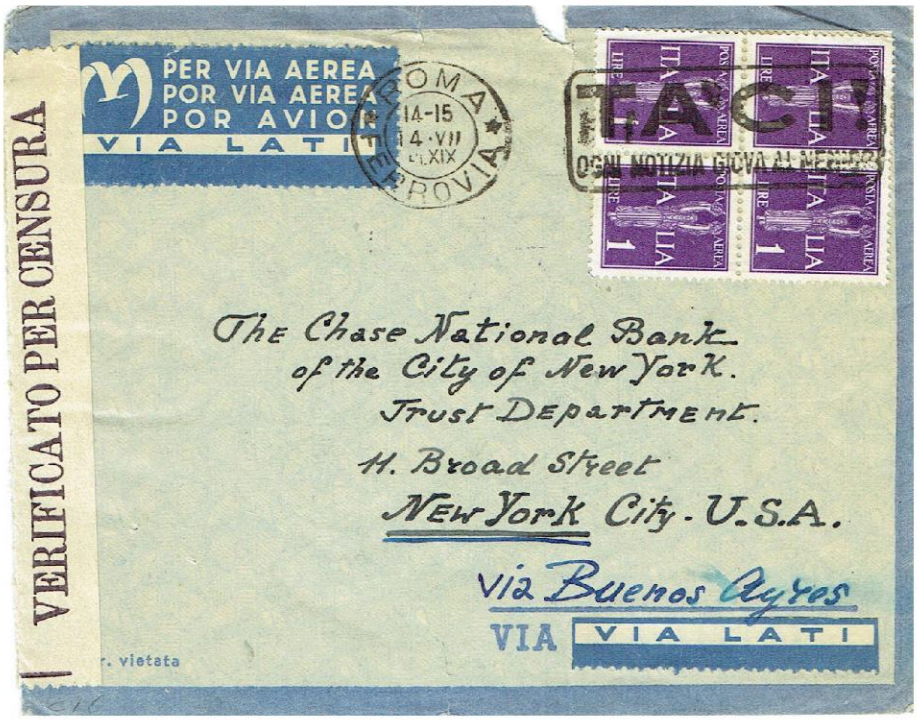


Figure. 1.

Why indeed was the route so interesting to me? It's all to do with avoidance; not of income tax nor of trouble, but avoidance of mail interception and examination by the Allied censor network. With the outbreak of war in Europe in September 1939, the British censorship operation went swiftly into action, establishing censor stations in the Caribbean at Bermuda, Trinidad and later Jamaica. Mail to the United States from Germany, and later from Italy once Mussolini had joined the Axis in 1940 was routinely intercepted and examined by Allied censors. "Significant" mail was condemned and held or forwarded to the United Kingdom for detailed examination. This meant that mail which the Axis powers wanted to keep out of Allied hands had to find an un-intercepted route for sensitive documents.

And sensitive documents there were; business relationships between major American companies and the Nazi Government were substantial. Companies such as Dupont Chemicals, Standard Oil (later Exxon), Ford Motor Company, ITT and General Motors were all conducting "Business as Usual" through the Chase Manhattan Bank (Ref. 1). Similar business connections existed between Germany and South America, notably Argentina, and here was the un-intercepted mail route that could be used by those wishing to avoid scrutiny.

In December 1939 the Italian "LATI" service began flying between Rome and Rio de Janeiro. This route was later extended to Buenos Aires (Ref. 2) and provided a pipeline free from Allied interception. By a tortuous manipulation of routes, and at considerable costs to the sender, mail from Germany and Italy to the United States in 1941 could be flown from Rome to Rio de Janeiro, across the Andes to Chile then up the West coast of South America through Peru and Colombia eventually to Miami and into the United States. A typical cover is shown as Fig.2, and the route endorsement is clear as is the cost. 240 Reichspfennig compared to the 65 Reichspfennigs rate for the Pan American route from Lisbon was quite expensive (but at least the rate on covers tells us the route).

In the case of the cover which caught my attention initially, it is the franking which tells the story. Mail from Italy to the United States by the "Via South America" route was franked at 16.75 Lire (Ref. 3) compared to the "Via Lisbon Pan American route of 4 Lire, and one can find many covers by the Pan American route showing the 4 Lire franking.

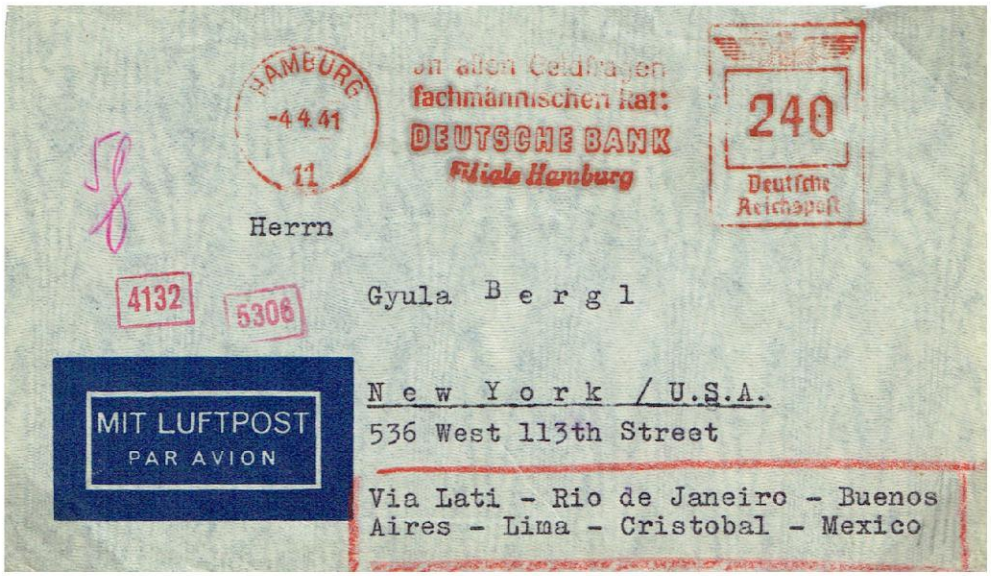


Figure 2

Sadly therefore, the cover I thought was interesting turned out to be a routine item and the cautionary tale (to myself as well) is to spend time carefully studying the evidence before jumping to a hasty conclusion. The handwritten endorsement "Via Buenos Ayres" was probably added at a later date. Caveat Emptor.

References.

1 Higham, Charles. "*Trading With the Enemy. The Nazi-American Money Plot*". Barnes & Noble. New York, 1985. ISBN 0-7607-0009-5.

2 Beith, Richard, '*The Italian South Atlantic Air Mail Service 1939-1941'*, (Chester, Richard Beith Associates, 1993)

3 Cusworth, Martyn, "*The Italian South Atlantic Airline (LATI) (Supplement No.1)*", (Italy and Colonies Study Circle, 2012 and 2016).

Nigeria KGVI halfpenny coil join pair

Dickon Pollard



I recently purchased a collection from a continental customer. Some material had been previously removed, but all the coil items had been left. Among the latter was a Nigeria 1938-51 ½d pair, perf 11½. The 1d, perf 11½, is known to have been made into coils constructed from normal sheets, but I cannot find mention of a ½d coil anywhere. This pair came from a reputable collection and 'feels right'. Does anyone have another example or any information on a ½d coil?

This short article previously appeared in Geosix (the journal of the King George VI Collectors Society) in September 2018

Nigeria; "Democratic Licence" packs

Edet Akpan

I attended the Abuja International Trade Fair on 5 October 2018 and photographed a number of items displayed on the Philatelic Bureau stand. They included three packs labelled "Democratic Licence 1, 2 and 3" which Rob May asked be about when he saw my photos. These are presentation packs each covering Nipost stamp and miniature sheets issued during several years. Pack 2 covers 2004 - 2007 and pack 3 covers 2008 - 2011. The dates for pack 1 were not noted.

Figure 1 shows the outside covers of packs 2 and 3, figure 2 shows the inside cover of pack 2 and figure 3 shows how the stamps are presented in that pack.



Figure 1

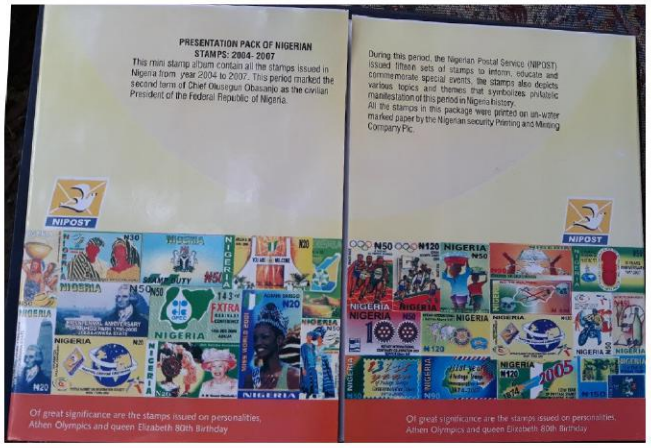


Figure 2



Figure 3

Uyanga, Nigeria postal agency

Edet Akpan (edited by Rob May)

Last September Rob May sent me a copy of a list of post-Independence post offices and postal agencies that Michael Wright had compiled some time in the 1980s. I was very pleased to see an entry for Uyanga PA as this is the village where I grew up.

According to Michael Wright's research the Uyanga postal agency opened on 11 May 1964. The village is located on the highway between Calabar and Ikom in the Niger Delta. I visited it to take photos for this article on 19 October 2018.



Figure 1: the former Uyanga postal agency and dispensary building.

Figure 2; sign for the church which now uses the PA building





Figure 3: Mr Bassey's residence, now living quarters used by health workers



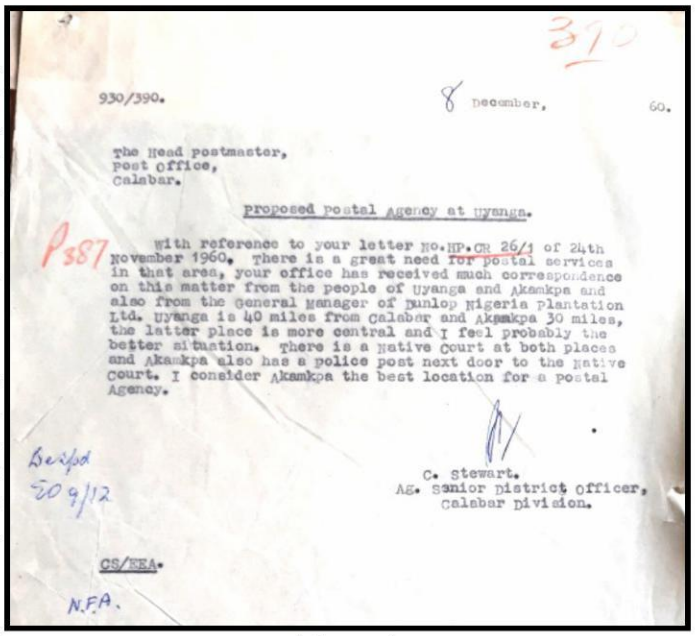
Figure 4: Uyanga magistrates court

The postal agency building still stands, now occupied by a church, and the slot for the posting box can still be seen at the side of the building. I actively used the postal agency when I was at secondary school between 1984 and 1990. Once I got my Senior Secondary Certificate in 1990 I relocated to Calabar, the state capital and the Calabar Stamp Club was inaugurated soon afterwards, in 1991. None of my family lives at Uyanga now.

Mr. Bassey, who was an elite citizen in the village, English-speaking and employed on a government salary as the local health officer lived in a well-made Government house, shown here at figure 3, and ran the Dispensary in that building. The postal agency, shown here at figure 1 with the dispensary to the left of the picture, was managed by Mr Peter Arikpo and I spoke to his son Onda during my visit. Onda told me his father closed the postal agency in 1997 and ran a roadside beer parlour and until his death in 2006. The sign for the church that now uses this building is shown at figure 2.

How Mr Arikpo came to run the postal agency was not discussed between us at the time. I was too young to be bold enough to ask. For inbound mail there was a central carton containing mail for the whole village. We took turns to check the box to find out whose mail had come. It included mails for the nearby villages of Ojor and Iwuru which did not have their own agencies and sometimes their mail started to deteriorate from being left there too long with too many other people searching through it. Often people would not know there was mail waiting for them until a villager who knew their name went to tell them. Mr Arikpo knew virtually all the village family names and would rarely allow anyone to collect mail that was not for their own family.

I have found some documentation in the archives at Calabar dated 1960. A letter from the Head Postmaster to the District Officer at Calabar dated 24 November 1960 says
"*may I inform you that Ejaghan Dusanga Iyong Iyong County Council is demanding establishment of a postal agency at Uyanga*".
The District Officer then asked the secretary to that Council for their population figure, who replied that it was 2282 according to the 1953 census. The District Officer wrote back to the Head Postmaster on 8 December 1960 as shown here; figure 1.



930/390. 8 December, 60.

The Head postmaster,
Post Office,
Calabar.

Proposed postal Agency at Uyanga.

With reference to your letter No.HP.CR 26/1 of 24th November 1960, there is a great need for postal services in that area, your office has received much correspondence on this matter from the people of Uyanga and Akamkpa and also from the General Manager of Dunlop Nigeria Plantation Ltd. Uyanga is 40 miles from Calabar and Akamkpa 30 miles, the latter place is more central and I feel probably the better situation. There is a native Court at both places and Akamkpa also has a police post next door to the native Court. I consider Akamkpa the best location for a postal Agency.

C. Stewart.
Ag. Senior District Officer,
Calabar Division.

CS/EEA.

N.F.A.

Figure 1

As far back as 1959 the County Council had made arrangements at Uyanga for an appropriate building, a safe, two county councillors to stand surety and a Mr Efiong to be willing to take up the post of postal agent, but it seems establishment of Akamkpa PA was preferred. Referring to Michael Wright's list, a postal agency opened at Akampka on 2 November 1961.

I have not yet found any further archive reference to Uyanga opening in 1964. Before these postal agencies opened, any mails for these villages were held at Calabar to be collected from there by a villager on behalf of everyone else. Dunlop presumably collected their own mails from Calabar.

Rob made a web search of Uyanga. It says that the population is now 3507 and that there is a local language (Doko-Uyanga) that is spoken by less than 400 people. When he told me that I laughed. None of my family could speak the Uyanga native language and our family originated in Akwa Ibom state. (formerly part of Cross River State). My parents were careful to make sure we spoke the Ibibio language but the vernacular at school was Efik, which is clearly understood by the Ibibios. If we ever used English at primary school we would be mocked and would be called Oyinbo ("White person") if we persisted. Many of the other families at Uyanga were also immigrants from other parts of South Eastern Nigeria, including Arochukwu, Ohafia, Aberiba, Afikpo, Biase LGA (where Simon Heap's wife is from) and Obubra. There was no road bridge to connect Calabar with Uyo in Akwa Ibom State; migration from there was by river.

95% of all of us who grew up there in the 1980s have moved to the cities: Calabar, Kaduna and even as far as Kano, where one of my brothers lives now. Buildings in Uyanga were renovated with the blue and white state colours of Cross River State when Governor Donald Duke made Uyanga a Model Town in 2001-2003.

It is laughable that I cannot find a cover with a Uyanga postmark to show with this article because I took the stamps off them when Calabar Stamp Club was launched in 1991. It was commonplace to include "Uyanga PA" in the address even when delivering a stampless local letter by hand.

Note from Rob May. Uyanga PA seems to have opened just a little too late to be listed in the post office guide that Michael Dransfield used to send halfpenny postcards to the postal agents in order to collect a couple of copies of each postmark.

Mail sent from Rio Nunez to Europe *via* Sierra Leone

John Hossack and Jeremy Martin, FRSPL

Belgium became involved in West Africa when, in 1848, they colonised a small area on the north and south banks of the Rio Nunez. This river flows into the Atlantic near the port of Kamsar in the Republic of Guinea, formerly French Guinea. Belgium's occupation was short-lived and the territory was signed over to the King of the Nalous in 1858, though Belgian trading posts continued to operate (Ref. 1).

In the nineteenth century mail sent to Europe could go *via* Sierra Leone. Such mail is seldom seen, but two items were on display at the Royal Philatelic Society London when the President, Patrick Maselis showed his splendid *Belgians in the World* on 8 November 2018.

The first item (Fig.1), which has the original letter written in English dated 13 July 1879, was sent from Rio Nunez to London. It went to Freetown, where a 4d stamp was affixed and franked with the 'B31' cancel. A rimless 'PAID-AT-SIERRA-LEONE' mark in red, dated 21 July 1879, was struck on the reverse. At Liverpool a 'PAID BR. PACKET' mark was applied on 7 August. The cover arrived in London the following day.



Fig. 1. Cover and part of the contents sent from Rio Nunez to London in 1879. The writer was organising the loading of his ship, SS *Kensington*. The red crayon '3' accountancy mark corresponds to 3d due to the British Post Office. The remaining 1d was due to Sierra Leone. The item was taken to Liverpool by SS *Senegal* of the British and African Steam Navigation Company (Ref. 2).

The second cover (Figs. 2 and 3), was sent to Italy. It also passed through Freetown and received a 4d stamp which was cancelled with the B31 obliterator. On the reverse a red 'SIERRA LEONE / PAID' circular date-stamp for 23 January 1883 was applied. On 8 February the item arrived in Liverpool from where it was sent to London, arriving 9 February, and on to Livorno. Here it received a date-stamp for 11 February 1883.



Figs. 2 and 3. Front and reverse of cover sent from Rio Nunez to Italy in 1883. The writer has added 'via Liverpool' on the front and his or her name, as well as the origin of the mail, on the reverse. It was carried to Liverpool by SS *Landana* of the African Steam Ship Company (Ref. 3). Before 1899 there was no stop at Plymouth; all mail from Sierra Leone went first to Liverpool.

Acknowledgment

Thanks are due to Patrick Maselis, FRSPL, RDP, who kindly provided scans of the two covers

References

1. Maselis, P., *Belgians in the World*, RPSL 2018
2. Tabeart, C., *British West African Mail Packets to 1900*, p. 211, WASC 2015
3. Tabeart, C., *British West African Mail Packets to 1900*, p. 253, WASC 2015

Biafra – New Official Covers?

Nicholas Stanmore

I recently (July 2018) bought 2 covers online that may be a new type of official Biafran mail (Fig. 1). They are from the Posts & Telecommunications Dept. with handstamps 'OFFICIAL' and 'G.R.B.' that aren't mentioned in *Biafra The Stamps, History, and Postal History* by Dudley Prestedge, or *Cameo* articles. The letter from Mr. Okoye (Fig. 2) is headed 'Government of the Republic of Biafra' and I assume that G.R.B. means that.



Figure 1
2 Official Covers Biafra to Germany dated 5 February 1969 (top)
and 7 December 1968 (below) (*both shown at 90%*)

Reinfeld is in Holstein (north Germany), nowhere near Frankfurt, the postmark on the Okoye cover.

Tony Plumbe (WASC Biafra editor) kindly informed me via email that Biafra had an agency in Frankfurt and assumes that the letters came from Biafra in an official 'bag', one letter was posted on and the other was either collected, hand-delivered, or sent inside another envelope. The last is likely if it was part of a batch. Mr. Koll's letter (Fig. 3) indicates that there were several letters back and forth.

GOVERNMENT OF THE REPUBLIC OF BIAFRA

Ref. PHQ/28/4

Postal Services Division,
P.& T. Headquarters,
Enugu.

6th December, 1968.

Mr. Karl-Hemz Koll,
Schauberg 14,
2067 Reinfeld/Holst,
W. Germany.

Dear Sir,

I am directed to acknowledge the receipt of your second letter dated 18th November, 1968 addressed to the Postmaster, Umuahia and to enclose herewith the two self addressed envelopes affixed with three of our five latest postage stamps duly date stamped.

The enclosed one dollar note is valued at 8/4d (Eight shillings and four pence) Biafran Currency and each envelope bears 4/2 stamps.

5/- and 10/- are the values of the remaining two denominations which could not be supplied.

It is hoped that this will meet your need.

Yours faithfully,

(G. A. OKOYE)
for Director, P.& T.

DMJ/PNU

Figure 2 (left)

Letter from Mr G.A. Okoye
to Mr Karl-Heinz Koll
6 December 1968

Karl-Heinz Koll
Schauberg 14
2067 Reinfeld/Holst

W-Germany

10th January 1969

E n u g u
Republic of BIAFRA

Dear Sir,

I am in receipt of your letters of the 27th November and the 6th Dezember 1968, and thank you verry much for your kindnes for having helped me in this matter.

Since the stamps 5/- and 10/- issued by reason of the " 1st Aniverserry of Independence" could not be sent because I did not enclose enough money for the full set I like to ask you another favour.

Please find enclosed another 2 envelopes which kindly send back each with one of above mentioned stamps. The necessary Dollar notes are also enclosed in this letter.

Could you do me another favour to send back to me my own envelope which you received from LIBREVILLE/GABUN and at the some time kindly let me have 3 or 4 used envelopes which have been sent from one to another place in BIAFRA.

Thanking you in advance I would be placed to hear from you more often in future informing me about everything regarding new issues etc.

In the meantime I remain, Dear Sir,

Yours faithfully

Figure 3 (right)

Letter from
Mr Karl-Heinz Koll
to Mr G.A. Okoye
10 January 1969

(Both letters shown at 75%)

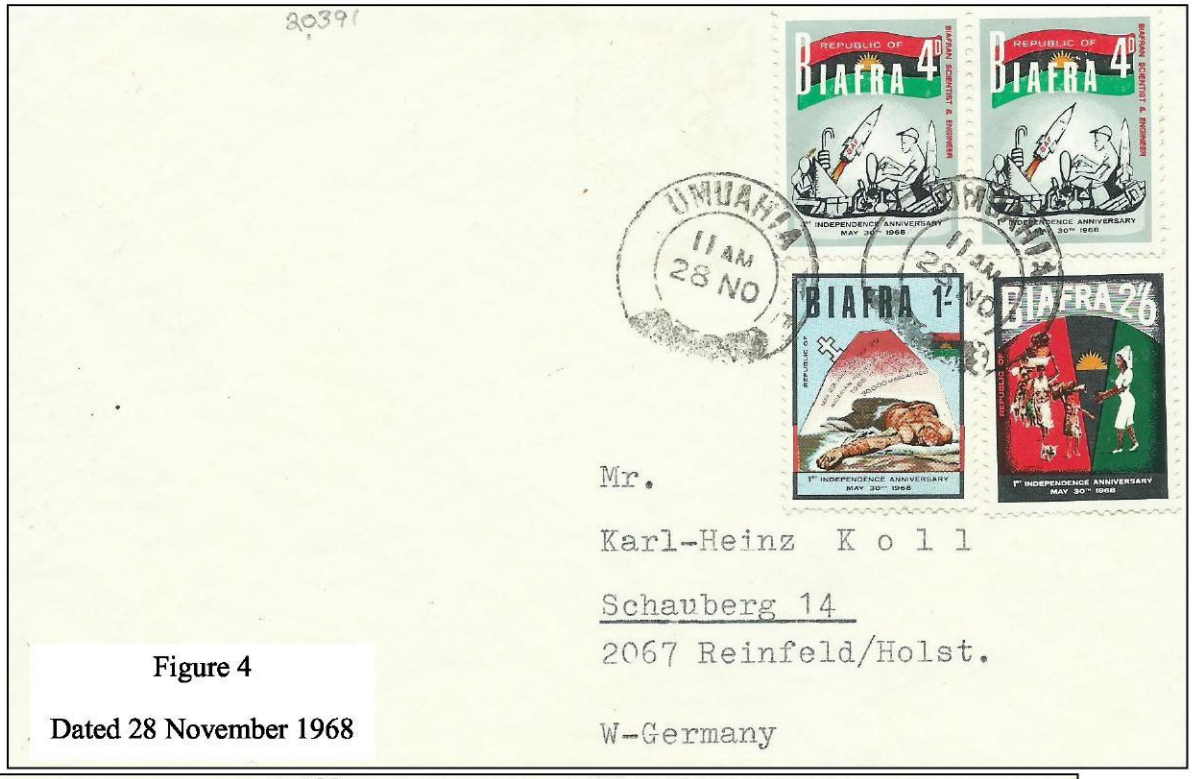


Figure 4

Dated 28 November 1968

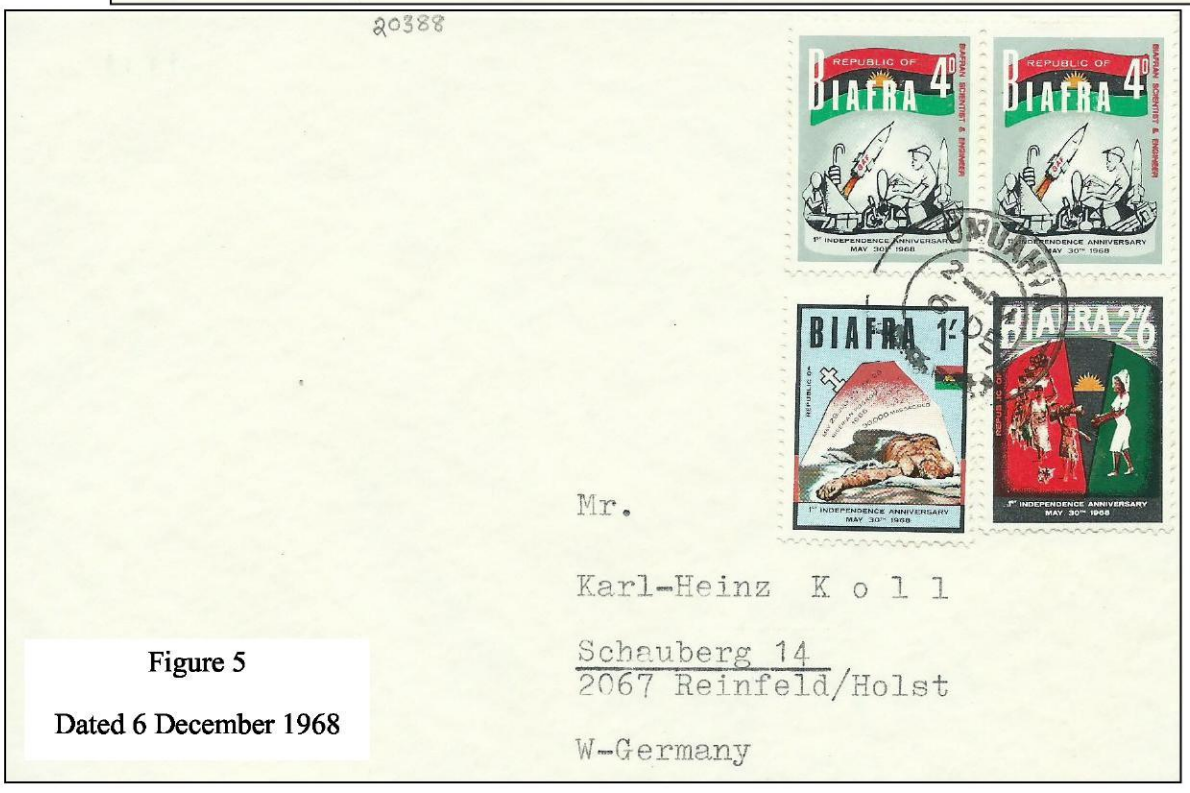


Figure 5

Dated 6 December 1968

Subsequently (September 2018) I bought 5 of 6 letters addressed to Mr. Koll (Figures 4 to 8), some opened indicating that they had possibly contained an enclosure, others sealed. The letters are dated:

Fig. 4	28 November 68 (another letter exists)
Fig. 5 & 6	6 December 68
Fig. 1	7 December 68 (GRB - Mr. Okoye)
Fig. 7 & 8	4 February 69
Fig. 1	5 February 69 (GRB - Mr. Koll)

The GRB letters fit neatly into the sequence and suggests that a GRB letter dated 29 November 68 may exist.

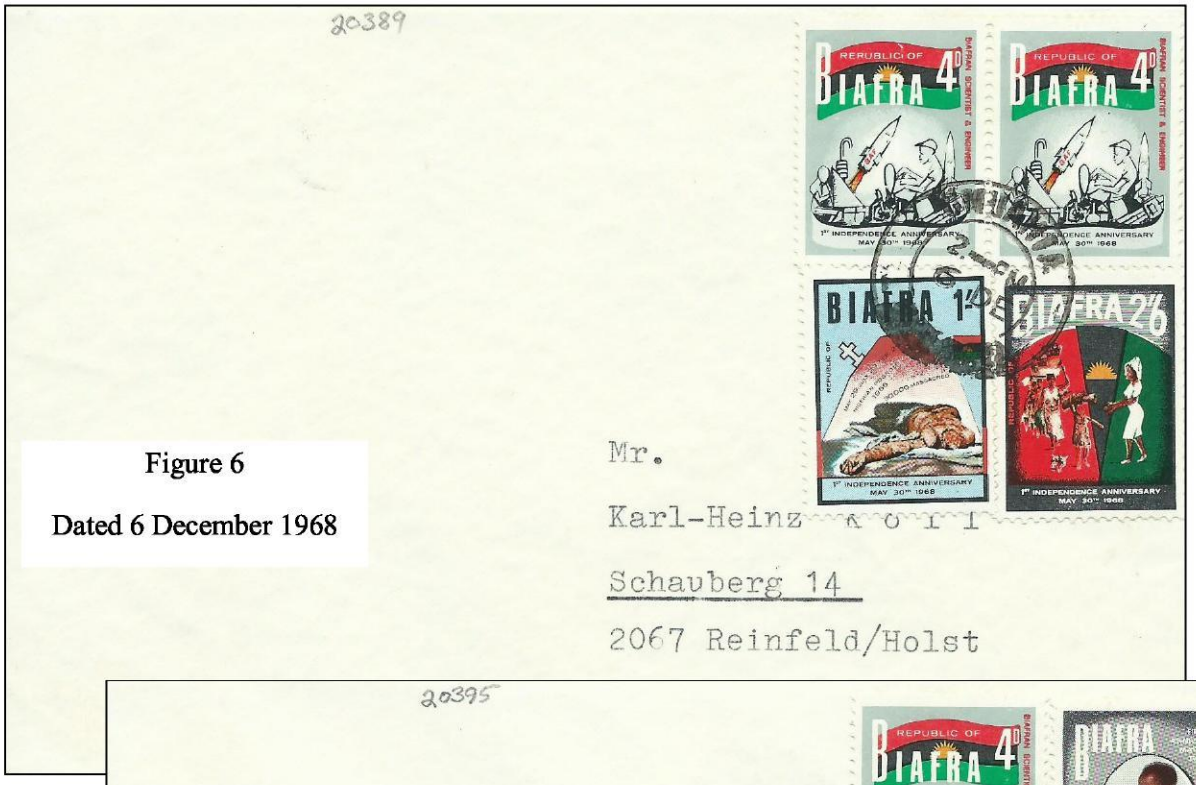


Figure 6

Dated 6 December 1968



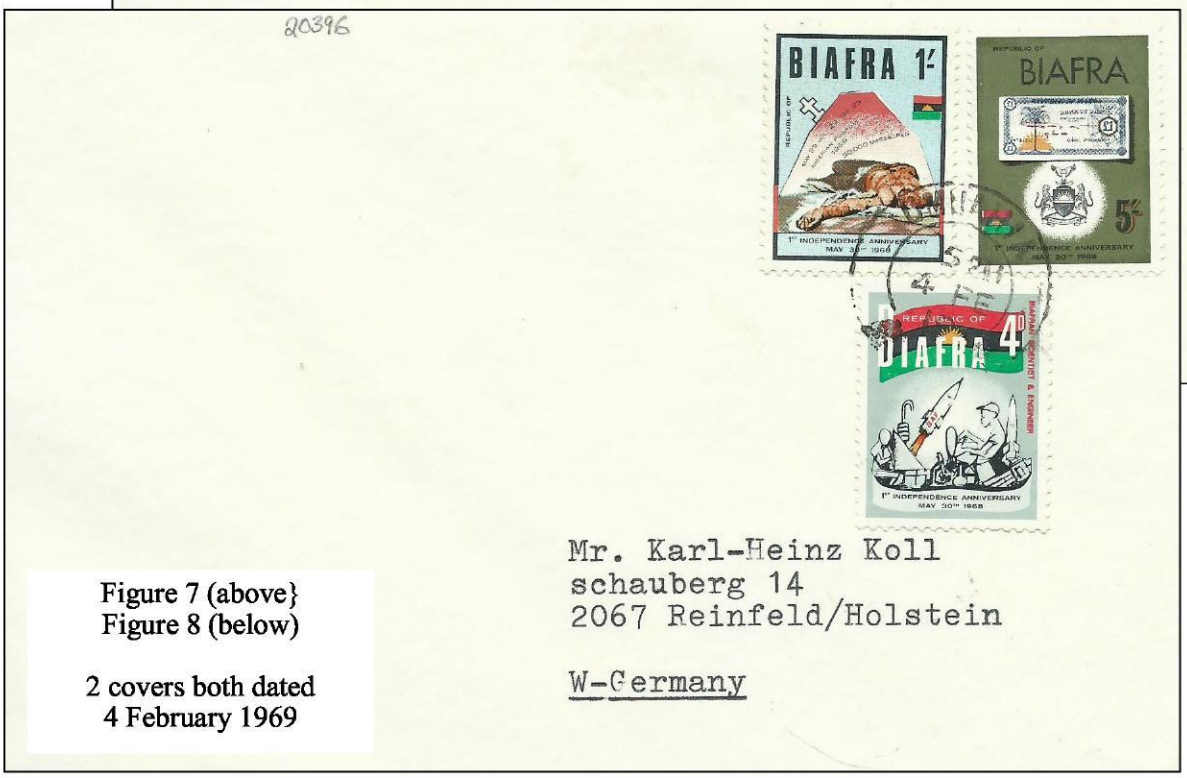


Figure 7 (above}
Figure 8 (below)

2 covers both dated
4 February 1969

Does anyone know if Mr. Koll was a member of WASC – he seems to have been a keen collector?

Ascension 1954: OAT cachet

Mark Backell

The cover at figure 1 was posted on Ascension Island on 30 May 1954 with postage prepaid at 4d for the correct surface letter rate to the USA.

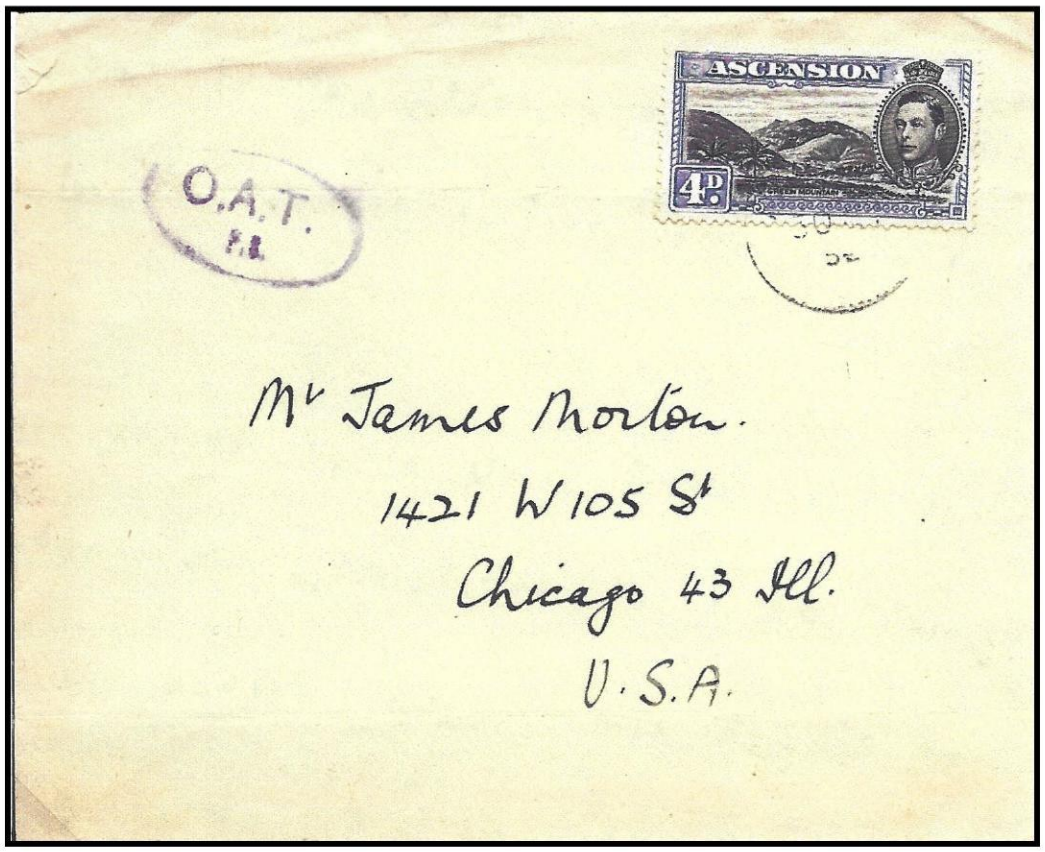


Figure 1

It was carried by a Union Castle ship to Southampton where it was transferred to the GPO Foreign Section in London. Here it was decided to forward it in an open bag by civil air transport to the United States.

In the Foreign Section the OAT cachet was applied to indicate Onward Air Transport. This particular cachet is classified as type XVII in Heifetz's book (Ref 1). It is struck in violet and measures 28 x 16mm reading O.A.T. / F.8 within the oval surround. On most examples the 8 could be either 8 or a blurred S.

This is believed to be the first example of an OAT cachet appearing on a cover originating from Ascension Island

Reference

1. Heifetz M., *OAT and AV2 Markings, 3rd edition,* p82, American Air Mail Society, Mineola, New York, 2007

Lomé, Togo: provisional registration label

John Mayne

Martin & Walton (Ref 1) illustrate a British registration label, no 137, with Lomé applied by handstamp in black, to which they allocated type RF4, used on 10 October 1921. I can now illustrate the same type of label, but with no 163, at figures 1 and 2, front and reverse. It has been used on a cover dated 15 June 1921 from Lome to Bremen, Germany rated 50c. The colourful vignette on the reverse, luckily tied by Lome, Accra and London postmarks, shows children playing at soldiers. It is the first I have seen of what I think must be a series as there is a '5' in the bottom left corner of it.



Figure 1: front



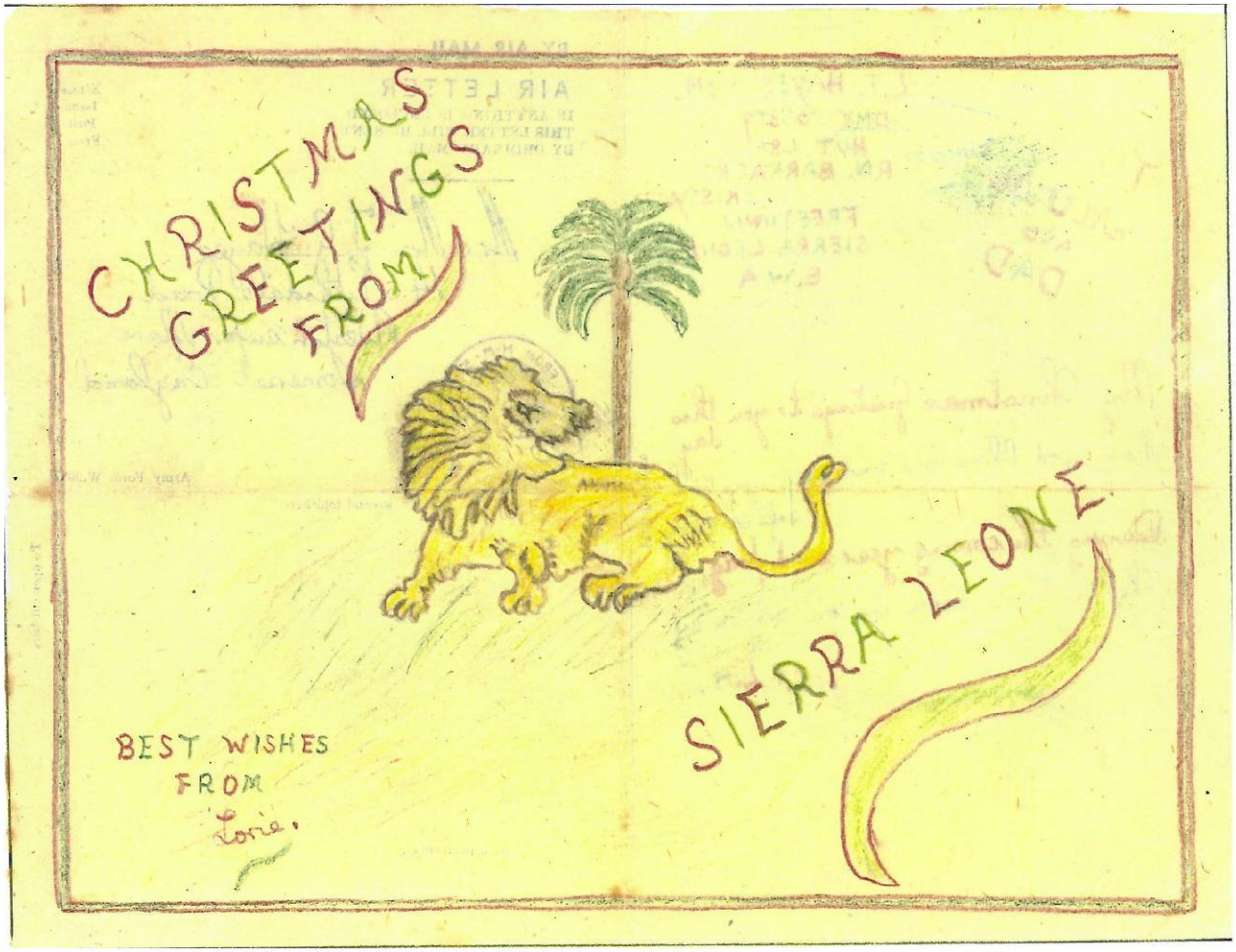
Figure 2: reverse

Reference

1. Martin J.J. & Walton F.L., *Togo: The Postal History of the Anglo-French Occupation 1914-1922*, p81, WASC, Sheffield 1995

Sierra Leone 1944 hand-drawn Xmas Air Letter

Jeremy Martin, FRPSL



This illustration (reduced) is from the inside of a *Xmas Issue Post Free* air letter (Ref 1), not dated but almost certainly used in 1944. It is of type WA09.01 and was written from the R.N. Barracks, Kissy, Freetown, Sierra Leone. It is a delightful sketch.

Reference

1. Daynes J.A. & Lutwyche N., *West African Forces Air Mail Letter Cards, Air Letters & Honour Envelopes 1942-1945*, p19, WASC & Forces Postal History Society, Dronfield & Bromley 2006

R.E.R. Dalwick philatelic medals

Rob May

For many years the Study Circle has owned a group of philatelic medals awarded to Roger Dalwick who founded the Gambia Study Circle in 1949 (see the cover of this issue). The 2018 AGM resolved to donate these medals to the RPSL museum in perpetuity, which has since been done.
The RPSL Library holds the catalogues for all three exhibitions:

- His exhibit of *Rare stamps of the Great War* gained bronze at Brussels 1924 and silver at Paris 1925
- The Paris 1925 bronze medal was awarded for his display of *Swiss airmails*.
- The New York 1926 palmares list shows he was awarded silver for *Air mail stamps - rarities—one frame* and bronze for *Switzerland - description not received - four frames*. WASC has never owned his New York silver medal.

Cameroun : revenue stamp with 2017 caption

Benoit Lebourcq

In January 2017, the communal stamp tax rose from 200 to 600 francs for the A4-format document and from 400 to 1000 francs for any larger size document.

http://www.cameroon-info.net/article/cameroun-budget-2017-le-prix-du-timbre-communal-pourrait-passer-de-200-fcfa-a-275853.html

A fiscal stamp, in continuity of the previous fiscal set, was issued with the year 2017 as part of the design. The denomination can be added into the design and at least 1000 franc value was found.

If the 2017 issue follows the same pattern as for prior annual issues, then there should be two more revenue stamps dated 2017 to find - with denominations of 5.000 and 50.000 CFA francs.

Additional information is welcome.



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.

London Philatelist, volume 127, October 2018, whole number 1459

pp386-393, *The 1925-1927 Voyage of the German survey ship Meteor: the secret mission and surprising scientific discoveries,* by James R Taylor FRPSL. This ship repeatedly crossed the South Atlantic from east to west and west to east mapping the seafloor for the first time. It called at several West African ports for supplies and mail.

Air Mail News, volume 61, November 2018, no 243

pp14-15, *FAM-22 First Flight Covers - unintended consequences*, by Barbara Priddy. A cover that was NOT carried on the first Clipper proving flight from Leopoldville in November 1941.

pp33-39. *The winter of 1939-40*, by Peter Wingent. Weather delays on the Imperial Empire air route

CCSG Bulletin, vol 45, no 4, October 2018, whole no 200

p177, *WWII - Egypt censor on 1939 cover from Gold Coast to Belgium*, by Jeremy Martin

Overprinter, 2018/4, winter 2018

pp108-111, *"Tristan da Cunha 1935 overprints: update and a forgery*, by Neil Donen

Air Post Journal, Vol. 89, No. 9, September 2018

"*The mail must get through*" by John Wilson. Describes the 1925 pioneer return flight from Dakar to France by Lemaitre and Arrachart.

WEST AFRICA OFFERS FROM STOCK

ASCENSION. 1911 part cover to England franked bisected KE VII 6d tied by '20 JU 11' c.d.s. SG Z30var **£175**

CAMEROON. 1915 ½d on 5pf green with surcharge double. Very fine used. Extremely scarce. Eichele Cert. SG B2b. **£550**

GAMBIA. 1898 'SPECIMEN' set in UPU strips of 5, the 4d with malformed 'S'. Unmounted mint. SG 37s/44s, 42as. **£1250**

GAMBIA. 1912 ½d green corner Plate block of nine including the split 'A' (R.7/3). Very fine mint. SG 86c. **£120**

GAMBIA. 1912 1/6 violet and green with split 'A' (R.7/3) in pair with normal. Very fine mint. Rare. SG 98a. **£450**

GOLD COAST. 1924 15/- dull purple and green (Die II). Very fine used ACCRA oval d.s. '29 MAY 29'. SG 100a. **£450**

GHANA. 1965 1C20 on 10/- with surcharge double in green and black. Unmounted mint. Rare. SG 390a. **£200**

NIGER COAST. 1893 ½d on ½d lilac. A lower marginal unsevered pair. Very fine mint. SG 7a. **£350**

NIGERIA. 1917 10/- green and red (olive back). Very fine mint. Exceptionally fresh. BPA Cert. SG 11b. **£700**

ST HELENA. 1894 1/- yellow-green surcharge double. Top marginal. Unmounted mint. RPS Cert. SG 45a. **£3500**

ST HELENA. 1976 £1 corner example with gold omitted. Unmounted mint. Extremely scarce. SG 330a. **£1250**

SIERRA LEONE. 1905 £1 with the 'Spaven' flaw (R.1/3). Very fine mint. Only 75 possible. SG 98var. **£300**

TOGO. 1915 (Sansane-Mangu) 5pf green used with part ANECHO c.d.s. in blue. BPA Cert. SG H30. **£75**

TOGO. 1915 2/6 with no hyphen after 'ANGLO'. Very fine mint. SG H43c. **£160**

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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LAGOS



8th June 1883 imprinted envelope of the Danish Consulate, endorsed "Nubia S.S." and registered to Ipswich. Franked by1876 6d green (4d UPU + 2d registration) tied by oval of bars with red "R" in oval, Norwich arrival mark at back. A rare and charming cover ex John Sacher collection

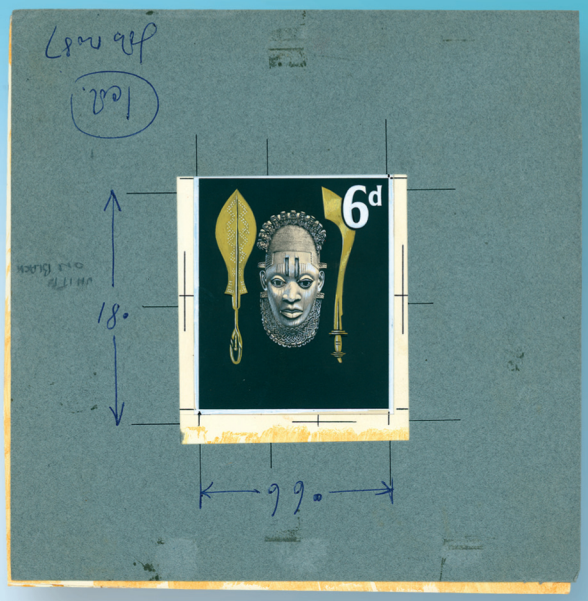
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