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The Journal of the West Africa Study Circle



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WHOLE NUMBER 89

JUNE 2013

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Front Cover

Imperium 6d proof with a specimen of over-embossing for the use of adhesive stamps on taxed documents. Produced by Thomas de La Rue in 1901. See page 70

Editorial

Welcome to all our electronic subscribers and thank you for taking that option, starting with our last issue. I hope we have set up a satisfactory process. Your feedback will be welcome as we know that some UK members would like to subscribe this way too.

Peter Fernbank has now published the second edition of his superb study of the King George V Imperium key-plates, this time via the British West Indies Study Circle. WASC published the first edition, which has been out of stock for several years. Please see the book review by Barry Burns on page 68 and the advertisement on page 119.

I also take this opportunity to highlight the advertisement placed by our member, Fritz Kemme on page 119 for the sale of his comprehensive Northern Nigeria collection, and possibly his collections of other territories, unbroken.



The next issue will be edited by Barry Burns, datelined October 2013.
The copy deadline is 1 September 2013

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

Rob May / Barry Burns

Scope

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

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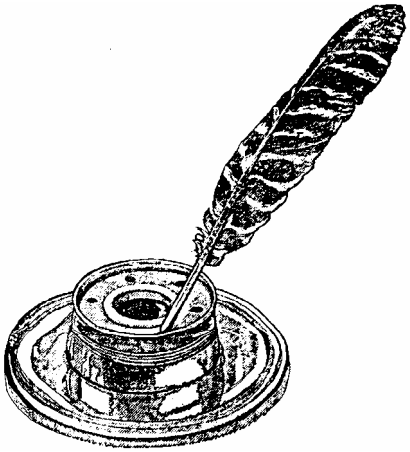
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Letters to the Editor

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

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

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

Gold Coast Mansu manuscript postmark

Dear Rob,

It is with huge pleasure that I can inform members that I recently acquired (for a grand total of €12.19, including registered postage from Belgium!), in an internet auction of a quite ordinary lot of 8 turn-of-the century Gold Coast stamps, an 1888 issue SG18 One Shilling violet, with a manuscript cancel in black ink reading "Mansu 16/12/95". The stamp is genuine and the manuscript cancel also appears completely genuine. It certainly got Michael Hamilton excited.

Proud has this Post Office as opening on Boxing Day 1895 (albeit with an asterisk as unconfirmed) accompanied by a lovely group photograph taken on "Christmas Day 1895 outside the hut which amongst other things contained the Post Office at Mansu". Presumably, they had to sleep off their Christmas Lunch before the official opening! Ian Anderson's handbook has it as opening on the same date "as a Telegraph Office". Nevertheless, this stamp was clearly cancelled 10 days in advance of the putative opening date of the Office - probably by one of the gentlemen in the photo - and I wonder whether any other members can supply any further supporting evidence for such a cancel. Other "village" cancels are occasionally reported by Hamilton, but I have never seen any reports for Mansu.

I have been cautioned against publishing a scan of this discovery for security reasons, but I am quite happy to provide a quality scan of the stamp to genuine philatelic archivists of the period.

Simon Binstead
Andorra

P.S. As it turned out I must have had a really lucky day, as, included in the lot but unreadable at the time of bidding, there was also an SG5 with a Proud D2 APPAM cancel 81 MY in red, which I see from Proud is the last recorded date!

Ian Anderson responded ahead of publication of this letter:
I know the thrill when one discovers a previously unreported item. Mansu / Manso is certainly an elusive postmark.
From my own researches, I understand that a weekly service to Prahsu through Mansu began in 1891 with 2 postmen following the ancient trading trails. This route was extended in 1896 to Kumasi, using 4 men on a bi-weekly timetable. Therefore, there could potentially be covers / stamps with earlier Mansu markings than 1895.
Mackin (2nd edition) recorded Mansu type 5 in 18**92**, Proud noted the earliest recorded but not seen by him as 26.12.**95** and the earliest that I have is 3.12.**97**.
Mansu became a telegraph office at the end of 1895 and the use of a 1/- stamp may relate to a telegraphic rather than a postal use. It is possible that this example was at one time on a telegraph form where writing the place and date over the stamp was common practice to prevent the stamp from being re-used for postage.

Ian Anderson
Edinburgh

Togo—10pf+10pf Reply Card overprinted for British Use

Dear Rob,

A used example of the reply half of a German Togo 10pf+10pf reply card overprinted for British use appeared on the front cover of Cameo, no 88, January 2013. The 1989 Michel catalogue lists this card unused, and Robert Gibbs had questioned if this existed used. The one illlustrated in Cameo was the first known.

It is amazing how often rare items such as this appear in clusters! I can report that the German auction house J&K Wolfgang Jennes and Peter Klutterman of Köln-Lindenthal offered an example of the reply half of this card cancelled to order by the Lome double ring cancel M&W 008.03 dated 25 September 1915. The card was not addressed and had nothing written on the message side. It was for sale along with an ordinary 5pf postcard cancelled to order in the same way.

I have asked the auction house to advise me of the realisation price.

John Mayne
Bridgnorth

Gold Coast—QV Registered Envelopes

Dear Rob
In answer to John Gledhill's article in *Cameo* January 2013 pages 47-48 we offer the following comments.

A detailed description of the Sixth Issue in Sacher (Ref 1) dates the issue as "probably 1901" but after a full search of our collections, together with notes of auction sales, the earliest dates of recorded use for each size are

Size F - 6 Nov 1903
Size G - 28 May 1902
Size H - 2 July 1902

Hence, this issue was evidently ordered, supplied and used after the Queen was deceased, when preparations were presumably under way to issue Edwardian envelopes. All of our examples have the Inland registration instruction on the back. We do not believe there is a similar issue with a plain back. It is probable that the printer overprinted soon-to-be redundant stock to fill a gap and that there was no instruction to specifically supply I.R. envelopes.

The Coronation of KEVII did not take place until August 1902 so, strictly speaking, new new issues of stamps and postal stationery should not have been issued until after that. Overprinted Edwardian registered envelopes in sizes G, H and H2 with the same I.R. instruction seem to have been used throughout the King's reign despite the first envelopes specifically designed for Gold Coast being introduced in 1904 (Ref 2). Strangely, the latter design did not include the instructions despite the Colony having apparently signed up by that time.

Another example of a printer errantly overprinting QV GB stock is surely the unique size G envelope first reported by Fritz Kemme (Ref 3).

Ian Anderson & Philip Levine
Edinburgh & Queensland, Australia

References

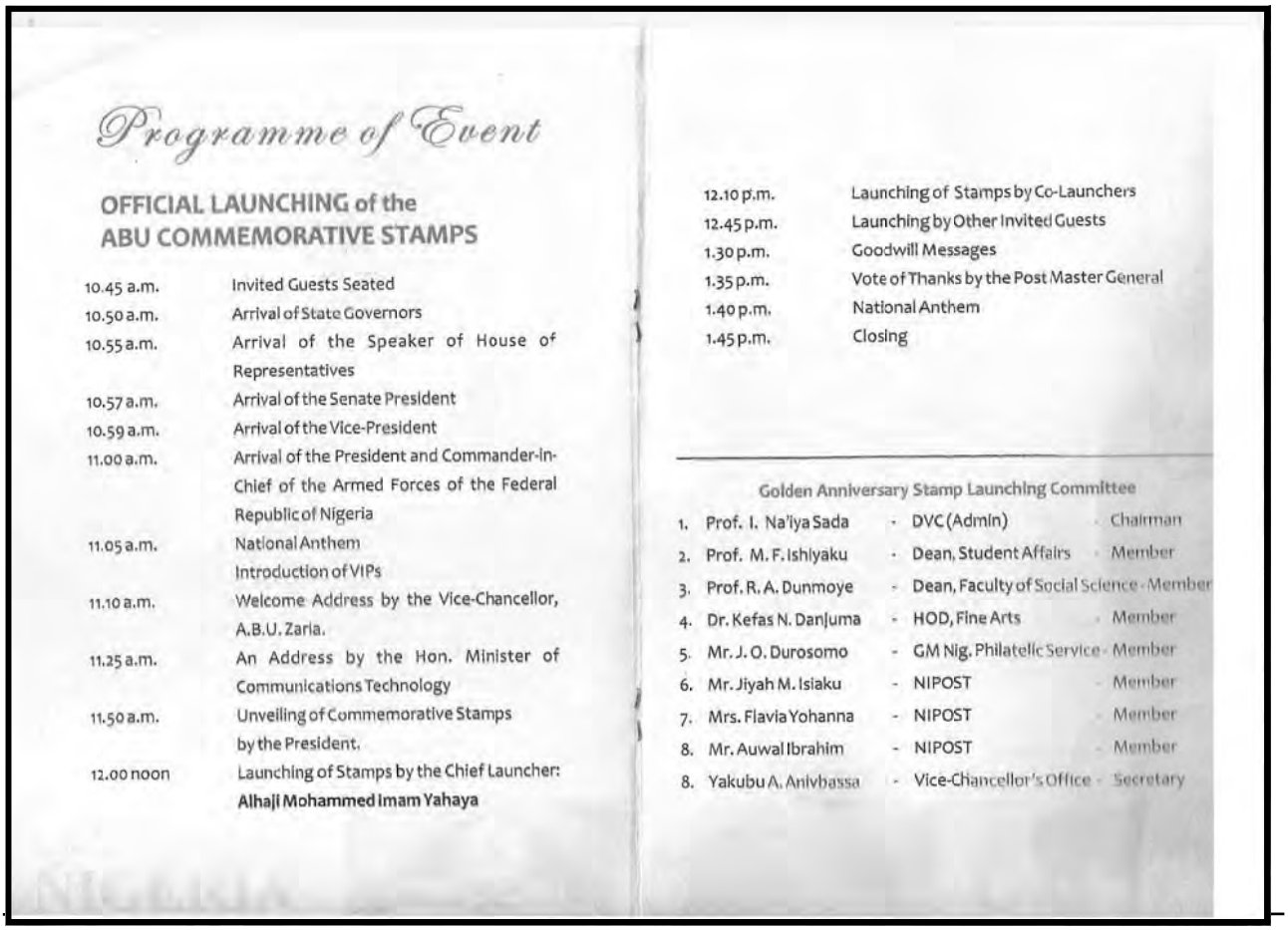
1 *The Postal Services of the Gold Coast to 1901*, ed Sacher, RPSL 2003.
2 *The Postal Services of the Gold Coast 1901-1957*, ed Ensor, WASC, 1998, p 13
3 *Cameo*, Vol 8 No 2, January 2004, p84

Nigeria—a recent stamp launch

Dear Rob,

I received from WASC member Eddy Akpan a copy of a recent announcement from NIPOST. I think members may be impressed by the event programme to launch the recent stamp issue to commemorate the Golden Anniversary of Ahmadu Bello University, Zaria, which has been sponsored by the University.

Gordon Crow & Eddy Akpan
Farnham Surrey & Calabar, Nigeria



Programme of Event

OFFICIAL LAUNCHING of the ABU COMMEMORATIVE STAMPS

10.45 a.m.	Invited Guests Seated
10.50 a.m.	Arrival of State Governors
10.55 a.m.	Arrival of the Speaker of House of Representatives
10.57 a.m.	Arrival of the Senate President
10.59 a.m.	Arrival of the Vice-President
11.00 a.m.	Arrival of the President and Commander-in-Chief of the Armed Forces of the Federal Republic of Nigeria
11.05 a.m.	National Anthem Introduction of VIPs
11.10 a.m.	Welcome Address by the Vice-Chancellor, A.B.U. Zaria.
11.25 a.m.	An Address by the Hon. Minister of Communications Technology
11.50 a.m.	Unveiling of Commemorative Stamps by the President.
12.00 noon	Launching of Stamps by the Chief Launcher: **Alhaji Mohammed Imam Yahaya**
12.10 p.m.	Launching of Stamps by Co-Launchers
12.45 p.m.	Launching by Other Invited Guests
1.30 p.m.	Goodwill Messages
1.35 p.m.	Vote of Thanks by the Post Master General
1.40 p.m.	National Anthem
1.45 p.m.	Closing

Golden Anniversary Stamp Launching Committee

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8.	Mr. Auwal Ibrahim	NIPOST	Member
8.	Yakubu A. Anivbassa	Vice-Chancellor's Office	Secretary

Egyptian picture postcard posted on board ship

Dear Rob,
Here is an Egyptian postal stationery picture postcard (with no message or sender's name) franked with a Sierra Leone KEVII ½d stamp cancelled by a Paquebot Plymouth cds of AP 30 08. Very odd.

Keith Hanman
Whitton, Middlesex





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

- Airmails – Barbara Priddy
- Ascension – Bernard Hughes
- Biafra – Dudley Prestedge
- Cameroons – Marty Bratzel
- Gambia – Oliver Andrew
- Ghana – Ian Anderson
- Gold Coast – Peter Duggan
- Lagos – John Sacher
- Maritime – John Knight
- Nigerias to 1914 – John Sacher
- Nigeria post 1914 – Tony Plumbe
- St. Helena – Bernard Mabbett
- Sierra Leone to 1961 – Frank Walton
- Sierra Leone post 1961 – Peter Rolfe
- Togo – Jeremy Martin

The Publications Committee Chairman is Rob May

Ghana: a Postal Forgery

Dear Rob,



I attach a copy of an item of interest I have recently found. It seems the C1000 bird definitive has been photocopied and roughly perforated in order to defraud the post office. The forgery is illustrated here, with the normal stamp for comparison. The postmark on the forged stamp is illegible, but looks as if it may be genuine.

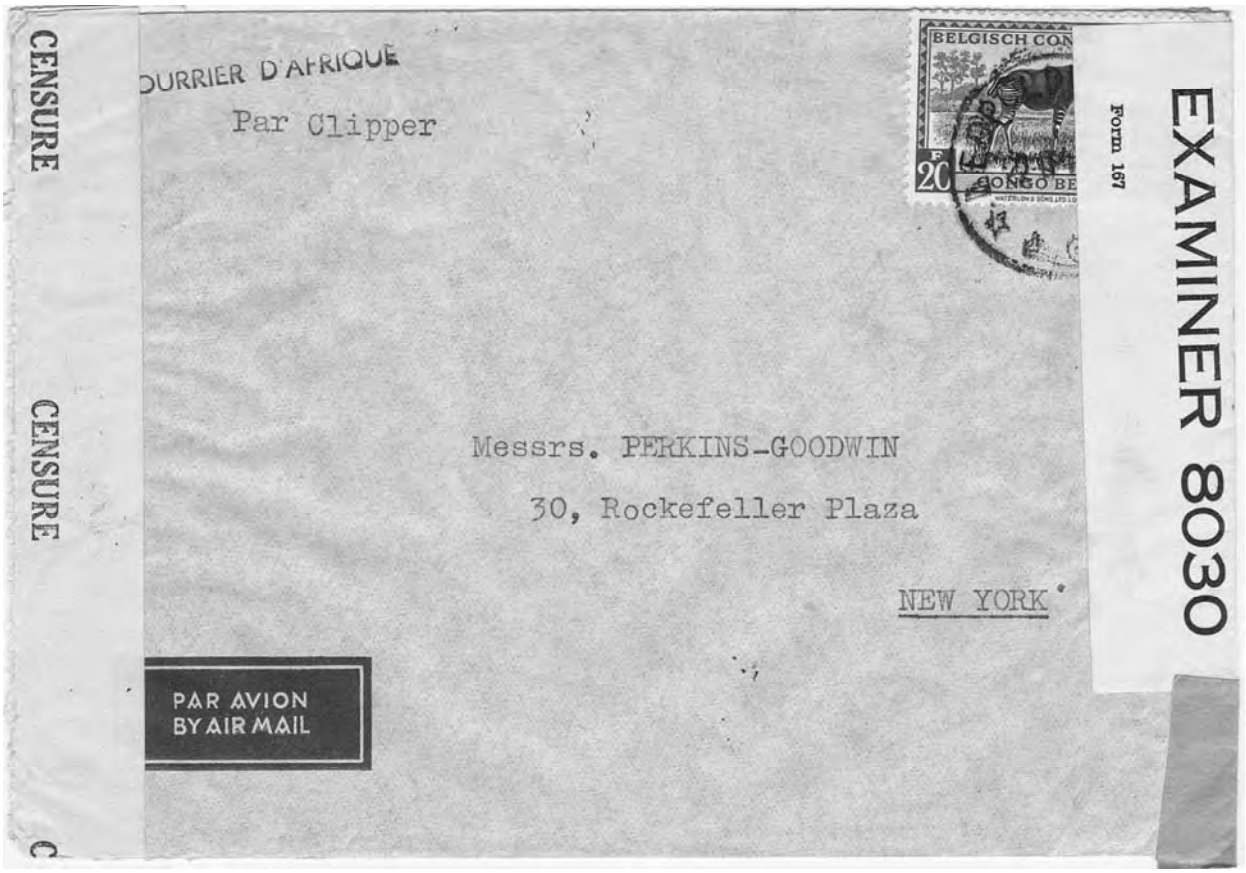
Rudolf Lazar
Pulheim, Germany

Carriage of airmail from West Africa to the United States by BOAC in 1942

Dear Rob,

There is evidence to show that airmail from the Congo via Lagos to the United States in late 1942 was carried on two occasions by the Boeing 314 flying boats of BOAC and not by Pan American Airways. The period in question is from the end of October to the end of December 1942, and I would be most grateful if any Study Circle member owning airmail covers carried to the United States in this period could let me have details, particularly of any censor labels, or indeed the absence of any censor labels. This will enable the entire story to be written for a future article in the Bulletin. A typical cover is shown below. This was despatched from Leopoldville on October 23 1942, addressed to Perkins-Goodwin in New York and censored in Trinidad. All information will be gratefully received.

John Wilson
Barnstaple



Obituary of Dudley Prestedge 1925-2013

Dudley Prestedge died aged 87 in April 2013 after a life which he said had brought him many different experiences that he had enjoyed and valued. He appears to have been an enthusiast in all that he did.

Born and living much of his life in Thanet, not far from Manston aerodrome, he developed a lasting love of planes. His school was evacuated to Stafford during the war, where he joined the Air Training Corps; returning home, he saw some war service and gained a light aircraft pilot's licence. He trained as an electrical engineer and, having worked in an electrical showroom, he moved into more general retail, particularly for 6 years in Nigeria from 1957. He managed branches of Kingsway Stores (a part of the United Africa Company), including Enugu - see John Wilson's memoir - and held a senior post with the company in Lagos. He ran a local post office in Margate after his return to the UK and he set up other businesses.

Having a keen philatelist for a father, Dudley also started collecting stamps as a child, but from Nigeria he started to send material to his father and inherited that collection when he returned to the UK. He later had the chance through his contacts to build his unique Biafra collection and also to write "*Biafra: The Stamps, History and Postal History*" (published by WASC) which is and will probably remain the key guide to that area. Dudley was President of WASC from 1986 to 1988, and remained our Biafra editor. He was a member of local societies in East Kent, and had been President of the Kent Federation, speaking and providing displays to many groups. Those at his funeral included members of a number of these societies.

Ray Harris

Memoir and photograph from John Wilson

When I arrived in Enugu, Nigeria in August 1961, my office was on the first floor of the P&T building overlooking the UAC Kingsway store on the opposite side of the main street. As Kingsway was the major shopping outlet (not that there were many) it was not long before I made the acquaintance of Dudley Prestedge who was the store manager. Dudley, always known as Dud, was a joy to be with; an active jackrabbit with a wicked sense of humour and a constant twinkle in his eyes. Many are the occasions when I was led straight up the garden path by one of Dud's hilarious winding-me-up exercises, and he and his wife Gladys were good friends and regular guests at our dinner table.

I was later posted down to the Niger Delta and Dud went off to higher posts in Lagos, so we rather lost touch, and it was only after my eventual return to England when I walked into an early meeting of the West Africa Study Circle in the Royal Commonwealth Society and saw that familiar twinkle that I even realised that Dud had been a collector. Our renewed acquaintance flourished and my wife and I had the pleasure of having Dud as a house guest on many occasions, during which of course the topic of conversation was often memories of Biafra (as Eastern Nigeria became).

I shall miss my old friend. Life will be a duller place without him, and I am pleased that I knew him for so many years.



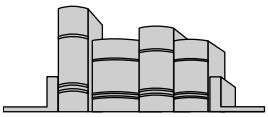
Enugu Kingsway from my office window. Raining as usual.

John Wilson



Sources

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

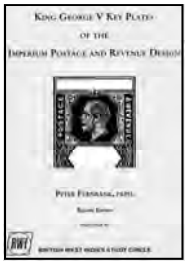


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🕮 *King George V Key Plates of the Imperium Postage and Revenue Design* by Peter Fernbank FRPSL 2nd Edition, published by The British West Indies Study Circle, 2013, ISBN 978-1-907481-16-1, xx + 492p, 30cm, case bound with d/j. Available from Pennymead Auctions, 1 Brewerton Street, Knaresborough, North Yorks. HG5 8AZ, e-mail pennymead@aol.com. Terms and methods of payment on www.pennymead.com. Price £49 but £44 for WASC members.

The BWISC will be attending MIDPEX on 6 July, and copies can be collected from Stand B23, thus saving a heavy postal charge. Pre-order from Peter Ford at peterf@bwisc.org.

Reviewed by Barry Burns



The WASC published the first edition of this very comprehensive study of these key plates back in 1997. It quickly became the standard reference and was awarded the prestigious Crawford Medal by the RPSL for the most valuable and original contribution to the study and knowledge of philately published in book form during the year. It has been out of print for several years and now, instead of a straight reprint, the author has just published this updated revision through the British West Indies Study Circle.

Having continued since 1997 to gather information and to record some minor points for correction, Peter has incorporated these into an updated text with many additional illustrations, which are now mostly in colour. Particular attention is now given to dating the various printings from particular plates, with the assistance of plate flaws and marginal markings. Many colonies also benefit from fresh information.

The book is carefully laid out into four distinct sections. The first of these gives a very detailed guide to the archival records at the BL and BPMA, printing methods, and plate make-up. This is an excellent and thorough overview and should be read by ALL collectors of the Commonwealth, not just ‘key platers’.

Part two describes the Imperium P&R key plates in detail, identifying the dates of printing of the 29 plates, with descriptions of the flaws and plate characteristics of the different plates. Part three devotes separate chapters to each colony in turn, with tables listing printings, shades, plates used etc. Altogether 17 colonies are listed, those covering West Africa being Gold Coast, Nigeria, Northern Nigeria, St Helena, Sierra Leone and Togo.

The final section is a series of appendices covering topics such as coloured papers, proofs, indexes to the CA and De La Rue records, and listings of all printings in date order. There is a useful bibliography and a comprehensive index.

The book is printed on fine quality paper which shows the coloured illustrations in excellent detail, and is case bound with coloured dust jacket. If you missed purchasing the first edition you must buy this, and it is also well recommended as a significant improvement on the earlier one, both in terms of new information and quality of printing.

The BWISC have kindly agreed to offer a £5 discount to members of the WASC, and as such the book represents very good value. Thoroughly recommended.

🕮 *Commonwealth Stamp Catalogue West Africa, 2nd edition 2012*, published by Stanley Gibbons, 2013, ISBN 978-0-85259-866-5, 360 pages, perfect bound, £27.95. Review by Rob May.

The new edition of the Stanley Gibbons sectional catalogue for West Africa has been produced in the publisher's now-standard A5 card-covered format covering the same list of countries as the first edition; including Morocco Agencies and excluding the Atlantic Islands. The listings finish at the end of July 2012 for Gambia and Sierra Leone, Nigeria at January 2012, Cameroun at December 2011 but Ghana issues are listed only up to October 2010. This illustrates the challenges this area sets for a catalogue compiler. Many stamps are printed or overprinted locally, with no local Philatelic Bureau feeding these stamps to the philatelic trade. Conversely, many other stamps are produced by an overseas agency for the philatelic trade and never achieve postal use in the nominal country.

For the period up to 1970 the listings in this catalogue match the entries for the same countries in the "Part 1 catalogue". The opportunity to incorporate varieties which SG last listed in the long-defunct Elizabethan catalogue has not been taken. I have asked Hugh Jefferies about this and I am pleased to say that we can expect some of these to start to appear in the "Part 1" over the next few years, then to be copied into the 3rd edition of this catalogue. Members are invited to send specimens of these varieties to SG to illustrate, as they no longer have an archive of the illustrations they used in the Elizabethan catalogue at the time.

Prices are given for mint stamps in the Cameroun listing for the first time and that country's very conservative stamp issuing policy is reflected in the relatively few new stamps added since the first edition. Pre-1995 stamp issues (which are not listed here) continue to appear on commercial mail as we now know there is a substantial stock of old issues in store in Duala which seem to be quite randomly issued to post offices and agencies when they order stocks for sale to their customers.

Gambia and Sierra Leone continue to "issue" large numbers of thematics. For these to be regarded as postage stamps a proportion of every new issue should be sent to the GPO in the nominate country. In the case of Sierra Leone we know from Martin Bohnstedt's article in Cameo Jan 2013, page 18, that this is probably happening, but that such stamps are not getting out into the country's post offices through a combination of indifference at Head Post Office and lack of demand for postal services as a result of the amazing rise of mobile phones and texting. "Used" catalogue prices for these stamps are a fiction.

Page ix credits WASC and a number of members. Our contributions have mainly been in relation to the recent locally-produced definitive stamps and currency surcharges. These take us back to the fundamentals of philately in that we aim to comprehensively understand and list stamps that have been issued only for postal use, ordered by the national postal service from local or international printers on the basis of price, quality, service and timing, without announcements to philatelic services or, in most cases, access to any archival documentation. Notable new definitives include the 2006 and 2008 surcharges of Ghana, the 2010 hologram definitives of Nigeria, the evolving Sierra Leone bird definitive designs and the redenomination (due to inflation) of a random selection of Sierra Leone stamps in 2008. Modern stamps remain a niche interest but I recommend anybody to buy this catalogue to provide a known starting point, then join with us in the research.

Sierra Leone Spiro Forgery

Jeremy Martin FRPSL



The 2d forgery illustrated here is by Spiro, probably intended to imitate a 2d magenta. It is perforated 11½.
The cancellation appears to be a French T.P.O. postmark with letters LIL P for the Lille -Paris train. I discussed this with Frank Walton who pointed out that Spiro forgeries usually have their "postmarks" printed onto them. He wonders if the forgers managed to obtain a genuine canceller and made use of it.
Any other ideas welcomed.

Articles of Interest Published in Other Journals

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

London Philatelist, Volume 122, no. 1403, March 2013

pp54-57, Ray Harris, *Northern Nigeria: the Illo Canceller and Borgu Mail.* [Ed: I hope we can re-publish this in Cameo shortly]

London Philatelist, Volume 122, no. 1405, May 2013

p153, Bob Galland & Frank Walton, *De La Rue Marginal Inscriptions* (comparing GB and Sierra Leone six pence stamps printed 1859-1864).

Gibbons Stamp Monthly, April 2013

pp66-69, Nicholas Pertwee, *Benin 1999: 40th anniversary of the Conseil de l'Entente , part 1.*

Gibbons Stamp Monthly, May 2013

pp86-89, Nicholas Pertwee, *Benin 1999: 40th anniversary of the Conseil de l'Entente , part 2.*

American Philatelist, March 2013

pp224-229, Noel Davenhill, *Gold Coast.*

Air Mail News, Volume 55, no. 220, February 2013

p5, *DLH Service Germany to South America* - transcript of announcement by the Government of Sierra Leone 20 April 1935

pp25-28 *Switzerland to Dutch East Indies November 1941-February 1942.* This discusses a cover that was intended to fly Trans-Pacific by PAA when that route was abruptly terminated by the Japanese attack on Pearl Harbour. It seems to have been diverted to fly via Miami, Lagos and Cairo where a censor mark was applied.

Air Mail News, Volume 55, no. 221, May 2013

pp6-7, Bill Colley, Question 490: *Kano Nigeria to Khartoum, Sudan. How was the cover flown?*

pp10-15, John Wilson & Barbara Priddy, *"FAM-22" First Flight Covers—or are they?*

Journal of the Royal West African Frontier Force, Volume 1, no 4, January 2013

pp159-165, Keith Steward, *The murder of O.S. Crewe-Read, the attack on E.C Crewe-Read [and others] Part 1.* This article discusses conflicts with native residents in Southern Nigeria 1903-1906.

pp169-175, *Disturbances in the Kambia District of Sierra Leone, January 1931*, contemporary report by Captain C.E. Cookson when Acting Governor of Sierra Leone.

Over-embossing a 6d Imperium Proof

Simon Heap

Thomas De La Rue & Co., London issued a *"Report on the Stamping of Documents"* in 1901 which, over four pages, explains what embossed stamps are, the advantages of using embossed stamps, disadvantages of using embossed stamps, adhesive stamps with over-embossment, advantages of adhesive stamps with over-embossment and escutcheons on parchment documents. The last section, the last page of the document, includes a cut-out photo of a card-slit maker by means of two blades fixed in a wooden handle (No. 1), a piece of metal tape (No. 2) and "*the embossing stamp is then embossed partly over the stamp, as illustrated (No. 3)*". At this point the document includes an attachment on card being the over-embossed 6d Imperium illustrated on the front cover. The section ends with a sales list of the items needed to emboss: ink, knives, escutcheons, fish-glue and metal tape in strips 10¾ inches long and five-sixteenths of an inch broad (2s per lb.—about 200 strips).

I acquired this document from a retired civil servant in Bauchi, Nigeria in February 2010, after having lunch with him and a whole party of *Voice of Nigeria* staff and ex-staff. He is not a stamp collector, more a collector of old things, handed down from his father and grandfather. He had many other things that would make good museum exhibits, like musical instruments, cloth, leather bags, knives etc.

British postal orders overprinted for West Africa

John Gledhill

John Gledhill is editor of Overprinter, the Journal of the GB Overprint Society and a member of the Postal Order Society

Many parts of the world within the "Sterling Zone" used British postal orders. In some cases British high value postal orders were used for international transactions and local issues for lower value internal payments (eg New Zealand, South Africa). In most, but not all (notably not Hong Kong and Malaysia), the postal orders were overprinted with the name of the country in which they were to be issued, and, in later years, the denomination converted into local currency. This was not purely for local pride, but was necessary because although the denomination might be easily recalculated from the current exchange rates, the poundage was usually not a simple currency conversion but was raised to cover the increased handling charges involved in managing postal order records between the UK and the country concerned; the revalued poundage often, therefore, varies from country to country. Very often un-overprinted British postal orders were also used in the territory from time to time, or alongside overprinted ones.

Postal orders can be very scarce: commercially used examples were, for fairly obvious reasons, promptly banked or cashed as they were typically sent in payment for a product or service (intriguingly quite a number survive through being sent to Hollywood film stars, presumably in payment for a photo, but un-cashable in the USA. As can be seen later in this article many of those illustrated were sent to the USA, France or other non-Sterling countries - how fortunate for us collectors!). Such commercially used ones are elusive and can be expensive. For example one denomination of the first issue of Queen Elizabeth postal orders was sold in about 12 million copies in the UK, and only one survived, coming onto the market only in late 2012. For some earlier GB issues not a single copy has survived!

Quite often there are copies bought by some of the few collectors at the time, which are typically in pristine condition, bearing the full counterfoil (very important for collectors), and often surviving in a number of known items with consecutive serial numbers. Fortunately for postal order collectors there have been enough enthusiastic tourists or businessmen in the past to buy copies to enhance our knowledge of what was issued. Though there are many, many gaps in our knowledge.

That is a crucial point. We can tell from official records that many thousands were issued to overseas post offices, either overprinted or not, and actually sold. However, unlike for stamps, the survival rates are absolutely minuscule! In many cases only one or two have survived, or even none at all, giving only a tiny view of the full business.

The British Empire/Commonwealth states in West Africa were no exception to this. In the periods up to postal independence British postal orders were overprinted. I know of the following: 26 The Gambia, 28 Gold Coast/Ghana, 30 Nigeria, 5 Sierra Leone. Those are TOTAL EXAMPLES, not types or issues. As can be seen, a very small number, not always properly reflected in the prices realised on eBay or other auctions.

If you are interested in British stamps overprinted for use in West Africa, then overprinted postal orders are a fascinating area to append to your collection, as several collectors do. Though as can be seen from the numbers above, you have no hope of completion…

I show below some images of typical examples, to whet your appetite.
You can also find some examples for each country on the GBOS webpage, under "postal orders" (*www.gbos.org.uk*).
The Postal Order Society webpage can be found on: *http://postalordersociety.blogspot.co.uk*

If any readers have copies, I would be delighted to receive scans for inclusion in the 2nd edition of my 2010 "*Directory of Overprinted British Postal Orders*".

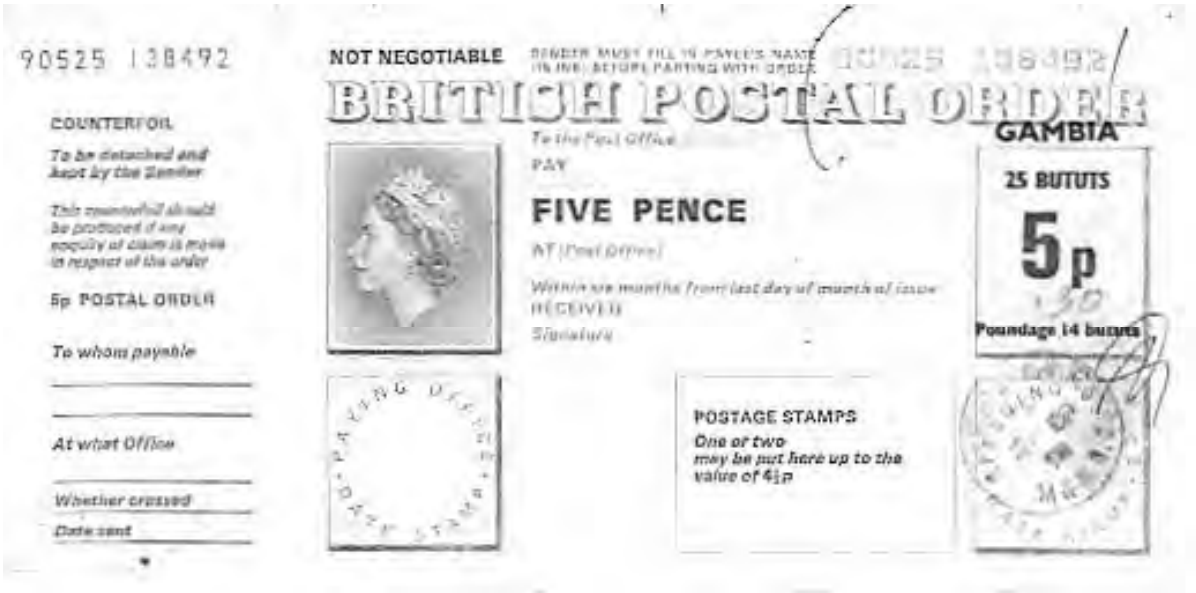
My thanks are gratefully recorded to members of the Postal Order Society who kindly sent me some of the scans shown here. Alas none of them are my own…

The Gambia

The earliest recorded overprinted issue was date-stamped 31 May 1946, though this does not prove that there are no earlier issues.



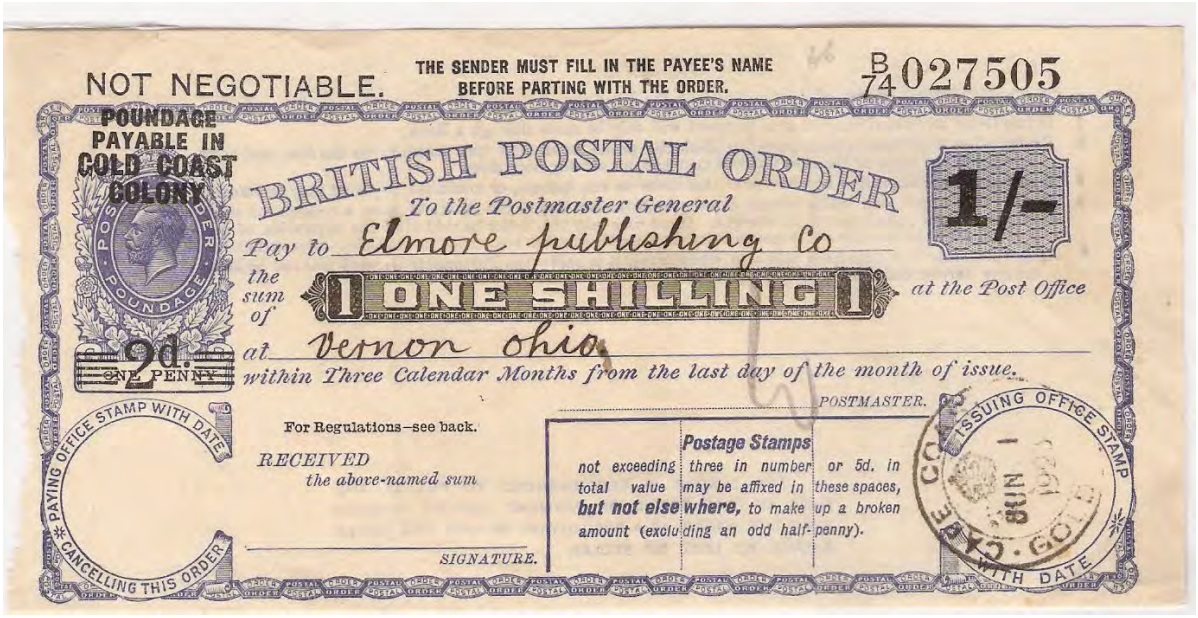
Most other Gambian King George VI overprinted postal orders date from the 1950s because the Queen Elizabeth issues were very late being released and good stocks of King George VI issues were held by many post offices. From 1973 examples are known in Gambian decimal currency (introduced 1971).



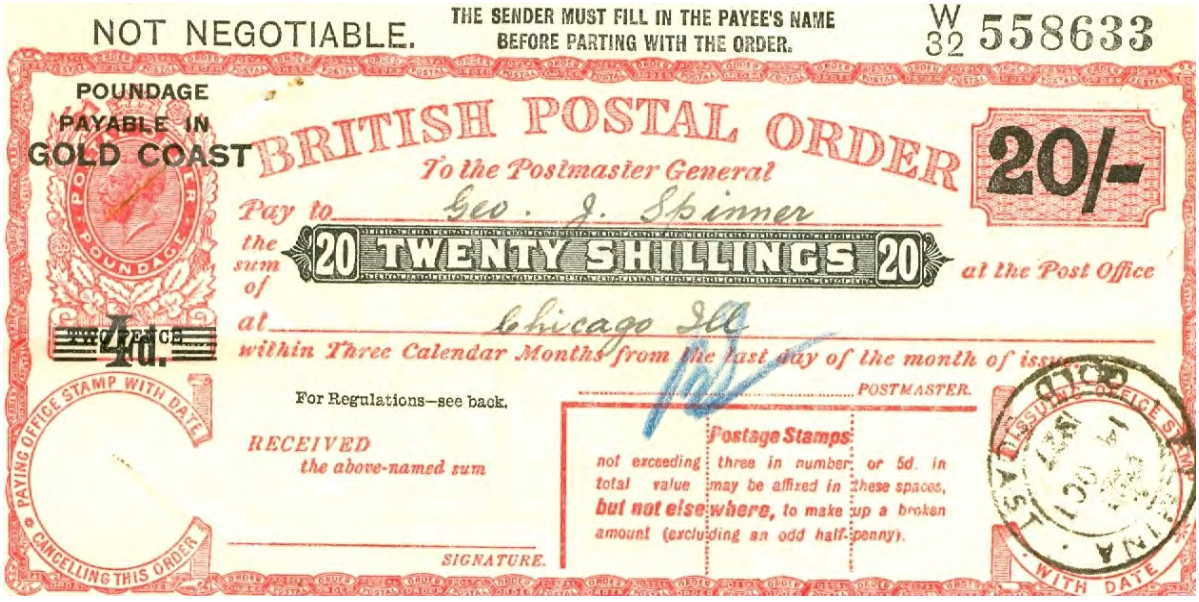
The latest recorded examples are date-stamped 19 April 1976.

Gold Coast & Ghana

Very early postal orders are known overprinted for the Gold Coast, the earliest being 1 June 1923. At first they were overprinted “Gold Coast Colony”:



But from the late 1920s the inscription read simply “Gold Coast”:



Later (1946), for aesthetic reasons, “GOLD COAST” was spread over two lines, either at the top or at the bottom:



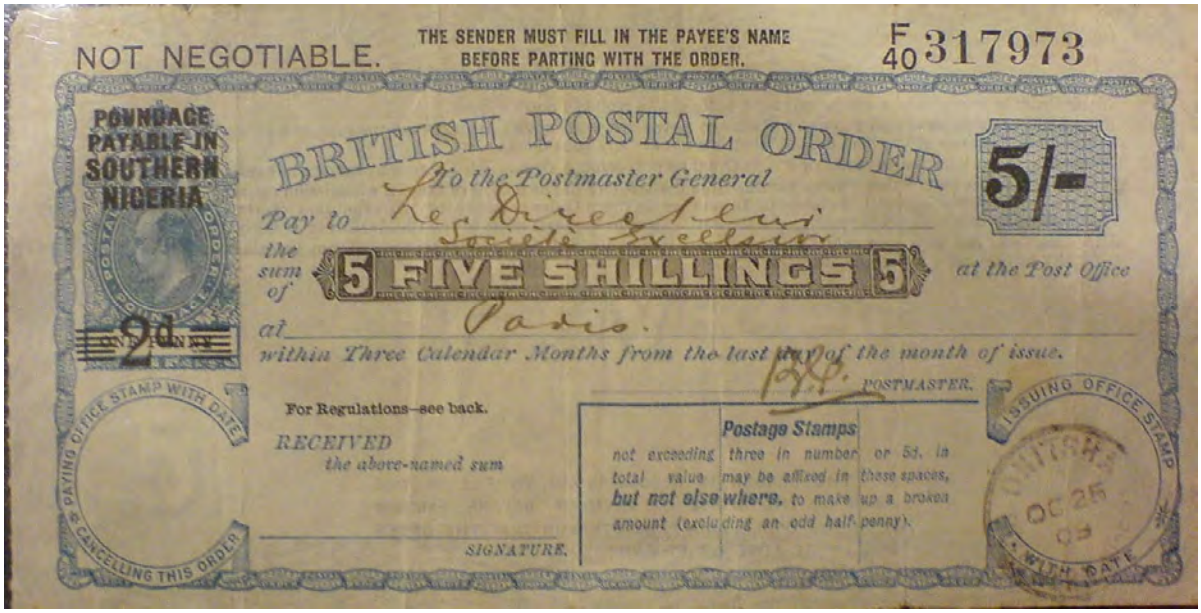
Because of the late appearance of Queen Elizabeth postal orders, by the time they were overprinted here the Gold Coast had achieved independence as Ghana.



This example shows the last recorded date for overprinted British postal orders, 15 October 1960, though they were approved for issue in 1957. It is, in fact, the only example I have seen of a used "Ghana" overprint!

Nigeria

Nigeria, like Ghana, has long made use of overprinted British postal orders. In fact, one of the earliest known overprinted British postal orders for any part of the world was issued in Southern Nigeria, a really lovely item from 25 October 1909, which is very early considering that the practice of overprinting postal orders for use in other countries was only introduced in 1905!



Issues for the united Nigeria are known from 1919.



The last recorded item is date- stamped 29 August 1969.

Sierra Leone

Sierra Leone has some of the most interesting overprints. The earliest recorded example is as late as 1952, the only recorded King George VI issue.



Only three Queen Elizabeth items have been recorded. One has a simple overprint design, showing the new local decimal currency, but two further examples show this "jumbo" overprint:



This large format overprint was used only for countries which had changed local currency: i.e. the Southern African countries, New Zealand, Western Samoa, and Sierra Leone. This item is particularly interesting for collectors as it is the only known example of an overprint on the £1 green printed with dual UK currency ("Poundage 3d/1p" - underneath the typical obliterating bars). A real gem in so many ways.

Sierra Leone Error: 1963 1c surcharge inverted

Robin Peters

I have recently purchased an un-mounted mint Sierra Leone error which is unlisted by Stanley Gibbons. The original stamp, SG248, was issued on 1 January 1963, perforated 14 on multiple crown and SL watermarked paper. The stamp was designed by Michael Goaman showing the Climbing Lily, and was printed by Harrison & Sons in photogravure. The stamp was then re-issued on 4 August 1964 having been overprinted with a new currency value of 1c by the Government printers in Freetown. This is listed as SG313.

The stamp illustrated, with normal for comparison , has the surcharge inverted. This example comes from position R9/4 in the sheet of sixty stamps as it also shows the "insect on flower" flaw. I hope this might be considered for listing in the next edition of the SG catalogue.





Cameroun 1990 Forest Sheep

Rob May & Marc Parren

In 1990 two stamps, at 70fr and 100fr, were issued for the Ebolowa agricultural show. The 100fr value illustrated a forest sheep. The stamps issued at that time were perforated 13½, in sheets of 25.

Marc Parren wrote to me at the end of last year to report that he had found both these designs used on a 1996 cover from Yaoundé Nlongkak, perforated 11½ The Michel catalogue already included the 100fr value with this perforation; now we know that both should be listed. I searched my own collection and to my considerable surprise I found that I have a used 100fr forest sheep perforated 12½. Can we ask members to check stamps and covers to establish the number of perforation varieties and possible dates of production? It is quite commonplace for Cameroun commemoratives to continue in postal use for many years, but unusual for more to be printed, or at least perforated, after the first production run.

Both stamps have been surcharged 125Fr subsequently. We do not have a date of issue of these surcharges, but all examples so far seen mint and used have been perforated 13½ - therefore overprinted on the first issue. The overprint and surcharge were applied in two stages. First a gold overprint obliterated the old value, the words "Comice agro-pastoral d'Ebolowa" and also something in the original design in front of the sheep's chest. Then the surcharge has been applied in black.

During a visit to Cameroun Marc Parren found four sheets of the 125Fr. on 100 Fr. Forest Sheep with the surcharge omitted, and reported this discovery to the various catalogue editors. I illustrate a block of four for Cameo readers.

The properly overprinted stamp is almost as difficult to find in un-mounted mint condition. The only place where Marc had seen this stamp on public sale was the same small postal agency where he found the error.



Internal Censored Mail in WW2

Robert Nelson FRPSL

Frank Walton's article in Cameo in June 2009 (Ref 1) about Sierra Leone internally censored mail set me looking through my own collection, with interesting results.

Gold Coast

Out of 194 censored covers examined, only seven stamp-less covers, all military, were internally censored , namely

1 OAS, FPO 45, 15/2/1942 to Elmina, censored M&W type A500 no. 2873
2 OAS, FPO 45, 30/1/1944 to Capt. Woodroffe, Technical Training School, censored M&W type A500 no. 320. (Figure 1)
3 OAS, FPO 45, 17/1/1943 to Cpl. Kisi, Technical Training School, censored M&W type A500 no. 3064.
4 OAS, FPO 536, 28/11/1944 to G. F. Hunter, Awoso, censored M&W type A600 no. 7815.
5 OAS, FPO 45, 2/6/1944 to 36 Field Survey Company, WAF (redirected to the UK) censored M&W type A600 no. 7807
6 OAS, FPO 45, 13/11/1944 to Capt. Woodroffe, Elmina, censored M&W type A600 no. 9361
7 OAS, FPO 106, 19/10/1943 to Sgt. Erskine, No 5 WATTS, WAF censored M&W type A500 no. 7707

It is interesting to note that five of the seven examples are addressed to the Technical Trades School at Elmina.

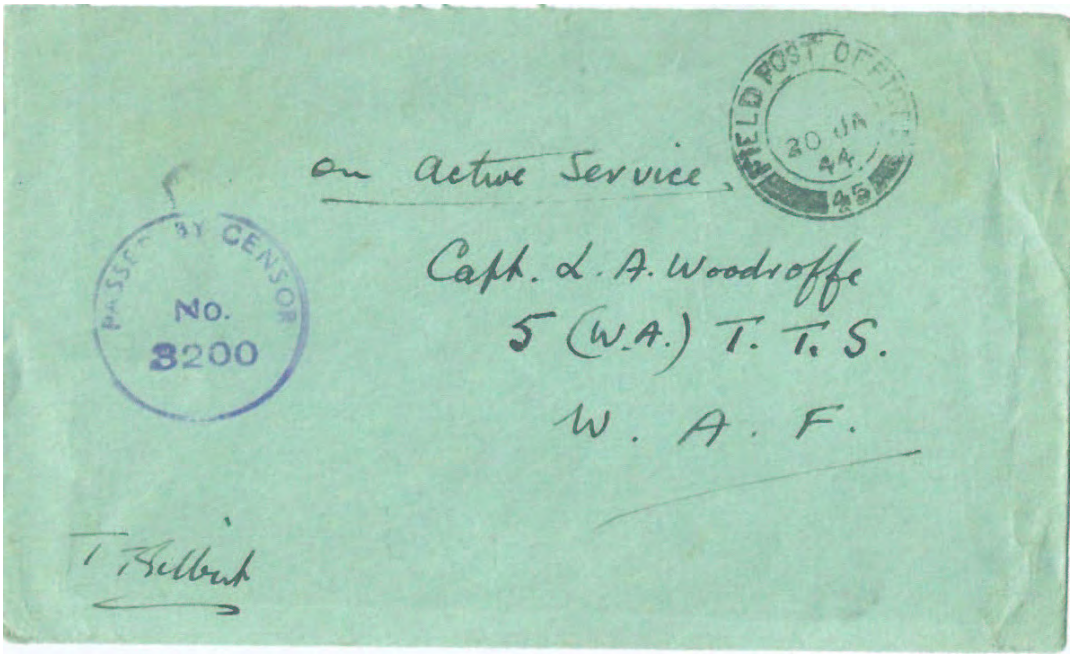


Figure 1

Nigeria

Out of 328 covers looked at, there were only seven internally censored covers; six military and one civil.

1 To Lt. Col. Brookfield at No. 3 Transit Camp WAPF, from Bukuru 14/9/1943, redirected to the UK, civil half moon censor, intercepted in Sierra Leone FPO 537, 29/9/1943 (Figure 2), stamped 2½d.
2 To Lt. Col. Brookfield at Jos from FPO 46 5/5/1943, redirected to Abeokuta 14/5/1943, stamped 2x½d, censored (military) M&W type A500 no. 3061
3 To Lt. Col. Brookfield at Kano, redirected to Abeokuta, from Maidugeri 21/4/1942, stamped 1d, military censor M&W type A500 no. 3161 (Figure 3)
4 To Accountant General, Treasury, Lagos from Zaria 10/6/1940, stamped 1d, military censor M&W type A1301, no. 13
5 To Officer i/c Records, Lagos from Ibadan, stamped 1½d 14/1/1941, military censor M&W type A1300 no. 17

6 OAS stampless, FPO 46 3/9/1946 to Miss Ada Noak, Kaduna, military censor M&W type A500 no. ?

7 OAS stampless, FPO 46 6/6/1942 to Pte. G Ramsey, HQ 2 Armoured Group, Home Forces, military censor M&W type A500 no. 2823

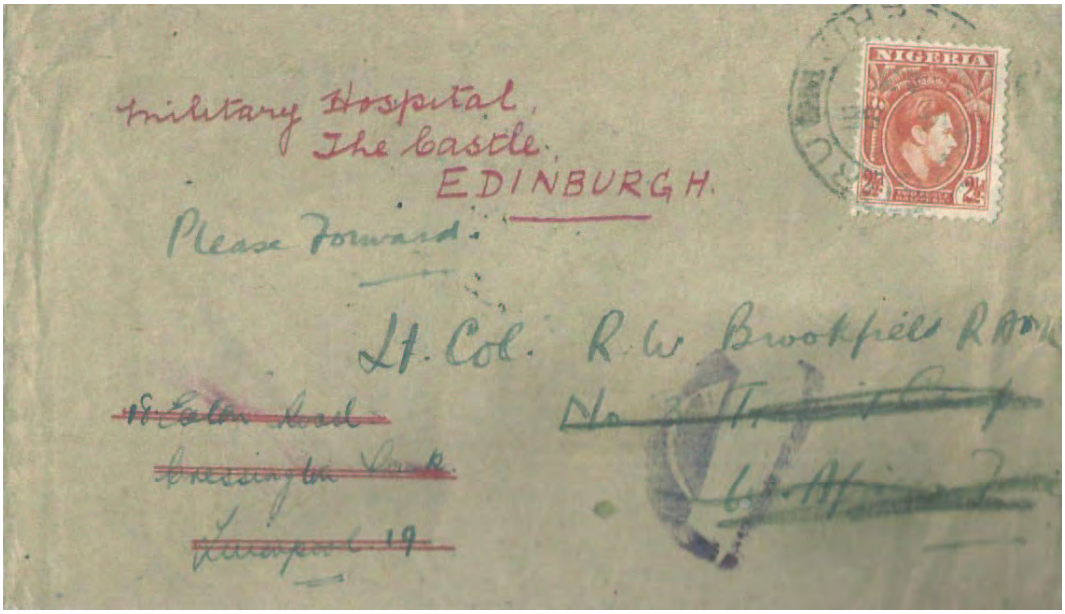


Figure 2 (front)



Figure 2 (reverse)

Sierra Leone

Out of 160 covers studied, only two were internally censored, one military and one civil which, coincidentally, is addressed to the same Miss Randall as Frank Walton's cover.

1 To Miss Victoria Randall , stamped 1½d 3/2/1943, civil censor M&W type 4, QQ1, Kanre Lahun, back-stamped Freetown 17/2/1943 and Cline Town 18/2/1943

2 OAS stampless, FPO 537, 16/2/1943 , military censor M&W type A500 no. 3430 to Master Oliver, Moyamba (Figure 4)

Gambia

I have no significant holding and none of what I have are internally censored. No other WASC member I have consulted can produce one.



Figure 3; internally censored letter from Maiduguri to Kano, Nigeria ,redirected to Abeokuta, May 1942



Figure 4; internally censored cover from FPO 537, Sierra Leone to Moyamba

Reference

1. Martin J.J. & Walton F.L., *West African Censorship*, WASC, Dronfield 2nd Edition 1999

Akra to Paris 1788

Jeremy Martin FRPSL

At a recent meeting of the France & Colonies Study Circle Steve Ellis showed an entire letter written at Akra (now Accra) on 17 April 1788, and kindly sent me a copy. It is listed on page 18 of *The Postal Services of the Gold Coast to 1901*, edited by John Sacher, published by the Royal Philatelic Society of London in 2003.

The translation shown below makes interesting (and sad) reading. The rating on the cover is dealt with in the book so only the translation of the message is shown here.

A translation from the original French.

Messrs. Foaches Bros.
Merchants at Le Havre.

Akra this 18th April 1788.

(Received 14th July)

Sirs,

The opportunity of a schooner leaving for Europe gives me the pleasure of reassuring you as to my health and that of my officers and crew. Of the first ten negroes who came to me one is dead and three others who have scurvy I have had to put on shore. On the 11th of this month I received ten slaves from Lada, and there are perhaps 200 on shore counting the other ports.

I wrote today to governor Kioge, and if I had his reply I would let you know what he says, but it will certainly come from him by next Monday when I will make a point of writing to you. Today's (letter) leaves this evening.

I had bad news from Gabon yesterday evening. It is said that Mr. Legrand, captain of the Promacon, has been killed (he being third senior) by the slaves. The rest of the crew were in the river with the boats and it was arranged for Mr. Legrand to go on ahead of his ship with his telescope to see if the boats were coming. The negroes took advantage of this quarter of an hour and (the crew) being so small they easily massacred them and wrecked the vessel across a point where it was lost. It is also said that they carried ashore the body of the captain which they burnt. Someone also saw Mr. Plet who seemed unable to do anything.

I do not yet know whether Mr. L'Eguillon has arrived - Mr. Wilson is worried about him as the negroes are all ready. The Governor has just told Mr. Neveu that he will leave after me for the purpose of conveying Lada to the Wood Market (?) in Gabon, which greatly pleases him, and he assures him that his stay there will not be as long as mine. Fortunately I am making the best of things and am able to carry on, and to continue our friendship is the desire of him who has the honour to be...

Sirs,

Your very humble and
very obedient servant

Auguste Le Borgue

1936 Test Flight from Kano to Lagos

Tony Plumbe and Jack Lemm

Airmail connections to Kano from Khartoum via El Fasher, Geneina, Fort Lamy and Maiduguri were established in February 1936 when Flight WAS 2 departed Khartoum on 15 February 1936 and mail received an arrival Kano cachet dated 16 February 1936. Hitherto, mail has been recorded as having been all transferred onward to Lagos by rail, with a transit time of usually 3 days, during the period February 1936 until 22 October 1936 when the Kano service was officially extended to Lagos. It appears though that at least test mail arriving on Flight WAS6 (see Figure 1), that had departed Khartoum on 12 March 1936, was flown on from Kano to Lagos. In evidence of this are the postmarks on the cover shown in Figure 2 which has a departure Kano 6.45 PM 16 MR 36 and an arrival Lagos 11.00 AM 17 MR 36 backstamp that could have been achieved only by air transmission.

The test letter had already experienced the hazards of those early flights as it had been detained at Geneina until mid-March and was to have been put aboard Flight WAS 6 when the DH86 'Daedaleus' passed through having left Khartoum on 12 March 1936. This aeroplane, however, sustained damage at Geneina and had to be replaced by the Avro Ten 'Achilles' which made it through to Kano and performed the whole of the return flight back to Khartoum. It appears that this Avro Ten 'Achilles' also proved the route from Kano to Lagos, and so carried the illustrated test letter, even though some intermediate aerodromes were yet to open.

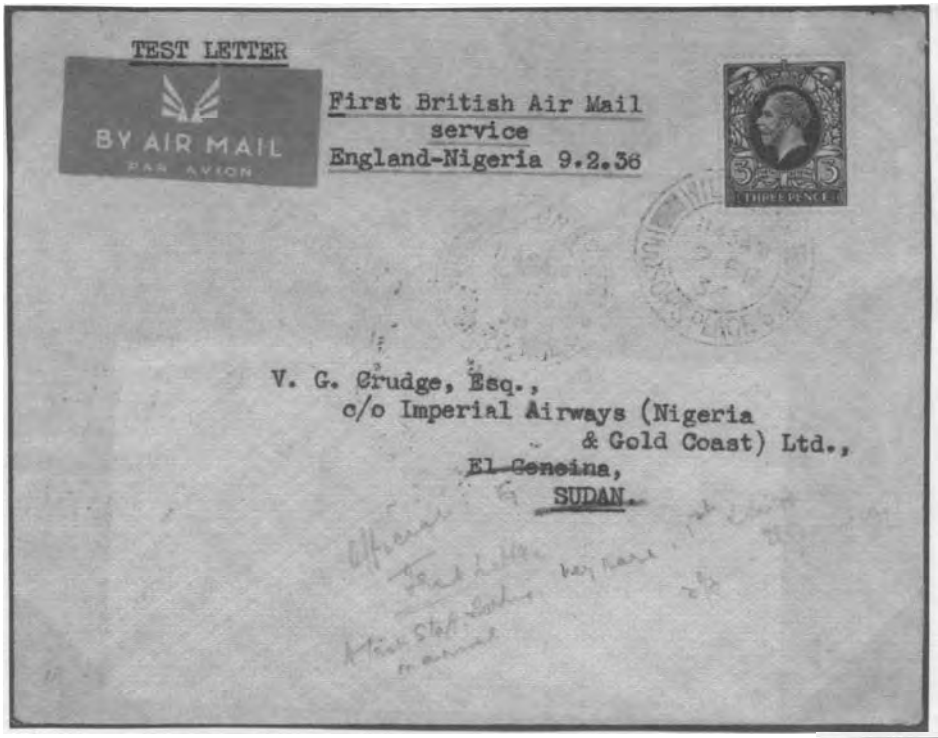


Figure 1



Figure 2: the backstamps on this cover

Airmail Link between Kano and Nyasaland

Tony Plumbe



Figure 1; front and part of the reverse of cover dated 12 Feb 1936 from Lagos to Zomba, Nyasaland

Shown at Figure 1 is the only known cover sent aboard the February 1936 first regular flight from Kano to Khartoum that went on south to Nyasaland, and so marks the establishment of through airmail connections between Nigeria and Nyasaland. The cover was actually despatched from Lagos on 12 Feb 36 by rail to Kano (14 Feb 36) to connect with the first eastbound Elders Colonial Airways/Imperial Airways weekly service that left Kano on 17 Feb 36 and arrived in Khartoum on 18th.

The route of the 4-engined D.H.86A 'Daedalus' G-ADCN was via Maiduguri, Fort Lamy, Ati, Abesher, Geneina, El Fasher and El Obeid. The Commander was Capt. O P Jones and the crew were First Officer Major H R P Reynolds, Flight Engineer Mr J P Crudge (both of Imperial Airways) and Radio Operator Flt Lt R F Durrant of the Air Ministry.

This cover is then likely to have been flown aboard the Handley Page HP42E 'Horsa' G-AAUC that left Khartoum southbound three days late on 19th and Armstrong Whitworth Atalanta 'Amalthea' G-ABTG that

arrived in Salisbury 3 days late on 23rd February. This connected to the RANA Westland Wessex service of 26th to Blantyre (26 Feb 36) with onward delivery to Zomba by motor lorry on 27th. Total transit time was 16 days.
It is addressed to Stead Pope, a well known colonial postal servant who started service during World War One in the FPO service in Togo, became the Postmaster General in the Gold Coast after being such in Nyasaland, and after the WW2 Abyssinia Campaign was sent to re-establish a postal service in Eritrea and the Horn of Africa. Stead Pope endorsed the back of this cover "Aircraft from Salisbury to Blantyre held up for two days on account of bad weather. Should have arrived Blantyre on 24th Feby". The cover is correctly rated at 1/3d for ½oz.

The Recruitment of William Broadhurst for the Oil Rivers Protectorate Postal Service

Dr Simon Heap

In the list of list of *dramatis personae* in his excellent 'The Oil Rivers and Niger Coast Surcharge Provisionals and Bisected Stamps', John Sacher describes William Broadhurst as "Resident at Old Calabar and correspondent". (Ref. 1) Sacher also points out that a letter written by Broadhurst on 20 August 1894, now kept in the archival records of Royal Philatelic Society London, Broadhurst states that there were no ½d stamps available, and hence the need for all the surcharge provisionals. (Ref. 2)

In fact, William Broadhurst was much more connected to the postal service of the fledgling Oil Rivers Protectorate than just a person residing in Old Calabar at the time. Broadhurst was hired by Commissioner and Consul-General Consul of the Oil Rivers Protectorate, Major (later, Sir) Claude MacDonald, to come to work at the General Post Office at the colonial capital, Old Calabar.

In a detailed file housed at the British National Archives, MacDonald forwards the facts regarding the employment in the Protectorate Postal service of Mr William Broadhurst, a sorter in the Liverpool Post Office. (Ref. 3)

Born on 10 May 1865, Broadhurst had been appointed Temporary Sorting Clerk at the Liverpool as a 21 year old on 26 September 1886. (Ref. 4) A few months later, in early 1887, he was taken on by the Post Office permanently as Sorting Clerk Second Class at a wage of 20s per week. By the time MacDonald wrote to the Foreign Office to explain the terms and conditions of Broadhurst in June 1893, he was on a weekly salary of 29s 3d.

MacDonald called Broadhurst "a competent man who might be seconded from the Postal Service in order to assist me in properly organising the minor details of a somewhat important branch of the Administration". (Ref. 5)

In fact, in a reply to the Foreign Office, H. Joyce of the GPO bluntly stated, "PMG regrets he is unable to agree to the terms of employment from Sir Claude MacDonald stating that Mr Broadhurst should have the option after three years of returning to the Services of this Department. The adoption of this condition would be entirely contrary to the practice of this Department." (Ref. 6)

The application for Mr Broadhurst's employment was made by MacDonald through the Foreign Office "in the usual way". (Ref. 7) In the opinion of MacDonald, he was not breaking any rules of the British postal authorities, but was "making an exceptional departure to facilitate the working of the Postal Service on the Oil Rivers Protectorate post in such an uncertain and unreliable climate". (Ref. 8) However, MacDonald went on to admit, "Had I been aware that the Postal Authorities, even on special occasions like the present, did not second their sorting clerks I would not have troubled the Foreign Office in the matter." (Ref. 9)

The Postmaster in the Oil Rivers Protectorate, T. A. Wall, explained his part in the complicated recruitment process: after he had written down the main conditions for Broadhurst's employment for the Postal Authorities in London and Liverpool, he also talked with them and hoped that "it should be understood that if his health failed him, or the Protectorate discontinued his services, from any unforeseen cause, the Officer should be at liberty to return to the service of the Imperial Post Office." (Ref. 10) Wall concluded that Broadhurst would have no other inducement to have accepted the job in such an "uncertain and reliable climate." (Ref. 11)

Indeed, as Broadhurst himself wrote to Wall about what he called "a misunderstanding": "The climate is too unhealthy, and its effects on even sound constitution too capricious to warrant me in giving up unconditionally a permanent situation at home in order to accepts a position here on the present terms." (Ref. 12) Broadhurst reveals that in the statement he signed and left with the Postmaster of Liverpool on the day he sailed for West Africa, "the arrangements connected with my transfer were to be completed after my departure and it was in perfect confidence that these arrangements would be in accordance with the impression stated above that I agreed to sail before their completion." (Ref. 13) He concludes that "time was too short and the arrangements for my departure too hurriedly conducted, for me to ascertain the precise meaning of every phrase employed, but had I contemplated the possibility of any question arising, I should have remained in England." (Ref. 14)

MacDonald was clear in his request regarding Broadhurst, "He should have the option after three years of returning to the Imperial Postal Service… I would respectfully request that Mr Broadhurst's application to be reinstated in his former position of 2nd Class Sorting Clerk in the Liverpool Post Office be favourably entertained by the [British] Postmaster-General" (Ref. 15)

Frustratingly, the correspondence in the file ends there. However, Broadhurst must have stayed on: over a year later, on 20 August 1894, Broadhurst corresponded with Acting Vice-Consul Arthur Griffiths at Old Calabar, so he did continue to be employed with the Oil Rivers Protectorate which became the Niger Coast Protectorate. The later postal career of William Broadhurst is yet to be found and written. Maybe WASC members have covers sent by him to his family and friends which can continue the story.

References

1. John Sacher (2009), 'The Oil Rivers and Niger Coast Surcharge Provisionals and Bisected Stamps', *The London Philatelist*, supplement, March, p. 74.
2. Sacher (2009), 'The Oil Rivers', p. 12.
3. National Archives [NA], Foreign Office [FO] 2/51, Major Sir Claude M. MacDonald, Commissioner and Consul-General, Old Calabar, to Under-Secretary of State for Foreign Affairs, London, 23 June 1893.
4. *The London Gazette*, 31 December 1886, p. 6,613.
5. NA, FO 2/51, MacDonald to Under-Secretary of State, 23 June 1893.
6. NA, FO 2/51, H. Joyce, GPO, to Under-Secretary of State, 17 May 1893.
7. NA, FO 2/51, MacDonald to Under-Secretary of State, 23 June 1893.
8. NA, FO 2/51, MacDonald to Under-Secretary of State, 23 June 1893.
9. NA, FO 2/51, MacDonald to Under-Secretary of State, 23 June 1893.
10. NA, FO 2/51, T. A. Wall, Deputy Commissioner and Vice-Consul and Postmaster-General, to MacDonald, 22 June 1893.
11. NA, FO 2/51, Wall to MacDonald, 22 June 1893.
12. NA, FO 2/51, MacDonald to Under-Secretary of State, 23 June 1893.
13. NA, FO 2/51, William Broadhurst, GPO, Old Calabar, to Wall, 21 June 1893. Broadhurst's own underline.
14. NA, FO 2/51, Broadhurst to Wall, 21 June 1893.
15. NA, FO 2/51, MacDonald to Under-Secretary of State, 23 June 1893.

Load limits and order of priorities on West African air services in WWII

Barbara Priddy and Peter Wingent

Introduction

The all-air route from the U.K. to Nigeria and The Gold Coast via Egypt and Sudan was lost when Italy entered the war in June 1940 but another route was quickly established. On 5 August 1940 the B.O.A.C. Short S.30 flying boat *Clyde* left both Hythe and Poole bound for Lagos via Lisbon, Bathurst and Freetown. Regular flights via this route continued throughout the war but due to limitations of loading and orders of priority, the carriage of civilian air mail was severely limited. Indeed, civilian mail was never carried on any southbound services and its carriage was largely prohibited on northbound services until May 1942, with the exception of The Gambia which was permitted, from June 1941, to send limited quantities of surcharged unofficial mail on homeward bound flying boats whenever space was available.

This article will examine the rules which applied during the period May 1942 to 1945 to the loading of the flying boats on the northbound West Africa service, the order of priorities given to loads and, in particular, how these applied to civilian air mail.

Load limitations on the West African service

The following text (Ref. 1) from the Secretary of State for the Colonies at the Colonial Office, London, dated 8 May 1942, was sent as a cypher telegram to the Acting Chairman (Sir A. Burns) of the West African Governors Conference:

"Arrangements have now been made for conveyance of surcharged air mail from West Africa to United Kingdom by flying boat service up to a limit of 100 kilos per week. This mail will take priority after essential military traffic and B.O.A.C. and Air Ministry representatives in Cairo and Lagos have been instructed accordingly. It is suggested that weight available should be allocated as follows: Nigeria 40 kilos, Gold Coast 30 kilos, Sierra Leone 20 kilos, Gambia 10 kilos."

The question of how long the weight limit of 100 kilos was imposed has sometimes been raised by collectors and has remained unanswered until recently. However, Barbara Priddy has discovered an undated document, but within a folder dated Jan./Feb. 1944, at The National Archive, Kew, (Ref. 2) which proves that it still applied early in 1944 because a sentence in this document reads, *"Civil surcharged air mail to the U.K. up to a total of 100 kilos a week for the four Colonies."* Although we have no further proof, it must be considered likely that the 100 kilos weight limit was applied throughout the war period.

The cypher telegram to the West African Governors Conference went on to say that,

"It will be for Colonial Governments themselves to decide how capacity available can best be utilised and how volume of postings can best be kept within allocated capacities, e.g. whether by limitation upon weight of each letter or by restriction upon number of letters posted by each individual or firm."

L.N. & N. Williams (Ref. 3) record that The Gold Coast Post Office issued a Public Notice in June 1942 which notified the public of the availability of the flying boat service to the U.K. and prescribed the limits of mail as follows:

"It is notified for public information that a restricted weekly air mail service to the United Kingdom and certain European countries is now available. The restriction, due to wartime requirements allows for only a small weight of mail being conveyed by air. On this account it becomes necessary to introduce a system of rationing whereunder the following members of the public may be permitted to post to a European destination once weekly one letter of not more than one half ounce in weight:

> *private individuals who have relatives in Europe with whom they desire to communicate.*
> *Head Offices of registered companies.*

The use of the service is not cumulative; for instance, a person who does not post a letter one week may not post two letters the following week. Nor is the ration of one half ounce letter transferable from one person or company to another person or company. Under the circumstances prevailing it is imperative that the posting of not more than one half ounce letter per person or company per week be strictly complied with."

Government Notice No. 621, dated 11 May 1942 and published in the Nigeria Government Gazette of 21 May 1942, announced a weekly air mail service was available to Gold Coast Colony, Sierra Leone, Gambia, United Kingdom and Eire only. It stated that owing to the limited space available for the carriage of mail, no letter should exceed half an ounce in weight and any that did so would not be forwarded by air mail. Unlike the Gold Coast notice, no mention was made of the limitation to one letter per person per week.

We have no documentary evidence of the introduction of similar restrictions being applied in Sierra Leone and Gambia and indeed the existence of a number of double and treble rate covers from these two colonies leads to the conclusion that the half ounce weight limit on letters was not applied. Whilst both the Gold Coast and Nigeria notices stated the weight limit very clearly, this was not the case with the notices announcing the acceptance of mail by the British service published by The Gambia and Sierra Leone Post Offices. Figures 1a and 1b show the two notices published in the Sierra Leone Government Gazette (courtesy of Frank Walton).

GOVERNMENT NOTICE No. 460. M.P. O/11/40.

POST OFFICE NOTICE.

Air Mails.

Correspondence may be posted weekly for conveyance by air to the United Kingdom and Eire.

The approved provisional rates of postage are as follows :—

Letters	... ...	1*s.* 6*d.* per ½ oz.
Postcards	... ...	9*d.* each.

The time of closing for this service is not published and there is no return air mail service from the United Kingdom.

C. R. ROWLANDS,
Postmaster-General.

Freetown, 10th June, 1942.

Figure 1a.

Note that in both notices the rate is given as per half ounce without mention of a weight limit.

The notice dated 10 June 1942 states the rate would be 1/6d. per ½ oz. but the 11 July notice states it was 1/3d. per ½ oz.

In a letter to the G.P.O., London, dated 21 May 1942, the Sierra Leone P.O. stated that the 1/6d. rate had been introduced. Thus it was probably in force for approximately seven weeks only. The 1/3d. rate then remained in force for the duration of the war.

GOVERNMENT NOTICE No. 529. M.P. O/11/40.

POST OFFICE NOTICE.

Air Mail Postage Rates.

It is hereby notified that commencing forthwith the postage rates for correspondence posted in Sierra Leone for conveyance direct by air to the United Kingdom and Eire, the British West African Colonies and Liberia, are as follows:—

Letters	... ...	1*s.* 3*d.* per half ounce
Postcards	...	7*d.* each.

2. Correspondence for the Belgian Congo, East and South Africa, Egypt, the Sudan, Eritrea, Iran, Iraq, Palestine, Ceylon and India may be posted for conveyance by air *via* Lagos at the same rates.

3. Correspondence for North and South America, Europe *via* America excluding the United Kingdom, posted for conveyance by air, may still be posted *via* Lagos. The rates of postage for these countries may be obtained upon application at the Post Office.

4. A blue air mail label should be affixed or alternatively the indication " By Air Mail " plainly written on the top left hand corner of each letter or postcard posted for conveyance by air and the name and address of the sender should appear on the back of the cover.

5. The times of closing air mails cannot be published and there is no return service by air from the United Kingdom.

6. Government Notices No. 115 and No. 460 in Sierra Leone *Royal Gazette* No. 3578 of 12th February, 1942 and 3607 of 18th June, 1942, respectively, are hereby cancelled.

C. R. ROWLANDS,
Postmatser-General.

Freetown, 11th July, 1942.

Figure 1b.

The Nigeria Government Notice No. 254, dated 23 Feb. 1945 and published in the Nigeria Government Gazette of 1 March 1945 states that the weight limit for letters to the United Kingdom by air mail is raised from a half ounce to one ounce and that this notice amends No. 621 of May 1942. Clearly this is proof that in Nigeria at least, the half ounce limit of weight on letters applied throughout the war period and it must be likely that it did so in The Gold Coast as well.

Finally, Government Notice No. 766, dated 21 June 1945 and published in the Nigeria Gazette of 5 July 1945, announced that the weight limit on letters to the U.K. was increased from one to four ounces.



Figure 2

Figure 2 shows a registered cover franked at the short-lived 1/6d. per ½ oz. rate, plus 3d. registration fee, datestamped G.P.O. Sierra Leone, 28 May 1942 and backstamped Rayleigh 3 June. It was flown by B.O.A.C. service WAN 80, operated by the Short S.30 flying boat *Cathay.*

The West African Air Priorities Committee

At the end of 1943 the West African Air Priorities Committee (WAAPC hereafter) was set up. It met weekly under the chairmanship of a service official of the Resident Minister's staff. Sub-committees in each of the four colonies acted on behalf of the main committee as far as traffic originating in their areas was concerned.

The formation of the WAAPC was approved by the Inter-Service Air Committee in London. The WAAPC was the authority responsible for the allocation of appropriate priorities to all categories of air traffic, including mails, passengers and freight, originating in the West African region and issued instructions for the allocation of space on all transport aircraft operated by the Royal Air Force, the B.O.A.C. and on any other aircraft under British control within the region except that

space on aircraft flying West from the Middle East to West Africa was controlled in Cairo;
space on aircraft from the United Kingdom to West Africa was controlled in London and
space on aircraft from America to West Africa was controlled in America.

The Joint Load Control Office (JLCO hereafter) was a combined B.O.A.C./R.A.F. organisation, the duties of which were:

To ensure and plan the even flow of load in accordance with priority instructions issued by the WAAPC.
To issue instructions for the loading of individual services.
To keep records of loads moved, loads on hand and loads expected at all station within the area.
To make recommendations on routes and services to be operated.

All capacity on the B.O.A.C. West African trunk service was controlled directly by the JLCO which issued instructions for the loading of each individual service. All applications for space on trunk services had to be made direct to the JLCO.

The JLCO was situated at the headquarters of R.A.F. 114 Wing at Accra.

Air Despatch and Reception Units (ADRUs hereafter) were responsible for the loading, unloading and correct documentation of all British transport aircraft. They were responsible for ensuring that only load which had been approved by the appropriate authorities was loaded and for ensuring that security, customs and military regulations were observed.

The majority of ADRUs in West Africa were joint R.A.F. and B.O.A.C. organisations.

WAAPC priority recommendations

These were based on the value of the contribution the movement would make towards the war effort. The following principles were laid down for the Middle East Air Priorities committee and were adopted by the West African Committee in order to ensure uniformity at those points where West African and Middle East traffic merged:

* *"Super Priority. Movements having such direct and immediate operational importance as to justify causing [delay*] to all other traffic in order to provide the fastest possible connection.* [* word omitted in original].
* *Priority 'A'. Movements of such operational urgency having to necessitate transport by the first available aircraft; and the movements of the heads of important missions and their chiefs of staff.*
* *Priority 'B'. Movements on duties closely concerned with the war effort which necessitate transport by the fastest means possible without detriment to the movements having higher priority.*
* *Priority 'C'. Movements operationally described by air but of lower priority than the foregoing which may therefore be accomplished in part by other means.*
* *Priority 'D'. Movements which are officially desirable by air provided they can be made without detriment to the war effort.*

In order to discriminate between the recommendations for the same category, priorities may be sub-divided for the guidance of authorities exercising load control. In West Africa it may particularly be desirable to sub-divide categories 'B' and 'C' into which most West African traffic will fall.

Order of loading

"The following order of loading, slightly modified from that laid down for use in the Middle East to meet the different West African situation, is to be adopted:

i) Super priority passengers and freight.
ii) Diplomatic or official mails and airgraph films.
iii) Troops air letter mail (e.g. rationed letter cards).
iv) Civil surcharged air mail to U.K. up to authorised total of 100 kilos a week for the four colonies.
v) Priority 'A' passengers and freight.
vi) Priority 'B' passengers and freight.
vii) After the requirements of the foregoing have been met troops' "surface" mail may be carried to and from points where shipping is available if distribution and collection is otherwise likely to be long delayed, up to half remaining capacity of the aircraft.
viii) Priority 'C' passengers and freight.
ix) Priority 'D' passengers and freight."

Conclusions

The limit of 100 kilos of mail per flight from West Africa is put into perspective by the facts that this was calculated by B.O.A.C. to be the average weight of one passenger and his baggage and that the payload of a S.23 flying boat was 3,700 kilos (Ref. 4). Thus the 100 kilos was a mere 2.7% of the total load. Of course, other flying boats with differing payloads also operated the West African service but the figures above

provide an indication of the relatively small proportion of mail to total capacity which was carried on each flight.

It is very likely that a greater quantity of mail than 100 kilos came to hand each week and the excess would have to have been retained for subsequent flights. Add to this the extra time required for censorship examination of mail and it becomes easy to understand that on the few covers with transit or arrival datestamps, the times between the posting and arrival at destination are often very long. It is yet another piece of evidence to support the argument that the routings and services conveying wartime air mail covers cannot be treated with the same certainty as pre-war ones.

References:

1. British Postal Museum & Archive, Post 33/5608, Empire Air Mail: wartime arrangements.
2. The National Archives, AIR26/171, Appendices Air Ministry: Operations record books, Wings Appendices No. 114 Transport Wing.
3. Williams, L.N. & M., "*Gold Coast Air Mails, 1929 – 1942*," The Aero Field, November 1944, P.181.
4. Cassidy, Brian, "*Flying Empires*," P. 183, Queens Parade Press, 1996.

Forces Postal Arrangements in Gambia in WWII

Rob May

As a result of a purchase at a local auction house I have found myself the owner of part of Francis Field's archives. I understand from John Wilson that he has another portion of this archive. My part includes a few clippings regarding Gambia, including one set out in full below. It is the complete text of a letter originally published in *Stamp Collecting* in late 1945

Sir,

Field P.O.s in West Africa

The very interesting article by Lt.-Col. F.L. Martin, DSO., in *Stamp Collecting* of October 27th deals with the commencement of the Air Mail Services in the early days of the expansion of the RWAFF. I can, perhaps, take the story a little further, as I served in Gambia from December 1942 until October 1944.

In 1942, when there was a distinct possibility of operations developing in West Africa , it was essential that the actual disposition of troops throughout the four colonies should be kept secret. Consequently a security veil was dropped and, except for a few fixed establishments whose title included the name of the colony, all ranks were forbidden to mention the colony in which their particular unit was serving.

As a result, the use and possession of colony postage stamps by both European and African troops was prohibited. The colonial post offices were placed out of bounds and A.P.O.s were supplied only with British postage stamps. During my tour of service this order was never rescinded, although in 1943, largely on my recommendation, all ranks were permitted to purchase a set of local postage stamps provided that personal application was made for formal permission, and that a certificate was given starting that the stamps were intended as a personal souvenir. They were not to be despatched out of the colony, however, and if required used the stamps had to be passed through the civil post office on a self-addressed cover. From this it would appear the colonial postage stamps bearing F.P.O cancellations must undoubtedly be scarce.

In addition to the Air Letter Card Service referred to by Col. Martin, all ranks were permitted to use the ordinary Colonial Air Mail Service at a cost of 1s or 1s3d an oz.—British stamps. This service was never popular and was generally undependable. Towards the end of 1944, however, a large proportion of ordinary mail, both inward and outward, was being flown, at least so far as troops in Gambia were concerned, since our contact there with the outside world was infrequent and irregular. Our Christmas mail in 1943 had not

left England by early December, and the RAF flew the whole of our mail out to us - three months' letters, parcels and newspapers arriving on Christmas morning.

In time the bulk of our mail came by air and the service became remarkably good. My personal record was the receipt of an ordinary letter stamped 1½d, postmarked "Bracknell, Berks 6.15pm 16 June 1944", at 7.30pm on the 19th; as I was then living at Cape St. Mary, some ten to twelve miles from Bathurst where our A.P.O was situated, the airfield being at Yundum, some twenty miles away again, this was probably better service than was being obtained in England at the time.

On the departure of the West African Expeditionary Force to the East an airmail letter service to India commenced. Civilian letters were franked with stamps of the colony of origin and soldiers letters in return used Indian stamps. The service was never greatly used as, despite recent improvements in education, most of the African troops and their relatives are still illiterate.

E. M. Berry
Late Inniskilling Fusiliers
Accrington, November 23rd, 1945



Pan American Airways Trip Summaries

The wartime censorship calls at Bathurst

John Wilson

The recent discovery of some 500 pages of flight details (Trip Summaries) scattered through archives held at the Richter Library of the University of Miami has enabled, for the first time, an insight into the actual wartime services of Pan American Airways. Research shows that there were no less than fourteen different trans-Atlantic routes flown by Pan American Airways in the period from January 1942 to October 1945, and a complete analysis of these will be published in due course.

The route numbering system was based on a prefix digit identifying the route followed by a three digit number indicating the flight(s) in sequence. From January 1942 Pan American flight numbering always started with 001 denoting the first flight from the United States to the foreign terminal, and 002 from the foreign terminal back to the United States. All outward flights were therefore odd numbered and all returning flights were even numbered. The particular routes on which calls were made at Bathurst in early 1942 were Routes 5, 7 and 8. Thus the first flight on Route 5 from New York to Lisbon was designated 5001, and the returning flight 5002. When Route 7 was being flown, the first outward flight was 7001 and the return 7002 and so on. These routes were known as "LATI substitute" services, and for an explanation of the term see references 1, 2 and 3.

The wartime route numbers of Pan American Airways have no connection with the various "FAM" services, the "FAM" numbers being US Post Office Department references and used ONLY by the USPOD.

Pan American Airways Route 5.

The LATI substitute "U" service, January to April 1942.

Route 5 was the hastily introduced LATI substitute "U" service, which carried mail on an irregular schedule between Natal, Brazil and Lisbon, with occasional calls at Bathurst, Gambia (from 8 March 1942) to enable Allied censorship of Axis mail.

The flight path was New York – Bermuda – San Juan – Port of Spain (Trinidad) – Belem – Natal – Fisherman's Lake – Bolama – Lisbon, reversing direction at Lisbon and returning by the same route. This flight path when shown on a map describes a large letter "U" which led to the colloquial name for the route.

The first Route 5 flight began as Pan American Special Mission No. 9 which, on returning from its diplomatic mission to Rio de Janeiro, picked up mail at Natal and flew it to Lisbon. Mail was loaded at Natal on 14 January 1942, arriving in Lisbon on the 16th. The aircraft left Lisbon on the same day and returned to New York via the southern route Lisbon-Bolama-Natal-Trinidad-San Juan-New York, apparently over-flying Bermuda on this occasion.

The last flight on Route 5 was No. 5013 leaving New York on 24 April 1942, returning as 5014 on 4 May. The "LATI substitute" flights were then re-scheduled as Routes 7 and 8 flying the "O" service in opposite directions around the South Atlantic.

Despite the urgent need for Allied censorship of Axis mail carried between Europe and South America, the only Route 5 flights to call at Bathurst, Gambia, were 5005 en route northward to Lisbon on 23 February 1942 and 5007 also travelling northbound on 8 March 1942. This latter flight was the first occasion on which actual mail censorship took place. During the period from January to May 1942, Axis mail travelled largely uncensored between Europe and South America, much to the astonishment and delight of Nazi Germany and Nazi influences in Switzerland.

Pan American Airways Route 7.

The LATI substitute "O" service, May to October 1942 and 1943.

Route 7 was interleaved with Route 8 and carried the "LATI substitute" mail service across the South Atlantic during the summer months, nominally May to October, when mail between New York and Foynes via Botwood (FAM-18) was being flown by other Boeing 314 aircraft.

Route 7 flew the anti-clockwise route to Lisbon and back to New York on the following path:

New York – Bermuda – San Juan – Port of Spain (Trinidad) – Belem – Natal – Fisherman's Lake – Bolama – Lisbon. The return to New York was Lisbon – Horta – Bermuda – New York.

The first flight was 7001 which left New York on 8 May 1942, returning via Bermuda from Lisbon (7002) on the 17th. The last flight of 1942 was 7023, leaving New York on 10 October, returning (7024) on 21 October. Flights 7003, 7005, 7007, 7009 and 7011 stopped at Bathurst on their northbound trips to off-load South American mail for censorship there or forwarding to London for further examination.

Pan American Airways Route 8.

The LATI substitute "O" service, May to October 1942 and 1943.

Route 8 was interleaved with Route 7 and carried the "LATI substitute" mail service across the South Atlantic during the summer months, nominally May to October, when mail between New York and Foynes via Botwood (FAM-18) was being flown by other Boeing 314 aircraft.

Route 8 flew the clockwise route to Lisbon and back to New York on the following path:

New York – Bermuda – Horta – Lisbon. The return to New York was Lisbon – Bolama – Fisherman's Lake – Natal – Belem – Port of Spain (Trinidad) – San Juan – Bermuda – New York.

The first flight was 8001 which left New York on 11 May 1942, returning via the southern route from Lisbon (8002) on the 18th. The last flight of 1942 was 8023, leaving New York on 12t October, returning (8024) on the 18th. Flights 8006, 8008, 8010 and 8012 stopped at Bathurst on their southbound trips to off-load European mail destined for South America, for censorship there or interception and return to London.

From a West Africa Study Circle viewpoint, one way of showing the importance of having access to the data in the Trip Summaries is to use this to clarify some of the questions surrounding censorship of transit airmail between South America and Europe at Bathurst in the first half of 1942. Because of the need for secrecy, the Pan American flight schedules did not show a call at Bathurst; any such calls being made as "emergency landings".

However, the "Trip Summaries", being compiled for internal reference only, do record what actually took place on each flight, and it is this that makes the documents invaluable for research.

The "Official History of Censorship" (Ref. 4) states:-
"The first Clipper mail was dated 8th March, 1942, and in all ten mails were examined before the Clipper ceased to call after 21st August, 1942."

This tells us the date of the first mail censorship at Bathurst but nothing of the other nine occasions on which an aircraft called. The Trip Summaries do however enable us to clarify and identify exactly what took place on these "*ten mails*".

Pan American Clipper calls at Bathurst for "LATI substitute" mail censorship

Date of call	Duration of stop	Flight No.	Direction	Notes
08/03/1942	4 hours 2 mins.	5007	northbound	1
27/05/1942	5 hours 15 mins.	7003	northbound	
03/06/1942	3 hours 26 mins.	7005	northbound	
09/06/1942	3 hours 46 mins.	8006	southbound	
21/06/1942	1 hour 25 mins.	7007	northbound	
23/06/1942	57 minutes.	8008	southbound	
03/07/1942	1 hour 10 mins.	7009	northbound	
08/07/1942	58 minutes	8010	southbound	
18/07/1942	1 hour 8 mins.	7011	northbound	
25/07/1942	1 hour 36 mins.	8012	southbound	

Note 1. This was the first (and only) Route 5 call at which mail was off-loaded for censorship. A report from the Captain of the aircraft (Ref. 5) reveals the surprise felt when told that mail was to be censored, and confirms that this was the first censorship at Bathurst of South American "LATI substitute" mail:-

"*All mail was off-loaded by the local authorities for censoring. Our local Airport Manager (PAA) explained to me that six censors had been sent out from England more than two months previously expressly for this purpose and had been twiddling their thumbs for that period awaiting this first plane. He and a passenger from the State Department whom I had aboard agreed that the British expected all planes on the new "U" service, replacing the LATI line, to make an off-schedule stop at HST on every trip, for the purpose of censoring South American mail, although they would clear from NAT to BOL direct. With the aid of the State Department official I convinced the censors that a two weeks delay on all this mail, awaiting the next "U" trip, might have unfavourable diplomatic repercussions in South America and they cooperated in hurrying the job so that we were able to get all but the sacks destined for Germany and Italy back by 3:30 GCT* (sic)."

GCT was the acronym used at the time for "Greenwich Civil Time", which is almost equivalent to GMT except that in GCT zero hour is taken as noon and not at midnight. The trip summary records take-off time as 16:33, i.e. 4.33 in the afternoon.

This is an interesting report, revealing that the Pan American crews were apparently unaware or unheeding of the need for mail examination at Bathurst. A previous flight, 5005 had actually called at Bathurst on the 23rd of February but had not off-loaded any mail for the censors. Quite why the censors did not query this is a mystery. The comment by the local Pan American manager that the censors had been in place for "*more than two months*" is clearly a wild exaggeration.

The second revelation from this report is that mail sacks addressed to Germany and Italy were left behind at Bathurst and not re-loaded on to the aircraft. The "Official History of Censorship" (Ref. 4) says:-
"*Finally an advance party consisting of a staff of six was sent out……. for the specific purpose of dealing with transit mail carried on the Pan American Airways Clipper Service between Brazil and Lisbon. They were instructed to forward enemy mails to London and to examine others selectively as best they could*".

It seems reasonable to deduce that the bags containing mail addressed to Germany and Italy left at Bathurst were indeed forwarded to London for more detailed examination, and covers exist which confirm the interception at Bathurst and subsequent opening and re-sealing in London before forwarding to Germany.

Figure 1, front and reverse (reduced)



Figure 1 shows an Axis related cover endorsed "via Natal", intercepted in Bathurst and forwarded to London for examination before being sent on to Germany. How do I know this? Had the cover been intercepted at Trinidad or Bermuda it would have been opened and re-sealed there. The brown paper re-sealing tape along two sides of the cover in addition to the PC-90 label is absolutely typical of UK censor procedure, and as a final confirmation, Morenweiser records censor 6719 as being in UK. Not all mail was forwarded immediately as shown in the following cover.

Probably travelling on the same flight as the previous cover and similarly endorsed "Natal-Bolama-Lisboa", the cover shown at figure 2 was also intercepted in Bathurst and forwarded to London (note the distinctive re-sealing method) but was held there until released at the end of the war and sent on carrying a German language explanatory label. Morenweiser again confirms that censor 5098 was located in UK.

This flight (5007) was the only occasion when a Route 5 aircraft called at Bathurst for the purposes of mail censorship, and only on the northbound stage. The return flight (5008) flew directly from Bolama to Natal, not calling at Bathurst, and indeed no southbound flights ever called at Bathurst until flight 8006 on 9 June. So, one may ask, how was Axis mail from Europe addressed to South America transported? The answer is that it travelled on the winter route of FAM-18, flying out of Lisbon and returning to New York via the "southern route" through Bolama, Natal and the West Indies. However, these flights went from Bolama directly to Natal where any South American mail was off-loaded and carried down into South America by the Pan American FAM-6 route. The trip summaries confirm that from January to the end of May 1942, not one southbound flight from Lisbon called at Bathurst for mail examination, and only the single northbound flight 5007 made the call on 8 March. The Axis mail travelled in both directions virtually without any interception or censorship. As a consequence, identifiable intercepted covers are rather hard to find….!

Figure 2; front and reverse (reduced)



At the end of May 1942 and confirmed by the trip summaries, the FAM-18 service resumed flights on the northern route from New York to Foynes via Shediac and Botwood, and as a consequence the "LATI substitute" service was reorganised as two routes, Route 7 flying an anti-clockwise path and Route 8 an interleaved clockwise path as detailed in the table above. Northbound mail was still being intercepted as shown in the cover below.



Figure 3

Sent from Buenos Aires on 22 June 1942, it probably travelled on flight 7009 calling at Bathurst on 3 July and being diverted to London. The cover shows the typical re-sealing method of the UK censor, and Morenweiser confirms censor 4253 as being located in UK. With only five northbound flights calling at Bathurst between 27 May and 18 July, not much intercepted mail has been found.

What about southbound mail from Europe to South America? Keep in mind that the reason for interception at Bathurst and later at San Juan was that mail carried by the "LATI substitute" service out of Lisbon had not passed through an Allied censor station, and any Axis mail intercepted at Bathurst would be returned to UK for examination. The next cover seems to fall into this category.

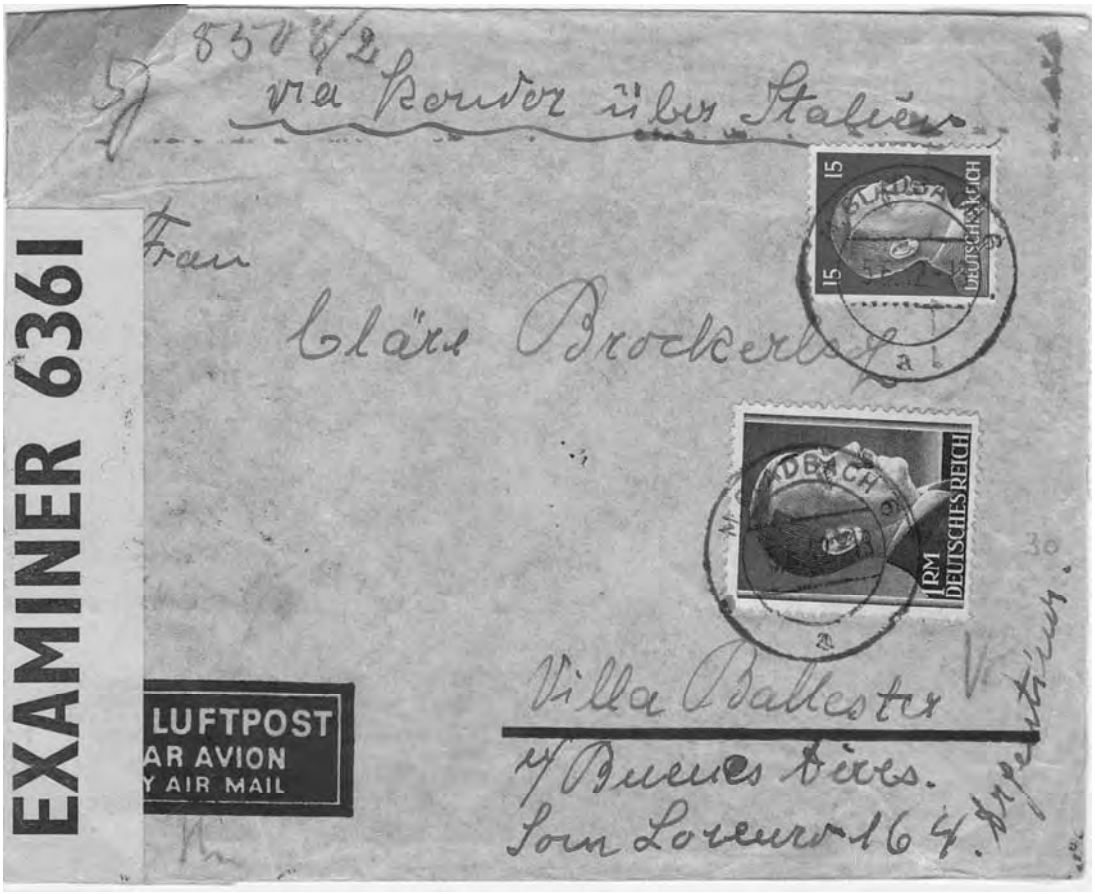


Figure 4

Sent from Germany on 5 June 1942, the cover carries the correct postage rate for the original Italian LATI service and is endorsed "Via Kondor uber Italien". Flown to Lisbon and placed on board the "LATI substitute" southbound flight, it was intercepted at Bathurst and returned to the UK for censorship. So where was it censored? Morenweiser records a single instance of censor 6361 and perhaps significantly this is on a cover from Switzerland to Eire (i.e. Foynes) in June 1942. Since at this date the UK to New York FAM-18 service was flying from Foynes via Botwood and Shediac, I am persuaded by the evidence that the cover above travelled to New York and then by US internal services to Miami to pick up the FAM-6 South American service of Pan American Airways.

Although my personal view is that Switzerland was to all intents and purposes an Axis country during World War 2, mail from there to South America was not treated in the same way as mail from Germany. The final cover is from a small group (I know of only five examples) of similar items despatched between mid June and mid July 1942 that were intercepted, opened and re-sealed in Bathurst, and not returned to London.

Figure 5 shows a cover despatched from Geneva on 30 June 1942, carrying the correct fee (30 centimes surface + 30c registration + 1Fr. 50c. air fee) which was opened and re-sealed by Bathurst censor 5453 before being forwarded to Buenos Aires. Censor 5453 is confirmed as being in Bathurst by the same label being applied at the same period to covers originating in Bathurst carrying Gambia adhesives.



Figure 5

Conclusions.

Under the terms of the "San Juan Agreement" (Ref. 3), censorship of Axis mail to and from South America was transferred to the US/British joint censor station in Puerto Rico towards the end of June/early July 1942. The hastily "cobbled-together" Route 5 service of Pan American Airways did not provide an entirely satisfactory method of intercepting mail, and it is only the recent discovery and study of the Pan American "Trip Summaries" that has confirmed the true details. The summaries have enabled me to identify and analyse the "ten mails" referred to in the "Official History of Censorship" and show that in the period from January to late July 1942, much mail was carried uncensored, but at least some rather unusual covers are still there waiting to be discovered.

As announced in the January 2013 issue of "Cameo", the entire "Trip Summary" records are now available as a free-to-download resource on the West Africa Study Circle web site, by the most generous permission of the Richter Library, University of Miami. In addition to my thanks to Cristina Favretto, Steve Hersh and Laura Capell of the Richter Library, I must also thank Ray Harris for the generous dedication of his time to preparing almost 500 pages of scans into a web friendly format that you all can use freely.

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Comparative importance of Gambian post offices

Oliver Andrew

I recently bought a large number of Gambia covers sent 1976-1995 to the same address. They were sent from all over the country and a few had been brought in from Senegal or even Guinea for posting. In all:

47% were posted in	Banjul
19%	Serekunda
9%	Brikama
5%	Yundum Airport
2%	Basse, Cape St Mary/Bakau
1%	Mansa Konko, Farafenni, Georgetown, Kaur
Less than 1% from each of	Bansang, Gunjur, TPO, Kerewan, Kuntaur

There were none from Bwiam, Fatoto or Barra, or from the Banjul sub-post offices of Soldier Town or Half Die; probably these had been closed early on in the period. 5% had no cancellation at all and 6% had illegible cancellations. There were enough covers to make this an unusually accurate estimate of the comparative importance of Gambia offices and agencies between these dates.

Cameroun – Plating the Sterling Issue of 1961: the £1 on 500 Franc Type 2 Stamp

Marty Bratzel

Preface

This article is the eleventh in the series about Cameroun's 1961 sterling stamp issue. When the first article was published in 2004, the illustrations, although enlarged and in colour, did not convey as much information as they could have. As the investigation progressed, a better understanding was gained about the issue and the stamps became more intriguing. In order to better present information about overprint characteristics, it became desirable to enlarge illustrations of key overprint aspects even more. This permitted the sharing of additional insight with you, the reader, and provided additional visual substantiation for the findings and conclusions. However, that enhanced visual approach still had limitations as many "micro-characteristics," reasonably easily seen with 30X magnification, could still not be adequately conveyed.

Scans display information in only two dimensions, whereas viewing the overprints under high magnification provides a three-dimensional picture and, hence, more information than can be conveyed in a scan or clearly described with words. Under 30X magnification, it is possible to distinguish specific unique characteristics of the letters, numbers, and bars that comprise the overprint and also discern the spread of ink across and away from the overprint components.

A picture is worth a thousand words, but what does one do when first-hand observation is worth 10,000 words?

The scans in the ten previous articles (Ref. 1-10) were at 300 dpi. In this article, several of the illustrations are at 1200 dpi, which is pushing the limits of the equipment presently available to the author. Preparation of these illustrations also requires more time. For the stamps discussed in this article, the additional effort perhaps allows the visual presentation of additional relevant information which may be of interest and benefit to the reader.

For example, the overprint discussed in this article includes 25 £ symbols and 25 pairs of bars. Presenting enlarged illustrations of the £ symbols at 1200 dpi better depicts their shape and the extent of damage – if

any – to the loop. The same holds true for the bars. This, in turn, facilitates the plating of stamps to specific positions in the sheet. These scans however, although sharper and clearer, are still two dimensional. Even with enhanced presentation, it is still not possible to provide full pictorial and succinct verbal descriptions for all 25 £ symbols and pairs of bars. There is no substitute for first-hand examination under 30X magnification. And challenges remain, for example, because the extent of overprint inking, ink spread, and ink adherence impact the ability to detect constant characteristics.

The author would appreciate feedback as to whether the "extra effort" that has been made for these illustrations is beneficial. *(so would the editor, because the transfer of the Publisher file to our printers as a print-ready pdf might not have retained this level of resolution of these images)*. And now, to the article ...

Introduction

On October 1, 1961, Cameroun introduced 12 then-current postage stamps revalued with sterling currency, for use in West Cameroun. These overprinted stamps were the only ones available (except for three commemorative stamps released on January 1, 1962 which were quickly withdrawn) through to the end of April 1962. Stamps valued in CFA francs were introduced on May 1, 1962, at least at Victoria. The sterling stamps remained valid until May 31, 1962, when the currency conversion was completed. The period of exchange was, however, extended to June 30, 1962, when sterling currency ceased to be legal tender. Maddocks has presented details of the currency conversion and use of sterling-revalued stamps, including the exceptional but legitimate use of revalued stamps in June 1962 (Ref. 11-12).

In addition to the 12 stamps introduced on October 1, 1961, a second printing was prepared for six of the stamps and a third for two, resulting in 19 face-different stamps. (The two settings for the 4d on 15-franc stamps have the same format and spacing and thus appear the same.) Dates of preparation and availability have been explored (Ref. 13). For all denominations and printings, no credible records have been located regarding the number of stamps overprinted.

The £1 stamp was the subject of two printings differing primarily in the length of the block REPUBLIQUE FEDERALE:

- Type 1: REPUBLIQUE FEDERALE 17¼-17½ x 6¼-6½ mm.
- Type 2: REPUBLIQUE FEDERALE 22½ x 6½ mm.

This article discusses the overprint on the £1 on 500-franc Type 2 stamp (Figure 1). This stamp was never on sale at postal counters in West Cameroun but only at the philatelic bureau in Paris. The £1 Type 2 overprinted stamp was likely prepared because supplies of the Type 1 stamp were running low there. The stamps were apparently overprinted in March 1962 or perhaps a bit later. The only used copy recorded is postmarked Bamenda 31.5.1962, the last day of postal validity (Figure 2). The stamp was probably acquired in Paris and sent to Cameroun for a philatelic postmark.



Figure 1. £1 Type 2 Overprint. The two stamps shown are both from Position 6. The stamp on the right shows poor ink adherence for some of the letters.

The information presented below demonstrates:

- Only one overprint plate was used to prepare the £1 Type 2 stamp.
- No correlation exists with any of the 16 other stamps in the series that have been plated to date.
- With the information and the scans presented in this article plus a magnifying glass, it is possible to plate single stamps for more than 20 of the 25 positions in the sheet. 30X magnification and reference materials are required to plate the remainder.



Figure 2. £1 Type 2 stamp postmarked Bamenda 31.5.1962. The only used copy recorded.

The stamp

The un-overprinted 500-franc definitive air mail stamp was issued February 16, 1953. Stamp and sheet characteristics are described and depicted in Ref. 8 and are not repeated here, except to note that the 25 stamps in a sheet are arranged in five rows of five.

Examination of the Type 2 Overprint

Overprint Ink

The orange red / vermilion ink adhered reasonably well to the engraved stamp. However, poor adherence is occasionally noted for some letters and bars. Compare, for example, the overprint on the two stamps, both Position 6, in Figure 1. Adherence appears to be independent of the extent of engraving. Defective lettering *may* occur for the last E in REPUBLIQUE at Position 22 and defective bars at Position 24 but, in both cases, too few stamps from those positions have been examined to confirm whether these observations are real characteristics or artefacts. Both are illustrated later.

Overprint Characteristics – Overview

The overprint is well positioned on all stamps seen. The overprint plate is well composed with only minor variations at some of the 25 positions. The dimensions are essentially the same as for the Type 1 overprint except, of course, for the length of the REPUBLIQUE FEDERALE block. Relevant measurements for the Type 2 overprint are depicted in Figure 3. For comparison with the Type 1 overprint, please refer to the illustration in Ref. 8.

The blocks of text, the denomination, and the pairs of bars are all well aligned across each row and down each column. Only two significant variations are noted:

- The distance between REPUBLIQUE FEDERALE on stamps in adjacent rows is 46 mm between rows 1-2, 3-4 and 4-5 but only 44½ mm between rows 2-3.
- The distance between the 1 in £1 on stamps in adjacent rows is 49 mm between rows 1-2, 3-4 and 4-5 but only 48 mm between rows 2-3.

The F in FEDERALE is usually well aligned directly under the R in REPUBLIQUE, and similarly for the final E's. Slight variations do not contribute significantly to plating a stamp to a particular position in a sheet.

Most pairs of bars are well aligned relative to each other. However, at a few positions one bar is sufficiently offset to the left or right to be easily seen under ordinary magnification. Under 30X magnification, alignments at additional positions can be discerned, as can distinctive characteristics exhibited by many of the bars. The relative alignment and distinctive characteristics of the bars facilitate plating.

The condition of the loop in the £ symbol also facilitates plating. The loop ranges from complete, circular and unbroken, through flat at the left side, to dented, barely broken, and completely broken. At a few positions, the arm of the crossbar on the £ symbol is damaged or shorter.



At one position, the 1 in £1 is slightly "thicker." This is hard to see with just a single stamp but, when a number of stamps are examined as a group, the slightly thicker numeral is relatively easily detected.

The distinctive alignments and characteristics allow plating of more than 20 of the 25 positions in a sheet with a varying degree of ease. These are described and depicted below. Three confounding factors are the slightly greater (or lesser) inking of the overprint on some stamps, the degree of ink adherence to the stamp, and ink spread. Stamps confirmed to be from a specific position in a sheet can show the bars and / or the letters full and complete or occasionally partial and incomplete. Again, compare the two stamps in Figure 1. Also, the loop of the £ can occur open or filled in because of ink spread.

Figure 3. Characteristics of the £1 on 500-franc Type 2 Overprint.

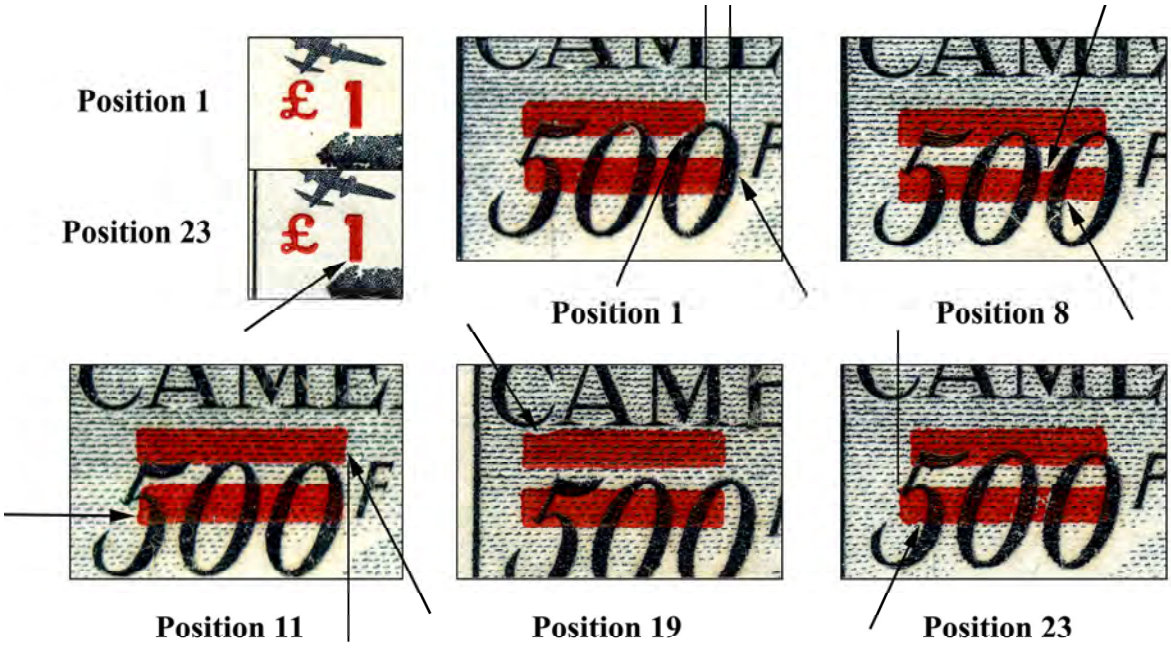
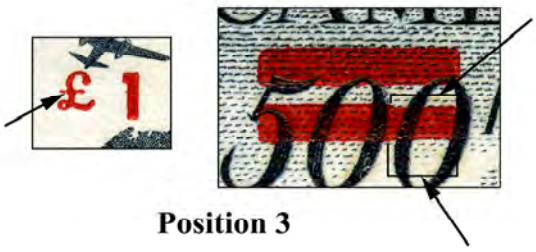


Figure 4. Loop and crossbar on the £ symbol complete and undamaged.

Overprint Characteristics – Specific Positions

Figure 5. Loop complete but crossbar slightly damaged



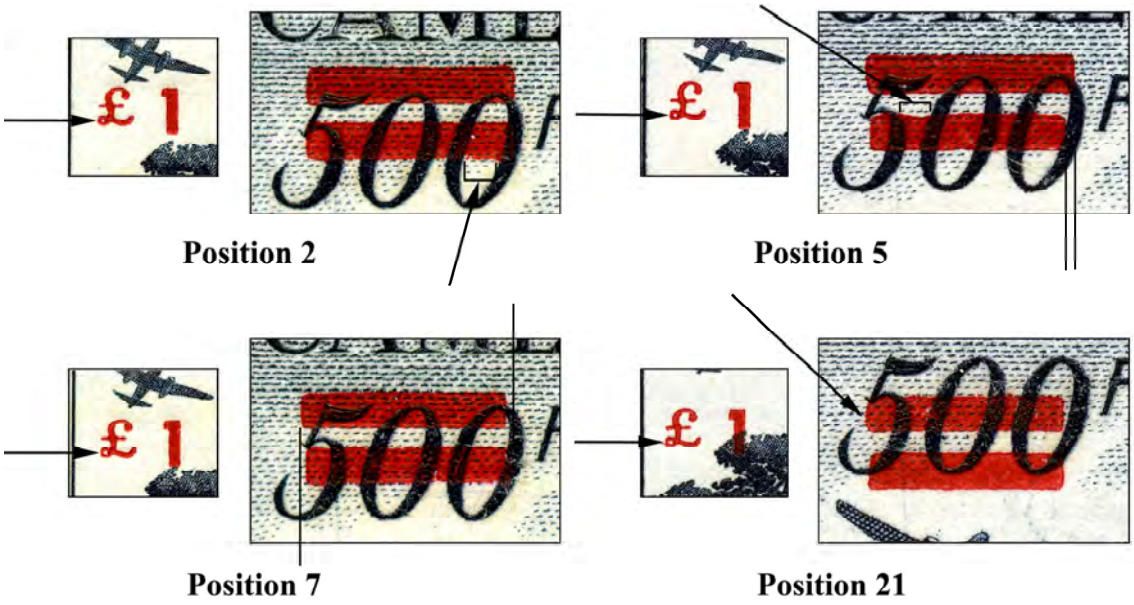


Figure 7. Loop complete but flat on left side.

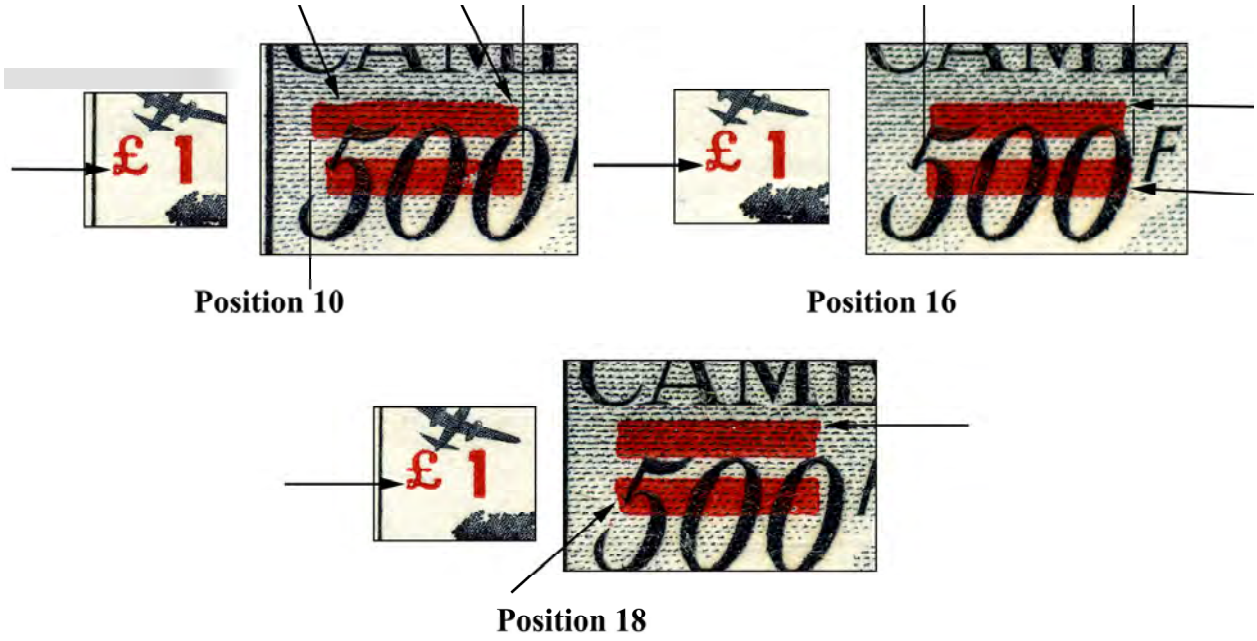


Figure 8. Loop complete but indented on left side.

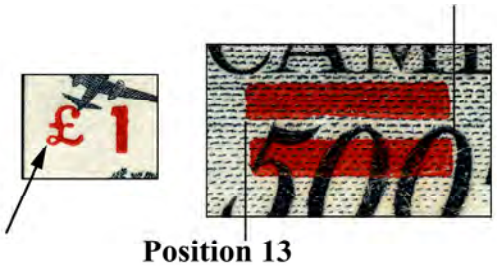


Figure 6. Loop complete but weak. Part of the loop appears almost two dimensional under 30X magnification.

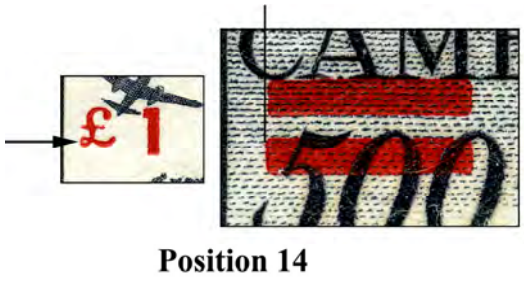


Figure 9. Loop almost broken. The ink spread gives the appearance that the loop is barely intact.

The following sequential approach is suggested to plate the £1 Type 2 stamps:

- Presence of selvedge, corners in particular.
- Condition of the loop and the crossbar on the £ symbol.
- Relative bar alignments. Note – aligned or well aligned, when noted below, does not necessarily mean perfectly aligned.
- Specific bar characteristics. As more stamps are examined, additional bar characteristics (as opposed to artefacts) are likely to be confirmed for various positions.

Some of the bar characteristics described below may be obscured by the well inked engraved numerals of value of the basic stamp and, thus, may not be visible in Figures 4-11. Nonetheless, the characteristics are present and can be seen under high magnification or on stamps where the overprint is slightly shifted relative to the 500.

The loop and crossbar on the £ symbol is complete and undamaged at eight positions: 1, 6, 8, 9, 11, 19, 23, and 25. Relative bar alignments and characteristics allow plating of five of these positions (Figure 4). Differentiation among the other three positions is challenging.

- Position 1. Top bar – lower edge indented at right end. Bottom bar – right end to right and tapered upward to the left. Bars aligned at left end.
- Position 8. Bars well aligned. Bottom bar – scalloped on lower edge near right end; scalloped on upper edge to right of centre.
- Position 11. Top bar – right end slightly to right; right end indented. Bottom bar – bump at bottom of left end. Bars aligned at left end.
- Position 19. Bars well aligned. Top bar – top of left end indented.
- Position 23. Bottom bar – left end to left; indentation on lower edge near left end. Bars aligned at right end. 1 in £1 slightly thicker.

The loop is also complete and undamaged at Position 3, but the left portion of the crossbar is damaged and almost broken. This characteristic does not display well in a scan. The bars are well aligned. For the bottom bar, the right third of the upper and lower edges are indented, giving an appearance of a tall thin bottle lying on its right side (Figure 5).

The loop is damaged to a greater or lesser extent at the remaining 16 positions in a sheet of 25.

- Loop complete but weak: Position 13 (Figure 6). The loop appears to be thinner and, under 30X magnification, part of the loop appears almost two dimensional. Top bar – slightly to left. Bottom bar – slightly to right.
- Loop complete but appears flat at left side (Figure 7). This can be difficult to display in a scan because of ink spread but, under 30X magnification, the three-dimensional flattened shape of the loop, relative to ink spread, is clearly visible.
    - Position 2. Bars well aligned. Bottom bar – scalloped on lower edge near right end.
    - Position 5. Top bar – right end to right; left end aligned with end of bottom bar. Bottom bar – top edge scalloped toward left end.
    - Position 7. Top bar – left end slightly to the left. Bottom bar – right end slightly to right.
    - Position 21. Bars well aligned at both ends. Top bar – left end rounded.
- Loop complete but indented at left side (Figure 8):
    - Position 10. Top bar – left end to left; indented on upper edge at right end and scalloped on upper edge near left end. Bottom bar – right end slightly to right.
    - Position 16. Top bar – knob at right end. Bottom bar – right end slightly to right and left end slightly to left; right end indented.
    - Position 18. Top bar – knob at right end. Bottom bar – left end tapered.
- Loop almost broken: Position 14 (Figure 9). On the examples seen, the ink spread gives the appearance that the loop is intact, but barely. Bottom bar – left end slightly to left. Bars aligned at right end.

- Loop completely broken but much of the loop is still present (Figure 10):
  - Position 12. Bars aligned at both ends.
  - Position 15. Top bar – right end to right. Bottom bar – left end slightly to left; lower edge scalloped from left of centre toward left end.
  - Position 17. Top bar – left end to left. Bottom bar – right end to right; right end indented.
  - Position 24. Left crossbar on £ short and weak. The bars give the appearance of poor ink adherence. Additional stamps from this position must be examined to determine whether this is a constant characteristic or an artefact.
- Loop completely broken and much of the loop is missing (Figure 11):
  - Position 4. Left crossbar on £ shorter. Bottom bar – indented on top edge midway between centre and left end.
  - Position 20. Left portion of crossbar on £ almost completely missing. Top bar – right end to right. Bottom bar – left end slightly to left.
  - Position 22. Left crossbar on £ short. Bars well aligned. Top bar – right end indented. Short dash above second U in REPUBLIQUE, also poor ink adherence for the final E. Additional stamps from this position must be examined to determine whether the weak final E is a constant characteristic or an artefact.

All of the stamps to hand can be plated to one of the 25 positions in the sheet, leading to the conclusion that only one plate was used to overprint the stamps.

Comparison with other Stamps in the Series

The presence of the bottle-shaped bar at Position 3 prompted a careful examination and comparison of the characteristics of the overprint bars and their position in a full sheet with the bars used to overprint other stamps in the series. A bottle-shaped bar also appears in the 5/– and 10/– Type 3 overprint. There is, however, no correlation. The plate used to prepare the £1 Type 2 overprint was not adjusted to overprint any other stamps.

Conclusions

Only one plate was used for the £1 Type 2 overprint, and that plate was not involved with the overprinting of any other stamps in the series. With magnification and the scans and information presented here, single stamps can be plated for more than 80% of the positions in a sheet. With 30X magnification and reference materials, essentially all positions can be plated.

Acknowledgements

Sincere thanks and appreciation are extended to Dudley Cobb, Peter Hørlyck, Rob May, Michael Wright, and Brian Lythgoe for locating and / or providing material for examination.

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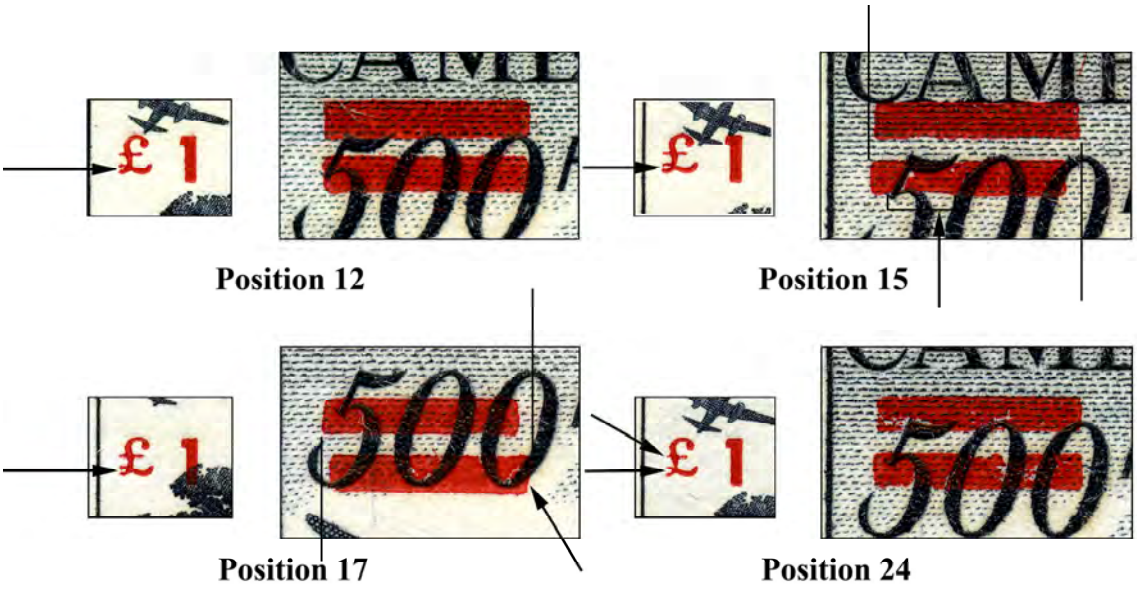


Figure 10. Loop completely broken but much still present.

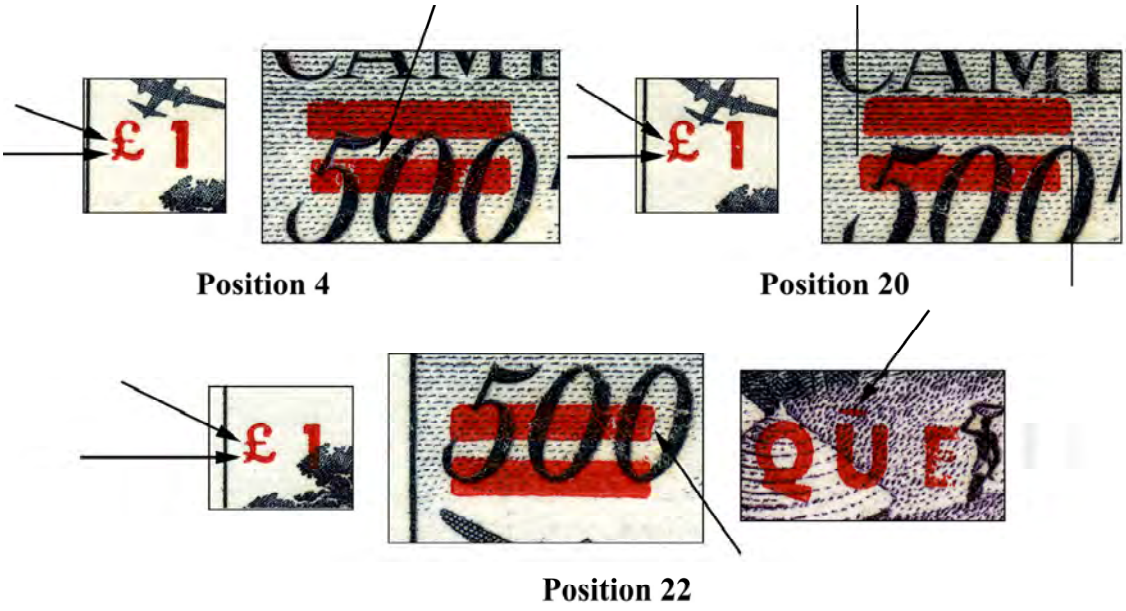


Figure 11. Loop completely broken and mostly missing.

Sierra Leone - 1964 missing colour varieties

Robin Peters

Lot 352 in Eastern Auctions' (of Canada) sale of 28 May 2011 was the block of four of the 2/6d "New York World's Fair" stamp of 1964 (SG295) illustrated below. (Figure 1). The value is omitted from the top right stamp of this mint part sheet. The item sold for $700 Canadian plus 15% buyer's premium.

I would have expected any missing part of the design of any stamp in this issue, postage or air mail, to affect the entire sheet of 30 stamps, but in this case there are three normal with one error. Illustrations of a similar item from my collection (Figures 2 & 3) show how this might have happened, but I would need to have inspected this auction lot for paper folds in the backing paper. There is nothing visible in this image.



Figure 1; 1964 New York Worlds Fair 2/6d (SG 295) mint block of four on the normal waxed backing paper, the top right one with missing colour and value.



Figure 2; 1964 New York Worlds Fair 6/- (SG 297) mint block of four on the normal waxed backing paper, the top right one with missing colour and value.

My own example is from the same air mail issue, but of the 6/- value. The top right hand stamp in another block of four is missing the value and "AIR MAIL". A missing value error is listed by Stanley Gibbons for the 6/- denomination in this set as their SG297a. They also list other values in the same set with the same error, but do these originate from complete sheets which missed that part of the printing process? These two illustrated varieties are a different printing error in which the missing value is found printed on the reverse of the backing paper (Figure 3). So should these be listed by SG as a different variety?

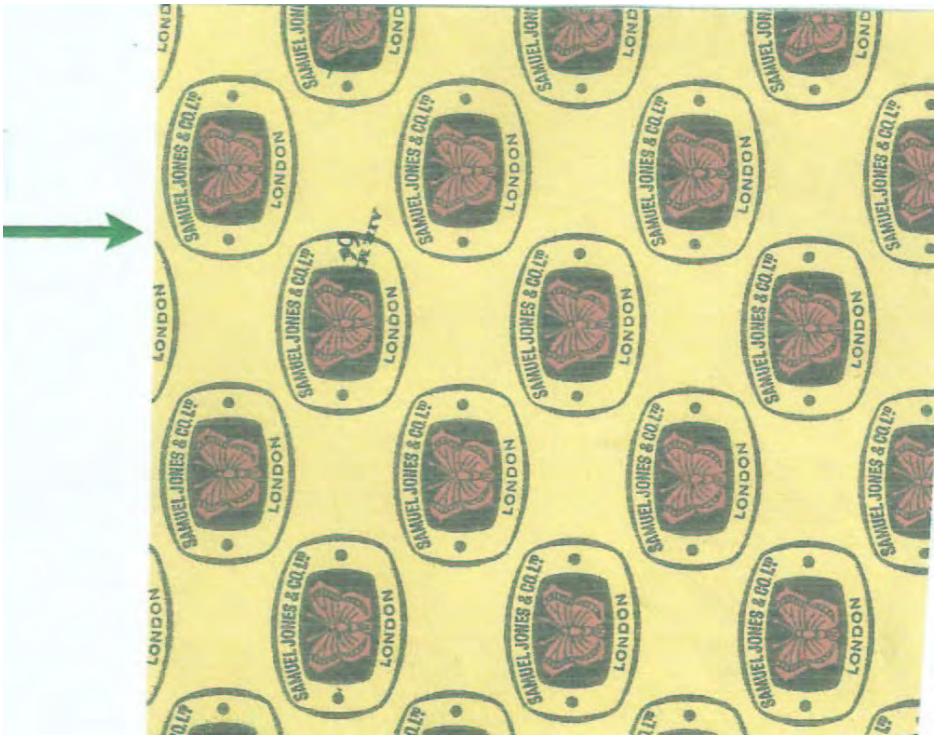


Figure 3

In a similar vein, I can illustrate as figures 4 and 5 a copy of the 7d air mail value from the same set (SG292) with the mauve colour missing, comprising the globe as well as the words "AIR MAIL" and the value. Again, this is not listed by Stanley Gibbons and again the missing part of the design can be found printed on the reverse of the backing paper.



Figure 4; 1964 New York Worlds Fair 7d (SG 292) mint single on the normal waxed backing paper, with missing colour and value.



Figure 5; showing the reverse of the backing paper of figure 4 with the missing colour (globe, AIR MAIL and value) printed on it

Cape of Good Hope mail to the West Coast of Africa via Madeira in 1903

Robert Johnson

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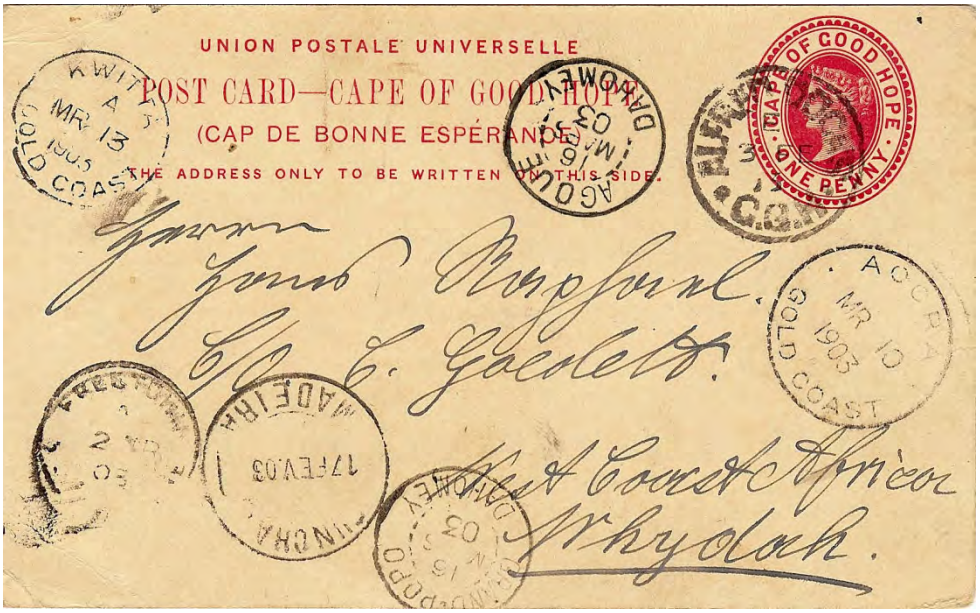


Fig. 1

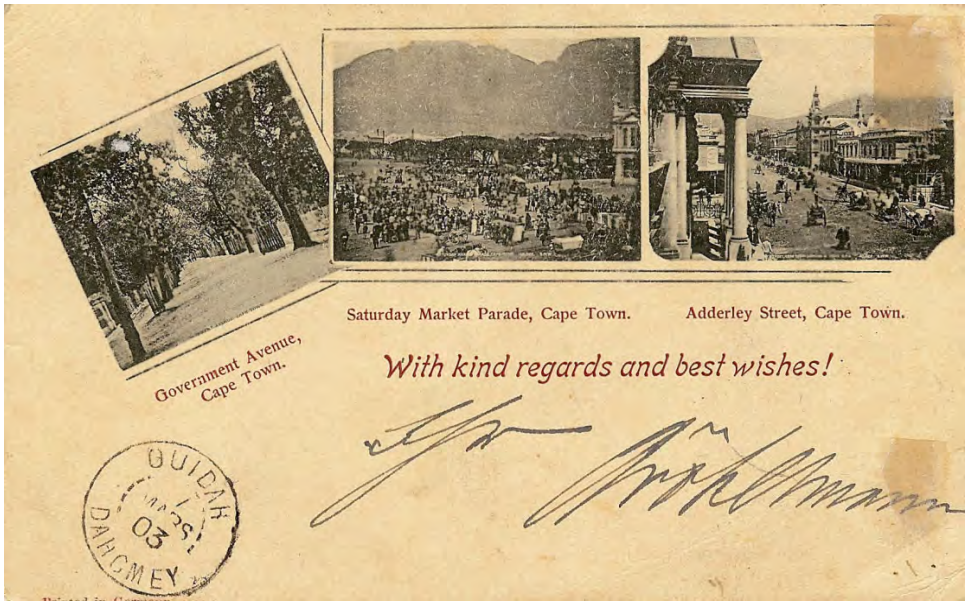


Fig. 2

This postcard (Fig.1 front and Fig. 2 back) was posted at Alfred Docks in Cape Town on 3 February 1903. It was carried on a Union Castle mailship bound for the United Kingdom (Southampton) but was transferred to the post office at Funchal, Madeira on 17 February 1903 when the mailship called there. An extract from the Contract made between the Government of the Cape of Good Hope and the Union Line (the same was in the Castle Line contract) for the period between 1 October 1888 and 30 September 1893 is set out opposite as Fig. 3. The back of the postcard was printed in Germany on a CGH PO 1d postcard.

Privately produced postcards were permitted from the 1st January 1903. The postcard regulations before 1 January 1903, taken from the Cape Postal Guide for January 1898 are set out in Fig.4.

The mailship was the Walmer Castle which left Cape Town on 4 March 1903 and called at Funchal on 17 March 1903. After that the postmarks show a routing to Whydah (now Ouidah today) via Freetown, Sierra Leone on 2 March 1903, Accra, Gold Coast on 10 March 1903 (showing where the mail was unloaded from the east bound steamer), Kwita, Gold Coast on 13 March 1903, Grand Popo and Agoue (both in Dahomey, now the Republic of Benin) on 16 March 1903 and finally Ouidah in Dahomey on 17 March 1903. After that there are no postmarks*.

*This would indicate that the Whydah is the one in Dahomey and not the Whydah near Warri in what was Southern Nigeria.

3. One of such vessels so equipped and manned as aforesaid shall on every alternate Friday commencing on Friday the 6th day of October 1876 at noon (until and unless any other days or hours shall under the proviso herein in that behalf contained be substituted instead thereof) and immediately after the mails are embarked put to sea from Dartmouth (or at the Company's option from Plymouth on their giving notice to Her Majesty's Postmaster-General) and subject to the provisions of this Agreement proceed to Table Bay calling at Madeira and St. Helena as hereinafter-mentioned and shall on every alternate Tuesday commencing on Tuesday the 10th day of October in the year aforesaid at 4 o'clock in the afternoon (until and unless any other days and hours shall under the proviso herein in that behalf contained be substituted instead thereof) and immediately after the mails are embarked put to sea and proceed to Plymouth calling at St. Helena Ascension and Madeira as hereinafter-mentioned and all such vessels shall convey the said mails to Table Bay from Dartmouth and to Plymouth from Table Bay as aforesaid calling as aforesaid and the Company shall convey in such vessels from and to and cause to be delivered and received at such of the ports or places aforesaid from or at which the said vessels are to start call and arrive in due performance of this Agreement all such mails as shall or may be tendered or delivered to or received by the Company or any of their agents or servants by or from Her Majesty's Postmaster-General or the said Postmaster-General or Colonial Secretary for the time being or their or any of their officers or agents On arriving off Madeira to land or receive Telegrams on the outward or homeward voyage the master or commander of any of the said vessels shall not be bound to call at Madeira or land or receive Telegrams if from stress of weather or inability to obtain Pratique the calling at Madeira of such vessel would delay the due delivery of her mails at Cape Town or in England

Figure 3

POST CARDS.

1. Object of Post Cards.—Post Cards are designed to facilitate letter correspondence, and provide for the transmission through the Post Office of short communications, either printed or written in pencil or ink. They may, therefore, be used for orders for goods, invitations, notices, receipts, acknowledgments, price-lists, and other requirements of business or social life, and the matter required to be conveyed may be either in writing or in print, or in both.

2. Transmission of Post Cards.—Cape Colony official inland post cards, impressed with a halfpenny stamp, may be posted at any Post Office in the Cape Colony, for transmission to any Post Office within the same or within Natal, the Orange Free State or the South African Republic; and impressed with one penny half-penny stamp to any Post Office in the Bechuanaland Protectorate or Rhodesia; but such post-cards, if posted at any office other than those in the Cape Colony, will be liable to the full letter rate of postage of the State in which they are posted, and if not so prepaid, will be chargeable on delivery as unpaid or insufficiently paid letters.

Reply-paid post cards impressed with a half-penny stamp on each half may be sent to any place in the Cape Colony, Natal, the Orange Free State, or the South African Republic.

Reply-paid post cards, impressed with one penny-halfpenny stamp on each half, may now be sent to Rhodesia and the Bechuanaland Protectorate.

A half-penny or a penny Post Card posted for Rhodesia or the Bechuanaland Protectorate is available if the additional postage due upon it is paid by means of a penny or a half-penny adhesive stamp, and in the case of a reply-paid penny or two-penny card if a postage stamp of the value of one penny or one half-penny be affixed to each half of the card.

3. Manner in which they are to be used.—The front (or stamped) side is for the address only, in addition to the printed words "Post Card" and "The address only to be written on this side." There must be nothing else written, printed, or otherwise impressed on it, nor must there be any writing or printing across the stamp. On the reverse side any communication, whether of the nature of a letter or otherwise, may be written or printed. Nothing whatever (except, of course, the difference of postage in stamps) may be attached; nor may the card be folded, cut, or otherwise altered. If any one of these rules be infringed, the card will be charged at the letter rate of postage on delivery.

4. May be kept back.—When, owing to a great and unusual influx of letters, books, &c., the transmission or delivery of the letters would be delayed if the whole mail were dealt with without distinction, Post Cards (unless paid for and posted as late letters) may be kept back until the next despatch or delivery.

5. Only Official Cards allowed.—No card other than one of those issued by the Government will pass, if it bear on it a communication of the nature of a letter; and if posted such cards will be charged at the letter rate.

6. Re-direction of Post Cards.—There is no charge for the re-direction of Post Cards within the Cape Colony, or sent from the Colony to Natal or the Orange Free State, provided the same have not passed out of the custody of the Post Office. If re-directed from any Office in the Colony to the South African Republic, the Bechuanaland Protectorate, or Rhodesia, the difference in the rate of postage is only charged.

Figure 4

Recording Nigeria postal stationery items

Peter Hørlyck

I have for many years kept photocopies and scans of various Nigeria postal stationery items encountered as well as auction catalogues describing and occasionally showing interesting items, but in 2010 I started systematically to record all used examples known of the scarcer items. Later I expanded my records to also cover interesting or early usages of the more common items, as well as scarce mint items. Many members have been very kind and supplied me with photocopies or scans of items in their possession. I cannot here mention all but Fritz Kemme and especially Robert Nelson have sent me a high number of photocopies. I wish to thank all who have contributed.

Occasionally, unrecorded examples appear at auctions and on eBay but surprisingly often it is the same examples seen circulating various auction houses and dealers each time with a higher price tag. Based on the number of recorded examples appearing in the past in auctions but where I today do not know the whereabouts, it suggests that there may still be many examples hidden in collections. Not necessarily in postal stationery collections but more likely in postal history collections. Should any other members have any of these items even if it is just one or two examples I would be most grateful for photocopies or scans.

So the task I set out to achieve is far from done. But after having recorded examples for three years now certain patterns start to emerge. It becomes clearer which examples are of philatelic origin and produced in many examples. Probably the most commonly seen usage is of a single ring postmark OLD CALABAR RIVER OC 23 93. It appears on OIL RIVERS ½d and 1d postcards (Fig 1). Such postcards have no message or only a very short message on the back. The 1d postcards are often addressed to a Mr Stratford in Cheshire, whereas the ½d postcards are used locally to a number of different places -Abonnema, Benin, Bonny, Brass, Opobo - all written in the same handwriting. The postcards are often so clean that I have suspected them to be cancelled-to-order and later supplied with an address. But this cancellation is also seen on Oil Rivers registered envelopes. Here the bulk is addressed to Geo(rge) Thomas Esq, 24 Prospect Vale, Fairfield, Liverpool. The surname of the recipient is sometimes amended and "Prospect" strengthened. Based on the numbers in blue crayon appearing on these registered envelopes I reckon that many more examples are yet to be recorded.

Concerning the ½d postcards the other common usage is also from OLD CALABAR RIVER but this time a late usage NO 24 98 to Paul Kiderlen of Ulm, Germany. I would say that all other usages are considered scarce.

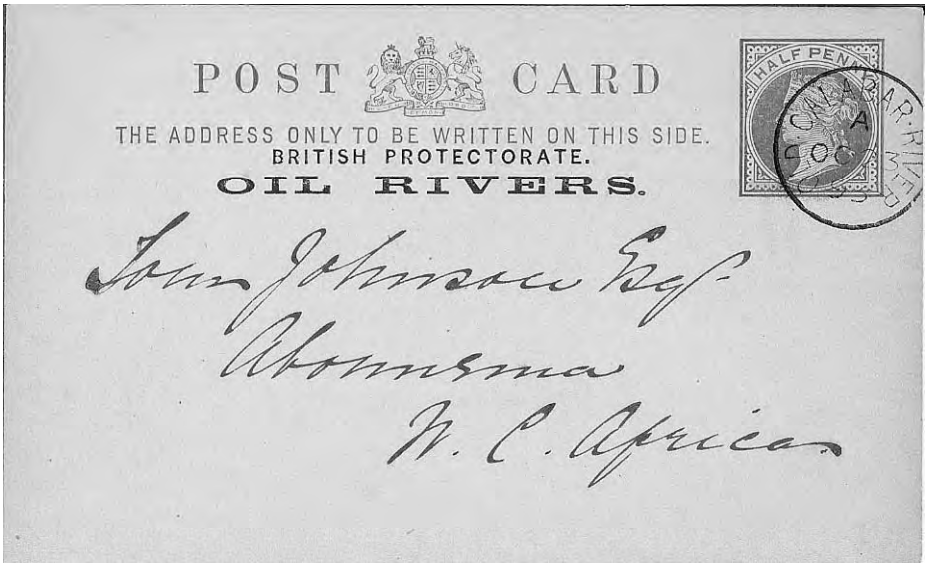


Figure 1; Internally addressed ½d PSC cancelled Old Calabar River OC 23 93

An unusual set of Niger Coast size G envelopes are addressed to a Mr. Hounsom, Catford, London and sent from Old Calabar DE 27 94. Here the address is handwritten on a small label glued to the envelope where the string lines cross each other. They also usually bear a set of three numbers, e.g. 8-12-3236, 11-15-3239. The middle number is in blue crayon whereas the others are in pencil. If I assume the first number is the sender's numbering at least 12 examples were sent but so far only five recorded. In some cases the numbers have been attempted erased. On one example seen regularly on eBay with a quite high Buy It Now price, the address label has fallen off or been removed (you can still see the brownish traces of the glue) and another (possibly fake) address been added instead in pencil. (Figure 2)



Figure 2

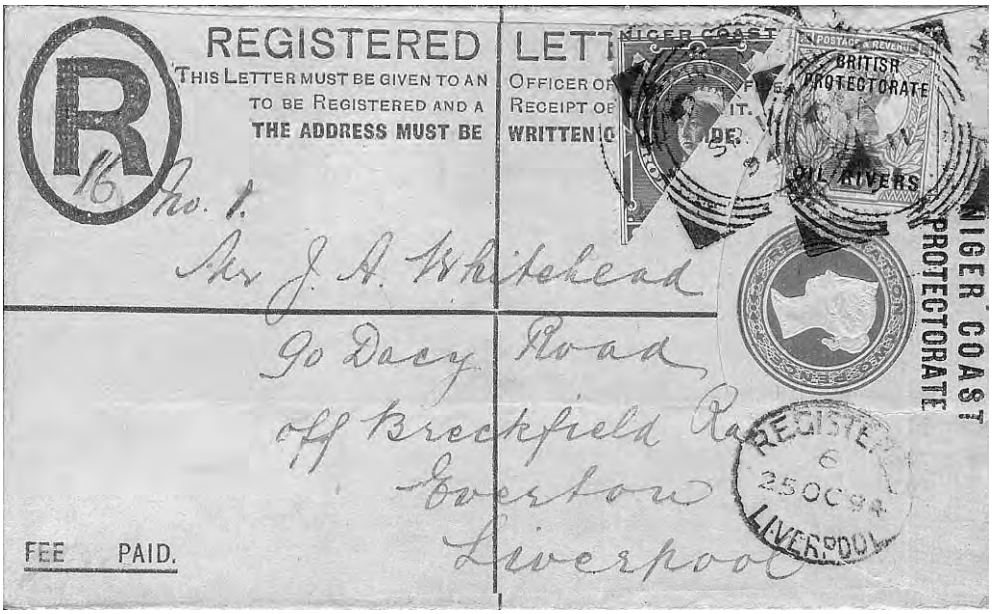


Figure 3

Perhaps the most common recipient seen on the registered envelopes of Oil Rivers and Niger Coast is Thomas Eaton of Moss Side, Manchester. BRASS RIVER NO 11 95 occurs on multiple examples of all

three sizes of the overprinted Niger Coast envelopes, but otherwise a mix of Oil Rivers and Niger Coast envelopes are seen with the same dates: BRASS RIVER SP 9 95, OPOBO AU 16 95 and BRASS 3 DE 95. The Eaton envelopes are mostly very attractive and often with a combination of Oil Rivers overprinted stamps together with the Niger Coast issues.

Other Niger Coast registered envelopes seen in multiple examples are:
F: BONNY SP 11 94 to Allen, Kensington, Liverpool. With a 1d bisected. Also seen addressed to Whitehead, Liverpool in the same handwriting. (Figure 3)
G: FORCADOS RIVER MR 14 94 to Ludwig Zissler (Stamp Merchant), London
H2: OPOBO RIVER JU 1 95 to Cathkin, Rutherglen, Glasgow
H2: OLD CALABAR 3 JA 99 to Curt R. Noske, Borna/Leipzig, Germany

A name that frequently appears is Archie Ackerman of Banbury although no outright duplicates have been seen. The condition of the envelopes is often far from perfect suggesting that they are not of philatelic origin. Other names frequently encountered are Salzmann, Wolffgang, Bauer and Glied - the latter two appears frequently on Lagos postcards.

Scarce items

Below I have listed the main types so far recorded in fewest examples. The examples are complete in used non-cto condition with no stamps removed.

One recorded example:
Lagos 1892 QV 1½d reply card with "HALF" obliterated by red ink
Lagos 1902 KEVII 2d registered envelope size I
Niger Coast 1897 QV 2d registered envelope size K

Two examples:
Southern Nigeria 1907 KEVII 1d+1d reply card
Southern Nigeria 1902 KEVII registered envelope size H2
Southern Nigeria 1912 KGV registered envelope size H2

Three examples:
Oil Rivers 1892 QV 2d registered envelope size H2 (H&G C2b)
Southern Nigeria 1901 QV registered envelope size H2
Southern Nigeria 1912 KGV registered envelope size H

Four examples:
Lagos 1895 QV 2d registered envelope size I

No examples have been seen of the Nigeria 1914 KGV 1d+1d reply card. The reply part of reply cards sent back from abroad are also virtually non-existent with only a single example seen of the Lagos 1½d card and two examples of the QV 1d card.

Cameroons Campaign on New Years Day 1916

Malcolm Lacey

I have recently been shown an entire letter written by a British officer upcountry during the campaign, sent to Nevis, British West Indies. I illustrate one page of the letter and the cover as figures 1 and 2 overleaf and offer a transcription of extracts from the letter itself. The grid reference given as the sender's address places him about 65 miles East of Nkongsamba. The writer would not have known at the time, but on exactly the same day he wrote this letter, another British column captured Yaounde from the Germans.

NEW YEARS DAY

Newyears day 1916.

Lat 5° N
Long. 11° E (about)

Dear Miss Hollins

I have often thought of writing and thanking you for your hospitality to Mr Mathews & Holly after I had left here. I daresay I am having a more strenuous time than most people in Africa, I have written Mr Rolleston & Mr Napier & I expect you may have heard of me from them. Mr J & Boyes. Joined the column Xmas Eve. & since that date have trekked another 100 miles, which makes 500 miles on foot since I left Ibi. We are now in touch with the Germans, who are retiring every where towards Yaounde, about 3° N. The work now is very hard & it is fortunate I had the regular trekking before joining otherwise I know could have stood it in this heat however I am very fit. I will give you a description of a days work all are very much alike reveille 3 am. break camp 4 am 700 ~~in~~ all, of which 300 are carriers, we march 7h 30 then breakfast. advance again 8.30. march 7h about 2 pm. with 10 min intervals. As there are rivers to cross. wading generally, but sometimes across "Tic bridges" which are made of creepers like this a sort of net. [end view] along which you pass 6 at a time

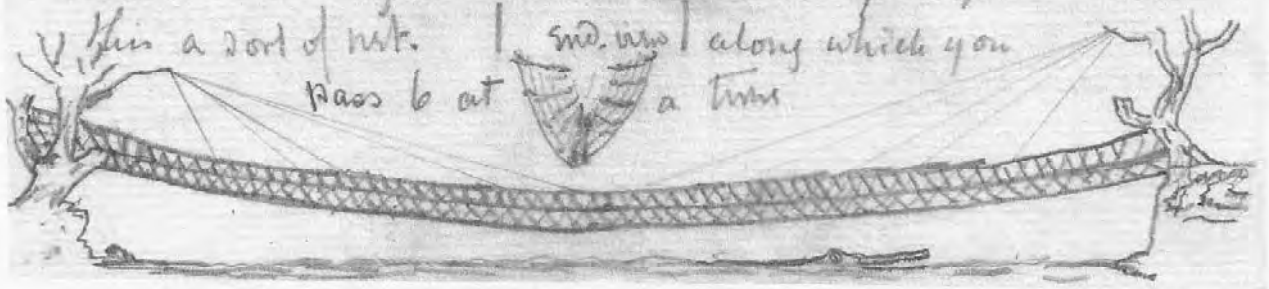


Figure 1; first page of the letter, illustrating a typical rope bridge



Figure 2; the envelope to accompany this letter. It is crested on the flap 10th (Service) Battalion, posted stampless "on active service", addressed to Nevis, British West Indies and carried back down the supply line to Ibi in Northern Nigeria where it was postmarked 26 days after it was written.

The text of the letter includes:

New Years Day 1916 *Lat 5 N*
Long. 11 E (about)

Dear Miss Hollings,
I have often thought of writing and thanking you for your hospitality to Mrs Matthews and Molly after I had left Nevis……W, I and Boyer (?) joined the column Xmas Eve and since that date have trekked another 100 miles, which makes 500 miles on foot since I left Ibi. We are now in touch with the Germans who are retiring everywhere towards Yaundi (sic), about 3N. The work now is very hard and it is fortunate I had the regular trekking before joining otherwise I never could have stood it in this heat, However I am very fit. I will give you a description of a day's work; all are very much alike. Reveille 3.am break camp 4.am, 700 in all, of which 300 are carriers, we march till 7.30 then breakfast, advance again 8.30. March till about 2pm with 10 min intervals. As there are rivers to cross, wading generally but sometimes across "tie bridges" which are made of creepers like this a sort of net along which you pass 6 at a time. There are so many delays that only 10-15 miles a day is actually accomplished. Immediately on arrival the position is strongly entrenched and prepared for attack. This takes another 4 hours strenuous work during which officers find time to break off and have a cup of tea. Knock off at 5 or 6 by which time the servants (all officers have 3) have built a grass hut, made your bed, cooked a light meal and got your bath ready etc. Dinner at 8 then turn in. 12 midnight visiting rounds (1 hour) and on again next morning. Sometimes we bump into the Germans in which case there is no advance but the entrenching goes on until ceasefire

At this point the letter goes into unpleasant detail about German atrocities to the native population for most

of one page. Then, after a short description of native crops the letter continues

This is dense forest country the trees the largest I have ever seen in my life. I think we are getting out of the forest country as there are large mountains again and the country appears clearer. In place of forest appears again the elephant grass about 12 ft. high. We are all having a holiday today which accounts for my witness (?) I hope you are not tired with my effusion perhaps you might find time to write……..

Yours very sincerely
Stuart Wheathers (?)

Northern Nigeria: a French Enclave

Rob May



Reverse

Front

Malcolm Lacey has shown me a photocopy of an interesting cover owned by one of his contacts, which I have reproduced here.

Under Article VIII of the Anglo-French Frontier Agreement made at Paris on 14 June 1898, the text of which is reproduced in full in "*British Nigeria*" by Lt-Col. A F Mockler-Ferryman, Cassell & Co, London, 1902, the French were given rights to maintain a trading station and up to 400 metres of river frontage on the west bank of the Niger opposite Bajibo. This was the site of Old Bajibo, at the confluence of the Niger and Moussa Rivers, from which the River Niger is navigable by steamer to its mouth. A second enclave was leased to the French at Forcados, presumably for transfer of goods from river craft to ocean-going steamers. Both parcels of land were leased to the French Government for 30 years at one franc per annum and remained British sovereign territory, but shipment of goods through these enclaves avoided payment of customs duties to Great Britain.

The sender of this stamp-less cover was E. Collin, "Sergt de l'Inf Coloniale" (indistinctly written on the reverse) writing to a relative in Etain, France in 1903. He has self-certified the military free franchise on the front of the cover "Le Sergent Ct. l'Enclave de Bajibo". He was in command of the Bajibo enclave.

Although the French clearly intended to operate their own steamer on the River Niger it is doubtful if they ever did so. The enclaves saw very little use. This letter was handled by the Northern Nigeria Post Office presumably for carriage by the British Niger Mailboat. The letter is struck with two NORTHERN NIGERIA single ring cds, dated MY 14 1903, on front and reverse of the cover, which were probably applied at Lokoja. It is interesting that the British chose to accept the French military free franchise and passed it un-taxed, arriving at Etain, France on 10 June 1903.

Does any member know when these leases were relinquished?

150th Anniversary of St Helena as a British Colony

Destruction of Stamps

Bernard Mabbett

On 3 January 1984 St Helena issued a new definitive set of stamps with values from 1p to £2. The design theme was 'stamps on stamps', and featured the classic designs of the 1934 Centenary of Colonisation set issued in 1934. The stamps were designed by C. Abbott, and printed in lithography by Questa.

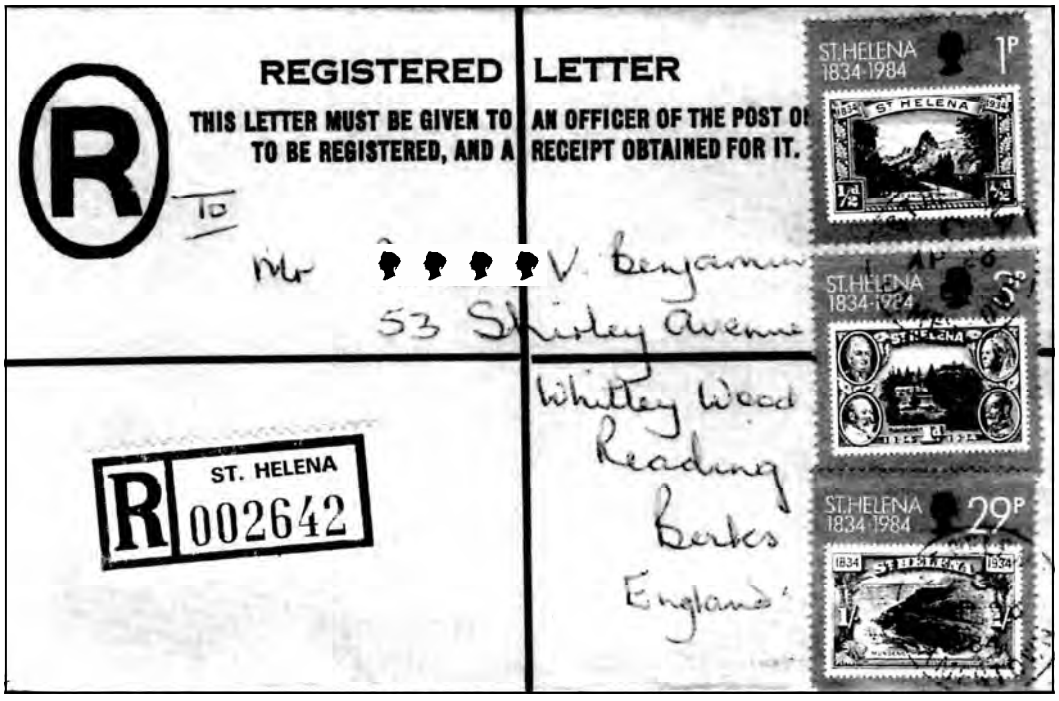
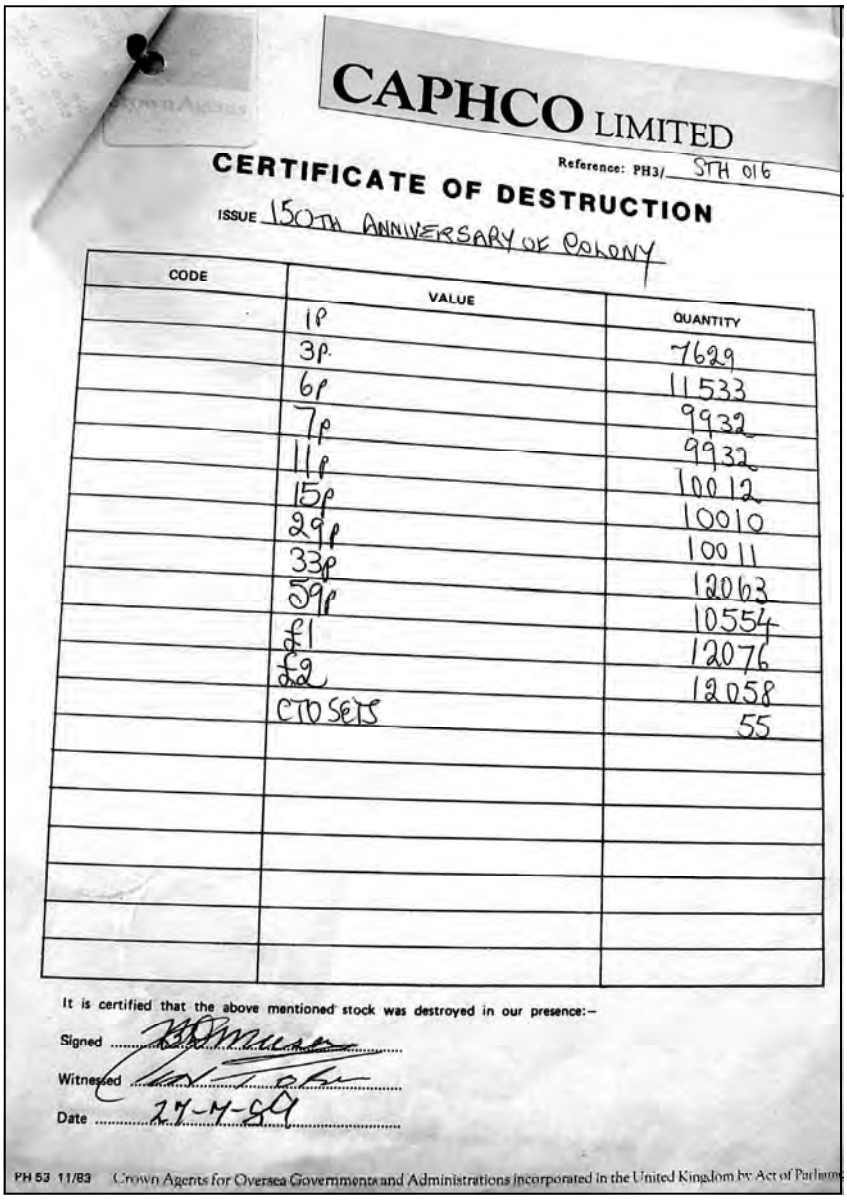


Figure 1 Formula Registered Envelope to the UK with three of the 1984 stamps

The issue of this particular set at this time, whilst being entirely appropriate as 1984 was the 150th anniversary year, was also untimely, as the Conservative Government under Margaret Thatcher decided to remove the British Citizenship rights from the St Helena islanders. This was a right they had held under charter from King Charles II after the restoration of the monarchy. This in effect meant that St Helena was no longer a British Colony, but a Dependent Territory, and its people no longer had the right of citizenship in the UK.

As one can imagine, this move by the British Government was badly received, and so too was the new stamp issue commemorating their British Citizenship. As a result many islanders boycotted this stamp issue and consequently their use on mail from the island is quite scarce. Figure 1 illustrates a Formula Registered Envelope to Berkshire with three values of the set paying a 33p rate and dated 26 April 1984. So bad was the ill feeling that a new definitive set was quickly designed featuring Explorers, and this was issued on 22 September 1986.

The 150th Anniversary set was therefore removed from sale on 21 September 1986, and on 27 July 1989 the remainders were destroyed. As can be seen from Figure 2 these were quite substantial.



CAPHCO LIMITED

Reference: PH3/ STH 016

CERTIFICATE OF DESTRUCTION

ISSUE 150TH ANNIVERSARY OF COLONY

CODE	VALUE	QUANTITY
	1p	7629
	3p	11533
	6p	9932
	7p	9932
	11p	10012
	15p	10010
	29p	10011
	33p	12063
	59p	10554
	£1	12076
	£2	12058
	CTO SETS	55

It is certified that the above mentioned stock was destroyed in our presence:–

Signed .....

Witnessed .....

Date 27-4-89

PH 53 11/83 Crown Agents for Oversea Governments and Administrations incorporated in the United Kingdom by Act of Parliament

Figure 2 The destruction certificate dated 27 July 1989

Following the change to a Labour Government in the UK, the St Helena Islanders finally had their citizenship rights re-instated in 2002, and several WASC members, including the author, were lucky enough to be on the island when the announcement was made by the Governor during a time of much celebration.

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CAMEROONS. 1915 2½d on 25pf to 8d on 80pf (5 values) each tied to piece by DUALA c.d.s. '22.7.15'. SG B5/B9. **£170**

GAMBIA. 1874 4d brown with watermark inverted. Good to large margins with fine colour and embossing. SG 5w. **£400**

LAGOS. 1884 4d pale violet with watermark inverted. Fine used with barred cancel. SG 24w. **£150**

NIGER COAST. 1893 ½d on 2d (Type 3 in violet). Very fine used BENIN RIVER c.d.s. 'AP 14 94'. SG 9. **£275**

NIGER COAST. 1893 ½d on 2d (Type 7 in violet). Very fine mint. SG 20. **£350**

NIGERIA (BIAFRA). 1968 2/6 Kobs with red omitted. Lower marginal example. Unmounted mint. SG 13a. **£200**

ST HELENA. 1868 1/-. A fine used example with watermark inverted and reversed. Unrecorded. SG 18(x). **£300**

ST HELENA. 1922 7/6 Badge with 'torn flag' (R.4/6). Very fine mint. Rare. SG 111b. **£750**

SIERRA LEONE. 1897 2½d on 1/- dull lilac (Type 11). Very fine used FREETOWN c.d.s. 'SP 17 97'. SG 66. **£300**

SIERRA LEONE. 1933 Wilberforce set perf 'SPECIMEN'. Very fine mint. Exceptionally fresh. SG 168s/180s. **£575**

TOGO. 1915 (3rd) 5pf block of four (Pos#1-2,6-7) used on piece with LOME c.d.s. '7.1.15'. Rare multiple. SG H30. **£400**

TOGO. 1915 2/6 with 'CCUPATION' error (Pos# 57). Very fine mint. RPS Cert. SG H43f. **£350**

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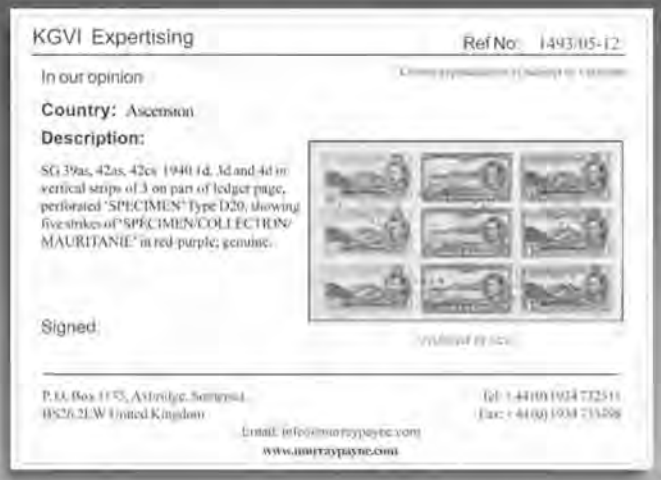
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King George V Key Plates of the Imperium Postage and Revenue Design

by

Peter Fernbank, FRPSL

SECOND EDITION



Since its publication in 1997 this work has become the standard reference for collectors of the issues of this King George V Universal key plate design. This book encompasses the issues of all 17 colonies that employed this design. From a comprehensive examination of the De La Rue and Crown Agents archives it has been possible to produce a listing of every printing made of this key plate design. A wealth of additional information has been added to this basic framework that adds flesh to the bare bones of printing statistics.

A fascinating feature of this issue is the large range of different numbered key plates employed during its life and collectors will find here listed all value/plate number combinations that were used for each colony.

Of particular interest to the specialist is an in-depth study of the flaws that developed on the various key plates and the damage sustained to the marginal areas of the plates, and this section has been considerably enhanced. In certain cases these can provide significant evidence of printing dates.

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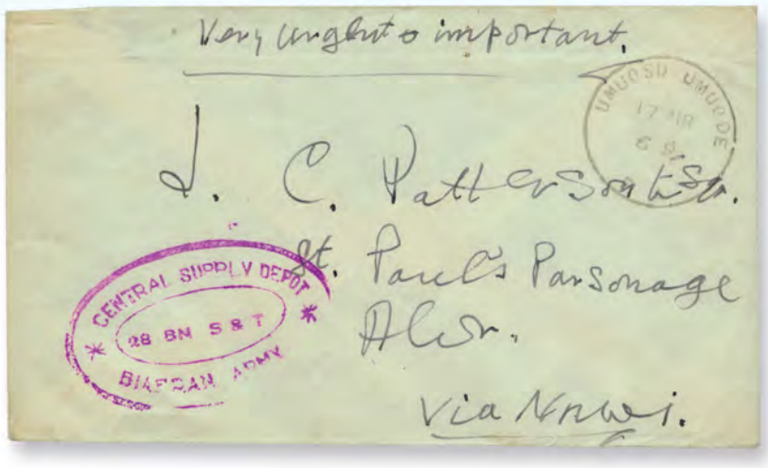
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