

CAMEO



The Journal of the West Africa Study Circle



VOLUME 21 NUMBER 3
WHOLE NUMBER III

OCTOBER 2020

Please mention Cameo when contacting our advertisers

Chris Rainey Online

- British Commonwealth •
- Postal History •
- Thematic Postal History •

Visit my online shop
www.chrisrainey.com

**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

**PO Box 626, Franklin Lakes,
New Jersey 07417, USA
Tel: 001-201-848-8883
Fax: 001-201-847-8481**

CAMEO

Volume 21 Number 3 Whole Number 111

September 2020

ISSN 1363-2264(print)

ISSN 2516-8665 (online)

Journal of the West Africa Study Circle

President: Dr. Simon Heap

Joint CAMEO Editors

Barry Burns

20 Tanton Rd., Stokesley

MIDDLESBROUGH

TS9 5HP

☎ 01642 710636

barry.burns1@hotmail.co.uk

Robert May

Longdown Farm Cottage, Cadsden

PRINCES RISBOROUGH

HP27 0NB, UK

☎ 01844 344336

robert.may@cantab.net

Hon. Secretary

Philip Quirk

157 Balden Rd., Harborne

BIRMINGHAM, B32 2EL, UK

☎ 0121 428 4656

philip.quirk@btopenworld.com

Hon. Treasurer

Philip Quirk, as above

☎ 0121 428 4656

treasurer@wasc.org.uk

Hon. Membership Secretary

John Hossack

28, Saxons Close,

LEIGHTON BUZZARD,

LU7 3LT, UK

☎ 01525 384417

Hoss-28@virginmedia.com

Hon. Auctioneer

Graeme Murray

7 Glentress Mews, Bolton BL1 5JS

☎ 07935 536256

h11mstampgram@gmail.com

Hon. Archivist & Bookseller

Ian Anderson

57, Manse Rd.,

EDINBURGH, EH12 7SR

☎ 0131 334 7866

As archivist, please use

ghanastampman@aol.com

As bookseller, please use

wascbookseller@aol.com

North American Representative

Dr. Martin Bratzel,

1233 Virginia Ave,

Windsor, Ontario, N8S 2Z1,

Canada

marty_bratzel@yahoo.ca

☎ (0015) 199 481968

Nigerian Representative

Edet Akpan

Eddycool2002@yahoo.com

☎ (00234) 8033 950108

Web Manager

Ray Harris

Webmanager@wasc.org.uk

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

Contents

Editor's notes	122
Letters to the Editor:	123
Binstead, Redhead, Mayne, Rawlins, Kelly	
Cameroun: Plating the 1961 Sterling Issue: Summary (and finale!)	
Marty Bratzel	126
BWA and French Airmail Services Part III: Aéromaritime coastal service	
Barbara Priddy	141
Air Mail from Nigeria via Aéromaritime: March – June 1940	
Peter Richards	157
West African mail carried by Hamburg America Line ships	
Mayne & May	161
Nigerian Post Offices: Names, Numbers and Opening dates	
Paul Redhead	162
Accra Slogan Cancels, 1958-59	166
Philip Quirk	
Sierra Leone WWII Cable Censor	169
Jeremy Martin	
Sierra Leone WWII Propaganda Postcard	170
Jeremy Martin	
Mueba, Cameroons postal agency – a rejoinder	171
Bob Maddocks (posthumous)	
Mueba, Cameroons postal agency – continued	174
Marty Bratzel	
Postmarks of Sierra Leone – another update	176
Anthony Fulmes	
Nigeria: use of a Red Cross Reply Card in 1970	180
Jeremy Martin	
St. Helena 1922-37 Badge Issue: stocks at St Helena including numbers destroyed	
Mabbett & Burns	181
Articles of Interest Published in other Journals	189

Front Cover

Sierra Leone - Illegal stamps

Definition – postage stamp designs issued in the name of a national post office that are not commissioned or sanctioned by that post office.
This opportunistic design was marketed on e-bay a couple of months ago.

Maria Libera is Coordinator, Worldwide Philatelic Observatory (WPO)

Please contact her promptly when we find any illegal stamps,
especially when they are being sold on-line.

m.zofia.libera@gmail.com

Editor's Notes

The strange times we are living through continue to be both good and bad for philatelists. There is no doubt that our hobby has been a boon to self-isolating enthusiasts, able to occupy their time on their collections and researches, and this issue of *Cameo* is a few pages bulkier than usual as a result. On the other hand, I am sure I am not the only member who is missing the face-to-face social contacts we enjoy by belonging to WASC and other philatelic societies. As you will see from a flyer accompanying this issue, we are making a determined effort to re-organise the November 2020 meeting at a new venue, with good social distancing, on a slightly later date. Our chosen venue is large enough to allow the necessary social distancing by even more members than we usually see at our meetings. To those members who have not been to a WASC meeting for a while or at all, come along! We are a friendly gathering and our philately is taken with a large dose of good humour and a convivial lunch.

The next issue will be edited by Rob May, datelined January 2021 and the copy deadline is 31 December 2020

Rob May

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.

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.

Scope

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

Annual Subscription

From 2020, until further notice, a subscription of £5 per annum will provide all members with an electronic copy of *Cameo* via the WASC website three times a year. Alternatively, members can choose to receive a printed copy of *Cameo* by post for £20 per annum. The cost of postage to overseas members unfortunately means that those who prefer to receive *Cameo* in print format will need to pay WASC a further charge of £7.50 to Europe or £12.50 to the rest of the world. There is no entry fee. The subscription term is for calendar years.

Advertising Rates

All advertising is printed in colour. All advertisers in *Cameo* are also featured on our website for the period of their paid advert and we provide weblinks to each advertiser's website. For auctioneers we regret that we are no longer able to provide members' address lists due to the Data Protection laws, but we can offer to put a link on our website for any forthcoming auction which includes a substantial number of lots of West African material.

Inside front cover or outside back cover

Full year £243; separate 4-month periods £90. Priority is given to advertisers booking a whole year

Whole page in *Cameo*

Full year £135; separate 4-month periods £90

Half page in *Cameo*

Full year £75; separate 4-month periods £30

Printed in England on archival quality paper to ISO 9706 by Quoin Publishing, 17 North St, Middlesbrough, TS2 1JP

www.quinpublishing.co.uk

WASC on-line

Visit the West Africa Study Circle website at <http://www.wasc.org.uk>

Web manager is Ray Harris. Contact webmanager@wasc.org.uk



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

Sierra Leone SG58 & 62 overprint query

Dear Barry and Rob,

Amazing what you spot when you're really bored!
A few weeks ago I was asked to come up with a series of "Spot the Difference" puzzles in our local online Covid-19 lockdown magazine in Andorra for children and was busy comparing genuine stamps and forgeries to use. When I ran out of those with clear comparison possibilities, I thought it might be fun to use some Sierra Leone overprint strips to see if they might work as puzzles and I was busy studying my unused strips and sheets for further opportunities when I suddenly noticed more differences than I had expected.

I cannot believe that I have something unique in hand, so can anyone give me more information on how the SG Overprint 12 on these 58 and 62 copies come to have a different top serif on the d? The various printed examples that I have in my reference library are clear in showing only the straight-top-slightly-inclined version and no-one has ever highlighted or mentioned this variation as far as I am aware.

Best regards
Simon Binstead
Andorra



Edgerley Road post office and Efut postal agency, Calabar

Hi Rob,

Your letter in the June 2020 *Cameo* got me to re-read Eddy's January 2020 *Cameo* article and check my own notes. I cannot shed any light on when the Edgerley Road office opened: I did not find a Gazette announcement in my trawl through the post-1975 gazettes, and the earliest cancellation I have for Edgerley Road Calabar is 20 NO 77 (same J108 cancel as your cover). Interestingly, the NIPOST 1988 list, while showing Edgerley Road as a Branch Post Office, also includes a Postal Agency, under supervision of Calabar, called Efut!

That surely cannot be the same as the old Efut PA which Eddy has located only a few doors down from the Edgerley Road post office, but it's unlikely to be an error in the NIPOST 1988 list either. I wonder where that Efut Postal Agency was? Efut is actually the name of an old Cross River kingdom (*Eddy Akpan has also said Efut is a Clan*), and there are a number of villages of that Clan in the Calabar area with Efut in the name (eg Efut Abua, Efut Ibot Ikot etc) so it's possible a 'new' Efut PA opened outside Calabar itself. Then there is also an Efut Street in Calabar.

Just to add to the puzzle, the 2007 NIPOST list does not include an office called Efut, or any office with Efut as part of the name, and the latest date for an Efut Postal Agency cancel that I have is 22 JU 78 - after the earliest Edgerley Road one. Some puzzles still to solve!

Paul Redhead
Ely

📧 Porto Novo to Lagos

Dear Rob,

Reference the article by Barbara Priddy and Peter Wingent in the June 2020 *Cameo* pp 89-92, "Cotonou to Lagos" I thank the authors for the map illustrated there and I think I can answer one of their questions. I had been mistakenly under the impression that Porto Novo was on the coast and now understand that routing via Porto Novo must indicate use of the coastal lagoons by vessels with shallow draught, rather than plying the notorious waters of the Bight of Benin. I recently learnt of a daily courier service between Porto Novo and Lagos, which provided me an explanation of how mail from German Togo to Lagos passed so quickly. Years ago I acquired the postcard shown below which illustrates two *vapeurs*, SS *Eloby* and SS *Abomey* stated to provide the service between Porto Novo and Lagos. *Vapeur* services in other French colonies had their own cancels but I have seen no mail travelling between Porto Novo and Lagos that names the *vapeur* used to carry it.

John Mayne
Malvern

📧 Inverted Triangle 1905 - response

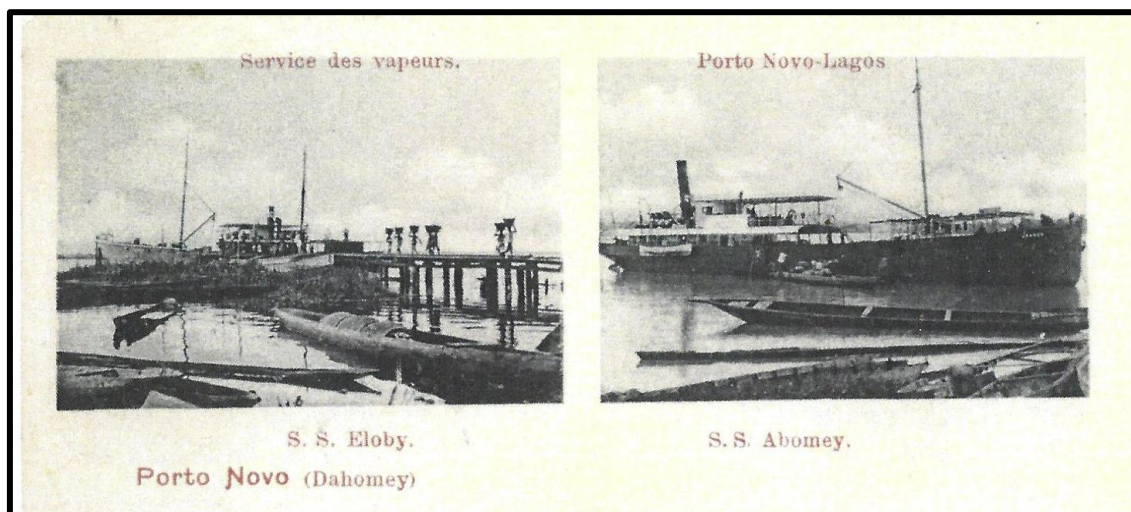
Dear Rob,

Reference the letter from Paul Dunn in the January 2020 *Cameo* p3, I can confirm this is not a West Africa mark.

According to the invaluable *British Postmarks, a Short History and Guide*, Alcock & Holland, 1960, p 207, a group of these marks were used on mail missorted to the travelling post offices on trains or to railway post offices. They occur from the early 1870s and at first bore initials of the railway postal divisions. Later specimens have a number below the initials.

Although my only West Africa interest is airmails (thank you Barbara et al!) I enjoy reading all the articles especially from members who have been there.

Regards
John Rawlins
Chelmsford



📧 The Scope of the West Africa Study Circle

Dear Rob,

I am writing to you, somewhat with tongue in cheek, concerning the approach of the Circle with regard to the non-British elements of West Africa. If one looks at the map of West Africa as shown on the website and click the mouse over quite a number of the geographic areas, there is no response. They are not British! In fact, a lot of them are French, forming part of the Federation of French West Africa (pre- independence). As a member of the Study Circle I fall into category 9 which presumably means anything non British. One has to conclude from this that the Society should be called the British West Africa Study Circle, which would support this categorization.

One of the reasons why I consider that this would be wrong is that studies of the postal history of some of the British colonies contain elements of interaction with the French colonies and I find it difficult to consider one or the other in isolation. I give below examples of this where it would help me if I could get more information that is not available to me as a French collector.

Firstly, Nigeria. I quote below from my own research notes that are incomplete. This relates to the problem that France faced in supplying the 3rd Military Territory of Upper Senegal and Niger that later became the colony of Niger. The time and effort to support the region from Dakar was not practicable.

One attempt to achieve this that is rarely mentioned now was the formation of the Flotille du Bas Niger, a shipping group on the lower Niger, operating in Nigeria with enclaves established at Forcados and Fort Arenbourg. The thinking behind this was to examine the possibility and put into practice shipping of supplies to the third military territory from Lagos to Say. This followed on from the mission carried out by Colonel Tootie in 1894-5 when he descended the Niger from Say to the coast to some extent debunking the earlier British survey that stated that above the Boussa rapids the Niger was unsuitable for shipping. Captain Lenfant, in charge of the mission believed it to be possible to supply French troops at Say and undertook to bring 60 tons of provisions up from the coast. He also had plans to construct a port / arsenal at Badjibo and believed it possible to develop a regular river route. Concern was expressed as to the likelihood of this happening and regard also had to be considered as to the political aspects of the 1898 Agreement.

The supplement to the bulletin of the Comité de l'Afrique Française No 4 of April 1902 reported that the mission had been a success and that the 60 tons had been delivered as promised at Say for the benefit of the 3rd Military Territory but only after considerable difficulties in contending with rapids, waterfalls and rocks. Despite the tacit agreement of the British Government and the enthusiasm of Captain Lenfant in achieving it against the odds, the project did not seem worthwhile.

Do our members have any more information about this and how long it lasted? The 1898 Agreement also gave France the go ahead to maintain "go downs" or trading bases at Fort Arenbourg and Forcados. Any information on these would be of great interest and particularly any details of mail coming out of them.

The second query with regard to the relations between Niger and Nigeria arises with the arrival of the railway at Kano in 1913. This gave a rapid route to the coast for the eastern part of Niger and mails were officially sent by it. Rob has sent me copy extracts from the Nigerian P&T Reports in relation to this route. All mail was probably carried through Nigeria in sealed bags, so covers lack any transit markings, but any further information about this route will be welcome.

We now come to Dahomey. Niamey and the eastern and southern parts of Niger sent their mail to the coast via Dahomey which had a communications relationship with both Lagos and Lomé as well as the French shipping lines. There was a regular mail service between Porto Novo and Cotonou and Lagos via the lagoons and this allowed use of the Elder Dempster line service to Liverpool.

There was also post war a service from Lomé that used the Woermann line. I would like to find out more about this, an idea of the volume of mail and the period of use. My own notes culled in 1906, are as follows:

There were other possibilities available with the German Woermann Line out of Hamburg. Although they did not call at Cotonou they did call at Lomé (Togo) and Southampton and could pick up Dahomey mail there. There was a recognised agreement with the French Post Office whereby Paris sent mail by TPO to Calais and over to Dover, London and Southampton where it was picked up by Woermann two days after sailing from Hamburg. 14 days later the mail was deposited at Lomé. (Departure from Hamburg 10th of the month). Returning Woermann mailboats picked up French mail at Lomé on the 13th and 26th of the month (Note: the outward Woermann line mailboat sailing on the 20th of the month sailed direct to South West Africa but returned via Lomé). The homeward bound mails would be deposited at Southampton and carried to Paris on the Calais-Paris TPO.

There was daily communication between Cotonou and Lomé. Mail to be sent via the Woermann line sailing on the 13th and 26th of the month had to leave Cotonou on the 10th and 23rd at 1500.

As can be seen by these queries, there are areas of mutual interest between researchers in the French and British spheres that can be developed and perhaps a greater integration of French African territories in the regional scheme of postal communications, as has already been the case with the aerophilately of the region.

Peter Kelly
Leigh Woods, Bristol

Cameroun – Plating the Sterling Issue of 1961: Summary

Marty Bratzel

This article was originally published in the London Philatelist, volume 129, issue no. 1476, pp187-20, June 2020 and is reproduced here with permission of the author and of the editor of that journal.

Introduction

This report summarises a twenty-year study of the sterling revalued stamps (Scott 343-351 and C38-40, Yvert 320-328 and PA49-51, Michel 332-343, Gibbons 286-297) used in Cameroun between 1 October 1961 and 31 May 1962. The stamps are listed in Table 1. Details of the study are contained in a series of 15 articles published between 2004 and 2020 in *Cameo* (Refs. 1-15). Three other articles investigate when and where the stamps were printed and their availability (Ref. 16), the numbers printed (Ref. 17), and backdated postmarks (Ref. 18). The specific articles describe the analysis and present incontrovertible information to substantiate the findings and conclusions presented in this summary. During the course of the study, more than 10,000 stamps were examined.

The key findings presented in this 16th and final instalment are:

- A total of 20 different stamps were prepared.
- The initial 12 stamps were placed on sale at postal counters in West Cameroon on 1 October 1961. First day postmarks are known for all 12.
- Six stamps underwent a second printing, which can be distinguished from the first printing, and two stamps underwent a third printing, which can be distinguished from the first two printings. The reasons for the additional printings were investigated. Their probable dates of preparation can be established by postmark dates.
- Of the initial release of 12 stamps, nine were also available in quantity at the philatelic bureau in Paris and three in limited quantity.
- Five of the stamps that underwent a second printing were not available at postal counters in West Cameroon but only through the philatelic bureau. Postal use – albeit entirely philatelic – is known for only three.
- One of the stamps that underwent a second printing and the two stamps that underwent a third printing were prepared for use at postal counters in West Cameroon. They were probably also available at the philatelic bureau.
- Proof impressions are known for five of the 12 initially released stamps.
- Because each plate used to overprint the stamps was prepared by hand from loose type, it is possible to uniquely characterise and plate each stamp position in each of the 20 plates, a total of 650 positions.
- Using the unique characteristics of each position of each stamp in each plate, it was possible to establish the order of stamp preparation and how overprint plates were transformed from one arrangement to another, or components used, to prepare other denominations.
- The circumstantial evidence leads to the conclusion that the overprinting was done under the auspices of the Cameroun P.T.T. at Yaoundé.
- The proposed number of stamps to be printed for four of the initial 12 stamps is available but the actual number printed for all 20 different stamps is unknown. The very early second printing of three of the stamps supports the contention that some of the initial estimates were too low.
- Three different colours of ink were used for the overprints – vermilion, carmine, and black. Four of the 12 initial stamps received overprints in both vermilion and carmine.
- Examination under ultraviolet light revealed different paper for two of the stamps.
- Three major overprint varieties have been confirmed and three others reported in the literature but not seen by the author.
- The stamps were valid for postal use only in West Cameroon and only between 1 October 1961 and 31 May 1962. Many postmarks have been recorded after the end of validity, on loose stamps and on covers that went through the mails by favour or indifference.



Figure 1

Set of 12 stamps placed on sale at postal counters in West Cameroon on 1 October 1961. Both perforation varieties of the 1/2d on 1 franc Type 1 stamp were available.

Substantive information is now available for the four major catalogue publishers – Scott, Yvert, Michel, and Gibbons – to revisit and revise their listings to include all 20 of the issued stamps, with consideration to the 12 that were initially released on 1 October 1961.

Interest in these stamps was initially stimulated by two articles published by May and colleagues in *Cameo* in 2000 (Ref. 19-20). Then, in 2001, Nick Carter provided a large quantity of used stamps with many multiples that he had acquired “on the streets” in Lagos in 1961-62 (Ref. 21). It was quickly recognised that the overprint plates had been composed by hand using loose type and that the characteristics of the overprint were different for each position in a sheet. The challenge to plate each position of each stamp in the series was accepted, but little did we know that the study would consume almost two decades! More than once we were asked, “Why?” and the answer being “Why not?”

The Necessity for Stamps Valued in Sterling Currency

On 1 October 1961 the Southern Cameroons joined the République du Cameroun as the state of West Cameroon to form the République Fédérale du Cameroun / Federal Republic of Cameroon. On that date a set of 12 Cameroun stamps, revalued in sterling currency, were placed on sale at all post offices and postal agencies in West Cameroon (Figure 1). Sterling-revalued stamps were necessary because the territory, formerly under British administration, used pound-shilling-pence whereas the République du Cameroun used CFA francs. The stamps remained in use until currency conversion, at the rate of 692 CFA francs to £1, was completed.

Un-overprinted stamps in CFA francs were placed on sale in Victoria on 1 May 1962 (Refs. 16 and 22). Whether this was a uniform official release date throughout West Cameroon has not been determined. Sterling-revalued stamps continued in use during May as stocks in private hands were used up. They remained valid for postal and fiscal use until the end of that month. Sterling currency ceased to be legal tender on 30 June 1962.

The Stamps and their Examination

With regard to the 12 stamps released on 1 October, four varieties have been confirmed: the ½d on 1 franc stamps exist both perf. 12½ x 12 and perf. 12½, both having been drawn from available stock for overprinting; the ½d on 1 franc stamp (Perf. 12½ x 12) with inverted overprint; the 1½d on 5 franc stamp with inverted overprint; and the 6d on 20 franc stamp with double overprint (Figures 1 and 2).



Figure 2

Overprint varieties.

For the ½d on 1 franc Type 1 stamp, one sheet of 50 received an inverted overprint; the stamp is known only mint.

For the 1½d on 5 franc stamp, one sheet of 25 received an inverted overprint; the stamp is known only used.

For the 6d on 20 franc stamp, one sheet of 25 received a double overprint; the stamp is known only mint.

Yvert lists two additional varieties – the 5/ on 100 franc and the 10/- on 200 franc Type 1 stamps with inverted overprint – and Gibbons lists one additional variety – the 1d on 2 francs with double overprint – but the author has not seen the stamps, indeed, has seen no other reference to them.

Between late September / early October 1961 and May 1962, new overprint plates were prepared, and additional stamps overprinted. Six of the stamps underwent a second printing and, for two, a third printing, resulting in a total of 19 face-different stamps. The stamps for the original printing released on 1 October are identified as Type 1 and those for the second and third printings as Types 2 and 3 respectively. The differences

among the printings relate to the size of the value numerals in the overprint, the relative placement of the overprint components, and / or the spacing of the letters comprising the words REPUBLIQUE FEDERALE (Table 2). One exception – the same format and spacing was used for the two printings for the 4d on 15 franc stamps, identified as Plates A and B. The stamps appear the same on the macro scale but different on the micro scale.

The eight stamps arising from the second and third printings are shown in Figures 3-5, grouped by their probable dates of preparation, as discussed anon.



Figure 3

The 2/6 on 30 franc, 5/- on 100 franc and 10/- on 200 franc stamps with Type 2 overprints, prepared late September / early October 1961 and only available at the philatelic bureau in Paris.



Figure 4

The 4d on 15 franc Plate B stamp and the 5/- on 100 franc and 10/- on 200 franc stamps with Type 3 overprints, available at postal counters in West Cameroon. The 4d on 15 franc Plate B stamp was prepared no later than January 1962 and the two Type 3 stamps were prepared circa November 1961.



Figure 5

The 1/2d on 1 franc Type 2 and the £1 on 500 franc Type 2 stamps were prepared March / April 1962 to supply the philatelic bureau in Paris.

No postal use during the period of validity has been recorded for the former and only a single loose copy of the latter is known, postmarked on the last day of validity.

In all, 20 different plates were prepared to overprint the stamps. Because the plates were composed by hand using loose type, it is possible to uniquely identify each position in each plate, primarily by the relative position of the two bars that obliterate the old value and the specific characteristics of the bars. Other differences, such as broken letters and spacing anomalies among the overprint components, also contribute to position identification. Some differences can be easily seen with an ordinary magnifying glass (macro characteristics) but other differences can be seen under 30x magnification (micro characteristics).

The stamps selected for overprinting were originally issued in sheets of 50 or 25, depending on the denomination. For this study, with an inconsequential exception for a small portion of one sheet, stamps were eventually obtained for each position of each sheet of the 20 different stamps arising from the 20 different overprint settings. Each stamp at each position was examined at both the macro and micro scale and the characteristics uniquely and unequivocally identified, allowing full plating of each, a total of 650 different stamp positions. The examination and identification were undertaken in conjunction with proof imprints, discussed below, prepared for five of the overprints. Multiples of stamps from different positions were available for study, allowing certainty in the findings. In toto, more than 10,000 stamps were examined. The findings for each of the 20 stamps are illustrated and discussed in Refs. 1-15.

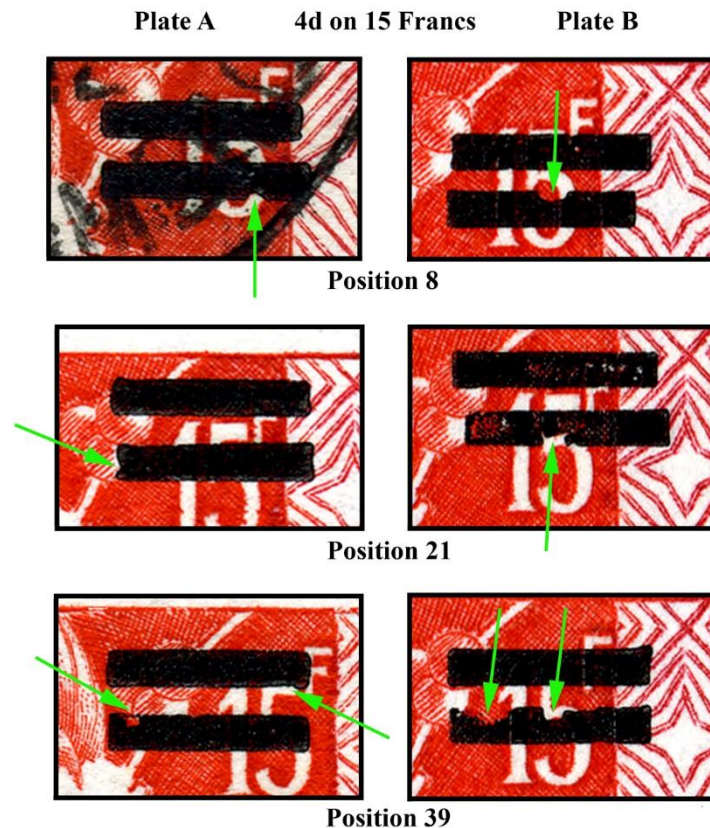


Figure 6

Characteristics of the overprint bars for the 4d on 15 franc stamps for Positions 8, 21 and 39 from Plate A and Plate B.

The differences allow determination of which printing a particular stamp came from.

The characteristics are not artefacts related to poor ink adherence.

By way of example, through macro and micro examination, it is possible to determine whether a particular 4d on 15 franc stamp came from Plate A or Plate B. Compare the overprint bars for stamps from three selected positions from each plate (Figure 6). The 4d on 15 franc stamps that were placed on sale on 1 October are designated as being from Plate A, since it was prepared first. These stamps are confirmed on first day covers. For details, see Refs. 13-15.

Seven proof imprints were made on blank paper for five of the stamps slated for initial release. Representative portions of each different proof imprint are shown in Figures 7 and 8. Six were cut into pieces and all the imprints made their way onto the philatelic market.

Original pieces or high-quality scans were obtained for study and, as a result, in addition to the one uncut proof, two of the cut-up sheets were fully reconstructed and four others are missing only small pieces.

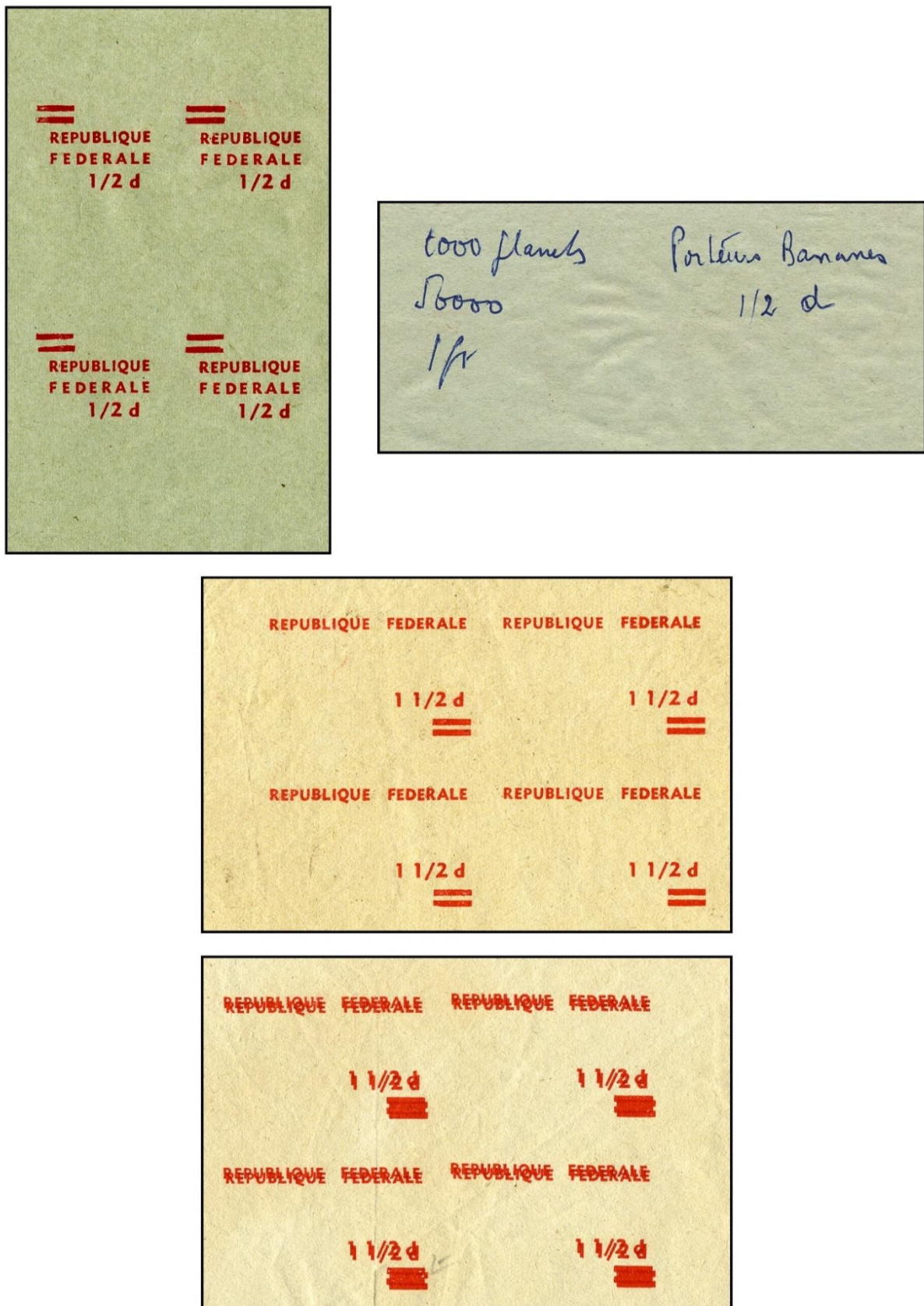


Figure 7

Representative pieces of the proof impressions.

The ½d Type 1 is vermillion on greenish paper and the 1½d is vermillion on tan paper.

Also shown is the notation on the back of the ½d Type 1 proof impression.

The overprint was to be applied to the 1 franc banana porters stamp,

1,000 sheets x 50 stamps per sheet = 50,000 stamps.

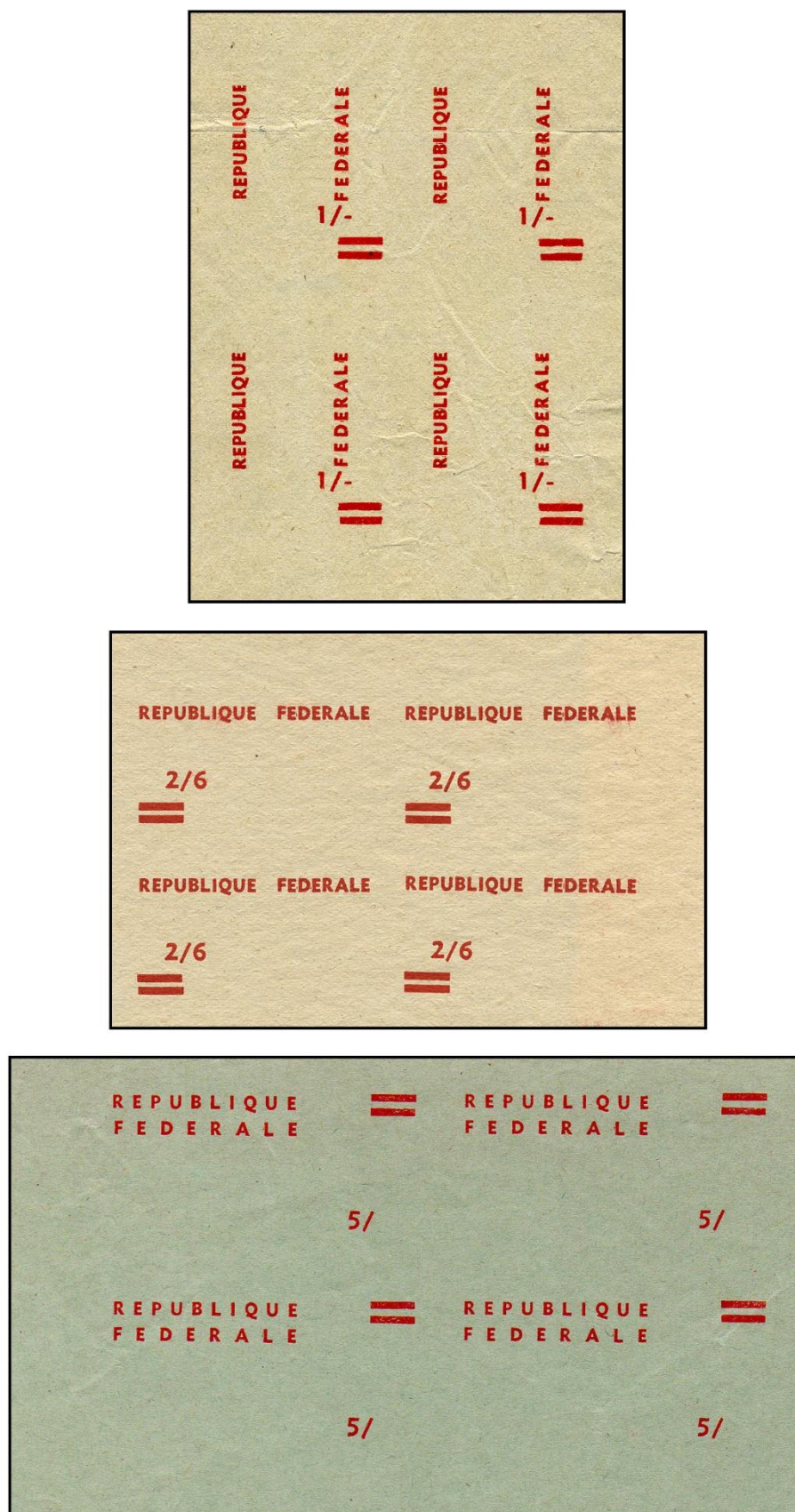


Figure 8

Representative pieces of the proof impressions.
 The 1/- and the 2/6 Type 1 are both carmine on tan paper.
 And the 5/ Type 1 is vermillion on greenish paper.

Tracing the Order of Stamp Preparation

Using the materials to hand as a point of departure – the five different overprint proofs in conjunction with the issued stamps – the overprint characteristics associated with each position in each denomination were examined and tracked across all 12 stamps released on 1 October. As a result, it proved possible to establish and track how the overprint plates were used, then transformed, reconfigured, and/or components used to prepare plates to overprint other stamps. Plate adjustments were necessary for several reasons: the denominations were different and value numerals had to be changed; some stamps were different sizes and components required respacing and repositioning; and the bars required repositioning to obliterate the CFA values which were in different positions on the basic stamp.

The schematic findings are presented in Figure 9. One plate was used only to prepare the 1/- on 25 franc stamp. A second plate was used to, first, prepare the ½d on 1 franc Type 1 stamp, then adjusted to prepare three other stamps. A third plate was used to, initially, prepare the 5/- on 100 franc Type 1 stamp, then adjusted, transformed and/or components used to prepare five additional stamps and two other, intermediate proofs. From careful examination of its characteristics, there is no evidence to indicate that a fourth plate, used to prepare the £1 on 500 franc Type 1 stamp, is related to any of the other overprint plates.

Interestingly, components of one of the original proof plates were also used to prepare three of the Type 2 overprints, lending credence, as discussed below, that they were prepared early on. The two stamps with Type 3 overprints were prepared later in 1961 from one plate, suitably modified; that plate showed no connections with any of the earlier plates. The plates used later, in 1962, to overprint three other stamps showed no connections with any other plates.

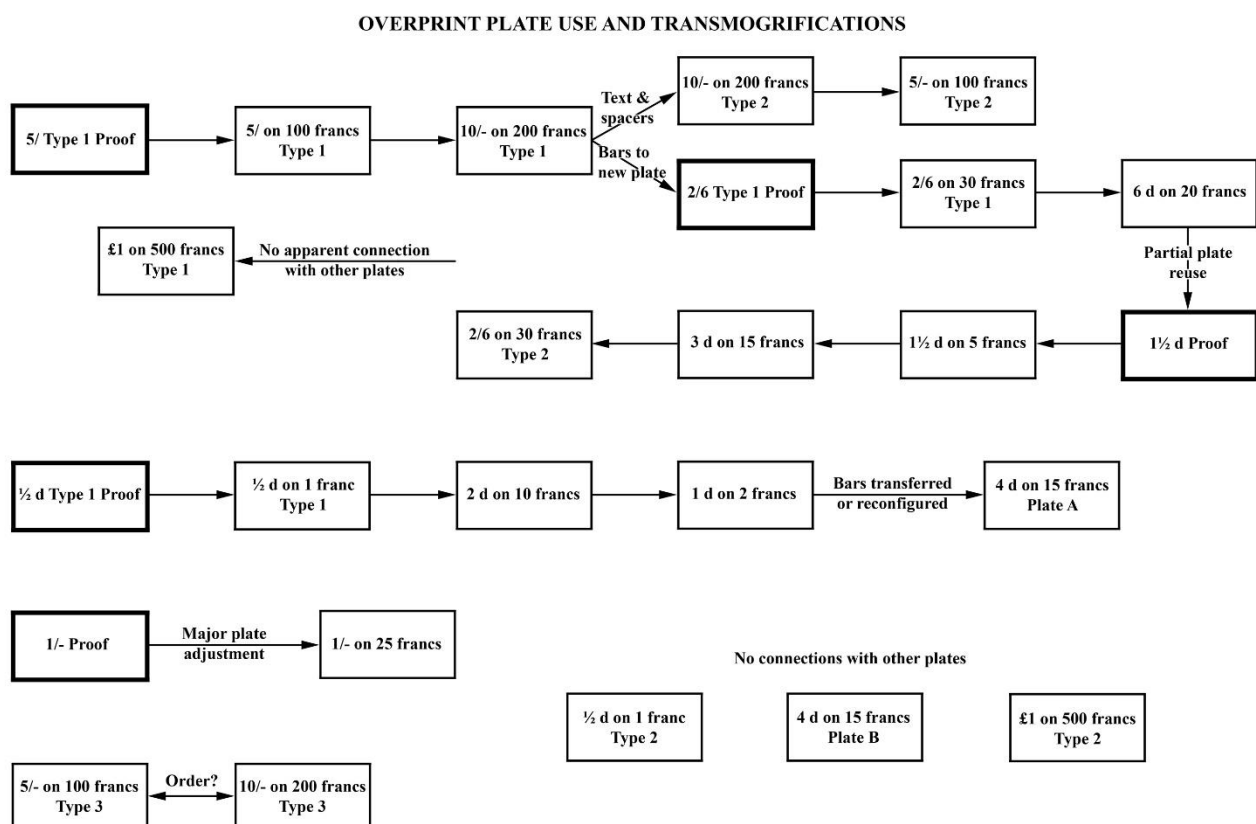


Figure 9

Schematic representation of the overprint plate use and reconfigurations, established from analysis of the stamps and the proof impressions.

Overprint Ink, Stamp Colour Shades, and Paper Differences

Three colours of ink – vermilion, carmine, black – were used to overprint the stamps. See Table 1. The ink generally did not transfer well to the stamps selected for overprinting, and vermilion less so than carmine. In an apparent attempt to overcome the problem, for four of the stamps, both vermilion and carmine were used during the print run. The carmine ink was, however, more viscous, often resulting in somewhat smudged overprints and with letters filled in, and there were still adherence issues. For some impressions, the overprint plate was under-inked. The resulting artefacts and anomalies in the overprints for all three ink colours, plus the somewhat thicker overprints with the carmine ink, confounded but did not preclude analysis to plate and track each position for each denomination. As a further observation, slightly different shades of vermilion and carmine ink were used for some of the later Type 2 and Type 3 overprints.

Several of the basic stamps selected from stock for overprinting were in production for several years – the 1 franc, 2 franc and 10 franc stamps for a decade or more – and others, such as the World Refugee Year stamp, had only short production runs. Since some of the stamps selected were from different production runs, some stamp colour varieties might be expected. Indeed, several stamps exist with different shades, some subtle, others quite distinct. Two in the latter category are the 2d on 10 franc stamps – a long production run – and the 1/- on 25 franc Ahidjo stamps – a short production run (see Ref. 15).

All available stamps were examined under ultraviolet light. For a given denomination, the stamp printing ink and the paper, with two exceptions, were internally consistent. For example, the paper for all the 1/- on 25 franc stamps was “bright” – the term is relative but the operative consideration was that all the stamps appeared the same. The two exceptions under ultraviolet light are:

- For some 2d on 10 franc stamps, the paper shows no response and the printed image appears green; for other stamps, the paper is moderately bright and the printed image appears grey.
- For all three overprint types of the 10/- on 200 franc stamps, the paper is moderately bright, except for some Type 3 overprinted stamps which show no response.

Numbers Printed

Official documentation regarding the number of stamps that were overprinted may well exist in postal or other government archives in Yaoundé but, until that information is located, the only indications as to the numbers to be printed are manuscript notations on the back of four of the proof impressions, tabulated in Table 3. See, for example, the notation on the back of the ½d Type 1 proof impression (Figure 7). Similar printing numbers can be inferred for the other eight denominations slated for initial release.

These seem rather low, and indeed they are! Consider: The stamps would be distributed among six post offices and 21 postal agencies in West Cameroon, and more would be required for the philatelic bureau in Paris to service the worldwide philatelic market. Further, the revalued stamps would be required until the currency conversion was complete, ultimately a seven-month period (212 days) extending through 30 April 1962. If only 25,000 stamps were printed, as indicated on the backs for two of the workhorse denominations that would be in heavy demand, and if the stamps were ONLY distributed to the six post offices and 21 postal agencies for use for 212 days, the number of stamps available per day per postal establishment is only about four stamps! This, without any consideration of the requirements of the philatelic bureau and the demand for first day and other souvenir covers.

Clearly, the manuscript notations for press runs were rather naive, especially for workhorse denominations. That particular denominations saw heavy use is indicated by the number of used stamps in the Carter accumulation, which represents only a small portion of the total mail dispatched. And the number of sterling-revalued stamps routinely offered on the eBay and Delcampe web sites, and by dealers at bourses argues for higher print runs.

The number of stamps ultimately overprinted for release on 1 October 1961 is not known, but the quantities were apparently sufficient for some denominations – there was only one print run before the plates were disassembled and/or reconfigured, as indicated in Figure 9, to prepare other denominations. However, the authorities quickly realised that, for three of the denominations, the numbers were insufficient. Likely, among

other factors, they did not take philatelic demand into account and planned to prepare only what they considered sufficient to meet actual postal demand in West Cameroon. They could not, however, go back and overprint more stamps, as the overprint plates as originally composed no longer existed. However, pieces of the plates were still available, so new plates were composed, leading to the Type 2 overprints for the 2/6 on 30 franc, 5/- on 100 franc, and 10/- on 200 franc stamps, all of which were shipped to Paris and none for postal counters in West Cameroon. The additional quantities printed are unknown.

Some months later, in late 1961 and early 1962, as discussed below, to meet demand, new overprint plates were composed to prepare five additional stamps, two exclusively for the philatelic bureau in Paris and three primarily for use in West Cameroon but also for Paris. Again, the quantities overprinted are unknown.

Where Were the Stamps Overprinted?

No official documentation has been located, but three locations have been suggested as to where the stamps were overprinted: Paris, Buea, and Yaoundé. Circumstantial evidence rules out Paris and Buea and points to Yaoundé.

Gibbons and Michel assert that the initial work was carried out by the government printer at Buea, then a second printing by the government printer in Paris in 1962. Gibbons further asserts that “It is almost impossible to distinguish between the local and French surcharges on the [$\frac{1}{2}$ d through 1/-] values, except that the ones produced in Paris are a slightly deeper red.” Overprinting at either Buea or Paris is unsubstantiated speculation.

As discussed earlier, all 20 plates and/or settings prepared to overprint the stamps were composed by hand from loose type and the overprint characteristics are unique for each position in each sheet of stamps. Further, a plate was used to overprint one denomination, then adjusted, transformed, and/or components used to prepare another denomination, and so on. If the work had been done in Paris, one would have expected high-quality plates not composed by hand and with a uniform appearance – and not misaligned and sloping rows (see examples in Refs. 1, 4 and 13) – across each position in a sheet, and separate overprint plates for each denomination, i.e. no disassembly and/or reconfiguration required. Issues regarding adherence of the overprint ink to the stamps would most likely have been circumvented, and the overprints would have been more consistently well positioned on the stamps, rather than the “wandering” often seen. If prepared by the government printer in Paris, one would have expected that the print runs would have been sufficient to supply the philatelic bureau before shipment of the balance to West Cameroon. Further, if and when additional quantities were required, the overprint plates would still be available, with no need to prepare a second or third setting, especially considering that three of the Type 2 overprinted stamps were prepared almost immediately. Paris, in all likelihood, can be ruled out.

Regarding Buea (Refs. 23-24), the printing press was set up there circa 1955 primarily to print the *Southern Cameroons Gazette*. Personnel who were on the ground in Buea in 1961 recollect that the equipment was not capable of overprinting stamps. Further, work would have had to have been put into hand some weeks ahead of the reunification date of 1 October, and there was no awareness of any such preparations. Further, stamp preparation would not have been a concern of, or entrusted to the British administration, which was responsible for the Southern Cameroons up through 30 September. If done at Buea, the British would have been preparing stamps provided by a foreign (i.e. Cameroun Republic) government for use in a territory which they would no longer administer. Buea, in all likelihood, can also be ruled out.

The circumstantial evidence provides support for the overprinting to have been done in the Cameroun Republic. Although capability resided with various commercial printers, it may well be that the work was carried out by the government printer in Yaoundé. From the minutes of a meeting held at Buea on 7 September 1961 among representatives of the Southern Cameroons, the Federation of Nigeria, and the Cameroun Republic, it was “Noted that arrangements were being made by the [Cameroun] P.T.T. to ensure that stocks of the new [sterling-revalued] stamps would reach Buea not later than the 20th September 1961” (Refs. 24-25). This provides further weight that the overprinting of Cameroun Republic stamps was not carried out at Buea but by the postal authorities in the Cameroun Republic.

Based on the weight of circumstantial evidence, the conclusion is that the overprinting for all the stamps was done under the auspices of the P.T.T. in Yaoundé.

When Were the Stamps Overprinted and Where Were they Available?

As noted above for the minutes of the 7 September meeting (Ref. 25), stocks of the twelve stamps scheduled for release on 1 October would be delivered by 20 September 1961. In a report dated 27 September J.O. Field, the Commissioner for the Southern Cameroons, advised that “Supplies overprinted Republic stamps and other postal equipment [had been] distributed for use after 1st October” (Ref. 26). Thus, printing was likely done in September, perhaps earlier, but definitely after the referendum in the British Cameroons, held 11 February 1961, confirmed that reunification was going to take place. The stamps remained in use throughout their period of validity. The twelve stamps were available not only at postal counters in West Cameroon but also at the philatelic bureau in Paris but, as noted below, three of the set only in limited quantities.

Six of the stamps underwent a second printing and two a third printing. The earliest recorded dates of use for these eight stamps are summarised in Table 4. As discussed above, the 2/6 on 30 franc, the 5/– on 100 franc, and the 10/– on 200 franc Type 2 stamps were all printed using components of the plates used to prepare the Type 1 overprints, and the overprinting for these three additional stamps was probably done in late September or early October 1961, almost immediately after printing was completed for the 12 stamps scheduled for release on 1 October.

There is no evidence that these three stamps were ever available at postal counters in West Cameroon. All of the postally used 2/6 on 30 franc stamps in the Carter accumulation are of the Type 1 variety, and all of the 5/– on 100 franc and 10/– on 200 franc stamps are either the Type 1 or Type 3 variety. All postally used stamps of these three denominations with Type 2 overprints are found only on philatelic covers or on loose stamps. The earliest recorded date of use for all three is 9 November 1961. One can conclude the entire production run of the three Type 2 stamps was shipped to Paris to meet the requirements of the philatelic bureau. If the stamps had been available in West Cameroon, then use between 1 October and early November would have been expected – but there is none! The earliest use of these stamps is approximately five weeks after they were available for purchase in Paris. That much time would reasonably have been required to acquire the stamps, affix them to covers (especially covers originating across the Atlantic in the United States), and ship the covers to West Cameroon for postmarking and processing.

The 5/– on 100 franc and the 10/– on 200 franc stamps with Type 2 overprint are known on first day covers postmarked Buea, 1 October but the covers have clearly backdated postmarks (Ref. 18).

The 4d on 15 franc Plate B stamps, the 5/– on 100 franc Type 3 stamps, and the 10/– on 200 franc Type 3 stamps were all available at postal counters in West Cameroon – the Carter accumulation contains numerous used stamps between their first appearance through to the end of the period of validity. All three were prepared because of legitimate postal need. The stamps were also available at the philatelic bureau in Paris.

For all three stamps, the time between overprinting and availability at postal counters could have been only a few days. The earliest recorded date of use for the 4d Plate B stamp is 30 January 1962. The date that Plate B was prepared cannot be established with certainty but the evidence presently to hand indicates that it was prepared no later than January 1962. The earliest recorded dates of use of the 5/– and 10/– Type 3 stamps are both 8 December 1961 which supports a case for their having been prepared in late November or very early December 1961. The same overprint plate, suitably adjusted, was used to prepare both stamps.

For the final two stamps, there is no confirmed use of the ½d on 1 franc Type 2 stamp during the period of validity, and the only recorded use of the £1 on 500 franc Type 2 stamp is a loose stamp postmarked on 31 May 1962, the last day of postal validity. That postmark, while technically within the proscribed time frame, is clearly philatelic, as legitimate postal use of £1 stamps was quite limited, with very few of the £1 on 500 franc Type 1 stamps in the Carter accumulation. This would infer that both were prepared no earlier than March, more likely April 1962 and that they were only available at the philatelic bureau in Paris to meet philatelic demand.

Postmarks after the End of Validity

The Sterling revalued stamps were valid between 1 October 1961 and 31 May 1962. Postmarks with later dates have been recorded for virtually all of the stamps – including the ½d on 1 franc and the £1 on 500 franc stamps with Type 2 overprints – from numerous locations throughout West Cameroon later in 1962 through the late

1960s and into the 1970s. The postmarked stamps have been found both loose and on covers that went through the mails, the latter by favour or indifference. Postmarks have also been recorded for Douala and other locations within the Federal Republic where the stamps were never valid. With few possible exceptions (Refs. 15 and 22), any postmarks after May 1962 are philatelic souvenirs, collectible but of little philatelic value.

Four of the 12 stamps released on 1 October 1961 are also known on a philatelic registered cover postmarked Buea 30 September 1961, one day early (Ref. 15). Quite likely, the stamps were cancelled on 1 October but the canceller date had not been adjusted, but it was later in the day.

Catalogue Listings and Concordance

The four major catalogues – Scott, Yvert, Michel, and Gibbons – all list the sterling revalued stamps. The assigned catalogue numbers are compiled in Table 5. However, none correctly identify all the stamps that were released on 1 October 1961 and none list all 19 face different stamps. This is understandable since, until now, the story about these stamps was not known. Now that the stamps have been painstakingly studied and researched, the requisite information has been developed and is available to provide catalogue publishers the substantive basis to prepare a proper, comprehensive organization and listing. In light of the information presented in this two-decade study, all four would be well advised to revisit and update their listings.

Stamp valuations also should be reviewed, with consideration to those stamps available at postal counters in West Cameroon and those only available through the philatelic bureau in Paris and especially for the two stamps for which no confirmed use has been recorded during the stamps' period of validity. Note should also be made about the relative lack of value for the numerous souvenir and favour postmarks recorded after the period of validity.

Acknowledgements

Over a period of twenty years, many people contributed to the painstaking and ultimately successful study of these stamps. Among those to whom thanks and appreciation are extended are Rob May, Brian Lythgoe, Peter Hørlyck, Michael Wright, Dudley Cobb, Wolfgang Strobel, Robert Nelson, Bob Maddocks, Michael Round, Peter Singer, and Nick Carter, among many others. Merci!

The author is profoundly grateful to Rob May and Barry Burns, the tireless editors of *Cameo*, for tolerating so many articles with so much seemingly arcane and boring material that could perhaps induce an insomniac to sleep. That said, all the information presented, when taken collectively, paints a rather comprehensive picture of a fascinating set of stamps. This study has covered a lot of ground, but more remains to be done by others. Accept the challenge and carry on!

References

1. 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.
2. 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.
3. 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 24-31.
4. 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.
5. 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 and 274.
6. 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.
7. 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.
8. 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.
9. 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.
10. Bratzel, Marty. Cameroun – Plating the Sterling Issue of 1961: the 5/- on 100 Franc and the 10/- on 200 Franc Type 3 Stamps. *Cameo*, Vol. 13, No. 1, January 2012, pages 43-53.

11. Bratzel, Marty. Cameroun – Plating the Sterling Issue of 1961: the £1 on 500 Franc Type 2 Stamp. *Cameo*, Vol. 14, No 2, June 2013, pages 98-105.
12. Bratzel, Marty. Cameroun – Plating the Sterling Issue of 1961: the ½d on 1 Franc Type 2 Stamp. *Cameo*, Vol. 15, No. 1, January 2014, pages 26-30.
13. Bratzel, Marty. Cameroun – Plating the Sterling Issue of 1961: The 4d on 15 f Stamp – Plate A. *Cameo*, Vol. 19, No. 3, October 2018, pages 134-141.
14. Bratzel, Marty. Cameroun – Plating the Sterling Issue of 1961: the 4d on 15-Franc Stamp – Plate B. *Cameo*, Vol. 21, No. 1, January 2020, pages 28-32.
15. Bratzel, Marty. Cameroun – Plating the Sterling Issue of 1961: Further Considerations, Reconfirmations, and Tying Up Loose Ends. *Cameo*, in press, 2020.
16. Bratzel, Marty. Cameroun – the Sterling Issue of 1961 – Printings, Dates of Issue and Availability. *Cameo*, Vol. 9, No. 4, June 2006, pages 190-197.
17. Bratzel, Marty. Cameroun – the Sterling Issue of 1961: Numbers Printed. *Cameo*, Vol. 17, No. 3, October 2016, pages 162-165.
18. Wright, Michael and Marty Bratzel. Backdated Buea Cameroon First Day Cover. *Cameo*, Vol. 9, No. 3, January 2006, pages 134-135.
19. May, Rob, Michael Wright, John Smith and Brian Lythgoe. Cameroun 1961 Sterling Surcharges. *Cameo*, Vol. 6, No. 5, January 2000, pages 248-252.
20. May, Rob. Cameroun 1961 Sterling Issues Reprinted. *Cameo*, Vol. 6, No. 7, July 2000, pages 330-331.
21. The Carter accumulation is a large quantity of used Cameroon stamps that Nick Carter acquired “on the streets” in Lagos in 1961-62. Nick passed away on September 11, 2008. His stamps have been, and continue to be available for study. Numerous articles based on his accumulation have been published in the philatelic literature.
22. Maddocks, R.J. Southern Cameroons in Postal Transition. *Gibbons Stamp Monthly*, January 2002, pp 80-85.
23. Maddocks, Bob. Cameroun 1961 Sterling Overprints. Letters to Editor. *Cameo*, Vol. 7, No. 4, July 2002, p168.
24. Maddocks, R.J. and M.P. Bratzel, Jr. *The Postmarks and Postal History of the Cameroons under British Administration 1916-1961 – Supplement*. MPB Canada, Windsor, Ontario, Canada, 2007. 115 pages. ISBN 978-0-9694026-5-7.
25. Minutes of a Meeting to Discuss the Future of Posts and Telegraph Services in the Southern Cameroons held at Buea in the Board Room of the Southern Cameroons Development Agency at 10 a.m. on the Seventh September, 1961. National Archives, Kew, London, File No. CO554/2355.
26. Despatch from Southern Cameroons Commissioner [J.O. Field] to S. of S. [the British Secretary of State for the Colonies], 27th September 1961. Secret and Personal, Personal No. 100. National Archives, Kew, London, File No. CO554/2440.

Number	Description	Characteristics
1, 1a	½d on 1 Franc Type 1	½d offset to left from right edge of REPUBLIQUE FEDERALE
2	½d on 1 Franc Type 2	d of ½d aligned with right edge of REPUBLIQUE FEDERALE
11	2/6 on 30 Francs Type 1	Small 2/6
12	2/6 on 30 Francs Type 2	Large 2/6
13	5/ on 100 Francs Type 1	Small 5
14	5/- on 100 Francs Type 2	Large 5; right edge of 5/- vertically aligns with left edge of overprint bars
15	5/- on 100 Francs Type 3	Large 5; 5/- offset to left
16	10/- on 200 Francs Type 1	Small 10
17	10/- on 200 Francs Type 2	Large 10; right edge of 10/- vertically aligns with left edge of overprint bars
18	10/- on 200 Francs Type 3	Large 10; 10/- offset to left
19	£1 on 500 Francs Type 1	REPUBLIQUE FEDERALE 17½ x 6¼ mm
20	£1 on 500 Francs Type 2	REPUBLIQUE FEDERALE 22½ x 6½ mm

Table 2
Distinguishing Overprint Characteristics

This Study	Description	Overprint Ink Colours
1	½ d on 1 franc Type 1 – Perf. 12½	vermilion, carmine
1a	½ d on 1 franc Type 1 – Perf. 12½ x 12	carmine (and vermilion?)
1b	½ d on 1 franc Type 1 – Perf. 12½ x 12, inverted overprint	carmine
2	½ d on 1 franc Type 2	carmine
3	1 d on 2 francs	vermilion, carmine
3a	1 d on 2 francs – double overprint	
4	1½ d on 5 francs	vermilion
4a	1½ d on 5 francs – inverted overprint	vermilion
5	2 d on 10 francs	vermilion, carmine
6	3 d on 15 francs	vermilion, carmine
7	4 d on 15 francs Plate A	black
8	4 d on 15 francs Plate B	black
9	6 d on 20 francs	vermilion
9a	6 d on 20 francs – double overprint	vermilion
10	1/– on 25 francs	carmine
11	2/6 on 30 francs Type 1	carmine
12	2/6 on 30 francs Type 2	vermilion
13	5/ on 100 francs Type 1	vermilion
13a	5/– on 100 francs Type 1 – inverted overprint	
14	5/– on 100 francs Type 2	vermilion
15	5/– on 100 francs Type 3	carmine
16	10/– on 200 francs Type 1	vermilion
16a	10/– on 200 francs Type 1 – inverted overprint	
17	10/– on 200 francs Type 2	vermilion
18	10/– on 200 francs Type 3	carmine
19	£1 on 500 francs Type 1	vermilion
20	£1 on 500 francs Type 2	vermilion

Table 1
Listing of Sterling Revalued Stamps

This Study	Description	Catalogue Numbers			
		Scott	Yvert	Michel	Gibbons
1	½ d on 1 franc Type 1 – Perf. 12½	343	320	332	286
1a	½ d on 1 franc Type 1 – Perf. 12½ x 12				286b
1b	½ d on 1 franc Type 1 – Perf. 12½ x 12, inverted overprint	–	320a	–	–
2	½ d on 1 franc Type 2	–	–	–	286a
3	1 d on 2 francs	344	321	333	287
3a	1 d on 2 francs – double overprint	–	–	–	287a
4	1½ d on 5 francs	345	322	334	288
4a	1½ d on 5 francs – inverted overprint	–	–	–	–
5	2 d on 10 francs	346	323	335	289
6	3 d on 15 francs	347	324	336	290
7	4 d on 15 francs Plate A	348	325	337	291
8	4 d on 15 francs Plate B				
9	6 d on 20 francs	349	326	338	292
9a	6 d on 20 francs – double overprint	–	–	–	–
10	1/– on 25 francs	350	327	339	293
11	2/6 on 30 francs Type 1	351a	328a	340 I	294
12	2/6 on 30 francs Type 2	351	328	340 II	294a
13	5/ on 100 francs Type 1	C38a	PA49a	341 I	295
13a	5/– on 100 francs Type 1 – inverted overprint	–	PA49b	–	–
14	5/– on 100 francs Type 2	C38	PA49	–	295a
15	5/– on 100 francs Type 3		–	341 II	
16	10/– on 200 francs Type 1	C39a	PA50a	342 I	296
16a	10/– on 200 francs Type 1 – inverted overprint	–	PA50c	–	–
17	10/– on 200 francs Type 2	C39	PA50	–	296a
18	10/– on 200 francs Type 3	C39b	PA50b	342 II	
19	£1 on 500 francs Type 1	C40	PA51	343 II	297a
20	£1 on 500 francs Type 2	C40a	PA51a	343 I	297

Table 5
Catalogue Concordance

Proof and Stamp to be Overprinted	Colour of Proof Impression	Notation
½d on 1 franc Type 1	vermilion	1,000 sheets x 50 stamps per sheet = 50,000 stamps
1½d on 5 francs	vermilion	1,000 sheets x 25 stamps per sheet = 25,000 stamps
1/- on 25 francs	carmine	1,000 sheets x 25 stamps per sheet = 25,000 stamps
2/6 on 30 francs Type 1	carmine	Notation could be interpreted to be 40 sheets x 25 stamps per sheet = 1,000 stamps. Another notation could suggest a five-fold increase to 5,000 stamps
5/ on 100 francs Type 1	vermilion	No number

Table 3

Number of Stamps to be Overprinted. Notations on the back of proof impressions

Number	Denomination	Earliest Date	Observations
2	½d on 1 franc Type 2		No confirmed use
8	4d on 15 francs Plate B	January 30, 1962	Commercial use
12	2/6 on 30 francs Type 2	November 9, 1961	Philatelic use only
14	5/- on 100 francs Type 2	November 9, 1961	Philatelic use only
15	5/- on 100 francs Type 3	December 8, 1961	Commercial and philatelic use
17	10/- on 100 francs Type 2	November 9, 1961	Philatelic use only
18	10/- on 100 francs Type 3	December 8, 1961	Commercial and philatelic use
20	£1 on 500 francs Type 2	May 31, 1962	Philatelic use only

Table 4

Earliest Recorded Dates of Use of Stamps from 4d Plate B and with Type 2 and Type 3 Overprints

British West Africa and the French Airmail Services

Part III: Aéromaritime, the Coastal Service

Barbara Priddy

Aéromaritime was the creation of Chargeurs Réunis, an old-established but forward-thinking maritime transport company. In 1927 Chargeurs Réunis came under the control of the two Fabre brothers, Léon and Paul, who, among other initiatives, decided to diversify into aviation, and duplicate their shipping routes, where they already had the support infrastructure in place. Balked from taking over Aéropostale's South American lines by the creation of Air France, they turned their attention to the coast of West Africa. In 1934 they founded Aéromaritime and reconnoitred the route between Dakar and Pointe Noire, signing in March 1935 an agreement with the French Air Ministry and PTT to provide a weekly return air service. Meanwhile, in July 1935, they reopened the Niamey-Cotonou shuttle abandoned by Compagnie Générale Transsaharienne (see Part II in *Cameo* January 2020 and Ref. 1).

The coastal service from Dakar to Cotonou was inaugurated 1 March 1937 using Sikorsky S-43 amphibious aircraft, vital for a route on which some ports of call could be reached only by water, others only by land (Fig. 1). An agreement appears to have been made with the Gold Coast postal authorities (although I cannot trace an exact reference) and the route ran Dakar-Ziguinchor-Conakry-Monrovia-Abidjan-Takoradi -Cotonou. Vast numbers of first flight covers were prepared and carried for every outward stage, except for Gold Coast, for which only return stage covers were prepared in any number: L.N. & M. Williams state *By the first eastbound flight of the Aeromaritime from Takoradi on the 3rd March, 17 items of correspondence were despatched, and 1636 items on the first westbound flight on the 5th March.*

London, however, was clearly not keeping up with developments and the Colonial Secretary, William Ormsby-Gore, had indeed entirely lost his grip on the situation. On 16 March 1937, two weeks after the first flight had called at Takoradi, he wrote to the postal administrations of Gold Coast, Sierra Leone and Gambia:

'... on the subject of the air-mail service which the French Company Chargeurs Réunis propose to operate, in conjunction with the Belgian Company "Sabena", between Dakar and Pointe Noire... In the event of any representations being made to you concerning the carriage of mails by French, or Belgian, aircraft on this route you will, no doubt, consider the desirability of adopting a similar policy to that which is recommended to the Governor of Nigeria in the enclosed copy correspondence.'

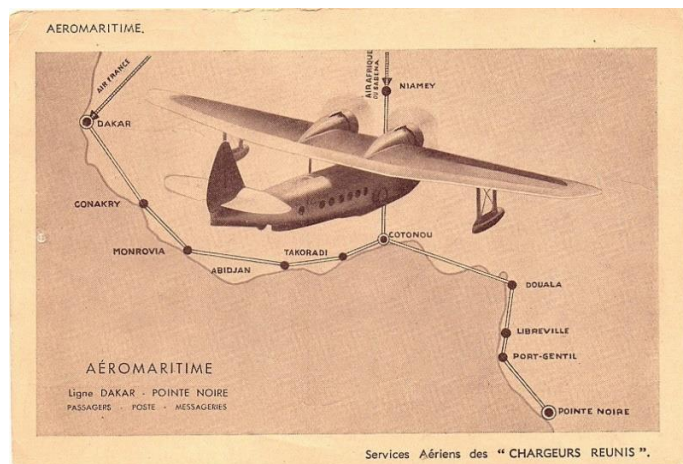


Figure 1 A (left, reduced)
Sikorsky S-43 in flight above a map of the route as it was from May 1937.

Figure 1B (below, reduced)
The Sikorsky S-43 F-AOUM in front of the hangar at Abidjan, the headquarters of Aéromaritime

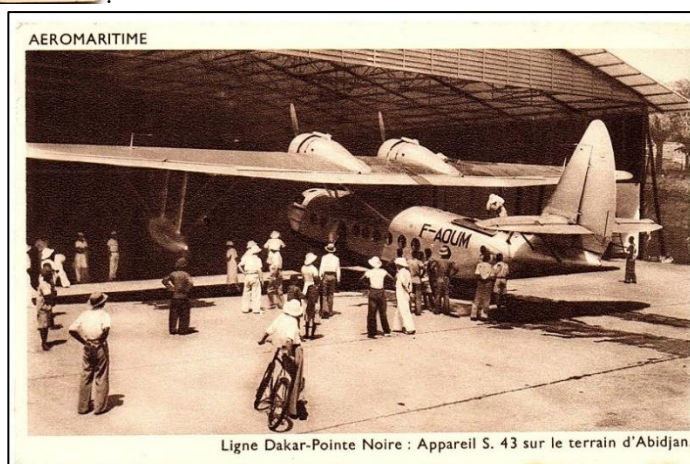


Figure 2 (reduced)

Cover cancelled at Accra 4 March 1937, carried on the first return flight of 5 March 1937, rated 1/6 and bearing the diamond-shaped English language cachet 'West Coast of Africa - France'.
(I have never seen an eastbound first flight cover from Gold Coast: please let me know if you have.)

The 'copy correspondence' is unfortunately missing from this file, but given the attitude of the British Government towards the Air France-Sabena transSaharan service (see Part II – Ref. 9) it was clearly exhorting the British colonial authorities to wait for a British airmail service to materialise (Ref. 3).

The GPO, too, were doing their bit to stop British mail getting into the hands of the French services: despite receiving a letter dated 22 February 1937 from the International Office of the UPU in Berne which announced the inauguration of the Aéromaritime service, giving the schedule, the stops including Takoradi and the airmail surcharge which would be applicable, and despite a memo of 2 March from the Accountant General's Department to the Postal Services Department referring to 'the Paris letter of 17 February' and setting out the postage rates needed to cover the costs of the new service (see Rates, below), to French Guinea, Liberia, Ivory Coast and Gold Coast, nevertheless a GPO notice of 1 April *for publication in the press* announces that *a direct weekly air mail service is now available for air mail correspondence for Senegal, French Guinea, Liberia, the Ivory Coast and Dahomey*, with no mention that this service might also be used for Gold Coast. Even Francis Field, who normally managed to prepare and send covers to every new destination by every new service, whether advertised or not, says only:

The Aeromaritime commenced an air mail service from Senegal to Dahomey on March 1st, and mails which left Paris on February 28th connected at Dakar, thus establishing the first air liaison between France and the following countries: French Guinea, Liberia, Ivory Coast, Togo and Dahomey. British mails addressed to these points, bearing postmarks of February 26th and 27th were carried. The towns covered by the new service are Dakar, Ziguinchor, Conakry, Monrovia, Abidjan and Cotonou' (Ref. 4).

He also illustrates the English language cachet applied to covers from Liberia (and Gold Coast) carried on the first return flight to France. This might explain why there do not appear to be any first-flight covers from the UK to Gold Coast by this service (*if you have one, or have seen one, please let me know*).

First flight covers from France, however, do exist (Figure 3).



Figure 3

Cover (at 67%) cancelled at Paris VIII 27 February 1937, with receiving cds of Sekondi 3 March, carried on the first outward-bound flight. The sender's address - UAC, London EC4 - suggests that it was carried privately from London to Paris, there being no official acceptance from London.

The rate of 5fr 50 is made up of 1fr 50 foreign postage plus 4fr airmail fee France to West Africa for a letter between 5g and 10g, and it bears not only the diamond-shaped French language cachet 'France - Côte Occid. d'Afrique' but also the English language cachet 'West Coast of Africa - Morocco'.

Covers also exist from Senegal (Figure 3a).

Air France and Aéromaritime fought back by sending aerophilatelists and dealers cards advertising the new service. (Figures 4 & 5).



Figure 3a

Cover cancelled at Dakar 1 March 1937, with receiving cds of Sekondi 3 March, rated 2fr 50 (1fr 50 foreign postage plus 1fr local airmail fee), and bearing the rectangular French language cachet 'Côte Occidentale d'Afrique' and possibly from other countries.

If you have first flight covers from Europe to Gold Coast via the Aéromaritime service, I should be grateful for scans.

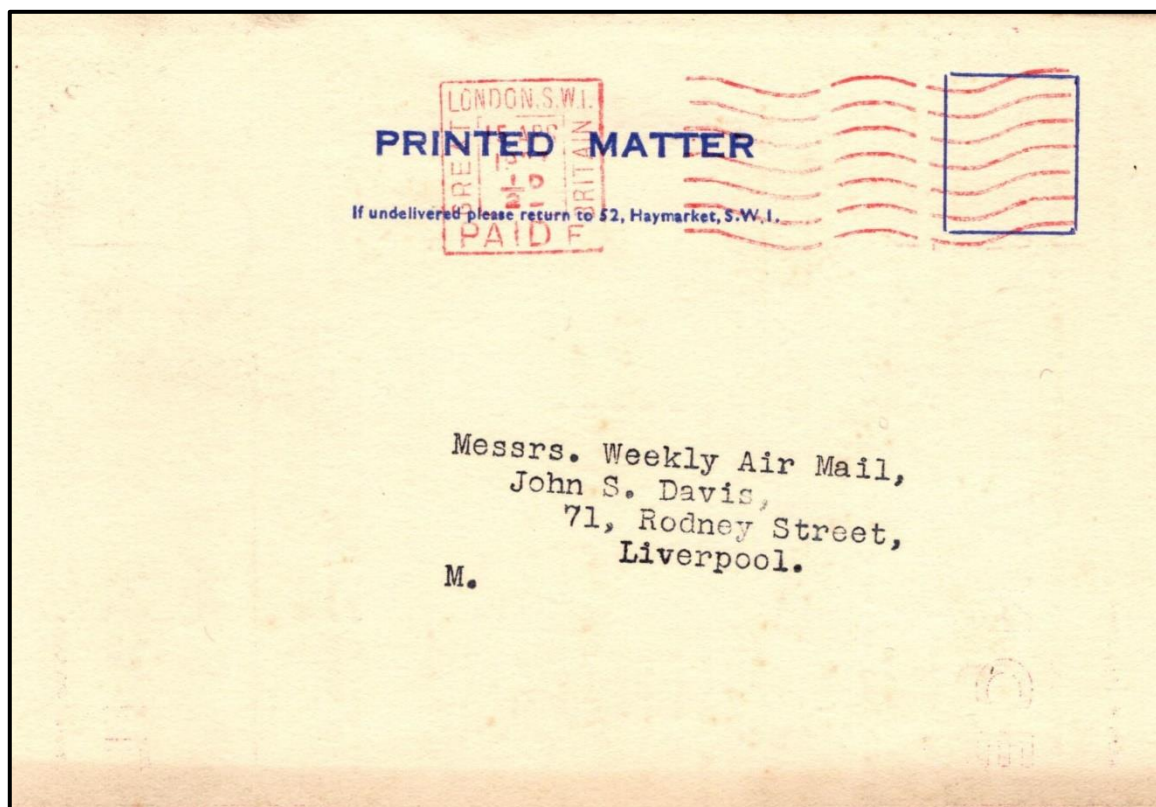


Figure 4

Front of an Air France card dated 9 April 1937 to John Davis, a well-known aerophilatelic dealer and creator of first flight covers, advertising the new service to West Africa, giving rates to countries including Gold Coast.

LONDON, 9-4-37



AIR MAIL NEWS

SUMMER SERVICE

As from Saturday, April 24, mail for the Air France weekly all-air service to South America should be posted in time to reach the GPO London, by 4.30 p.m. on Saturday.

Time Table

MILEAGE	<u>OUTWARD</u> (Read down)		<u>HOMEWARDS</u> (Read up)
	Saturday	LONDON	Thursday
	<u>Arrives :</u>		<u>Departs :</u>
3625	Sunday	DAKAR (W. Africa)	Tuesday
5705	Monday	NATAL (Brazil)	Monday
7042	Tuesday	RIO DE JANEIRO	Sunday
8515	Wednesday	BUENOS AIRES	Sunday
8322	Wednesday	MONTEVIDEO	Sunday
9365	Thursday	SANTIAGO (Chile)	Saturday

Mail for the German service to South America should reach the GPO by 8 p.m. on Wednesdays.

NEW SERVICE to WEST AFRICA

Mail for the Gold Coast, Sierra Leone, Senegal, French Guinea, Liberia, and the Ivory Coast can now be sent by the new Aeromaritime service. Time in transmission from London is three days to the Ivory Coast; four days to the Gold Coast. Post to reach GPO London by 4.30 p.m. on Saturday. Letters should be superscribed "via Air France" and "via Dakar." Postage rate is 1s. 3d. per half-ounce; postcards 7d.; printed papers, etc. 6d. per half-ounce.

AIR FRANCE

NOTE. Prior to April 24 the times are one hour earlier than shown above.

52, Haymarket, London, S.W.1.
Whitehall 9671 (5 lines)

Figure 5

Reverse side of Figure 4. My thanks to John Rawlins for permission to reproduce this.

As Figure 1 shows, it was widely known in Gold Coast that mail was to be accepted for the first return flight. Curiously, although the GPO Accra had sent out first flight covers with notes enclosed 'With the compliments of the Postmaster General. By first regular air mail, French Aeromaritime, from the Gold Coast to Europe via Dakar and Paris' (Figures 6 & 7), the first notice of the rates payable by the new service was not published until June 1937 (Ref. 6).

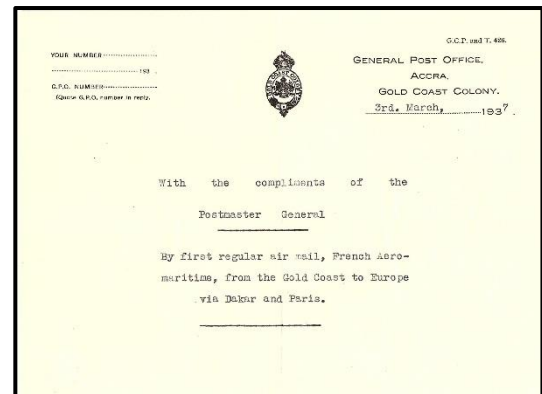
The A  romaritime service connected with both French services to Europe; at Dakar with the Air France Dakar-Toulouse service, and at Cotonou with the Cotonou-Niamey shuttle and the Air Afrique-Sabena transSaharan route. Mail from Gold Coast, whether for UK or Europe, was however invariably sent via Dakar, as there was no agreement in place for the use of the transSaharan route.

The merchants, administrators and people of Gold Coast took to this service with enthusiasm. It halved transmission time between Gold Coast and UK, albeit at a cost.

In May 1937 the route was extended via Douala, Libreville and Port Gentil to Pointe Noire. Again, large numbers of first flight covers were prepared, but the only cover I have ever found by an eastbound flight from Gold Coast is dated much too late to be a first flight and holds itself out as a first acceptance (Figure 8).

**Figure 6**

Cover (at 67%) cancelled at Accra 4 March 1937, carried on the first return flight of 5 March 1937, rated 1/6 and bearing the rectangular English language cachet 'West Coast of Africa' and enclosed letter from the Gold Coast PMG (much reduced).

**Figure 7****Figure 8**

Front and reverse (at 67%) of cover cancelled at Accra 29 May 1937, with MS note 'held by P.O. for first acceptance', transit cds of Sekondi 30 May and arrival cds of Pointe Noire 17 June. It is rated 1/- and bears the English language cachet 'Senegal - Congo Air Service'. If the arrival date is correct, then it was flown on the fifth flight, 16 - 17 June.

If you have any earlier covers from or to Gold Coast; either way I should be most grateful for scans.

In June 1937 Francis Field reported: *Gold Coast. Mails are accepted for Dakar and Paris via the Dahomey-Dakar line, and are despatched to Accra from all points on the new route.* (Ref. 5). Covers from UK to Gold Coast by this service do exist but are still extremely rare (Figure 9).



Figure 9

Cover cancelled at Ealing 28 February 1938, endorsed 'VIA FRENCH AÉROMARITIME LINE / VIA MARSEILLE - DAKAR' and rated 1/3. There is no arrival mark, but the pencil marks under the endorsement may indicate a received date. Neither the cover's owner, John Rawlins, nor I, have been able to decipher them - any help would be appreciated.



Figure 10

Cover cancelled at Accra, 23 January 1938, endorsed 'Via France par Aéromaritime', rated 1/3

Later in 1937 the runways at Accra were completed and the British Elders Colonial Airways service finally reached Accra. A trial flight from Lagos to Accra in August was followed by the inauguration of the scheduled service in October. At the same time Aéro-maritime moved its port of call from Takoradi to Accra and reduced the rates. The British service cost less than half the Aéro-maritime service, but was less reliable and, depending on the day of posting, could take several days longer in transit, so even after the British service became available mail from Gold Coast was frequently sent by the French service (Figures 10 & 11).



Figure 11

Cover cancelled at Accra 20 May 1939, endorsed 'PER AEROMARITIME', rated 1/3.
The etiquette 'BY AIR MAIL / PER FRENCH LINE / AEROMARITIME' has also been applied.

Any information on this etiquette - was it a Government issue, airline issue, private issue? What is the earliest date of use? - would be much appreciated.

Nigeria

There is a persistent legend that Aéro-maritime called regularly at Lagos and delivered and accepted mail there. However, the Imperial Airways service had reached Lagos in October 1936, and no pre-war mail is known for certain to have been carried to or from Lagos by the Aéro-maritime service (*unless you have evidence to the contrary*). The legend appears to have originated in Liberia: a Liberian Post Office Department notice enclosed with a letter of 9 March 1937 from the British Legation in Monrovia to the GPO London (Ref. 3) states:

Mail delivered at Dakar by "Air-France" every Sunday will be taken by the planes of the Chargeurs Reunis on Monday of each week for the following places.

Ziguinchor	in Casamance
Conakry	in French Guinea
Monrovia	in Liberia
Abidjan	in the Ivory Coast
Takoradi	in the Gold Coast
Cotonou	in Dahomey
Lagos	in Nigeria

Second flight covers from Monrovia to Lagos exist, although it is virtually certain that they were not carried by air beyond Cotonou (Ref. 10). The original, pre-war, write-up to the cover in Figure 12 states 'With the first service from Dakar to Cotonou there was no provision for air connection between Cotonou and Lagos, in Nigeria. By the time the second flight started a week later, Aéromaritime had arranged for a feeder service to connect Lagos with Cotonou'. As far as I can tell this is a complete myth¹.



Figure 12

Front and reverse of cover cancelled at Monrovia 8 March 1937, rated 21c, and bearing the diamond-shaped English language cachet 'West Coast of Africa - France', with receiving cds of Lagos 11 March 1937.

Although on 13 May 1937 the Postmaster-Surveyor replied, in answer to a query from John Holt (Liverpool) Ltd, that 'Air correspondence may be sent to Nigeria via the French service to Dahomey on the condition that the correspondence is specially superscribed 'Via France and Cotonou' (Ref. 3), it is not known whether John Holt took advantage of this (*if you have a John Holt cover to Nigeria by this service, I should be grateful for a scan*). A note in Bradshaw for July 1937 says 'Calls at Lagos on request', so the service could not have been used for regular carriage of mail. The Gold Coast Post Office Rules of June 1937 do show an airmail rate from Gold Coast to Nigeria by Aéromaritime, but as they also show an airmail rate from Gold Coast to Nigeria by Imperial Airways, a service that at that time did not exist, both rates have probably been included 'just in case'. The Rules of November 1937, gazetted after the inauguration of the Lagos-Accra service, still show the rates by both services. A cover from Dakar to Zaria carried on the flight of 20 September 1937, however, reached Cotonou on 22 September but was then forwarded by surface, reaching Lagos 30 September (Fig. 13). From July 1938, Bradshaw does not show Lagos in the schedule for this route at all, but a note of 13 November from the GPO to the Air Ministry shows Lagos as an 'escale technique' - a refuelling stop.

Cameroons

On 21 November 1938 the Nigerian Postmaster-General wrote to the Director-General, Postal Services Dept, GPO, (Ref. 3) confirming that there was a weekly surface mail service leaving Victoria on Mondays and arriving at Duala on Fridays, the return service leaving Duala on Thursdays and arriving at Victoria on Tuesdays. This meant that air mail correspondence despatched from Toulouse on Sundays reached Duala the following Wednesday and Victoria in 10 days' time, on Tuesdays: an airmail despatch leaving Victoria on Mondays would reach Duala on Fridays and Toulouse the following Tuesday, a total of 9 days. (The route for mail from Europe to places east of Cotonou was normally via the transSaharan service to Niamey, the Aéromaritime shuttle Niamey-Cotonou, and the Aéromaritime coastal service Cotonou to destination.)

¹ The July 1937 issue of *The Aero Field* contains the extraordinary assertion '**Gold Coast**. The Aeromaritime monoplane F-AOUL carried one packet of mail from Takoradi to Lagos (Nigeria) on 24th March, during its regular service along the West African coast. The machine should have left the same day for Cotonou but was bogged and delayed. It is believed that this was the second mail to have been landed at Lagos on an eastbound flight of this service, but we are without precise details.' I have been unable to verify the source of this report, but I do not believe it to have any foundation in fact.



Figure 13

Front and reverse of cover (at 67%) cancelled at Dakar 19 September 1937, endorsed 'via COTONOU - LAGOS', with transit cds of Cotonou 22 and 23 September, Porto Novo 24 September, machine transit mark of Lagos 30 September and receiving cds of Zaria 2 October. It is philatelically over-franked with the entire 1937 Exposition Internationale issue.

At that time all airmail correspondence to and from Victoria went via Lagos, despatched thence by steamer as opportunity offered - approximately every five days. The average time from London to Victoria was 13 days, and from Victoria to London 15 days. The Nigeria PMG said that his administration would be prepared to utilise the French service and asked to be furnished with the conveyance rate. An internal memorandum from the Postal Services Department in London however pointed out that the Imperial Airways service, by which mail for the Cameroons was already accepted, was much cheaper than the French service (and - a red herring - that an all-up service would probably soon be introduced to West Africa) and that mail prepaid and superscribed for the French service was duly despatched via France. On 23 December therefore they replied to the PMG Nigeria that it was not proposed to advertise the French service to the Cameroons, but that they would continue to forward by that service duly prepaid and superscribed mail, and - crucially - that:

As regards the use of the route via Duala in the reverse direction, I am to state that, as will be seen on reference to page 220 of the Liste des Lignes Aériennes (A.V.I.) issued by the International Bureau, the French Post Office requires a rate of 66.25 gold francs per kilogramme for letters and postcards and 13.25 gold francs per kilogramme for other articles sent in closed mails for air transmission from Paris to Duala. These amounts are subject to the addition of 10% if the correspondence is sent à découvert for inclusion in the mails made up in the French service. It is probable that for air transmission from Duala to Paris similar rates would be

required, with of course the addition where appropriate of the rates required for transmission from Paris to the country of destination. Should you intend to make use of the route via Duala, I am to suggest that you should approach the Post Office of the French Cameroons on the subject.

There is no record that the PMG Nigeria ever did so.

Sierra Leone

Although Aéromaritime could have called at Freetown, and the inhabitants of Freetown saw, to their frustration, the aircraft passing overhead without stopping, it did not do so before the war, and Sierra Leone was left with its surface connection to Dakar (and later its Elders Colonial Airways service to Bathurst) for mail to and from home (see Part I – Ref. 7). However, the service could be used by countries further to the east to send mail for Sierra Leone as far as possible by air. This happened very rarely, as the surface connections from Conakry were irregular and could delay the mail for several days. No acceptances from Sierra Leone for the Aéromaritime service are known (*unless you know otherwise*).



Figure 14

Front and reverse of cover (at 67%) cancelled at Brazzaville 26 November 1937, with transit cds of Pointe Noire 1 December and Conakry 5 December and receiving cds of Freetown 12 December. It is franked 3fr 40, either overpaid for a letter under 5g or underpaid for a letter between 5g and 10g, and the sender's address, Banque Belge d'Afrique, Agence de Léopoldville, suggests it was carried privately across the river.

Gambia

Gambia, on the other hand, was perfectly happy with its DLH service for mail to and from home. But again, countries further to the east attempted to use the Aéromaritime service to send mail for Gambia as far as possible by air.



Figure 15

Front (at 67%) and cropped reverse of cover cancelled at Treichville 4 February 1939, with transit cds of Conakry 5 February and receiving cds of Bathurst 28 February. Endorsed (in error) 'via Conakry', and rated 6fr 25, consisting of 2fr 25 foreign postage plus 4fr local airmail fee for a letter between 15g and 20g.

Unfortunately, the cover being endorsed 'via Conakry' (instead of Dakar), it was also off-loaded there, and the surface connections from Conakry to Bathurst were even worse than those to Freetown. Again, no acceptances from Gambia for the Aéromaritime service are known (*unless you know otherwise*).

Schedules

On the inauguration of the service, 1 March 1937, the timetable was:

Outward bound			Return		
Dep	Dakar	Monday	Dep	Cotonou	Friday
	Ziguinchor			Takoradi	
Arr	Conakry		Arr	Abidjan	
Dep	Conakry	Tuesday	Dep	Abidjan	Saturday
	Monrovia			Monrovia	
Arr	Abidjan		Arr	Conakry	
Dep	Abidjan	Wednesday	Dep	Conakry	Sunday
	Takoradi			Ziguinchor	
Arr	Cotonou		Arr	Dakar	

This schedule, Monday-Wednesday out, Friday-Sunday return, enabling the homeward-bound mail to catch the Air France plane from South America (see Part I, Stage 3 – Ref. 8), was adhered to until the inauguration of the extension to Pointe Noire on 17 May, when the timetable became:

Outward bound			Return		
Dep	Dakar	Monday	Dep	Pointe Noire	Friday
	Ziguinchor			Port Gentil	
Arr	Conakry		Arr	Douala	

Outward bound			Return		
Dep	Conakry	Tuesday	Dep	Douala	Saturday
	Monrovia			Cotonou	
Arr	Abidjan			Takoradi	
Dep	Abidjan	Wednesday	Arr	Abidjan	
	Takoradi		Dep	Abidjan	Sunday
	Cotonou			Monrovia	
Arr	Douala			Conakry	
Dep	Douala	Thursday		Ziguinchor	
	Port Gentil		Arr	Dakar	
Arr	Pointe Noire				

This schedule, Monday-Thursday out, Friday-Sunday return, enabled homeward bound mail to Europe to catch the same connecting flight as before.

First Flight Cachets

In principle, the first flight cachets, three outward-bound and six return, were applied appropriately.

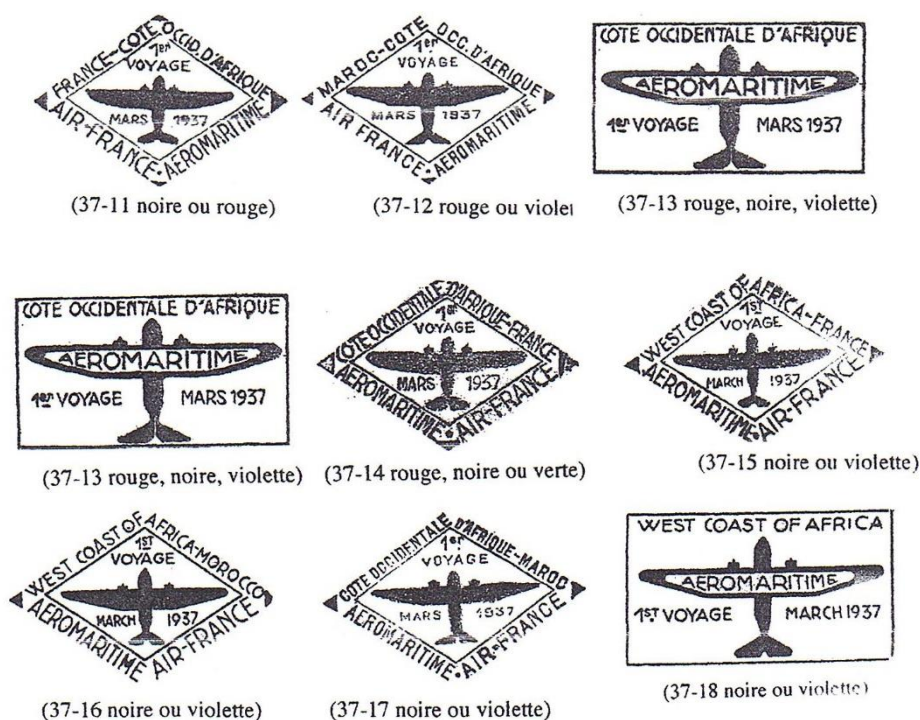


Figure 16

The known three outward-bound and six return flight cachets, reproduced at 70% from French African Airmails 1932 to 1940, translated by John Parmenter, 2013, from articles by Gérard Collot and Alain Cornu originally published in the Bulletin of the Cercle Aérophilatelique Français.

They may be red, purple, or black. On covers from France, the cachet is diamond-shaped, and reads 'FRANCE - COTE OCCID. D'AFRIQUE' over the top and 'AIR FRANCE - AEROMARITIME' underneath. In the centre is a stylised aircraft with '1^{er} VOYAGE' above it and 'MARS 1937' under the wings. From Morocco the cachet is also diamond-shaped but reads 'MAROC - COTE OCCID. D'AFRIQUE'. From French West African countries the cachet is rectangular, with 'COTE OCCIDENTALE D'AFRIQUE' above a stylised plane saying 'AEROMARITIME' across its wings and '1^{er} VOYAGE MARS 1937' either side of the tail. Logically, there should also have been a rectangular English-language cachet for the outward-bound first flight from Liberia and Gold Coast: but I have never seen one or seen any reference to one, and I think the inference here is that no mail was accepted from Liberia or Gold Coast on the outward-bound first flight.

The rectangular cachet for the return flight to Dakar from French West African countries is identical with that used for the outbound covers, but from Gold Coast is in English - 'WEST COAST OF AFRICA' and '1ST VOYAGE MARCH 1937'. The diamond-shaped cachets from French West African countries to Morocco and Europe have their routes reversed, as does that from Gold Coast in English, reading 'WEST COAST OF AFRICA - MOROCCO' or 'WEST COAST OF AFRICA - FRANCE' and '1ST VOYAGE MARCH 1937'.

On several covers, both outward bound and return, the cachets were applied inappropriately: for example, Figures 3, 6, and 17.



Figure 17

Cover (at 67%) to Amsterdam cancelled at Takoradi 5 March 1937, with rectangular English language 'WEST COAST OF AFRICA' cachet.

It is rated 3/6, for a letter to Europe other than UK, Ireland or France, between ½ oz and 1 oz.

The cachet on the Monrovia - Lagos covers (Fig. 12), carried on the second outward-bound flight, is the English-language first flight homeward-bound West Coast of Africa - France one. Cachets modified (probably privately) to read '2^{ME} VOYAGE' exist from some French West African countries, and a cachet for the third flight exists from Liberia (which also adopted the diamond-shaped cachet for later first-day covers).

The cachets for the extension to Pointe Noire were also numerous, even more varied and frequently inappropriately applied. The only one I have ever found to or from Gold Coast is, as mentioned above and shown in Figure 8, for a first acceptance.

Aircraft (shown in Figure 1)

In 1935 Aéro-maritime, having failed to find French aircraft suitable for the coastal route, ordered three Sikorsky S-43 amphibians, then undergoing final trials in the USA, subject to their projected performance being realised. Meanwhile, they purchased an S-38, with which they carried out trial flights in 1936. The S-43s, partly dismantled, were shipped to Marseille-Merignac in July 1936, reassembled, re-trialled, had their instruments and controls adjusted, and were flown out to Dakar, the first arriving in December 1936 (Ref. 1).

Crashes

There were no crashes or even major delays on this route. Mail from Gold Coast was however involved in the Cinq Croix crash of March 1938 (see Part I, Stage 3 – Ref. 8), and recovered in various states of deterioration. Two of these, badly damaged by snow or fire, with their ambulance covers, are shown in Part I, Stage 3, as Figures 18a, 18b, 19 and 20. A third shown here as Figure 18 escaped virtually undamaged except for losing its stamps.



Figure 18

Cover to London, cancelled at Cape Coast 18 March 1938, endorsed 'Via French Air Mail', stamps soaked off by snow but otherwise undamaged and deliverable without an ambulance cover.

Rates

UK

Following the letter informing the GPO of the Aéromaritime service, the Accountant-General's Department informed the Postal Services Department on 2 March 1937 (Ref. 3) that :

the following rates would be required to cover the full costs of the new service:-

	Letters per ½ oz.	A.O. per ½ oz.	P.C.'s
French Guinea)			
Liberia)			
Ivory Coast)	1s.7d.	6d.	7d.
Gold Coast)			

The Paris letter of 17 February intimates that, after the first despatch on 28 February, correspondence for Dahomey will be sent by the existing direct services.

The press release of 1 April gave the air postage rates to Senegal, French Guinea, Liberia, the Ivory Coast and Dahomey as: letters, 1/3 per ½ oz; postcards, 7d; printed papers etc, 6d per ½ oz. (1/3 was the rate already in force for letters to Dahomey via the transSaharan service: the existing rate for letters to Dakar via Air France was 10d, and this increase caused a prompt complaint from CFAO Liverpool.)

The same rates are also shown on the Air France postcard in Figure 5 as applicable to mail for Gold Coast. But, as previously noted, the GPO never advertised any rates for the service to Gold Coast.

Gold Coast

The rates published in the Rules of June and November 1937 were:

June 1937 / November 1937

Country of Destination	Letters per ½ oz	Postcards per card	Printed papers per 2 oz
AFRICA			
(West) Nigeria	6d / 6d	3d / 3d	6d / 6d
Dahomey, French Guinea,	7d / 6d	3½d / 3d	7d / 6d

French Senegal, Ivory Coast, Monrovia			
French Cameroon, French Congo, Gaboon	1/- / 1/-	6d / 6d	1/- / 1/-
(North) Algeria	1/9 / 1/6	10½d / 9d	1/9 / 1/6
Morocco	1/1 / 1/-	6½d / 6d	1/1 / 1/-
EUROPE			
United Kingdom and Irish Free State	1/6 / 1/3	9d / 7½d	1/6 / 1/3
France	1/8 / 1/4	10d / 8d	1/8 / 1/4
Other countries in Europe	1/9 / 1/6	10½d / 9d	-
AMERICA			
(North) Canada, Newfound- land, United States of America (by air to London only)	1/6 / -	9d / -	-
do. (by air to London and air in Canada & USA)	1/10 / 1/6	11d / 9d	-
British West Indies, British Honduras, Costa Rica, Cuba, Guatemala, Hayti, Republic of Honduras, Mexico, Nicaragua, Panama, Porto Rico, Salvador	3/- / 2/10	1/6 / 1/5	-
	Air to Le Havre Air from New York		
(South) Argentine, Bolivia, Brazil, British Guiana, Chile, Colombia, Dutch Guiana, Ecuador, French Guiana, Paraguay, Peru, Uruguay, Venezuela	Via Dakar		
	4/- / 3/8	2/- / 1/10	-

The June 1937 Rules also carry an addendum:

For airmail to be forwarded by Aéromaritime to Lagos and thence by Imperial Airways the postage rate will be that applicable to the country of destination by Imperial Airways plus 6d per ½ oz. for letters and 3d per card for postcards. There is no printed paper rate by Imperial Airways.

Both these Rules also include the rates for mail via Imperial Airways.

Gambia, Sierra Leone, Nigeria

No rates published.

Acknowledgment

I am most grateful to John Rawlins for scans of his card and cover which arrived out of the blue just as I was finishing this article (necessitating some rewriting) and which appear with his permission as Figures 4 & 5 and Figure 9.

References

- 1: Schmidt, Claude: *Historique de l'Aéromaritime*, Icare n° 115, pp 23-25.
- 2: *Gold Coast Air Mails 1929-1942*, The Aero Field, Vol 8 no 9, pp 176-182, November 1944
- 3: Papers in the Royal Mail Archive (later BPMA, now Heritage Services), photocopied by Peter Wingent in the mid-1980s. Exact references are unfortunately unavailable, but scans/photocopies can be provided on request.
- 4: *The Aero Field*, Vol 1 no 3, p 87, April 1937.
- 5: *The Aero Field*, Vol 1 no 5, p 119, June 1937.
- 6: Gold Coast Rules No. 17 of 1937, The Post Office (Air Mail Rates and Charges Rules).
- 7: *Cameo* whole no. 105, Vol 19 no 3 October 2018 and *Cameo* whole no. 106, Vol 20 no 1 January 2019.
- 8: *Cameo* whole no. 107, Vol 20 no.2, June 2019.
- 9: *Cameo* whole no. 108, Vol 20 no.3, October 2019.
- 10: *Cameo* whole no. 110, Vol 21 no.2, June 2020.

Air Mail services from Nigeria via Aéromaritime March -June 1940

Peter Richards



Figure 1

c1938, an Aéromaritime Sikorsky S43 at Port Gentil, Gabon. These amphibian aircraft provided the Dakar-Pointe Noire service from its inception until after the Second World War.

Since March 1937 Aéromaritime (part of the French shipping line Chargeurs Réunis) had been providing a weekly air mail service between Dakar (where it connected with the Air France service to Europe and South America) and Pointe Noire in the French Congo. From the commencement of the service a call was made at Takoradi in the Gold Coast and from 13 October 1937, once the airport there was completed, a call at Accra was substituted. However despite Aéromaritime flying past both Sierra Leone and Nigeria no calls were made there until the Second World War had started. Peter Wingent has, in an excellent article, already covered how the Aéromaritime service was introduced in Sierra Leone (Ref. 1) and in 1995 Bob Maddocks wrote an article in *Cameo* (Ref. 2) giving details of the service from Nigeria. However a recent acquisition, I feel, and Bob leaving a few loose ends made me think that this article is justified.

Northbound Services

Nigeria took advantage of the Aéromaritime service very late in the day, relying up until this point on the Imperial Airways/Elders Colonial/BOAC service via Khartoum. The Gazette Notice (Fig. 2) detailing the rates of postage for the service is dated 30 March 1940 and was published in the Gazette on 4 April 1940. In 1995 Bob Maddocks was unable to ascertain the date on which the service started calling at Lagos and I am unaware of any official confirmation of that date. As a result of this uncertainty I exchanged emails with Peter Wingent and Barbara Priddy and, from the information that we pooled, I have concluded the following.

According to the Aéromaritime timetable then in force (Ref. 4) the Northbound flight flew from Douala in French Cameroun to Abidjan in the Ivory Coast each Wednesday passing Nigeria on the way. Given the date of the Notice, then the first possible date on which the Northbound flight could have called at Lagos is Wednesday 3 April 1940. Collot and Cornu (Ref. 5) give this date as the date for the first call at Lagos but nobody seems to be able to produce any covers. Peter Wingent has a cover (Fig. 3) that appears to have travelled on the Northbound flight on 10 April 1940.

Government Notice No. 350

**AIR MAIL POSTAGE RATES BY FRENCH
AEROMARITIME SERVICE**

His Excellency the Governor has fixed the prepaid rates of postage on letters posted in Nigeria for conveyance by Air Mail via French Aeromarine Service to the undermentioned places as follows: —

To	Letters per ½ oz		For each Postcard	
	s.	d.	s.	d.
AFRICA :				
(West) Gold Coast, Sierra Leone, Dahomey, French Guinea, French Senegal, Ivory Coast, Monrovia	0	6	0	3
French Cameroons, French Congo, Gabon	1	0	0	6
Angola (Portuguese West Africa)	1	3	0	7
(North) Algeria	1	6	0	9
Morocco	1	0	0	6
EUROPE:				
Great Britain and Irish Free State	1	6	0	9
France	1	5	0	9
Other European Countries	1	6	0	9
AMERICA (via Europe and North Atlantic Air Service)*:				
United States of America	3	5	1	9
Canada	3	3	1	8
Newfoundland	3	3	1	8
Azores	1	9	0	10
Bahamas	3	8	1	10
Barbados	4	3	2	2
Bermuda, Cuba and Jamaica	3	9	1	11
Bolivia, Brazil and Chile	5	6	2	9
British Guiana, Colombia, Dutch Guiana, Dutch West Indies (Curacao, Aruba and Bonaire), Ecuador, French Guiana, Peru and Venezuela	4	9	2	5
British Honduras, Costa Rica, Dominican Republic, El Salvador, Guatemala, Hayti, Honduras Republic, Leeward Islands (Antigua), Mexico, Nicaragua, Panama, Porto Rico and Trinidad	4	0	2	0
Sandwich Islands	4	6	2	3
SOUTH AMERICA (via Dakar and Brazil)*:				
Argentina, Paraguay, Uruguay	6	0	3	0
Santo Domingo, Santa Cruz	6	0	3	0
Brazil	5	0	2	6

*Senders should endorse their correspondence by the route desired.

2. The public should superscribe all correspondence intended for despatch by this service "Via Aeromarine".

Lagos, 30th March, 1940, published in Gazette No. 17 of 4th April, 1940.

Figure 2

Copy of the Gazette Notice giving the details of the Aëromarine service

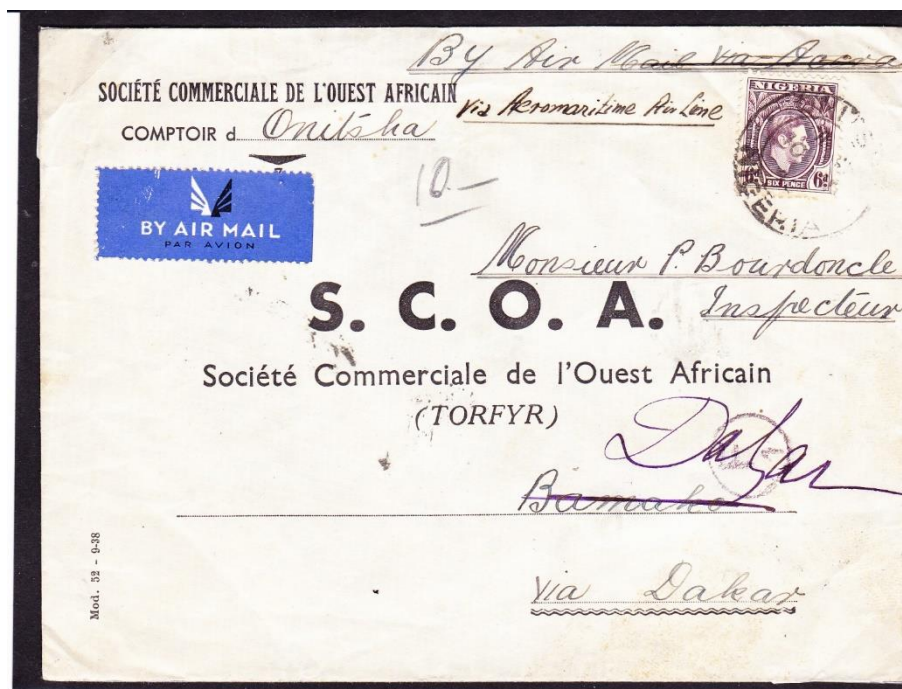
We then come to the cover that I recently acquired which started my enquiries. It was posted at Onitsha on 10 April 1940 and is addressed to Bamako in the French Sudan via Dakar. Originally the cover was endorsed 'via Accra' (ie BOAC from Lagos to Accra and Aëromarine from there) but another hand has deleted this and added 'Via Aëromarine'. The cover got to Lagos on 12 April 1940. Following the cover's arrival in Lagos the next Northbound Aëromarine flight would have been on Wednesday 17 April 1940 but if the cover had been on that flight then it would have got into Dakar on the next day Thursday 18 April 1940. The Dakar date stamp is actually a week later - 25 April 1940 - so the cover appears to have been sent on the flight that left Lagos on 24 April 1940. Apparently either the flight of 18 April 1940 did not call at Lagos or the cover was, for some reason, overlooked.

If the date of 3 April 1940 is correct for the first Northbound Aëromarine flight then there was only a maximum of eleven Northbound flights from Lagos in 1940 before the fall of France and the suspension of the Aëromarine service:- April 3, 10, 17 (although my cover suggests that this flight may not have stopped at Lagos), 24, May 1, 8, 15, 22 and 29, then June 5, 12 and 19. It should at this point be stated that although the Aëromarine timetable is available, as far as I am aware the actual flight records are not. The cover evidence clearly suggests that Aëromarine ran a very efficient service, and I am aware of no delays in the period under consideration but there is a possibility that some actual dates of calling might be slightly different.

**Figure 2**

9 April 1940 Lagos to Scotland (at 67%). Endorsed 'Via Aëromaritime' and presumably sent on the Northbound Aëromaritime flight departing Lagos 10 April. Rate 1/6d; no backstamps.

Courtesy of Peter Wingent

**Figure 3**

10 April 1940 Onitsha to Bamako via Lagos and Dakar (at 67%). For some reason, the cover has been delayed at Lagos. It arrived at Lagos 12 April but was not put on the flight of 17 April suggesting that possibly this flight did not call at Lagos. Instead it has been sent by the flight of 24 April arriving at Dakar on the next day, 25 April, before being forwarded to Bamako where it arrived 1 May 1940

There are some points to bear in mind with the June 1940 Northbound flights:

1 Flight of 5 June. The mail from West Africa from this flight bound for or via the UK was on board an aircraft between Paris and London which was shot down over Ouistreham and the mail ended up in the Channel! (Ref. 6). Most of the mail was destroyed but some covers have survived from the Gold Coast all franked 'Detained in France during German Occupation'. These covers were hidden in a cellar in the Paris Post Office throughout the occupation and delivered in 1945. I have never seen any covers from this crash from Gambia, Sierra Leone, or Nigeria. Mail on the flight from West Africa for Europe exists which would have been sorted at Marseilles and therefore would not have been on the flight over the Channel.

2 Flights of 12 and 19 June (Fig. 4). These were the last two flights from Lagos to Europe before the fall of France and the suspension of most civilian Air Mail services; the last BOAC flight had left Nigeria on 8 June (Ref. 7). The flight of 12 June was apparently the last to get mail through to the UK by air. Mail sent to the UK by the flight of 19 June was taken by air only as far as Sierra Leone and from there it went by sea. The news that this would happen does not seem to have been received in Nigeria before the departure of the flight as the two Nigerian covers I have seen to the UK both have the full Air Mail postage on them whereas mail from the Gold Coast bears the Air Mail rate only to Sierra Leone (5d). Again, mail addressed to Europe and carried on these two flights did fly all the way to France, the main problem being getting mail across France to the UK at this time.



Figure 4

(at 67%) 19 June 1940 last Aéromaritime flight from Lagos.

Triple rate to UK -3 x 1/6d + 3d Registration. Carried by air to Sierra Leone only and from there by sea.

In his 1995 article Bob Maddocks surprised me by including a statement that he had not come across any Nigerian covers evidently having been flown by the Aéromaritime service in this period. Coming from a collector and researcher that spent the amount of time that Bob obviously did looking at covers this would tend to suggest that Nigerian covers sent via Aéromaritime during this period are quite scarce. The period under consideration is relatively short – a little over two months and for most destinations (notably the UK and the USA) and Aéromaritime was more expensive. However, Aéromaritime provided a service to a number of destinations (mainly in French West Africa and notably Sierra Leone) which BOAC did not provide and also with the Northbound flights of the 12 and 19 June Aéromaritime provided a later air mail service to Europe and beyond than BOAC did, at a critical time. I have six covers and four scans in my collection and of those ten covers six fall into these two categories. Bob Maddocks did illustrate one cover from Victoria in the British Cameroons to the UK dated 27 April 1940 but in that instance the cover was sent via Douala and would have been on the Northbound flight of 1 May 1940.

Once Aéromaritime started calling at Lagos it was possible to send mail by the Southbound service as well, although this would have been limited to mail for French Cameroun, Gabon and the French Congo. None of the three of us has been able to come up with a cover that has been sent by the Southbound service, but it must be conceded the destinations are rather limited.

As always, I would be very grateful to hear from members and collectors who have relevant covers. I am particularly keen to locate any covers coming into Nigeria by air in the period March-June 1940 (other than the philatelic ones produced by Francis Field for the first Aéromaritime despatch from London and dated 22 April 1940). Scans attached to an email would be ideal. Many thanks.

Acknowledgments

Finally, I would like to add how much I have enjoyed exchanging information for this article with Barbara and Peter in these difficult times. I feel that all three of us have learned much in a relatively short period of time and this article, although it bears my name, contains significant contributions from all three of us and is very different but also much more comprehensive as a result. My thanks to both of you.

References

- 1 Wingent, P., "Sierra Leone Air mail services, July 1939 to June 1940", *Cameo*, Vol. 17 p22, WASC, January 2016
- 2 Maddocks R., "West African Air mails carried by the French Aeromaritime service", *Cameo*, Vol. 5 p63, WASC, July 1995
- 3 Lutwyche N., Nigerian Postal Rates of the King George VIth period, p22, available on the WASC website, <http://www.wasc.org.uk>
- 4 Wingent, P., "Sierra Leone Air mail services, July 1939 to June 1940", *Cameo*, Vol. 17 p22, WASC, January 2016
- 5 Collot & Cornu, *Lignes Africaines*, volume 2, p271
- 6 Priddy B., *West African Airmails*, pp12 & 121, WASC, Dronfield, 2002
- 7 Peter Wingent: *Imperial/Elders Colonial/BOAC flight schedules in West Africa 1936/1940*. Produced privately by Peter from BOAC records and he has kindly let me have copies.

West African mail carried by Hamburg America Line ships

John Mayne & Rob May FRPSL

In the September 2020 WASC auction are two items of West African mail collected by other companies:

- Lot 35 1911 from Kamerun endorsed *Badenia*; this ship operated the HAPAG Germany America Line
- Lot 26 1901 from Kamerun endorsed *Hungaria*: on the Hamburg America route at one time

The explanation for the first of these lots can be found in *The Trade Makers* by P.N. Davies (Ref. 1). In 1907 the Woermann Line came to an agreement with the Hamburg America Line whereby the latter would operate 25% of the German services to Africa. The German East African Line joined in, then in 1908 the Hamburg-Bremen Africa Line also agreed to operate a combined service to Africa. Between then and 1914 the ships of all these lines could operate on any route on a pooled basis, although most West African voyages were still made by Woermann Line ships.

This does not explain lot 26 - the *Hungaria* in 1901. Philip Cockrill's study of the Woermann Line ovalstempels (Ref. 2) shows that the Woermann Line leased ships, for both short and long terms, to supplement their own fleet. Rob May, writing in *Cameo* (Ref. 3) discussed a postcard which stated that postal inventory number XXXIII. had been relocated from the *Winfried* to the *Answald*, a leased ship.

These ovalstempels were introduced onto the ships in the care of the pursers, from 1894, in order to eliminate the cancellation of sea mail arriving at Hamburg with boxed two and three line "AUS WESTAFRIKA" hand-stamps. There was no obligation for pursers to cancel mail when handed to them, but they were obliged to cancel it before arrival in Hamburg. Individual ovalstempel cancels are recorded used on more than one ship, as above, but there has been a difference of opinion as to whether numbers were allocated to individual pursers and taken by them from one ship to another, or allocated on departure from Hamburg and handed in there on return. The latter seems more logical.

References

- 1 Davies P.N., *The Trade Makers*, p159, George Allen & Unwin Ltd., 1973
- 2 Cockrill P., *The History, Ships and Postal Cancellations of the Woermann Steamship Line of Hamburg*, pub. by the author, c1966
- 3 May R., "Woermann Line Seapost Cancellations – what do their numbers signify?", *Cameo*, Vol. 6, p230, WASC, January 2000

Nigerian Post Offices: Names, Numbers and Opening Dates

Paul Redhead

In October 2016, *Cameo* published my article titled ‘How Many Post Offices were there in Nigeria ?’ (Ref. 1) which described how the number of post offices changed over the period 1914 - 1980. The work relied mainly on official Post Office lists from 1949, 1963 and 1973, so some extrapolation and speculation were involved.

In addition to how numbers changed over the years, the article gave the names of 260 ‘unseen offices’ from which no cancellation had been reported in the two main reference works on Nigerian postmarks (Proud, Ref. 2, Jones, Ref. 3), or had been notified by other collectors.

This article looks again at the number of offices, using information sources not available to the author in 2016. While the 2016 article focused on the total number of offices which had been open up to a particular year, including ones previously open but now closed, this study considers how many offices were open at particular times and how many opened each year. To illustrate the difference in approach, an estimate for the total number of offices open before 31.12.1913 (from the 2016 article) is 137, but the number actually open on that date is more like 92. The difference is due to many offices opening and closing within the pre-1914 period.

Unless specified otherwise, ‘post office’ in this article refers to any permanent establishment conducting post office business, whether it be a Head Post Office or a small Postal Agency.

Information sources used in this study

- 1 **Post Office Annual Reports:** From well before 1914, with the exception of 1940 to 1943, the Nigerian Post Office has published an annual report describing postal service operations: personnel, revenue, volume of mail, telegraph operations etc. Most reports also give the number of offices in operation. Some of these reports are free to view on the WASC website (Ref. 4), and others (up to 1960) are available via British Online Archives (Ref. 5), a subscription service.
- 2 **Nigerian Government Gazettes:** Gazettes have been published since before 1900 for the announcement of a range of government information such as staff appointments, high court cases, decrees, applications to tender etc. Some include announcements of post office openings, with date, location, and controlling office. Up to 100 gazettes were and are published each year.

The office opening dates in Proud came almost entirely from a painstaking trawl through gazettes and at least two other collectors (John Forrest and Herbert Porter) did the same for the pre-independence period. Michael Wright used Nigerian gazettes to compile a list of offices and opening dates for the period 1960 to the end of 1974. The unpublished work of these three collectors is on file in the WASC library.

Nigerian gazettes are also available free online (Ref. 5), in an almost complete series from 1958 to 1983, and the author has gone through gazettes from the start of 1975 noting names and opening dates. With the information from Michael Wright, this has provided estimates of the number of new offices opening each year from 1960 to 1980.

Peter Hørlyck has checked the gazettes for other postal information, and we have combined our summary information on which gazettes are available online in a document ‘Nigerian Gazettes’ (Ref. 7).

The evidence of cancels from offices clearly open but not recorded in a gazette (for example Oboburu Postal Agency), shows that not all offices were ‘gazetted’, so lists from this source understate annual office openings.

- 3 **The UPU:** Nigeria has been a member of the Universal Postal Union since 1929, and as such provides the UPU with statistics on the operation of its postal services. The UPU website (Ref. 8) can be searched for Nigerian Post Office annual statistics from 1980 onwards, including the number of post offices open. This data is not entirely reliable (see later) but the information is not available elsewhere.

- 4 The Porter correspondence:** Herbert Porter was an energetic collector and writer on Nigerian philately from the 1930s until the end of the 1950s. The WASC library holds two files of Porter material, which include much information on when offices opened as well as lists of offices in 1939 and a post office annual report of 1949/50. When he was aware of an un-gazetted office Porter wrote to the postal authorities and was able often to find out when it opened.

Results

This survey has produced lengthy lists of names and dates. These have been put online for those who wish to have full details. Links to the online information are given in the reference section at the end of this article.

- 1 Names of new post offices:** The author's survey of Nigerian Gazettes from 1.1.75 onwards has provided just under 2000 announcements relating to post offices. Of those, around 1300 announce the opening of an office, the remainder deal with changes in status from agency to post office etc. The complete lists of gazette announcements may be found online (Ref. 9). The gazette survey also provides names and opening dates for another 668 offices which opened after 31.12.80.

Between 1.1.75 and 31.12.80 the gazettes provide opening dates for 632 new offices. Of those, cancellations have not yet been recorded from 508 offices. A complete list of these unseen offices, together with another 224 unseen offices from the period up to 31.12.74, is available online (Ref. 10).

- 2 Office opening dates:** The material in Porter (cross-checked against Proud (Ref. 2) and Forrest (unpublished)) has given firm opening dates for many pre-independence offices which Proud was unsure about (as indicated by brackets in his book). Wright covered opening announcements for the period from 1.10.60 to 31.12.74, and the current survey covers from 1.1.75 onwards, leaving unknown the opening dates of those offices not announced in the gazettes. All known offices and opening dates are available online (Ref. 11).

- 3 The number of offices opened each year:** The number of offices opened each year can be worked out for the 1914 to 1960 period using the opening dates from Proud, augmented by the extra dates in Porter's notes. Openings between 1960 and 1980 can be found using the survey of gazettes carried out by Michael Wright and the author, with the caveat that this method will somewhat understate numbers.

The results, summarised in Figure 1 below show considerable year-on-year variation, some easily explained (for example the impacts of the depression in the early 1930s, and of the civil war in the late 1960s), others less so.

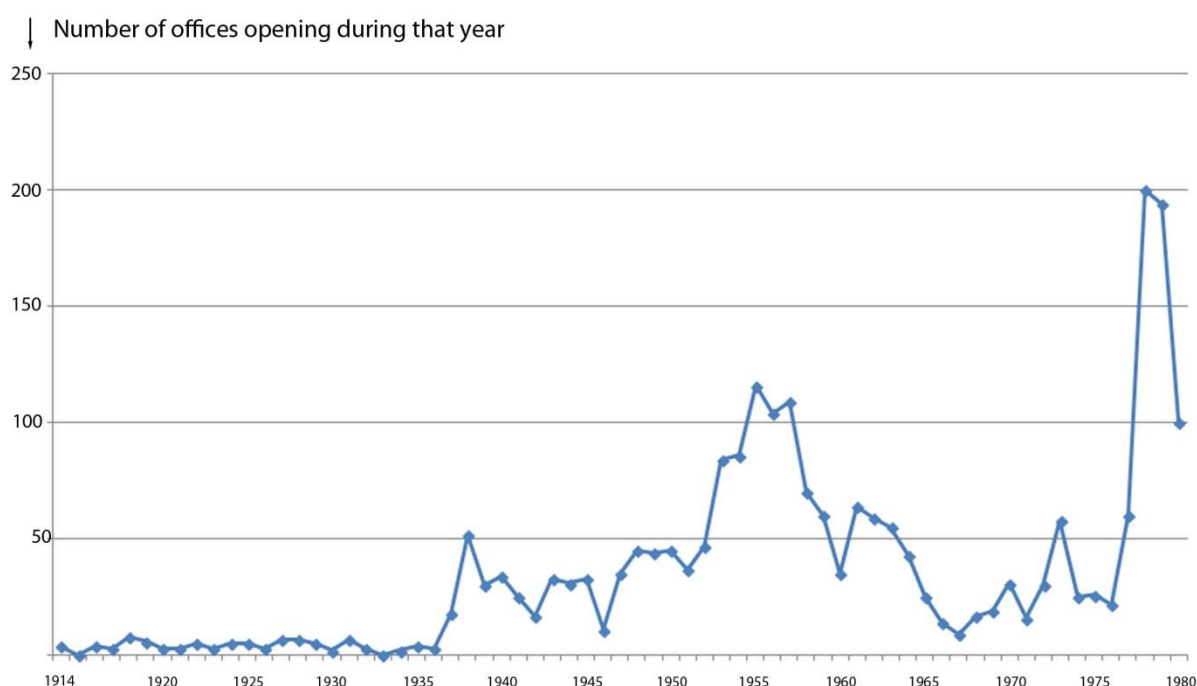


Figure 1

From the Annual Reports it seems that, up to 1935 or so, most new offices were opened as ‘sub Post Offices’ or even full ‘Head Post Offices’ and that ‘Postal Agencies’ were in the minority. Thereafter most new offices opened were Postal Agencies. In 1939-40 out of a total of 161 Postal Agencies, 50 were classified as Railway Postal Agencies, emphasising how important railways were in carrying mail and goods, and as routes for telegraph and telephone wires.

Some of the Post Office Annual Reports also give information about the number of new offices opened that year. From 1939, Annual Reports covered a twelve-month period which spanned two calendar years: for example the 1949 Report covers a period from 1 April 1948 to 31 March 1949. The opening information taken from Porter and Proud is based on the twelve months of the stated year - 1949 covers 1.1.49 to 31.12.49 - so numbers do not exactly match those from the Reports. The available annual figures from both sources are given online (Ref. 12). For the pre-independence period the information in Figure 1 is based on Proud and Porter.

4 The total number of offices open at any one time:

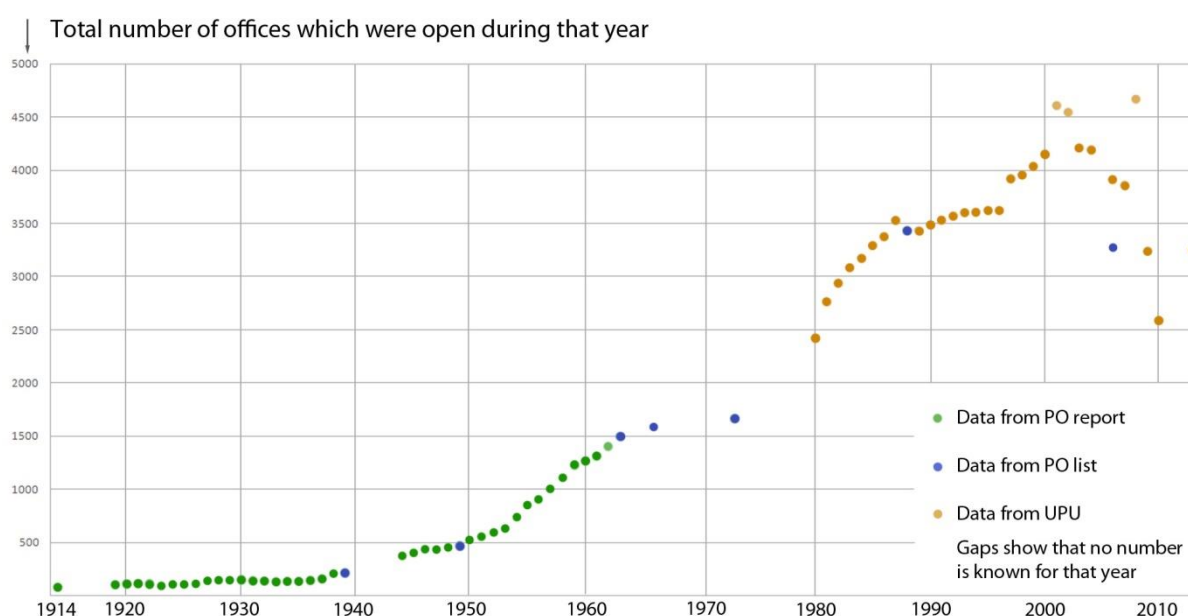


Figure 2

Figure 2 shows the available data, taken from various sources. The yearly figures may be found online (Ref. 12).

The numbers may be checked by adding each year's new openings to the previous year's total, a method which works well enough whilst numbers are increasing, and office closures are relatively few. This is a reasonable assumption from approximately 1938 to 1973. However, differences in reporting periods mentioned above, temporary closures, and un-gazetted office openings all complicate matters.

The annual report figures sometimes mention that the total number of offices include or exclude offices which are temporarily closed at the time of counting. In other annual reports it is not clear whether temporarily closed offices are included. Including or excluding offices makes a significant difference: for instance, the 1952-3 report mentions that, out of a total of 516 agencies, 37 were temporarily closed at various times.

Office closures ranged from a brief suspension to never re-opening, and the occasional explanation in an Annual Report and Edet Akpan's *Cameo* article on the closure of the Oban Postal Agency (Ref. 13) give some indication of the many reasons an office might close.

Starting with the 1677 offices in the official 1973 list of post offices, and adding annual openings for the period 1973 to 1980, gives an estimate of 2304 offices open in 1980, against the UPU figure of 2438, even assuming that no offices closed in this period. This suggests that a significant number of offices opened but were not declared in the gazette.

Finally, the accuracy of the UPU returns is hard to gauge. While the 1988 post offices list and the UPU data for 1988 agree closely, the 1990s data show years of sudden changes which are hard to explain. However, the 1980 UPU total is likely to be reliable.

In conclusion

Office names and opening dates provide a framework for collectors of Nigerian postmarks to catalogue their collections, and this study adds a substantial number of names and confirmed dates. The 732 pre-1981 offices from which no cancels have been seen may appear to be a daunting list but is also a welcome confirmation that there is plenty still to be found. Un-gazetted offices will expand the list yet further as they turn up.

The cut-off date of the end of 1980 for keeping detailed records of openings, canceller types etc may now be pushed forward. Although it is less easy to find information about office openings, and cancels tend to be less easy to decipher, to stop at 1980 ignores the continued growth in Nigerian postal services thereafter. It was another 30 years before the advent of e-mail and the decline of public confidence saw the number of post offices start to fall. During the period 1980 - 2010 a great many new offices came into operation and several new types of canceller came into service.

Although available records are less complete there is still much information available on offices from 1981 onwards: the full gazette listings (Ref. 9) give plenty of names and opening information, and the full Post Office listings of 1988 and 2007 (available from the author) are comprehensive. With the help of fellow collectors, the author is adding post -1980 information on post offices and cancels to his online lists (Ref. 14), and it is hoped to publish an article in a future *Cameo* on post-1980 cancel types.

This study has drawn upon a range of sources but is inevitably incomplete. It also does not address some of the wider issues such as the relationship between the surges and slowdowns in office openings and the political and economic environment of the time. There are plenty of other aspects to discover too: for example, the administrative differences between the different types of 'Postal Agency'. Pre 1939 reports refer to 'Native Administration Agencies', 'Railway Agencies', 'Government Agencies' and 'Private Agencies'. What were the practical differences in organisation, and how did 'Cash Account' agencies operate?

There is plenty yet to find out about Nigerian Post Offices.

Acknowledgments

With thanks to Peter Hørlyck, Tony Plumbe, Rob May, Ray Harris and Simon Heap for information, suggestions and encouragement.

References

1. Redhead, P., *How many Post Offices were there in Nigeria?* Cameo Vol 17, p 127, WASC, January 2016 and online at <http://www.nigerian-post-offices.org.uk/documents/How-many-PO-in-Nigeria.docx>
2. Proud, E., *The Postal History of Nigeria*, Proud Bailey, 1985, ISBN 1 872465 17 X
3. Jones, N., *The cancellations and postmarks of Nigeria 1914-80*, 2nd Edition, WASC, 1999 ISBN 0- 9525687-7-2
4. A range of Nigerian Post Office Annual Reports: <https://www.wasc.org.uk/wasc-NigeriaPO-reports.html>
5. A subscription service giving access to most Annual reports up to 1960
<https://microform.digital/boa/collections/75/volumes/530/communications-and-post-office-savings-1904-1960>
6. An online repository of scanned copies of Nigerian Government Gazettes <https://gazettes.africa/gazettes/ng/>
7. A summary of the gazette information available via ref 6
<http://www.nigerian-post-offices.org.uk/documents/Nigerian-gazettes.docx>
8. The website of the Universal Postal Union <http://www.upu.int>
9. Page with links to listings of information from gazettes 1975 onwards
<http://www.nigerian-post-offices.org.uk/sources.html>
10. The most recent list of pre-1981 post offices for which cancels have not yet been reported
<http://www.nigerian-post-offices.org.uk/documents/Unseen-Nigerian-PO-list-June-2020>
11. Full list of known post offices up to the end of 1980, with additional post 1980 offices for which cancels have been reported <http://www.nigerian-post-offices.org.uk/documents/Nigeria-all-PO-List-June-2020.doc>
12. Spreadsheet giving number of offices open each year for which data is available
<http://www.nigerian-post-offices.org.uk/documents/dates-and-offices.xls>
13. Akpan, E., *Nigeria – Postal agency closure*, Cameo Vol 20, p65, WASC, June 2019.
14. Detailed lists of use dates for known cancellations by office <http://www.nigerian-post-offices.org.uk/lists.html>

Accra Slogan Cancels, 1958-59

Philip Quirk

The acquisition of a batch of several hundred covers with Accra machine cancels between January 1958 and November 1959 has enabled a detailed examination of the use of slogans by the GPO during this period.

A Universal-style cancel comprises a circular date stamp (cds) and a slogan or wavy lines. I use the term “Universal-style” because, from the 1930s onwards, identical cancels were employed in Universal, Hey & Dolphin, and Krag single-impression machines. While it is very likely that Accra’s machines were Universal models, there is no way of being sure of this. In the UK, these cancels were sometimes used “transposed”, with the slogan to the left of the cds, but this has never been seen for Ghana. Unlike most handstamps, in which the months are abbreviated to two letters and only the last two digits of the year are shown, the machine cds has three-letter abbreviations for the months and shows the year in full.

Accra had used Universal-style, single-impression cancels since 1942 (Ref. 1), and these continued after Independence on 6 March 1957. A new cds, inscribed Accra / Ghana, was in service by 13 March (my earliest date). For the first three months of 1958, all Accra cancels in the batch featured the same cds, in which the year slug was 6.3mm wide. Slippage of an envelope in the machine can distort the cds and increase its width, but this was not a significant problem during the period. A three-line, “Save / in the Post Office / Savings Bank” slogan was used alongside the cds. During March, the month was denoted by MCH, rather than the usual MAR.

From April 1958 onwards, matters get more complicated, with the appearance of a second cds. Although the Accra / Ghana inscriptions are indistinguishable from the first cds, the year slug was significantly narrower, with a width of 5.8mm. Furthermore, by the end of April, the two cds elements were in simultaneous use with two different versions of the “Save in the Post Office Savings Bank” slogan (Fig. 1). This is strong evidence for the introduction of a second machine.

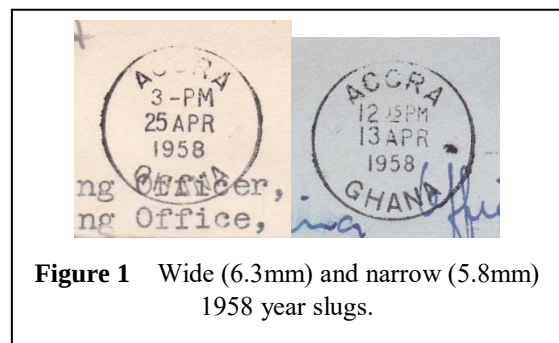


Figure 1 Wide (6.3mm) and narrow (5.8mm) 1958 year slugs.

In June and July 1958, the cds with wider year slug was set with JNE and JLY month slugs; the other JUN and JUL (Fig. 2). From August onwards, it is still possible to track the use of the two cds elements, albeit with a little more difficulty. A series of slogans was employed, mostly used in parallel with both cds, indicating that two of each slogan die were available. An exception occurred in December, when the cds with wider year slug was used with “Ghana Deaf / Need Your Help”, the other with the Savings Bank slogan.



Figure 2 Matched pair of strikes, 6am, 14 June 1958.

When used for commercial mail, both cds were set in the standard manner with three rows: time / day month / year. However, the cds with narrow year slug was also used to process first day covers of the First Conference of Independent African States (15 April), Inauguration of Ghana Airways (15 July), and Prime Minister's Visit to the USA and Canada (18 July) issues, in conjunction with the appropriate slogan.

For the Conference issue, the time slug was included as normal, but for the other two it was omitted, the day and month being placed in the top row with the year directly below. However, commercial use of the Airways slogan, with time slug inserted, occurred from 2pm on the day of issue and continued until 17 July. The narrow-year cds was then appropriated to process the Prime Minister's Visit first day covers on 18 July (Fig. 3), and the Airways slogan reappeared with the other cds in August.



Figure 3 Narrow year cds used
17/18/19 July 1958.



Figure 4 Tall (above) and short (below)
1959 year slugs.

For 1959, two year slugs were again provided, one with slightly taller numerals than the other (2.5mm vs. 2mm, Fig. 4). The former was set with MCH, JUN and JUL month slugs, the latter with MAR, JNE and JLY. Both cds were used in conjunction with the 150th Birth Anniversary of Abraham Lincoln (12 Feb 1959). On that date, the cds with 2.5mm year numerals was used with time slugs on both fdc's and commercial mail, while the other was employed without time slug on fdc's. For the rest of the year, slogans were generally used in parallel with both cds. A complete list of slogans and dates for both 1958 and 1959 is given in Table 1. On some changeover dates one slogan was used early in the morning, another later the same day.

It is notable that the slogans associated with commemorative stamp issues had quite short periods of use on commercial mail, especially the Abraham Lincoln slogan, seen only on 12 and 16 Feb 1959. In addition, none of the covers from either year had wavy lines; thus, full use was made of the advertising capabilities of the slogans.

Reference

- 1 Proud E.B., *The Postal History of Gold Coast*, pp101-103, Postal History Publications Co., Heathfield, 1995

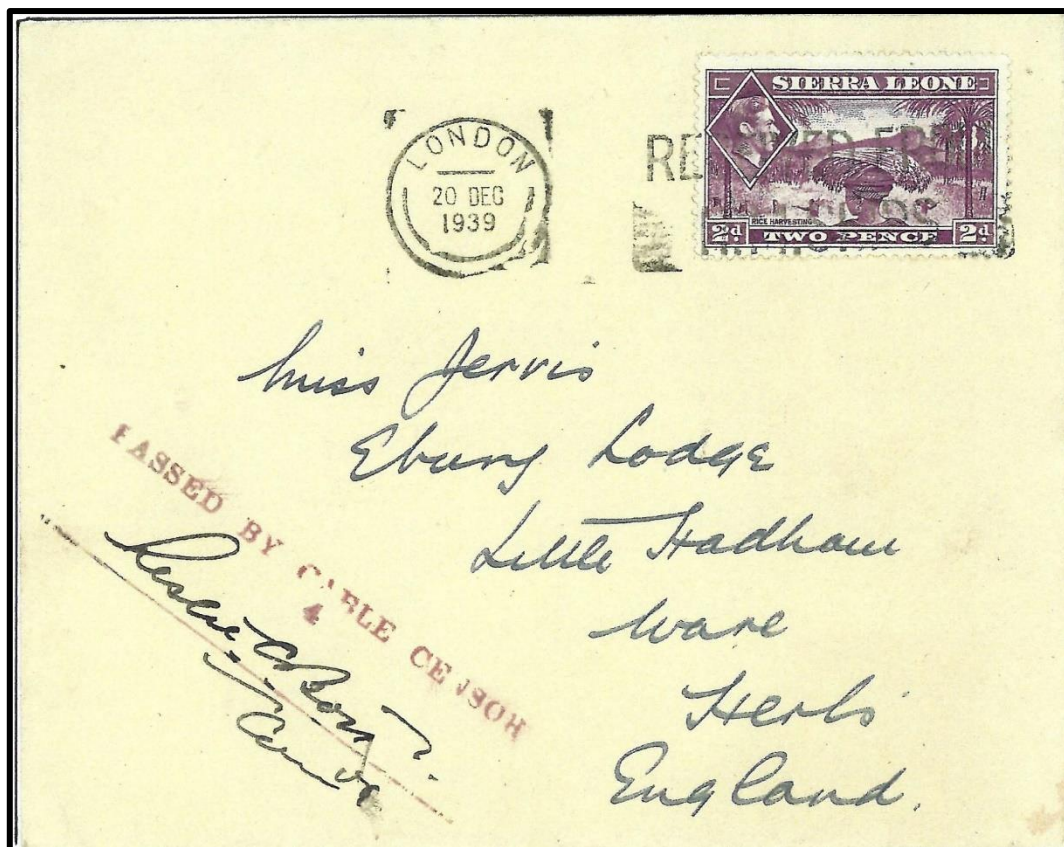
6.3mm Width 1958 Year Slug			5.8mm Width 1958 Year Slug		
Slogan	Earliest Date	Latest Date	Slogan	Earliest Date	Latest Date
Save / in the Post Office / Savings Bank	16 Jan	9 Apr	Save / in the Post Office / Savings Bank	13 Apr	
			Conference / of / Independent / African States / Accra ~ April 1958	15 Apr	22 Apr
Save in the / Post Office / Savings Bank	25 Apr	24 May	Save / in the Post Office / Savings Bank	26 Apr	24 May
Save / in the Post Office / Savings Bank	26 May	27 May	Save in the / Post Office / Savings Bank	26 May	
Save in the / Post Office / Savings Bank	27 May	10 Jne	Save / in the Post Office / Savings Bank	27 May	2 Jun
			Save in the / Post Office / Savings Bank	10 Jun	17 Jun
Save in the / Post Office / Savings Bank	23 Jne	28 Jne	Save / in the Post Office / Savings Bank	26 Jun	29 Jun
			Ghana Deaf / Need your help	1 Jul	14 Jul
			Inauguration / of / Ghana Airways / July-1958	15 Jul	17 Jul
Prime Minister's / Visit / USA and Canada	21 Jly	8 Aug	Prime Minister's / Visit / USA and Canada	18 Jul	19 Jul
Inauguration / of / Ghana Airways / July-1958	9 Aug	22 Aug	Ghana Blind / Need your help	26 Sep	4 Oct
Buy a / National / Lottery Ticket	11 Oct	25 Nov	Buy a / National / Lottery Ticket	6 Oct	28 Nov
Save in the / Post Office / Savings Bank	29 Nov	2 Dec	Ghana Deaf / Need your help	29 Nov	2 Dec
Ghana Deaf / Need your help	4 Dec	20 Dec	Save in the / Post Office / Savings Bank	6 Dec	13 Dec
Save in the / Post Office / Savings Bank	30 Dec		Ghana Deaf / Need your help	22 Dec	
2.0mm Height 1959 Year Slug			2.5mm Height 1959 Year Slug		
Save in the / Post Office / Savings Bank	6 Jan		Save / in the Post Office / Savings Bank	1 Jan	9 Jan
Save / in the Post Office / Savings Bank	13 Jan	29 Jan	Save in the / Post Office / Savings Bank	16 Jan	28 Jan
Save in the / Post Office / Savings Bank	29 Jan	9 Feb	Save / in the Post Office / Savings Bank	30 Jan	11 Feb
Honouring 150 th / Birthday Anniversary / Abraham Lincoln / 12 th February 1959	12 Feb		Honouring 150 th / Birthday Anniversary / Abraham Lincoln / 12 th February 1959	12 Feb	
Save in the / Post Office / Savings Bank	13 Feb				
Honouring 150 th / Birthday Anniversary / Abraham Lincoln / 12 th February 1959	16 Feb				
Save in the / Post Office / Savings Bank	17 Feb	17 Mar	Save / in the Post Office / Savings Bank	13 Feb	17 Mch
Save / in the Post Office / Savings Bank	18 Mar	23 Mar	Save in the / Post Office / Savings Bank	18 Mch	23 Mch
Road Courtesy / Saves Lives	25 Mar	10 Apr	Road Courtesy / Saves Lives	26 Mch	8 Apr

Buy a / National / Lottery Ticket	11 Apr	17 Apr	Buy a / National / Lottery Ticket	13 Apr	20 Apr
Road Courtesy / Saves Lives	20 Apr	26 May	Road Courtesy / Saves Lives	21 Apr	14 May
			Correct Addressing / What a Blessing / Saves us Guessing	3 Jun	4 Jun
Buy a / National / Lottery Ticket	13 Jne		Buy a / National / Lottery Ticket	16 Jun	19 Jun
Road Courtesy / Saves Lives	10 Jly	1 Sep	Road Courtesy / Saves Lives	2 Jul	28 Aug
Support / National Founder's / Trust Fund for / Ghana Charities	2 Sep	6 Oct	Support / National Founder's / Trust Fund for / Ghana Charities	3 Sep	7 Oct
Buy a / National / Lottery Ticket	10 Oct	21 Oct	Buy a / National / Lottery Ticket	7 Oct	20 Oct
Save in the / Post Office / Savings Bank	21 Oct	14 Nov	Save / in the Post Office / Savings Bank	21 Oct	14 Nov
SDP Visit the / Exhibition / in Accra / 28 th Nov.-19 th Dec.	14 Nov	26 Nov	SDP Visit the / Exhibition / in Accra / 28 th Nov.-19 th Dec.	17 Nov	26 Nov

Table 1 Slogans used Jan 1958 – Nov 1959.

Sierra Leone WWII Cable Censor

Jeremy Martin FRPSL



I illustrate what I believe is the only recorded example of the cachet Type N1300 (Ref. 1). Surely there must be other examples, and what about censor numbers 1,2 and 3?

Reference

- 1 Martin J.J., Walton F.L & Harris R., *West African Censorship*, p134, WASC, Princes Risborough 3rd Edition 2015

Sierra Leone WWII Propaganda Postcard

Jeremy Martin FRPSL

This air mail postcard from Ross House, c/o Coastal Command, Naval Mail Office, Freetown is dated 13 October 1942. It has a faint PASSED QQ/1 type 4 cachet (Ref. 1). The air mail postcard rate to the UK, from July 1942, was 7d via the West African coast (Ref. 2 and Figure 1). The obverse of the card is a lovely propaganda example (Figure 2) that I have never seen before.

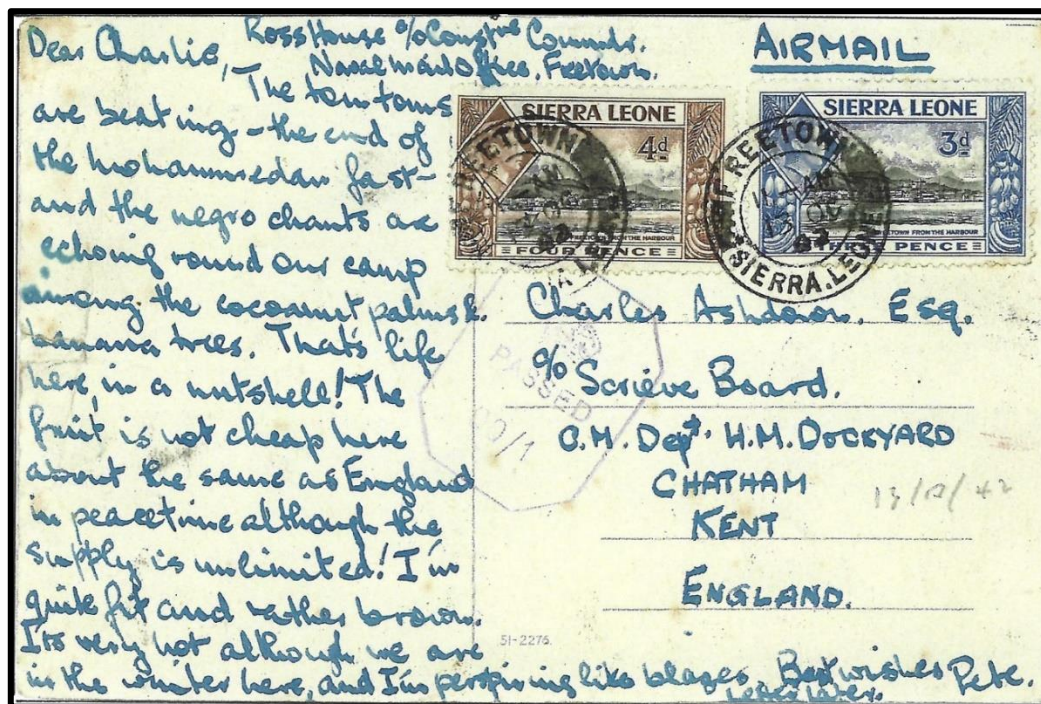
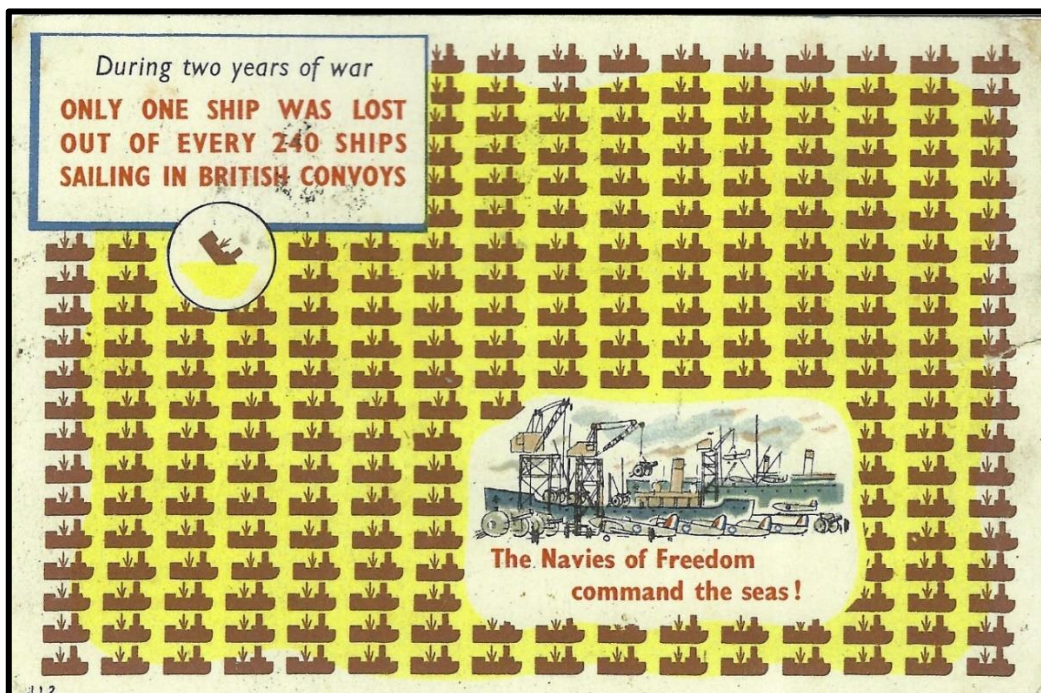


Figure 1(above) and Figure 2 (below) both illustrated slightly reduced



References

- 1 Martin J.J., Walton F.L & Harris R., *West African Censorship*, p120, WASC, Princes Risborough 3rd Edition 2015
- 2 Walton F.L., *Sierra Leone King George VI Definitive Stamps*, p81, WASC, Dronfield 2001

Mueba, Cameroons Postal Agency – A Rejoinder – and Comments about Kembong and other Skeleton Cancellers

Bob Maddocks

Editor's note: Bob Maddocks was working on the following article at the time of his final illness. The manuscript was found among his effects. The information contained herein is well worth sharing and, with light editing, is presented here. Marty Bratzel's further thoughts on the subject are contained in the article that follows.

As Bratzel in his article in the October 2016 issue of *Cameo* (Ref. 1) has mentioned, the opening date and subsequent period or periods of operation of Mueba Postal Agency remain still to be determined. This is mainly due to the dearth of postal records and also mailed covers available for researchers during and after the early 1960s when the British Trust Territory of Southern Cameroons entered troubled political times. It was about to be reborn as the state of West Cameroon in the evolving Federal Republic of Cameroun after deciding by plebiscite to end its association with Nigeria of the past forty or so years.

For the year following Nigerian independence on 1 October 1960 the postal services of the Southern Cameroons had continued to be run by the Nigerian Posts & Telegraphs Dept., Lagos. This was formalised under an Agency Service contract with the Southern Cameroons Government in Buea, providing for the already-serving Nigerian personnel in senior management roles to remain in place. With the termination of this contract on 30 September 1961 as the two territories parted company, these key staff were summarily withdrawn by the Nigerian Government leaving the Buea administration with an immediate shortage of qualified senior postal staff. This gap could not be made good from the remaining lower echelon of the indigenous Cameroonian employees.

Furthermore, no suitable replacements could be provided from the existing postal service of the francophone staff of East Cameroun, headquartered in Yaounde, in the already-independent state of Cameroun. Whilst the state of Cameroun had nominally taken over federal responsibility for West Cameroon they did not do so in practice as the francophone management did not have the capability to take on the actual running of the anglophone postal operations there. This was not only an issue of translation between languages; in West Cameroon Sterling currency remained the only legal tender and postal tariffs were still Nigerian, based on imperial weights and measures.

Left somewhat in limbo, the Buea-based postal services were on the verge of collapse and even basic administrative routines were adversely affected. There were lapses in informing the public through local media of such matters as the opening and closing of postal agencies and even, when the currency change took effect on 2 April 1962, of the correct conversion of the continuing Nigerian postal rates to their equivalent value in CFA francs. The Nigerian Post Office Guide no longer included Cameroons post offices in its listings. Moreover, another reliable reference point, the annual report by the British Government to the General Assembly of the United Nations on its stewardship of the Trust Territory, was not prepared after 1959.

The first, and so far only, reference I have come across relating to a postal facility at Mueba is a location on the first official map of the new Federal Republic of Cameroun. Dated 1965 and printed in Paris, this map covers both the states of East and West Cameroon. Mueba is shown as a Bakossi village on the former British side of the border, northeast of Kumba which was its controlling post office. It is misspelt as MWEBA and classification of the office was not given.

As already said, the actual date of opening of Mueba P.A. is yet to be established from whichever official sources may become available to researchers in the future. Bratzel (Ref. 1) illustrated a cover postmarked MUEBA PA / 1 OC / 1960, apparently by favour, using a British 30 mm skeleton type date-stamp. This date coincides with the first day of issue of the CAMEROONS / U.K.T.T. overprinted stamps of Nigeria used on this cover. The franking to the value of 1/6d was unusual, being in excess of the tariff of 1/3d applicable to an ordinary airmail letter to Europe. Addressed to Germany, it bears no transit or other postal markings to indicate

that it had actually passed through normal postal channels. This raises the question: is this the earliest date of use of this date-stamp and the earliest known operative date of the postal agency, or is it a backdated philatelic cover created by favour?

There are apparent gaps/lapses in the periods of use so far noted for other contemporary postal agency date-stamps. One should mention here a valid point which is perhaps often overlooked concerning operations of postal agencies generally during the British Nigeria era. These could be quite mercurial in remoter rural areas. Agencies were not necessarily open on a daily basis. Hours of attendance were also varied and restricted to meet the local requirements, not least those of the local appointed agents themselves. Postal agencies were also closed for short or long periods as a result of malfeasance, break-ins and resignations (cf Akpan Ref. 2 and 1954 Annual Report footnote, Ref. 3). Not being full-time or part-time employees of the Nigerian P&T Dept., they usually had other occupations and family obligations. In rural communities, cash crops often provided the postal agents' main source of income. Mueba was in a coffee growing area and the agency might plausibly have been closed when there was nobody willing to attend, especially during harvesting.

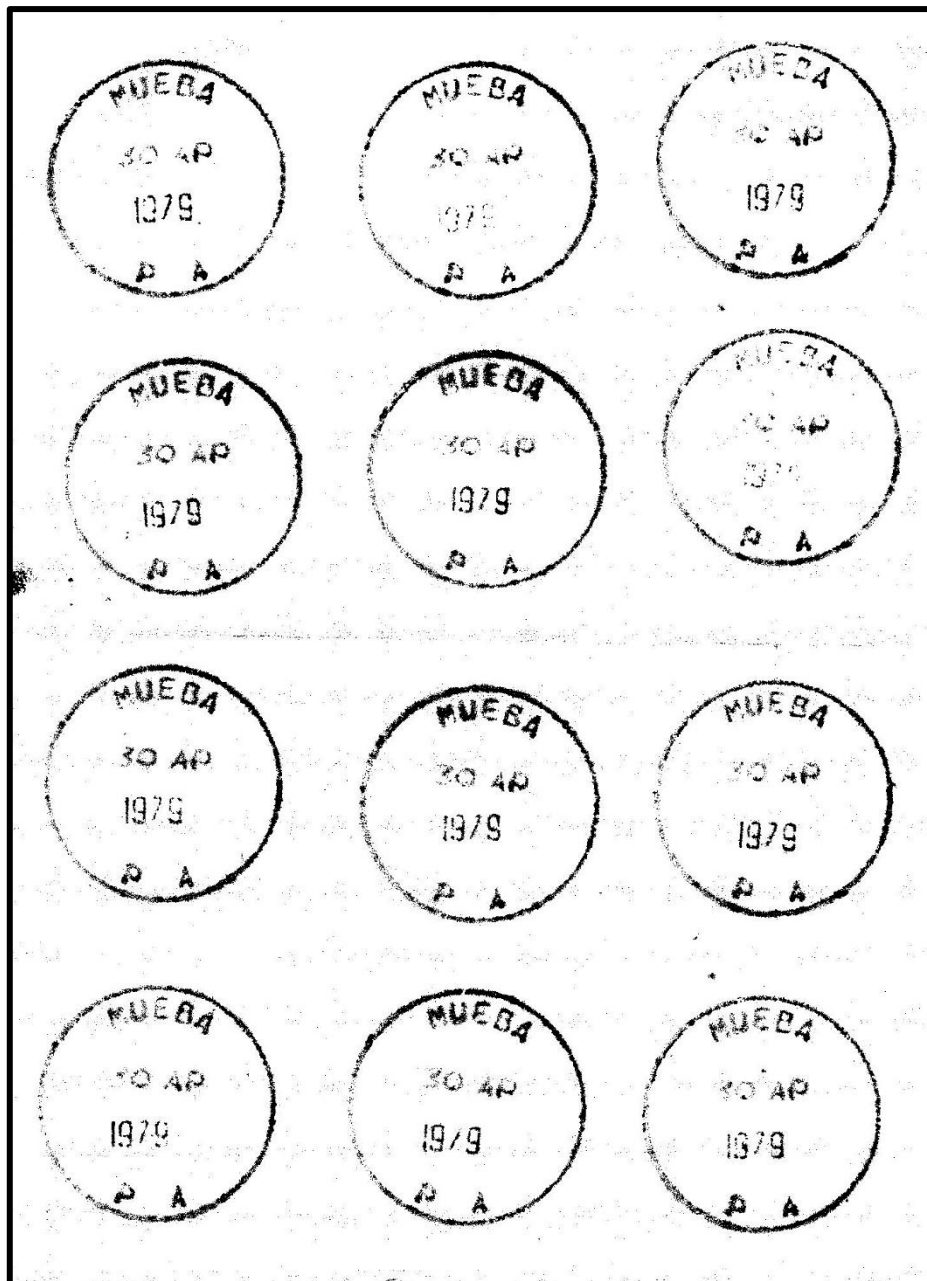


Figure 1 sheet of MUEBA specimen skeleton postmarks dated 30 AP 1979

But the most likely reason for the perceived lack of continuity in Mueba's operations in the 1960s is more profound. This was the disruption caused to the local infrastructure by the overflow of ongoing terrorist activity

and harsh military reprisals, happening from across the border in East Cameroun. It all began in the mid-1950s when subversive, communist-inspired elements from within the majority Bamileke tribe, whose local political party had been outlawed by the French colonial government, resorted to acts of terrorism. When initially pursued by the French military and police forces the terrorists fled into the relative safety of the Bakossi tribal area in neighbouring British Cameroons.

Such safety was lost at a stroke on 1 October 1961 when the former colonial territories were unified. The Cameroun armed forces, French-led, prevailed in security matters and were able to cross the border, no holds barred as to acts of reprisal. Inevitably, innocent Bakossi villagers became caught up in the conflict and loss of life. Tribal tensions led to inter-tribal warfare which peaked with the horrific massacre at Tombel on New Year's Day 1967. The cross-border region became unstable and dangerous, even with a heavy Army presence. Postal services at both Tombel and Mueba were inoperable at some, indeterminate, times. Whether records of such periods were routinely kept by, say, their controlling office at Kumba is unknown. Kumba itself came under military curfew at one time.

It is not known if and when Mueba Postal Agency was reopened on a permanent basis after 30 June 1966, the last dated cover mentioned by Bratzel. However, I have come across one much later and probably unrecorded impression of the same, aforementioned, Nigerian-type skeleton cancel, dated 30 AP 1979. Its provenance is unknown to me. Here are twelve strikes, obviously applied by favour, on an unaddressed plain piece of paper for a collector (Figure 1).

Of particular note is that the day and month in the date still have the shape of the original postmark shown by Bratzel, but the year "1979" is in a different larger font with every indication that it has been added separately by means of a plain and "francophone-type" year slug. As far as I am aware no other impressions by favour have been recorded and no cancellations of Mueba have been seen at all on commercial mail of the period. Thus the question of when Mueba P.A. was operational during the plebiscite and the ensuing Federal Republic periods still remains unanswered.

This Mueba skeleton is an unconventional canceller in that neither the name of its controlling office, Kumba, nor that of its country, Cameroun, is shown. This feature is shared with the canceller of at least one other likely contemporary agency in the Trust Territory, named Lobe (Figure 2).

Strikes of that canceller have been recorded on commercial mail during the plebiscite period of 1960/61. Although not in the Bakossi tribal region, Lobe was also under the control of the Kumba post office. It is likely that both of these skeleton cancellers, and maybe some others yet to be seen, could have been prepared for use at certain new agencies which the administration at Buea had been asked to set up during the plebiscite period, which was also the final year of the Nigerian P&T Department's role while the political future of the British Cameroons had yet to be finalised. Those tools may then have been carried over into the stock of the new administration, but it seems very unlikely that the Cameroun postal authorities would have initiated further release of British-style skeleton cancellers after 30 September 1961.

Certainly, the Federation of Nigeria Official Gazette has given Lobe Postal Agency's opening date as 7 November 1960 so we can be sure that creation of its skeleton canceller was necessary. It was then probably used in accordance with postal regulations. No such opening announcement for Mueba has been found in the Official Gazette, even though the strike reported by Bratzel is dated 1 October 1960, which could encourage a conclusion that this cancellation has been backdated by favour. But, if so, we do not know when or where it might have been applied.

It has also to be considered which agencies may have been opened during the year or so following 1 October 1961 when Southern Cameroons gave way to West Cameroon, leaving it with a quasi-autonomous anglophone postal regime in limbo. Skeleton cancels from the British Cameroons cupboard are to be found used years later, but with mutated wording arrangements and date slugs, whilst the offices awaited the introduction of French-type datestamps of Federal Cameroun. The lack of access to any official records precludes any affirmative study.

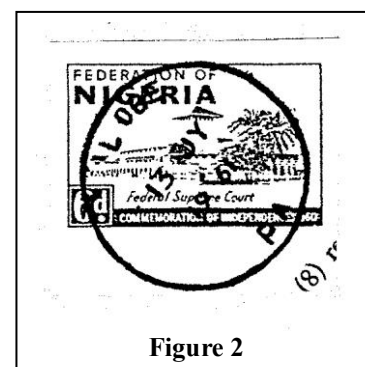


Figure 2



Figure 3 Philatelic usage of an 18fr aerogramme from Kembong, West Cameroon, on 6 DE 1963

To add to the saga of the usage in the 1960s of a British-type canceller for Mueba P.A., another contemporary British-type skeleton postmark has emerged which is for Kembong, an agency some 25 kilometres north of Mamfe, its controlling office. Like Mueba it is not found listed in the available official records and I have only seen it marked on the same 1965 map. Impressions of this postmark have been seen only for a single date, namely 6 DE 19[63]. Of these, six examples had been applied by favour on the inside of an aerogramme (Figure 3) addressed to the late Cyril Kidd by the postal agent, John M. Ayuk. There were no slugs for the year “63” which was instead inserted in green ink on the six specimen cancels but was overlooked when the agent cancelled the aerogramme’s imprinted 18 franc stamp.

References

- 1 Bratzel, Marty “Mueba - Another Postal Agency in the Cameroons during British Administration”, *Cameo*, Vol. 17, No. 3, pp160-162, October 2016
- 2 Akpan, E., “Oban, Nigeria: postal agency closure”, *Cameo*, Vol. 20, No. 2, pp65-67, June 2019
- 3 *Cameroons under United Kingdom Administration. Report for the Year 1954*, Published for the Colonial Office by Her Majesty’s Stationery Office, London, 1955

Mueba, Cameroons Postal Agency – Continued and Comments about Kembong and Other Skeleton Cancellers

Marty Bratzel

Bob Maddocks, in the preceding article, provides valuable insight into the political and economic realities on the ground at Mueba, Tombel, and environs in the British Cameroons during the mid-1950s through the late 1960s. Bob mentioned the massacre at Tombel on New Year’s Day 1967. He was living in the Cameroons at that time and his description of some of the things he saw first-hand would make your blood curdle. Bob also noted the absence of any official notice about the opening of a postal agency at Mueba. So, it is not surprising that there are questions as to when the postal agency was opened and its ability to remain operational during the 1960s.

Two philatelic covers postmarked Mueba 1 October 1960, which I previously reported and described, appeared to confirm that a postal agency had been opened there during the period of British Administration (Ref. 1). Another possibility was that the postmarks were backdated, created by favour. In light of Bob’s comments and additional information now to hand, the postmarks are, in all likelihood, backdated.



Figure 1 Air mail cover to England (at 75%) postmarked Mueba 20 JU 60, with the year subtly changed to 62. No backstamps.

Pictured in Figure 1 is one of three philatelic covers, each postmarked Mueba 20 June 1960, with the year subtly altered to 1962. Whether the correct date is actually 1962 can be questioned. There are no backstamps to indicate that any of the covers had gone through the mails. Further, the stamps – overprinted Cameroons / U.K.T.T. or sterling revalued – on all three were no longer valid. Although addressed to different people, the covers were created by Alfons Lipski, a German who was responsible for the Mueba covers postmarked 1 October 1960 – and for many other covers from various other locations in West Cameroon between at least 1963 and 1965.

So, when was the Mueba postal agency opened? We do not know. As Bob indicated, no official records have been located. All I can state with certainty is that the postal agency was definitely open in mid-1964. The registered cover in Figure 2 is postmarked Mueba 22 June 1964 and the backstamps confirm that the cover did travel through the mails. The cover was sent by the postmaster, Patrick N. Etuge, to Lipski.



Figure 2a Registered air mail special delivery cover to Germany (at 75%), postmarked Mueba 22 JU 1964.

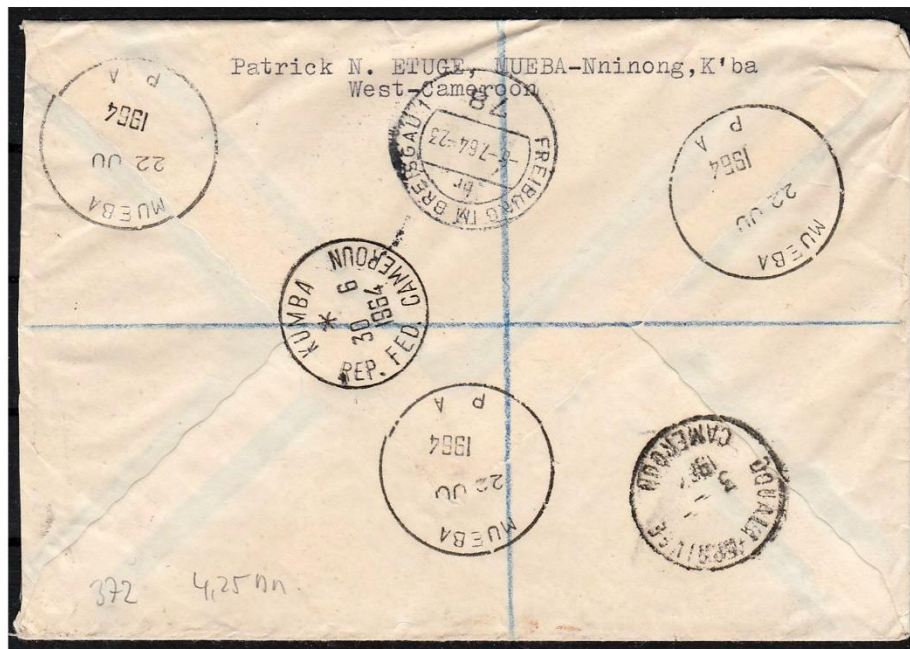


Figure 2b The reverse of the cover at Figure 2a (at 75%). The backstamps – Kumba 30 June, Douala 3 July, and Freiburg 6 July – confirm that the cover travelled through the mails.

Another similar registered cover, also from Etuge to Lipski, that passed through normal postal channels is postmarked Mueba 15 September 1964. Also to hand are two aérogrammes from Etuge to Lipski, respectively postmarked Mueba 23 November 1964 and 11 January 1965. Both have full messages.

Bob stated that “*it seems very unlikely that the Cameroun postal authorities would have initiated further release of British-style skeleton cancellers after 30 September 1961.*” Yet, “*Skeleton cancels from the British Cameroons cupboard are to be found used years later ... whilst the offices awaited the introduction of French-type date-stamps.*” Bob specifically mentioned Kembong. Four permutations of the Kembong skeleton date-stamp have been recorded by the author, the earliest dated 8 November 1962 and the latest 23 July 1966. The earliest recorded permanent date-stamp for Kembong is 28 December 1967.

Indeed, as Bob observed and as Michael Wright and I reported (Ref. 2), quite a number of skeleton handstamps were used in West Cameroon during the 1960s and 1970s, and more have been found since our report. Expediency.

References

- 1 Bratzel, Marty, Mueba – “Another Postal Agency in the Cameroons during British Administration”, *Cameo*, Vol. 17, No. 3, October 2016, pp160-162
- 2 Wright, Michael and Marty Bratzel, “The Skeleton Handstamps of West Cameroon”, *Cameo*, Vol. 11, No. 5, June 2010, pp299-305

The Postmarks of Sierra Leone, Another Update

Major Anthony J. Fulmes CD (Ret'd)

While reviewing my used Sierra Leone stamps and their cancels to prepare for an exhibit, I came across a number of cancels that provided updates to Frank Walton’s excellent, 2nd edition book on the pre-independence postmarks (Ref.1). These primarily consisted of new Earliest Recorded Dates (ERD) and Latest Recorded Dates (LRD). The scans below in conjunction with the reference material provide the information that I used to make my decisions or deductions. I invited Philip Quirk to review a draft of this article and he has added his comments in *italics*.

For the many similar Freetown CDSs, I have used scans printed on transparent film as overlays to confirm the cancel. They include:



Figure 1

this Freetown 035.20 code **C** LRD dated 11 Dec 1896 (previous LRD was 25 May 1896) (Figure 1). This CDS being only 21mm in diameter is an easy one to positively identify.

Freetown 035.30 code **A** ERD 20 Aug 1904 (previously reported ERD was 29 Nov 1904) (Figure 2) and Freetown 035.30 code **C** new code letter (previously only seen with a code **A**) from 19 May 1905, (Figure 3) may both be contentious and I welcome any corrections. The ERD with the **A** code only seems to fit as I have listed when overlaid. If it is not this CDS then it could possibly be a LRD for one of 035.28, 035.27 or 035.25, but none fit well with the overlay. The **C** code 35.30 is a similar case with no other CDSs lining up as well. *PQ comments: I concur with 035.30 code A and have 28 Jan 1904 as ERD. I think Figure 3 is an ERD of the mark I have designated 035.30B (Ref.2).*

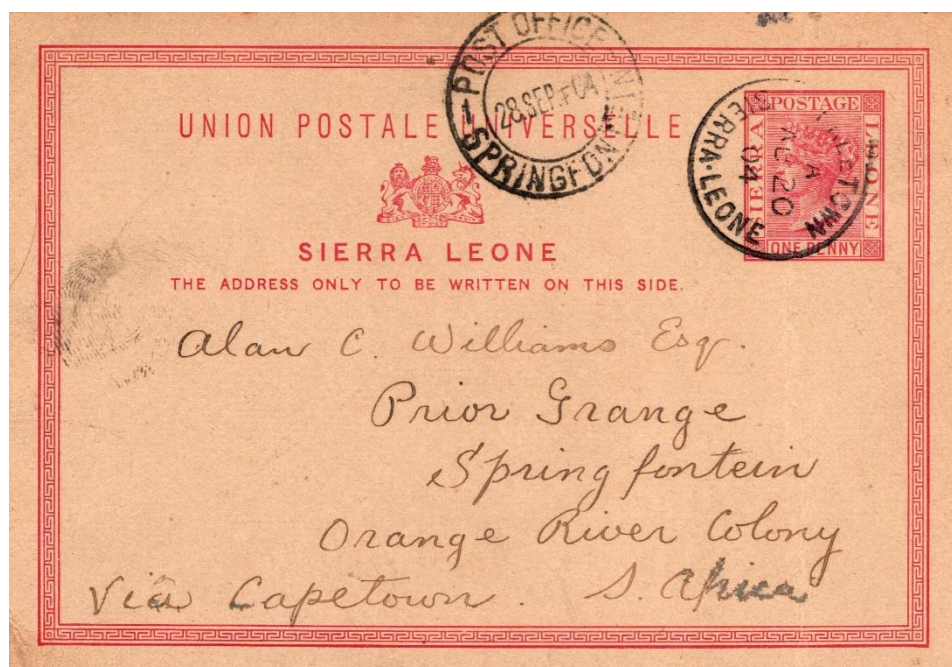


Figure 2



Figure 3



Figure 4

The next CDS is what I am calling Freetown 035.34 code **B** with a new ERD 01 Mar 1907 (Figure 4) (previous ERD of 19 Aug 1922). As a particularly large change of ERD, I am concerned. The lettering bears no resemblance to the wide spaced ones of 035.29 nor does it line up relative to the scans of other cancels. *PQ comment: I think this is an ERD of 035.39 (Ref.2). It is excellent to have independent confirmation of 035.30B and 035.39, since neither mark is listed in Walton 2nd ed.*

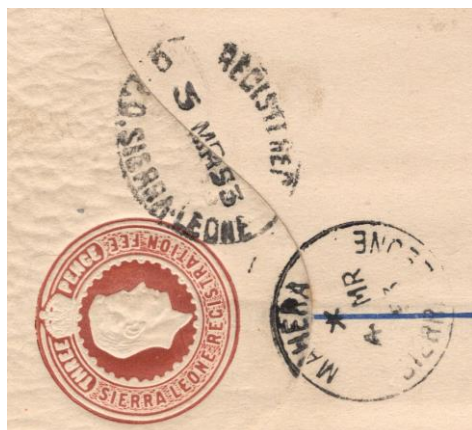


Figure 5

Also from Freetown is this 535.17 with a new LRD of 5 Mar 1953 (Figure 5) (previous LRD 25 Oct 1929), another drastically changed date for a CDS's LRD. When using the overlay, the only other CDS that comes close is 535.20 and that one has the word "REGISTERED" more tightly spaced.



Figure 6



Figure 7



Figure 8

The new, Gbangbatoke 041.01 ERD of 16 Nov 1948 (Figure 6) (previous ERD of 11 Apr 1949) also moves the date of the post office opening to late 1948 vice early 1949.

This mark from Kenema, 072.03 (Figure 7), has an error where a "27" was used for the year instead of 37, for a correct date of 15 Nov 1937. While mistakes in placing slugs in the hammers in Sierra Leone are not unusual it is interesting to note the errors.

Lavanah's 084.01 customs port oval in purple ink (Figure 8) is very unusual as Lavanah also used black and of course the typical red that most of the other customs ports used on their marks.



Figure 9



Figure 10

Manoh Salijah also has an ink colour update with 107.05 in blue ink now with a LRD of 29 Dec 1935 (Figure 9) (previously noted as 6 Nov 1935).

This Matru 112.02 is updated with a new LRD of 10 Sep 1955 (previously 20 Dec 1955) (Figure 10).



Figure 11 (reconstruction)

One of the most interesting finds is the use of the Ronietta 136.01, where the town name is spelled "RONIETTO". This copy was used after the post office reopened in 1952 instead of the new 136.03 CDS (Figure 11)! Perhaps the old mark was brought back into use for a short time before the new spelling mark was available. It is very unfortunate that this example is not more complete so the date used cannot be determined. I am sure it will make people keep their eyes out for more of these!

The Sembehu 142.01 (Figure 12) CDS has pushed forward the LRD to 22 Feb 1932, where previously it was 15 Sep 1930. This mark can be differentiated from the next CDS introduced when the dash between 'SIERRA' and 'LEONE' is not visible by the much wider 'U' and the letters in the town name being slightly closer together.



Figure 12



Figure 13

The final and minor town change comes from Tiama, where a new 151.01 ERD from its 3rd opening period of 06 Dec 1939 is displayed (Figure 13).

Of particular interest to me because of the military aspect (I served there in 2003 with the UN operation) and its destination, is this new, Army 301.02 ERD of 28 Dec 1942 (which was previously recorded as 17 Feb 1943)

(Figure 14). What is very interesting to note is that the cover from RCAF member, Flying Officer Gunn, was stamped with the RAF censor mark but signed as, "Censored by L.I. Gunn." A case of self-censoring by this officer!



Figure 14

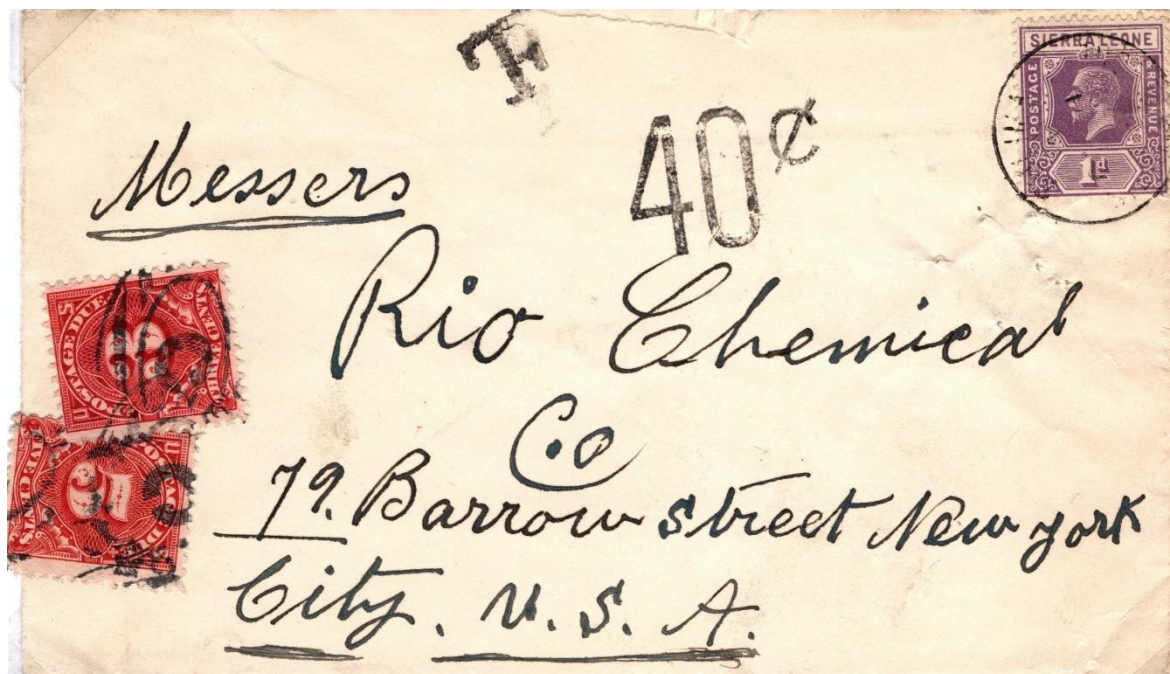


Figure 15

The final update on known marks is this "40c" Instructional Marking 725.40 mailed from Sulimah on 1 Oct 1927. The previous ERD was 30 Oct 1935 but this cover (Figure 15) pushes it back to an ERD of 27 Oct 1927. The cover was routed through Pujehun where it received a 3 Oct 1927 receiving mark on the back. The cover then had a Freetown receiver from 27 October applied on the reverse. Freetown is where the 40 centime mark would have also been applied.

I have also come across two other interesting markings that I have not seen published but would appreciate any information on them. The first and most interesting is a double ring Registration mark with "SIERRA LEONE" in a straight line across the middle on a socked on nose Victorian stamp (Figure 16). The angle of

the circle lettering is the same as the country name so they are most probably from the same device. The second is a straight line, "Postmaster General" mark across a 1d Silver Jubilee (Figure 17). could it have been used in a similar way as the, "OFFICIAL PAID" CDS, or as a Revenue? *PQ comment: the mark in Figure 16 is "Registrar General", used for fiscal purposes.*



Figure 16



Figure 17

References

- 1 Walton F.L., Quirk P., Hamilton M., and Horry D., *The Postmarks of Sierra Leone 1854 – 1961*, 2nd ed., WASC 2015
- 2 Quirk P., "The Postmarks of Freetown – Part 2", *Cameo*, Vol.20, pp170-179, June 2020

Nigeria: use of a Red Cross Reply Card in 1970

Jeremy Martin FRPSL



Figure 1

This Red Cross reply card (Figure 1) has been returned to Germany. It was probably stationery left over from the relief effort during the Biafran War, but this card has been franked with a 1969-72 4d SG 224 and date-stamped LAGOS 2 on 20 May 1970; months after the war ended.

The message on the reverse was written at Uyo on 15 April and reads:

My dear Wagner; thank you for the gifts you sent to me. I find them so useful.

Yours J. Alopon

The delay in the card reaching Lagos from Uyo could have been caused by the after-effects of the Biafran war. Uyo, 30 miles north west of Calabar, was previously in the Biafran-controlled area. During the war out-going mail was taken by return flights to be reposted by any of the relief organisations (Ref. 1), but Dudley Prestedge is silent about provision of reply cards like this one.

Reference

- 1 Prestedge D., *The Stamps, History and Postal History of the Rebel State during the Nigerian Civil War*, p17, WASC, Dronfield 2000

St Helena 1922 - 1937 Badge Issue

Stocks at St Helena, including Numbers Destroyed

Bernard Mabbett & Barry Burns FRPSL



Figure 1

15/- value of the Badge set on part of a Selfridge envelope and cancelled 12 June 1927, just 7 days before the entire stock of this value was destroyed by fire

This is the second in a series of articles recording the information we discovered during our visits to the St Helena Archives and Post Office Cellar in 2009 and 2013. The first of these, concerning the 1934 Centenary issue, was published in *Cameo* 105 (Ref. 1). One of the ledgers found in the cellar contained comprehensive details of the stamp stocks held at the Post Office dating from 1903.

This article concentrates on the stocks held in the vault at Jamestown of the 1922 - 1937 Badge definitive issue. The set was issued in stages with most values appearing in June 1922 and January 1923, and two new values (5d and 2/-) added during 1927. Three values (1/6d, 2/6d and 5/-) were printed on paper with two different watermarks (Multiple Crown CA and Multiple Script CA).

The records are on pages 407-408, 313-336, 339-344, 347-350 and 353-354 of this ledger. The disordered sequence is due to the practice of entering details of all stocks in the same ledger with other issues intervening, but the above page order lists the stocks of this issue chronologically. Clearly, we cannot reproduce all 36 pages here, but Figure 2 and 3 illustrate pages 313 and 314 of the ledger. The 18 values, from ½d to £1 are in columns, and the stocks held over time entered across the sheet in rows.

The stamps were issued in sheets of 60, printed by De La Rue & Co. Ltd. Generally, the numbers refer to full sheets, with part sheets being entered as $\frac{x}{60}$, thus half a sheet would be expressed $\frac{30}{60}$. The final column on the right gives the value in £. s. d. of the total number of stamps on that date. Entries in red ink usually refer to new additions to stock (from the Crown Agents, [CA]) or the Printer, transfers, or withdrawals/destruction. There were several printings of many of the values; up to seven for the humble halfpenny. Only the 3d, 4d, 8d, 2/-, 10/-, 15/- and £1 had a single printing although the 1/6d, 2/6d and 5/- had just one for each watermark.

Barry reported in *Cameo* 72 (Ref. 2) the printing details of this set based on the information at the Crown Agents Archive at the British Library. It was also later published as Appendix 1 in Ralph Stanton and Bill Thorpe's monograph of the issue (Ref. 3). Since then he has also studied the De La Rue records at The Postal Museum in London. Here, the Colonial Stamp Books list each Requisition received via the CA, the Private Day Books give the Invoice details, and the Crown Agents Correspondence Books contain letters between the CA and De La Rue. Of these the Private Day Books give the best overview of the printing details and despatches, which are given in Table 1.

Turning now to the ledger from the Post Office cellar, Tables 2 and 3 list the stocks of the sheets of stamps received from De La Rue and the Crown Agents between the first delivery on 12 June 1922 and the last on 27 May 1937. The table also includes details of the duties (4d and 15/-) withdrawn from sale and destroyed on 20 July 1927, and the total stock of withdrawn stamps of all values on 31 May 1938, 19 days after the introduction of the KGV definitive set.

Watermark	Invoice	Duty	Requisition	Specimens	Stamps to Dealers	Sheets to Colony	Stamps to Colony	Notes
Multiple	30.12.22	4d	776	416	7,200	1,892	113,520	
Crown CA	17.5.22	1/6d	134/1921	404	4,800	88	5,280	
	17.5.22	2/6d	134/1921	404	3,600	92	5,520	
	17.5.22	5/-	134/1921	404	2,160	91	5,460	
	17.5.22	£1	134/1921	404	720	86	5,160	
Multiple	30.12.22	½d	776	416	18,000	1,653	99,180	
Script CA	16.2.32		1242			1,035	62,100	
	9.4.36		1505			525	31,500	
	15.6.36		1517			500	30,000	
	14.10.36		1565			1,050	63,000	
	28.11.36		1575			999	59,940	
	11.2.37		1585/1			1,469	88,140	
	17.5.22	1d	134/1921	404	9,000	248	14,880	
	12.4.23		794			2,002	120,120	
	26.3.30		1104			1,013	60,780	
	16.2.32		1242			1,031	61,860	
	28.11.36		1575			515	30,900	
	11.2.37		1585/1			1,001	60,060	
	22.12.22	1½d	776	416	10,800	1,794	107,640	
	11.2.37		1585/1			736	44,160	
	30.12.22	2d	776	416	8,400	1,851	111,060	
	2.12.26		921			1,002	60,120	
	12.7.28		1005			1,020	61,200	
	16.2.32		1242			1,021	61,260	
	15.6.36		1517			500	30,000	
	11.2.37		1585/1			474	28,440	
	22.12.22	3d	776	416	7,200	1,742	104,520	
	30.12.22		776			127	7,620	
	23.7.27	5d	936	422		496	29,760	
	9.4.36		1505			105	6,300	
	15.6.36		1517		50	250	15,000	a
	17.5.22	6d	134/1921	404	6,000	165	9,900	
	16.3.25		860			1,040	62,400	
	22.12.22	8d	776	416	6,000	1,896	113,760	
	17.5.22	1/-	134/1921	404	6,000	132	7,920	
	2.12.26		921			500	30,000	
	2.12.26	1/6d	921	421	6,000	237	14,220	
	23.7.27	2/-	936	422		346	20,760	
	2.12.26	2/6d	921	421	4,800	261	15,660	
	2.12.26	5/-	921	421	2,400	219	13,140	
	17.5.22	7/6d	134/1921	404	1,500	83	4,980	
	29.4.37		1615/1		120	87	5,220	b
	17.5.22	10/-	134/1921	404	1,200	92	5,520	
	17.5.22	15/-	134/1921	404	1,002	91	5,460	

Table 1

Requisitions and Despatch details from the De La Rue Private Day Books

Note a: 50 stamps to dealer F.B. Smith**Note b** 60 stamps to dealer Mr Ellis and 60 stamps to Selfridges

G3 (Internal CA Department) to be informed when dealers stamps are available

313 *Patage and Remains issue, received on the 12th June 1923.*

Value on the 6th February 1923.

	1/2	1/4	1/8	1/16	1/32	1/64	1/128	1/256	1/512	1/1024	1/2048	1/4096	1/8192	1/16384	1/32768	1/65536	1/131072	1/262144	1/524288	1/1048576	1/2097152	1/4194304	1/8388608	1/16777216	1/33554432	1/67108864	1/134217728	1/268435456	1/536870912	1/1073741824	1/2147483648	1/4294967296	1/8589934592	1/17179869184	1/34359738368	1/68719476736	1/137438953472	1/274877906944	1/549755813888	1/1099511627776	1/2199023255552	1/4398046511104	1/8796093022208	1/17592186044416	1/35184372088832	1/70368744177664	1/140737488355328	1/281474976710656	1/562949953421312	1/1125899906842624	1/2251799813685248	1/4503599627370496	1/9007199254740992	1/18014398509481984	1/36028797018963968	1/72057594037927936	1/144115188075855872	1/288230376151711744	1/576460752303423488	1/1152921504606846976	1/2305843009213693952	1/4611686018427387904	1/9223372036854775808	1/18446744073709551616	1/36893488147419103232	1/73786976294838206464	1/147573952589676412928	1/295147905179352825856	1/590295810358705651712	1/1180591620717411303424	1/2361183241434822606848	1/4722366482869645213696	1/9444732965739290427392	1/18889465931478580854784	1/37778931862957161709568	1/75557863725914323419136	1/151115727451828646838272	1/302231454903657293676544	1/604462909807314587353088	1/1208925819614629174706176	1/2417851639229258349412352	1/4835703278458516698824704	1/9671406556917033397649408	1/19342813113834066795298816	1/38685626227668133590597632	1/77371252455336267181195264	1/154742504910672534362390528	1/309485009821345068724781056	1/618970019642690137449562112	1/1237940039285380274899124224	1/2475880078570760549798248448	1/4951760157141521099596496896	1/9903520314283042199192993792	1/19807040628566084398385987584	1/39614081257132168796771975168	1/79228162514264337593543950336	1/158456325028528675187087900672	1/316912650057057350374175801344	1/633825300114114700748351602688	1/1267650600228229401496703205376	1/2535301200456458802993406410752	1/5070602400912917605986812821504	1/10141204801825835211973625643008	1/20282409603651670423947251286016	1/40564819207303340847894502572032	1/81129638414606681695789005144064	1/162259276829213363391578010288128	1/324518553658426726783156020576256	1/649037107316853453566312041152512	1/1298074214633706907132624082305024	1/2596148429267413814265248164610048	1/5192296858534827628530496329220096	1/10384593717069655257060992658440192	1/20769187434139310514121985316880384	1/41538374868278621028243970633760768	1/83076749736557242056487941267521536	1/166153499473114484112975882535043072	1/332306998946228968225951765070086144	1/664613997892457936451903530140172288	1/1329227995784915872903807060280344576	1/2658455991569831745807614120560689152	1/5316911983139663491615228241121378304	1/10633823966279326983230456482242756608	1/21267647932558653966460912964485513216	1/42535295865117307932921825928971026432	1/85070591730234615865843651857942052864	1/170141183460469231731687303715884105728	1/340282366920938463463374607431768211456	1/680564733841876926926749214863536422912	1/1361129467683753853853498429727072845824	1/2722258935367507707706996859454145691648	1/5444517870735015415413993718908291383296	1/10889035741470030830827987437816582766592	1/21778071482940061661655974875633165533184	1/43556142965880123323311949751266331066368	1/87112285931760246646623899502532662132736	1/174224571863520493293247799005065324265472	1/348449143727040986586495598010130648530944	1/696898287454081973172991196020261297061888	1/1393796574908163946345982392040522594123776	1/2787593149816327892691964784081045188247552	1/5575186299632655785383929568162090376495104	1/11150372599265311570767859136324180752990208	1/22300745198530623141535718272648361505980416	1/44601490397061246283071436545296723011960832	1/89202980794122492566142873090593446023921664	1/178405961588244985132285746181186892047843328	1/356811923176489970264571492362373784095686656	1/713623846352979940529142984724747568191373312	1/1427247692705959881058285969449495136382746624	1/2854495385411919762116571938898990272765493248	1/5708990770823839524233143877797980545530986496	1/11417981541647679048466287755595961091061972992	1/22835963083295358096932575511191922182123945984	1/45671926166590716193865151022383844364247891968	1/91343852333181432387730302044767688728495783936	1/182687704666362864775460604089535377456991567872	1/365375409332725729550921208179070754913983135744	1/730750818665451459101842416358141509827966271488	1/1461501637330902918203684832716283019655932542976	1/2923003274661805836407369665432566039311865085952	1/5846006549323611672814739330865132078623730171904	1/11692013098647223345629478661730264157247460343808	1/23384026197294446691258957323460528314494920687616	1/46768052394588893382517914646921056628989841375232	1/93536104789177786765035829293842113257979682750464	1/187072209578355573530071658587684226515959365500928	1/374144419156711147060143317175368453031918731001856	1/748288838313422294120286634350736906063837462003712	1/1496577676626844588240573268701473812127674924007424	1/2993155353253689176481146537402947624255349848014848	1/5986310706507378352962293074805895248510699696029696	1/11972621413014756705924586149611790497021399392059392	1/23945242826029513411849172299223580994042798784118784	1/47890485652059026823698344598447161988085597568237568	1/95780971304118053647396689196894323976171195136475136	1/191561942608236107294793378393788647952342390272950272	1/383123885216472214589586756787577295904684780545900544	1/766247770432944429179173513575154591809369561091801088	1/1532495540865888858358347027150309183618739122183602176	1/3064991081731777716716694054300618367237478244367204352	1/6129982163463555433433388108601236734474956488734408704	1/12259964326927110866866776217202473468949912977468817408	1/24519928653854221733733552434404946937899825954937634816	1/49039857307708443467467104868809893875799651909875269632	1/98079714615416886934934209737619787751599303819750539264	1/196159429230833773869868419475239575503198607639501078528	1/392318858461667547739736838950479151006397215279002157152	1/784637716923335095479473677900958302012794430558004314304	1/1569275433846670190958947355801916604025588861116008628608	1/3138550867693340381917894711603833208051177722232017257216	1/6277101735386680763835789423207666416102355444464034514432	1/12554203470773361527671578846415332832204710888928069028864	1/25108406941546723055343157692830665664409421777856138057728	1/50216813883093446110686315385661331328818843555712276115456	1/100433627766186892221372630771322662657637687111424552230912	1/200867255532373784442745261542645325315275374222849104618224	1/401734511064747568885490523085290650630550748445698209236448	1/803469022129495137770981046170581301261101496891396418472896	1/1606938044258990275541962092341162602522202993782792836945792	1/3213876088517980551083924184682325205044405987565585673891584	1/6427752177035961102167848369364650410088811975131171347783168	1/12855504354071922204335696738729300820177623950262342695566336	1/25711008708143844408671393477458601640355247900524685391132672	1/51422017416287688817342786954917203280710495801049370782265344	1/102844034832575377634685573909834406561420991602098741564530688	1/205688069665150755269371147819668813122841983204197483129061376	1/411376139330301510538742295639337626245683966408394966258122752	1/822752278660603021077484591278675252491367932816789932516245504	1/1645504557321206042154969182557350504982735865633579865032491008	1/3291009114642412084309938365114701009965471731267159730064982016	1/6582018229284824168619876730229402019930943462534319460129964032	1/13164036458569648337239753460458804039861886925068638920259928064	1/26328072917139296674479506920917608079723773850137277840519856128	1/52656145834278593348959013841835216159447547700274555681039712256	1/105312291668557186697918027683670432318895095400549111362079424512	1/210624583337114373395836055367340864637790190801098222724158849024	1/421249166674228746791672110734681729275580381602196445448317698048	1/842498333348457493583344221469363458551160763204392890896635396096	1/1684996666696914987166688442938726917102321526408785781793270792192	1/3369993333393829974333376885877453834204643052817571563586541584384	1/6739986666787659948666753771754907668409286105635143127173083168768	1/13479973333575319897333507543509815336818572211270286254346166337536	1/26959946667150639794667015087019630673637144422540572508692332675072	1/53919893334301279589334030174039261347274288845081145017384665350144	1/107839786668602559178668060348078522694548577690162290034769330700288	1/215679573337205118357336120696157045389097155380324580069538661400576	1/431359146674410236714672241392314090778194310760649160139077322801152	1/862718293348820473429344482784628181556388621521298320278154645602304	1/1725436586697640946858688965569256363112777243042596640556309291204608	1/3450873173395281893717377931138512726225554486085193281112618582409216	1/6901746346790563787434755862277025452451108972170386562225237164818432	1/13803492693581127574869511724554050904902217944340773124450474329636864	1/27606985387162255149739023449108101809804435888681546248900948659273728	1/55213970774324510299478046898216203619608871777363092497801897318547456	1/110427941548649020598956093796432407239217743554726184995603794637094912	1/220855883097298041197912187592864814478435487109452369991207589274189824	1/441711766194596082395824375185729628956870974218904739982415178548379648	1/883423532389192164791648750371459257913741948437809479964830357096759296	1/1766847064778384329583297500742918515827483896875618959929660714193518592	1/3533694129556768659166595001485837031654967793751237919859321428387137184	1/7067388259113537318333190002971674063309935587502475839718642856774274368	1/14134776518227074636666380005943348126619871175004951679437285713548548736	1/28269553036454149273332760011886696253239742350009903358874571427097097472	1/56539106072908298546665520023773392506479484700019806717749142854194194944	1/113078212145816597093331040047546785012958969400039613435498285708388389888	1/226156424291633194186662080095093570025917938800079226870996571416776779776	1/452312848583266388373324160190187140051835877600158453741993142833553559552	1/904625697166532776746648320380374280103671755200316907483986285667107119104	1/1809251394333065553493296640760748560207343510400633814967972571334214238208	1/3618502788666131106986593281521497120414687020801267629935945142668428476416	1/7237005577332262213973186563042994240829374041602535259871890285336856952832	1/14474011154664524427946373126085988481658748083205070519743780570673713905664	1/28948022309329048855892746252171976963317496166410141039487561141347427811328	1/57896044618658097711785492504343953926634992332820282078975122282694855622656	1/115792089237316195423570985008687907853269984665640564157950244565389711245312	1/231584178474632390847141970017375815706539969331281128315900489130779422490624	1/4631683569492647816942839400347516
--	-----	-----	-----	------	------	------	-------	-------	-------	--------	--------	--------	--------	---------	---------	---------	----------	----------	----------	-----------	-----------	-----------	-----------	------------	------------	------------	-------------	-------------	-------------	--------------	--------------	--------------	--------------	---------------	---------------	---------------	----------------	----------------	----------------	-----------------	-----------------	-----------------	-----------------	------------------	------------------	------------------	-------------------	-------------------	-------------------	--------------------	--------------------	--------------------	--------------------	---------------------	---------------------	---------------------	----------------------	----------------------	----------------------	-----------------------	-----------------------	-----------------------	-----------------------	------------------------	------------------------	------------------------	-------------------------	-------------------------	-------------------------	--------------------------	--------------------------	--------------------------	--------------------------	---------------------------	---------------------------	---------------------------	----------------------------	----------------------------	----------------------------	-----------------------------	-----------------------------	-----------------------------	-----------------------------	------------------------------	------------------------------	------------------------------	-------------------------------	-------------------------------	-------------------------------	--------------------------------	--------------------------------	--------------------------------	--------------------------------	---------------------------------	---------------------------------	---------------------------------	----------------------------------	----------------------------------	----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	------------------------------------	------------------------------------	------------------------------------	------------------------------------	-------------------------------------	-------------------------------------	-------------------------------------	--------------------------------------	--------------------------------------	--------------------------------------	---------------------------------------	---------------------------------------	---------------------------------------	---------------------------------------	--	--	--	---	---	---	--	--	--	--	---	---	---	--	--	--	---	---	---	---	--	--	--	---	---	---	--	--	--	--	---	---	---	--	--	--	---	---	---	---	--	--	--	---	---	---	--	--	--	--	---	---	---	--	--	--	---	---	---	---	--	--	--	---	---	---	--	--	--	--	---	---	---	--	--	--	---	---	---	--	--	--	--	---	---	---	--	--	--	---	---	---	---	--	--	--	---	---	---	--	--	--	--	---	---	---	--	--	--	---	---	---	---	--	--	--	---	---	---	--	--	--	--	---	---	---	--	--	--	---	---	---	---	--	--	--	---	---	---	--	--	--------------------------------------

Duty	½d	1d	1½d	2d	3d	4d	5d	6d	8d	Notes
Received from Printer/CA 12.6.22		248						165		
Drawn for Specimen SH2 h/s 15.6.22		1						1		
Supply received from London 30.10.22								7 ⁵⁰ / ₆₀		
Received from Printer/CA 22.1.23	1653		1794	1851	1869	1892			1896	
Received from CA, unsold 29.5.23			48 ¹⁶ / ₆₀	18 ³⁶ / ₆₀	10 ⁵⁶ / ₆₀				7 ⁴⁶ / ₆₀	
Received from Printer/CA 29.5.23		2002								
Drawn for Specimen SH2 h/s 22.8.23	1		1	1	1	1			1	
Received from Printer/CA 25.4.25								1040		
Drawn for Wembley via CA 12.5.25	8	8	8	8	4	3		3 ⁵⁹ / ₆₀	4	a
Drawn for HM The King 11.6.25	⁴ / ₆₀	⁴ / ₆₀	⁴ / ₆₀	⁴ / ₆₀	⁴ / ₆₀	⁴ / ₆₀		⁴ / ₆₀	⁴ / ₆₀	b
Drawn for Wembley via CA 7.8.25					10	10				a
Returned from Wembley 2.1.26					6	7				a
Received from CA 21.1.27				1002						
Received from CA 14.6.27										
Destroyed by Fire 20.7.27						1609 ²⁹ / ₆₀				
Received from Printer/CA 15.8.27							496			
For P.M.G., London 6.3.28	4 ¹⁰ / ₆₀	4 ¹⁰ / ₆₀	4 ¹⁰ / ₆₀	4 ¹⁰ / ₆₀	4 ¹⁰ / ₆₀		4 ¹⁰ / ₆₀	4 ¹⁰ / ₆₀	4 ¹⁰ / ₆₀	d
Received from CA 29.1.29				1020						
Received from CA 7.7.30		1013								
Received from CA 15.3.32	1035	1031		1021						
Received from CA 29.4.36	525						105			
Received from CA 20.7.36	500			500			250			
Received from CA 18.11.36	1050									
Received from CA 7.1.37	999	515								
Received from CA 8.3.37	1469	1001	736	474						
Received from CA 27.5.37										
Supplies ? by CA										
Returned to stock by CA xx.1.38		20		20	20					f
Stocks in Strong Room 12.5.38	1704 ⁴² / ₆₀	405 ⁵¹ / ₆₀	497 ⁵² / ₆₀	156 ⁴ / ₆₀	685 ¹² / ₆₀		81 ³⁰ / ₆₀	396 ⁵⁹ / ₆₀	1409 ⁴¹ / ₆₀	
Issued for Specimen SH2 h/s 31.5.38	² / ₆₀	² / ₆₀	² / ₆₀	² / ₆₀	² / ₆₀		² / ₆₀	² / ₆₀	² / ₆₀	
Total Stocks 31.5.38	1704 ⁴⁰ / ₆₀	405 ⁴⁹ / ₆₀	497 ⁵⁰ / ₆₀	156 ³ / ₆₀	685 ¹⁰ / ₆₀		81 ²⁸ / ₆₀	396 ⁵⁷ / ₆₀	1409 ³⁹ / ₆₀	g

Table 2

Details from the Ledger listing Stamp Stocks from 1903. 1922-1937 ½d to 8d duties

Notes for Tables 2 and 3

- a The ledger note appears to be 'Wembley' but the first letter could be an 'M'. Was there a philatelic display at the British Empire Exhibition in 1925, possibly with stamps available for sale? For whatever reason, the stamps indicated were taken from stock as shown, and only partly returned on 2.1.1926
- b HM King George V requested plate blocks of 4 for the Royal Philatelic Collection. Usually supplied by the CA, this must have been initially overlooked
- c The 1/6d, 2/6d and 5/- duties were of the new Multiple Script CA watermark. The later arrivals on 14.6.27 were the entire supply set aside for Dealers - from January 1927 St Helena decided that all future orders for stamps from abroad be made through the St Helena Postmaster
- d Note in the ledger: Written off charge. Secretary of State letter 4 January 1928

Duty	1/-	1/6d	2/-	2/6d	5/-	7/6d	10/-	15/-	£1	Notes
Received from Printer/CA 12.6.22	132	88		92	91	83	92	91	86	
Drawn for Specimen SH2 h/s 15.6.22	1	1		1	1	1	1	1	1	
Supply received from London 30.10.22	13 ³⁰ / ₆₀	25 ¹¹ / ₆₀		10 ⁵⁵ / ₆₀	⁵⁷ / ₆₀	4 ² / ₆₀		3 ⁸ / ₆₀		
Received from Printer/CA 22.1.23										
Received from CA, balance unsold 29.5.23										
Received from Printer/CA 29.5.23										
Drawn for Specimen SH2 h/s 22.8.23										
Received from Printer/CA 25.4.25										
Drawn for Wembley via CA 12.5.25	4	1		²⁴ / ₆₀	³⁰ / ₆₀	¹⁵ / ₆₀	¹⁵ / ₆₀	¹⁵ / ₆₀	¹⁵ / ₆₀	a
Drawn for HM The King 11.6.25	⁴ / ₆₀	⁴ / ₆₀		⁴ / ₆₀	⁴ / ₆₀	⁴ / ₆₀	⁴ / ₆₀	⁴ / ₆₀	⁴ / ₆₀	b
Drawn for Wembley via CA 7.8.25										a
Returned from Wembley 2.1.26										a
Received from CA 21.1.27	500	237		261	219					c
Received from CA 14.6.27		100	80	40						c
Destroyed by Fire 20.7.27								77 ⁴¹ / ₆₀		
Received from Printer/CA 15.8.27			346							
For P.M.G., London 6.3.28	4 ¹⁰ / ₆₀	4 ¹⁰ / ₆₀	4 ¹⁰ / ₆₀	4 ¹⁰ / ₆₀	4 ¹⁰ / ₆₀	4 ¹⁰ / ₆₀	4 ¹⁰ / ₆₀			d
Received from CA 29.1.29										
Received from CA 7.7.30										
Received from CA 15.3.32										
Received from CA 29.4.36										
Received from CA 20.7.36										
Received from CA 18.11.36										
Received from CA 7.1.37										
Received from CA 8.3.37										
Received from CA 27.5.37						89				e
Supplies ? by CA						2				e
Returned to stock by CA xx.1.38										f
Stocks in Strong Room 12.5.38	197 ⁵⁸ / ₆₀	113 ⁴² / ₆₀	144 ²⁴ / ₆₀	166 ¹ / ₆₀	129 ⁴⁰ / ₆₀	82 ³⁶ / ₆₀	30 ⁴² / ₆₀		44 ³⁰ / ₆₀	
Issued for Specimen h/s 31.5.38	² / ₆₀	² / ₆₀	² / ₆₀	² / ₆₀	² / ₆₀	² / ₆₀	² / ₆₀		² / ₆₀	
Total Stocks 31.5.38	197 ⁵⁶ / ₆₀	113 ⁴⁰ / ₆₀	144 ²² / ₆₀	165 ⁵⁹ / ₆₀	129 ³⁸ / ₆₀	82 ³⁴ / ₆₀	30 ⁴⁰ / ₆₀		44 ³⁰ / ₆₀	g

Table 3

Details from the Ledger listing Stamp Stocks from 1903. 1922 to 1937 1/- to £1 duties

Notes for Tables 2 and 3

- e The 7/6d duty was exhausted by 28.12.36. Requisition 1615/1 of 89 sheets was received at Jamestown 27.5.37. However, the 2 sheets for Mr Ellis and Selfridges had not been set aside, so 2 sheets were returned immediately
- f The returned stock had been despatched by the CA 10 August 1937 (entry in Private Day Books as containing 'unsold balance of dealers stocks')
- g It is clear that the complete stock of stamps on the island and with the CA now resided in the Strong Room at Jamestown. As the new KGVI definitive set had been issued 12 May 1938, no new sales of the KGV issue would be made, and this entire stock, totalling £15,216 - 2s - 2d would be burned, although the date for this is not given in the ledger

353 *St Helena "The King" Sheet 1 60 2c*

	$\frac{1}{2}$ d	1d	$1\frac{1}{2}$ d	2d	3d	5d	6d	8d	1/-	$1\frac{1}{6}$	2/-	$2\frac{1}{6}$	5/-	7/6
1938														
Bk. over.	1718	439	540	2264	678	76	391	1409	196	113	143	165	128	
		20		40										
	1715	419	540	184	675	76	391	1409	196	113	143	165	128	
	20	20	-	20										
	1695	399	540	164	675	76	391	1409	196	113	143	165	128	
			40	20										
	1695	399	500	144	675	76	391	1409	196	113	143	165	128	
			5											
	1695	399	495	144	675	76	391	1409	196	113	143	165	128	
			1											
	1695	399	488	144	675	76	391	1409	196	113	143	165	128	
			94											
	6 $\frac{42}{10}$	6 $\frac{51}{10}$	3 $\frac{52}{10}$	12 $\frac{3}{10}$	7 $\frac{14}{10}$	5 $\frac{30}{10}$	5 $\frac{59}{10}$	7 $\frac{1}{10}$	1 $\frac{58}{10}$	4 $\frac{43}{10}$	1 $\frac{34}{10}$	1 $\frac{16}{10}$	1 $\frac{39}{10}$	
	1704 $\frac{42}{10}$	405 $\frac{51}{10}$	487 $\frac{52}{10}$	156 $\frac{3}{10}$	685 $\frac{13}{10}$	81 $\frac{30}{10}$	396 $\frac{59}{10}$	1409 $\frac{41}{10}$	197 $\frac{58}{10}$	113 $\frac{43}{10}$	144 $\frac{24}{10}$	166 $\frac{16}{10}$	129 $\frac{39}{10}$	
	1704 $\frac{40}{10}$	405 $\frac{46}{10}$	497 $\frac{50}{10}$	156 $\frac{3}{10}$	685 $\frac{10}{10}$	81 $\frac{28}{10}$	396 $\frac{52}{10}$	1409 $\frac{35}{10}$	197 $\frac{54}{10}$	113 $\frac{28}{10}$	144 $\frac{22}{10}$	165 $\frac{51}{10}$	129 $\frac{36}{10}$	

Figure 4

Page 353 of the ledger showing the final stock position on 31 May 1938

We illustrate as Figures 4 and 5 the final two pages in the ledger for the issue. These give details of the critical final stocks before they were burned.

The following two tables (4 and 5) summarise the numbers of each duty received and destroyed. This is simplified and takes no account of which requisitions were included in the final destruction. The only duties we can be certain of are those with just a single printing, plus the 7/6d. All the 7/6d stamps from the first despatch were sold out before the final printing was received 6 months later. From the numbers delivered and destroyed just 386 stamps are believed to have been sold. The 'adjusted' column is to allow for Specimens and for those to H.M. The King on 11.6.25 and the PMG London on 6.3.28 – usually, but not always, 316 stamps.

Duty	Stamps, dealers	Sheets, St Helena	Stamps, St Helena	Adjusted	Total Stamps	Stamps Destroyed	Stamps Sold
$\frac{1}{2}$ d	18,000	7231	433,860	433,544	451,544	102,280	349,264
1d	9,000	5810	348,600	348,284	357,284	24,349	332,935
$1\frac{1}{2}$ d	10,800	2530	151,800	151,484	162,284	29,870	132,414
2d	8,400	5868	352,080	351,764	360,164	9,363	350,801
3d	7,200	1869	112,140	111,824	119,024	41,110	77,914
4d	7,200	1892	113,520	113,456	120,656	96,569	24,087
5d	50	851	51,060	50,808	50,858	4,888	45,970
6d	6,000	1205	72,300	71,984	77,984	23,817	54,167
8d	6,000	1896	113,760	113,444	119,444	84,579	34,865
1/-	6,000	632	37,920	37,604	43,604	11,876	31,728

Table 4 Stamps sold

7/6	10/6	20/6						
81	31	44	From Vault 5/4/1938	✓	15151	10	0	
81	31	44	From Vault 22/4/1938	✓	15126	10	0	
81	31	44	From Vault 1/5/38	✓	15109	0	0	
81	30	44	From Vault 1/5/38	✓	15054	0	0	
81	30	44	From Vault 11/5/38	✓	1	17	6	
81	30	44	From Vault 11/5/38	✓	15052	2	6	
81	30	44	From Vault 11/5/38	✓	2	8	0	
81	30	44	Returned to Treasury Strong Room 12/5/1938	✓	15051	15	0	
81	30	44	do	✓	15	17	7	
81	30	44	do	✓	13	1		
82	30	44	Issued for specimens from Strong Room 31/5/38	✓	15221	5	8	
82	30	44		✓	5	3	6	
82	30	44		✓	15216	2	2	

Figure 5

Page 354 of the ledger showing the final stock position on 31 May 1938

Duty	Stamps, dealers	Sheets, St Helena	Stamps, St Helena	Adjusted	Total Stamps	Stamps Destroyed	Stamps Sold
1/6d	10,800	325	19,500	19,184	29,984	6,820	23,164
2/-	-	346	20,760	20,508	20,508	8,662	11,846
2/6d	8,400	353	21,180	20,864	29,264	9,959	19,305
5/-	4,560	310	18,600	18,284	22,844	7,778	15,066
7/6d	1,620	170	10,200	9,884	11,504	4,954	6,550
10/-	1,200	92	5,520	5,204	6,404	1,840	4,564
15/-	1,002	91	5,460	5,396	6,398	4,661	1,737
£1	720	86	5,160	5,094	5,814	2,670	3,144

Table 5 Stamps sold

Acknowledgements

With thanks to Paul Skinner and staff at the British Library, and the staff at the British Postal Museum & Archive (now The Postal Museum) for help and permission to publish details from their archives. Also, to Edward Baldwin, the Museum, Archives and Post Office at Jamestown during our visits in 2009, 2013 and 2019

References

- 1 Mabbett B. & Burns B., "St Helena Centenary Issue", *Cameo* whole no. 105, WASC October 2018
- 2 Burns B., "Printing Details of the 1922 St Helena Badge Set", *Cameo* whole no. 72, WASC October 2007
- 3 Stanton R. & Thorpe W., *The George V Badge Issues of St Helena & Ascension*, WASC 2012

Articles of Interest Published in Other Journals

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

Daily Telegraph

22 June 2020, two letters. Memorial on Ascension Island to those crew of HMS *Bann* of the West Africa Squadron who died of yellow fever. Memorial at St Luke's Church at the former Royal Naval Hospital at Gosport to Commodore William Jones, Commander of the West Africa Squadron.

24 June, one letter. Memorial to crew of HMS *Waterwitch* in St Helena who died while serving on the anti-slavery patrols off the coast of Africa.

Geosix, whole number 276, June 2020

pp13-16, *Report of the Spring Display Meeting at the Union Jack Club* by Brian Livingstone includes, on these pages, a display of uncommon varieties by Brian Pugsley including essays of KGVI Gambia.

p18, *Scratched marginal mark on Gambia 'Victory' 1½d* by Alan Baker

Journal of the France & Colonies PS,

volume 70, number 1, April 2020

pp3-17, *Post-independence postmarks of the Central African Republic, part 1*, by Marc Parren and Martin Bohnstedt

volume 70, number 2, August 2020

pp58-69, *Post-independence postmarks of the Central African Republic, part 2*, by Marc Parren and Martin Bohnstedt

pp82-83, *The CFA franc, and other currencies* by Michael Round

CCSG Bulletin, volume 47, number 2, April 2020

pp49-52, *Why Bermuda?": How the British came to censor American transatlantic mail at Bermuda during WWII*, by Jen Rigdon Teter

pp53-58, *DETAIN and CONDEMNED Resealing Labels during the Bermuda Censor Station's Transition to Imperial Censorship (IC) Status*, by Louis Fiset

Flagstaff, Journal of the KGV Silver Jubilee Study Circle, number 56, April 2018

pp20-24, *1935 Silver Jubilee stamps on cover mailed from Tristan da Cunha*, by Neil Donen & Gary Wayne Loew

WASC Study Editors are available to assist with queries and to help edit articles

- | | |
|------------------------------|--|
| • Airmails – Barbara Priddy | • Nigerias to 1914 – Simon Heap |
| • Ascension – Bernard Hughes | • Nigeria post 1914 – Tony Plumbe |
| • Biafra – Tony Plumbe | • St. Helena – Bernard Mabbett |
| • Cameroons – Marty Bratzel | • Sierra Leone to 1961 - Frank Walton |
| • Gambia – John Russell | • Sierra Leone post 1961 - Peter Rolfe |
| • Ghana – Ian Anderson | • Togo – Jeremy Martin |
| • Gold Coast – Peter Duggan | • Tristan da Cunha – Richard Moss |
| • Maritime – John Hossack | |

Publications Committee Chairman Peter Richards

West Africa

in London



Grosvenor is delighted to announce that our traditional London stamp auctions have returned. West African material features regularly.

In these difficult times collectors will be pleased to find that our online bidding facility is rapid and free to use. The quality of our sale catalogues is renowned and it is our stated aim to provide the very best service when you wish to buy or the time has come to sell. For further information contact **Constanze Dennis** or **Tom Margalski** at the address below or via our website, www.grosvenorauctions.com.

GROSVENOR

399-401 Strand Third Floor London WC2R 0LT

T: 020 7379 8789 F: 020 7379 9737 E: info@grosvenor-auctions.co.uk

www.grosvenorauctions.com