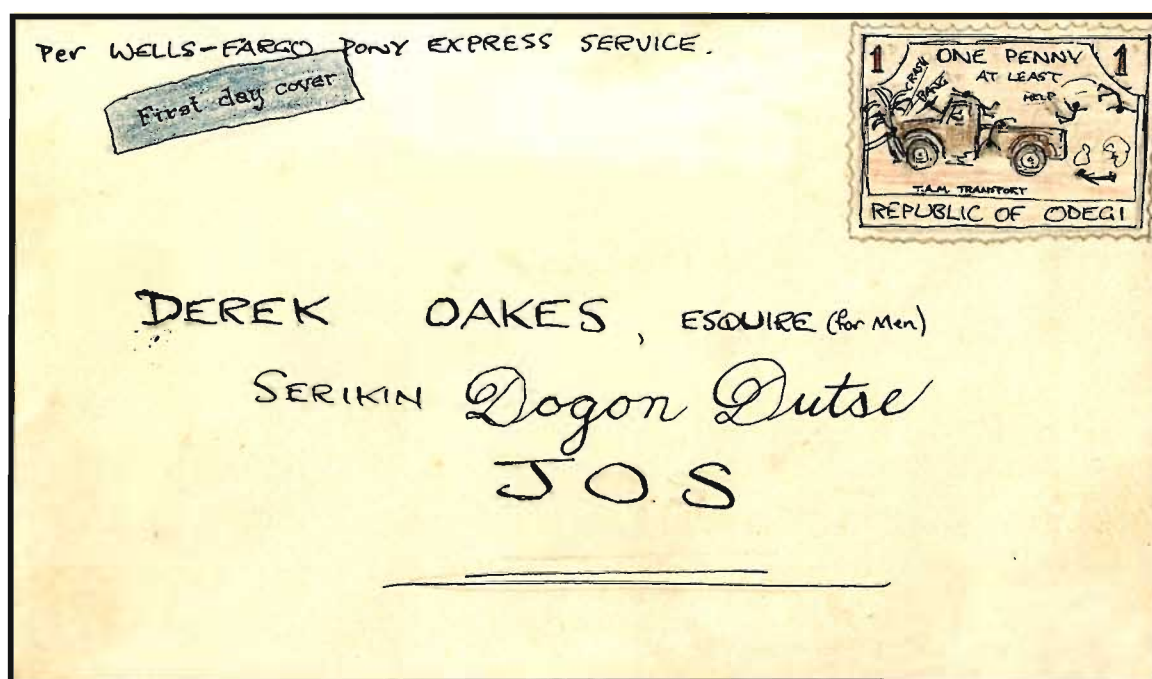


CAMEO



The Journal of the West Africa Study Circle



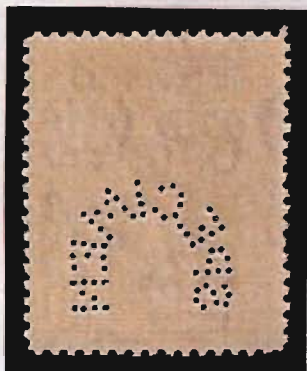
Richard Allan

PO Box 2418, Wall Farm, Watford WD18 1TY

Tel: 01923 854846 Overseas 0044 1923 854846

Fax: 01923 750130 Overseas 0044 1923 750130

Website: www.richardallan.co.uk



SIERRA LEONE COLLECTION IN OUR NEXT AUCTION

Please mention *Cameo* when responding to Advertisements

**West Africa Study Circle
President : Barbara Priddy**

Joint CAMEO Editors

Barry Burns
20 Tanton Rd., Stokesley
MIDDLESBROUGH TS9 5HP
☎ 01642 710636
barry.burns1@virgin.net

Robert May
Longdown Farm Cottage, Cadsden
PRINCES RISBOROUGH
HP27 0NB, UK
☎ 01844 344336
rob.may@pubexpert.com

Hon. Secretary

John Powell, "Middle Path"
23 Brook Street, Edlesborough
DUNSTABLE LU6 2JG
☎ 01525 220196

Hon. Treasurer

Ian Anderson, 57 Manse Rd.,
EDINBURGH EH12 7SR
☎ 0131 334 7866
ghanastampman@aol.com

Hon. Membership Secretary

Peter Duggan, 75 Alexandra Rd,
READING RG1 5PS
☎ 0118 966 3220
togostamps@gmail.com

Hon. Auctioneer

John Smith, 52 Eastway
GREASBY, Wirral CH49 2NT
☎ 01516 786201
stamps.johnsmith@btinternet.com

Hon. Advertising Manager

Peter Rolfe, 14 Aughton Road,
Birkdale, SOUTHPORT, PR8 2AF
☎ 01704 563575
peter.rolfe@btinternet.com

Hon. Librarian

Oliver Andrew, 52 Valley Drive
BRIGHTON, W. Sussex
BN1 5FA
☎ 01273 564908

North American Representative

Dr. Martin Bratzel, 1233 Virginia Ave,
Windsor, Ontario, N8S 2Z1, Canada
marty_bratzel@yahoo.ca
☎ (0015) 199 481968

Webmaster

Ray Harris
harris6@which.net

Web Site: <http://www.wasc.org.uk>

Contents

Editorial	2
Letters to the Editor:	3
Greentree, Mayne, Tabcart, Heap, Martin	
Obituary—Tom Butlin	5
Articles of Interest published in other journals	5
Sources	6
<i>Gambia Perforated Cameos</i> by Rose	
<i>Journal of the Royal West Africa Frontier Force</i> reviewed by Peter Duggan	
Mis-set 27.1.26 Duala-a Postmark—correction	Marty Bratzel 7
Mis-set 27.1.26 Duala-a Postmark—the journey	Dudley Cobb 8
Formula Registered Envelopes.	Harris & Hørlyck 8
Gold Coast 1938-44 definitive: diagonal lines	Jeremy Martin 10
Nigeria Censor Cachet used to Cancel Mail	Jeremy Martin 10
FPO556: Gold Coast or Egypt?	Robert Nelson 11
Nigeria: another new hologram definitive	Rob May 11
Sierra Leone Wax Seals	Ray Revell 12
West African Division in Bangladesh 1945-46	Debenham & May 13
Pan American FAM22 and Special Missions	John Wilson 14
BOAC West Africa Service from July 1940	Peter Wingent 29
Imperial Censorship in Gambia; name & number	John Wilson 32
Censors P.203 and P.89	Barbara Priddy 34
Sierra Leone—a Fashionable Investment	Michael Round 35
Sierra Leone Airmail Notices, 1958	Walton, Priddy & Rolfe 36
Gambia Cancellations 1990-1991	Oliver Andrew 38
Gambia and the UPU 1989	Oliver Andrew 41
Prince Archibong Archibong of Calabar	Simon Heap 42
Cameroun—plating the 5/- and 10/- type 3	Marty Bratzel 43
Cameroun's new issue in 2009	Hans-Peter Hauschild 53
Cameroun Independence & Re-unification	Marc Parren 54
Sierra Leone Development Company Railway	John Hossack 56
St Helena; a lower Ackerman reversed "R"	Stefan Heijtz 57
Tristan da Cunha Cachet X	Jeremy Martin 58
Nigeria: forged meter mark	Wright & May 59

Front Cover

Hand-drawn spoof cover from this editor's files

Can members shed any light on this?
It could be linked to expatriate mine workers,
as Odegi and Jos are both mining areas
and Dogon Dutse is a hill near Jos.

Editorial

Print advertising in *Cameo* has dropped sharply. Readers may notice that, in this issue, the amount of advertising is barely more than enough to cover three sides of the cover. This is likely to have consequences for the Study Circle because this could prove to be the end of a period of 15-20 years when we have been able to print and post our Journal at a bit below cost. In effect, the advertising has subsidised our subscriptions.

This quite sudden change does not seem to be unique to *Cameo*. It seems that all print advertising is shrinking under pressure from electronic trading sites, web advertising and social media sites.

In WASC, if no new forms of advertising can be built up using our website, we may need either to cut costs (in effect, produce fewer or smaller Cameos) or increase subscriptions. WASC fundamentally exists to nurture and publish research so the "do less" option would be very regrettable whilst new work continues to flow in to the editors at its present rate.

Less importantly, I have taken the opportunity of the turn of another year to change volume number so that each volume will henceforth cover one calendar year. I have also modernised the font to Lucida Sans instead of Times New Roman.

I wish you all a successful 2012 in all your endeavours, but especially in your philatelic studies. Keep your contributions coming!

Rob May



The next issue will be edited by Barry Burns, datelined June 2012, and the copy deadline is 1 May 2012

Editorial Policy

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

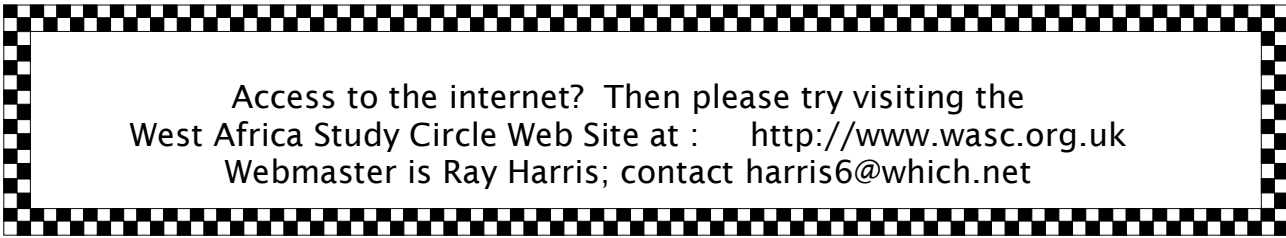
Rob May / Barry Burns

All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, including photocopying and recording, without the written permission of the copyright holder, application for which should be addressed to the Editor. Such written permission must be obtained before any part of this publication is stored in a retrieval system of any nature.

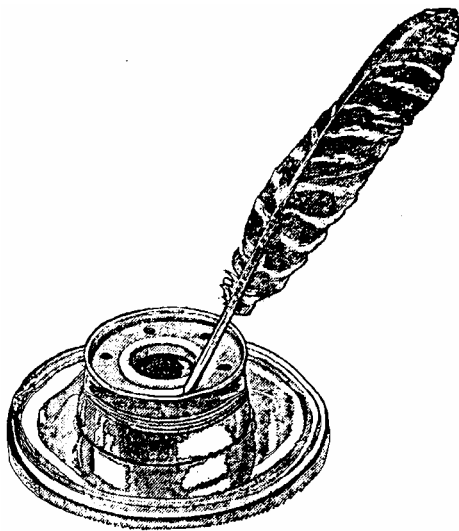
Printed in England on archival quality paper to ISO 9706 by Quoin Publishing

Annual Subscription : £16 for UK members and £20 for overseas members. There is no entry fee. The subscription term is for calendar years.

Advertising Rates :	Black & White	Full page	£45	Half page	£27.50
	Colour	Full page	£90	Half page	£50



Access to the internet? Then please try visiting the
West Africa Study Circle Web Site at : <http://www.wasc.org.uk>
Webmaster is Ray Harris; contact harris6@which.net



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

Ascension Surface Postage Rates

Dear Barry,

I read with interest articles in *Cameo* 84 giving details of postal rates for St. Helena, Ascension and Tristan da Cunha. I apologise for not responding earlier, but I was on overseas leave at the time. The air mail rates for Ascension on page 164 are correct, and I can now give you the surface rates which are as follows:

Surface rate to St. Helena: letter 15p, postcard 35p
Surface rate International: letter 25p, postcard 35p

We are currently reviewing our postage rates in the hope they can be brought into effect from 1 January 2012, and I will forward a copy along with the Legal Notice to you as soon as they are approved.

Olwen (Wendy) Greentree, Team leader
Post Office, Ascension

Kamerun Border Commission Vignettes

Dear Rob,

In the past I have published short articles concerning the vignettes issued for the German Togo—Dahomey Border Commission and their sister counterparts for the German Kamerun—French Congo, in each case consisting of five “stamps” in different colours.

In a France vignette collection purchased recently at auction was a sheet(let) of 12 stamps printed in blue-black for the Kamerun-Congo Commission. My contact in Germany who owns a major German Colonial auction house tells me he has never seen these vignettes on mail and that it was news to him that they were printed in sheets of 12.

John Mayne
Bridgnorth

Sheetlet of vignettes commemorating the Kamerun-Congo Border commission (slightly cropped margin at left)





West African Packet Sailings

Dear Rob,

The Publications Committee has accepted an offer by Colin Tabeart to write a book on the West African packets up to about 1900. If any members have copies of any of the contracts entered into during the 19th century Colin would very much appreciate a copy, which will of course be acknowledged in the book, sent to 238 Hunts Pond Road, Fareham, PO14 4PG, or scanned and e-mailed to colintabeart@btinternet.com.

The Committee is also looking for two volunteers to receive progressive chapters from Colin for proof reading/suggested amendments & additions, &c – the chapters will be written in WORD and sent on CD to such volunteers as work progresses. Names initially to Rob May please, who will pass details of the two selected to Colin. Images of exceptional covers, scanned at 300 dots per inch with fully detailed captions, should be sent to Colin at the internet address given above – no guarantee of inclusion of course.



Maurice Fievet again

Dear Rob,

I know the Nigerian stamp designer Maurice Fievet continues to fascinate.

Whilst in the National Archives at Ibadan [NAI], I read a personal file on Monsieur Fievet [Chief Secretary's Office (CSO) 26/52512]. It contains a letter dated 27 July 1948 from E. H. Duckworth of the Department of Education and editor of *Nigeria*, to the Chief Secretary to the Nigerian Government in Lagos.

Duckworth calls Fievet "a first rate artist" and "a very delightful fellow to meet". After seeing Monsieur Fievet during a Legislative Council meeting in Ibadan, Duckworth calculated that he would probably have about 500 pictures of Nigerians and Nigeria scenes. Duckworth adds that "a series of portraits of Nigerian rulers in their home setting would be of great propaganda value both in Nigeria and Great Britain".

On 5 May 1949, Duckworth forcefully asks the Government to reject a proposed exhibition of Fievet's extensive work at the Imperial Institute the following May "for the purposes of projecting Nigeria to the English public" and, instead, "ask Selfridges to do this because Imperial Institute is too far away [from Central

London]". Later in the file, in a letter from Mr Stockes, for the Public Relations Officer to H. N. Harcourt, Acting Chief Secretary to the Government, Lagos, 27 June 1950, he states that, "Monsieur Fievet is, I understand, likely to be commissioned to design the new set of Nigerian stamps. He has told me that if he is given the commission he will either:

- A) Do the designs at a specially low rate
- B) Charge the full rate and use half of the proceeds to half defray the cost of the exhibition."

In the end, Fievet chose option (a), getting £500 as his fee.

Dr Simon Heap
Oxford & Calabar



Sierra Leone Wrappers

Dear Rob,

I refer to Dr. John Courtis' article in *Cameo* vol 12, No 3, October 2011, pp187-190. I have the following Sierra Leone wrappers:

		Mint	Specimen	Used
Colin Tabeart	QV E1	x	x	31 Aug 1903
Fareham	EdVII E2	x	x	
	GV E3	x	x	1 Feb 1919
	GVI E4		x	

I hope this helps the research

Jeremy Martin
Salisbury

WASC Study Editors are also available for queries and to help edit articles

- Airmails – Barbara Priddy
- Ascension – Bernard Hughes
- Biafra – Dudley Prestedge
- Cameroons – Marty Bratzel
- Gambia – Oliver Andrew
- Ghana – Ian Anderson
- Gold Coast – Peter Duggan
- Lagos – John Sacher
- Maritime – John Knight
- Nigerias to 1914 – John Sacher
- Nigeria post 1914 – Tony Plumbe
- St. Helena – Bernard Mabbett
- Sierra Leone – Frank Walton & Peter Rolfe
- Togo – Jeremy Martin

Publications committee — Rob May

Obituary: Tom Butlin

Tom Butlin, who died on 10 October 2011, was an enthusiastic member of our Study Circle and will be sadly missed. He was born in 1931 and educated at Sherborne. After a spell of National Service he joined Standard Bank and worked in Hamburg and Kenya. Later he transferred to the Foreign Office and served in Yugoslavia, Morocco, Honduras and Sierra Leone. Posted back to the UK, he became Head of Registry in Croydon, where he lived, and retired in 1991.



He joined the West Africa Study Circle in 1991 and quickly became a regular at meetings, where it was unusual for Tom not to have something to show us from his Sierra Leone interests. He began to suffer from diabetes, but did not let this interfere with his attendance. However increasing mobility problems did make it difficult and over the last couple of years we have seen him on fewer occasions. He was Hon. Treasurer of the Circle from 1997-2002. Tom was very interested in post-Independence Sierra Leone, of which he had personal knowledge, and I, for one, will very much miss our exchanges at nearly every meeting. He was also a keen student of the classical period.

Tom had other philatelic interests, primarily Honduras, and he was a member of the Croydon Philatelic Society as well as Purley, Kenley & Caterham Philatelic Society, and served on the committees of both. He married Betty in Morocco in 1966 and their son, Robert, was born in 1967.

Peter Rolfe



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.

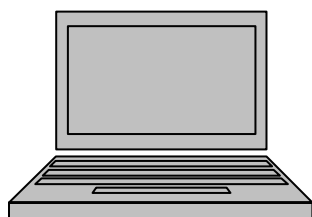
London Philatelist, Volume 120, number 1390, November 2011,
pp350-353, James Bendon, *The Mauretania UPU Specimen Archive*

Journal of the France & Colonies PS, Volume 61, number 3, October 2011,
pp102-104, Bob Maddocks, *The Free French Cameroun Definitive Overprints of 27.8.40*
pp105-106, Dudley Cobb, *Cameroun Français 27.8.40—more on Trial B*
pp113-114, Marty Bratzel, *Yet another Forged Duala Kamerun Postmark*

Journal of the France & Colonies PS, Volume 61, number 4, December 2011,
pp152-153, Bob Maddocks, *Cameroons Expeditionary Force 1914-16 - Two Further Covers from Capt F L N Giles*
p155, Bill Mitchell, *Dahomey—A Bogus 1915 Red Cross Overprint*

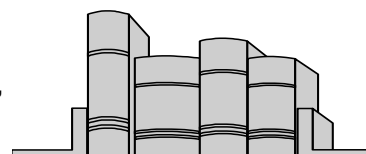
Overprinter; Journal of the GB Overprints Society, Winter 2011/4 (whole no. 165),
pp94-95, John Gledhill, *Overprinted GB QV registered envelopes, the compensation culture*

Sixth Sense, Philatelic News from Murray Payne Ltd, issue 96, December 2011,
p3, *Insight into Nigeria*



Sources

Views expressed by reviewers are their own,
and are not endorsed by WASC or
the editors of Cameo



For all WASC book orders and payments please contact the Treasurer (address on contents page). Authors will distribute their own new publications to members, whilst distribution of purchases from older stock is arranged via the Treasurer.

 *Gambia perforated Cameos: A Study of the Consignments and printings of the Perforated Cameo Stamps of Gambia 1880 - 1898* by John F. Rose, published 2011 by West Africa Study Circle, ISBN 978-1-905647-09-5, soft-bound, 192 pages, 30cm, price £45+ p&p £4 UK, £6.50 airmail to Europe, £11.50 airmail worldwide, £6 surface mail worldwide, payable by sterling cheque drawn on a UK bank, or by PayPal + £1 administrative fee at wasc treasurer@aol.com, available from Ian Anderson, 57 Manse Rd. Edinburgh EH12 7SR, or email: wasc treasurer@aol.com ID No 15665.

Reviewed by Oliver Andrew

The Gambia Cameos have been the object of much study and speculation over the years, and we may now be reaching a position to understand their very complex development. WASC member John Rose spent several months before his death organising his deep knowledge of the perforated Cameos into publishable form, and we are very lucky to have such complete results.

John Rose used several hundred examples of used, clearly dated, stamps to help identify the printings, and has enormously extended our knowledge by this unorthodox approach. Scrupulous about giving the number of examples he had studied to identify each of the printings, he was able to give solid backing for the major changes he proposed, among them that the 1d red printing of 1887 is on CC paper (upright watermark), not the sideways CA watermark of the other values; and that the makeup of the reciprocating embossing plate may have been changed for each printing.

Each value of the two issues is dealt with: printings and deliveries to the colony are identified and described, and lavishly illustrated. Sadly the author did not live to see his ground-breaking work in print but this book is a fitting testament to his patience and to the application of basic scientific principles to a series of stamps which have set challenges to collectors through the years.

 *Journal of the Royal West Africa Frontier Force , issue 1*, edited by Keith Steward, published 2011. Available from the editor at Doulton Place, 100 Macmillan Way, Tooting Bec, London SW17 6AT, payment £10 plus £2 P&P per issue by cheque made out to Keith Steward, or £22.40 if the first two issues are ordered together.

Reviewed by Peter Duggan

The first issue of this new journal was published in July 2011. Whilst in no way philatelic it will be of interest to many members of WASC as it is concerned with the former British Colonies in West Africa. In this issue there are articles on the Ijebu War of 1892 in Nigeria, the Gambia Company of the West African Frontier Force in German Kamerun, an officer who served in the South Nigeria Regiment from 1901 to 1906 and another who saw out his National Service with the WAFF in Nigeria. All the articles are illustrated and well referenced.

Ed- Mr Steward has told me just before Cameo copy date that he has only a couple of copies of Issue 1 left, but he will be able to organise a reprint in batches of six or more

Mis-set 27.1.26 Duala-a Postmark - Correction

Marty Bratzel

In my article in the last issue (Ref. 1), the analysis to determine the actual date of use for the 27.1.26 Duala-a postmark is valid. However, the statement – that use of more than one of these ex-German cancellers on the same day had not been reported – is completely wrong. The table in the article clearly indicates otherwise – the Duala-a and Duala-b hand-stamps were used concurrently on 8.11.15. Readers have kindly provided information showing same-day use in other months as well.

Drawing on my files I have compiled a preliminary list of recorded dates for use of the Duala, Duala-a and Duala-b cancellers from early October 1914 through to 31 March 1916. The findings are illuminating. For example:

- The Duala-a and Duala-b devices saw concurrent postal use on 9.8.15 as well as 8.11.15.
- For other dates, one device was used on covers that went through the mail and another on unsent souvenir covers, loose stamps, and the like.
- Two devices were used concurrently on various dates, one on mail and the other on telegraph forms.

More than 120 dates are recorded on covers and post cards that definitely went through the mail. Postmark dates, coupled with details of shipping movements, can help to identify the ship that carried a particular item. My analysis to link the Porto Novo cover and the steamer *Egwanga* by this means prompted a question about the conclusion that the cover was indeed transported by the *Egwanga*. Specifically, I presumed that the two-day transit time between Duala and Lome was direct, with no intermediate ports of call. My reasoning was that the records indicated the ship's next port of call. I referred the matter to Dudley Cobb, who replies in the article following.

One additional point: for the three Duala hand-stamps, the date was set by turning wheels. Examination of postmarks (Ref. 2) indicates that the month was set with a single wheel. The year was also set with a single wheel, containing 30 different years (Ref. 3). After that time the canceller, if still in service, would undergo a wheel replacement. Whether the day was set with one or two wheels is subject to confirmation.

And now a twist. In his comments on my article, one person wondered if a Duala-a postmark dated 27.11.15 exists, from which one could infer – rightly or wrongly – that the error was spotted and corrected. In the accompanying illustration, figure 1, the envelope fragment, offered on ebay in late December 2011, has a 1d. on 10 pfennig stamp (blue overprint) postmarked Duala-a 27.11.15. Part of the 5 is lightly inked, but it is definitely a 5. WAWA indeed. 'Nuff said.

Thanks are extended to the readers for pointing out the error in Ref. 1 and for constructive suggestions to explore other postmark dates from the Anglo-French C.E.F. campaign. They and others will be invited to join a wider-ranging survey of canceller use, postmark dates, and shipping in this period. Look for an announcement soon.

References

1. Bratzel, Marty. Mis-set 27.1.26 Duala-a Postmark: Determination of the Actual Date of Use. *Cameo*, Vol. 12, No. 3, October 2011, pages 152-155.
2. Bratzel, M.P. Jr. Duala Kamerun Bridge Cancellers – Backdated Postmarks and Display of the Date – Observations and Questions. *German Postal Specialist*, Vol. 62, No. 7, July 2011, pages 281-288.
3. Farber, Walter. Duala Cancelers. Letter to the Editor. *German Postal Specialist*, Vol. 62, No. 8 August 2011, page 311.



Figure 1

Mis-Set 27.1.26 Duala-a Postmark – the Letter's Journey

Dudley Cobb

Bratzel's account (Ref. 1) of how the letter was carried from Duala to Porto Novo illustrates the successive steps to be taken in cases of this kind, and the information needed, if the steamer is to be identified with at least reasonable certainty.

Sailing by *Afrique* is rightly ruled out, I think (too early; mail for Porto Novo was probably carried, but in a bag for Dahomey which was dropped at Cotonou on 20 November). Bratzel says "*Egwanga* departed at 10 am ... for Lome." He relies on the army's General Routine Orders, and shipping announcements in GROs always need verifying. What other sources are available to provide confirmation?

The Lloyds Marine Collection may provide the date, though few calls at Duala are in fact recorded there. In any case, to judge from my research notes, I either did not trawl for *Egwanga* (not a frequent caller) or found nothing at all on it.

French cruiser logs, on the other hand, will give both date and time of sailing (if the cruiser was on station at Souellaba). *Egwanga* did leave on 28 November. *Friant*'s log records it passing through the roadstead around 11 am, coming from Duala. So a true date of 27 November for the mis-set postmark is possible, as Bratzel says, though 28 November is another possibility.

There was another sailing that day – *Suzette Fraissinet*, which also stopped along the west coast. My LMC notes give no help at all with *Egwanga*'s calls (at Lagos first? when at Lome?) and nothing relevant (when at Cotonou?) with *Suzette Fraissinet*.

Egwanga is much the better bet: the key lies in the backstamps (no Cotonou mark; a Lome mark when the bag was opened; censor's mark there as well). Without them, we should be in the dark.

Reference

1. Bratzel, Marty. Mis-set 27.1.26 Duala-a Postmark: Determination of the Actual Date of Use. *Cameo*, Vol. 12, No. 3, October 2011, pages 152-155.



Formula Registered Envelopes

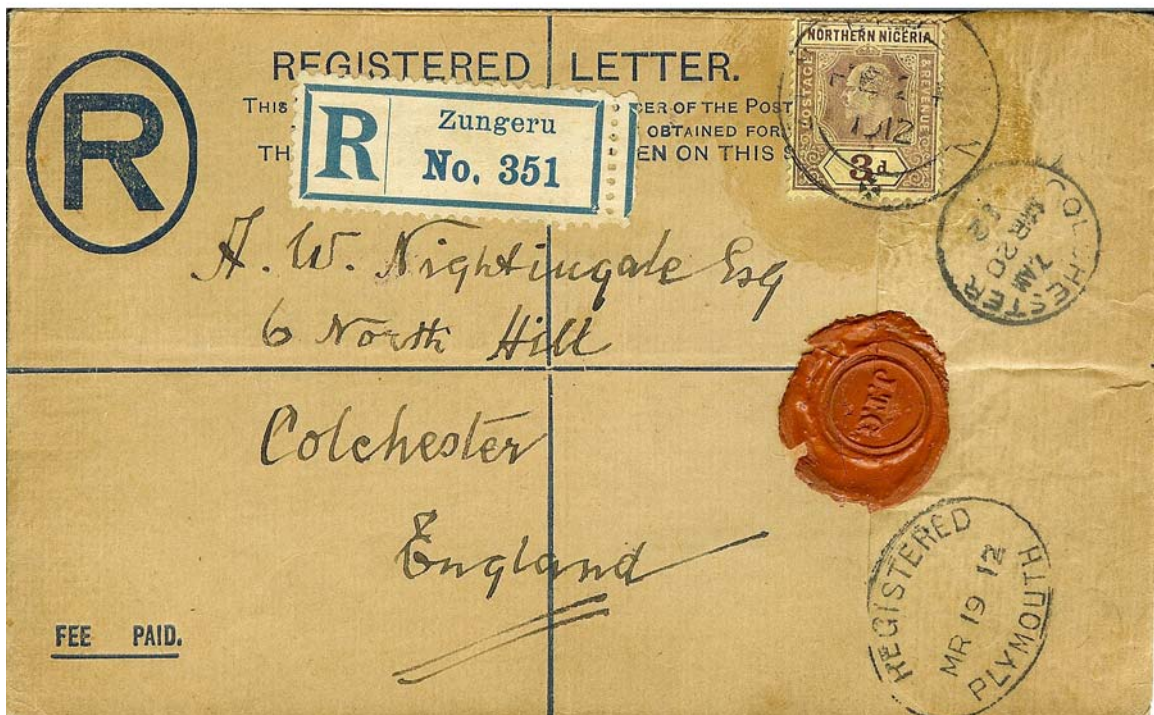
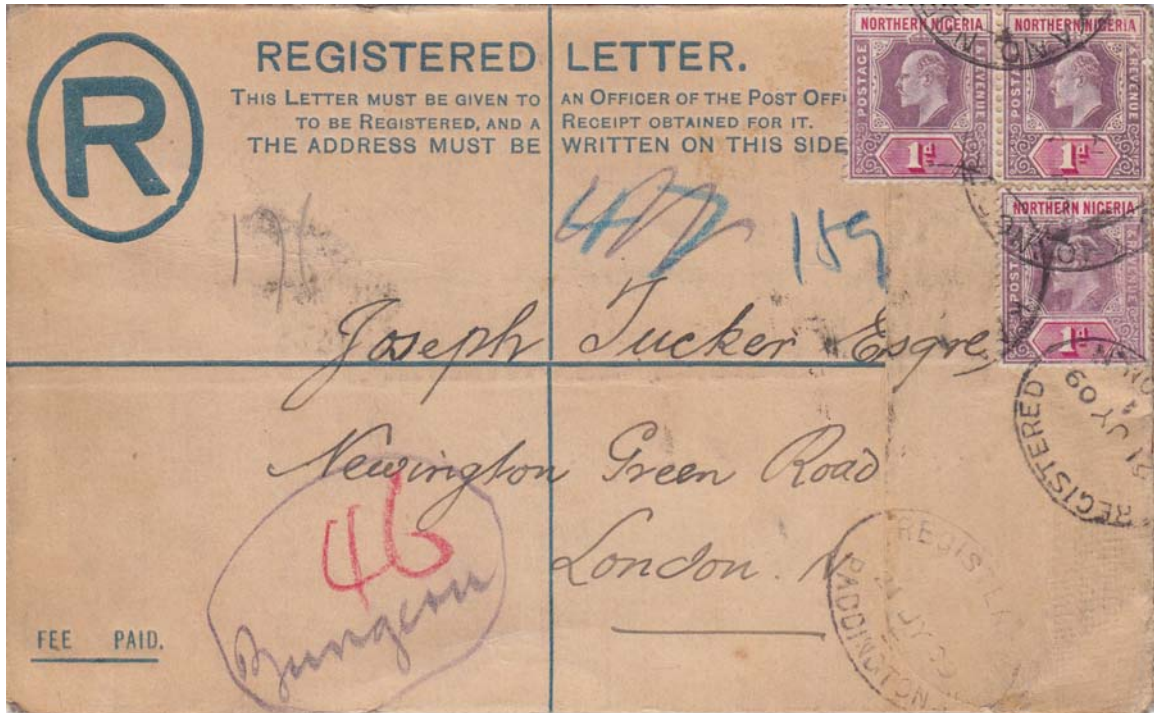
Ray Harris and Peter Hørlyck

Jeremy Martin's article on this subject (Ref. 1) identified an example of a G size envelope in the Crown Agents archive at the British Library, from requisition R 1090/26. The requisition number refers to the year 1926 but similar envelopes were produced much earlier (sadly CA requisition books pre-1921 were destroyed). The authors of this article each have a G size formula registration envelope – that is, with no imprint of prepaid postage – posted in Northern Nigeria, one in 1909, the other in 1912. The two are not identical as can be seen from the font and length of "REGISTERED LETTER", 64mm on one and 61mm on the other, and of "FEE PAID".

The earlier cover was sent from Kano, having postmarks of Kano 9 June 1909, Zungeru 21 June, Lokoja 28 June, then Plymouth 21 July and London Paddington 21 July. From Kano it would have been carried to Zaria (c.4 days) before going on to Zungeru (c.10 days) but there is no Zaria postmark. In that period registered envelopes appear to have received a new number at each office where they were passed to a different carrier. This one carries four different numbers and a possible sequence is: blue 47 at Kano, replaced with pencil 171 at Zaria, red 46 and town name in pencil at Zungeru, blue 159 at Lokoja. If no number was added at Zaria, there may have been an addition at Plymouth.

The later cover was registered at Zungeru on 24 February 1912 and would have travelled by train to Lagos, thence by boat to Plymouth, 19 March, and by train to Colchester, 20 March.

Another cover, identical in layout to the latter, has been seen from Lagos on 12 May 1920 to Huddersfield. It has been opened on three sides. The impression of the R in the oval and of the lines are clearly pressed through the scrim to the back; additionally the blue lines on the front and back do not match up, so it seems that the printing was done after the envelope was made up. This is in contrast to the printing of the pre-paid registered envelopes of the period, so neither of the two layouts have so far been matched exactly to any pre-paid envelope.



Reference

1. Martin, J., "Formula Registered Envelopes", *Cameo*, Volume 12 p24, WASC, January 2011

Gold Coast KGV1 1938 – 44 Definitive issue; Marginal Diagonal Lines

Jeremy Martin FRPSL

In March 2011, with the help of Rod Vousden FRPSL, I was able to view the above Bradbury Wilkinson-printed definitives in the Royal Philatelic Collection.

Looking at marginal corner blocks of four from the bottom right of the sheet of some values, we noticed coloured diagonal lines up to about 100mm in length at the edge of the selvedge. The appeared on the 1d, 4d, 6d and 1/- values from examples received between 1945 and 1948.

The colours are those of the duty plate as illustrated at figure 1 by example of the 1/- provided by Peter Duggan FRPSL. So far we have no conclusion as to the purpose, if any, of these lines.

My thanks to Rod Vousden, Assistant to the Keeper, Royal Philatelic Collection for his help.

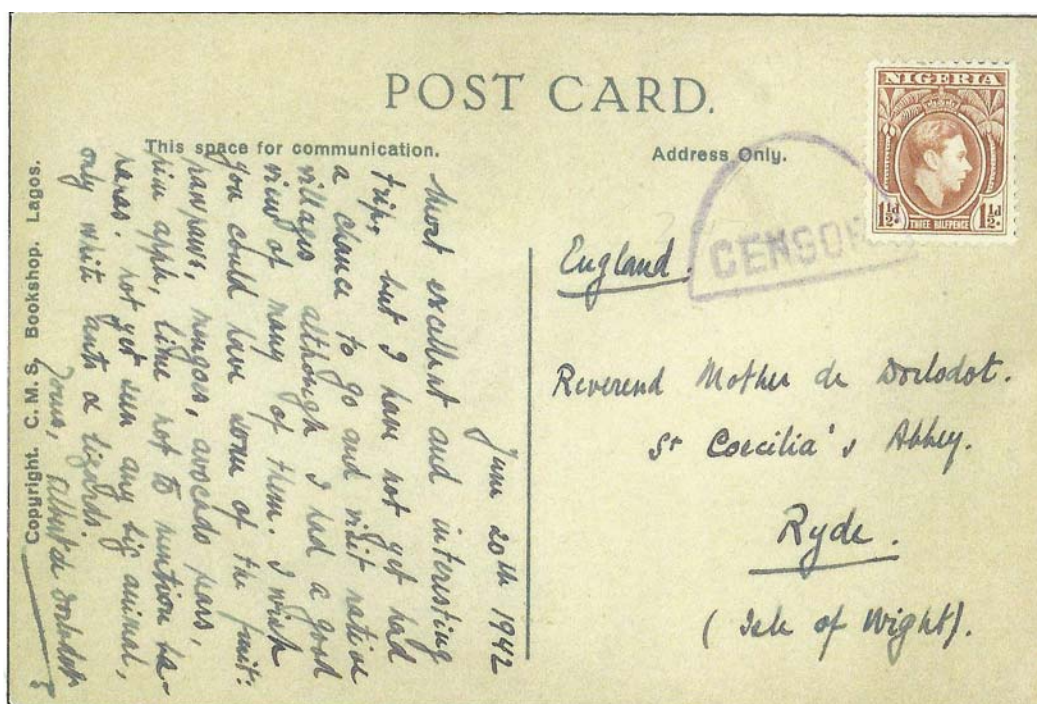


Figure 1



Nigeria Censor Cachet used to Cancel Mail

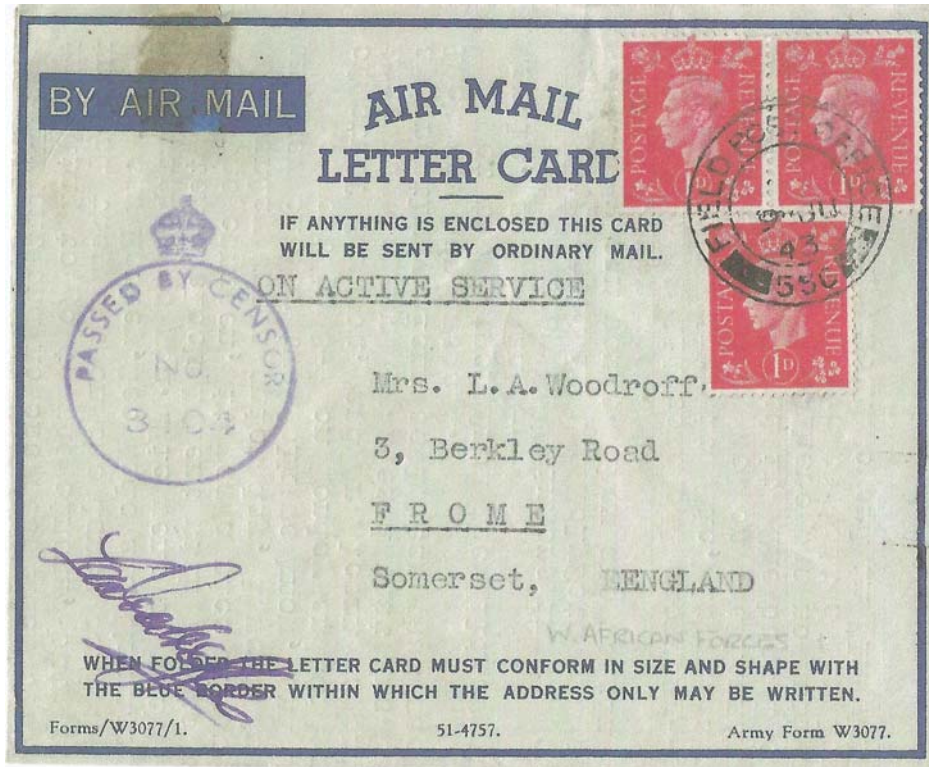
Jeremy Martin



This picture postcard dated 20 June 1942, addressed to the Isle of Wight, was franked with 1½d stamp. The type 2 censor cachet has tied the stamp to the card but no date-stamp has been applied. I cannot recall this sort of thing before.

FPO 556: Gold Coast or Egypt?

R.C.J. Nelson FRPSL



This Air Mail Letter Card, censored by Gold Coast Martin & Walton type A500 censor no. 3104 (Ref 1) has a FPO 556 postmark dated 9 June 1943. The question is where was the FPO 556 applied? Perceived wisdom has it that FPO 556 was used in Egypt (*ed- and it is not listed as one of the West African FPOs in Martin & Walton page 117*). On reading this letter, dated 7 June 1943 it is clear that Captain Woodroffe wrote it on the afternoon of 7 June at Elmina when he was in charge of the 5th Technical Trades School. I find it difficult to believe that this letter could have made its way from Elmina on the afternoon or evening of 7th June, then to be flown from Takoradi to Egypt in time for it to be postmarked there on 9th June. Perhaps readers will prove me wrong!



Nigeria : Another new Hologram Definitive

Rob May

In the June 2011 *Cameo* (Vol 12, p125) I reported that two versions of the N50 Lander Anchorage design had been found. I am now reporting a third version of this stamp, as illustrated. This version, showing the anchor in greater close-up than either of the other two and with the value at the top of the stamp, bears the SIL imprint which probably denotes that Superflux International is the printer. It includes the same square hologram design as the three SIL imprinted stamps which were issued on the first day. Like them, the copyright date is 2010, but the earliest date of use on mail that I have seen is 30 October 2011.

Moses Zaccheaus has alerted WASC members that a non-hologram version of the whole set is also in issue, or imminent. UK new issue services have not caught up with the first version yet!



Sierra Leone Wax Seals

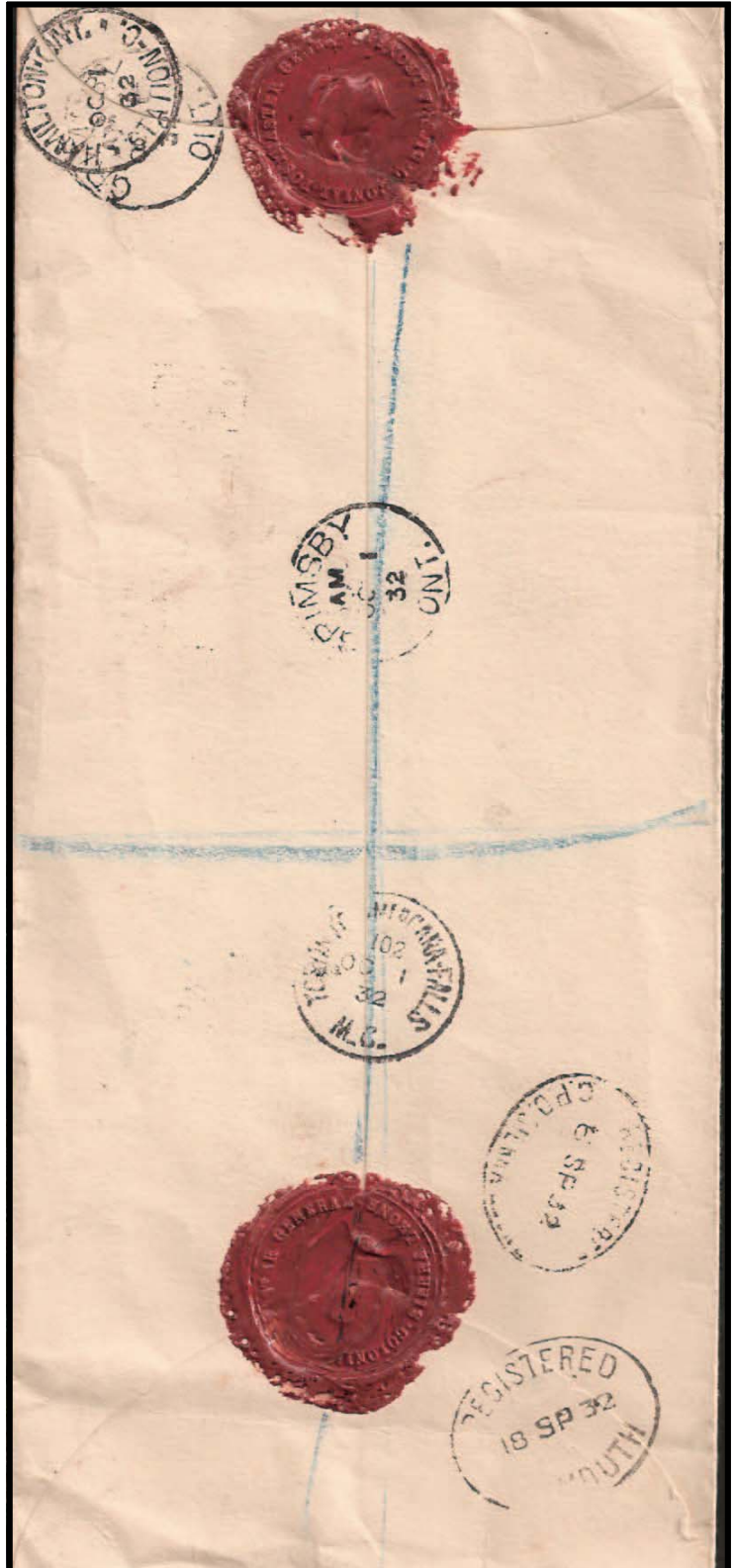
Ray Revell

In response to Jeremy Martin's query in Cameo Vol 11, no. 2, p79, June 2009 I have the illustrated OHMS cover from Freetown to Grimsby, Ontario franked with a 5d KGV Rice Field stamp postmarked 6 Sept 1932.

On the reverse are two wax seals impressed with "COLONIAL POSTMASTER GENERAL SIERRA LEONE" I have sent a scan to Frank Walton who thinks the obscure device in the centre of each seal is probably a crown.

The only other wax seal I have is on a 1939 cover which also shows CENSOR 3 (Martin & Walton type 3)

I would be glad to hear from any member who has these or any other wax seals.



West African Division in Bangladesh 1945 - 46

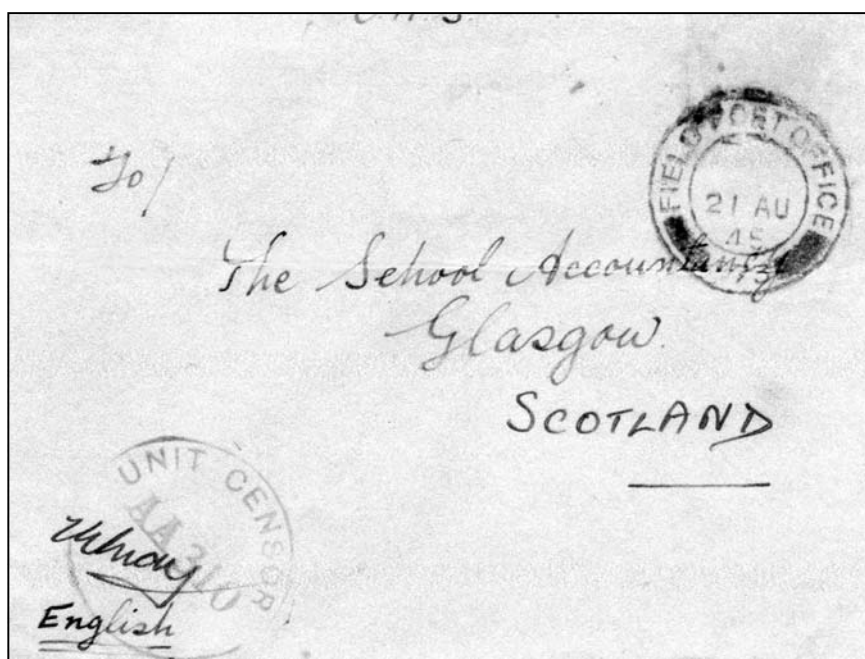
Ross Debenham & Rob May

Ross Debenham wrote to ask if somebody in the Circle can give any information on the 873 (West African) Division which was stationed at Comilla and Renigunta in present day Bangladesh from 13 July 1945 to 25 June 1946. This is the extent of the information he had been able to glean on this division.

Would anyone know what brigades formed this division? I believe that it consisted solely of Gold Coast troops but am willing to bow to someone else's greater knowledge if I am wrong.

I illustrate the scan of an envelope for the above mentioned Field Post Office sent by one GC 67478 Jonathon D. Jeboah. I have tried Google fruitlessly.

I do hope that someone can assist.



Rob May responds

I commend to Ross Debenham a very detailed military history book on the West African forces in the Burma Campaign called "War Bush" by John A.L. Hamilton, who served in that campaign. I provided a detailed book review in *Cameo* (Ref 1) in which I extracted some key dates for the movement of troops from and to West Africa. However, there is no reference in that book to 873 West African Division. Comilla was a command HQ for Maj. Gen. Orde Wingate i/c 81 Division.

According to Hamilton, 81 (WA) Division spent from mid-March to December 1945 at remote and uncomfortable camps about 100 miles north of Madras. 82 (West Africa) Division went into Burma as 81 Division was taken out, relieving 81 Division on 26 January 1945 at Myohaung. This seems the most likely unit for Jonathan Jeboah, the writer of this letter. After the Japanese surrender the units of both 81 and 82 divisions were re-organised by nationality. Many of the European officers went home before the African troops did; their movement back to West Africa being much delayed by the lack of shipping. By March 1946 almost all the wartime units had been returned to West Africa and demobilised.

References

1. May R.F., "Book review of "War Bush", *Cameo*, Volume 8 pp192-195, WASC, October 2004

Pan American, FAM-22, Special Missions, 1942 and 70 years of misunderstanding.

John Wilson

Ed - This article has also been offered to the Air Post Journal for publication

Abstract.

Recent studies of documents held at the Richter Library, University of Miami, the United States and British National archives and the University of New Hampshire have resolved the issue of how wartime airmails were carried between West Africa and the United States. Previously held beliefs that there was a single channel for this mail using the route from Miami, Florida to Leopoldville, Belgian Congo, inaccurately called "FAM-22" by airmail and postal historians, have been challenged and disproved. Strong evidence is presented to show that the bulk of this mail was in fact carried by the secret "Special Mission" flights of Pan American Airways, and that these flights carried more than one hundred and fifty times the volume of mail carried by the Miami to Leopoldville route.

Introduction

For most of the last 70 years, airmail collectors have used the term "FAM-22" to describe a wartime route by which mail was carried between the United States and Africa (and beyond), more specifically between Miami, Florida and Leopoldville in the Belgian Congo. It has been customary, when describing the route a cover might have taken, to conclude "thence by FAM-22 from Leopoldville" if airmail was travelling from, say, Turkey to the United States, or from anywhere in Africa in a westbound direction. It has also been tacitly accepted that carriage of such mail was accomplished by a regular, timetable driven service using a single Boeing 314 flying boat, plying between Miami and Leopoldville on a fourteen day schedule.

These views are understandable when one considers that for many years after World War Two ended, much relevant documentation remained classified as "Secret" under the fifty year rule, and in any case resided in National Archives or the private company files of Pan American Airways. This situation changed when Pan American went into liquidation in 1991 and some, but by no means all of the Pan American files, were saved to form what is now Special Collection ASM 0341 in the Richter Library at the University of Miami. Close study of these files had made the true story of the wartime Pan American services clearer. There are, incidentally, more than 25,000 folders in the archive.

Suspensions that the existing "FAM-22" story was incorrect were aired in two articles by Wilcsek (Refs 1 & 2) which cast doubt on all existing assumptions, and adopted a more logical approach to the evidence.

Timetables.

Anyone hoping to find regular timetables for these early flights is whistling in the wind. This was 1942; America was at war, and Pan American crews heading for Africa were flying quite literally into the unknown. Each and every flight was a different experience, and cosy civilian timetables had no relevance when the objective was to keep as many aircraft flying for as long as possible, in whatever conditions existed, in order to get maximum utilisation. Crotty (Ref 3) located only two printed timetables for 1942 in the Pan American archive; one with a handwritten endorsement "Jan 1942" and the second similarly endorsed "Feb 1942". These dates are not confirmed by the printed text but one has to presume that they are correct. The "Feb 1942" timetable shows a service designated 101B flying from Miami to Leopoldville and return but with the dates and times blank except for a legend "Service operating schedules not available". Not surprisingly, from the chaos of 1942 no other timetables for that year have been discovered at Miami. Despite this, one recent publication (Ref 4) contains what purports to be a definitive timetable of flights on the Miami to Leopoldville route, even though on inspection the data seems

to have been compiled by simply adding fourteen days to each successive flight and printing it as fact. Primary source documents in collection ASM 0341 and the US National Archive (Ref 5) cast considerable doubt on this so-called "timetable".

The wartime objective.

Collectors and researchers of air mail history have a natural tendency to believe that the carriage of air mail is the whole reason for flights to take place. This may well have been true in the 1930s but in 1942, with America at war; with the Allies facing defeat in the Middle East and North Africa and with some of the French African Colonies aligned with the Axis, the main objective was to ship men and materiel from the factories of the United States to the European and North African theatres of war by whatever means were available, in the fastest possible time. If speed was important then Pan American Airways were in a good position to help, having completed delivery by January 1942 of their latest Boeing 314 and A-314 flying boats, each of which was capable of carrying up to 8000kg of cabin load (dependent upon flight distance) (Ref 6) at cruising speeds in excess of 180 miles per hour. In general terms, the flights from the United States to Africa would carry military supplies and ordnance, with return flights bringing back American pilots who had flown combat aircraft from America to Africa for shuttling to the Middle East war zones. However, they also carried mail.....!

The engineering constraints.

At the moment when the United States entered the war, there were only two types of aircraft capable of lifting substantial loads across the South Atlantic gap between America and Africa; the Vought-Sikorsky VS-44A and the Boeing 314/A-314. Only three VS-44A aircraft were built (for American Export Airlines), and one crashed at Botwood in 1942. Boeing built twelve 314s (for Pan American) but three were sold to the British Government in 1941 (Ref 7) leaving Pan American with nine. Of these, one was effectively stationed on the West coast, serving the Pacific, leaving eight to operate across the Atlantic. The demand for cargo space was such that Pan American had to constantly work out complex logistical plans for best utilisation, and this situation was not helped by a relatively short period of 120 hours between major servicing brought about by engine failures (Ref 7). As the engine problems were overcome, the flying hours were increased until the major need for return to base servicing became rectification of corrosion on the hull of the flying boat as well as engine changes (Ref 8). Boeing became so skilled at carrying out these maintenance routines that they could turn round a 314, including changing all four engines, in two days (Ref 7).

On the "one-off" survey flights such as those to Karachi and Calcutta, servicing needs could be met by carrying comprehensive spares and aircraft engineers, but this of course limited the available cargo load. For regular flights after Pearl Harbour the initial pattern was of a single journey from North Beach to Lagos, returning to North Beach for engine maintenance. As the maintenance intervals lengthened, Pan American introduced the concept of "shuttles" during which an aircraft would fly from North Beach to Lagos, "shuttle" twice between Lagos and Natal via Fisherman's Lake and then return to North Beach. Starting in June 1942 the pattern changed again, and by restricting the "shuttle" to trips between Natal and Fisherman's Lake rather than going all the way to Lagos, five such "shuttles" could take place before the necessary return to North Beach.

The point is this: why waste vital flying hours using the Boeing 314 on routes where other aircraft could be used, such as Leopoldville to Lagos which was being served by BOAC and SABENA, or flights North from Lagos that could be and were being served by land planes? Similarly, since Pan American Airways were flying regular and frequent South American services between Natal and Miami, why squander the Boeing 314 resource doing that same trip?

The puzzle.

If one is to believe that mail from Africa was routed via Leopoldville using the "FAM-22" idea, then such mail would transit through Miami in "bunches" separated by fourteen days. A group of experienced collectors (The Group) pooled information on covers in their possession and constructed a comprehensive table showing origin, destination and most importantly the date of transit into the United States via Miami. It became obvious that far from mail arriving in discrete dated groups, such mail was arriving on almost random dates, and certainly not at fourteen day

intervals as would have been the case if the flights from Africa were based on the timetable compiled by Proud (Ref 4). What could possibly explain this?

A second, linked puzzle relates to the carriage of airmail between countries up and down the coast of West Africa, particularly the route Leopoldville-Lagos-Accra-Fisherman's Lake. One hypothesis was formed on the basis that flights from Lisbon to the United States on their scheduled winter route (nominally October to May) called at Fisherman's Lake to pick up mail that had travelled up from Leopoldville and/or Lagos for carriage onward to America. There is, at least in 1942, a much more plausible explanation.

The solution.

Although the existence of files in the Richter Library relating to Pan American "Special Missions" had been known for some time, and despite the fact that these files had been inspected by several researchers, including Rodina and Crotty, it would appear that the documents had not been either fully read or fully understood. A detailed page-by-page examination has revealed a surprising amount of information that to a large extent explains the actual methods and routes by which mail was carried on the USA – Africa services, and why the existing thinking about "FAM-22" is flawed; albeit brought about by lack of primary source information.

The term "Special Mission" brings to mind a group of Special Forces operatives with blacked-out faces landing on a beach at dead of night in enemy held territory. Nothing could be further from the truth, although the Pan American special missions were certainly clandestine in nature, were classified as "Secret", and did not work to any timetables (see comments above). The records in Miami are not complete, and it has to be said that many of the folders suggest that there has been earlier "skimming" of the contents. Nevertheless, sufficient evidence remains to confirm that the special missions flew a demanding, almost non-stop schedule, throughout 1942 and the first six months of 1943, carrying heavy loads to and from the West Coast of Africa. The important fact for the purpose of this article is that the documents show the carriage of mail.

The first "mission" took place as early as July 1941, and missions 1 to 5 were exploratory in nature, investigating the route from North Beach (New York) via (variously) Natal-Bathurst-Bolama-Lagos and Fisherman's Lake. The proving flight for a commercial route from North Beach to Leopoldville left New York on 10 November 1941 under the command of Capt. Gray, returning on 19 November. Up to this point of course, the United States was not officially a belligerent nation and the focus, at least in the eyes of Juan Trippe, the Pan American President, was the establishing of a commercial route for breaking the British dominance of airline routes into Africa. Richard Beith (Ref 9) mentions a letter from Captain Masland (Captain of the first Leopoldville scheduled flight on 6 December 1941) to a colleague (Ref 10) in which he says:

"The aircraft was of course the N-16812 (sic), then known as the Capetown Clipper, so as to advise the British of where we planned to go". The correct registration was actually NC-18612.

Up to and including SM5 the special missions were designated as "Charter Flights" and operated under the direct control of Pan American Airways. The letter of instruction issued to Capt. Masland for SM5 contains:

"No official mail will be carried on any portion of the flight other than Company mail. You will please exert every effort to advise all passengers, in both directions that the carriage of mail for others will constitute not only a violation of Postal Regulations, but might expose them to severe difficulty with the censors at Trinidad". (Ref 11).

Everything changed after Pearl Harbour, and the next mission SM6 was operated under the control of the US Army Air Corps, using "Capetown Clipper" NC-18612 which left North Beach on 20 December 1941 to fly to Calcutta via San Juan-Trinidad-Belem-Natal-Fisherman's Lake-Lagos-Leopoldville-Port Bell-Khartoum-Aden-Karachi-Calcutta, returning by the same route through Leopoldville and Lagos. Significantly the cargo summary lists 10 kg of Pan American Company mail and 57 kg of "P.O. Mail" but does not specify the origin and destination of this mail other than to show it went to "3 destinations". The summaries for other missions show Post Office mail being carried on a regular basis in increasing quantities; SM13 leaving New York via Miami on 4 February

1942 listing “1429 kilos, various destinations”. Since the normal single letter fell within the half ounce first air fee limit, 100kg of mail could, *in extremis*, represent more than 7,000 letters at American rates and more than 20,000 letters if the letters emanated from Europe with a 5g first air fee limit.

The table constructed as Appendix I shows the statistics for those flights where the Pan American files contain mail data, but it seems a reasonable assumption that carrying US Post Office mail was the norm on the Special Mission flights, except for the rare occasions when instructions were given that contract mail would not be carried between New York and Brazil. (A particular event relating to the “other” Pan American route, the “LATI substitute” service) (Ref 12).

FAM-22; the misnomer and misunderstanding.

Prior to the introduction of the 1938 Civil Aeronautics Act, providing a service to carry mail from the United States to anywhere else involves three organizations:

- (A) The carrier; in this case Pan American Airways.
- (B) The Postal Authority; in this case the United States Post Office Department (USPOD).
- (C) The Authority governing airline traffic; in this case the Civil Aeronautics Board (CAB).

(A) Undertakes to carry cargo from point X to point Y without necessarily specifying the means of carriage, i.e. by aircraft type. The carrier tenders for a contract from (B).

(B) Enters into a contract with (A) detailing a point of origin, a point of destination and if appropriate, intermediate points. This contract is given a defining title; in the case of the USPOD a foreign air mail contract would be designated FAM and a number. The contract for carriage of mail between Miami and Leopoldville was designated by USPOD as FAM-22. This contract number was used only by USPOD in its internal records and in contract negotiations with the carrier. It was never used by the carrier in external correspondence, in flight instructions, in timetables or any public documentation. However, one instance of the term “FAM-22” being used on an internal Pan American document appears in the minutes of a meeting between the airline and the US Army (Ref 13) at which a dispute over payments to Pan American for Special Mission flights was discussed, and one cover has been reported carrying a handwritten endorsement “Route F.A.M. 22” by the writer of the envelope.

(C) Accepts applications from (A) for permission to open an air route between point X and Point Y as required by the need to carry cargo, passengers and mail over the route. The USPOD contract number does not form any part of this application and grant procedure, nor is there any requirement for the carrier to specify means of carriage or times of carriage.

As a result of the introduction of the 1938 Act, the CAB took over effective control of the granting of contracts, and the routes and rates were decided and published as CAB Certificates of Public Necessity and Convenience which effectively replaced the former contract-issuing powers of the USPOD. The CAB Certificate was not, however, a contract in the formal sense but rather a removal of those powers previously held by the USPOD in this regard.

Pan American Airways operated as a “Common Carrier” in its contracts with USPOD (Ref 14), and under common carrier law the carrier (Pan American Airways) simply has to comply with contract requirements to pick up cargo at a specified point and deliver to its destination by whatever means it chooses so long as the contract is honoured. A feature of such law is that theoretically a carrier need not actually own the means of carriage, as for example when a removal company undertakes to move furniture from England to America. The removal company may not own the ship or aircraft on which the cargo is transported, but must ensure that the cargo is delivered at the point and at the time specified in the contract. This may seem to have nothing whatsoever to do with postal history but it has important consequences for the understanding of what happened in the various Foreign Air Mail contract dealings between USPOD and Pan American Airways.

In meeting its obligations to USPOD, Pan American was free to use any resources it had, or could access, to get the mail from Miami to West Africa. In the first mail-carrying flight to Leopoldville, the “Capetown Clipper” NC-18612 flew all the way from New York, having picked up the philatelic cargo (thousands of empty first day covers) in San Juan, but Special Mission flights were already carrying mail on the Boeing 314s to the following pattern:

19 Dec. 1941 to 3 Feb. 1942. Between Miami and Lagos via Natal and Fisherman's Lake.
7 Feb. 1942 to 6 Jun. 1942. Between Natal and Lagos (with two shuttles) via Fisherman's Lake, with the Natal to Miami section utilising different aircraft engaged in the South American mail service.
15 Jun. 1942 onwards. Between Fisherman's Lake and Natal (with five shuttles), with other aircraft, and significantly other airlines, to carry their contract mail between points in West Africa – for example SABENA between Leopoldville-Lagos-Accra, with PAA (Africa) and later USATC on the routes to Fisherman's Lake.

This is not to suggest that there were no flights from Miami to Leopoldville and back using the original concept of a single aircraft completing an exclusive single journey, but it does mean that such flights were neither the sole nor the main means of carrying increasing volumes of mail across the South Atlantic between West Africa and America. But see Appendix I, Note 2.

From the minutes of a weekly meeting of the secret Civil Aviation Progress Committee in London dated 26 March 1942 (shown as Appendix III) we see that the British had been made aware of the imminent restriction on direct Boeing 314 flights to the Congo, and the intention to turn round at Fisherman's Lake.

Mail flow patterns on the West Africa route.

When Pan American Airways announced their new service from Miami to Leopoldville in late 1941 it was ostensibly a civilian route designed to prepare the way for Juan Trippe to penetrate into Southern, specifically South Africa. In a Pan American submission to a CAB hearing (Ref 14) we read:

"Well before inauguration of this alternate route from Europe (LATI substitute) however, Pan American had commenced its preparations for air service intended to serve Africa. In July 1940, Pan American had filed an application with the Civil Aeronautics Board for a certificate to engage in air transportation between New York and Bolama, Portuguese Guinea, via San Juan, Belem and Natal, as part of an eventual route to Capetown, operations to which were currently prohibited by the Neutrality Act of 1939. Despite the fact that services to Capetown could not be undertaken immediately, Pan American had had technical discussion with South African Airways Ltd. in early 1940".

The initial announcement of the Leopoldville route prompted declarations by European, Middle Eastern and Far Eastern postal authorities of this new service, to take advantage of a route into Southern Africa and the United States. The change from peace to war in December 1941 changed all these arrangements and apart from some mail services from South Africa and the southernmost East African countries using the BOAC Cairo to Lagos flying boat service, the mail flow through Leopoldville to the United States must have dwindled dramatically, particularly when the military traffic flow and the introduction of PAA (Africa) into Accra resulted in a large increase in load capacity directly between West Africa and Cairo. It is hard to see how anyone could justify using a Boeing 314 on a mail contract that involved a 2600 mile/20 flying hours round trip between Lagos and Leopoldville, especially given the lack of resource and the limited flying time available between essential maintenance visits to New York.

A further consideration is the establishment of Lagos as the primary censorship station in West Africa. All cargo carrying activities in 1942 and 1943 were dominated by the need to establish censorship "rings" to contain Axis communications, postal, telegraph and radio, and this took precedence over flight routes, as witness the practice of diverting Axis mail destined for South America from Natal to San Juan for censorship and returning it to Natal for onward transmission. (Ref 15). Even mail originating in the Belgian Congo itself was passed via Lagos for examination because the Allied censorship was unhappy about the competence or commitment of the Belgian censors. Typical of the concerns expressed are shown in a secret report (Ref 16) sent from the Imperial Censorship in Lagos to the Director, Postal & Telegraphs Censorship, London following an inspection visit to Leopoldville. A follow-up memorandum says:

"The attached report from Fox on his visit to the Belgian Congo tends to confirm the views we have always held about the Belgian Congo Censorship, and certainly does not encourage us to place any reliance on their examination of letters transitting (sic) a British Censorship Station. We

must I think continue to instruct our Overseas Station to re-examine any letters which have gone through the Belgian Congo Censorship."

The sequence of events from the first civilian flight between Miami and Leopoldville in December 1941, to the change to wartime conditions, the need to use every resource in carrying men and materiel across the South Atlantic, the increase in traffic between Lagos/Accra and Cairo, the imposition of censorship based at Lagos, all come together to change drastically our understanding of how the USPOD FAM-22 contract was honoured and why much of what has been written and published over the last 60 or 70 years is no longer completely valid. The description of covers as being carried on "FAM-22 via Leopoldville" is inaccurate, and such items would be better described as being carried on the "Special Mission" flights or simply carried "by Pan American wartime services across the South Atlantic". Only one question remains:

The purpose of the original Miami to Leopoldville flights – the route so inaccurately called "FAM-22" by many collectors.

The Civil Aeronautics Board issued a Certificate of Public Necessity and Convenience in September 1941 (Ref 5) that allowed Pan American Airways:

"...to engage in foreign air transportation with respect to persons, property and mail as follows: Between the terminal point Miami, Florida, and the terminal point Leopoldville, Belgian Congo, via the intermediate points San Juan, Puerto Rico; Port of Spain, Trinidad; Belem, Brazil; Natal, Brazil; Monrovia, Liberia; and Lagos, Nigeria."

This was later amended to allow use of Bathurst and add *"or an airport serving Monrovia, Liberia"* when it became apparent that the Boeing flying boats would use Fisherman's Lake.

The document goes on:

"The holder shall render service to and from each of the points herein.....and may begin or terminate or begin and terminate trips at points short of terminal points.....the holder may serve regularly a point named herein through any airport convenient thereto, and render non-stop service between any two points not consecutively named herein."

This is a "carte blanche" for Pan American to do almost anything they chose, and the phrase "begin OR terminate or begin AND terminate trips at points short of terminal points" should be read with care. Pan American could go anywhere, stop anywhere, over-fly anywhere entirely at their discretion. Juan Trippe certainly had friends in the right places.

This was not the end of the process. On 19 September the CAB issued an amended document (Docket 442) (Ref 5) showing that at a public meeting, permission to intervene was sought by American Export Airlines, Eastern Air Lines, National Airlines and Waterman Airlines. The CAB decided that:

"....the Board proceeded first to receive evidence relating only to national defense issues, which, because of its secret nature affecting national defense, was received in executive session.....we find that the national defense considerations are compelling.....immediate inauguration of the service is urgent.....examination of the economic and postal data with respect to the proposed service could not change our decision.....Accordingly the application will be determined at this time upon national defense considerations alone."

This shows that as early as September 1941 the route to Leopoldville was to operate to a secret agenda, which lends weight to suggestions that the route had a very different purpose to that of a civilian airmail and passenger service. Beith (Ref 9) quotes a reference to shipment of uranium ore from Leopoldville to America, and it is certainly true that the Congo was and still is one of the richest sources of precious and strategic metals including tungsten, copper, gold, cobalt, tin, manganese and zinc, in addition to the highest quality uranium found on the planet. What better way to hide minerals shipments than behind an airline mail route? With the majority of cargo and mail travelling on the frequent Special Missions, what would be the purpose of a direct service to Leopoldville? Mail to and from West Africa and the Middle East? – this was being carried by the Special Missions; Passengers – to Leopoldville? – Mail from the Congo? small quantities not needing a pointless round trip to Lagos. And yet the direct flights did continue, seemingly utilising the "Capetown Clipper" which is conspicuous by its virtual absence from the documents

in the Pan American Archive when every other Boeing 314 is recorded time and time again.

However, in one document located in the Pan American Archive (Ref 17) that summarises operations on the various 1942 routes, we read:

"July 8 1942. 6015 last trip from North Beach on route 6"

Route 6 was the route shown as *"North Beach - Leopoldville and return"*, and the flights carried numbers in the 6000 series with odd numbers representing the outward flight and even numbers the return. 6015 would therefore be the eighth trip to Leopoldville and this marks the end of the traditional view of "FAM-22" as the Pan American "Route". However, Berry (Ref 18) records further flights in the 6000 series up to 6023 on 17 October 1942 but significantly 6017, 6019, 6021 and 6023 are shown as carried out by "Capetown" NC-18612 and include two "shuttles", which makes it unlikely that "Capetown" would have gone to Leopoldville on these flights, because of the limitation on flying hours necessitated by the return to New York for maintenance (Ref 6).

Further confirmation of the end of the direct Leopoldville service comes in ref. 14 where we read: *"Before the end of 1942, however, operation of the service to Leopoldville had been suspended to permit the utmost utilization of the Boeing aircraft on the "shuttle" service between Natal and Fisherman's Lake"*.

Even though the Boeing flights to Leopoldville effectively ended in July 1942, the USPOD contract remained in force as did the CAB Docket 442 permission to fly the route. Trippe was in no particular hurry to end this arrangement because he was looking ahead to post-war opportunity and did not want to lose the CAB permission to fly into Southern Africa. The situation changed somewhat with the loss of "Yankee Clipper" NC-18603 at Lisbon on 22 February 1943 but this was not the reason, as some have said, for the end of the "FAM-22" service to Leopoldville, since this had been operated by other aircraft and other airlines since early 1942.

The CAB eventually addressed this open-ended Docket, and in Order Serial No. 2702 dated 22 February 1944, cancelled the permission granted to Pan American Airways to operate between Miami and Leopoldville because *"...the continuation of the aforesaid service is no longer required in the interest of the national defense"*. The cancellation of the Docket was forward dated to 12 August 1944 and it cannot be simply coincidence that Pan American recalled the original "China Clipper" NC-14716 that was flying the route Miami-Cristobal-Kingston services, making 21 flights in December 1943, and averaging between 35 and 43 flights per month until August 1944, to carry out a survey flight from Miami to Leopoldville. The CAB application for a resumed Miami to Leopoldville service was dated 1 August 1944, the survey flight for crew familiarization scheduled for 13 September and service to Leopoldville began on 21 September 1944, returning on 2 October.

Would it be cynical to suggest that the official withdrawal on 12 August 1944 of the CAB termination order (date coincidence?) had anything to do with Juan Trippe's desire to prevent the cancellation of Pan American's permission to fly into Southern Africa?

In any event, the "China Clipper" was lost in an accident at Port of Spain on 8 January 1945 and that was the end of that until the war ended. An interesting cover has been recorded from Douala to Florida carrying a dated Leopoldville transit mark of 29 September 1944. This must have been carried on the first return flight of the M-130 from Leopoldville and shows that the mail from Cameroun, previously routed through Lagos could now be sent via the Congo.

Conclusions.

A meeting held between Pan American Airways and the US Army Air Force (Ref 13) was held on 13 October 1942 to discuss the payments made by the US Government to Pan American for the Special Mission flights made in the period 1 January to 31 August 1942. From extracts of the Pan American P&L accounts contained in the minutes there is a detailed breakdown of the revenue income to Pan American for the special missions, and under the mail section we find that in this period, Pan American received almost 1.4 million dollars for carriage of "US Mail" and almost 2.4 million dollars for "Foreign Mail". This does not account for any other revenue received from the New York to Foynes services but only that derived from the special missions. Quite impressive and

indicative both of the volume of mail and also that the special missions were carrying it..!

An even more detailed breakdown reveals that revenue from the certificated Miami-Leopoldville service had been included in the above figures, and because the US Government were unwilling to pay for the income from the USPOD FAM-22 contract, the FAM-22 income was deducted from the overall totals. The cold numbers then show that over the stated period, the income from "Foreign Mail" was \$2,374,236.26 (almost 2.4 million dollars), the income from mail carried by the Miami-Leopoldville service was \$14,352.92 (just over fourteen thousand dollars). This represents a ratio of 165:1 i.e. the special missions carried roughly 165 times the amount of mail carried by the Miami-Leopoldville so-called "FAM-22" service.



Figure 1: (at 80%)
10 May 1943. Belgian Congo to New York after the end of direct Leopoldville to Miami service of Pan American. Cover travelled from Congo to Lagos by Sabena then by "Special Mission" flight via Fisherman's Lake and Natal. Cover shows distinctive censor mark of Lagos, PP/15.

Figure 2: (at 80%)
18 October 1943. Belgian Congo to London long after ending of direct Leopoldville to Miami service of Pan American. Despite being endorsed "via BOAC", cover actually travelled from Congo to Lagos by Sabena then ATC to Fisherman's Lake-Natal-New York-Newfoundland-Foyes-London.





Figure 3: 15 December 1944. Belgian Congo to New York probably by the “China Clipper” restored service from Leopoldville to Miami.



Figure 4: 26 October 1942. Tanganyika to New York after the end of direct Leopoldville to Miami service of Pan American. Cover travelled by BOAC “Horseshoe” route to Khartoum then trans-Sahara to Lagos (Nigeria “Half-moon” censor), then Fisherman’s Lake to Natal by a “Special Mission” shuttle and on to Miami and New York by Pan American South America services

Where does this leave us?

- 1) The direct flights between America and Belgian Congo probably carried little mail, except possibly for that originating in Eastern and Southern Africa and Central Africa including the Congo itself.
- 2) The direct flights effectively ended on 8 July 1942 and totally on 17 October 1942, at which date the entire South Atlantic operations were re-configured to take account of the change to winter clockwise routing of the Lisbon to New York service and the consequent changes to the "LATI substitute" service.
- 3) The vast bulk of the mail previously considered by collectors to be "FAM-22 via the Congo" was actually carried by the "Special Missions" and not by the direct flights to or from Leopoldville.
- 4) Previous attempts at publishing timetables and/or schedules for this period (Ref 4) are largely incorrect and should be disregarded.

References

All references to ASM 0341 relate to files held in the Pan American Airways archive at the Richter Library, University of Miami, Florida.

- 1) Wilcsek R.J. and Wilson J. "*FAM-22 R.I.P.*", Air Post Journal, Journal of the American Air Mail Society. November 2008, and Cameo, Journal of the West Africa Study Circle, October 2008.
- 2) Wilcsek R.J. "*Miami and the FAM-6 extension to Africa*", Air Post Journal, Journal of the American Air Mail Society. January 2009
- 3) Crotty D. "*The Confidential PAA Timetables 1942-45*", Airpost Journal, Journal of the American Air Mail Society, December 2007.
- 4) Proud Edward B.. "*Intercontinental Airmails Volume 1*", Proud Publications, Heathfield, Sussex.
- 5) National Archives & Records Administration (NARA). Washington D.C., Ref. 7E4, Box 6, 19/3/4
- 6) ASM 0341 Box 260 Folder 59.
- 7) Wilson J. '*The Boeing aircraft of BOAC*', Cameo, Journal of the West Africa Study Circle, July 2009.
- 8) File AVIA 2/2385 "*Boeing Model 314 Flying Boat*", National Archive, Kew, London.
- 9) Beith R. "*The United States Involvement in West African Aviation and their contribution to the carriage of mails, 1941-1945*", Cameo, Journal of the West Africa Study Circle, January 2009.
- 10) ASM 0341 Box 317 Folder 28.
- 11) ASM 0341 Box 260 Folder 8.
- 12) Wilson J. "*The LATI Substitute Service of Pan American Airways*", Airpost Journal, Journal of the American Air Mail Society, October 2010.
- 13) ASM 0341 Box 105 Folder 24.
- 14) "*Exhibit PA-10, CAB Docket 1171*". Margaret Carson Hubbard collection, Ref. MC17, Folder VIII, f10. University of New Hampshire, USA.
- 15) Wilson J. "*The San Juan Agreement: Its effects on Pan American airmail routes across the South Atlantic*", Airpost Journal, Journal of the American Air Mail Society, March 2009.
- 16) File DEFE 1/266 "*Belgian Congo Censorship*", National Archive, Kew, London.
- 17) ASM 0341 Box 260 Folder 54.
- 18) Berry Peter, M.R.Ae.S. "*The Boeing 314 Trans-Ocean Flying Boats*", privately published 1998.

Appendix I.

Special Mission flights.

Details from records currently held in Special Collection ASM 0314 at the Richter Library, University of Miami are shown in the table overleaf.

Mail was not carried until after America entered the war, commencing with Mission 06. Where the relevant folder has no cargo summary, the folder usually contains only the official military order to carry out the mission, and the table shows "Mission order". However, since the order refers to

Mission	Date leaving New York	Aircraft	P.O. mail	Comments	Notes
05	23/Oct/1941	NC 18612	Prohibited	To Lagos via Bathurst. Last pre-war special mission	
CAA	10/Nov/1941	NC 18612	None	Leo Proving flight	
PAA		NC 18612	Philatelic	1st Scheduled flight	
06	19/Dec/1941	NC 18612	56 kg. Leo-Trinidad	To Calcutta and returned.	
07	25/Dec/1941	NC 18606	14.6 kg. Lagos-Trinidad	To Calcutta and returned.	
08	27/Dec/1941	NC 18611	5.2 kg. Leo-Trinidad.	To Calcutta and returned.	
09	07/Jan/1942	NC 18603	Yes. 2 tons Natal-Lisbon.	Inaugural "LATI substitute" mail from Natal to Lisbon.	
10	14/Jan/1942	NC 18612	Yes. 186 kg.	To Bombay and returned.	
11	21/Jan/1942	NC 18602	No record.	Only to Rio and returned.	
12	23/Jan/1942	NC 18611	202 kg. Fish-Lagos	Lagos via Fish Lake and return.	Note 1
13	03/Feb/1942	NC 18606	Yes. 1429 kg.	Lagos via Fish Lake and return.	
14	07/Feb/1942	NC 18609	Yes. 667 kg.	Lagos via Fish Lake and 2 shuttles Lagos-Natal.	
15	10/Feb/1942	NC 18611	Mission order	Lagos via Fish Lake and 2 shuttles Lagos-Natal.	
16	20/Feb/1942	NC 18612	Mission order	Leopoldville-Diego Garcia and return.	Note 2
17	25/Feb/1942	NC 18606	Mission order	Lagos via Fish Lake and 3 shuttles	Note 3
18	07/Mar/1942	NC 18609	Mission order	Lagos via Fish Lake and 2 shuttles	Note 4
19	14/Mar/1942	NC 18604	Mission order	To Rio, not West Africa.	
20	24/Mar/1942	NC 18611	Mission order	Lagos via Fish Lake and 2 shuttles	
21	31/Mar/1942	NC 18606	Mission order	Lagos via Fish Lake and 2 shuttles	Note 5
22	03/Apr/1942	NC 18604	Mission order	To Lough Earne, not West Africa	
23	06/Apr/1942	NC 18609	Mission order	Lagos via Fish Lake and 2 shuttles	
24	15/Apr/1942	NC 18611	Mission order	Lagos via Fish Lake and 2 shuttles	
25	23/Apr/1942	NC 18606		Not to West Africa	
26	25/Apr/1942	NC 18612		Not to West Africa	
27	29/Apr/1942	NC 18609	Mission order	Lagos then return to Washington	Note 6
28	04/May/1942	NC 18606	Mission order	Lagos via Fish Lake and 2 shuttles	
29	11/May/1942	NC 18606	No record	Lagos via Fish Lake and 2 shuttles	
30	14/May/1942	NC 18611	No record	Lagos via Fish Lake and 2 shuttles	
31	22/May/1942	NC 18606	Mission order	Lagos via Fish Lake and 2 shuttles	
32	28/May/1942	NC 18609	Mission order	Leopoldville then Lagos 2 shuttles	Note 7
33	06/Jun/1942	NC 18609	No record	Lagos via Fish Lake and 2 shuttles	
34	15/Jun/1942	NC 18606	No record	Lagos via Fish Lake and 5 shuttles	Note 8
63	10/Dec/1942	NC 18612	803 kg. Belem-Fish Lake		
64	15/Dec/1942	NC 18606	250 kg. Various sections		
Missions continued to SM91 on 19 June 1943, following the same basic 5 shuttle pattern.					

“passengers, cargo and mail” it can reasonably be assumed that mail would have been carried. “No record” means that although Berry/Rodina list details of the flight, no documents now exist in the special mission files, nor can they be located in the Archive.

It is important to remember that bags of mail did not remain on board a single aircraft for the whole of their journeys but were transferred at many points, notably at Lagos, Fisherman’s Lake and Natal.

Notes to the Table

- Note 1. Mission instructions contain the following:
“No contract mail will originate at New York”
“From Port-of-Spain: 181 kilos of contract mail should be accommodated on departure from Port-of-Spain. This should be destined for Africa. No contract mail for Belem or Natal should be accepted”.
This shows that mail for the “LATI substitute” route was being carried, since the CAB certificate for the LATI substitute specifically forbade any mail to be carried from New York to San Juan, Trinidad, Belem or Natal.
- Note 2. Flown by “Capetown Clipper” NC-18612. Mission Order contains:
“Your flight from the United States to Leopoldville as well as your return from Leopoldville to the United States will operate as a Certificate Contract Flight”.
In other words carrying mail, but only between the terminal points specified in CAB Docket 442, and not to or from points East of Leopoldville.
- Note 3. Mission order includes: *“It will be observed that you are scheduled to make three round trips between Natal and Lagos”.*
- Note 4. Mission order includes: *“...making as many shuttles thereafter between Natal and Lagos as is consistent with the safe operation and maintenance of the aircraft before returning to New York, N.Y. for overhaul”.*
- Note 5. Mission order includes: *“.....carry contract mail to SPA (Port of Spain) for censoring and pick up mail there for delivery to Lagos and San Juan”.*
Showing the ability of Pan American to pick up and drop off mail anywhere they wanted, as allowed by the CAB decision of September 1941.
- Note 6. Mission order includes: *“Proceed from New York on April 29, 1942, to Lagos, returning thereafter directly to Washington D.C. and thence to New York for overhauling”.*
This flight apparently returned Major Elliott Roosevelt (FDR’s son) from Fisherman’s Lake to Washington D.C.
- Note 7. Discrepancy between Berry information and the mission order which actually says: *“Airplane N18612 will proceed to Natal after fulfilling her commercial mission to Leopoldville on which she is departing from New York, May 28th, and will then shuttle between Natal and Lagos, making as many trips as is consistent with the safe operation and maintenance of this aircraft before returning to New York for overhaul”.*
- Note 8. The first of the missions to fly the 314 between Natal and Fisherman’s Lake only, making five shuttles before returning to New York for overhaul. Following this first “5 shuttle” trip, the same pattern was repeated at six day intervals through to mission 64 on 15 December 1942. This is according to Berry/Rodina, but none of the files except 63 and 64 appear to be present in the Archive when examined in January 2011. However, it would seem that the five shuttle pattern was well established, and from mission 34 to the last recorded mission 91 in June 1943 it seems reasonable to assume that the carriage of mail went on unabated.

- 5 -

From the foregoing it is hoped that the following points will now be clear.

- (1) The early limitation of 120 flying hours (later extended to 140 flying hours) away from base was due entirely to the valve scaling problem.
- (2) When engines modified in respect of valves and cylinder base attachments had been fitted, they no longer constituted the limiting factor when deciding how long the aircraft could remain away from base, because modified engines have proved that they will run, without anything more than routine maintenance, to the prescribed overhaul period of 550 hours.
- (3) The ring feathering problem was an epidemic which had no connection whatever with either of the foregoing troubles although its remedy was complicated by them.
- (4) The limiting factor is now airframe maintenance, with particular reference to light alloy hull structures, cowlings and electrical services; and whilst the maximum period for efficient and economical operation away from base should not exceed 150 hours flying time - this period has gradually been extended at the expense of economical maintenance to 180-190 hours to meet urgent operational requirements.

J.H. Robson

8.

XV. SIR FRANCIS SHELMEERDINE'S TOUR.

The Chairman invited Sir Francis, pending the presentation of his report, to give a brief account of his tour. The following information was given.

Bocings. Sir Francis travelled in what was known as the "honeymoon" compartment. It was extremely cold because if the heating were turned on sufficiently to make this cabin comfortable, other compartments became unbearably warm. (Major McCrindle confirmed that the problem was common to all the Bocings. The Corporation were considering how it could be overcome).

West Africa. Progress in providing accommodation for B.O.A.C. at Fajara (Bathurst) had been slow. Only the bare foundations of Nissen huts had been completed. It was expected that greater progress would be made with the aid of skilled carpenters from Regiments stationed in Gambia. The programme was to provide four dormitories in three weeks.

At Half Die, (the marine base at Bathurst,) the wireless station was functioning, and work was proceeding on the slipway. (Group Captain Lane said that the idea of constructing a permanent slipway proposed at an earlier stage had now been dropped. The temporary slipway was intended to serve during the war). Sir Francis undertook to send a note on the works services to Group Captain Lane and Major McCrindle.

The land aerodrome at Joswang was good.

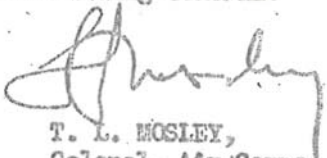
The relations between P.A.A. and the Civil Authorities were good. Some annoyance had been caused to the latter over some prefabricated huts which P.A.A. had shipped to Bathurst and subsequently removed elsewhere. Generally speaking, co-operation between P.A.A. and the R.A.F., B.O.A.C. and the Civil Authorities was closer and more cordial in West Africa than elsewhere.

Mr. Gledhill had mentioned that the intention was to operate only occasionally to the Congo (about one a month). Otherwise, the South Atlantic Clippers would turn round at Fisherman's Lake.

The time lag in clearing traffic which had arrived by sea varied. Ships tended to arrive together instead of at evenly spaced intervals and this naturally led to congestion.

Takoradi - Cairo Route. The administration, operation, and equipment of P.A.A. were generally speaking efficient. U.S. Ferry Command had control officers at the staging points, but they were not fully occupied. The Commanding Officer was stationed at Accra. P.A.A. were using our meteorological and radio facilities as well as their own radio.

Appendix IV. Typical Mission Order for the South Atlantic flights. Special Mission 24.

S E C R E T		SM 24 Folder 27
WAR DEPARTMENT FOREIGN WING AIR FORCE FERRYING COMMAND WASHINGTON, D.C.		
SPECIAL OPERATIONS ORDER }		
NO.	24	Date <u>4/16/42</u>
1. In compliance with Secret Contract No. DA-W535 AC-415 dated August 12th, airplane No. N 18611, Boeing 314A, will proceed from New York on April 16th, 1942, to Lagos via Miami and Natal, making as many shuttles thereafter, between Natal and Lagos as is consistent with the safe operation and maintenance of the aircraft before returning to New York, N.Y. for overhaul. 2. Above aircraft will transport passengers, cargo, and mail, in accordance with directives from the Commanding General, Army Air Force Ferrying Command and Air Force Ferrying Command Control Officers along the route. For the Commanding General:  T. L. MOSLEY, Colonel, Air Corps, Executive for Operations.		
S E C R E T		

Acknowledgements.

This research could not have been contemplated without the assistance and advice of numerous dedicated collectors, many of them in the loose confederation known as "The Group". Particular mention must be made of Bob Wilcsek and Jonathan L. Johnson Jr. in the United States, and Richard Beith, Barbara Priddy and Peter Wingent in England. Specific thanks are due to Jonathan Brownell BA, LL.B (Yale) for advice on the subject of Common Carrier Law, and to Horst Augustinovic for his ground-breaking work on the Bermuda Customs Office wartime records. However, the final dedication of this research must be to dear Laura at the University of Miami, who tirelessly answered my endless queries and copied hundreds of pages of documentary evidence from the archives. To you Laura, goes my deepest appreciation.

B.O.A.C. West Africa Service From July 1940

Peter Wingent

The suspension in June 1940 of the B.O.A.C. West Africa service (Khartoum to Takoradi) which had opened in February 1936, has been well documented but I have been unable to find anything written about its resumption in July. This brief article is an attempt to relate the development of the first three months of the resumed service.

The last B.O.A.C. westbound service (TL62/LK228) departed Takoradi on 7 June 1940 and the last eastbound service (KL229/LT63) departed Khartoum on 12 June, after which the service was temporarily suspended due to the entry into the war of Italy, which cut the Mediterranean section of the main Empire routes.

The Civil Aviation Intelligence Summary (CAIS) No. 58 of 24 July 1940 (Ref 1) announced the resumption of the West Africa service as follows:

"Resumption of Khartoum – Takoradi service

After being suspended for a month, the B.O.A.C. service between Khartoum and Takoradi has been resumed. The first eastbound flight was made on 21st July and the first westbound on 24th July. Night stops will be made at Kano and El Geneina."

Surprisingly, the resumption of the service is not recorded in the "Report on the Progress of Civil Aviation" (Ref 2) nor in Appendix C of the same report (Ref 3). However, the B.O.A.C. aircraft movement charts (ref 4) for July and August 1940 record the following flights, but they were not given official services numbers:

14 July	dep.	Takoradi	<i>Danae</i>
14 July	arr.	Lagos	<i>Danae</i>
14 July	dep.	Lagos	<i>Leander</i>
17 July	arr.	Cairo	<i>Leander</i>
21 July	dep.	Takoradi	<i>Livingstone</i>
24 July	arr.	Cairo	<i>Livingstone</i>
30 July	dep.	Takoradi	<i>Danae</i>
30 July	arr.	Lagos	<i>Danae</i>
31 July	dep.	Lagos	<i>Dione</i>
03 Aug.	arr.	Cairo	<i>Dione</i>
06 Aug.	dep.	Takoradi	<i>Demeter</i>
08 Aug.	arr.	Lagos	<i>Demeter</i>
09 Aug.	dep.	Lagos	<i>Livingstone</i>
11 Aug.	arr.	Cairo	<i>Livingstone</i>

CAIS 58 states first westbound service was made on 24 July. BOAC chart shows the first was on 26th:

26 July	dep.	Cairo	<i>Livingstone</i>
26 July	arr.	Khartoum	<i>Livingstone</i>
28 July	dep.	Khartoum	<i>Danae</i>
30 July	arr.	Takoradi	<i>Danae</i>
02 Aug.	dep.	Cairo	<i>Leander</i>
03 Aug.	arr.	Lagos	<i>Leander</i>
06 Aug.	dep.	Lagos	<i>Demeter</i>
06 Aug.	arr.	Takoradi	<i>Demeter</i>
06 Aug.	dep.	Cairo	<i>Dione</i>
11 Aug.	arr.	Takoradi	<i>Dione</i>

Notes: Despite being advertised as a Khartoum to Takoradi service, all three westbound services commenced at Cairo, rather than at Khartoum. Similarly, all four eastbound services continued to Cairo.

Proud (Ref 5) records only the first flight from Takoradi on 14 July, one from Cairo on 4 July (which took 13 days to reach Takoradi and wasn't a regular service) and the last flight from Cairo on 6 August.

A regular service between Cairo and Takoradi commenced in mid-August. CAIS No. 63 of 28 August 1940 announced the commencement as follows:

"Takoradi – Cairo Service

The BOAC Takoradi – Khartoum service, which was resumed on 21st July (see Intelligence Summary No. 58), has been extended to Cairo and two services are now scheduled to operate

over the extended route as follows:

A weekly service in each direction, operated by Lockheed 14 aircraft.

A fortnightly service in each direction, operated by D.H.86 aircraft.

Note: This schedule is liable to alterations on account of demands for the carriage of priority passengers for the Defence Authorities."

Shown below is a listing of the services flown during August and September 1940. Flights were designated official service numbers, eastbound services being prefixed with CT (Cairo – Takoradi) and westbound services with TC (Takoradi – Cairo). Although there were essentially two services: a fortnightly D.H.86 service and a weekly Lockheed 14 service, B.O.A.C. did not differentiate between the two when allocating flight numbers (this will be seen in the listing below). However, Wilson (Ref 2) provides details of the calls made by each service:

Lockheed 14 service route was Cairo – Wadi Halfa – El Fasher – Fort Lamy – Maiduguri – Kano – Lagos – Accra – Takoradi.

D.H.86 route was Cairo – Luxor – Wadi Halfa – Khartoum – El Obeid – El Fasher – El Geneina – Fort Lamy – Maiduguri – Kano – Kaduna – Minna – Oshogbo – Lagos – Accra – Takoradi.

The B.O.A.C. charts show that the Lockheed 14 service operated to a two days schedule, whilst the D.H.86 service operated to a three days schedule, which is understandable given that the latter made more calls and slower aircraft were employed on it.

Cairo ~ Takoradi Services, August ~ September 1940

1) Once-weekly Lockheed L14 services:

CT1	dep. Cairo	16 Aug.	arr. Takoradi	18 Aug.	<i>Livingstone</i>
CT2	dep. Khartoum	22 Aug.	arr. Takoradi	24 Aug.	<i>Leander</i>
(Commenced from Khartoum one day early).					
CT4	Cancelled. Due to dep. Cairo 30 Aug.				
CT5	dep. Cairo	09 Sept.	arr. Takoradi	11 Sept.	<i>Lothair</i> to Lagos, then <i>Demeter</i> .
(Dep. Cairo 3 days late).					
CT7	dep. Wadi Halfa	18 Sept.	arr. Takoradi	22 Sept.	<i>Dione</i>
(Commenced from Wadi Halfa 5 days late).					
CT8	dep. Cairo	21 Sept.	arr. Takoradi	23 Sept.	<i>Leander</i> (Dep. Cairo 1 day late).
CT10	dep. Cairo	27 Sept.	arr. Takoradi	29 Sept.	<i>Livingstone</i>
CT11	dep. Cairo	06 Oct.	arr. Takoradi	08 Oct.	<i>Leander</i> (Dep. Cairo 2 days late).

2) Once-fortnightly DH86 services:

CT3	dep. Khartoum	28 Aug.	arr. Takoradi	30 Aug.	<i>Dione</i>
(Commenced from Khartoum 1 day late).					
CT6	dep. Cairo	09 Sept.	arr. Takoradi	12 Sept.	<i>Danae</i>
CT9	dep. Cairo	23 Sept.	arr. Takoradi	26 Sept.	<i>Demeter</i>

Takoradi ~ Cairo Services, August ~ September 1940

1) Once-weekly Lockheed L14 services:

TC1	dep. Takoradi	19 Aug.	arr. Khartoum	21 Aug.	<i>Livingstone</i> to Lagos, then <i>Leander</i> .
(Service terminated at Khartoum. <i>Leander</i> "bogged" at Kano).					
TC3	dep. Takoradi	26 Aug.	arr. Cairo	28 Aug.	<i>Livingstone</i>
TC4	dep. Takoradi	03 Sept.	arr. Cairo	06 Sept.	<i>Dione</i> to Lagos, then <i>Lothair</i>
(Dep. Takoradi 1 day late).					
TC6	dep. Takoradi	12 Sept.	arr. Wadi Halfa	17 Sept.	<i>Demeter</i> to Lagos; <i>Leander</i> Lagos to Kano; <i>Dione</i> Kano to Wadi Halfa.
(Dep. Takoradi 3 days late. Load dumped at Kano to operate special charter flight to Freetown).					
TC7	dep. Freetown	17 Sept.	arr. Cairo	20 Sept.	<i>Leander</i>

TC9 dep. Takoradi	24 Sept. arr. Cairo	28 Sept.	<i>Leander</i> to Lagos, then <i>Lothair</i> . (Dep. Tak. 1 day late).
TC10 dep. Takoradi	30 Sept. arr. Cairo	03 Oct.	<i>Danae</i> to Lagos, then <i>Leander</i>

2) Once-fortnightly DH86 services:

TC2 dep. Takoradi	21 Aug. arr. Khartoum	26 Aug.	<i>Dione</i> (Dep. Takoradi 1 day late. Terminated at Khartoum).
TC5 dep. Takoradi	03 Sept. arr. Cairo	07 Sept.	<i>Danae</i>
TC8 dep. Takoradi	17 Sept. arr. Cairo	21 Sept.	<i>Demeter</i>

Although designated a Takoradi – Cairo service, it should be noted that TC1 and TC2 terminated at Khartoum and services CT2 and CT3 commenced at Khartoum, instead of Cairo. Delays were frequent due to the demands of war, perhaps the most notable being on service TC6 when, after arrival at Kano, the Lockheed 14 *Leander* was diverted to a special charter flight to Freetown resulting in the dumping of its load at Kano and the D.H.86 *Dione* being flown from Lagos to take over the service. After arrival at Wadi Halfa, service TC6 was terminated, probably because *Dione* was the only aircraft available to operate service CT7, already 5 days late.

Proud (Ref 5) lists these services but I believe there to be inaccuracies. Most importantly, service CT1 is missing completely resulting in service CT2 being designated CT1; service CT3 being designated CT2 and the details of CT3 being completely wrong. I should warn that I have noted what I believe to be other errors, too numerous to list here. However, I have to concede that the relevant charts are particularly difficult to interpret.

In October 1940 the fortnightly D.H.86 service became once-weekly and from mid-February 1941 it became twice-weekly. There were a number of other minor changes of route and frequency until the last TC/CT services operated in October 1941, being replaced by a Takoradi – Khartoum – Asmara service. However, B.O.A.C. also operated a Cairo – Lagos flying boat service, which commenced in July 1941 and in October 1940, Sabena, under charter to B.O.A.C. commenced a Cairo – Takoradi service which continued to operate throughout the war. In addition, throughout most of 1942, P.A.A. (Africa Ltd.) operated frequent services between West Africa and Egypt. Thus I have outlined only the very beginnings of the wartime West Africa service and as each of the additional services I have noted in this paragraph began to function, it becomes more difficult for collectors to identify exactly how covers were transported.



Figure 1 shows a cover posted at Sekondi on 17 August 1940 and censored at Takoradi before being flown by service TC1, which departed Takoradi 19 Aug. and arrived Khartoum 21 Aug., one day late having been bogged at Kano. From there it probably connected with B.O.A.C. Horseshoe service no. WS9, operated by the S23 flying boat *Cambria*, which departed Khartoum 25 August and arrived Mombasa 27th.



Figure 2 shows a cover posted at Kumasi on 23 August 1940 and sent to Accra where it was censored. It was flown by service TC3 which departed Accra 26 Aug. and arrived Khartoum 28th where it probably connected with B.O.A.C. Horseshoe service no. XWS9, operated by the S23 flying boat *Carpentaria* which departed 29th and arrived Mombasa 31st. (Service XWS9 was the first twice-weekly Horseshoe service from Sydney).

References

1. Wingent, Peter, *Extracts from the Air Ministry Civil Aviation Intelligence Summaries*, WASC, 2010, pp46.
2. Wilson, John, *Report on the Progress of Civil Aviation, 1939 - 1945*, the author, 1994, p62.
3. *Report on the Progress of Civil Aviation, 1939 - 1945, Appendix C*, WASC website.
4. B.O.A.C. aircraft movement charts held at B.A. Archive, Heathrow Airport, London.
5. Proud, E.B., *Intercontinental Airmails, Volume 3, Africa*, Proud Bailey Co. Ltd., 2010, p336.



Imperial Censorship in the Gambia. Putting a name to a number.

John Wilson

Thanks to the excellent article by Bob Maddocks (Ref.1) we know the names of the Imperial Censors despatched to Bathurst in January 1942 in order to censor transit mails carried by the Pan American "LATI substitute" South Atlantic service. The party of six included a Mr. M. MacFarlane who was listed as: "*Examiner, Spanish and Portuguese*".

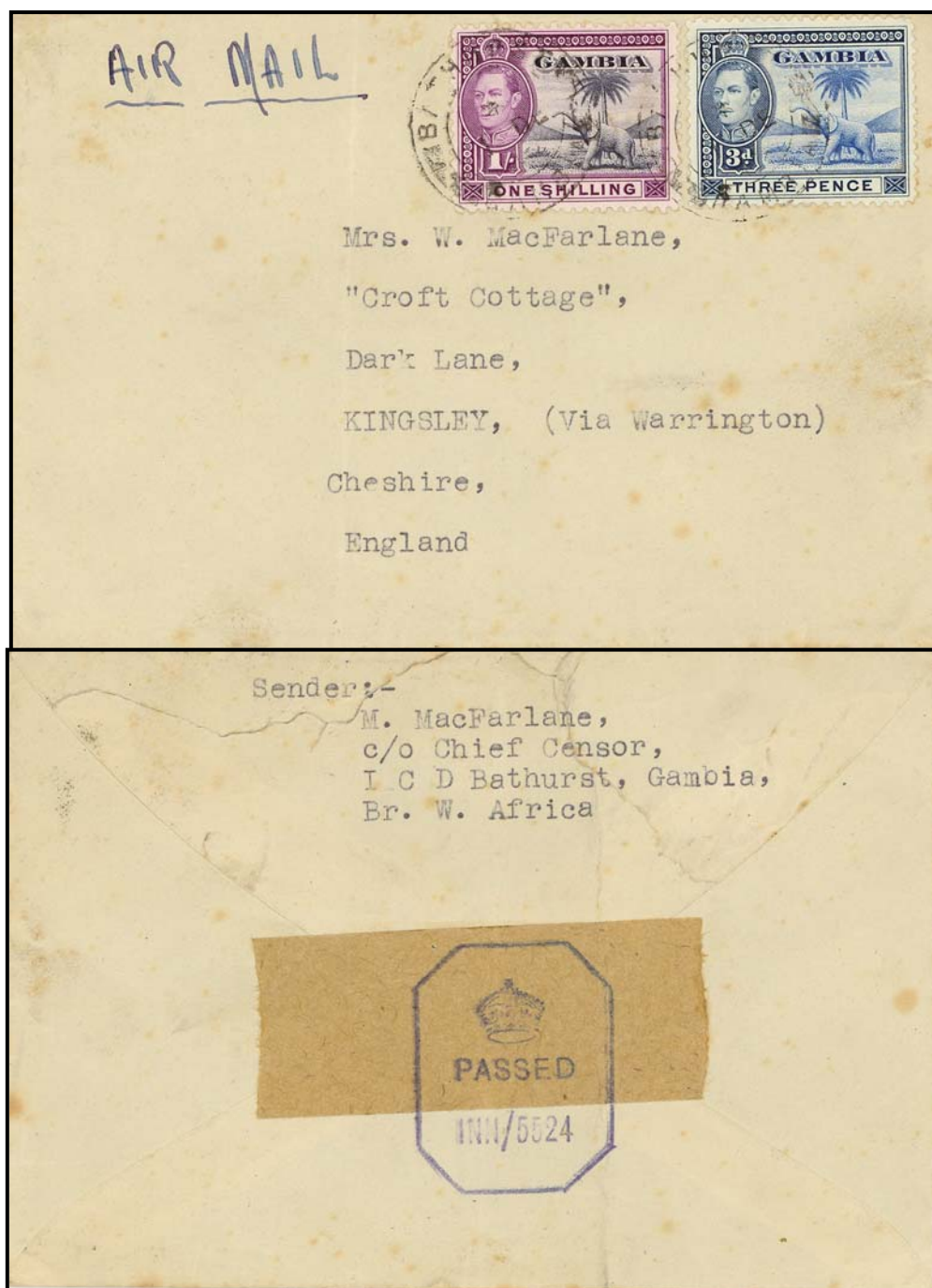
When the censor station at San Juan, Puerto Rico came into full operation at the end of July 1942, the Pan American flights from South America no longer called at Bathurst, and with an increasing work load at Lagos caused by the increasing traffic on the trans-Sahara route, arrangements were made to transfer the Bathurst detachment to Lagos. A note (Ref 1) to the Chief Censor London dated 20 October 1942 states that:

"....main work of the detachment at present consists of censorship of terminal and military mail.....terminal mail is the concern of the local government."

Although it has been assumed that all the Imperial Censors were transferred to Lagos, Martin & Walton (Ref.2) record that a PC-90 label (CCSG Type 1K) is known used on 7 December 1942

bearing examiner number 5524. This is by far the latest date recorded for this censor number and would indicate that at least one Imperial Censor remained in Bathurst long after the other members of the team had been moved to Lagos. In addition to the appearance on PC-90 labels, there is a single record of 5524 as a Type 3B unframed "Crown/Passed/INN/number" hand-stamp dated 10 June 1942. However, a cover dated 1 December 1942 has now surfaced showing a clear strike of 5524 Type 4B, sent by "M. MacFarlane, c/o Chief Censor, I.C.D. Bathurst, Gambia".

If one accepts the current view that censor numbers were issued to and kept by individual censors, perhaps this shows (apart from it being the only example) that censor 5524 was Mr. MacFarlane, and that he was still stationed in Bathurst in December 1942.



References

1. Maddocks, R. J., 'Local and Imperial World War II Censorship in Gambia', *Cameo*, Vol. 5, pp253-255, WASC, July 1997.
2. Martin J.J. & Walton F.L., *West African Censorship*, p29, WASC, Dronfield 2nd Edition 1999

Censors P.203 and P.89

Barbara Priddy

In January 2011 John Wilson asked in Cameo (Ref. 1) who had reported the P.203 octagonal censor mark used in Gambia on 8 December 1941 for inclusion in Martin & Walton's book "West African Censorship". In the following issue (Ref 2) he illustrated a cover supplied by an un-named WASC member sent on the first flight of FAM22, then returned to sender in Gambia on 20 February 1942, by which time the Imperial censors had arrived in Bathurst. I have a similar cover with the same return date (by air or surface?) and the answer to John Wilson's original question is that I am the culprit.

But now I have a new query. The cover illustrated below (reduced) is a Nigerian FAM22 first flight cover bearing no addresses, out-bound or return. The P. series of censor numbers were used by UK-based censors, so was this P.89 octagonal hand-stamp applied later in London? There is nothing to indicate this cover was returned to sender in Nigeria.



References

1. Wilson J., "The P.203 censor mark used in Gambia", *Cameo*, Volume 12 p4, WASC, January 2011
2. Wilson J., "Gambia Imperial Censorship in WWII", *Cameo*, Volume 12 p69, WASC, June 2011



Sierra Leone—a Fashionable Investment?

Michael Round

No, not the true investment blue chips: the King George V high values, the Wilberforce set - nor what we should now perhaps call the 'Walton' surcharges! Here's something far more speculative.

Browsing through some 1960's issues of 'The Stamp Magazine', I was intrigued by a tip from the in-house market tipster, 'Sagesse' (Philip Halward). Noteworthy mainly for illustrating the fashions of the time, it nevertheless contains some intriguing philatelic comments.

Discussing the Fourth surcharged issue of November 1965 (i.e. SG 351-64), he wrote in The Stamp Magazine, December 1966, p. 877:

"Owing to an acute shortage of low values, fourteen different stamps received a low value surcharge: they were dispatched to various local post offices and sold over the counter in the normal course of business. When they turned up on internal mail, dealers immediately attempted to buy them from the Philatelic Bureau in Freetown. Upon this demand all remaining mint-stocks were called in from outlying districts. After checking up, some 2,580 copies of the 3c/9d (SG 359) and no more than 5,200 of any other values were available. Following regular postal use, only this relatively meagre stock of mint copies remained. An on-the-ball New Issues service offered the obviously scarce 3c/9d Kennedy (SG 359 again) at 50/-... Trade circles indicate that £5 is by no means too much to pay - if you can find a copy... Further support of my opinion is provided by the Buying advertisement of a well known West-End Dealer, who offers to pay £200 for a complete mint pane of thirty stamps!"

If memory serves, £5 is what you'd have paid for a used four-margin Penny Black at that time! I wonder how many collectors with that kind of money opted for Sierra Leone instead. Forty-five years on, the current SG (Part 1, 2011) lists all fourteen values (SG 351-64), mint, at a flat £2.50 (yes, 50/-) each, with no mark-up for the "scarce" 3c/9d. Used are catalogued at £7.00 each.

Those low quantities mentioned are more intriguing. Was 'Sagesse' misinformed? Did further mint stocks materialise? Or are the quoted figures really accurate, and is it sheer lack of demand that has kept current prices low? Can any member tell us?

At the risk of making 'Sagesse' look unreliable (which he most certainly wasn't), here's a quote from a later issue of 'The Stamp Magazine', in May 1968, p. 448, again concerning modern Sierra Leone:

"The 25 surcharged [sic] values issued during December 1967 formed a real philatelic pastiche... Trade reports indicate that many dealers...received only part of their orders. Very few dealers can supply the four Churchill values (SG 410-13), fewer still can help out with the Kennedy pair (SG 415-6). The real king-pin of the series is the 18½c on 5/- World Fair (SG 417)...if you can buy in around 80/-, I anticipate that future quotes will justify your outlay."

To obtain his figure of 25 stamps, 'Sagesse' must have added-in the contemporary self-adhesive Eagles (SG 421-34, without the later 'a' numbers). These, however, happen to be un-surcharged! And the long-term future of those he tipped? The Churchill surcharges, SG 410-13, currently catalogue just £1 the four, the Kennedys £2 each, and while SG 417 is still the king-pin, its current price is only £5.50, scarcely more than the 80/- suggested in 1968! A fashionable investment? Possibly - but just once, and a long time ago.

Sierra Leone Airmail Notices, 1958

Frank Walton, Barbara Priddy & Peter Rolfe

POST OFFICE

OCTOBER—DECEMBER, 1958

G.P. O/9236/58/1,200/10.58.

MAIL SERVICES TO AND FROM FREETOWN

DESTINATION	MAIL SERVICES TO AND FROM FREETOWN		RECEIPTS Time of Arrival at G.P.O.
	Ordinary Correspondence	Registered Mail, Parcels	
AIR MAILS			
United Kingdom	10 a.m. Tues.; 11.30 a.m. Wed; 10 a.m. Friday; 11.30 a.m. Sun;	9 a.m. Tues.; 10 a.m. Wed.; .. 9 a.m. Fri.; 4.30 p.m. Saturday,	Tues., Wed., Sat. and Sunday Evenings
Gambia	10 a.m. Tues. and 10 a.m. Fri.	9 a.m. Tues. and 9 a.m. Friday	Tues., Wed. and Sat., Afternoon
Ghana and Nigeria	9 a.m. Wed; 8 a.m. Saturday ..	4.30 p.m. Tues; 4.30 p.m. Friday	Tuesday and Friday
Las Palmas	8 p.m. Tuesdays	4.30 p.m. Tuesdays	Thursday
Europe	As for United Kingdom	As for United Kingdom	As for United Kingdom
British East Africa	As for United Kingdom	As for United Kingdom	As for United Kingdom
Middle and Far East	11.30 a.m. Wed; 10 a.m. Friday	10 a.m. Wed; 9 a.m. Fri. 4.30 p.m.	Wednesdays and Sundays.
U.S.A.	11.30 a.m. Sun; 11.30 a.m. Wed;	Sat. 4.30 p.m. Sat 10 a.m. Wed. ..	Wednesdays and Sundays
South America	10 a.m. Tuesday; & Friday	9 a.m. Tuesday; & Friday	Wed., and Sunday Evenings
France (direct despatches)	11.30 a.m. Wed; 11.30 a.m. Sun;	10 a.m. Wed; 4.30 p.m. Saturday	Friday Afternoons
South Africa	8 a.m. Saturdays	4.30 p.m. Fri.	Wednesday and Friday
Liberia	8 a.m. Saturday; 9 a.m. Wednes- day;	4.30 p.m. Fridays & 4.30 p.m. Tuesdays;	Tuesday and Sunday
Equatorial Africa (Congo)	9 a.m. Wed; 8 a.m. Saturday ..	4.30 p.m. Tuesday and Friday	Tuesday, Wednesday
Cameroons Guinea and Ivory Coast	9 a.m. Wed; 8 a.m. Saturday	4.30 p.m. Tuesday and Friday	Wed., and Sun; Afternoons
North Africa, including Senegal	10 a.m. Tues.; 10 a.m. Friday ..	9 a.m. Tues.; 9 a.m. Friday ..	Saturday Evening
OVERSEAS SURFACE MAILS			
United Kingdom and Europe (fortnightly per express Mail Boats)	8 p.m. on day prior to sailing ..	4 p.m. on day prior to sailing ..	10 a.m. Saturday
Ghana and Nigeria (fortnightly per express Mail Boats)	Noon on date of sailing ..	11.30 a.m. on date of sailing ..	
<i>Other facilities are advertised from time to time</i>			
PRINCIPAL INTERNAL MAILS RAIL AND ROAD			
Freetown-Bo Line	7 a.m. daily	4 p.m. daily	9.4 p.m. daily
Bo-Pendembu Line	4 p.m. daily	4 p.m. daily	9.4 p.m. and 10.38 p.m. Tues., Thursdays and Saturdays
Freetown-Makeni Line	6 a.m. daily	4 p.m. daily	7.40 p.m. daily
Makeni-Kabala	7 a.m. Tuesdays, Thursdays and Saturdays	4 p.m. Mondays, Wednesdays and Fridays	9.4 p.m. Mondays, Wednesdays and Fridays
Bonthe	7 a.m. Mondays, Wednesdays and Fridays	4 p.m. Tuesdays, Thursdays and Saturdays	9.4 p.m. Mondays, Wednesdays and Fridays
Sembahun	7 a.m. Mondays, Wednesdays and Fridays	4 p.m. Tuesdays, Thursdays and Saturdays	9.4 p.m. Tuesdays, Thursdays and Saturdays
Pujehun and Sulima	7 a.m. Tuesdays, Thursdays and Saturdays	4 p.m. Mondays, Wednesdays and Fridays	10.38 p.m. Tuesdays, Thursdays and Saturdays
Sumbuya and Matru (Jong)	7 a.m. Mondays, Wednesdays and Fridays	4 p.m. Tuesdays, Thursdays and Saturdays	9.4 p.m. Mondays, Wednesdays and Fridays
Pendembu-Kailahun	4 p.m. daily	4 p.m. daily	9.4 p.m. and 10.38 p.m. Tuesdays, Thursdays and Saturdays
Lunsar	4 p.m. Mondays, Wednesdays and Fridays	4 p.m. Mondays, Wednesdays and Fridays	4 p.m. Mondays, Wednesdays and Fridays
Wellington, Allen Town, Kissy	8 a.m. daily	4 p.m. daily	11.30 a.m. daily
Tassoh, Pepel, Port Loko, Mange, Rokupr, Kambia	8 a.m. Mondays, Wednesdays, Fridays and Saturdays	4 p.m. Tuesdays, Thursdays, Fridays and Saturdays	8 a.m. Mondays, Wednesdays, Fridays and Saturdays
Hastings	Daily Service	4 p.m. daily	11.30 a.m. Mondays, Wednesdays and Fridays
York and Peninsula Villages	3 p.m. Mondays and Fridays ..	2.30 p.m. Mondays and Fridays	Noon Tuesdays and Saturdays
INTERNAL AIR MAILS			
<i>Latest times of posting at G.P.O., Freetown:</i>			
Destination	1st. Class Ordinary Mails	Registered Mails	
(i) Bo, Blama, Kenema, Hangha, Daru, Pendembu, Segbwema, Koidu Town and Kono areas	7 a.m. daily except Sundays ..	4 p.m. daily except Sundays	—
(ii) Port Loko, Magburaka and Northern Province	11 a.m. Tuesdays and Fridays	10 a.m. Tuesdays and Fridays	—
<i>Latest times of posting at Bo Post Office:</i>			
(i) Freetown and Port Loko, Magburaka and Northern Province	10.30 a.m. Wednesdays and Saturdays 10.00 a.m. Tuesdays and Fridays 12.30 p.m. Mondays and Thursdays	10 a.m. Wednesdays and Saturdays 10 a.m. Tuesdays and Fridays 12 noon Mondays and Thurs- days	4 p.m. Mondays and Thursdays Tuesdays and Wednesdays 2.30 p.m. Tuesdays, Wednesdays Fridays and Saturdays
<i>Latest times of posting at Kenema Post Office:</i>			
(i) Freetown, Bo and Northern Province	9 a.m. daily except Sundays ..	8.30 a.m. daily except Sundays	4 p.m. Mondays and Thursdays 2.30 p.m. Tuesdays, Wednesdays Fridays and Saturdays
<i>Latest times of posting at Port Loko Post Office:</i>			
(i) Freetown and all areas excepting Northern Province	2 p.m. Tuesdays and Fridays	2 p.m. Tuesdays and Fridays	5.30 p.m.
<i>Latest times of posting at Magburaka:</i>			
(i) Freetown and all areas excepting Northern Province	12 noon Tuesdays and Fridays ..	12 noon Tuesdays and Fridays	5.30 p.m.

NOTICE

, 1958

RATES OF POSTAGE

LETTERS—INLAND—3d. first 1 oz. 1½d. each additional 1 oz. or part thereof.

COM'WEALTH COUNTRIES—4d. first 1oz. Each additional ounce or part thereof 2d.

FOREIGN COUNTRIES—6d. first 1oz. Each additional ounce or part thereof 3d.

POST CARDS—INLAND—1½d. each. COMMONWEALTH COUNTRIES—2½d. each. FOREIGN COUNTRIES—3d. each.

AIR MAIL—THE FOLLOWING ARE THE POSTAGE RATES TO THE MORE IMPORTANT PLACES:—

Country	Letters per ½ oz.	Postcards	Air Letters	Second Class Mail per ½ oz.
U.K. & Eire	1/3d.	-/7d.	-/6d.	-/6d.
Other European Countries	1/3d.	-/7d.	-/6d.	-/6d.
British W.A. Territories & Ghana	-/6d.	-/3d.	-/6d.	-/2d.
French W.A. Colonies & Liberia	-/9d.	-/5d.	-/6d.	-/4d.
U.S.A.	2/-	1/-	-/6d.	1/-
Canada	1/6d.	-/9d.	-/6d.	-/8d.
Australia	2/3d.	1/-	-/6d.	1/-
New Zealand	2/6d.	1/-	-/6d.	1/-
Pakistan	1/6d.	-/9d.	-/6d.	1/-
India	1/6d.	-/7d.	-/6d.	1/-
Syria, Lebanon, Iraq and Iran	1/6d.	-/7d.	-/6d.	-/8d.

Particulars of rates to other countries may be obtained on application at any Post Office counter.

Surface Parcels	Inland	Ghana and Gambia	Gt. Britain & Northern Ireland	Nigeria
3 lb. ..	1/6	3/9d.	8/-	5/6d.
7 lb. ..	2/6	7/0d.	11/-	8/-
11 lb. ..	3/6	9/6d.	14/6d.	11/-
22 lb. ..	6/-	13/6d.	20/-	15/6d.

AIR MAIL PARCELS to Great Britain and Northern Ireland 5s. 6d. per ½ lb. or fraction thereof. Also to British West Africa: rates as advertised in all Post Offices.

PRINTED PAPERS—INLAND—1d. each 2 oz. COMMONWEALTH & FOREIGN COUNTRIES—Not exceeding 2 oz., 2d. For each additional 1 oz., 1d.

COMMERCIAL PAPERS—INLAND—1d. each 2 oz. COMMONWEALTH & FOREIGN COUNTRIES—Not exceeding 2 oz., 2d. For each additional 1 oz., 1d. Minimum charge 12 oz., 6d.

SAMPLES—INLAND—1d. each 2 oz. COMMONWEALTH & FOREIGN COUNTRIES—Not exceeding 2 oz., 2d. For each additional 2 oz., 1d. Minimum charge 6d.

SMALL PACKETS—COMMONWEALTH & FOREIGN COUNTRIES—Per 2 oz., 2d. Maximum weight, 2lb. Minimum charge, 9d.

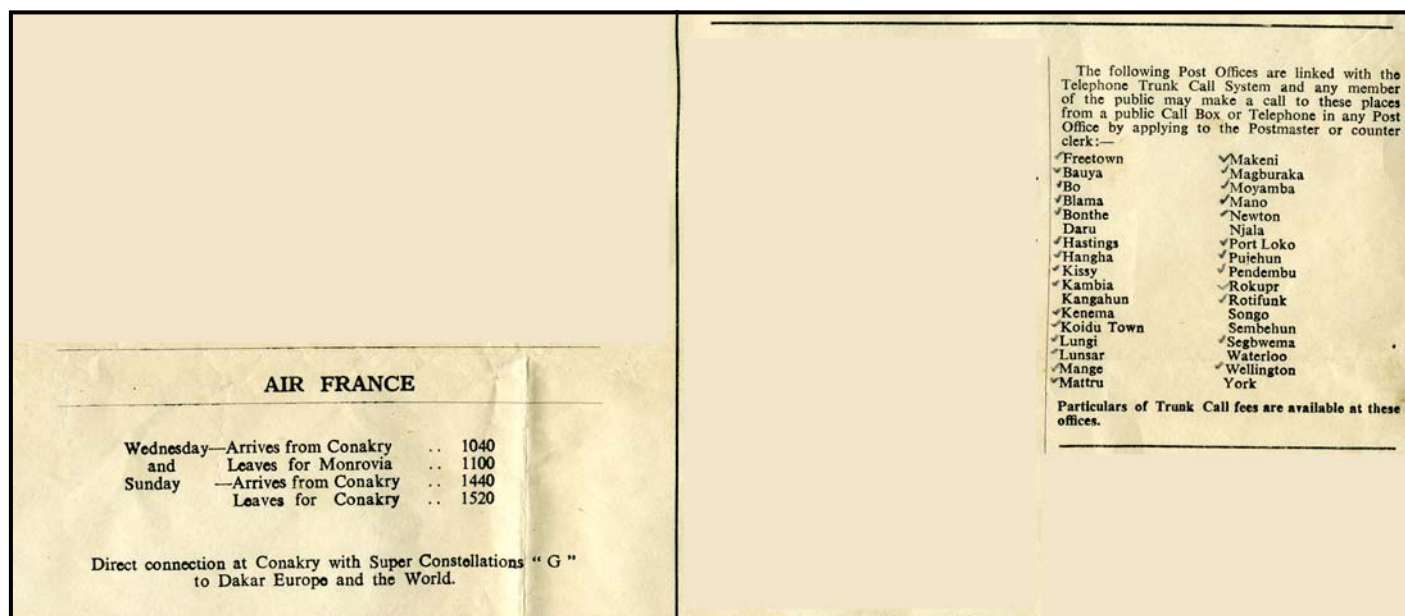
REGISTRATION FEE—6d.

ENQUIRY FEE—3d.

INSURANCE FEES—5d. per £12 insured value. Apply Post Office for conditions.

ADVICE OF CLOSING OF EXTERNAL MAILS—10s. per annum.

TELEGRAMS—INTERNAL—Minimum of 12 words, 1s. Each additional word, 1d. EXTERNAL—Apply at Telegraph Counter for Overseas Telegram Rates.



At the WASC meeting in March 2011 Frank took along a new eBay win—a Sierra Leone Post Office notice of Oct-Dec 1958. It is about A3 in size and a little fragile. He has scanned the interesting bits and hopes its publication will interest other members. Barbara Priddy and Peter Rolfe saw it at the meeting and wondered why there was no section on internal air fees. It could be that this was the time when the internal letter mail contracts were being transferred from the railway to the airline, as they were in the UK. If so, from about 1958, there would be no way to tell if a particular cover was carried internally by rail or air, unless it is on one of the routes that did not fly daily and is back-stamped on arrival.



Gambia Cancellations 1990-1991

Oliver Andrew

Strange dates in Gambia cancellations have long been a source of fascination and bafflement for collectors, though some are simply ingenious ways round a problem (for example the Victorian key plate stamps cancelled '19' in 1900, because the '00' year plugs arrived months late). Particularly puzzling are what are clearly 1990 and 1991 cancellations, but which show as '90'. '9' or nothing at all. Which is which, and why?

The acquisition of a long series of covers of these dates has enabled me to suggest a solution, or rather a series of solutions, since Post Offices varied in their practice; and some still made one-off mistakes!

As well as the classic methods, such as date of issue of the stamps, manuscript dates by the sender or the PO clerk, I have been able to make use of dated stickers applied by the Finnish Post Office to Express mail, and dated marks on mail mis-sent to Sweden.

The Banjul machine canceller was unaffected, but the hand-struck double ring canceller (003.01) and the oval registration mark (503.02) showed no year until 17 July, after which the '90' year figures were available. Similarly in other Post Offices, Serekunda (031.02) showed no year in 1990 until the end of July, then the '90' year figures. This was the general pattern except in Brikama, where the Post Office used '9' for 1990 and so had to leave 1991 blank. The next year, astonishingly, the same problem re-appeared, though not in Banjul or at Yundum Airport, which both correctly showed '91'. In other Post Offices the solution was to use the single figure '9' for 1991.

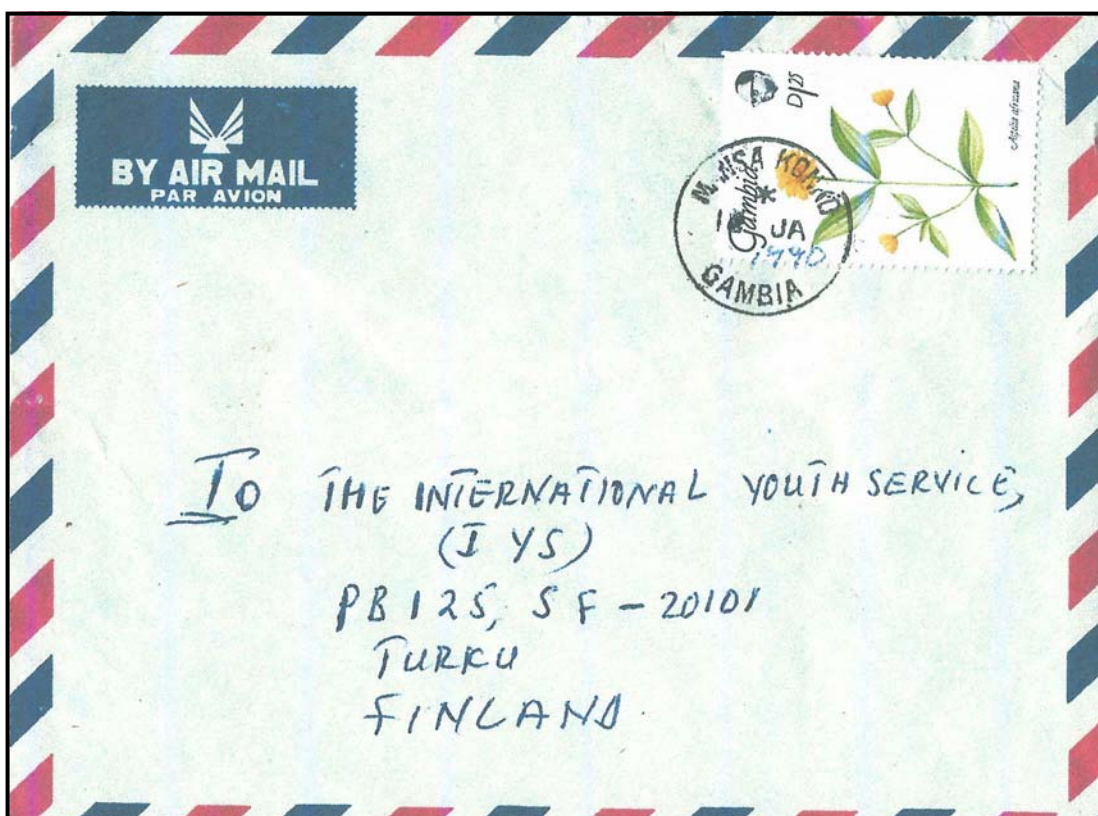


Figure 1: Mansa Konko (029.01) with manuscript '1990' inserted by the clerk.



Figure 2: the same Post Office using the correct figure '90' later in the year.

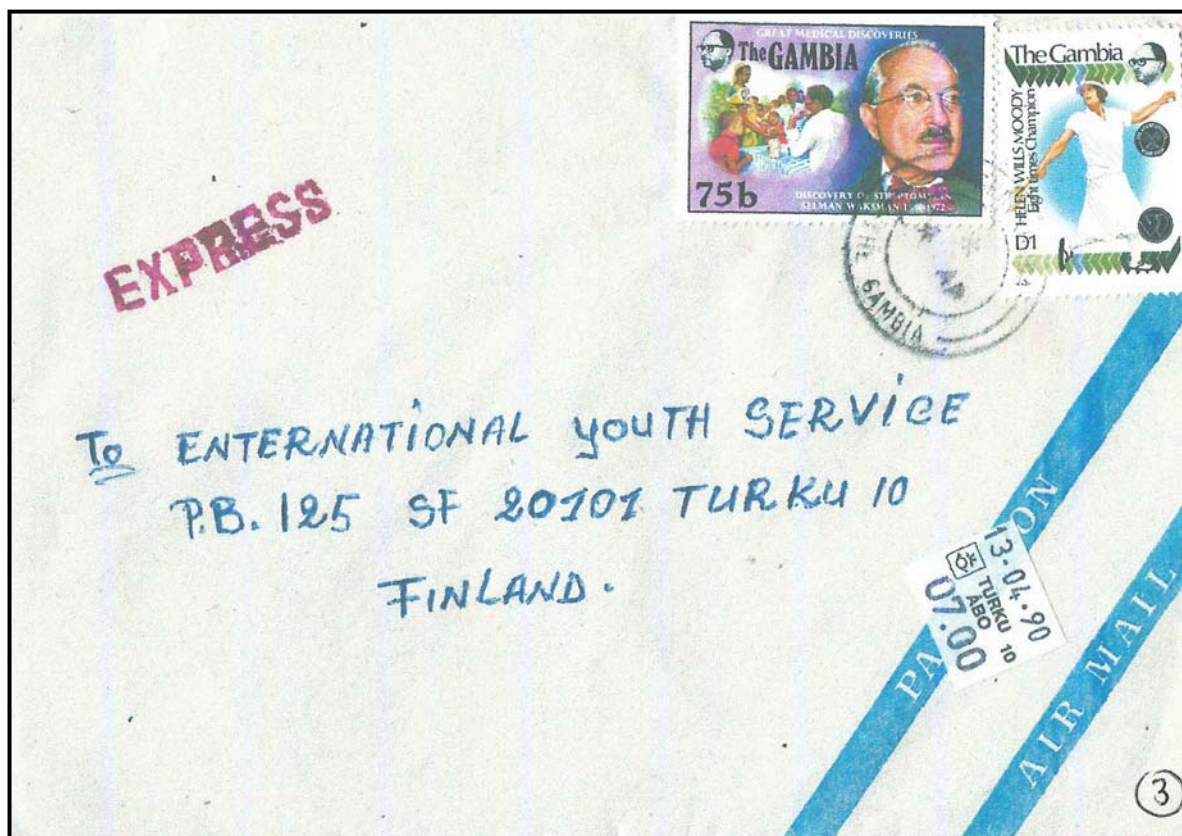


Figure 3: the Serekunda cds without the year, but dateable by the Finnish sticker.



Figure 4: the same cds for 1991, using a '9', this time dateable by the Swedish sorting office mark.



Figure 5: even the machine canceller was affected. Right through January 1991, the Banjul machine (103.03) had the cds inverted, showing both 1990 and 1991, with only the date the right way up.

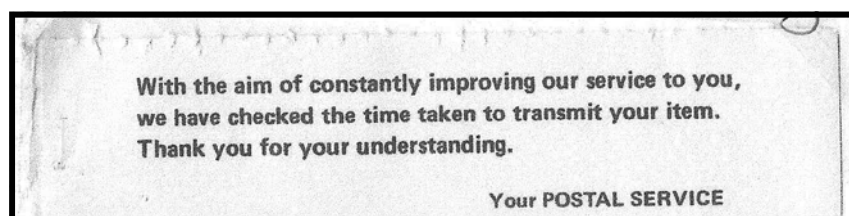


Gambia and the UPU 1989

Oliver Andrew

In 1989 the UPU sent The Gambia Post Office some stickers to attach to the back of envelopes. They were designed to check the transmission time. The Post Office of destination was intended to tear off the main part of the sticker and return it to the UPU, Berne. This left, stuck to the envelope, two yellow strips, one blank, the other reading as in figure 1. I have two covers to Finland, one with these two strips but the other still with the complete sticker, which has been only half completed and not returned to Berne. (Figure 2). These envelopes were posted on 19 June 1989 and 1 July 1989. I also have a cover dated 30 June 1989 without any sticker attached, so not all mail received these.

Figure 1



I have written to the UPU to ask the obvious questions: at whose initiative was this carried out? How many stickers were sent to The Gambia? And how many were returned to Berne? What was the result of the survey? Etc. there has been no reply. The UPU must do this for other countries too, so has anyone seen similar material?

To be completed by the office of exchange of destination	Item concerned <i>Envoi concerné</i>		
	☐ LC	☐ AO	☐ CP
	Office of posting <i>Bureau de dépôt</i> BANJUL	Place of destination <i>Lieu de destination</i> TURKU	Date of posting <i>Date de dépôt</i> 1-7-89
	Forwarding method <i>Mode d'acheminement</i>		
To be completed by the delivery office	Mail concerned <i>Dépêche concernée</i>		
	☐ Surface	☐ Air <i>Par avion</i>	☐ S.A.L.
	Dispatching office of exchange <i>Bureau d'échange expéditeur</i> BJL	Country <i>Pays</i> GM	Date of dispatch <i>Date d'expédition</i> 1-7-89
	Administration(s) of transit <i>Administration(s) de transit</i>		
	Office of exchange of destination <i>Bureau d'échange de destination</i>	Country <i>Pays</i>	Date of arrival <i>Date d'arrivée</i>
	Date of dispatch to the delivery office (after any customs clearance) <i>Date d'expédition de l'envoi au bureau de distribution (après dédouanement éventuel)</i>		
Date of arrival of the item <i>Date d'arrivée de l'envoi</i>			
Date of arrival of the dispatch note (CP 2) <i>Date d'arrivée du bulletin d'expédition (CP 2)</i>			
Date of presentation for delivery or advice to the addressee for collection <i>Date de présentation à la distribution ou d'avis au destinataire pour le retrait</i>			
INSTRUCTIONS FOR THE DELIVERY OFFICE The transmission time of the attached item can be checked by means of this card. Your cooperation will help to improve the world postal service. Please remove the card, enter the necessary data and send it immediately BY AIRMAIL "ON POSTAL SERVICE" to the address given overleaf.			

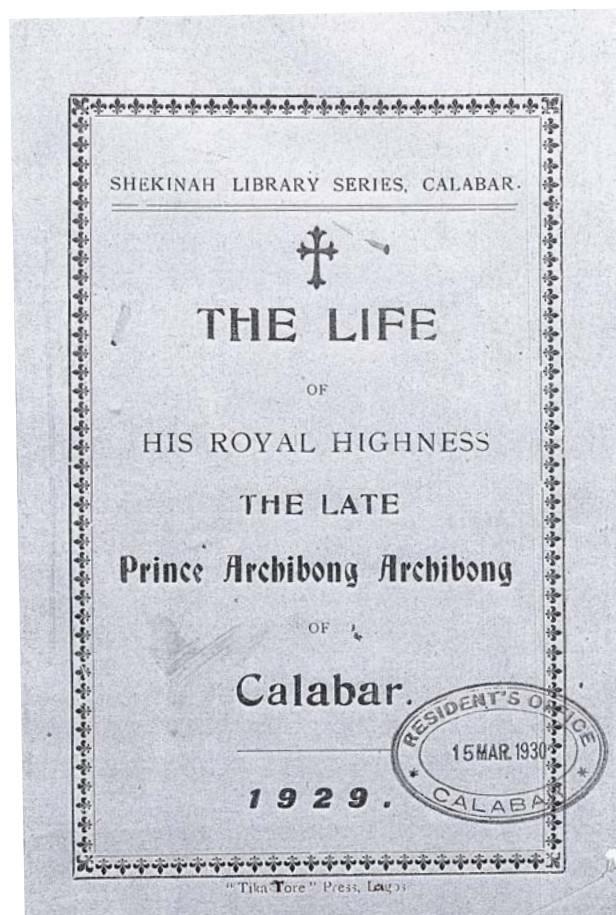
UPU — CONTROL OF TRANSMISSION TIME

Figure 2 (at 75%)



Prince Archibong Archibong of Calabar

Dr Simon Heap



At Oxford's Rhodes House Library I recently came across a small pamphlet published by the ubiquitous Tika Tore Press of Lagos entitled *The Life of His Royal Highness The Late Prince Archibong Archibong of Calabar, 1929*. It was a verbatim record of the address of Mr Nyong Essien at a memorial service held at Lagos Lodge Hall on Sunday evening of 14 July 1929, a month after Archibong's death. The long speech in English is full of expert, flowery phrasing and notable for philatelic historians in that the late Prince started his working life at the Calabar Post Office.

Born in Calabar in 1888, the Royal Prince Archibong Archibong died in the same town on Sunday 16 June 1929, aged 40 or 41. A pupil of the famous Hope Waddell School of Calabar, Essien notes that "he was appointed as a Civil Servant at the Calabar Post Office in the Clerical Branch of the Nigerian Public Service", and,

Though young as he was, he thoroughly mastered every routine of the Office and part of his duties detailed to every branch of that indispensable Department. He shortly attained the grade of a Postmaster: for efficiency is efficiency, as it does matter from where it comes...

The lustre of his intellect and fertility of his brains in the Post Office, coupled with his proficiency in mathematics, were so keenly felt in that Department that he was considered a fit person to be honoured with the post of a Director and Controller of Native Judicial Centres; and thereby he was entrusted with that more responsible office of a Supervisor of Native Courts in the Cross River Districts of the Calabar Province.



Cameroun – Plating the Sterling Issue of 1961: the 5/- on 100 Franc and the 10/- on 200 Franc Type 3 Stamps

Marty Bratzel

Introduction

On October 1, 1961 Cameroun introduced 12 then-current postage stamps revalued with sterling currency, for use in West Cameroun. These overprinted stamps remained in use until May 1962, when the currency conversion was completed and stamps in CFA francs were introduced. In addition, a second printing was prepared for six of the stamps and a third for two, resulting in 19 face-different stamps. (The two settings for the 4d on 15-franc stamps have the same format and spacing and thus appear the same.) Their dates of preparation and availability have been explored (Ref. 1). For all denominations and printings, no records have been located regarding the number of stamps overprinted.

Nine previous articles (Ref. 2-10) have discussed the plating of 14 of the stamps and described the distinctive characteristics of overprints from specific positions in a sheet. In addition, the plating of another stamp – the £1 Type 2 – has been completed and will be discussed in the next article in this series. The plating of only the ½d on 1-franc Type 2 stamp and the two settings of the 4d on 15-franc stamps remain to be done.

The 5/- and 10/- stamps were the subject of three printings:

- Type 1: Small numeral of value.
- Type 2: Large numeral of value, with the “-” of the denomination aligned with the left edges of the two bars obliterating the old value.
- Type 3: Large numeral of value, with the “-” offset to the left of the bars.



Figure 1. 5/- and 10/- Type 3 Overprint.

This article, the tenth in the series, discusses the overprint plate used to prepare the 5/- on 100-franc and the 10/- on 200-franc Type 3 stamps (Figure 1). Both stamps were available at postal counters in West Cameroun – used copies are in the Carter accumulation (Ref. 11). The earliest recorded date of use of either stamp is December 8, 1961, which supports a case for the stamps having been prepared in November 1961 (Ref. 1). The likely reason for their preparation was that supplies stamps with the Type 1 overprint were running low at postal counters and that stamps with the Type 2 overprint had all been shipped to Paris.

The information presented below demonstrates:

- Both denominations were overprinted with the same plate (with suitable adjustments) and only one plate was used.
- It is not possible to determine whether the 5/- or the 10/- was prepared first.
- No correlation exists with any of the 15 other stamps in the series that have been plated to date.
- With only the scans presented in this article plus an ordinary magnifying glass, it is possible to plate single stamps for three fourths of the positions and, with reference materials and a 30X magnifier, single stamps for all positions for both denominations can, with care, be plated.

The Stamps

The un-overprinted 100-franc and 200-franc definitive air mail stamps were issued 24 January 1955. Stamp and sheet characteristics are described and depicted in Ref. 8 and not repeated here.

Examination of the Type 3 Overprint

Overprint Ink

The colour of the overprint ink on the 5/- stamps is carmine. Except as discussed below, the ink adhered well to the engraved stamps, providing a sharp, clear impression that permits identification of characteristics for each position. The overprint ink on the 10/- stamps is a slightly different shade of carmine and more viscous. As a result, many letters are filled in (see, for example, Figure 4) and distinguishing characteristics – especially for the bars – are largely obscured. However, with careful examination of the 10/- overprints under 30X magnification, characteristics can be teased out and compared with the overprint at corresponding positions on the 5/- stamp.

The reason for use of different ink is unknown. If the 10/- were prepared first, then, because the thicker ink resulted in so many letters being filled in, a thinner ink could have been selected for the 5/- stamp to provide a neater impression. If the 5/- stamp were prepared first, then, perhaps the overprint was deemed to not be satisfactory for some reason, and a different ink was used. Or, perhaps a different batch of ink was taken off the shelf for the second stamp, for no particular reason.

Overprint Characteristics – Overview

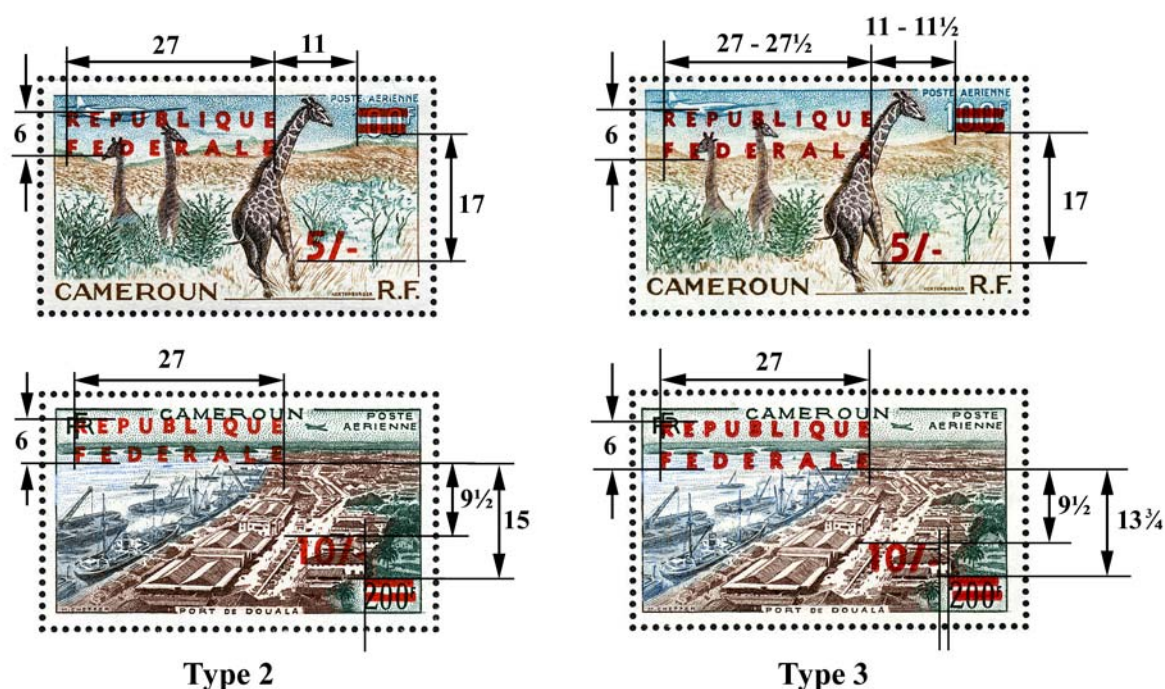


Figure 2. Characteristics and Comparison of the 5/- and 10/- Type 2 and Type 3 Overprints.

The overprint plate was well composed with only minor variations for each of the 25 positions for both denominations (Figure 2). Most of the dimensions are the same as for the Type 2 overprint. For both the 5/- and 10/- Type 3 overprints, the REPUBLIQUE FEDERALE block measures 27 x 6 mm, with only minor variations of up to +½ mm for some positions. The blocks of text, as well as the denomination and the pairs of bars, are well aligned across each row and down each column.

The distances between corresponding elements of the overprint on adjacent stamps in a row or column are essentially the same as those measured for the Type 2 counterparts. These are depicted in Ref. 8 and are not repeated here.

Worth noting is that, for both the 10/- Type 2 and Type 3 overprints, the denomination is positioned the same distance from FEDERALE. However, the bars are closer for the Type 3 overprint, with the result that the bars are also closer to the denomination (Figure 2).

The letters of FEDERALE are well aligned with the letters of REPUBLIQUE. At most positions, the F at the left side of each block of letters is vertically aligned under the R and, on the right side, the E is directly under the E. For the 5/- overprint, slight misalignment is found at only four positions:

- F slightly to the left of R – Positions 15 and 24.
- F slightly to the right of R – Positions 14 and 19.
- E of FEDERALE slightly to the left of the E of REPUBLIQUE – Positions 15 and 24.
- E of FEDERALE slightly to the right of the E of REPUBLIQUE – Positions 14 and 19.

For the 10/- overprint, there is greater variation:

- F slightly to the left of R – Position 15.
- F slightly to the right of R – Positions 14 and 19.
- E of FEDERALE slightly to the left of the E of REPUBLIQUE – Positions 1, 2, 6, 8, 15, 20 and 21.
- E of FEDERALE slightly to the right of the E of REPUBLIQUE – Positions 14 and 19

The more frequent occurrence of shifted letters for the 10/- overprint could provide support that the plate was initially composed for the 5/- overprint and shifting occurred when the plate was adjusted for the 10/- setting.

As noted above, the 5/- and the 10/- are well aligned across each row and down each column. Some variation does occur, however, for the position of the 10/- relative to the final E of REPUBLIQUE and FEDERALE. At most positions, the final E's are vertically to the left of the "1" of the 10/- but, for some positions, the final E's are slightly over the "1" (see, for example, Figure 4). This minor difference is useful secondary information to help confirm plate positions in the setting of 25.

Examination of the "5/-" and the "10/-" reveal no distinguishing characteristics that would help with plating.

When the overprint plate was reconfigured from the 5/- arrangement to the 10/- (or vice versa), the pairs of bars were repositioned. The bars were examined under 30X magnification. The bars relative to one another are the same or only slightly shifted at 24 of the 25 positions. Only at Position 1 is the relative alignment significantly different. Also, the same bars were used at each position for both denominations, that is, the bars at a given position for the 5/- stamp are found at the same position for the 10/- stamp. Further, when repositioned, no bars were substituted, inverted, or rotated.

Overprint Characteristics – Specific Positions

Unlike the other 15 stamps plated to date, for both the 5/- and the 10/- Type 3 stamps it is possible to plate a single stamp for most positions within the setting of 25 without having to resort to 30X magnification and original reference materials. In addition to marginal selvedge, distinctive characteristics are present for almost all positions:

- Thin left side of the R in REPUBLIQUE – Positions 9, 19 and 21.
- Even thinner left side of the R at Position 14.
- Alignment of the bars relative to each other at each position.
- Specific characteristics of the bars at each position.

A secondary characteristic is the relative positioning of the letters of REPUBLIQUE and FEDERALE.

For almost all positions, specific distinguishing characteristics of the bars are readily visible under 30X magnification for the 5/- stamps but harder to discern for the 10/- stamps because of the thicker ink. However, the alignments of the bars relative to one another at all positions for both denominations are unique. Coupled with the thin R's noted above, plating can be accomplished for 19 of the 25 positions of the 5/- stamp and 18 of 25 for the 10/- stamp using an ordinary magnifying glass and the scans in Figures 3 - 6. Scans and ordinary magnification are not, however, sufficient to determine the unequivocal position of the bars at the remaining positions nor to examine the micro-characteristics of the bars at any position. Further, bar characteristics and alignments can be partially obscured by the engraved design of both stamps and the more viscous ink for the 10/- overprint. Reference materials and 30X magnification are necessary.

The following sequential approach is suggested to plate the 5/- and 10/- Type 3 stamps:

- Presence of selvedge.
- Presence of thin R's – Figures 3 and 4.
- Relative bar alignments using just the scans in Figures 5 and 6, although this may be "pushing the envelope" a bit for some of the positions.
- Specific macro- and micro-characteristics of the bars, seen respectively with ordinary and 30X magnification.

With regard to relative bar alignments, consider the following approach:

- Top bar of the pair to the left?
- Bottom bar to the left?
- Top bar to the right?
- Bottom bar to the right?

Of course, at some positions in the sheet, the bars can be staggered at both ends.

Specific characteristics for 19 positions of the 5/- stamp are depicted in Figures 3 and 5 and tabulated below.

- Position 3. Top bar – right end to right; left end even with bottom bar.
- Position 4. Top bar – two indentations on lower edge near centre and left of centre.
- Position 6. Top bar – top of left end indented. Bottom bar – bump at bottom of left end.
- Position 7. Top bar – top of left end indented.
- Position 8. Top bar – top of right end indented. Bottom bar – bump at bottom of left end.
- Position 9. Thin R in REPUBLIQUE. Bottom bar – upper edge indented at left end and lower edge indented near right end.
- Position 10. Bottom bar – left end to left. Top bar – right end slightly to right of bottom bar.
- Position 11. Bottom bar – left end to left; right end about even with top bar.
- Position 13. Bottom bar – upper edge indented to right of centre.
- Position 14. Even thinner R. FEDERALE shifted to right relative to REPUBLIQUE. Top bar – right end slightly to right; left end about even with bottom bar.
- Position 15. Top bar – upper and lower edges indented to right of centre. Bottom bar – left end to left and right end to right.
- Position 16. Thin R. Bars – see comments below.
- Position 17. Top bar – left end to left. Bottom bar – right end to right.
- Position 18. Top bar – upper and lower edges indented between left end and centre.
- Position 19. Thin R. FEDERALE shifted to right. Top bar – lower edge indented midway between centre and right end.
- Position 20. Bottom bar – right end to right; lower edge indented near right end and at left end. Bars even at left end.
- Position 21. Top bar – left end to left and tapered. Bottom bar – right end to right; upper edge indented near left end.
- Position 23. Top bar – left third of upper and lower edges indented. Appears to be like a tall thin bottle lying on its left side.
- Position 25. Top bar – right end to right and left end slightly to left. Bottom bar – indentation on upper edge near centre plus an oblong-shaped hole beneath. See additional comments below.

Specific characteristics for 18 positions of the 10/- stamp are depicted in Figures 4 and 6 and tabulated below. For several positions, the bar characteristics are more clearly seen for the corresponding position of the 5/- stamp (Figures 3 and 5).

- Position 1. Top bar – left end to left. Bottom bar – right end to right.
- Position 2. Top bar – right end to right. Bottom bar – left end to left.
- Position 3. Top bar – right end to right. Bottom bar – left end to left.
- Position 4. Top bar – right end to right; two indentations on lower edge; left end slightly to left.
- Position 6. Top bar – left end to left; top of left end indented. Bottom bar – bump at bottom of left end. Right end of both bars about even.
- Position 7. Top bar – left end to left; top of left end indented. Bottom bar – right end to right.
- Position 8. Top bar – top of right end indented. Bottom bar – bump at bottom of left end.
- Position 9. Thin R. E / E of REPUBLIQUE FEDERALE just touches left edge of 1 in 10/-. Bottom bar – upper edge indented at left end and lower edge indented near right end. Both ends of bars about even.
- Position 10. Bottom bar – left end to left; right end of bars about even.
- Position 13. Bottom bar – right end to right; upper edge indented to right of centre. Left end of both bars even.
- Position 14 – Even thinner R. FEDERALE shifted to right relative to REPUBLIQUE. Both ends of bars about even.
- Position 15. Bottom bar – left end to left. Top bar – upper and lower edges indented to right of centre. Bars about even at right end.
- Position 16. Thin R. E / E of REPUBLIQUE FEDERALE to left of 10/-. See comments below.

- Position 19. Thin R. FEDERALE shifted to right. Top bar – lower edge indented midway between centre and right end. Both ends of bars about even.
- Position 20. Bottom bar – left end to left; lower edge indented near right end and indented at left end. Top bar – right end to right.
- Position 21. Top bar – left end to left and tapered. Bottom bar – right end slightly to right; upper edge indented near left end.
- Position 23. Bottom bar – left end to left. Top bar – right end to right; left third of upper and lower edges indented. Appears to be like a tall thin bottle lying on its left side.
- Position 25. Bottom bar – left end to left; indentation on upper edge near centre. Top bar – right end to right. See additional comments below.

For the six other positions of the 5/- overprint and the seven other positions of the 10/- overprint, the differences in relative alignments of the two bars are too small to depict here but can be discerned under 30X magnification.

Additional comments are warranted about the appearance of the overprint bars on the 5/- stamps at Positions 16, 24 and 25.

- Position 16. The left ends of both bars dissipate into a sparse number of carmine dots. However, only one stamp from this position was available for study, so it is not possible to conclude whether this is constant or a “one off.”
- Position 24. The bars give the appearance of poor ink adherence for all five of the stamps from this position available for study

On the 10/- stamps from the corresponding positions, the bars appear solid and complete. The author is of the opinion that the more viscous ink used for the 10/- overprints filled in those areas of the bars where gaps were seen for the 5/- overprint. Position 25 is a good example. The indentation and the elongated hole or holes seen on the 5/- overprint essentially disappear for the corresponding 10/- overprint. Under 30X magnification there are telltale indications that the characteristics are indeed present.

Order for Preparation of the Type 3 Overprinted Stamps

There is no definitive evidence to determine which stamp was prepared first. One could argue that, like the 5/- and 10/- Type 1 stamps, the plate was initially composed for 5/-. Or, as suggested for the 5/- and 10/- Type 2 stamps, the 10/- was prepared first (Ref. 10). The 5/- Type 3 plate is, in the author's opinion, slightly better composed than the 10/- arrangement, especially in regard to the lesser variation in the positioning of REPUBLIQUE relative to FEDERALE for the 5/- overprint. The possible better attention to composition could provide support for preparation of the 5/- stamp first. In any event, which came first is immaterial. Both stamps were overprinted using the same plate, suitably adjusted one way or the other.

Correlation with other stamps in the series

There is no correspondence or relationship between the plate used to prepare the 5/- and 10/- Type 3 stamps and the plates used to prepare any of the 15 other stamps in the series plated to date. The evidence includes:

- The presence of the thin R's at four positions for both stamps but not for other stamps in the series.
- The absence of worn or damaged letters found for some other stamps in the series but not for the two Type 3 stamps.
- The absence of any correlation or pattern regarding the characteristics of the bars for the two Type 3 stamps compared to other stamps in the series.

The lack of any correspondence is consistent with the evidence that the two Type 3 stamps were prepared in November 1961, whereas the other stamps (except the ½d Type 2 stamp, the £1 Type 2 stamp, and probably one plate for the 4d stamp) were all prepared in September or very early October 1961. The plate initially used would not have been retained since no further use was foreseen at that time.

Acknowledgements

Sincere thanks and appreciation are extended to Dudley Cobb, Peter Hørlyck, Rob May, and Michael Wright for locating and providing a sheet of each Type 3 denomination for first hand examination. Thanks are also extended to Brian Lythgoe for kindly loaning single stamps. The value of the Carter accumulation is once again acknowledged.

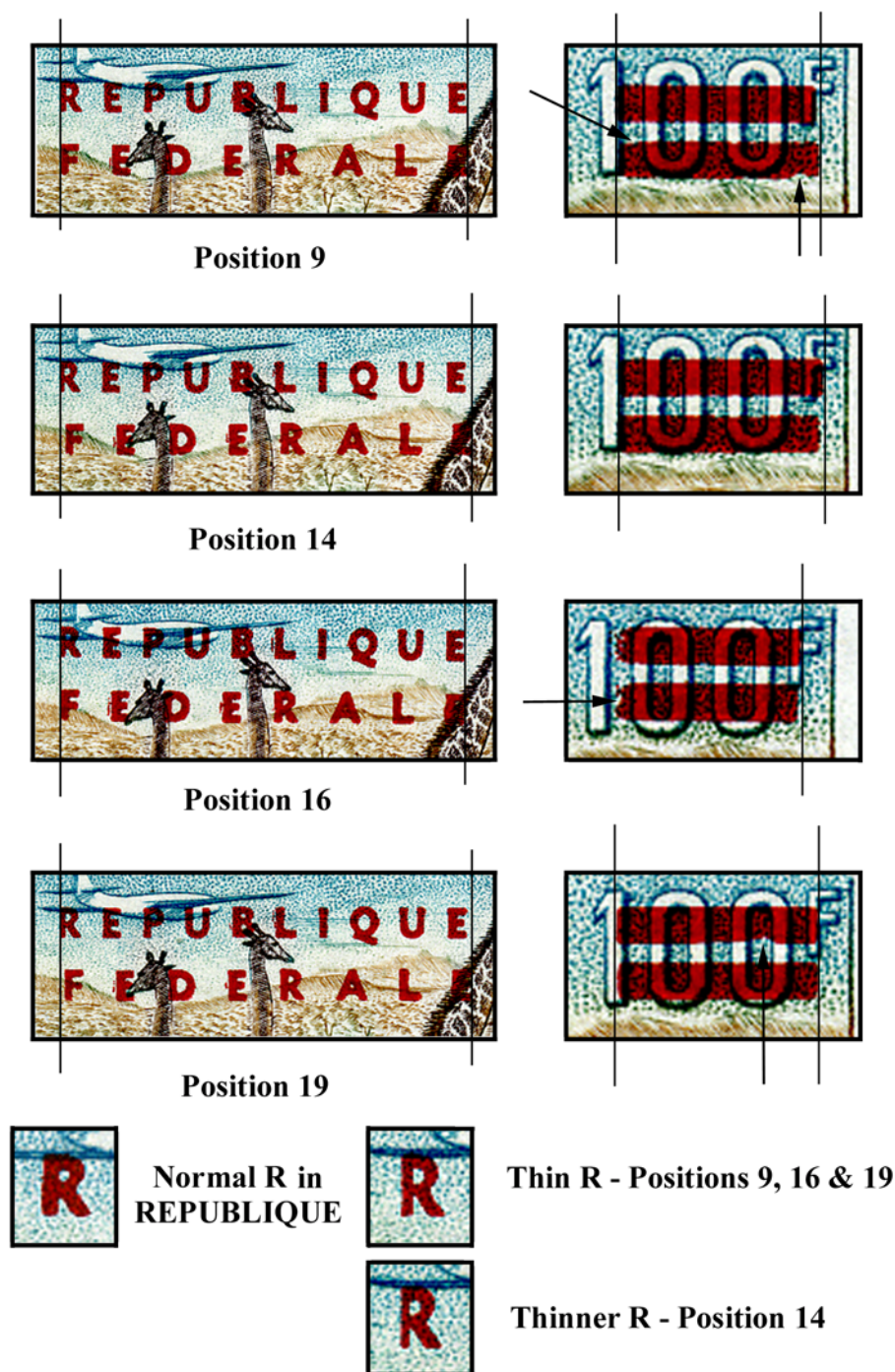


Figure 3. 5/- Type 3 Overprint. Characteristics of Positions with Thin R. See text for discussion of the bars at Position 16.

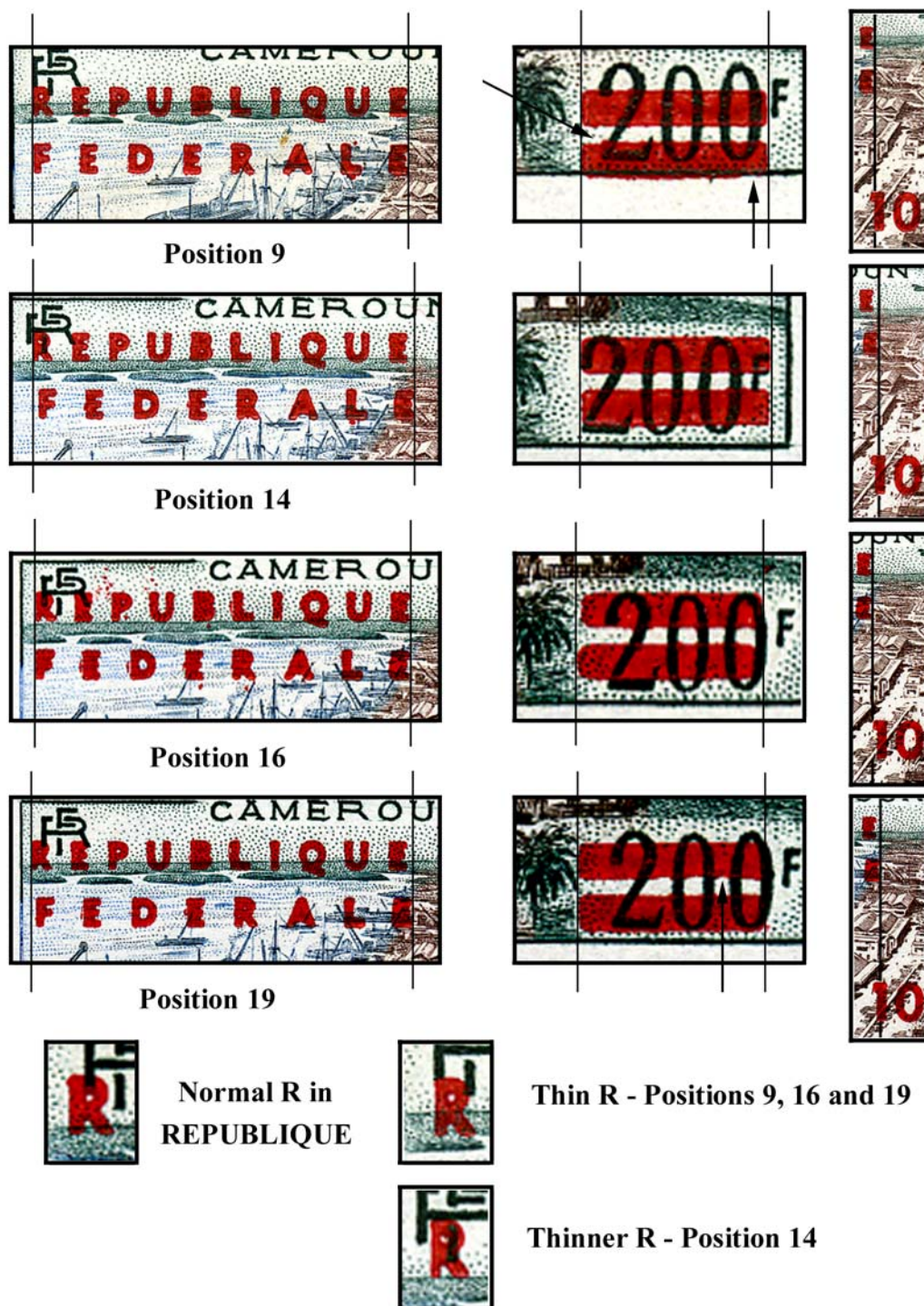


Figure 4. 10/- Type 3 Overprint. Characteristics of Positions with Thin R.
 The effect of the more viscous ink used for the 10/- overprint is evident when comparing the appearance of the 10/- R's with the corresponding R's for the 5/- overprint.

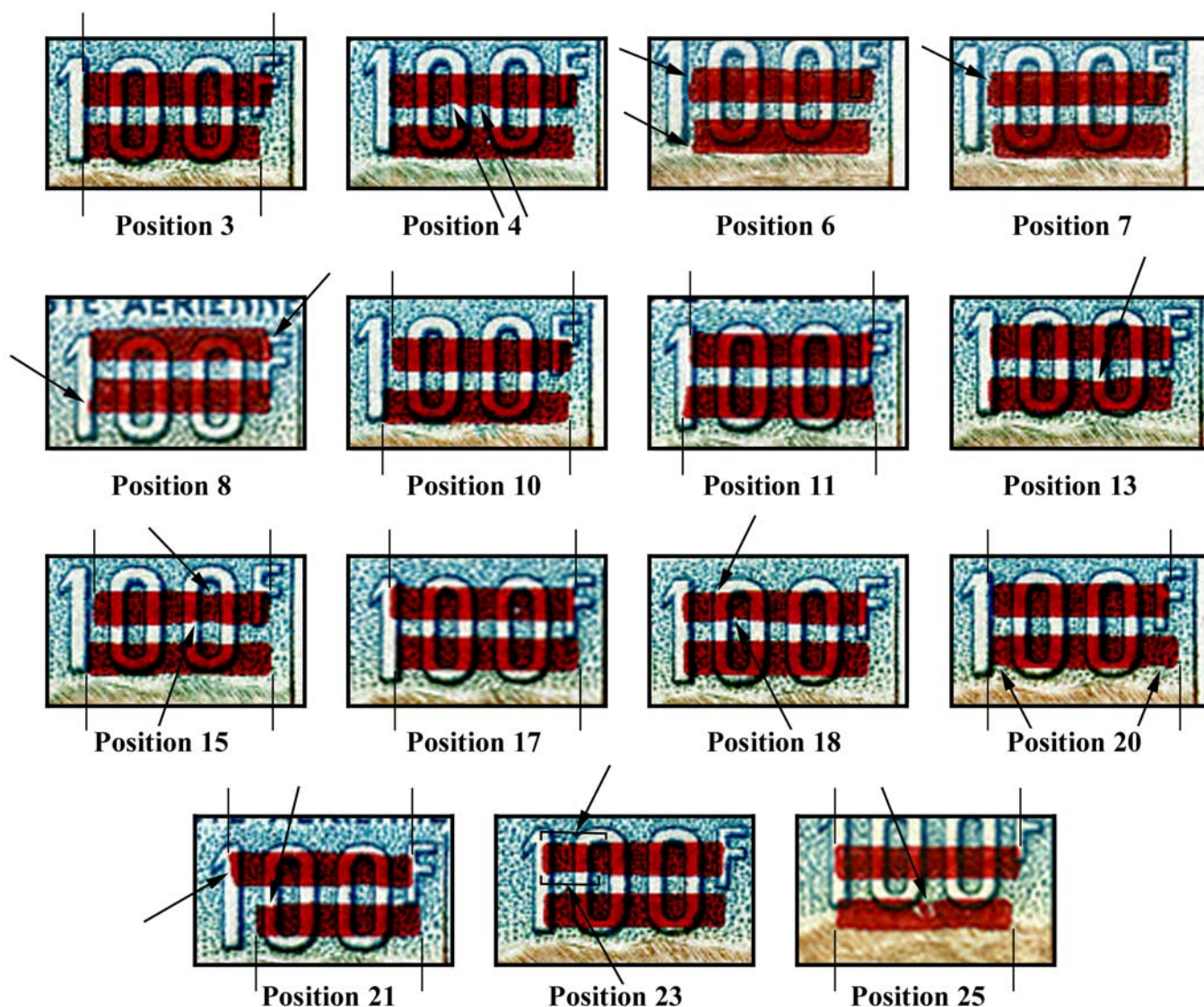


Figure 5: 5/- Type 3 Overprint. Relevant Bar Configurations and Characteristics.

References

1. Bratzel, Marty. Cameroun – the Sterling Issue of 1961 – Printings, Dates of Issue and Availability. *Cameo*, Vol. 9, No. 4, June 2006, pages 190-197.
2. Bratzel, Marty, Brian Lythgoe, Rob May and Nick Carter. Cameroun – Plating the Sterling Issue of 1961: the 1½d on 5 Franc and the 3d on 15 Franc Stamps. *Cameo*, Vol. 8, No. 3, June 2004, pages 144-150.
3. Bratzel, Marty, Brian Lythgoe, Nick Carter, and Bob Maddocks. Cameroun – Plating the Sterling Issue of 1961: the 1/- on 25 Franc Stamp. *Cameo*, Vol. 9, No. 3, January 2006, pages 129-133.
4. Bratzel, Marty, Brian Lythgoe, Nick Carter, Michael Wright, Rob May, Peter Hørlyck, and Claude Chassagne. Cameroun – Plating the Sterling Issue of 1961: The ½d on 1 Franc, 1d on 2 Franc, and 2d on 10 Franc Stamps. *Cameo*, Vol. 11, No. 1, January 2009, pages 24-30.
5. Bratzel, Marty, Brian Lythgoe, Nick Carter, Michael Wright, Rob May, and Peter Hørlyck. Cameroun – Plating the Sterling Issue of 1961: the 2/6 on 30-Franc Type 1 and the 6d on 20-Franc Stamps. *Cameo*, Vol. 11, No. 2, June 2009, pages 113-119.



6. 10/- Type 3 Overprint. Relevant Bar Configurations and Characteristics.

References (continued)

6. Bratzel, Marty. Cameroun – Plating the Sterling Issue of 1961: the 2/6 on 30-Franc Type 2 Stamp. *Cameo*, Vol. 11, No. 4, January 2010, pages 265-268.
7. Bratzel, Marty. Cameroun – Plating the Sterling Issue of 1961: The Printing Plate for the 1½d, 3d and 2/6 Type 2 Overprints And for the 6d and 2/6 Type 1 Overprints. *Cameo*, Vol. 11, No. 4, January 2010, pages 268-274.
8. Bratzel, Marty. Cameroun – Plating the Sterling Issue of 1961: the 5/- on 100 Franc and the 10/- on 200 Franc Type 2 Stamps. *Cameo*, Vol. 12, No. 2, June 2011, pages 93-98.
9. Bratzel, Marty. Cameroun – Plating the Sterling Issue of 1961: The £1 on 500 Franc Type 1 Stamp. *Cameo*, Vol. 12, No. 2, June 2011, pages 98-102.
10. Bratzel, Marty. Cameroun – Plating the Sterling Issue of 1961: The 5/ on 100 Franc and the 10/- on 200 Franc Type 1 Stamps. *Cameo*, Vol 12, No. 3, October 2011, pages 143-149.

11. The Carter accumulation is a large quantity of used Cameroun stamps that Nick Carter acquired "on the streets" in Lagos in 1961-62. All of the stamps were from bank or business correspondence, and all are on piece. Nick kindly made the stamps available for study. Nick passed away on September 11, 2008. These stamps are and will continue to be available.



Cameroun's New Issue in 2009

H-P. Hauschild

17 March 2009 saw Campost issue commemorative stamps to commemorate the Papal visit, in 200Fr and 250Fr values plus a souvenir sheet which was stamped and sold at the Philatelic Counter in Yaounde. I attach scans of all three items.



Ed - This is a shortened version of Hans-Peter's article which went on to describe the new issues of 2010, duplicating an item from Marc Parren overleaf

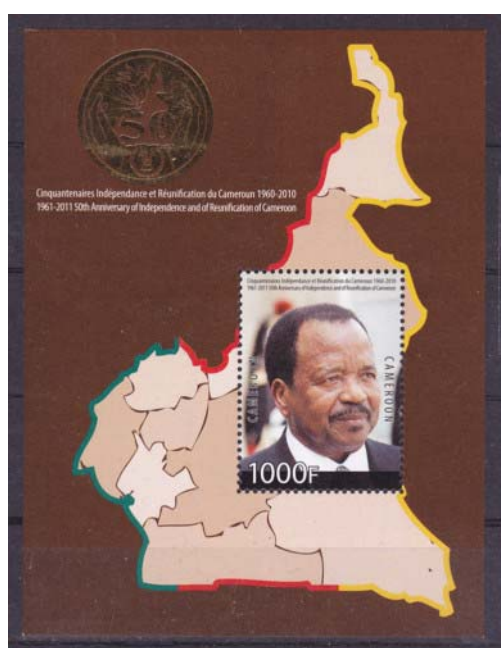
Cameroun Independence & Re-unification Issues

Marc Parren

Cameroon Postal Services (CamPost) issued on 20 May 2010 stamps to commemorate the 50th Anniversary of Independence of French Cameroon on 1 January 1960 and of the reunification with British Cameroon which took effect on 1 October 1961. At the time of the independence celebrations President Paul Biya held an international conference on 18 & 19 May 2010 in Yaoundé on the theme "New challenges for Africa" named 'Africa21' for which two more stamps were issued. The independence issues and the Africa21 issue were all printed by Thai British Security Printing Public Company Ltd. in Thailand. Recently Mrs. Semengue, the Commercial and Marketing Director of CamPost, shared with me the printing figures for these issues which I like to report here.

A set of four values (125f, 200f, 250f, 500f) in sheets of 10 stamps each were issued. First printing: 125f (flag) 83,000 stamps; 200f (logo) 13,000 stamps; 250f (armorial) 83,000 stamps; 500f (president) 82,000 stamps. Since in Cameroon there was no longer a stock of 200f value stamps available at the vault (caveau) in Douala in the course of 2011 an additional printing was ordered for this value of the set of in total 3,000 stamps. The four values were also printed in sheets with five se-tenant sets in each row. In total 2500 of such sheets were printed. A Miniature Sheet was issued with a face value of 1000f depicting the head of President Paul Biya within an outline of Cameroon of which 7700 copies were printed. Something innovative was also the printing of a stamp booklet with two sets of which 600 copies were printed. Last but not least a VIP book of the Independence issue was issued containing a FDC, sheet with 5x all issues (125f, 200f, 250f, 500f) and the Miniature Sheet of 1000f. This formed also the only way to obtain the FDC.

Strip of the stamps from the se-tenant sheet format



Sheetlet (the only source of the 1000 Fr value)



Booklet

The first day of issue of this set was 20 May 2010, which was the anniversary of the foundation of the United Republic in 1972.



First Day Cover

As you can see from the foregoing, Cameroon wanted to celebrate this important event for the country through large-format stamps and philatelic products, which is unusual from Campost. What strikes most are the small printing quantities of some of the products. This is emphasized by the 200f value of the normal set which was printed at five time lower quantities than the rest of the set even allowing for a small reprint. The FDC was also prepared in Thailand and as a careful observer will notice no name of a town was included in the cancellation which is unusual.

As for the 'Africa21' set of two values (125f, 250f) a total of 45,000 sets were printed. However, of the latter issue no FDC exists.



Africa21; two stamps face values 125F and 250F

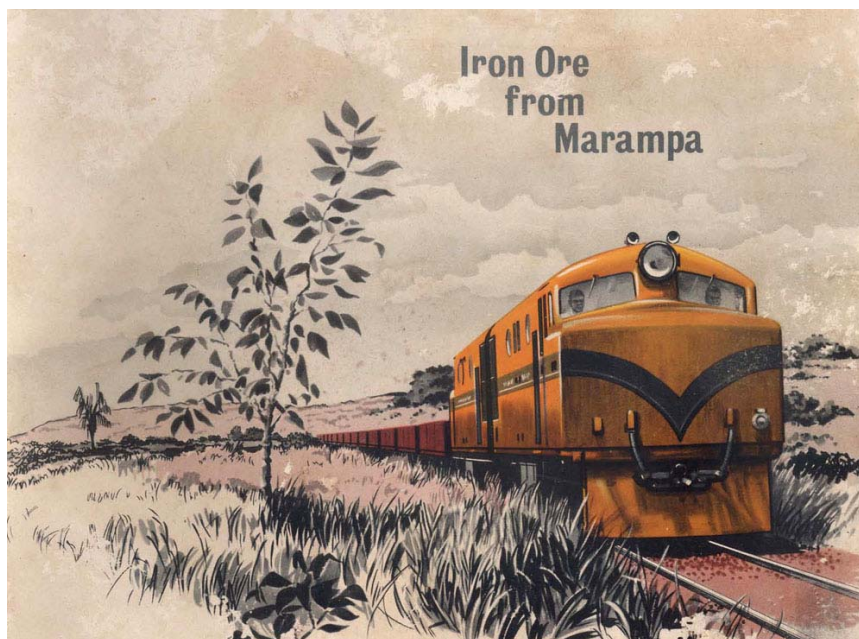
Sierra Leone Development Company Railway

John Hossack

In 1926 significant deposits of iron ore were found around Marampa near the town of Lunsar in the northern province of Sierra Leone. In 1930 a mine was opened by the Sierra Leone Development Company (SLDC). A railway was also constructed to connect Marampa with the port of Pepel some 52 miles to the south-east. Here a harbour was built to enable transfer of ore to ships. The 4d stamp of the set issued in 1956 for Sierra Leone shows an iron ore wagon being loaded at the Marampa mine.



The line, which never carried passengers or mails, was completed in 1933. The gauge of 3' 6", wider than the 2' 6" gauge of the Sierra Leone Government Railway, had been established elsewhere on railways within the British Empire. There were few major construction works or steep gradients on the railway. From the outset steam power was used in the form of articulated Beyer-Garrett locomotives, built in Manchester. They hauled trains carrying almost 1000 tons of ore and were not replaced for over twenty years when first British and later Canadian built diesel locomotives were introduced.



diesel locomotives hauling an iron ore train, from a SLDC publicity booklet

Although the railway was up-graded in the early 1960's financial problems a decade later resulted in the SLDC being placed into voluntary liquidation in 1975, with closure of the mine and the railway. Attempts to re-open the line in the late twentieth century were not successful. The mine at Marampa was re-opened in 2009 but used road for ore transport. Part of the line, between Port Loko and Pepel, is occasionally used to transport bauxite. However, depending on the outcome of geological surveys of potential mineral deposits in that part of Sierra Leone, there is a proposal to re-open the whole line and even extend it to the Tonkolili district, east of Marampa.

Postal services in the area expanded with the opening of the mine and the railway. Post offices were opened at Pepel and Lunsar, both in 1932. A post office had already been opened at Port Loko in 1899



Pepel



Port Loko



Lunsar

References.

- 1 Philip Beale and Vic Mitchell (2004). *Sierra Leone Narrow Gauge*, Middleton Press
- 2 sierra leone development corp., pepel island, BRCW
<http://www.derbyulzers.com/sierraleone.html>.

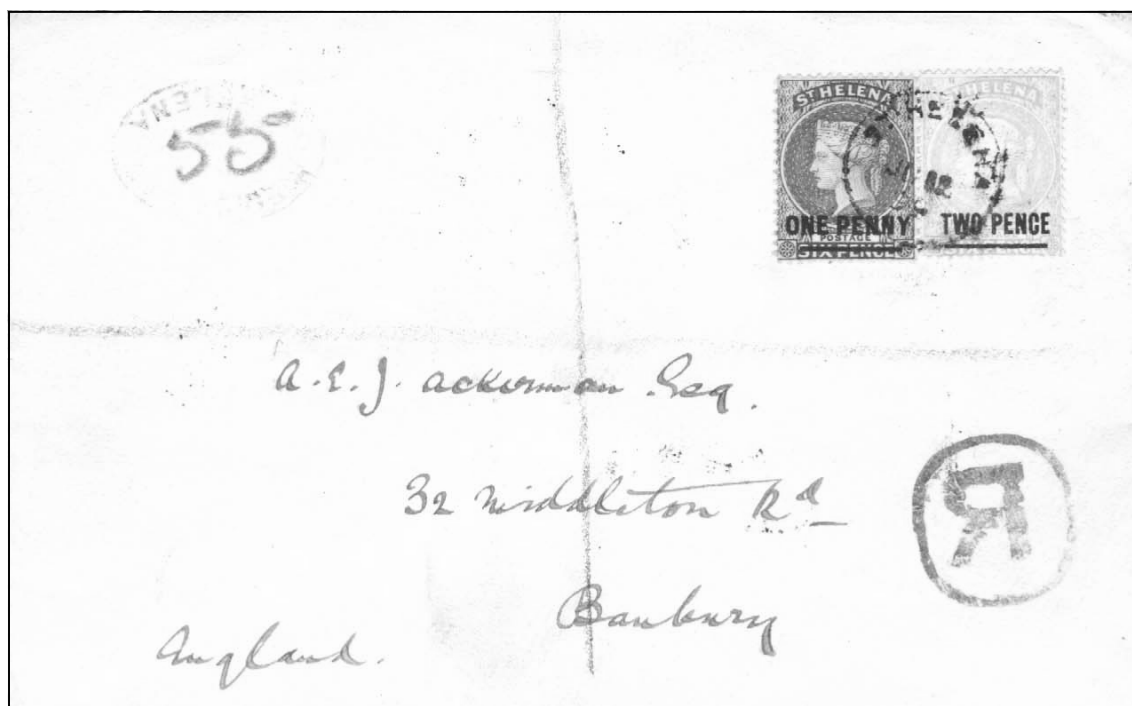


St Helena - a Lower Ackerman Reversed 'R' Cover

Stefan Heijt

Alan Stone described and listed an impressive list of Ackerman covers, all with the reversed 'R' handstamp, in *Cameo* 84, pages 166-168. Well done - I am surprised that so many of them are still around.

I do have one cover which is not in the list, and it is not an unimportant one since it is registration number 55, which is lower than the lowest (57) in Alan's list. I illustrate it below.



Tristan da Cunha Cachet X

Jeremy Martin FRPSL

There has not been much written about the island in *Cameo* so I thought this brief note might be of interest. Figure 1 is a photocopy, 60% of actual size, of Supplement Number 2 of *The Tristan Times* dated 1 August 1943. It shows a 1938 map of the island with the initials A.B.C.

The reverse of *The Tristan Times* shows (Figure 2, approx. full size) the private cachet of A.B. Crawford in use between 1942 and 1946, according to the Stanley Gibbons *Commonwealth & British Empire Stamps 1840 - 1970 Catalogue*. From 1948 it became Cachet X but without the initials.

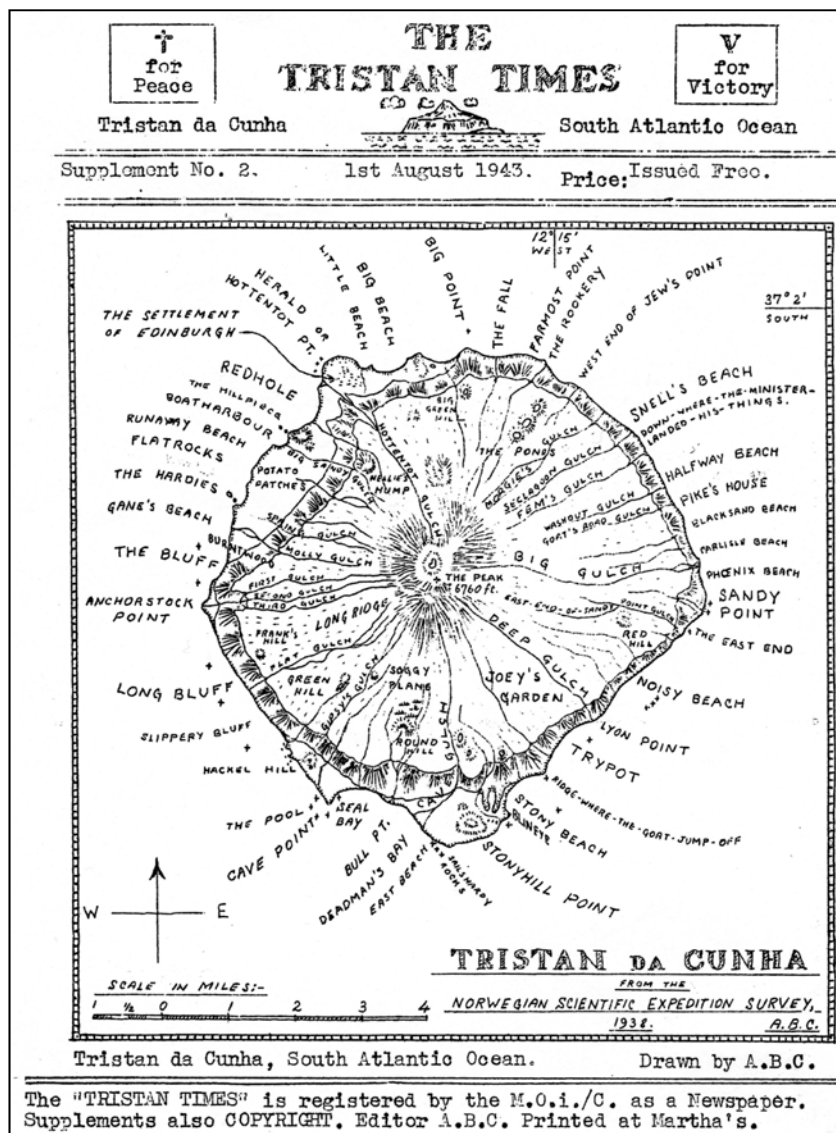


Figure 1 (above) and Figure 2 (below, left)



Editor's note - the 2012 edition of the SG Catalogue has renumbered the cachets between Cachets IX and XIII. The above reference is to this latest edition, previously known as Cachet IX.

Nigeria: Forged Meter Mark

M St. J Wright and R May

At a meeting of RPSL early in 2011 Michael Wright showed Rob May the cover and contents illustrated at Figure 1 (both reduced). The content is a classic advanced fee fraud letter, but the franking is unusual.

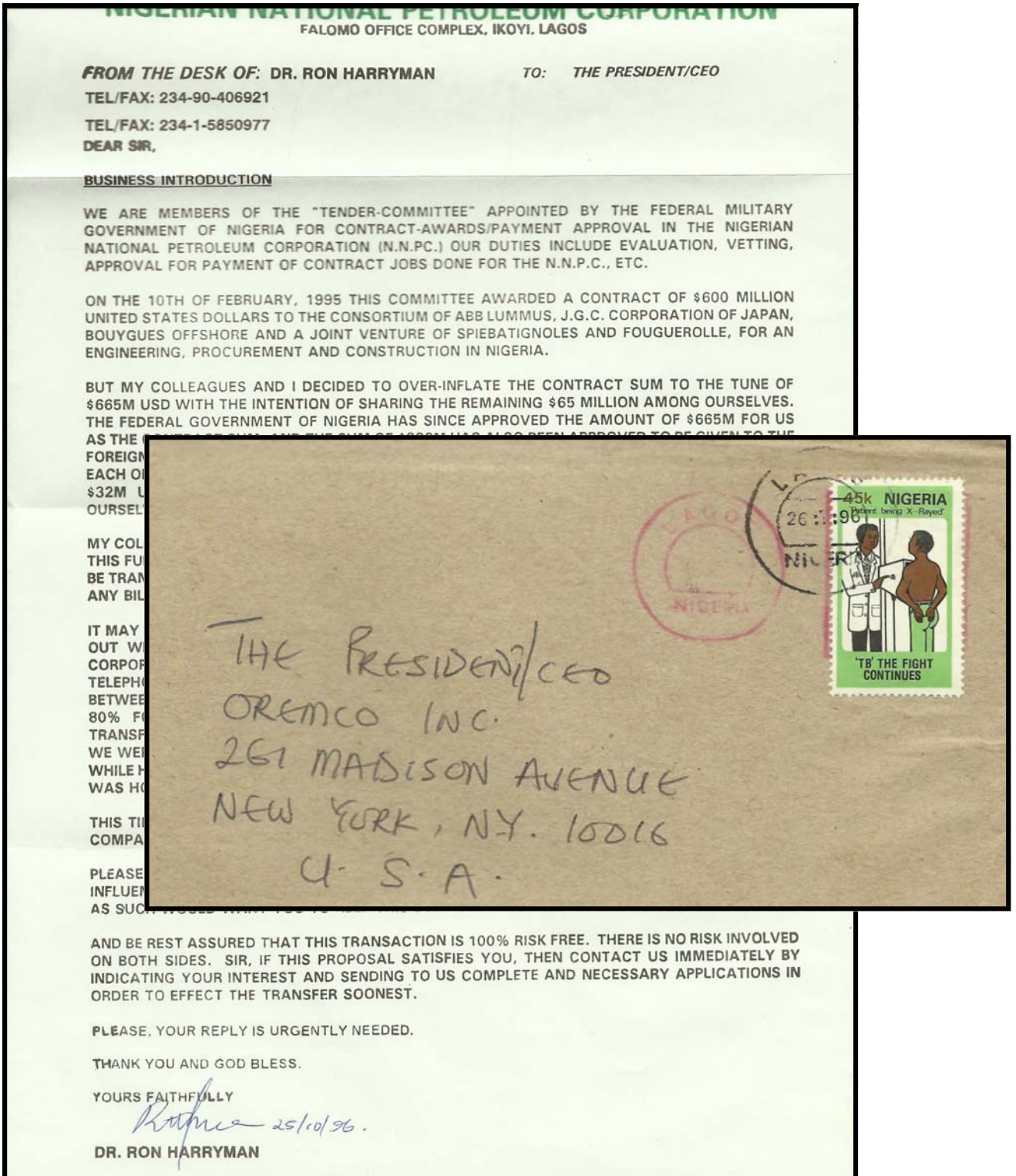


Figure 1

Rob May has been able to shed some light on the background to this cover, but in the end we can only speculate about what exactly happened here. What we can state as fact is that this letter is dated 25 October 1996 and at that time the Nigerian fraudsters were very active (at the Atlanta 1996 Olympics whole hotels were stripped of their US phone directories by returning athletes and delegates!). We don't know exactly when the use of forged stamps started, but by this date the US and UK Post Offices were aware that they could lawfully intercept mail when it had not been "validly prepaid"; that is, when they could recognise a forged stamp on it.

In the late 1990s and early 2000s quite sophisticated forged meter marks appeared, not just of Nigeria meters but also of Tanzania, Hong Kong and probably many other countries to disguise the true origin of this mail. Rob's experience is that 1996 is early to see a forged meter mark on this mail, and it is clear from this image that its production is very poor. The black "postmark" (also a forgery) is in much the same design as the left half of the meter mark. The rectangular right half of the meter mark has been hidden by the genuine stamp stuck over it, so appearing as two vertical lines either side of the stamp. The stamp itself is a massive under-franking. A similar forged meter mark from Rob May's collection (unfortunately un-dateable without contents) is illustrated here.



Figure 2

The forged meter mark looks like "work in progress". What can be seen of the mark is clearly not sharp enough to be the product of a postage meter machine. The stamp seems to have been added just to disguise the worst part of it.

It was also in about 1996 that NIPOST withdrew all the postage meter licences in the country due to the incidence of forgery. Can any member document this?

Quality British Commonwealth POSTAL HISTORY

Catering to the discriminating collector

Specialising in pre-1953, non-FDC material
We stock all Commonwealth areas except B.N.A.

If you are not already on our Wants register, please drop us a line and let us know your requirements. We shall be pleased to send photocopies of available material.

Willard S. Allman

828, Arrow Lane, Ridgewood

NJ 07450, USA

Tel: 001-201-848-8883

Fax: 001-201-847-8481

OFFERS FROM STOCK

CAMEROONS. 1915 1d on 10pf with surcharge double.
Very fine mint. RPS Cert. Ex Cramer. SG 83b. **£300**

GAMBIA. 1871 4d pale brown with good to large margins
and clear misplaced embossing. Very fine mint. SG 2. **£300**

GAMBIA. 1880 4d brown with watermark Crown to left of CC.
Very fine mint. SG 15Aw. **£400**

GAMBIA. 1898 2½d with malformed 'S' in 'POSTAGE' used
with GUINEE-FRANCAIS c.d.s. Rare thus. SG 40a. **£350**

GAMBIA. 1928 3/- slate-purple. Very fine used.
RPS Cert. SG 139. **£300**

GHANA. 1967 1½p Kingfisher with blue (value etc) omitted.
Unmounted mint. SG 461a. **£200**

GOLD COAST. 1883 (CA) ½d olive-yellow showing the
frame break at upper-left. Very fine mint. SG 9. **£150**

LAGOS. 1886 perforated Colour Trial for ½d in dull mauve
and chestnut on gummed paper. Rare. Ex Danson. **£550**

NIGERIA. 1938 5/- (Perf 13 x 11½) corner block of four
with Sheet No '0974'. Unmounted mint. SG 59 **£250**

ST HELENA. 1871 1/- deep green (Perf 12½ : Type 'C').
Fine mint. Scarce. SG 19. **£450**

ST HELENA. 1876 2d yellow (Perf 14 x 12½) block of four.
Very fine mint. Rare multiple. SG 22. **£650**

SIERRA LEONE. 1876 (CC) 3d buff in block of six.
Very fine mint. Scarce multiple. SG 20. **£350**

SIERRA LEONE. 1911 £1 purple and black/red.
Very fine used with FREETOWN c.d.s. '12 SP 13'. SG 111. **£140**

TOGO. 1914 3pf with notch in right side of 'T' (Pos# 48).
Very fine used with ASSAHUN c.d.s. Rare. SG H1var. **£150**

*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.*

MARK HARVEY

P O BOX 50
HASLEMERE
SURREY GU27 1WX
Tel/Fax (01428) 642702
e-mail: mark@surreystamps.com

murraypayne.com



- Articles of interest
- Try our easy-to-use, New Stock Search facility, to see items added each day, week or month
- Thousands of items available to purchase Online, with new items being added almost daily
- Bid Live in our Auctions!
- View and download our Auction Catalogues
- Subscribe to 'Sixth Sense'!



Email: info@murraypayne.com
Tel +44 (0)1934 732511 Fax: +44 (0)1934 733498
P.O. Box 1135, Axbridge, Somerset, BS26 2EW,
England

Please mention *Cameo* when responding to Advertisements

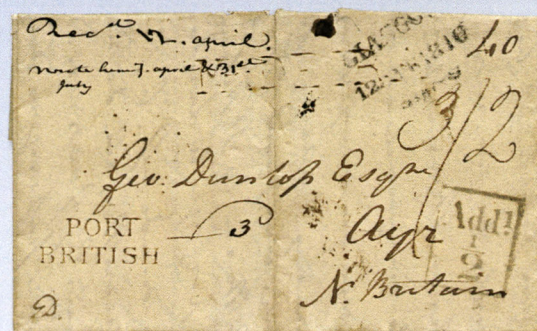
Spring Auctions 2012

Our Spring 2012 auctions are currently in preparation and further consignments are always welcome. Contact us today for further details of our competitive terms for vendors.

Among the important collections in the **British Empire & Foreign Countries** sale scheduled for **March 8th** is the "Napoleon" collection of **Saint Helena Postal History and Covers** with many rarities including the earliest known Saint Helena censored cover as well as the earliest "T" tax marking and registration label from the island.

The stamps and postal history of West Africa also feature regularly in our auctions.

High-quality catalogues and extensive international mailing are backed by worldwide advertising and full exposure of lots on our website to ensure the best possible results.



GROSVENOR

399-401 Strand 2nd & 3rd Floors London WC2R 0LT

T: +44 (0)20 7379 8789 F: +44 (0)20 7379 9737 E: info@grosvenor-auctions.co.uk

Please contact Glyn Page or Charles Napper for further details.

www.grosvenorauctions.com