CAMEO

The Journal of the West Africa Study Circle



VOLUME 14 NUMBER 3
WHOLE NUMBER 90

OCTOBER 2013

Murray Payne Ltd

British Commonwealth & KGVI Specialists

Auction 16 Autumn 2013



Fine West Africa from our next Auction.
Please contact us for a complimentary catalogue.



SG 25 unlisted watermark
Crown to right of CA



SG 79ew



SG 129
Rendon certificate



SG 130
Holcombe certificate

Murray Payne Ltd, PO BOX 1135, Axbridge, Somerset, BS26 2EW, United Kingdom
www.murraypayne.com info@murraypayne.com
Tel: + 44 (0) 1934 732511 Fax: + 44 (0) 1934 733498

POSTAL HISTORY
OF
THE WORLD TO 1960

INCLUDING
PRE-STAMP, COVERS, POSTMARKS, MILITARY & CIVILIAN MAIL, CENSORED P.O.W. MAIL, COMMERCIAL MAIL AND POSTAL STATIONERY

I PARTICIPATE AT A NUMBER OF SHOWS THROUGHOUT THE UK

FOR ALL ENQUIRIES PLEASE CONTACT

Malcolm Lacey

PO BOX 9, WINCHESTER, HANTS, SO22 5RF, UK
Tel. 0208 570 4856

Please mention Cameo when you contact our advertisers

CAMEO

Volume 14 Number 3 Whole Number 90

October 2013 ISSN 1363-2264

West Africa Study Circle

President: Ray Harris

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

Robert May
Longdown Farm Cottage, Cadsden
PRINCES RISBOROUGH
HP27 0NB, UK
☎ 01844 344336
robert.may@cantab.net

Hon. Secretary
Philip Quirk
157 Balden Rd., Harborne
BIRMINGHAM B32 2EL, UK
☎ 0121 428 4656
philip.quirk@btopenworld.com

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

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

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

Hon. Advertising Manager
PeterRolfe, 14 Aughton Road,
Birkdale, SOUTHPORT, PR8 2AF
☎ 01704 563575
peter.rolfe@btinternet.com

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

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

Webmaster
Ray Harris
harris6@which.net

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

Contents

Editorial		122
Letters to the Editor:		123
Crotty, Favretto, Bratzel, Gledhill, Maddocks, Tabeart		
Articles of Interest Published in Other Journals		126
Cameroun Sterling Issue - Philatelic Shenanigans	Marty Bratzel	126
Sierra Leone 1893 'HALF PENNY' Forgery	Chris May	127
1936 Test Flight from Kano to Lagos, Further Info.	P. Wingent & B. Priddy	128
Notes on Ndian & Cameroons Currency Change 1962	Bob Maddocks	133
Gold Coast ½d PS Cards Overprinted for Togo	John Mayne	135
Biafra: Passed by Censor	Jeremy Martin	136
French Cameroun 1943 Air Mails from Piquet Corres.	Bob Maddocks	137
The Gold Coast-type Cancels of Togo, 1960 to 1950?	J. Mayne & Bill Mitchell	145
S. African Airways to Luanda & Brazzaville 1940-1942	Rob May	149
Sierra Leone: 1955 Water Street Tels. Cancel	P. Quirk & J. Hassock	153
Gambian QV Sheetlet 2d Orange Oddity	Frank D. Whitfield	156
St Helena 1922 £1 'Badge' Specimen Opt. Variation	John Aslett	156
Northern Nigeria: The Illo Canceller and Borgu Mail	Ray Harris	158
Cameroun 1961 Opts., Changed Setting for 1/- on 25f	Bob Maddocks	161
The Nigerian Postal Service - an Incongruous Logo?	Bob Maddocks	161
Voyage to Tristan da Cunha by SS *Bornholm* in 1963	Hans-Henrik Fentz	162
Letters to Stamp Collector Henry Könecke	Dr Simon Heap	171
Cape of Good Hope Mail to West Africa via Madeira	John Mayne	176
Scholarship Saves Postal Archive of St Helena	Press Release	177
PAA Trip Summaries, Route 5 Calls at Bathurst	John Wilson	177
The Dudley Prestedge Collection of Biafra	Jeremy Martin	178
Internal Censored Mail in WWII, Two More Covers	Ross Debenham	179

Front Cover

The 'odd' Gambia sheetlet queried by Frank D. Whitfield

See page 156

Editorial

As this year is an 'odd' one it follows that once again we will be meeting for the Circle's Conference Weekend, which this year is near Cheltenham in Gloucestershire. As always, I am very much looking forward to it - not only for the displays but also for the social activities including good food and wines and the opportunity to keep up to date with philatelic news and activities of other members. If you have never attended one of these weekends I urge you to seriously think of coming to the next one, which will probably take place during September or October 2015.

If three days of philately is too much, how about one of our day meetings? The next is on 9 November at the excellent premises of the 'Royal' at Devonshire Place near Regent's Park in London. You are sure of a warm welcome, and the opportunity to see and discuss some fine material. In addition you are allowed full access to the RPSL Library, one of the finest in the philatelic world. And the buffet lunch is always enjoyable, even though the price has recently increased! Please read Philip's Newsletter for further information.

I am pleased that we have a few new authors providing articles in this edition, and I hope that those seeking information or clarification receive positive feedback. As Editors, it is very satisfying that our efforts result in a strong 'Letters' section, which we have been blessed with for very many years.



Barry Burns

The next issue will be edited by me, datelined January 2014, and the copy deadline is 3 January 2014

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

Editorial Policy

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

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.

Annual Subscription

A subscription of £20 per annum provides UK members with a printed copy of *Cameo* three times a year, but this assumes electronic distribution to all overseas members, either as a website download or on CD-R. Those overseas members who prefer to receive *Cameo* in print format may do so at an additional charge of £7.50 to Europe or £12.50 to the rest of the world.There is no entry fee. The subscription term is for calendar years.

Advertising Rates

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

Printed on archival quality paper to ISO 9706 by Quoin Publishing, 17 North Street, Middlesbrough TS2 1JP
www.quoinpublishing.co.uk



Letters to the Editor

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

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

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

Rob May & Barry Burns

Pan Am Trip Summaries (1)

Dear Editor,

As aerophilatelists we know well that detailed information on the operations during the early years is available in several well known books for the German, Dutch, Belgian, French, Australian and British airlines. This was possible because the airlines make their records available to the interested researchers. We also know that this basically did not happen with information from Pan American Airways.

After PAA failed, its records were entrusted with the University of Miami Richter Library. A number of researchers have searched these records since the late 1990s and have all produced excellent reports of their findings.

However, much information seemed to be missing. It was not until 2007 that I found the 'confidential timetables' for the World War II era. Then in 2012 I found it possible to continue my search with the help of the library staff and then with an assistant. As a result of that continued work we found an amazing amount of information that had never been reported. I have published a small amount of that information in journal articles.

The hundreds of pages of data that has been found through March of 2013 include about 450 pages of data pages titled 'Trip Summaries' that detail the trip of a particular aircraft through one of the twelve routes that had been developed by PAA through the north and south Atlantic from 1939 through early 1945. The search has also yielded details of the 97 Special Missions that PAA operated for the Army and Navy from 1941 through 1943 that have only partially been published. As the special missions wound down with the glamorous Boeing 314 flying boats the PAA Africa Orient Division ramped up operation of the Cannonball mission using more practical Douglas C54 Skymaster for the Army. The bulk of that operation ran from November 1942 through 1944 but it appears to have continued to the end of the contract in June 1946. Details of this operation are hard to find and some records of that operation have been found. Finally, significant but partial records of a special mission operated by PAA for the Navy using Coronado PB2Y-3R flying boats from July 1943 through October 1944 have also been found.

These records are now being summarised in a catalogue that should be available in the next few months. I am looking for assistance in editing and proofing of this rather large work. We hope that this catalogue will make it possible for aerophilatelists to better understand the complex work that PAA performed for the US during the war.

The work will have specific references to the boxes and folders of the Richter Library PAA special collection so that any research may access the documents. Several researchers have already made access to some of this data and we hope to see significant work from them in the near future.

D.E. Crotty PhD

Pan Am Trip Summaries (2)

Our member John Wilson has obtained permission from the Richter Library to place the entire Trip Summaries Archive as a free download resource on the WASC website, as follows, and is now available.

Dear John,

I am happy that your project is progressing apace, although the scope and complexity of it sounds daunting. I'm sure, though, that your research will be a boon to many scholars and historians, so kudos to you. We can happily grant you permission to post the images of your project on your website, although of course I'd like you to use the language Steve has given you for attribution. I'm sure you're

also intending to post a link to our own website, so that people using yours know they can reach us for further information. I think that these types of collaborations can only result in positives for all parties concerned!
I wish you continued success in your project. Regards,

Cristina Favretto
Miami

Overprinted British Postal Orders

Marty Bratzel wrote to John Gledhill:
Dear John,

I have just read your article, *British Postal Orders Overprinted for West Africa*, published in the June 2013 issue of *Cameo*. Most interesting.
For your information, appended at the bottom of this page is a scan of a British postal order overprinted NIGERIA and postmarked Kumba, Cameroons 15 JU 61. During its existence, the Cameroons used Nigerian stamps and postal stationery, except for the brief period 1 October 1960 - 30 September 1961 when a set of overprinted stamps was issued upon Nigerian independence, until the fate of the trusteeship territory was decided. The item was included on page 82 of *The Postmarks and Postal History of the Cameroons under British Administration 1916-1961 - Supplement*, co-authored by R.J. Maddocks and myself and published in 2007. You are welcome to include the item on the web, with proper attribution.

Again, thank you for your article, and thanks to Rob May for publication in *Cameo*.

Marty Bratzel
Ontario, Canada

John Gledhill responded:

Many thanks – only the second example I've ever seen of a 'Nigeria' overprint used in Southern Cameroons (the other being a 5/- denomination dated 9/7/60, sent me by one of your colleagues).
And overprinted £5 postal orders themselves are in any case very scarce – this is only the third non-philatelic one I've seen (the other two being overprinted for Bechuanaland and Zambia). Very scarce combination.

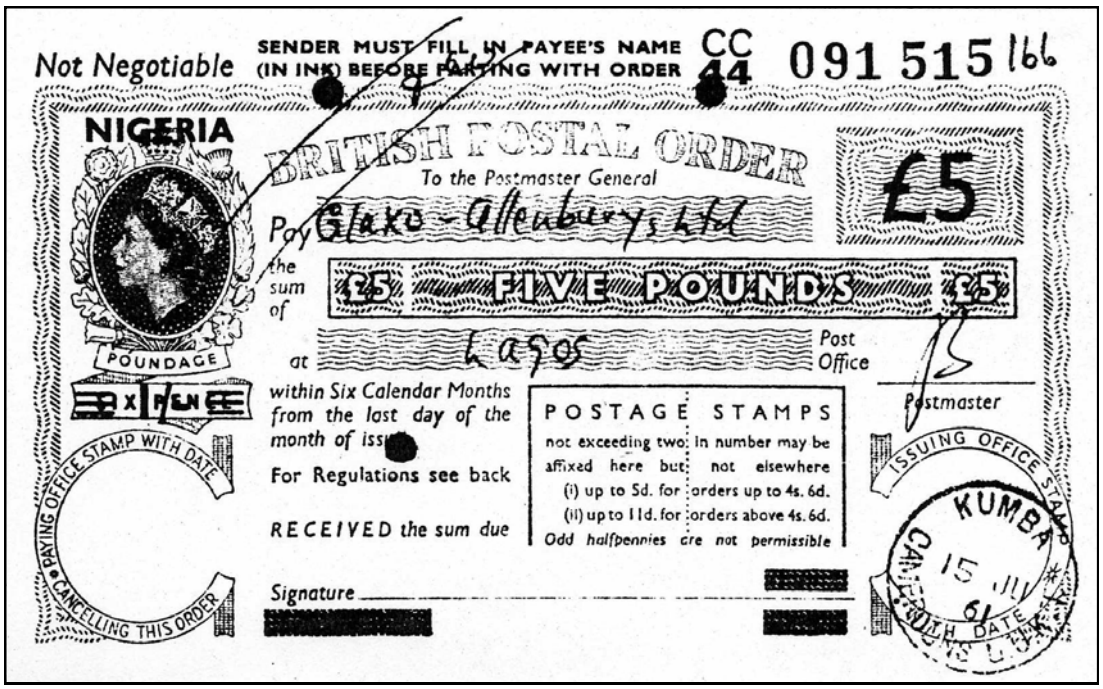
John Gledhill
Wellesbourne, Warwick

Northern Nigeria: A French Enclave

Dear Barry,

In his article *Northern Nigeria: A French Enclave* (*Cameo* June 2013 pp 111-7) Rob May asks when were the leases on Bajibo and Forcados relinquished by the French.

According to the British Foreign Office Handbook on Nigeria of April 1919, drawing on Sir E. Hertslet's *Map of Africa by Treaty* (1908) the 30 year leases stipulated for in the Anglo-French Convention of 14 June 1898 were granted on 20 May 1903.



However, it is further stated that these leases ran from 5 June and 28 June 1900 re. Bajibo and Forcados respectively.
No mention of these leases is to be found in the 1929 publication by the British War Office *Military Report on Nigeria* (HMSO). French use of this facility was apparently of a very short duration as they found alternative means to service their colony of Niger.

The map showing Bajibo (below) is from the War Office 1910.

Bob Maddocks
Oswestry



British West African Mail Packets

Dear Editors,

I am currently writing a book about the British West African Mail Packets. This mainly concerns the Elder Dempster comtracts. I am including a number of illustrations of West African covers which are endoresed with the name of a ship. However, there is a shortage of covers between 1878 and 1890.
If anyone has covers from this period and is happy for me to include in the book, please can they send scans to me at

colintabeart@btinternet.com

Scans should have wide margins all round, be at 300 dpi and be saved as jpeg files.
Any scans used will, of course be acknowledged.
Thank you.

Colin Tabeart
Fareham

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

- Airmails – Barbara Priddy
- Ascension – Bernard Hughes
- Biafra – Vacant; offer received
- Cameroons – Marty Bratzel
- Gambia – Oliver Andrew
- Ghana – Ian Anderson
- Gold Coast – Peter Duggan
- Lagos – John Sacher
- Maritime – John Knight
- Nigerias to 1914 – Simon Heap
- 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

Access to the internet?

Then please try visiting the West Africa Study Circle Web Site at: http://www.wasc.org.uk

Webmaster is Ray Harris contact: harris6@which.net

There are now direct links to our advertisers and other websites

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

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.

Air Mail News, Volume 56, no. 222, August 2013
p17, John Wilson, *FAM-22 and the 'Uranium' Story*

Journal of the France & Colonies PS, Volume 63, no. 2, June 2013
p66, John Mayne, *Postal Relationships between Belgian Congo and French Congo* - comments on an earlier article by Phillippe Lindekins, with particular reference to maritime mail routes

Journal of the France & Colonies PS, Volume 63, no 3, September 2013
p118, John Mayne, *1934 Airmail Cover from the Gambia with boxed Après le Départ strike*

Civil Censorship Study Group Bulletin, Volume 40, no. 3, July 2013
pp83-85, Adrian Ritoridis, *Everywhere but Greece; the Travels of a WWII African Airmail to Greece, Returned due to Suspension of Services.* A letter intended for air mail from Douala, Cameroun to Greece, sent 12 September 1940

Overprinter, Whole number 175, Summer 2013
pp54-55, John Gledhill, *Why copyright images?*

Gibbons Stamp Monthly, February 2013
pp76-79, Peter Jennings, *Allan Crawford, 1912-2007 ....Association with Tristan da Cunha….*

Gibbons Stamp Monthly, April 2013
pp82-84, David Horry, *The Postmarks of the Gold Coast within the KGVI Period, 1937-1954*

Gibbons Stamp Monthly, February 2013
pp70-73, *Basil Herwald, Basil in St Helena: Part 1* - A journey from Cape Town to St Helena & Ascension by the RMS *St Helena*, with comments on the life and philately of the Islands. Continues in the June (pp92-95), August (*Basil in Ascension Island*, pp98-101) and September (pp122-125) issues

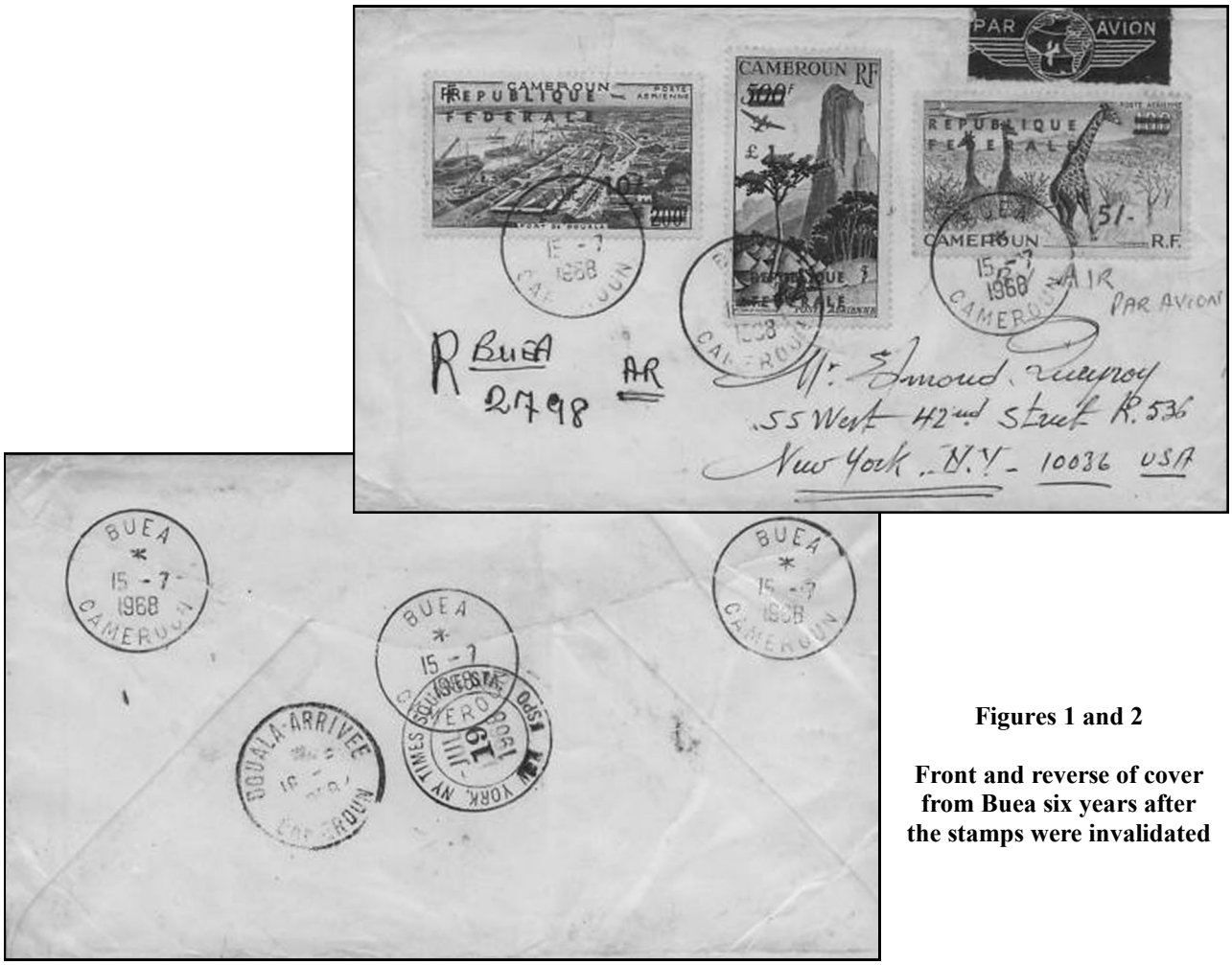
Cameroun Sterling Issue - Philatelic Shenanigans

Marty Bratzel

The pictured cover, slightly reduced in size, (Figures 1 and 2, opposite) is pure philatelic shenanigans created by New York stamp dealer Edmond Queyroy. However, this cover did go through the mails more than six years after the affixed sterling-revalued stamps had lost their validity at the end of May 1962.

The cover was registered and postmarked at Buea on 15 July 1968, transited Douala on 16 July, and reached New York on 19 July. Acknowledgement of receipt had also been requested.

The 5/– and 10/– stamps on the cover are Type 2 (bars and dash aligned) and the £1 stamp is Type 1. The cover was offered on eBay, from where these images were downloaded. 'Nuff said.



Figures 1 and 2

Front and reverse of cover from Buea six years after the stamps were invalidated

Sierra Leone 1893 'HALF PENNY' Forgery

Chris May

The stamp shown at Figure 1 was found in a general collection at auction recently.



Figure 1

The Stanley Gibbons catalogue has a footnote after SG39 reading "Forged surcharges with HALF PENNY shown on one line were prepared by employees of the printer. It is believed that only a single example of this forgery still exists"

I wrote to Frank Walton who confirms that this stamp is identical to his example (presumably also the one known to the catalogue editor) so this seems to be a second known example of the same forgery. Frank confirmed that the postmark is a genuine B31 with flat top to the 3, which means the stamp has passed through the post at the time, but whether that was with or without this surcharge may be in doubt.

I hope that illustrating this find will assist the members of WASC.

1936 Test Flight from Kano to Lagos
further information

Peter Wingent & Barbara Priddy

I received two detailed responses to the original article which appeared in Cameo *90. I have decided to publish both as they were received, the first by Peter followed by Barbara's reply. Illustrations are variably reduced in size - Barry*

I was very interested to read in the June 2013 *Cameo* (Ref. 1) of the purported test flight from Kano to Lagos in February 1936. Tony Plumbe and Jack Lemm illustrated an unusual Imperial Airways' test letter which has backstamps of Kano 6.45 PM 16 MR 36 and Lagos 11.00 17 MR 36. Given a time of only 19¾ hours between the application of these two backstamps, Tony and Jack concluded that the cover could only have been flown between Kano and Lagos, there being insufficient time for it to have been sent by train. With this I fully agree, but they also state that the cover appears to have been carried by the Avro Ten *Achilles* and this was in the nature of a proving flight. I am afraid I do not agree with this statement and I can only conclude that the cover was carried by a private aircraft.

In February 1936 Imperial Airways had only two aircraft in West Africa: the DH-86 *Daedalus* and the Avro Ten *Achilles*. Fig. 1 is a facsimile of part of the Imperial Airways' movement chart for March 1936 and shows clearly the positions of the two aircraft at the time in question. *Daedalus* had met with an accident at Geneina on 12 March whilst operating service WAS 6 and remained there until the 19th, when she returned to Cairo for further repairs. *Achilles* had been sent from Cairo 14 March to take over WAS 6 and arrived at Kano on the 16th and left again early on the 17th, operating service WAN 6. The times of arrival and departure are given on the chart (G.M.T. so add 1 hour for L.S.T.). I believe this is conclusive proof that there was not a proving flight by I.A. from Kano to Lagos at this time.

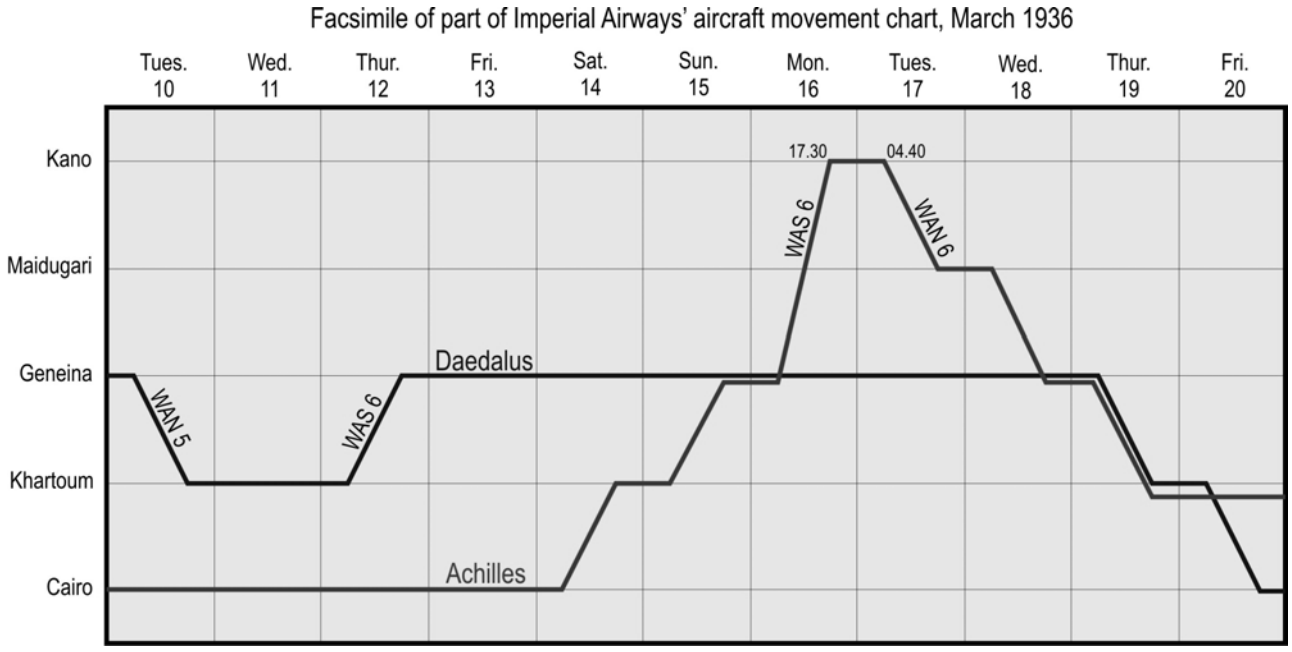
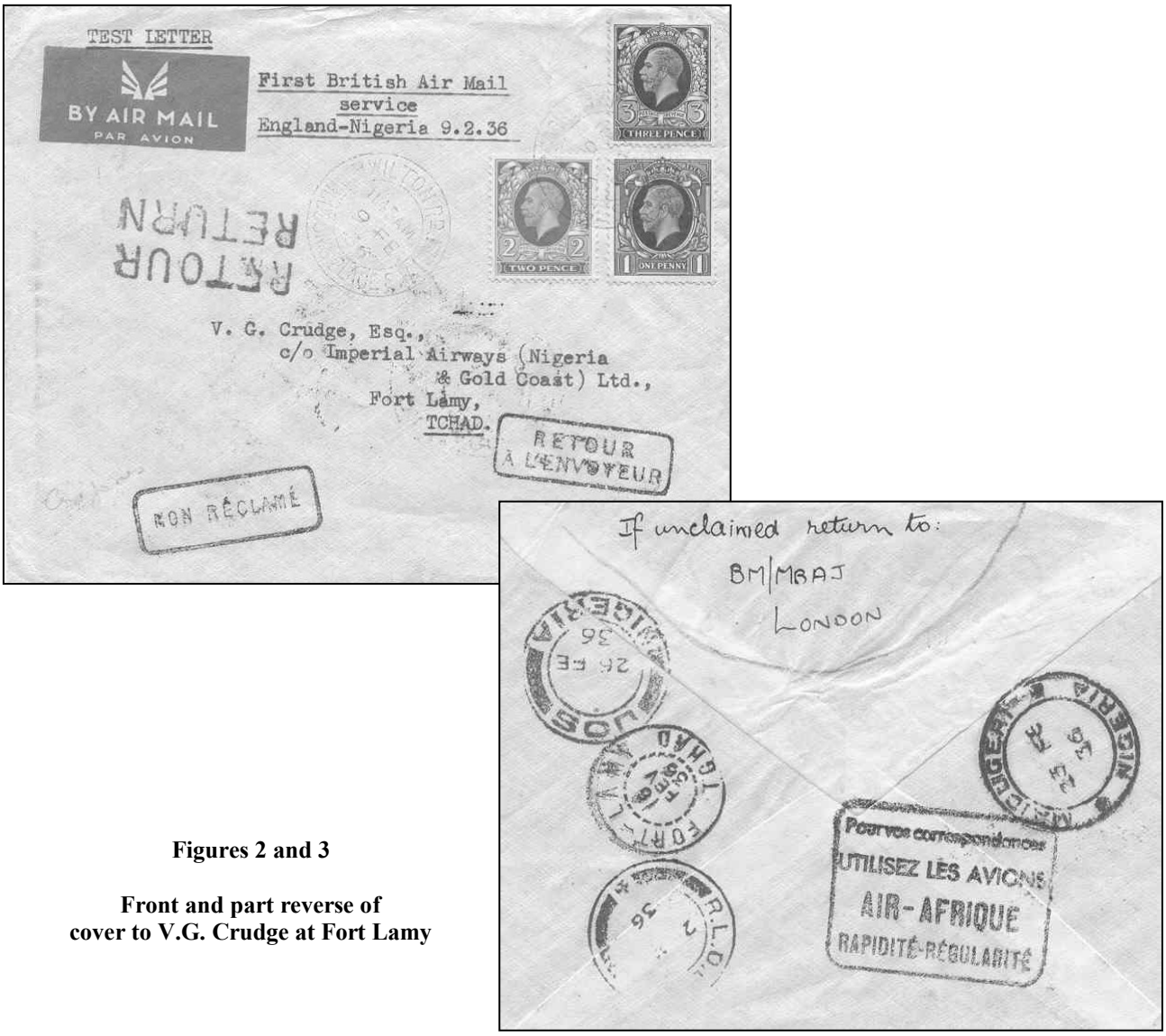


Figure 1

Coincidentally, I have a 'test letter' carried on the first West African service and addressed, like the cover Tony and Jack illustrated, to V.G. Crudge. Unlike their cover, which was addressed to him at Geneina, mine was trying to reach him at Fort Lamy. The front and part of the reverse are shown in Figures 2 and 3.



Figures 2 and 3

Front and part reverse of cover to V.G. Crudge at Fort Lamy

From the backstamps it can be seen that the cover was sent by road to Maidugeri (backstamp dated 23 Feb., next air service arrived 24th) and then to Jos. This begs the question why, without any visible re-addressing, was the cover sent to Maidugeri and Jos, especially when Tony and Jack's cover was forwarded to Lagos? Was Mr. Crudge in a number of places at the same time?!

I began to wonder who exactly Mr. Crudge was and if he had a connection to Imperial Airways. By 'Googling' his name I discovered two references to him which reassured me that he was a member of the I.A. staff. The first was from *Air Transport News*, 30 March 1934 edition: "*Mr. V.G. Crudge, of Imperial Airways, Ltd., visited Newcastle-on-Tyne a few days ago and addressed the local chamber of commerce on air-transport progress. Developments, he said, would take place within the next few months, and those towns and cities with the best aerodromes and best positions would reap the advantages."*

Whatever was his position in 1934, the second reference, in *Flight* magazine, 28 April 1949 edition, proved that he had risen through the ranks and by then was Western Division General Manager for B.O.A.C. and had been awarded an O.B.E. in 1946.

It is also amusing to note that the joint Air Afrique/Sabena service from Europe to the French and Belgian Congo passed through Fort Lamy and the opportunity was taken by the French authorities to apply the Air Afrique cachet advertising a 'rapid, regular' service to an Imperial Airways' test letter carried on a service running two days late!

I am convinced that these are official Imperial Airways test letters. Both are datestamped 'Wilton Road/ Hudson's Place,' which was the I.A. post office and are addressed to an I.A. employee. However, there is one final puzzle: I am surprised that the return address, shown on the reverse, is BM/MBAJ, London. All other Imperial Airways test letters I have seen have a return address of the 'Traffic Manager, Imperial Airways, London.' 'BM/MBAJ' is a private mail collection service, the BM standing for 'British Monomarks' a company still operating today and whose website states: *'London's oldest established independent Mail and Call Answering facility, (we were established in 1925)'* but why did I.A. employ their services and not have their test letters returned directly to their headquarters at Hudson's Place?

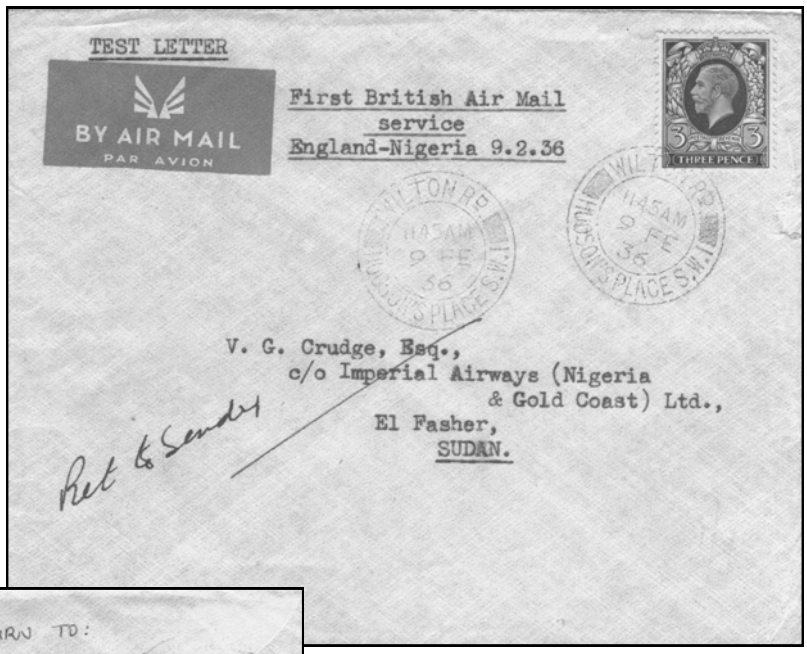
Peter Wingent

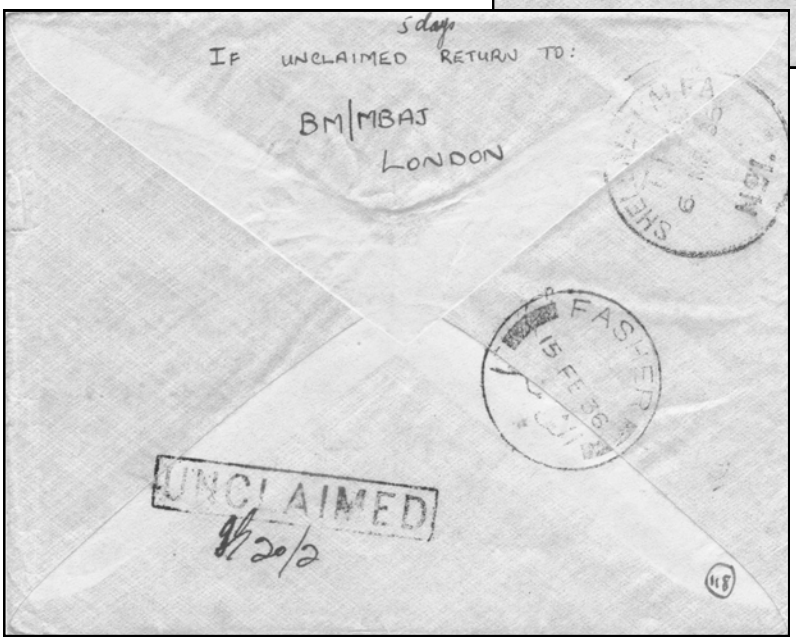
Reference

1 Plumbe A. & Lemm J., "1936 Test Flight from Kano to Lagos", *Cameo*, Volume 14 p82, WASC, June 2013

Barbara Priddy writes:

Whilst agreeing with everything Peter says about Imperial Airways planes I may be able to add a few covers to further confuse the issue.





Figures 4 and 5

Front and reverse of cover to V.G. Crudge at El Fasher

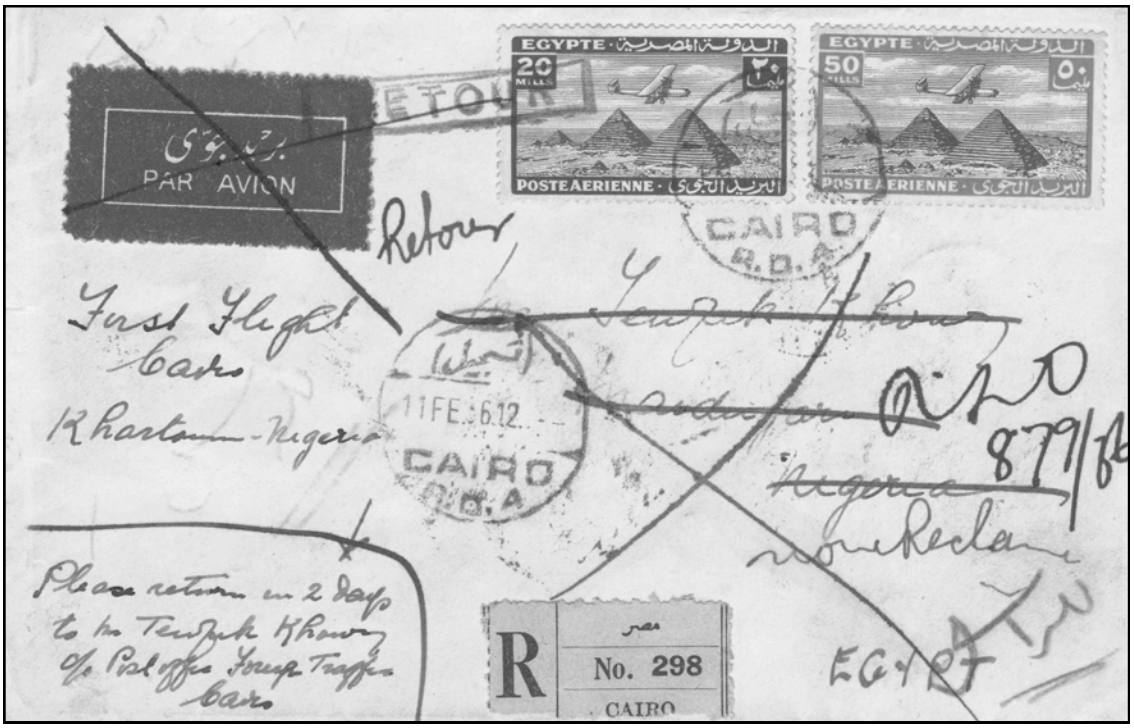
First (Figs. 4 and 5), another letter for V.G. Crudge with the BM/MBAJ return address, this time to El Fasher, and returned by surface via the Shellal - Halfa TPO. This one made no attempt to follow him into Nigeria.

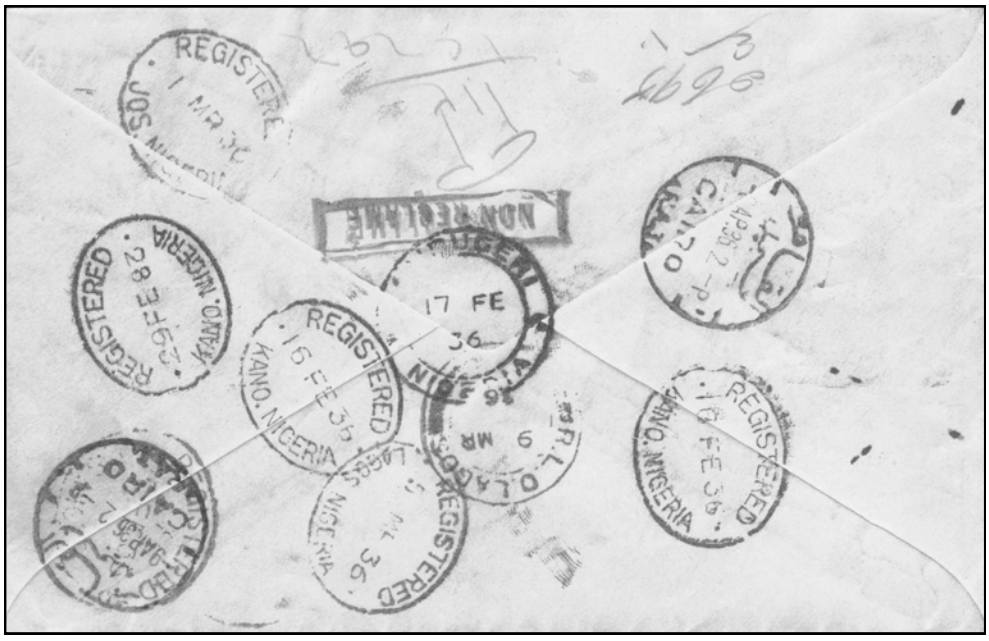
I don't think he was actually in West Africa at this time: like many others he was sending self-addressed covers from England, which were being returned to sender. These may well have been official Imperial Airways test letters, but it doesn't seem impossible that Imperial Airways staff were creating first flight covers for their personal collections.

Secondly (Figs 6 and 7), a first flight cover from Cairo addressed to Maiduguri. (Maiduguri is the current spelling: in the past it has been Maidugeri and Maidugari.) This was overflown to Kano and flown back to Maiduguri by the first return flight.

Marked for return to sender, it then transited Jos 20 or 28 February (the handstamp is unclear), Kano 29 February and Lagos 5 and 9 March, arriving back in Cairo 9 April. (Another handstamp of Jos of 1 March is probably an error for 29 February before despatch to Kano.)

The only reason I can see for sending Peter's and my covers via Jos was that the direct road Maiduguri-Kano was somehow blocked, so they were sent to Jos from where they could go by rail to Kano and then down the main line to Lagos to be returned by ship to the UK.



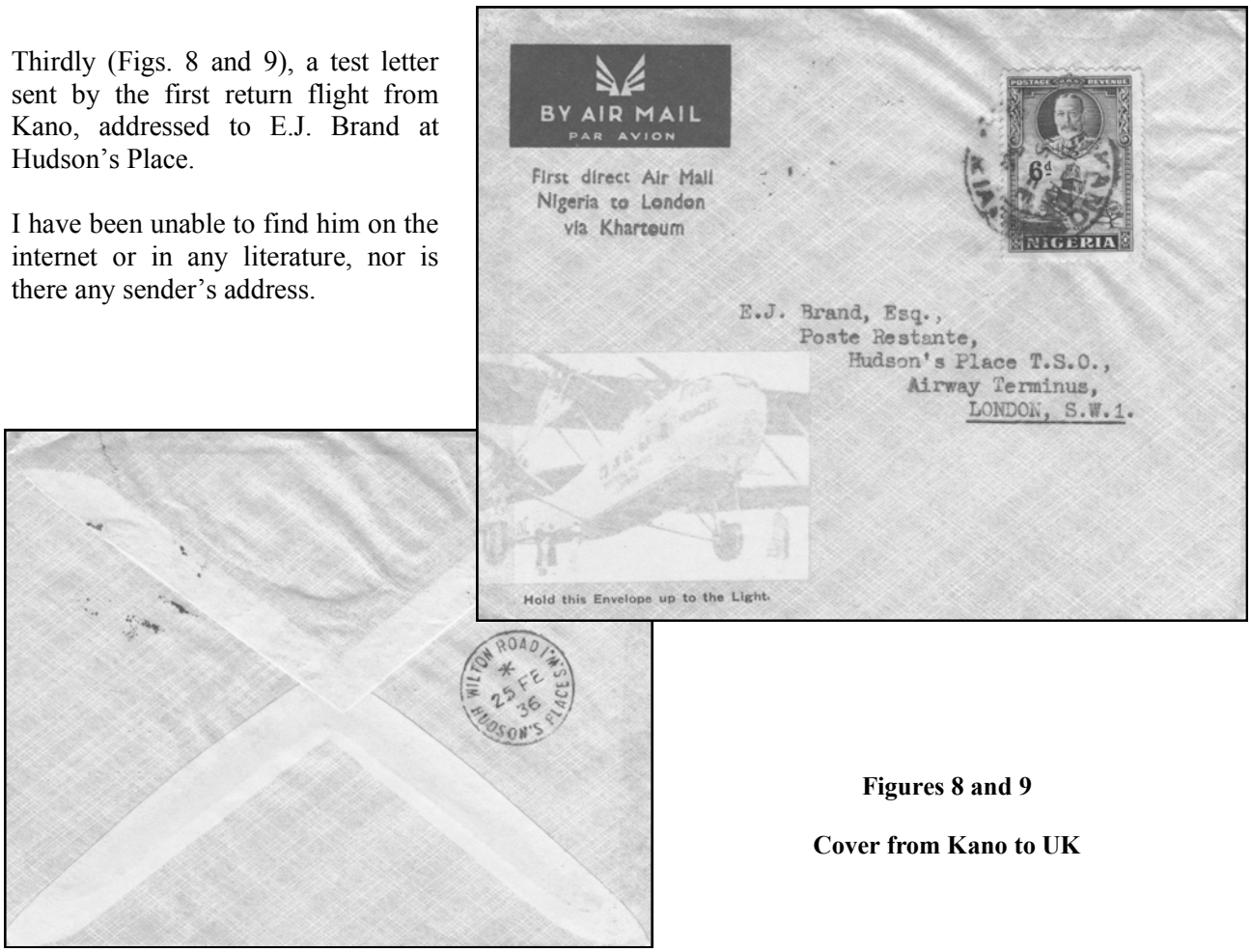


Figures 6 and 7

Front and reverse of cover from Cairo to Maiduguri but returned to sender

Thirdly (Figs. 8 and 9), a test letter sent by the first return flight from Kano, addressed to E.J. Brand at Hudson's Place.

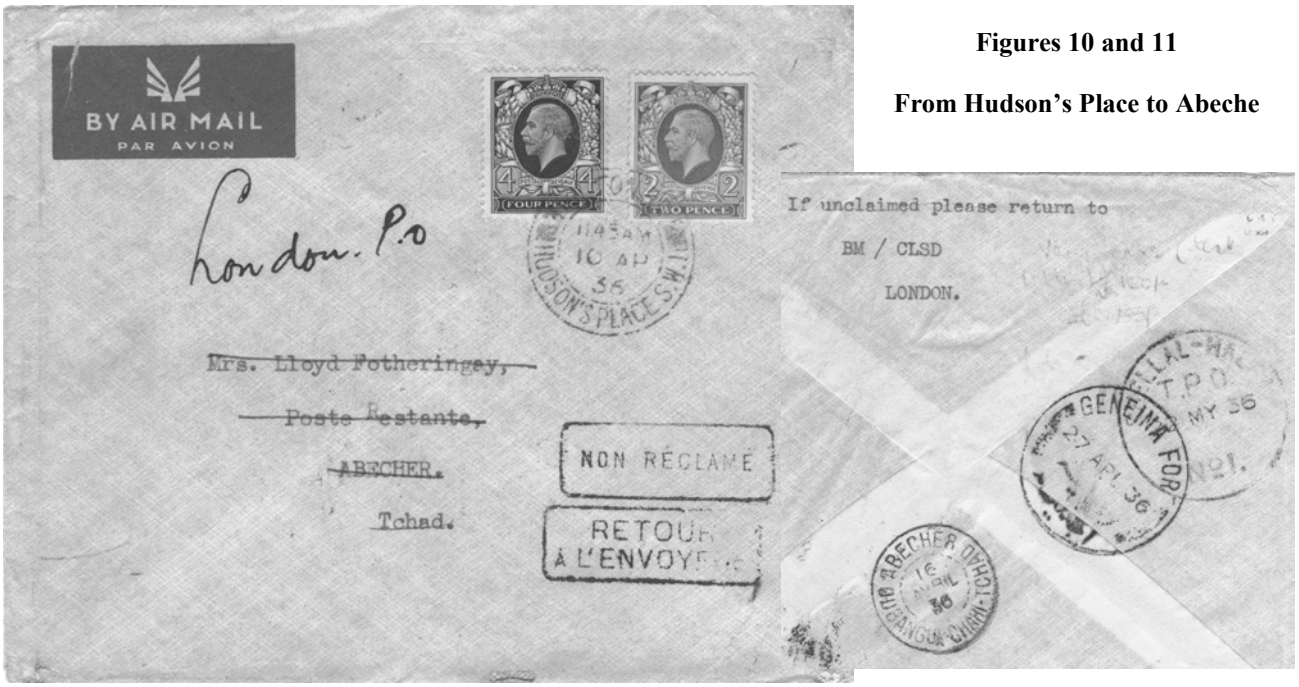
I have been unable to find him on the internet or in any literature, nor is there any sender's address.



Figures 8 and 9

Cover from Kano to UK

Fourthly (Figs. 10 and 11), another cover posted at Hudson's Place with a BM return address. Posted in time to comply with the 1145 deadline on 10 April 1936, it was part of the first direct mail made up for Abeche and carried on AS 334 which left Croydon 1230 the same day.



Figures 10 and 11

From Hudson's Place to Abeche

Again I have been unable to find out anything more about the sender, but even if she was an Imperial Airways' employee it is clear she was creating a personal first flight cover. Interesting, although irrelevant to the matter at hand, is the later history of this cover. It reached Khartoum 13 April. On the same day, the DH-86 *Daedalus* also flew Cairo - Khartoum, returning to service on the Khartoum - Kano route after recovering from its mishap at Geneina in March. On 14 April it picked up the West African mail and set out on flight WAS 11, but promptly met with another mishap at El Fasher, which put it out of action for the next two months. This cover, along with the rest of the mail, was picked up the next day by *Delia*, the other DH-86 on the route, and was duly off-loaded at Abeche early in the morning of 16 April. Unclaimed, it was returned by surface, via Geneina Fort 27 April and the Shellal - Halfa TPO on a date which appears to be 22 May.

I also have first flight covers created by the dealer J. Stephen of Liverpool, to Ati and Abeche, which, having been flown to Maiduguri, were forwarded to destination by surface and then returned to sender by surface, via Geneina, El Fasher and the Shellal - Halfa TPO. It looks as if the general rule was that all covers should be returned by surface, and that if a cover was returned from Nigeria it would be sent to Lagos, but if from further east it would be sent via Egypt. So the only reason I can suggest for the Crudge Geneina cover being forwarded by air via Nigeria would be that it was singled out for special treatment by a friend.

Barbara Priddy

Some Notes on Ndian, Cameroons

and also the Cameroons Currency Change-over 1962

Bob Maddocks

By way of additional background information, might I add some personal contemporary observations apropos the two interesting articles by Marty Bratzel and Rob May respectively in *Cameo* of October 2012 (Refs. 1 and 2).

Ndian, up to the 1960s, was the most isolated oil palm plantation in Southern Cameroons, with no road access to the rest of the territory. Began in 1928 by Pamol Ltd., a subsidiary of Unilever, it was sited at the navigable limit of the Ndian River and was serviced by the company's launch from Calabar, Nigeria via the Rio del Rey Estuary. The self contained estate employed, at the time of my visit in 1965, about 1000 people including some six or seven Europeans.

When Southern Cameroons left the Nigerian Federation, effective 1 October 1961, for a union with the Republic of Cameroon, Ndian had, of political necessity, to re-orientate itself and establish surface communication with the rest of the country. This was again by company launch but in the opposite direction through the creeks to a sister plantation at Lobe, a very tedious journey of some 7½ hours, one way. Thence it was a further 1½ hours, in the dry season, over an unmade laterite road to Kumba. In emergencies, and weather permitting, contact could be made by light aircraft.

Ndian Postal Agency was controlled by Calabar PO until 30.9.61 when it was gazetted in Lagos as closed by the Nigerian Postal Authorities. But it has not been confirmed that it was the next day automatically taken into the official postal system of the new Federal Republic of Cameroon or more precisely that of its constituent Anglophone State of West Cameroon (formerly Southern Cameroons). Whilst, in theory, the Federal Postal Authorities in Yaounde assumed control of the postal network in West Cameroon, in practice the latter's Administration remained responsible for its operations and retained all postal revenues. One country, two separate postal systems! This was because of the continued use of Nigerian currency and of postal tariffs based on imperial weights and measures, not metric.

For several months Ndian was seemingly left in postal limbo before becoming an Agency to Kumba Post Office - authority if gazetted and date, however, unknown. The first recorded change to Ndian, Rep. Fed. Cameroun postal date stamp is, as Marty says, 25 June 1962. So did the Agency remain unadopted for several months before Buea's radar picked it up? Mail could have been serviced in the interim via Lobe Agency.

Furthermore, the Government of West Cameroon was in the changing circumstances of the time one of prevarication and neglect from the outset at most levels of administration; it lacked qualified technical staff as it had failed to prepare adequately for the obvious political changes ahead let alone to ensure continuity in, inter alia, internal postal operations. A prime example was the termination/expiry on 30 September 1961 of the Agency Agreement made a year earlier with the Nigeria Posts and Telegraphs Dept. This saw the immediate withdrawal of the many Nigerian postal staff on secondment to the former Southern Cameroons and also other expatriates in executive and technical positions. The situation could only be likened to a circus without a ringmaster.

As early as 6 June 1961 the Commissioner of Southern Cameroons in a report to the Secretary of State for the Colonies had stated '....Ministers have the absurd idea that in the last resort they could get by with Kennedy's Peace Corps plus some technicians from West Germany. They were frightened that the continued presence of British personnel after independence (sic) would lay them open to criticism (at the United Nations and by Ghana in particular) that the British were still in control.' There was serious undermanning as overall staff numbers fell by about one third to around 130, with no replacements available even from the Federal P&T in East Cameroon; the postal service was heading for collapse. In the event, who in the vacuum would have given any thought to the fate of an insignificant postal agency in far away Ndian not previously on their books?

Only on 2 May 1962, some eight months after unification, did the incoming Francophone Director of P&T, Buea even get round to officially informing the Prime Minister that, in West Cameroon, the postage rates and charges had undergone no changes with the Nigerian tariff, therefore, still in force. Yet stamps of old and new issues then being supplied by the Federal Authorities to Buea for distribution were denominated in CFA francs and thus were not compatible with the converted Nigerian tariffs mentioned. The general public had no option but to overfrank their letters, in most cases by combining various low franc values which generally came to exceed in total the actual postage required. This unsatisfactory situation had to be endured by the public for some 3 years until West Cameroon changed over to the metric weights system and synchronised postal tariffs with East Cameroon. I have previously given examples of such usage (Ref.3).

The Ndian cover posted 10 September 1962 to England as illustrated by Marty (Ref. 1) should have been franked 43^{F}, being the equivalent of 1/3d as per the still operative Nigerian postal tariff. But given that no one stamp or even a combination of stamps to that value was available, the sender was here obliged to pay 2^{F} in excess. The principal interest, however, perhaps lies in the somewhat convoluted use of obsolete 'Federal Republic' sterling overprinted stamps at their original basic franc values i.e. 45 francs. I have an earlier example on a mailing from Mamfe dated 8 June 1962 (Ref. 3). As these unusual frankings cannot be a coincidence one can only wonder whether given an apparent shortage in the supply of the new definitive CFA stamps official approval was sought of/given by the Postal Authorities Buea? But it was unlikely that any unsold stock of the obsolete sterling - revalued stamps would have been retained by Post Offices and Agencies after the CFA frank was introduced. For normal accounting and then destruction purposes these would have been returned to Buea (or perhaps Victoria). Thus one surmises that, as a stop-gap measure, Buea could well have re-issued these stamps to those certain offices in need but now they were to be accounted for in their books and sold at the original face CFA franc values. Nascent West Cameroons was far from being an uncomplicated affair!

Turning to the currency conversion in West Cameroon publicly beginning 2 April 1962, Rob May (Ref. 2) has stated that 1d was worth 2.88^{F}. This might be so in theory but in practice if such rate is used by philatelists it will lead the unwary to incorrect conversions. There was no decimalisation of the franc in the official Federal Government conversion tables provided - thus $1d = 3^{F}$. Pennies could only be exchanged in amounts of 12 i.e. 1/-, which equaled 35^{F}. 3d and 6d coins also had to equal 1/-, the minimum per transaction; similarly $^{1}/_{10}$d and ½d though then seldom seen still in circulation. However, 20/- (£1) was converted as 692^{F} not 700^{F}. Rounding up and down of values was not at the discretion of the currency-conversion operatives themselves.

References

1 Bratzel M., "Cameroun - Late Use of the Sterling-Revalued Stamps", *Cameo*, Volume 13 pp166-167, WASC, October 2012

2 May R., "Use of Aerogrammes in Cameroun", *Cameo*, Volume 13 pp144-151, WASC, October 2012

3 Maddocks R.J., "Southern Cameroons in Postal Transition", *Gibbons Stamp Monthly*, January 2002

Gold Coast ½d Postal Stationery Cards Overprinted for Togo

John Mayne

Several years ago I recorded an example of the ½d card from Lomé 4 (?) April 1920 and obtained a photocopy shown here at Figure 1. Sent to *Country Life* and underpaid it attracted 1d postage due at London where it was endorsed by the '1d F.B.' strike and encircled T taxe mark.

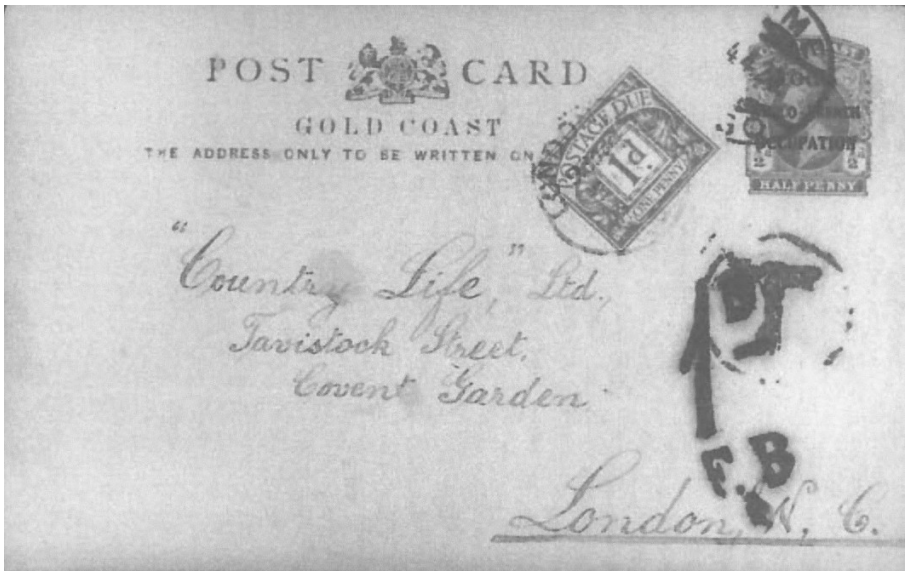


Figure 1 Card from Lomé 4 (or 14?) April 1920

Within days of each other two similar cards recently appeared on eBay. The first card offered (Figure 2) was sent from Lomé on 9 August 1919 to London, routed via Accra, with incomplete date. Whilst an encircled T taxe mark was applied the recipient seems to have escaped payment of postage due.

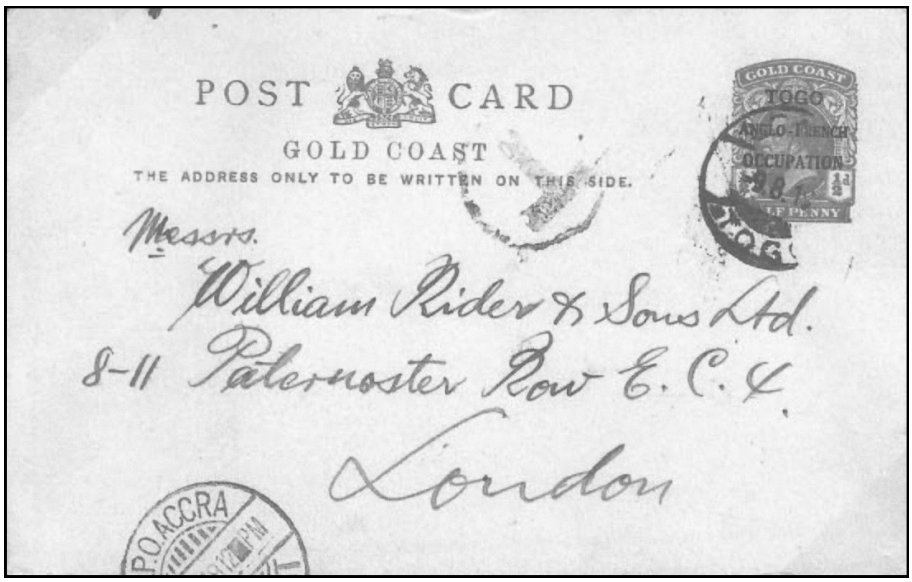


Figure 2 Underpaid card but apparently no postage due received

The second card (Fig. 3) was sent from Lomé on 14 April 1920, possibly on the same day as Figure 1 and received the same treatment as that card.

It is unusual to find two such items posted within days of each other, or possibly even on the same day.

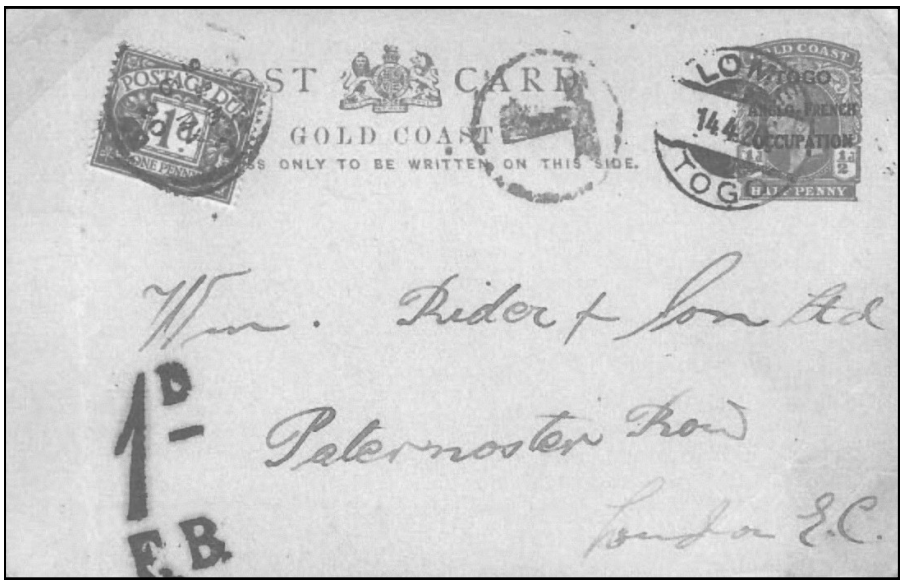


Figure 3
Another card from Lomé, sent 13 April 1920

The ½d postal stationery card was intended for internal use. I have never understood why so many cards of this value, 6328 across three printings, were printed. In fact there were fewer 1d external rate cards printed, 3288 across three printings, but the latter card is more commonly found.

Biafra: PASSED BY CENSOR

Jeremy Martin FRPSL

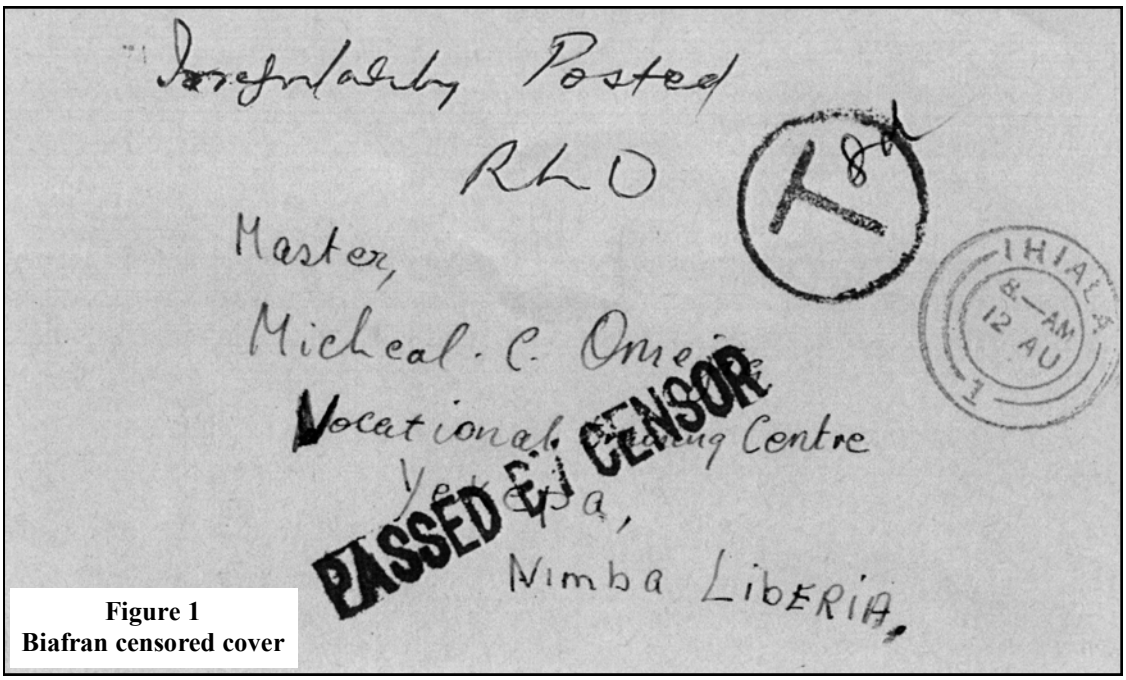


Figure 1
Biafran censored cover

The second edition of *West African Censorship* (Ref. 1) on page 15 shows a PASSED BY CENSOR cachet measuring 59 x 8mm. This is Type 1. I purchased an example (Figure 1) in the recent Dudley Prestedge sale and found it measured 65 x 8mm, also in violet. I had written to Dudley before he died and he advised me that he had no additions to make for a third edition of the book. I guessed he assumed it was the same as the others. It has no year date, and will become Type 1A in the third edition.

Reference

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

French Cameroun 1943 Air Mails from the Jacques Piquet Correspondence

Bob Maddocks

Illustrated individually hereunder (Figures 1-5) is this rather unique batch of five somewhat battered covers which have survived the tribulations of WWII. As personal correspondence, they were air mailed from French Cameroun over a nine month period between March and September 1943 by the same writer to the same addressee. The former was one R Guillaume of the Concession Medicale, Douala; the latter was Jacques Piquet, a midshipman in the Free French Navy who was based in the first instance at Freetown, Sierra Leone and subsequently in England. It is rare to find multiple wartime mailings overseas from Cameroun involving the same correspondents.

As seen anon, each cover is given its own narrative. They are, individually and collectively, seen through the proliferation thereon of diverse censorship labels and cachets, postal date stamps and other markings, as significant imprints of the ordeals Cameroun mails endured in the course of delivery overseas during a critical period of WWII. As a prologue, however, three particularly interesting topics of contemporary postal history are highlighted. These are (1) the 'Par Avion Jusqu'a Takorady' (sic) annotations; (2) the multiple censorship activity on the part of Allied Censors and (3) the enigmatic use of a cachet 'Damaged by Enemy Action'.

(1) 'Par Avion Jusqu'a Takorady'

On all five covers Air Service had been requested by the sender and postage pre-paid at various rates accordingly. But, on the three directly addressed to London, he had qualified this as only as far as Takoradi in the Gold Coast for there was then no through air service beyond that point to England. According to the recent fine study by Robert Picirilli on the postal and air mail rates in France and Colonies 1920-1945 (Ref. 1) the Cameroun frankings were made up of a basic foreign rate and an air mail surcharge plus a registration fee where required. Details of the air mail surcharge in respect of foreign destinations outside of the Free French community were not readily known as they were not published in the Journal Official du Cameroun. This was probably due to the lack of information on available external air communications between West Africa and England and the USA, and in particular of the flight schedules which were determined by the Allies in British West Africa. Thus information on the surcharge has had to be gleaned from other sources, mainly from the actual mailings, though few covers from Cameroun to England by air in 1943 have been recorded.

Of this batch of five, two covers were addressed to Freetown, each franked $14^{F}50$. This was likely made up at the basic foreign rate of $2^{F}50/20g$ plus an air mail surcharge of $6^{F}/5g$ x 2. No example of mail from Cameroun to Sierra Leone is given in Ref. 1 which does, however, mention similar rates being likely applicable to other British West African territories, Nigeria and the Gold Coast.

The other three covers addressed to England were franked 23^{F}, 17^{F} and $8^{F}50$ respectively. After allowing for the foreign basic charge of $2^{F}50/20g$ and registration fee of $2^{F}50$, where applicable (i.e. 5^{F} in all) the air mail surcharge to Takoradi is surmised to have been in turn 18^{F}, 12^{F} and 6^{F}. The envelopes and contents would thus have probably weighed up to 15g, l0g and 5g respectively.

Since mid-1940, because of the shortage of available aircraft, there was no direct civilian air mail service between West Africa and the United Kingdom. However, there was a local West Coast commercial service, which was operated by the Belgian Congo based Belgian airline, Sabena. This connected, inter alia, Free French Douala to Takoradi, via Lagos on a weekly basis under charter to BOAC as part of the latter's trans-Africa route linking West and North-East Africa.

Takoradi, the Gold Coast's only and developing deep water port was then a vital reception and assembly point for American military aircraft and supplies. These were crated in from the USA and Britain to be ferried across Africa to British and Imperial Forces in Egypt. It was also a base for anti-U Boat reconnaissance and coastal escort cover for Allied shipping.

Thus, as here seen, these 1943 Cameroun covers destined for England were able to be flown only as far as Takoradi whence the rest of their journey was by surface mail, according to availability of returning freight vessels on whatever schedules. Even so, of the mentioned three UK addressed covers only one (Fig. 3/3A) evidences actual transit of this Gold Coast port though, somewhat enigmatically, this bears the postal backstamp not of Takoradi but of the near adjoining town of Sekondi. In confirmation that onward transmission was indeed by surface mail the cover was annotated, at either Sekondi or Takoradi, 'Ships' in blue crayon - without, however, the 'Par Avion' label being at the same time negated as expected practice.

(2) Multiple Postal Censorship

Each and every one of the covers was opened for reading of content on up to four separate occasions. These were by Cameroun, Nigerian, British and Free French censors respectively at various stages in the course of delivery. The first censorship involving examination of the covers' content was undertaken as routine by the Free French at Douala, the point of posting. However, the number of subsequent ones by British censors whether in Nigeria or London seem to evidence a certain doubt by the latter on the reliability and effectiveness of their Cameroun counterparts in the exercise of their censorship duties. The Free French Naval censors, both in Sierra Leone and London, where the addressee was a serving naval officer, also oddly joined in the act at the end of the line.

As the war intensified the British felt that a more effective prevention of any unauthorised matter reaching the enemy by whatever evasive means was necessary. The British censorship control of communications came to insist that all outward Cameroun mail should be subjected to their examination also. Thus Allied aircraft carrying such mail and transiting British Nigeria had to land at Lagos for that purpose.

For comprehensive details of French Cameroun, British West Africa and British Empire censorships the reader is referred to the studies given as References 2 to 4 respectively. For definitive information on the Free French naval vaguemestre and censor cachets seen on these covers research is ongoing, though from sparse sources.

(3) 'Damaged by Enemy Action'

The most enigmatic issue arising from the correspondence is this unframed cachet, which was struck in violet on the Douala cover of 30 March 1943 to Freetown, there redirected to London (Fig. 2/2A). The tattered and discoloured cover itself evidences damage by fire and water and is missing all but one of the postage stamps originally affixed thereto. However, no information has so far been forthcoming on the incident, whether involving an air crash or ship wreck/sinking, which likely occasioned this (Ref. 5). It is quite probable that the cover was otherwise a casualty of one of the German bombing raids on London, though well after the Blitz of 1940, but then surely other examples of this cachet's use would have surfaced by now. Further research is here also required and perhaps a reader of this article might be able to kindly provide further relevant information.

The Covers

Fig. 1/1A: Posted Douala 24 Mar 43. Franked $14^{F}50$ for air mail to Sierra Leone, carrier/routing not indicated. Backstamped Freetown C/20AP43. No postal transit markings.

1st Censor: Cameroun - resealing tape 'Controle Postal Militaire' over right hand edge, tied to cover on each side by eye-type censor cachet 'Ouvert par L'Autorité Militaire'. Also applied on the front is a double ring cachet in black 'Controle Postale Militaire/Commission A/Territoire du Cameroun' as used at Douala.



Figures 1 (above) and 1A (right, reduced to 60%)

The first cover described, from Douala 24 March 1943

2nd Censor: Nigeria - resealing tape (blank but an overlapping subsequent censor's tape might be obscuring any possible imprint/number thereon) over left hand edge. Tied to the front by Nigerian civil octagonal handstamp enclosing 'Crown/Passed/PP 18' struck in blue-grey.

3rd Censor: Sierra Leone - further plain resealing tape, covering most of the previously applied Nigerian tape, tied to left hand side of the front of the cover by three strikes in violet of a small (10mm) circular cachet containing a cabled anchor symbol. A further single strike is seen on the reverse, together with a full signature - probably of the censoring officer - in red crayon. This cachet is not recorded by Martin & Walton (Ref. 2) and is not known to be of British provenance. Given the destination of the cover, this handstamp was therefore probably used at the Free French Naval Liaison Office in Freetown. This conjecture is supported by the use of a similar red crayon noted in readdressing the next cover (Fig. 2A) to London in the following month. Only the French officials in that office would have known the changed whereabouts of the addressee, Jacques Piquet.

Fig. 2/2A: Posted Douala 30 Mar 43, Air mail to Sierra Leone, carrier/routing not indicated by sender who has added 'Please forward' in French. Actual franking unknown - probably $14^{F}50$ (see Fig. 1) - as apart from the sole remaining 50^{C} stamp, all other adhesives were at some stage in transit (likely after the cover had been onforwarded by Freetown to London) washed away in a so far unknown incident. Backstamped Freetown C/5MY43. Redirected there in red crayon to 'c/o GPO London F145' and presumably

onforwarded by surface mail. No postal transit or London arrival backstamps. Envelope shows damage by both fire and water and has been struck on both sides in violet with a 82mm long unframed straight-line handstamp 'DAMAGED BY ENEMY ACTION'. I have not so far been able to determine where this particular cachet was applied or, indeed the nature of the incident leading up to its application. The damage could have been caused either in one of the German U-boat attacks made on Allied freighters homeward bound in convoy from West Africa (one such convoy was reported elsewhere as having lost seven vessels in a single night in April 1943) or in a German bombing raid in London. No likely relevant crash/wreck of the period is recorded by Hopkins (Ref. 5). There are no postal backstamps on the cover to indicate when/ where the cover arrived in England.

1st Censor: Cameroun - resealing tape 'Controle Postal Militaire' over left hand edge tied on both sides by eye-type censor cachet 'Ouvert par L'Autorité Militaire'. Also on the front of the cover is the double ring 'Controle Postal/Commission A/Territoire du Cameroun' as used at Douala.

2nd Censor: Nigeria - resealing tape 'P.C.90/Opened by Examiner' folded over right hand edge, tied on the front by Nigerian civil octagonal handstamp 'Crown/Passed/PP/28' struck in reddish-violet.

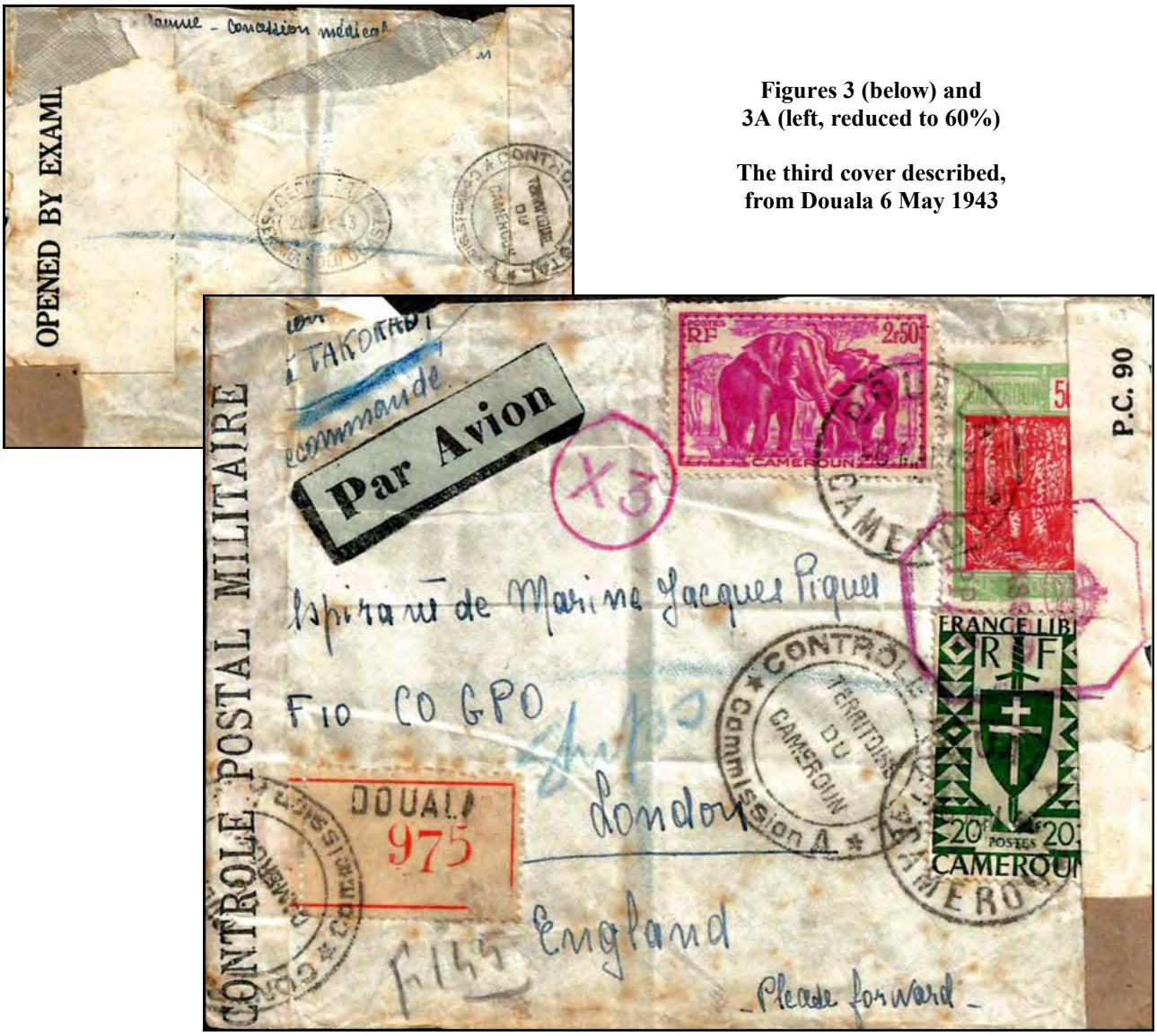


Figures 2 (above) and 2A (left, reduced to 60%)

The second cover described, from Douala 30 March 1943

Fig. 3/3A: Posted Douala 6 Mai 43. Franked 23^{F} registered air mail, addressed to Piquet, F10 c/o GPO, London. Inscribed by sender in top left hand corner 'Par Avion Jusqu'a Takorady' (sic). On the reverse, the cover bears the oval double ring postal date stamp 'Registered/Sekondi, Gold Coast/20 May 43' with no other transit or arrival marks. However, to confirm its onward journey from the Gold Coast was to be by sea, the word 'Ships' was written on the front in blue crayon - but at Sekondi or Takoradi Post Office? At the same time the registered service was also highlighted in accordance with local British Colonial postal practice by the addition of crossed lines on both sides of the cover, in blue crayon too. Such crossing was not the practice in French Cameroun where the cover originated.

Presumably on arrival at the location coded F10 wherever in London, the cover did not find the addressee there and was accordingly redirected to F145 as seen added in pencil. These alpha-numerics were likely mail box/bag addresses for various units of the Free French Forces in and around London, with the Headquarters being at Carlton Gardens.



Figures 3 (below) and 3A (left, reduced to 60%)

The third cover described, from Douala 6 May 1943

1st Censor: Cameroun - resealing tape 'Controle Postal Militaire' over left hand edge, tied on both sides of the cover by double ring cachet 'Controle Postal/Commission A/Territoire du Cameroun' at Douala.

2nd Censor: Nigeria - resealing tape over right hand edge 'P.C.90/Opened by Examiner' tied on front only by Nigerian civil octagonal handstamp 'Crown/Passed/PP/28' struck in red.

3rd Censor: Free French, London? - 18mm circular cachet enclosing alpha-numeric 'X3', struck in red on front of cover. Though not so far confirmed from relevant contemporary French records, this cachet is deduced to have been used by the Free French Naval Forces censorship in London. Other strikes of this cachet are to be found on subsequent dated covers to the same correspondent as illustrated at Figures 4 and 5 below.

Fig 4/4A: Posted Douala 31 Mai 43. Franked 17^{F} registered air mail, hand addressed to Piquet at F10 c/o GPO, London, England. Inscribed by sender in top left hand comer 'Par Avion Jusqu'a Takorady'. But one questions whether the cover went as far as the Gold Coast. The oval backstamp 'Registered/Lagos, Nigeria 11 JU 43' suggests not. Instead, it was likely to have been onforwarded by sea from Lagos for whatever reason or circumstance, though there are no other transit or arrival marks to confirm this.

Figures 4 (below) and 4A (right, reduced to 60%)

The fourth cover described, from Douala 31 May 1943





The course of delivery of the cover after its arrival in London is somewhat difficult to determine given the superimposed address changes and that back-lighting shows no additional information behind the re-addressing labels used thereon. It is ventured that it first went to 'F10' where it was redirected to the Free French naval vessel *Drogou* on which Piquet was likely serving. As was the case in the Royal Navy, mail to crew members of ships on active service would have been addressed for security reasons just to the name of the ship 'c/o GPO, London' for onforwarding under Admiralty directions.

To this end two small pieces of gummed brown paper were used to cover over the original address. The larger piece, in the bottom right hand corner, was handstamped in red with two overlapping rectangular boxes of different sizes. The upper one contained the words 'Commandant DROGOU' and the lower one, 'F. c/o G.P.O. LONDON'. Again, as seen on the two previous covers the presumed ultimate destination (F)'145' was also added at some stage in transit in pencil at bottom right.

On the reverse of this cover, applied in red, is a large 41mm double ring cachet 'FORCES NAVALES FRANCAISES LIBRES/cabled anchor symbol/Bureau du VAGUEMESTRE'. It is not known whether this Bureau was located at say 'F10' or at a subsequent coded location in the course of the cover's delivery if other than the Free French Headquarters, itself in central London at Carlton Gardens. It is also observed that the cover was onforwarded to mail box/bag 'F. Commandant DROGOU, c/o G.P.O. LONDON' not, as perhaps expected, through a Free French Forces inter-unit courier service. Instead, it was dispatched through re-entry into the British Royal Mail civil postal service at an office near to Carlton Gardens, for on the cover's reverse is the London postal date stamp 'Buckingham Gate/SW1/25 JU 43'. It was likely at this post office that the vertical line in blue crayon on the front was redrawn to emphasise the cover's ongoing registration aspect. No additional British postage was raised.

1st Censor: Cameroun - resealing tape over right hand edge 'Controle Postal Militaire' tied on both sides by eye-type censor cachet 'Ouvert par L'Autorite Militaire'. On the lower front and obscured by the later added overlapping brown label there is also the Douala censor's double ring cachet 'Controle Postal/ Commission A/Territoire du Cameroun'.

2nd Censor: Nigeria - remnant of resealing tape only at right hand edge of reverse side bearing the words 'Opened by Examiner' and missing the upper portion with the imprint 'P.C.90' usually seen above them. At the left hand edge on the front is a strike in red of the Nigerian civil octagonal handstamp 'Crown/Passed/ PP15' which probably would have tied the mentioned missing part of the torn Nigerian resealing tape.

3rd Censor: Free French, London? - almost completely hidden under the later added 'Drogou' stamped label, there is a strike in violet of a 18mm circular cachet with the alpha-numeric code 'X3' as previously seen in Fig. 3 above. Again, use is attributed to the Free French Naval censorship.

4th Censor: Free French, London? - As seen applied in red at both left and right hand edges of the front on the cover, there is a rectangular boxed straight line cachet (57mm x 13mm) 'CENSURE'. Obviously this was at the hands of another Free French Naval censor but where and when unknown, probably however, at the same time the cover was re-addressed to the addressee's ship as named.

Fig. 5/5A: Posted Douala 23 Nov 43. Franked $8^{F}50$ air mail to the now Sub-lieutenant Piquet again at F.10, G.P.O. London. Inscribed as before in top left hand corner 'Par Avion, Takorady' with a boxed PAR AVION' cachet below. No postal transit or arrival backstamps. Again, likely at 'F10' in London, a further alpha-numeric coded location 'F145' was added in pencil above the addressee's name by way of redirection.

1st Censor: Cameroun - resealing tape over right hand edge 'Controle Postal Militaire' tied on both sides by eye-type censor cachet 'Ouvert par L'Autorite Militaire'. On the reverse is the Douala censor's double ring cachet 'Controle Postal/Commission A/Territoire du Cameroun'.

2nd Censor: Nigeria - weak impression of civil frameless handstamp 'Crown/PP/13' struck in reddish-violet in centre of front of the cover. This is, so far, the latest known date of its recorded usage. Contrary to usual Nigerian censorship practice, it did not tie the apparent respective Nigerian 'P.C.90' resealing tape seen folded over the left hand edge as in Figures 1 to 4. It is evident, from closer scrutiny of this tape itself that it was not of Nigerian usage and that the cover had not in fact been opened by the Nigerian censorship for examination of its content but elsewhere in transit as follows.

3rd Censor: United Kingdom - British resealing tape over left hand edge reading 'P.C.90/OPENED BY/

EXAMINER 2547' with imprint '61-2103. G. & F. Ltd.' Above the Examiner's number are his initials 'MAB' added in black ink. Probably, this cover was selected by the British authorities for reading of the enclosed correspondence since it did not evidence having been previously opened by the Imperial Censor PP/13 in Nigeria as should have been routine concerning transiting Cameroun mail.

Whilst this particular tape is not included therein, a listing of similar tape types of known British usage is given in Ref. 3 (Appendix D) and by courtesy of Ref. 4.

4th Censor: Free French. London? - on front of cover is again seen the 18mm circular cachet with the alpha-numeric 'X3' struck in red. Usage once more is attributed to a censor of the Free French Naval Forces' headquarters in London.



Figures 5 (below) and 5A (left, reduced to 60%)

The last cover described, from Douala 23 November 1943

References

1 Picirilli Robert E., *Postal & Airmail Rates in France and Colonies 1920-1945,* France & Colonies Philatelic Society, GB 2011

2 Maddocks R.J., *Facets of Cameroun in Wartime: The Cause and Effect of Postal Censorship in Cameroun 1939-1945*, Cockrill Series Booklet No 58, 1985

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

4 Torrance A.R. & Morenweiser K., *British Empire Civil Censorship Devices WWII*, UK 1991

5 Hopkins A.E., *History of Wreck Covers,* Robson Lowe, London 1966

The Gold Coast-type Cancels of Togo, 1916 to 1950?

John Mayne & Bill Mitchell

John Mayne illustrated the postcard shown here as Figure 1 in the Journal of the France & Colonies Philatelic Society in September 2012 with the write up below it



Figure 1
Postcard from Lomé
20 August 1920

John Mayne wrote:

At first glance this Togo picture postcard seemed of little interest but proved otherwise. The message, in French, reads 'arrived at Lomé safe and sound, return Monday' and is undated but signed. The number of words is over five. Lomé was in the British sector on 20 August 1920 and it is addressed to Petit Popo in the French sector.

Postage of 1d is paid; the card being treated as mail to a foreign country, although it could be argued that postage of ½d was due with both Lomé and Petit Popo being in Togo, albeit at the time in different sectors. The situation changed with effect from 1 October 1920 when both towns came under French control.

The card has a French Occupation 5c value on the face. The French internal postcard rate in 1920 was 15c for a message of over five words. On 10 November 1920, the date of the second cancels, 15c was payable.

The French adhesive is cancelled by a postmark introduced by the British incorporating the time of posting - a cancel not often seen on this issue.

I conclude that someone realised 15c was payable and treated the Gold Coast overprint as the equivalent of 10c (which it was approximately) and, with the card delayed in the postal system, took the view that postage was correctly paid in August 1920 but, as delivery had not been made, simply added an additional 5c to meet the current correct rate.

[*Ed - is it possible that, as the card was addressed to 'PTT á Petit Popo', therefore to be collected, and if the addressee did not collect it there, it may have been returned by the French postal service to Lomé at the addressee's request, the addressee having relocated?*]

Bill Mitchell's response in the Journal of the France & Colonies PS for June 2013 about the Gold Coast style canceller used on the face of John's card is reproduced here, slightly reduced in length.

The Lomé cancel dated 10 November 1920 on the picture side of the Togo postcard with British and French stamps noted in John Mayne's short piece is more than usually interesting. Not a great deal seems to be known about it, but according to the standard work on Togo during and shortly after the First World War (Ref. 1), cancels of this type were issued to Agomé Palimé and Tséwié as well as Lomé. LOME can be found on most of the numerous stamp issues that were on sale in this former German colony at that time, with an earliest date of use recorded as 24 September 1916; for AGOME PALIME it is 3 March 1922 and for TSEWIE 12 April 1921 (Ref. 1 - the cut off date of this study is 20 July 1922, when the League of Nations granted France and the United Kingdom mandates to administer the parts of the Territory under their control, so later dates than those recorded as 'last known' are possible). These cancels are noted without comment, so apart from these bare facts all that seems to be known about them is that, as John points out, they were first introduced by the British, as is indicated by the AM (and PM) time slugs.

However, a little reading elsewhere sheds some light on them. In 1998 the West Africa Study Circle published *The Postal Services of the Gold Coast, 1901 –1957* edited by Michael Ensor (Ref. 2). Chapter 8 deals with 'Cancellation and Transit Marks' and on pages 118-9 appears a lengthy six-column list of post offices supplied with a canceller, very similar to those of Togo, given the Type Number 16/16t (without and with time slugs), period of use 1916 to 1957. The three cancels for Togo and the two types for the Gold Coast are reproduced here. (Figures 2 and 3).



Ref. 008.04 Ref. 011.02 Ref. 015.04

Figure 2

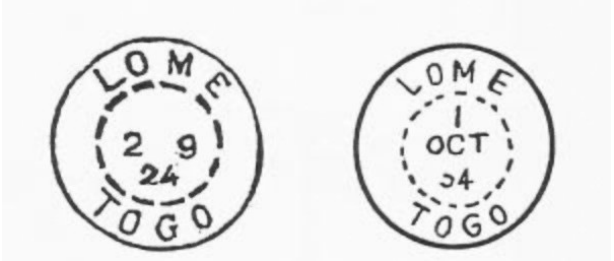


Ref. 007.01

Figure 4



Figure 3



Ref. 008.05 Ref. 008.06

Figure 5

The similarities are immediately apparent. All have a date bar with the spaces between it and the inner circle filled with vertical lines; diameters range between 28 and 30mm. The number of vertical lines varies somewhat, 8 or 9 for Togo and 13 for the Gold Coast. These last are only two among many so there may be variations, and I don't think great significance need be read into the slight differences noted in the three Togo cancels. Similarly the small variations in the diameters is within acceptable limits, taking note that the source of these illustrations is not apparent. The earliest recorded date for the Gold Coast's Type 16t is '1917', not so long after the 24 September 1916 date noted for Lomé (Note 1). I have no doubt that, certainly in the earliest days, the same firm was responsible for the manufacture of both the Togo and Gold Coast date stamps.

If any further proof is required, a Type 16 cancel for KPANDU, a small town close to the border between British Togo and the Gold Coast, is also noted in Martin & Walton (Figure 4). It will be seen that the territory name is GOLD COAST, not Togo. This follows from the fact that British Togo was administered as part of the Gold Coast after 1 October 1920 in anticipation of the formality of the mandate. (Ref. 3). Dates of use noted in the occupation period are 16 April to 4 November 1921, then continued use as part of the Gold Coast from 1921.

It's possible that an optical illusion may be one reason why the link between these Togo and Gold Coast cancels has not, so far as I know, been noted before. LOME, TSEWIE and TOGO are short enough names to give the maker plenty of elbow-room and (to my eyes at any rate) this makes the cancels seem larger than they really are (the same cancel for AGOME PALIME is scarce and rarely seen). Also, the commoner French colonial cancels are noticeably smaller than these, typically some 24 or 25mm diameter (Figure 5).

The Lomé cancel had a long life. It was still in use as late as 1932 - Figure 6 (following page) shows it on a *mandate-carte* of 19 February that year (Note 2). By that time the AM and PM slugs had been replaced by a solid rectangle although English was retained for the name of the month. I wonder whether this canceller was being reserved for special services such as this by that time?



Figure 7 (much enlarged)

I also have in my collection, unfortunately off cover, a stamp bearing what could be a considerably later date still; 7 FEB 50 (Figure 7). Because the date, struck in black, lies over the details of an engraved vignette, also black, it is not easy to be certain, but the first digit in the year slug looks like a '5'. The cancel may be a forgery, of course, but if genuine and the year is indeed 1950 its presence on a 4 centimes stamp of 1924, which by then served no useful postal purpose, is obviously philatelic (but this would not preclude commercial use). If, on the other hand the first digit is a '3' this stamp would have been in routine use and the *mandate-carte* would provide the latest known date. Any comments on this last point will be appreciated.



Figure 6
(front and reverse)

References

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

2 Ensor M. (Ed), *The Postal Services of the Gold Coast 1901-1957*, Chapter 8, WASC, Dronfield 1998

3 Ensor M. (Ed), *The Postal Services of the Gold Coast 1901-1957*, pp v-vi, WASC, Dronfield 1998

Notes

1 These cancels were issued to some 250 Gold Coast post offices; I have noted three Type 16t for 1917 which are ASUBOI, BESEASE and C.T.O. ACCRA. Incidentally there seems to be an unnoticed error in this list - the earliest date for APPAM is stated to be '1913' for both types. This is not noted in the *Addenda and Corrigenda* printed in the centrefold of *Cameo* January 2002 (Vol. 7, No. 3, whole no. 56)

2 The reverse shows that 500 francs was paid to the payee at Ambérieu en Bugey in the Ain *département* on 19 March 1932.

South African Airways to Luanda and Brazzaville 1940-1942, and a Lagos Connection that never was

Rob May

A file entitled "Proposal for a South African Airways route for Airmail" (Ref. 1) can be found at the National Archives at Kew, UK. It starts with a letter from a Mr. Galpin at BOAC to W.W. Burkett at the Air Ministry, Bristol dated 15 October 1940 reading:

> *I think you would be interested in some information which we have just received from Nairobi. It is to the effect that the Prime Minister of South Africa has telegraphed to the Authorities in the British territories concerned proposing the establishment of an airmail service to operate over the following route:-*
> *Johannesburg – Cape Town – Windhoek - Mossamedes – Lobito – Loanda - Boma – Leopoldville – Coquilhatville – Stanleyville – Kilo – Entebbe – Kisumu – Nairobi – Moshi – Dodoma – Mbeya – Elisabethville – Ndola – Broken Hill – Lusaka – Salisbury - Bulawayo – Pietersburg – Johannesburg.*
> *His suggestion is that this route should be flown in one direction each alternate week and in the other direction in the intervening weeks.*
> *Our informant says that the Governor of Kenya has replied giving South Africa the details of the present SABENA Congo services and recommending that South African Airways operates only between Johannesburg and Kisumu on the Central Route. Apparently the Governor of Kenya has telegraphed the Colonial Office about it and doubtless it will reach you from that source.*
> *I expect that this development is the result of SAA getting their Lockheed Lodestars. It is, of course, the old circular route proposal that Pirow was pressing for before the war.*

Another letter of the same date from W. Runciman at BOAC to Sir Francis Shelmerdine at the Air Ministry includes:

> *I cannot see that we can object to the South Africans, starting this service, though, if they are to operate along the Central Route, I wish we could be doing so too*.

A letter from the Colonial Office dated 20 February 1941 approved the circular route as a wartime facility only. Nicholas Arrow (Ref. 2), taking data from the Civil Aviation Intelligence Summary (CAIS) gives 17 December 1940 as the start date for two services using new Lockheed Lodestars on both routes:

from Johannesburg via Bulawayo, Lusaka, Kasama, Dodoma, Nairobi and Kisumu to Entebbe; forming the eastern leg of the above circular route.

from Johannesburg, to Luanda, Angola, via Cape Town, Mossamedes and Lobito.

The reason these routes do not link through the Belgian Congo to create a circular route is evident from a letter dated 28 January 1941 from the Secretary for External Affairs, Cape Town:

> *The negotiations have only recently neared completion and the outcome has been that while the Government of Belgium have agreed in principle to Union aircraft flying over the Belgian Congo, the Portuguese Government consider that for the present circumstances do not advise negotiations for the extension of the Angola airline from Loanda to Boma in the Belgian Congo.*
> *Arrangements were accordingly made with the Belgian authorities for the survey by Union aircraft of the route from Entebbe to Leopoldville via Irumu, Stanleyville and Coquilhatville, and it is anticipated that the service will be put into operation at the end of the current month. At the moment representations for the inclusion of Elizabethville and Boma are being made and it seems there will be no difficulty in this regard.*
> *In the absence of a link between Angola and the Belgian Congo due to the failure of negotiations with the Government of Portugal it has been necessary to abandon, for the present, the circular service as originally proposed and to substitute a "horseshoe" service with Luanda and Leopoldville as*

terminal points, the aircraft returning from these airports to the Rand over the same route as on their outward flights.

At the start of the war, the South African Government requisitioned South Africa Airways aircraft and personnel and militarised them. This is important in understanding how these two SAA routes ceased in mid-1942, and becomes increasingly clear from this correspondence file. A secret letter dated 19 February 1941 from the Office of the Conference of East African Governors includes:

4. It should be noted in this connection that the union authorities claim that, although the service has for certain purposes the appearance of a civil commercial service, it is a military service for the purpose of obtaining petrol and oil in East Africa from duty-free military stocks, which the aircraft in question are in fact using.

Even more revealing is a secret telegram dated 19 June 1941 from the UK High Commissioner in South Africa which includes the following extract:

[The South African chief of staff] *said that the Loanda service was really of value as a defence rather than a commercial service since pilots, who are all S. African Air Force pilots, who change into civilian clothes for the occasion, are able to collect useful information as to shipping etc. in Angola ports and do valuable reconnaissance work.*

It did not take long before the idea of extending the SAA service from Leopoldville to Lagos was mooted. Cipher telegram No. 400 from the Acting UK High Commissioner in the Union of South Africa dated 7 April 1941 reads, in part:

1. I recently enquired of the Consul-General at Leopoldville as to the prospect of using the SAA route to Leopoldville and the Imperial Airways route from Lagos to the UK for the carriage of air bags. I was not aware of the SABENA connection between Leopoldville and Lagos.
2. Consul General referred to the Governor of Nigeria who has now suggested that the extension of the South African service from Leopoldville to Lagos would give a direct and secure route, also that calls should be made at Pointe Noire and Duala which he thinks would add only one day to the schedule. He states that the SABENA service cannot meet official passenger requirements from Lagos to French Equatorial Africa and the Congo, and that full load would be secured. He would be ready to take up with the French authorities the question of permission for landings at the places mentioned.

Cypher telegram No. 404, 9 April 1941, includes an interesting comment:

Governor of Nigeria states SABENA service insecure since courier unavoidably separated from the bags: courier Lagos – Brazzaville now travels by special French service from Duala to Brazzaville.

The idea of extending to Lagos was taken seriously. The Colonial Office sent cipher telegram No. 401 SECRET to the Governor of Nigeria on 24 April 1941:

UK representative in Union of South Africa reports that you have suggested extension to Lagos via Pointe Noire and Duala of South African air service to Leopoldville. Should be glad to receive your views on necessity for extension from traffic point of view and on probable reactions of French and Belgian authorities as extension would compete with services already operating.

The reply on 29 April said:

Only regular air connection between Leopoldville and Lagos is by the Belgian branch service from the former to Libenge or Stanleyville and thence by SABENA plane chartered by British Airways for weekly Takoradi-Cairo service. Chartered plane is heavily overbooked and it is most difficult to obtain accommodation for official intermediate passengers between Lagos, Duala, Brazzaville and

Leopoldville carriage of whom involves loss of through seat. There would be no competition with French or Belgian services and in view of official requirements I should welcome extension proposed. Ample official and private traffic offers to fill.

This idea was not developed further during 1941. The AVIA file includes a telegram and four minutes relating to flying boat capacity, which may be of some interest to the students of the flying boat route from the UK to West Africa. The first is a telegram of 26 August 1941 from the Dominions Office to the UK High Commissioner in South Africa:

We have arranged to start sending you air bags by flying boat to West Africa and thence by Foreign Office courier to Consul General Leopoldville who will be asked to forward them c/o South African Airways pilot. Owing to limited capacity available on flying boats bags will for the present be restricted to 2lbs in weight of which 1lb is being put at the disposal of Union High Commissioner. We hope soon to increase this volume of mail. You will no doubt wish to send bag to us by same route. Union High Commissioner has already received one or two letters via Leopoldville and while there is no objection to sending covers separately Union Government may wish for reasons of security to share facilities of your bag.

The Air Ministry minutes go on to record, on 23 Sept 1941:

Direct service between the Union and British West African territories is...impossible for the present… We must however warn the High Commissioner that we cannot undertake to carry a Post Office mail between the Union and the UK by the SAA service to Lagos and thence by our flying boat service. While we might have the necessary capacity on north-bound services, demands on south-bound services are so heavy as to make the carriage of mail out of the question. The best that we can do would be to provide space for official despatches.

Then, a minute dated 21 October 1941 reads:

The changes in the routes of our flying boat services have decreased our own interest in the South African proposal to extend their services to Lagos. The smaller flying boats will, for the present, be using the Mediterranean route and the Boeings will only provide a southbound connection with the Union, as during the winter in the northbound direction, they will not proceed beyond Bathurst. At the moment, therefore, it is certainly more to our interest that the Loanda service should be kept going if that will enable Pan American Airways to be kept out of the Cape.

A minute from DOCA (Director of Civil Aviation) to PUS (Permanent Under Secretary) dated 25 October 1941 includes:

Now that our flying boats, except the three Boeings, have been diverted to the Mediterranean route there can be no direct all British service between the Union of South Africa and the United Kingdom in the northbound direction as the Boeings flying northbound will not go beyond Bathurst.
I feel, however, that apart from the question of enemy interference, it may prove impossible to maintain the Mediterranean route through the winter with any degree of regularity owing to alighting conditions at Malta. If this should be the case, we would have to switch over the s.30's, Catalina and Guba to the West Coast but even so, they may not go beyond Bathurst when the PAA service gets going.

It seems to me that it would be difficult for the Portuguese Government to permit Pan-American Airways to operate to Angola and Windhoek while at the same time refusing to allow South African Airways to bridge the gap between Loanda and Leopoldville. If that position should arise, the Union Government would be within their rights in refusing to allow Pan-American Airways to enter South West Africa via the West Coast route.
The main difficulty, however, seems to be that the Union Government have committed themselves to

the Belgians to operate the Elizabethville – Leopoldville – Lagos service with the result that if they now overcome the Portuguese difficulty, they will be unable to operate Loanda – Leopoldville – Lagos owing to shortage of aircraft.

From the Civil Aviation point of view I should like to see sufficient Lodestars released to enable the Union to operate both services and to meet the need for the carriage of spare parts to Cairo but I assume that this will be impossible owing to our own pressing requirements.

The answer from D.D. Plans (O) was quick (sent on 27 October), short and clear:

Much as we would like to see the 30 Lodestars diverted to South Africa, in order that Civil Aviation interests might be furthered in Africa, the supply position regarding transport aircraft to the Middle East is such that it is going to prove extremely difficult to meet urgent operational requirements.
For the present I am afraid we shall have to subordinate Civil Aviation interests to strategic requirements and we are quite unable to recommend the release of even a very small number of Lodestars.

The Union Government did not entirely give up hope after this rebuff. On 22 January 1942 T.F. Bird of the CAI wrote to DOCA:

A reliable report from Leopoldville dated 5/1/42 states that South African Airways have recently completed a survey flight from Leopoldville to Lagos as an extension of their Johannesburg – Leopoldville service. The route followed was Pointe Noire – Libreville – Douala. SAA are making arrangements for fuel to be laid down at points between Lagos and Leopoldville for a weekly service.

That extension to Lagos never happened but Nicholas Arrow, quoting J.T. Burrell "par Avion in South Africa" (1986) says "On 19 June 1942, this service was extended still further to Pointe Noire on the Atlantic Coast… NB There is no reference to this service in any of the CAIS's of the period or in FAS.

The end of South African Airways' routes to Loanda and Leopoldville came in July 1942. A letter from BOAC to the Air Ministry on 4 July 1942 simply states:

We have just had a cable from Lagos to say that the South African Airways service from Jo'burg (this is a manuscript correction from the words Cape Town) *to Leopoldville has been suspended until further notice. There is no reason given in the cable but I thought that you would like to have knowledge of it as soon as possible.*

The South African Air Force was deployed to the North Africa campaign from April 1942 onwards and by the end of that campaign had reached peak strength of 26 Squadrons. As stated earlier, the aircraft and crews of South African Airways were actually under military orders and so the re-allocation of the fleet of Lodestars to fly personnel, urgent equipment and spare parts from South Africa to North Africa brought the two nominally civilian air routes to Loanda and Leopoldville to a sudden end. The sole responsibility for an air connection between South Africa and West Africa fell to SABENA from July 1942 until late 1944.

For philatelists this is a frustrating air service. Despite its title, the AVIA 2/2382 file contains little to indicate that Post Office mail was flown by South African Airways to and from Leopoldville, but it undoubtedly was. When inter-African air mail exists during this period there is normally nothing to indicate whether it was flown by SABENA or SAA on their parallel services. Even before SABENA first flew to South Africa on 14 March 1941 (Ref. 2, p115) the two airlines had reached a ground facility sharing agreement, operating parallel air routes with different intermediate calls, the outline terms of which are shown in a telegram on the AVIA file dated 16 August 1941 from the UK High Commissioner in South Africa. In most cases mail will have been loaded onto the first available plane regardless of nationality.

References

1 AVIA 2/2382
2 Arrow N., *South African Airmails* (2nd edition) published by the author, 2013

Sierra Leone: 1955 Water Street Tels. Cancel

Philip Quirk and John Hossack

As its name might suggest, Water Street, Freetown, ran parallel to the waterfront, just inland from the harbour buildings (Fig. 1). It was the location of the terminus of the Sierra Leone Government Railway. Adjacent to the station was the telegraph office (Figs. 1 and 2), while the GPO was just a few hundred yards away in Gloucester Street.

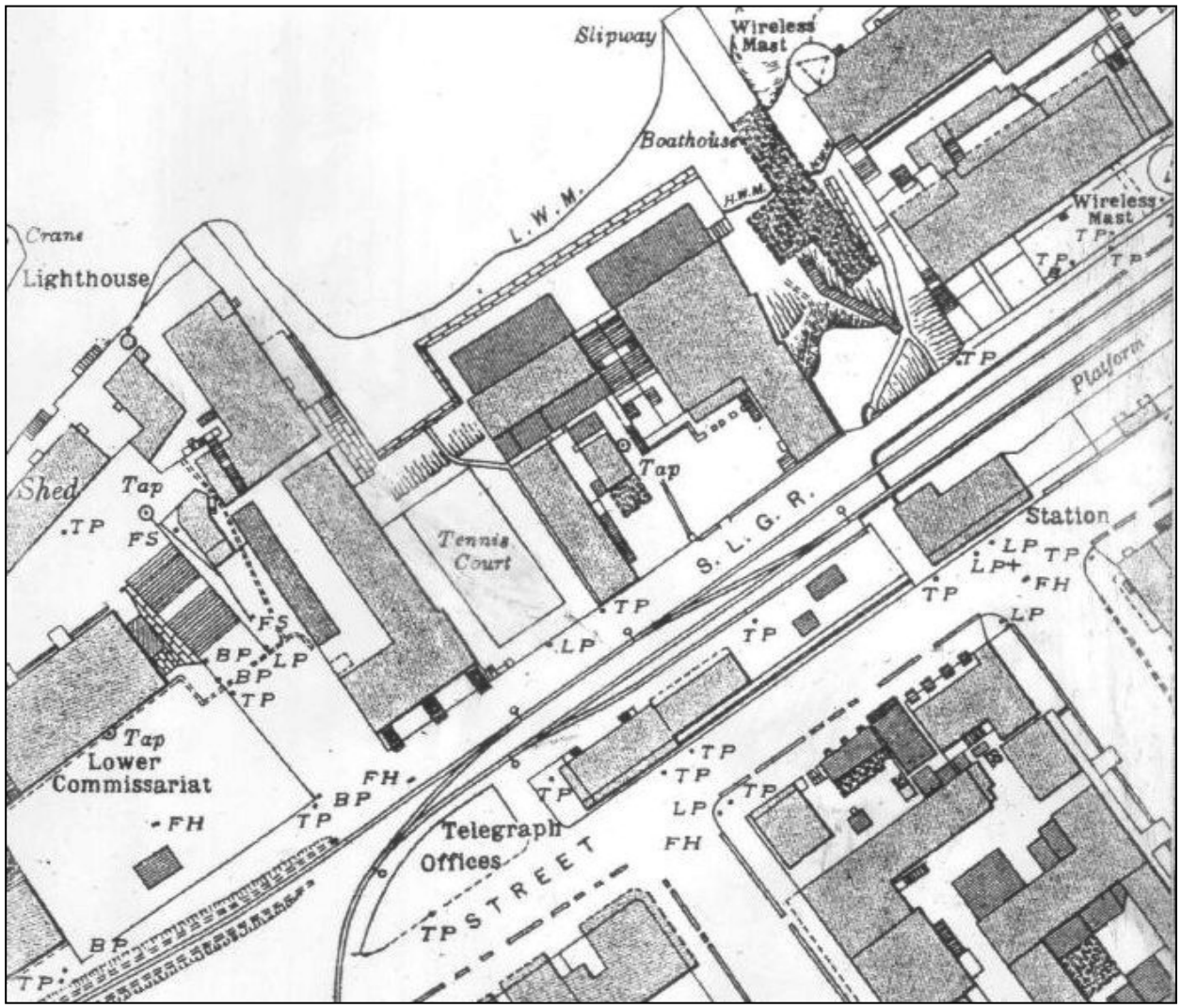


Figure 1
Portion of a 1927 map of Freetown, showing the location of the railway station and telegraph office in Water Street (Ref. 1)

By the end of 1907, the railway was operating Travelling Post Office services, which used their own distinctive postmarks. (Ref. 2, p38) Writing in 1949, Gisburn (Ref. 3) noted that 'the ordinary type of Freetown cancellation, but with additional letter "C" is used at Water Street for the T.P.O. mail handled there'. This comment presumably refers to items handed in for transmission inland, since mail coming to Freetown would have already been postmarked at the originating office or on the train. As several Freetown postmarks of this period incorporate the letter C (e.g. Proud Types D48, D61, D62) (Ref. 4), mail cancelled at Water Street might be difficult to identify on this criterion alone. At this time the station did not have a public post office, but in 1951 the Post Office took over the telegraphic service until then operated by the railway. (Ref. 2, p16)

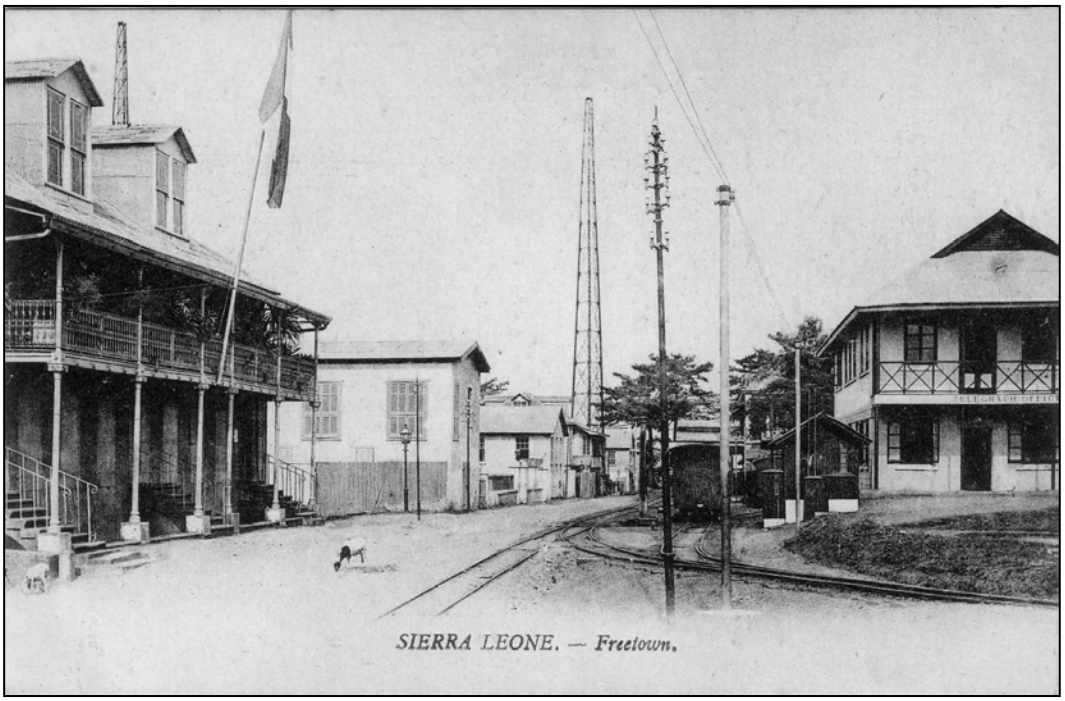


Figure 2
View of Water Street, looking north-east
The building on the right is the telegraph office, with the railway station behind

A branch post office at Water Street finally opened in 1955. It used a series of skeleton postmarks (Walton 208.01, 035.91 and 035.92), recorded between 07 May and 24 September. (Refs. 4 and 5) In his list of Non-Postal Post Office Cancellations, Walton (Ref. 5, p103) also notes a single circle marking inscribed WATER STREET TELo / FREETOWN (*sic*). This is possibly a typographical error for a WATER STREET TELS. / FREETOWN datestamp proofed in the second half of 1961. (Ref. 6, p52 - has any member seen this in use?)

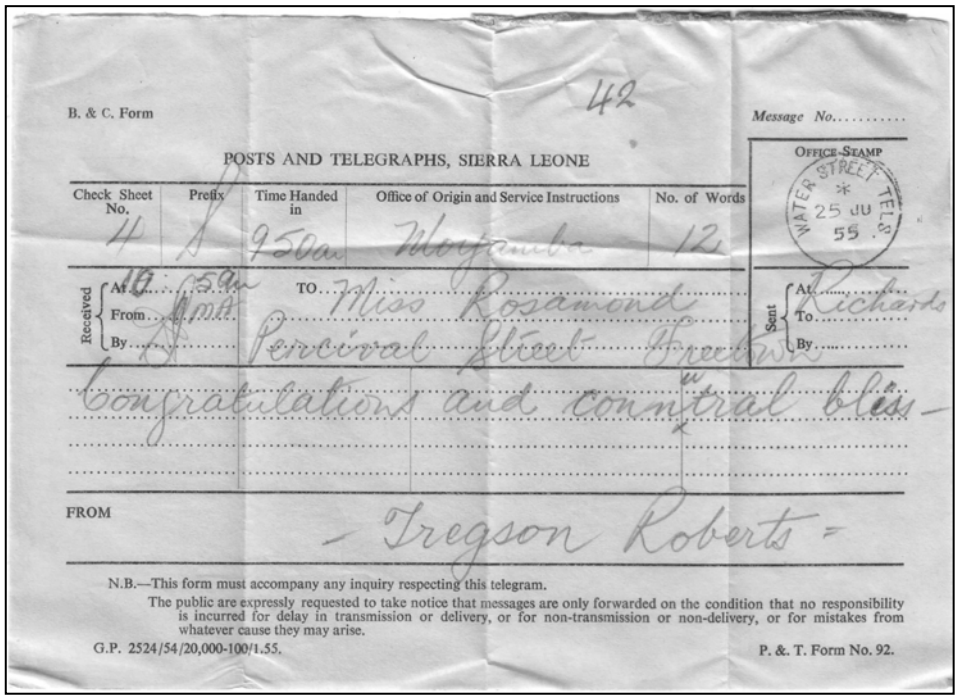


Figure 3 Sierra Leone Telegraph form, P.& T. Form No. 92
sent from Moyamba and datestamped 25 June 1955 at Water Street

Here, we wish to report an earlier datestamp applied on 25 June 1955 to two railway telegrams sent to Freetown from Port Loko and Moyamba (Figs. 3 to 5). This 24mm diameter, steel device is simply inscribed WATER STREET TELS., without mention of Freetown.



Figure 4 (right)

Enlargement of the WATER STREET TELS. datestamp impression. Similar markings exist for Hangha, Kenema, Magburaka,Makeni, Moyamba and Port Loko, and were occasionally used on postal items between the 1950s and 1970s (Refs. 4 and 5)

The datestamp was also applied to the unfranked envelopes in which the telegrams were delivered. Interestingly, its date of use precedes that of the first 'postal' steel cancel at Water Street (Walton 035.93, 12 October 1955, Ref. 5) by over three months.

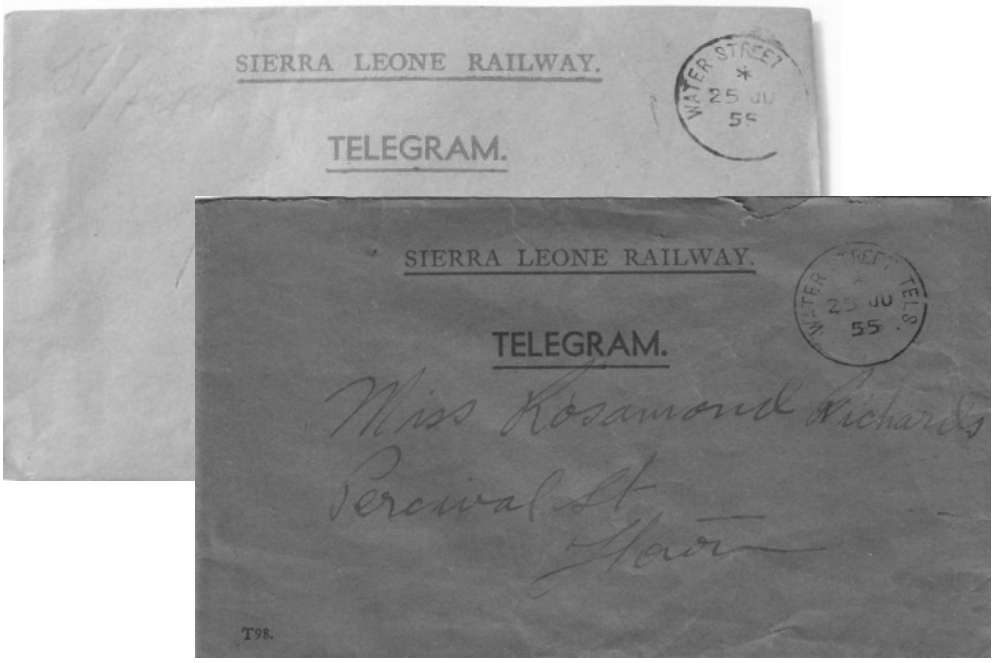


Figure 5
Sierra Leone Railway Telegram delivery envelopes.Despite being used on the same day, the envelopes are two distinctlydifferent shades of brown, both having red inscriptions. The darker envelope has a printed code T98. in the lower left corner

While Moyamba was on the Government railway, it is not immediately obvious why a telegram from Port Loko passed through this system. However, it is worth noting that Port Loko was on the Marampa - Pepel railway of the Sierra Leone Development Company. A telegraph office was opened at Marampa in 1954 and provided service until 31 January 1959 (Ref. 7); possibly the message went this way.

References

1 Morris K., *Sierra Leone TPOs*, <http://www.tpo-seapost.org.uk/tpo2/tpsierraleone.html>, 2007 accessed 4 August 2013
2 Beale P.O., *The Postal Service of Sierra Leone...*, RPSL, London 1988
3 Gisburn H. "The Post in Sierra Leone", *Philatelic Magazine*, March 18 1949, p157
4 Proud E.B., *The Postal History of Sierra Leone*, Proud Bailey, Heathfield 1994
5 Walton F.L., *The Postmarks of Sierra Leone 1854-1961*, WASC, Dronfield 1990
6 Beale P., Martin J. & Walton F., *West African Post Office Impression Books*, p52,WASC, Dronfield 2001
7 McMillan H., Unpublished list of Sierra Leone Post Offices;nd, also correspondence c.1960 between T.R.C. Raikes and P.W. Hosking

Gambian QV Sheetlet 2d Orange Oddity

Frank D. Whitfield

Upon reading John F. Rose's excellent book *Gambia Perforated Cameos* (Ref. 1), I reclassified my sheetlet collection by printing dates, as suggested in his book, as opposed to the SG colour based classification which I now believe to be too simplistic and even misleadingly inaccurate.

All went well until the 2d issues in orange with watermark Crown CA, first delivery dated 21.3.1887 being Second comb 14 points up. The second, third, and fourth delivery are all First comb 14 points down. As can be seen from the illustration (front cover) my oddity of Second comb 14 points down fits none of the above.

More confusingly B.I. O'Hara, in his book *The 1883-97 Issue of the Gambian Cameos* (Ref. 2), lists the printings of first delivery as First comb and second delivery as Second comb, the exact opposite of Rose.

A suggested explanation is that Rose has mistakenly described the second printing as First comb 14, where perhaps it was Second comb 14 and his 3 sheet examples were the third printing; and further his third delivery examples should amalgamate with the Fourth printing as they are only separated by colour variation.

I remain unconvinced and would be greatly interested to discover if other members have similar odd sheetlets, and of course other explanations.

References

1 Rose John F., Gambia Perforated Cameos: *A Study of the Consignments and Printings of the Perforated Cameo Stamps of Gambia 1880-1898*, WASC, Dronfield 2011, ISBN 978-1-905647-09-5

2 O'Hara B.I., *The 1883-97 Issues of The Gambia Cameos. A Study of the Plates, Printings and Perforators*, Author, n.d. (c. 1998), ISBN 0-646-35313-6

St Helena 1922 £1 'Badge' Issue

A Specimen Overprint Variation

John Aslett

I read with interest Bill Thorpe's worthy piece in *Cameo* 88 (Ref. 1) about forged SPECIMEN overprints on St Helena and Ascension stamps.

Recently, I viewed two copies of the St Helena MCA £1 badge stamps (SG 96) with Specimen overprint, and I made an observation which provoked some thought. Both stamps showed what appeared to be the Samuel Type D12a overprint, defined as measuring 13.5 x 2.5 mm; however, upon examination, one overprint (Figure 1) did conform to Type D12a, whereas the other (Fig. 2) rather interestingly, did not, but measured marginally longer at 14 x 2.5 mm.

The machine stamping of the Specimen overprint on the face of the stamp has left an imprint on the reverse of each stamp, which looks genuine.

My textbook guidance on this subject is limited to Samuel's *Specimen Stamps of the Crown Colonies 1857-1948* (Ref. 2), and the following *Supplement* (Ref. 3). Here, the Specimen overprint Type D12a is recorded on the MCA £1 stamp, with no mention of any variation in the length of overprint.

Barring this one example, the few other examples I have seen have strictly conformed to the size quoted by Samuel i.e. 13.5 x 2.5 mm. It would, therefore, be encouraging to receive comments from anyone who can give a reason for the small variation in the size of overprint as seen in Figure 2.





Figures 1 (right) & 2 (far right)

SPECIMEN measuring 13.5 mm & 14 mm in length respectively

References

1 Thorpe W., "St Helena & Ascension Forged SPECIMEN Overprints", *Cameo*, Volume 14 pp16-17, WASC, January 2013

2 Samuel M., *Specimen Stamps of the Crown Colonies 1857-1948,* p206, RPSL, London 1976

3 Samuel M., Bendon J. & Latto C., *Specimen Stamps of the Crown Colonies 1857-1948 - A Supplement,* RPSL, London 1984







Figures 3, 4 & 5 (left to right)

Barry Burns responds: When I received John's letter my initial reaction was that a difference in overprint length of 0.5mm was not very significant.

Nevertheless I was encouraged to check my collection of three SPECIMEN £1 values. They are illustrated above (Figures 3, 4 & 5). The first two measure 13.5 mm in length, as quoted by Samuel, but the third measures 14 mm - the same as John's second example. Now look at these two stamps, Figures 2 and 5. Notice anything (clue - look for major varieties!)? Yes, both stamps depict the Torn Flag!!

This variety occurs on Row 4 Column 6, Position 42. So it indicates that the overprinting forme, however it was set up, appears to have had the word SPECIMEN slightly longer at this position. Of course there may well be other variations in the length of the overprint. Do we know the layout or construction of the forme, for instance was it 5 x 12 (for the sheets of 60 stamps) or smaller and thus requiring several applications? Or were Stereos made of a smaller layout enabling a sheet of 60 to be overprinted in one operation? Multiples of the Specimen stamps are either not available or exist only as strips of 3 or 5. 'Plating' therefore would be a very difficult exercise, but if it could be done may help in plating the basic stamps or the detection of forgeries.

I am not aware that this possibility has been studied or even suggested previously. Also, as the D12a overprint was used by De La Rue for many colonies and issues this could be of interest to a wide range of collectors. I thank John for bringing this variation to our attention, and welcome any further information that readers may have.

Northern Nigeria: The Illo Canceller and Borgu Mail

Ray Harris

This article first appeared in the March 2013 edition of The London Philatelist *(RPSL) and is published here with the permission of the Editor, Frank Walton, and Ray Harris. - Barry Burns*

Trading on the eastern section of the Niger River in West Africa was in the hands of the Royal Niger Company at the end of the 19th century. Administration of the area was taken on by the British government in 1900, forming two protectorates, Northern and Southern Nigeria. Political leadership of Northern Nigeria was based initially at Jebba where the West African Frontier Force was stationed, then at a new site, Zungeru, from 1902. Postal Headquarters remained at Lokoja which had been the main trading port in the region of the Royal Niger Company.

Postal communications were established by river and runner with a small number of post offices, initially at river ports. Key plate stamps printed by De La Rue were introduced in April 1900 and in July 1901 a single ring canceller inscribed 'Northern Nigeria' came into use. There are several varieties of the canceller, which seem likely to have been used in different offices (Figure 1). In mid-1903 post offices began to be supplied with double-ring cancellers including their own name and the single ring canceller went out of use. Mail posted from a location without a canceller but where stamps were available sometimes received a local manuscript cancellation, but would otherwise not have been cancelled until it changed hands at a postal station, probably Lokoja.



Figure 1 Cover showing an early use of the single ring canceller

The West African Frontier Force operated over a widening area of Northern Nigeria as the British government expanded its influence. There was also a concern to hold and then to fix the borders with neighbouring territories, much of which were administered by other European powers – France and Germany.

Illo was a post a few miles from the River Niger in the province of Borgu, in the North-West of Northern Nigeria very close to the border with Dahomey, administered by France. Illo is noted as having a postal

service from 1903 onwards, with mail to it carried overland from Zungeru. The amount of mail is likely to have been small.

A canceller was created in Illo by someone resident there from a NORTHERN NIGERIA canceller no longer otherwise in use. The date plugs were removed and a postmark printed with it in violet ink. Then the creator printed ILLO and the date (two-letter month and day of the month) using some apparatus with moveable type (Figure 2).



Figure 2 Illo cancel with dates of 17 April and 31 July, both believed to be 1905

Figure 3 shows clearly, from the overlap, that this was printed in two operations. ILLO appears to be in serifed type while the date is sans-serif.

The same person (presumably) also created some 1d stamps which, from their use on cover, may have been treated as valid for local use to Yelwa, 90 miles towards Zungeru and the next staging post for the mail carriers. A separate canceller was also made, presumably from cork. The use of the cork canceller (Figure 4), together with a handstamped ILLO (sans-serif), suggests that use of the adapted circular cancel started after this. The Zungeru date is 2 March, so it probably left Illo around 18 February.



Figure 3 Illo cancel at c. 200%



Figure 4 Borgu local used on piece via Zungeru

The Borgu stamps were created using rubber moveable type, sans-serif. They included in various permutations, PTE MAIL, BORGU N, 1D. Perhaps PTE means 'Posts & Telegraphs Enterprise'! Commas and full stops are inserted a little randomly and in two of the examples shown here the 1 of 1D has serifs. They are printed on lined paper which appears to have been taken from a writing folio; it does not have lines on the back.

Ince and Sacher in *The Postal Services of the Nigeria Region* report that two covers are known, one of which is illustrated in Figure 5. This cover is dated 24 April in Illo, being sent to Yelwa. Thence it was forwarded to Bournemouth, so it was carried first to Zungeru where it has an unclear May date ending in 4. The Illo to Zungeru journey would have taken at least 12 days - in 1902 Illo to Yelwa was 5 days, Yelwa to Kontagora 3 days, Kontagora to Zungeru 4 days. It may not have been delayed in Yelwa. It reached Bournemouth on 30th June and Zungeru to Plymouth was a minimum of 29 days, so the Zungeru date could be either 14 or 24 May.

The cover passed through the mail service to England without any postage due being charged. The 1d Borgu was taken seriously!

Figure 4 shows that the Borgu local is known from around 18 February 1905. The second cover referred to by Ince and Sacher is dated 24 March when it passed through Zungeru, so it left Illo around 12 March.

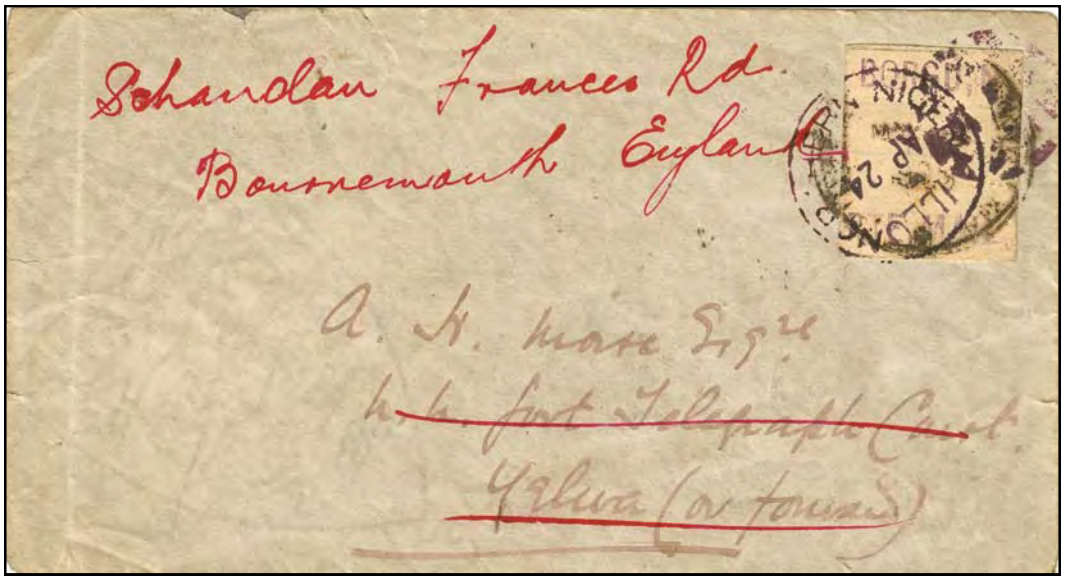




Figure 5

From Illo
AP 24 (1905)
to Yelwa



Figure 6 27 x 27mm
1 with no serifs



Figure 7 25 x2 7mm
1 with serifs

The copies illustrated in Figures 4 and 5 are both 23 x 28mm. The one in Figure 7 appears to have vertical ink drawn cutting lines as does the example in Figure 4. On each of the four stamps shown the width of individual elements is constant though their positions vary. The Borgu stamp on the other known cover is reported to measure 29 x 35mm.

Will any more ever be discovered? Traces of violet ink on the back of the cover in Figure 5 suggest that two at least were cancelled on that day.

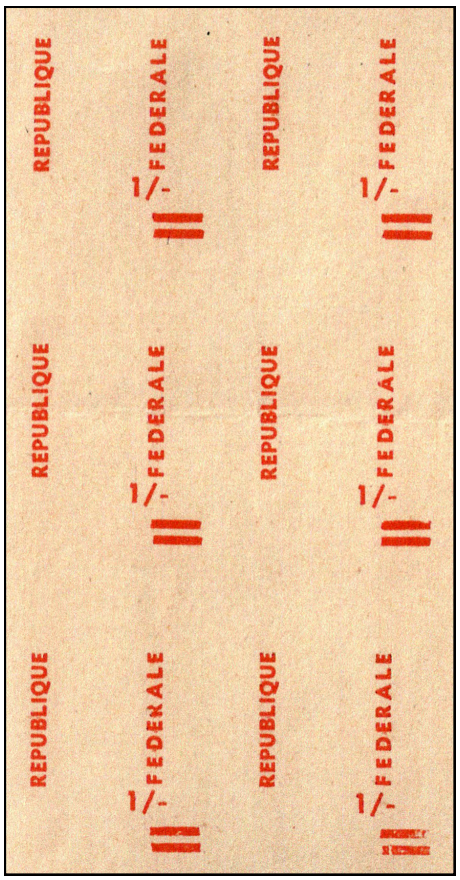
Reference

1 Ince, Jack and Sacher, John, *The Postal Services of the Nigeria Region,* RPSL 1992

Cameroun 1961 Sterling Overprints

A Changed Setting for the 1/- on 25F

Bob Maddocks



Here illustrated (Fig. 1) is part of a proof sheet of the 1961 trial setting in red for the 1/- sterling surcharge on the Cameroun 25F Ahidjo Independence commemorative stamp issued 1 January 1960. The overprint also recognised the country's name-change following unification to the Federal Republic but only in French. Thus, also in red, the words REPUBLIQUE and FEDERALE were added in an vertical parallel arrangement reading from the bottom of the stamp to the top.

However, on the issued stamp itself the word FEDERALE is seen to have been upended, now to read from top to bottom. (Fig. 2) What would have occasioned the change?



Figures 1 (left) & 2 (above)
The proof and issued stamp respectively

The Nigerian Postal Service - an Incongruous Logo?

Bob Maddocks

I have a letter-head of the Nigerian Postal Service dated 9 December 1994 which incorporates a colourful logo featuring a postal courier with mailbags astride a galloping horse (Fig. 1, enlarged 200%)

Perhaps it is rather pedantic to make such comment but this representation indicating an equine-based postal service within Nigeria whenever is surely somewhat incongruous. The prevalence of the fatal disease-carrying tsetse fly in the forested southern regions of Nigeria would preclude the very survival of horses in that half on the country. The arid north of Nigeria does not harbour the fly.

As this is the only example I have seen of the logo I do not know when it was introduced or whether it is still being used.



Figure 1
Logo of Nigeria Postal Service

A Voyage to Tristan da Cunha by the Danish Passenger Ship *Bornholm* in 1963

Hans-Henrik Fentz

It came as a big surprise to the population on the Danish island of Bornholm in the Baltic Sea when on 6 February 1963 it was announced in the local newspapers that one of the island passenger ships, the flagship *Bornholm* that normally plied on the lifeline service between the island and Copenhagen was going on a voyage to the South Atlantic Ocean later in the year. The vessel would more specifically be going to Tristan da Cunha, a small island and a British Dependency situated between South Africa and South America. (Fig. 1) The voyage to the island was estimated to last about 20 days compared to her normal steaming time between Bornholm and Copenhagen of about 7 hours. The ship was however built for worldwide trading, and she had already performed a few cruises from Denmark to the Canaries.



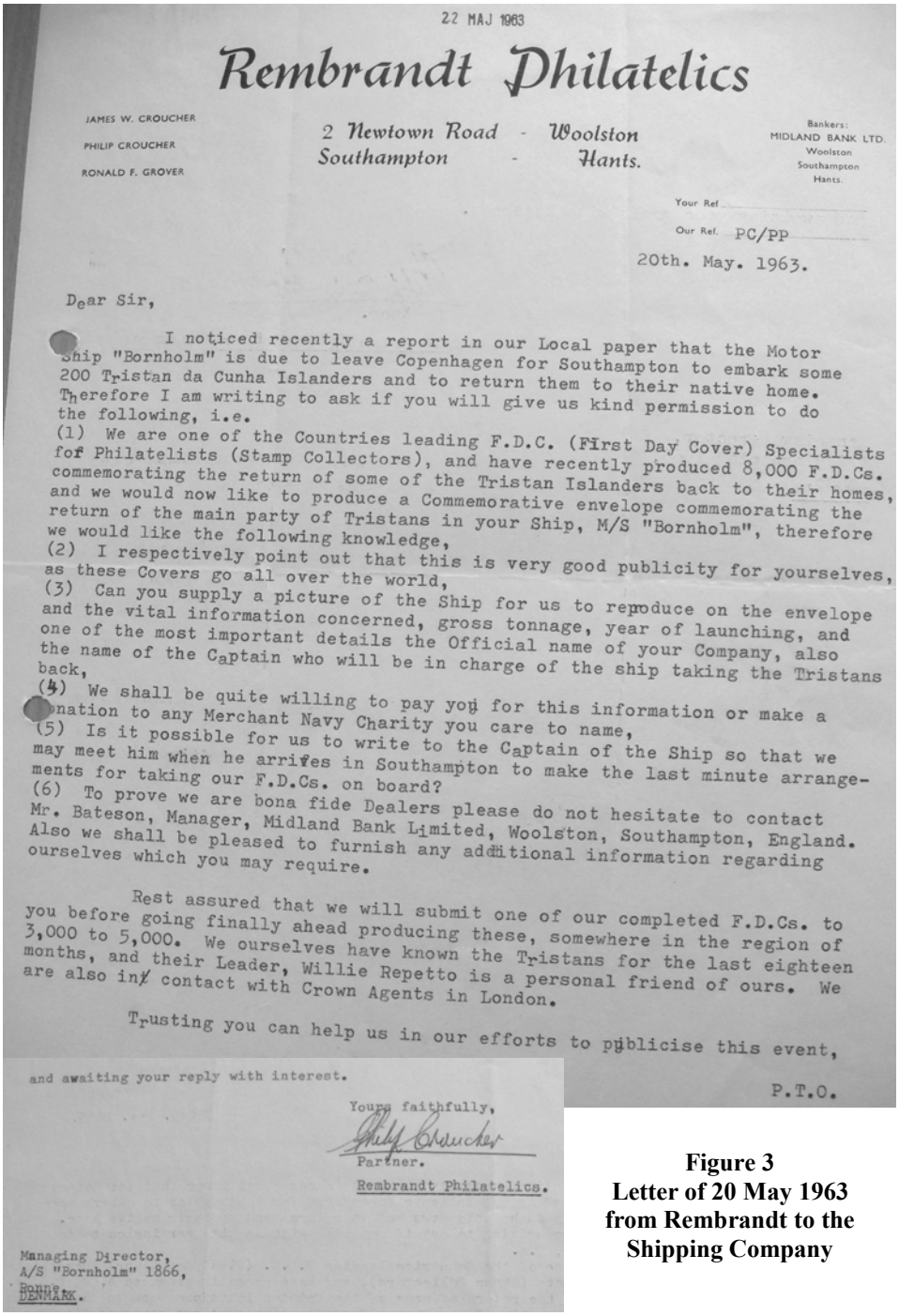
Figure 1 (left)
Photograph of SS *Bornholm* at Tristan da Cunha in 1963



Figure 2 (right)
SS *Bornholm* with longboat on 1993 stamp, SG 548

The island population of Tristan da Cunha had two years earlier been evacuated due to a volcanic eruption, and its approximately 270 inhabitants were taken to England where they were housed. However, they did not thrive in England. An expedition was sent to Tristan da Cunha in January 1962 to assess the effects of the eruption. It appeared that only one house and the fish factory were destroyed, and that a repatriation could be successful. The volcano had ceased to erupt so it was now felt safe to stay on the island. The islanders were offered a vote by the British Government (Colonial Office) as to whether or not they wanted to return to the island. An overwhelming majority voted for the return and an advance party of 12 men was sent to the island in 1962 to make the first preparations for the return. The remaining islanders returned in two parties, the first one consisting of about 50 persons (young able men, some wives and some children) in April 1963.

They sailed on board the British freight and passenger liner *Amazon* which deviated to Tristan da Cunha on her normal service between the UK, Brazil, and Argentina. This party should assist with the final preparations for the return of the main group. For obvious reasons they could not carry much material for the rebuilding of the settlement due to time constraint and the difficult landing conditions at Tristan da Cunha. The Colonial Office was then left with the challenge to repatriate the major part of the remaining population of about 209 persons including the supply of about 300 tons cargo, consisting of chickens, dogs, building materials, cement, iron bars, furniture, potatoes, oil, and gasoline, and much more for the daily life and the future need of the population. Only 11 islanders decided to stay in England. A suitable ship was not easy to find as passenger ships with capacity for freight are normally employed on specific routes. After some research the Colonial Office however found the *Bornholm*. The traffic to and from Bornholm does peak during the summer and holiday periods and her owners could fulfill their obligations with their other ships from the end of the summer season until Christmas 1963. The *Bornholm* had sufficient cabin capacity and catering capabilities, she had cranes to handle the cargo, and she had refrigerating capacity.



22 MAJ 1963

Rembrandt Philatelics

JAMES W. CROUCHER
PHILIP CROUCHER
RONALD F. GROVER

2 Newtown Road - Woolston
Southampton - Hants.

Bankers:
MIDLAND BANK LTD.
Woolston
Southampton
Hants.

Your Ref
Our Ref. PC/PP

20th. May. 1963.

Dear Sir,

I noticed recently a report in our Local paper that the Motor Ship "Bornholm" is due to leave Copenhagen for Southampton to embark some 200 Tristan da Cunha Islanders and to return them to their native home. Therefore I am writing to ask if you will give us kind permission to do the following, i.e.

(1) We are one of the Countries leading F.D.C. (First Day Cover) Specialists for Philatelists (Stamp Collectors), and have recently produced 8,000 F.D.Cs. commemorating the return of some of the Tristan Islanders back to their homes, and we would now like to produce a Commemorative envelope commemorating the return of the main party of Tristans in your Ship, M/S "Bornholm", therefore we would like the following knowledge,

(2) I respectively point out that this is very good publicity for yourselves, as these Covers go all over the world,

(3) Can you supply a picture of the Ship for us to reproduce on the envelope and the vital information concerned, gross tonnage, year of launching, and one of the most important details the Official name of your Company, also the name of the Captain who will be in charge of the ship taking the Tristans back,

(4) We shall be quite willing to pay you for this information or make a donation to any Merchant Navy Charity you care to name,

(5) Is it possible for us to write to the Captain of the Ship so that we may meet him when he arrives in Southampton to make the last minute arrangements for taking our F.D.Cs. on board?

(6) To prove we are bona fide Dealers please do not hesitate to contact Mr. Bateson, Manager, Midland Bank Limited, Woolston, Southampton, England. Also we shall be pleased to furnish any additional information regarding ourselves which you may require.

Rest assured that we will submit one of our completed F.D.Cs. to you before going finally ahead producing these, somewhere in the region of 3,000 to 5,000. We ourselves have known the Tristans for the last eighteen months, and their Leader, Willie Repetto is a personal friend of ours. We are also in contact with Crown Agents in London.

Trusting you can help us in our efforts to publicise this event,

P.T.O.

and awaiting your reply with interest.

Yours faithfully,

Partner.

Rembrandt Philatelics.

Managing Director,
A/S "Bornholm" 1866,
Ronne
DENMARK.

Figure 3
Letter of 20 May 1963 from Rembrandt to the Shipping Company

A contract between the Tristan da Cunha Administration c/o the Colonial Office and the ship's Owners, Dampskibsselskabet paa Bornholm af 1866, was issued on 14 February 1963. The Owners were obliged to deliver her in Southampton on 24 October 1963.

In the meantime extensive preparations were conducted for a smooth repatriation. *Bornholm* was on a cruise to Portugal, Spain and Morocco in May 1963 and on her return voyage she called at Tilbury (London) where representatives from the Colonial Office and their agents visited the vessel to discuss practical matters.

A similar cruise but including Tenerife and Madeira was done in September and October 1963 and the ship was visited on 7 October 1963 in Dover in order to discuss the final details.

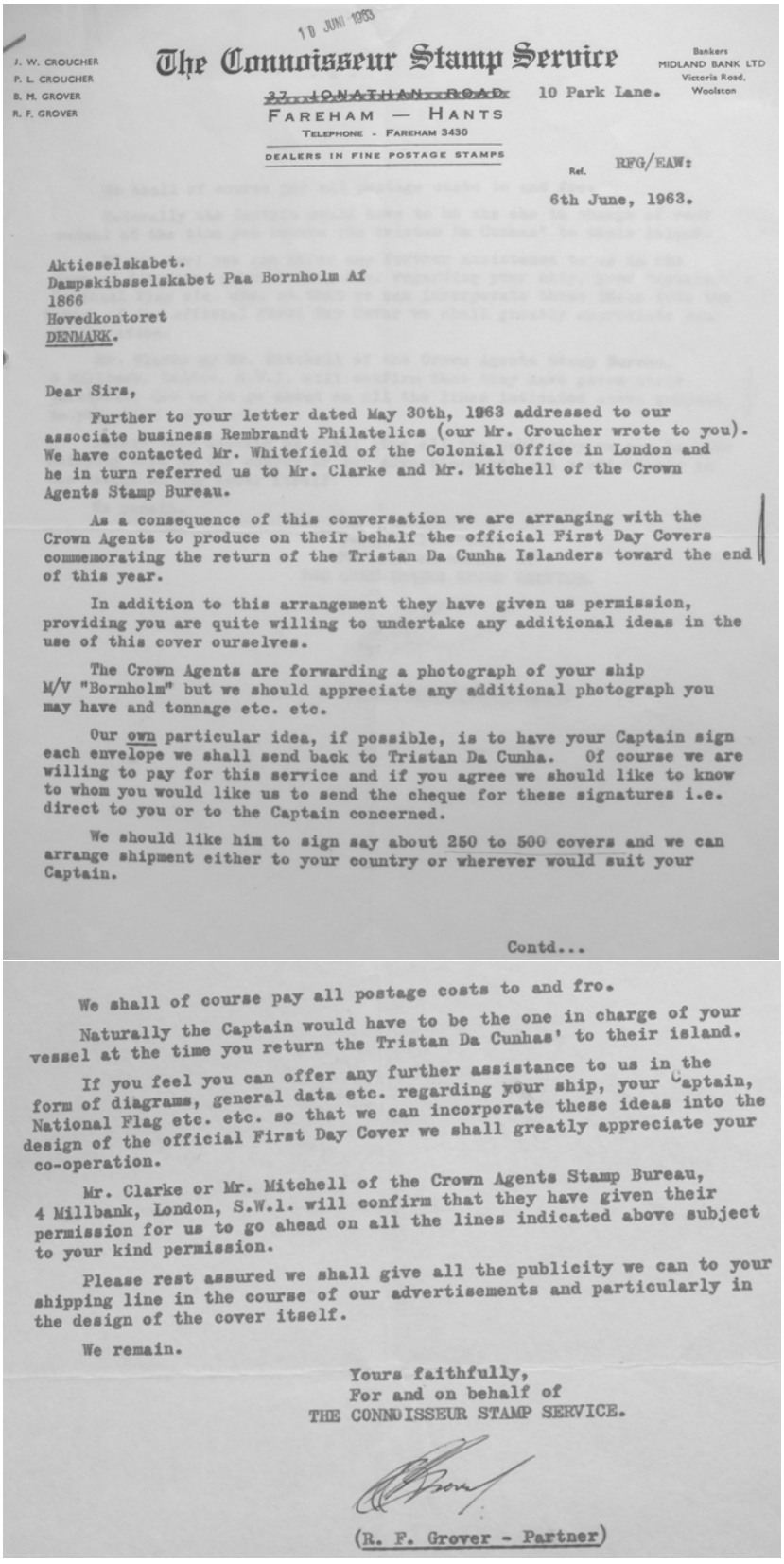
Bornholm left Copenhagen on 21 October 1963. Before that some hectic activity had taken place. Several journalists, doctors, and other persons had sent applications to join the ship but the islanders did not want any publicity.

Only one journalist succeeded in having his request confirmed. It was the Swedish artist, author, and journalist Roland Svensson who worked for the Swedish Broadcasting Corporation. He was well known to the islanders as he had visited them during their stay in England.

Also, philatelists saw a chance to have some unique collector's items commemorating this special expedition and in cooperation with the Colonial Office and the ship owners more than 2,000 envelopes were delivered on board prior to the ship's departure from Southampton.

Rembrandt Philatelics of Southampton and their associated partner The Connoisseur Stamp Service of Hampshire were two of the dealers involved in the philatelic covers. The former wrote to the Shipping Company on 20 May 1963 offering to produce commemorative covers of the return (Fig. 3) and their reply was answered on 6 June by Connoisseur. (Fig. 4)

[*Editor - the illustrations of all correspondence have been variously reduced in size and edited to remove blank sections*].



10 JUN 1963

J. W. CROUCHER
P. L. CROUCHER
B. M. GROVER
R. F. GROVER

The Connoisseur Stamp Service

~~37 JONATHAN ROAD~~ 10 Park Lane.
FAREHAM — HANTS
TELEPHONE - FAREHAM 3430
DEALERS IN FINE POSTAGE STAMPS

Bankers
MIDLAND BANK LTD
Victoria Road,
Woolston

Ref. RFG/EAW:

6th June, 1963.

Aktieselskabet.
Dampskibsselskabet Paa Bornholm Af
1866
Hovedkontoret
DENMARK.

Dear Sirs,

Further to your letter dated May 30th, 1963 addressed to our associate business Rembrandt Philatelics (our Mr. Croucher wrote to you). We have contacted Mr. Whitefield of the Colonial Office in London and he in turn referred us to Mr. Clarke and Mr. Mitchell of the Crown Agents Stamp Bureau.

As a consequence of this conversation we are arranging with the Crown Agents to produce on their behalf the official First Day Covers commemorating the return of the Tristan Da Cunha Islanders toward the end of this year.

In addition to this arrangement they have given us permission, providing you are quite willing to undertake any additional ideas in the use of this cover ourselves.

The Crown Agents are forwarding a photograph of your ship M/V "Bornholm" but we should appreciate any additional photograph you may have and tonnage etc. etc.

Our own particular idea, if possible, is to have your Captain sign each envelope we shall send back to Tristan Da Cunha. Of course we are willing to pay for this service and if you agree we should like to know to whom you would like us to send the cheque for these signatures i.e. direct to you or to the Captain concerned.

We should like him to sign say about 250 to 500 covers and we can arrange shipment either to your country or wherever would suit your Captain.

Contd...

We shall of course pay all postage costs to and fro.

Naturally the Captain would have to be the one in charge of your vessel at the time you return the Tristan Da Cunhas' to their island.

If you feel you can offer any further assistance to us in the form of diagrams, general data etc. regarding your ship, your Captain, National Flag etc. etc. so that we can incorporate these ideas into the design of the official First Day Cover we shall greatly appreciate your co-operation.

Mr. Clarke or Mr. Mitchell of the Crown Agents Stamp Bureau, 4 Millbank, London, S.W.1. will confirm that they have given their permission for us to go ahead on all the lines indicated above subject to your kind permission.

Please rest assured we shall give all the publicity we can to your shipping line in the course of our advertisements and particularly in the design of the cover itself.

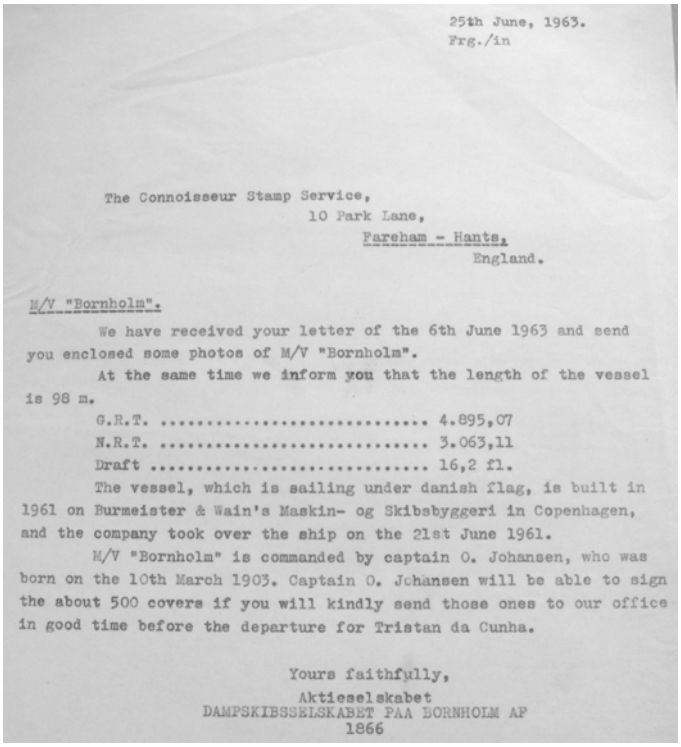
We remain.

Yours faithfully,
For and on behalf of
THE CONNOISSEUR STAMP SERVICE.

(R. F. Grover - Partner)

Figure 4
Letter of 6 June 1963 from Connoisseur

The shipping company replied to Connoisseur on 25 June enclosing photographs of the Bornholm and giving details of the ship, its Captain and the Company. (Fig. 5)



25th June, 1963.
Frg./in

The Connoisseur Stamp Service,
10 Park Lane,
Fareham - Hants,
England.

M/V "Bornholm".

We have received your letter of the 6th June 1963 and send you enclosed some photos of M/V "Bornholm".

At the same time we inform you that the length of the vessel is 98 m.

G.R.T. 4.895,07
N.R.T. 3.063,11
Draft ..... 16,2 fl.

The vessel, which is sailing under danish flag, is built in 1961 on Burmeister & Wain's Maskin- og Skibsbyggeri in Copenhagen, and the company took over the ship on the 21st June 1961.

M/V "Bornholm" is commanded by captain O. Johansen, who was born on the 10th March 1903. Captain O. Johansen will be able to sign the about 500 covers if you will kindly send those ones to our office in good time before the departure for Tristan da Cunha.

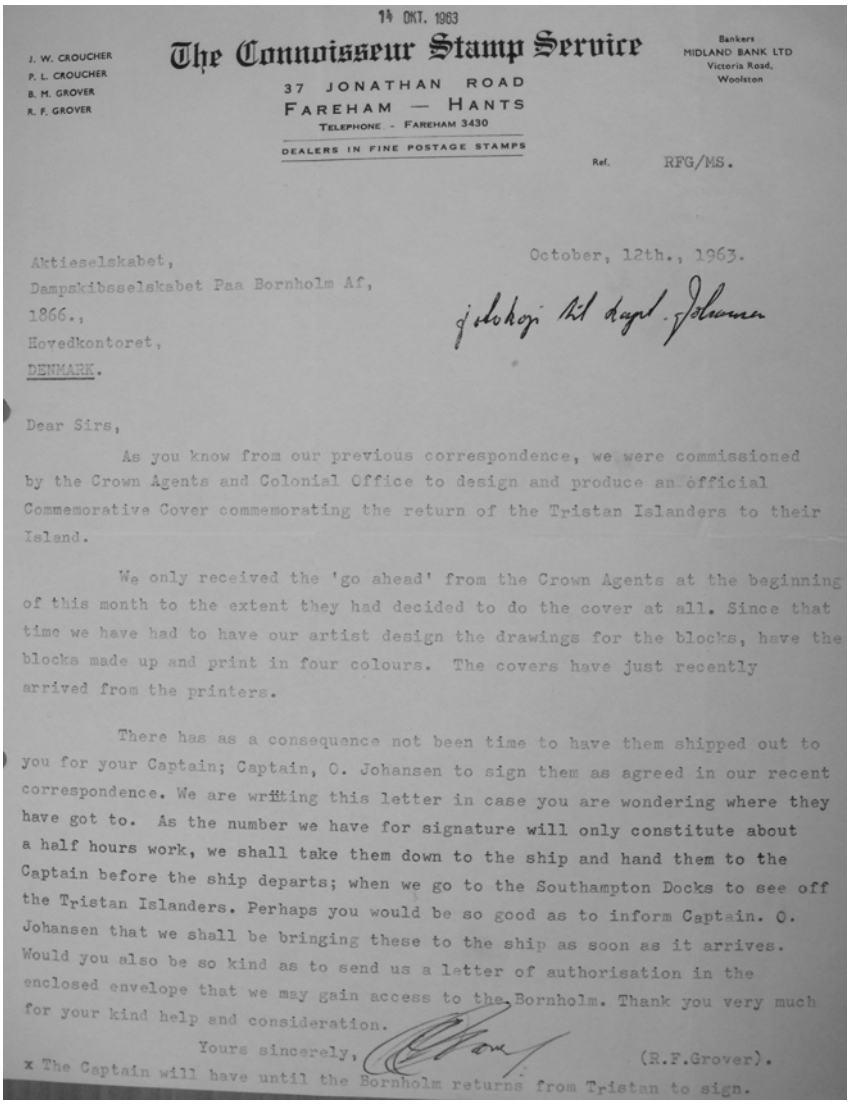
Yours faithfully,
Aktieselskabet
DAMPSKIBSSELSKABET PAA BORNHOLM AF
1866

Connoisseur replied to the shipping company on 2 July, thanking them for the photographs and information, and to say that they would dispatch the covers for signing as soon as they were to hand. Additionally, they said: *...we are also submitting designs to the Crown Agents for First Day Covers* (sic) *which includes a detailed picture of your ship the 'Bornholm'.*

However, production of the covers was delayed, requiring Connoisseur to send a letter to the company on 12 October (Fig. 6) explaining the reason.

Figure 5 (left)
Letter of 25 June 1963
from the shipping company

Figure 6 (below)
12 October letter from Connoisseur



14 OKT. 1963

J. W. CROUCHER
P. L. CROUCHER
B. M. GROVER
R. F. GROVER

The Connoisseur Stamp Service
37 JONATHAN ROAD
FAREHAM — HANTS
TELEPHONE - FAREHAM 3430
DEALERS IN FINE POSTAGE STAMPS

Bankers
MIDLAND BANK LTD
Victoria Road,
Woolston

Ref. RFG/MS.

October, 12th., 1963.

Aktieselskabet,
Dampskibsselskabet Paa Bornholm Af,
1866.,
Hovedkontoret,
DENMARK.

Dear Sirs,

As you know from our previous correspondence, we were commissioned by the Crown Agents and Colonial Office to design and produce an official Commemorative Cover commemorating the return of the Tristan Islanders to their Island.

We only received the 'go ahead' from the Crown Agents at the beginning of this month to the extent they had decided to do the cover at all. Since that time we have had to have our artist design the drawings for the blocks, have the blocks made up and print in four colours. The covers have just recently arrived from the printers.

There has as a consequence not been time to have them shipped out to you for your Captain; Captain, O. Johansen to sign them as agreed in our recent correspondence. We are writing this letter in case you are wondering where they have got to. As the number we have for signature will only constitute about a half hours work, we shall take them down to the ship and hand them to the Captain before the ship departs; when we go to the Southampton Docks to see off the Tristan Islanders. Perhaps you would be so good as to inform Captain. O. Johansen that we shall be bringing these to the ship as soon as it arrives. Would you also be so kind as to send us a letter of authorisation in the enclosed envelope that we may gain access to the Bornholm. Thank you very much for your kind help and consideration.

Yours sincerely,

(R.F.Grover).

x The Captain will have until the Bornholm returns from Tristan to sign.

On 18 October the shipping company replied, giving authorisation for them to contact Captain Johansen on the *Bornholm* at Southampton (Berth 47, Ocean Dock).

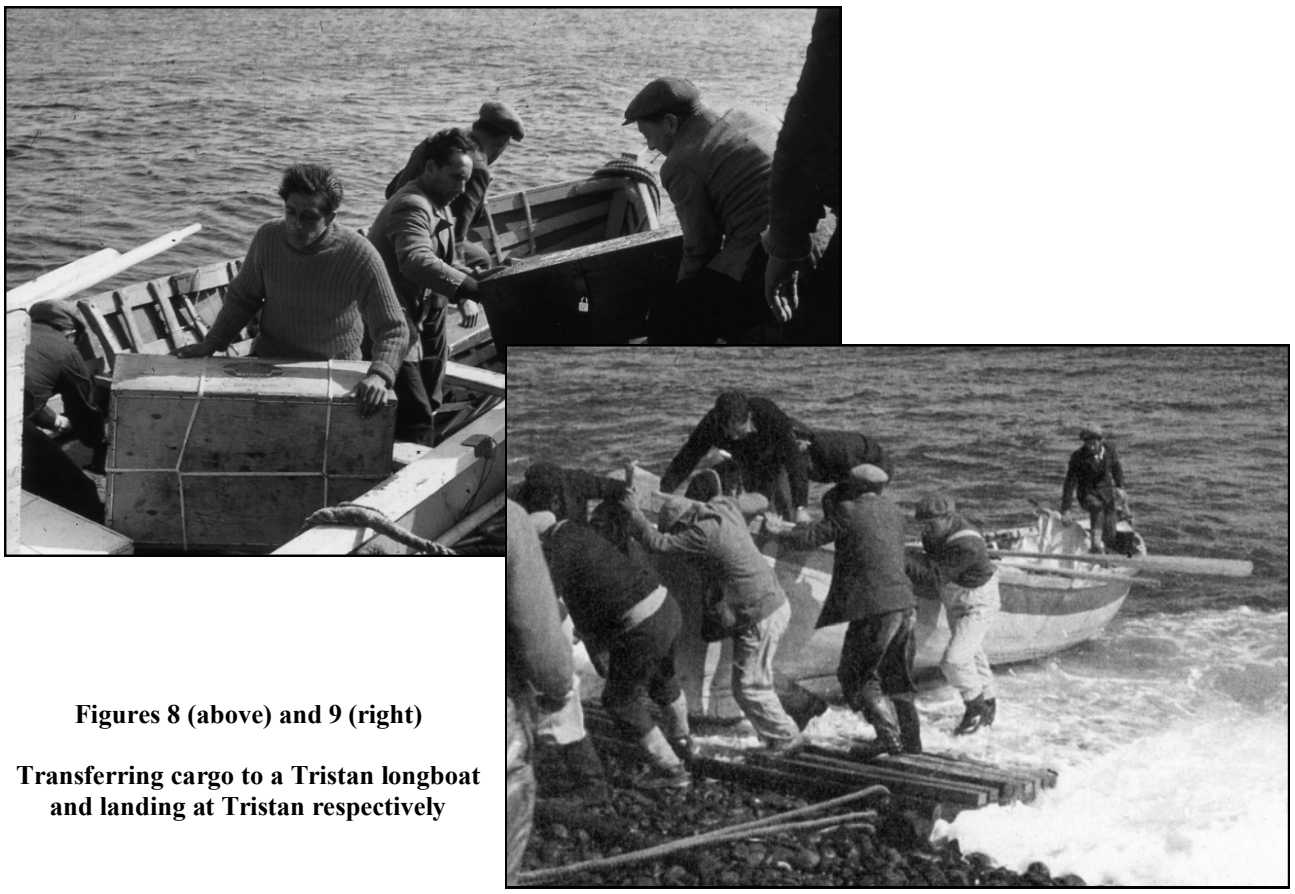


The ship arrived at Southampton 24 October 1963 at 06:00. (Fig. 7) After the 198 islanders, and 11 passengers including a priest, a doctor, and a representative from the Colonial Office had embarked, and the cargo had been loaded, she left again the same day at 22:45.

Figure 7

Southampton 24 October 1963
RMS *Queen Mary* and SS *Bornholm*

The sea voyage went smoothly and no bad weather was encountered. *Bornholm* called at Freetown in Sierra Leone on 1 November 1963 to take bunkers and fresh water. She left again the day after. The equator was passed 1½ days later, and a ceremony to baptise the persons that crossed the line for the first time was arranged by and for the crew members. The islanders had already passed the line on their way to England in 1961. The Chief Officer mentions around this time in a report to the Danish Broadcasting Corporation that: *We furthermore carry more than 2,000 addressed letters to be stamped on the island and sent to philatelists all over the world*.



Figures 8 (above) and 9 (right)

Transferring cargo to a Tristan longboat and landing at Tristan respectively

Almost 16½ days after the ship left Southampton she anchored off the settlement on Tristan da Cunha, Edinburgh of the Seven Seas. The discharging of the cargo could commence, and the islanders could

disembark. With no port facilities on Tristan da Cunha everything had to be transshipped into small boats that had to run ashore on the beach (Figures 8 and 9). Considering the ever present swell it was a challenge to complete the operations, especially as bad weather was encountered for two periods. No operations could take place during the dark hours, and for safety reasons *Bornholm* had to leave the anchorage off the settlement to go to sea every evening to return the next morning. All operations were carried out jointly by the ship's crew and the islanders.

11 days and 8 hours after her arrival *Bornholm* could finally leave Tristan da Cunha after the mission had been successfully completed but this had taken longer than anticipated. If not completed by now she would have had to abort the operations and head back to Freetown to replenish her bunkers stock as she was running low. She also had to be back on Bornholm Island in time to participate in the Christmas traffic. She called again at Freetown on 29 November to take bunkers and fresh water, and continued to Southampton roads to land some cargo and a Tristan family of three that had decided to return to the UK after they had seen the state of their house.

The call off Southampton took place on 7 December, and the vessel continued directly to Rønne, Bornholm, where she arrived 10 December in order to be made ready for the busy Christmas period where many people travelled between Copenhagen and Bornholm.

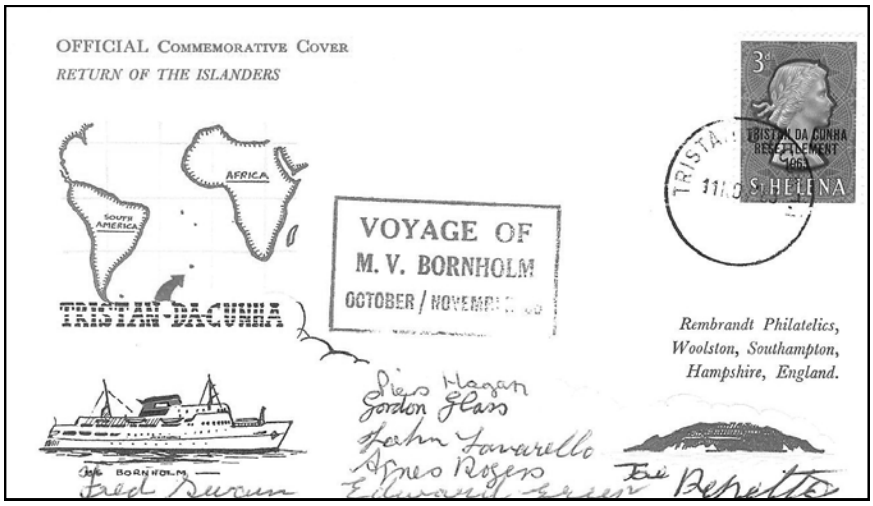


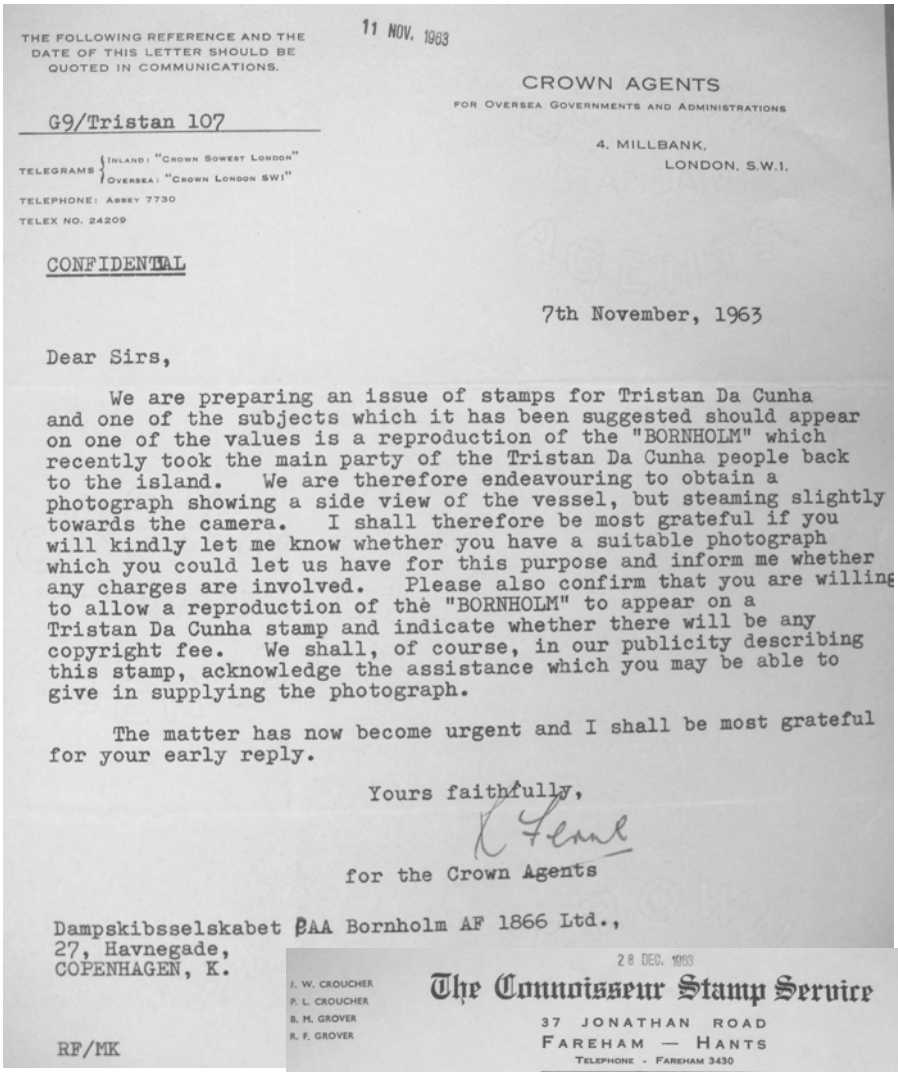
Figure 10
Commemorative cover of 11 November 1963 signed by members of the 7 Tristan families

It is assumed that the envelopes marked OFFICIAL COMMEMORATIVE COVER / *RETURN OF THE ISLANDERS* were landed in Southampton and handed over to Connoisseur Stamp Service and Rembrandt Philatelics. All envelopes bore Tristan stamp(s) which were actually overprints on the St Helena 1961 definitives. These were cancelled on Tristan da Cunha on 11 November 1963 as well as receiving a cachet VOYAGE OF/ M.V. BORNHOLM/OCTOBER / NOVEMBER '63. Some envelopes were signed by the ship's Captain, Ove Johansen, and some were signed by a person from each island family. There are only seven family names on the island: Glass, Swain, Green, Hagan, Rogers, Lavarello, and Repetto. (Fig. 10)

Meanwhile, before the *Bornholm* had reached Tristan the Crown Agents had sent a letter to her owners asking whether they could get permission to show the ship on a contemplated stamp to be issued by Tristan da Cunha. (Fig. 11, next page)

The owners did agree, in a letter dated 12 November, and enclosing two photographs of the ship. They requested a few copies of the stamp when issued for their Tristan da Cunha records. The Crown Agents replied on 19 November agreeing to this. The new Tristan definitive set (SG 71-84) issued on 17 February 1965 included a 5 shillings stamp (SG 83) which pictured the MS *Bornholm*.

Then, on 20 December 1963 Connoisseur wrote to the shipping company, mentioning delivery of the signed covers. (Fig. 12, next page) One is curious as to what was in the parcel to Captain Johansen!



THE FOLLOWING REFERENCE AND THE DATE OF THIS LETTER SHOULD BE QUOTED IN COMMUNICATIONS.

11 NOV. 1963

CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

G9/Tristan 107

4, MILLBANK,
LONDON, S.W.1.

TELEGRAMS { INLAND: "CROWN SOWEST LONDON" / OVERSEA: "CROWN LONDON SW1"
TELEPHONE: ABBEY 7730
TELEX NO. 24209

CONFIDENTIAL

7th November, 1963

Dear Sirs,

We are preparing an issue of stamps for Tristan Da Cunha and one of the subjects which it has been suggested should appear on one of the values is a reproduction of the "BORNHOLM" which recently took the main party of the Tristan Da Cunha people back to the island. We are therefore endeavouring to obtain a photograph showing a side view of the vessel, but steaming slightly towards the camera. I shall therefore be most grateful if you will kindly let me know whether you have a suitable photograph which you could let us have for this purpose and inform me whether any charges are involved. Please also confirm that you are willing to allow a reproduction of the "BORNHOLM" to appear on a Tristan Da Cunha stamp and indicate whether there will be any copyright fee. We shall, of course, in our publicity describing this stamp, acknowledge the assistance which you may be able to give in supplying the photograph.

The matter has now become urgent and I shall be most grateful for your early reply.

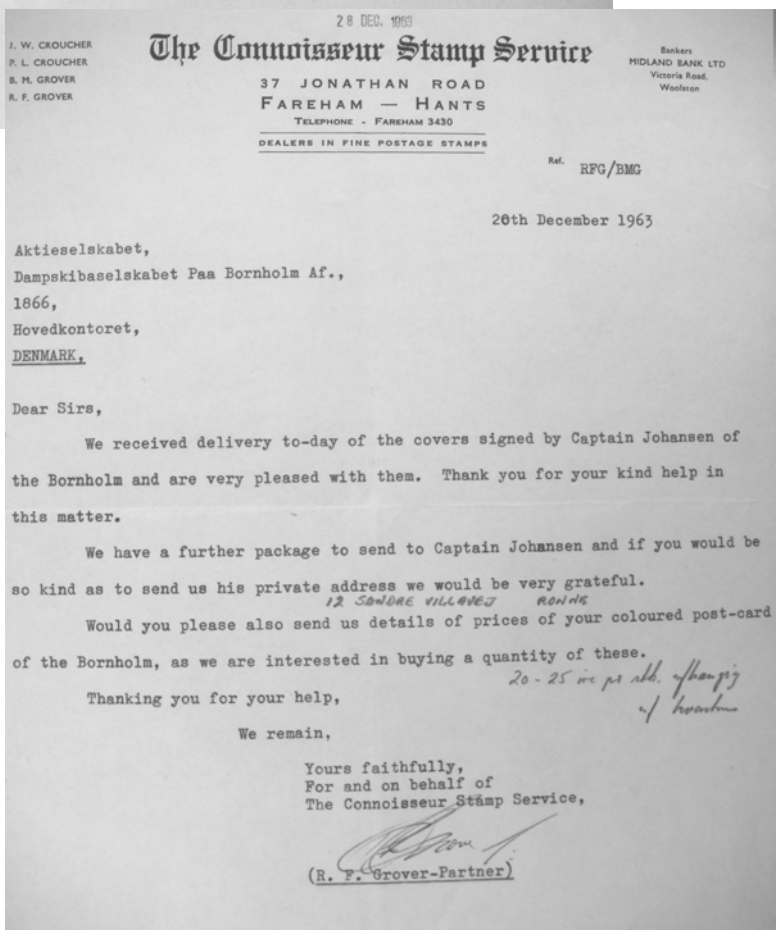
Yours faithfully,

for the Crown Agents

Dampskibsselskabet PAA Bornholm AF 1866 Ltd.,
27, Havnegade,
COPENHAGEN, K.

RF/MK

Figure 11 (above)
Letter from Crown Agents
7 November 1963



28 DEC. 1963

J. W. CROUCHER
P. L. CROUCHER
B. M. GROVER
R. F. GROVER

The Connoisseur Stamp Service

37 JONATHAN ROAD
FAREHAM — HANTS
TELEPHONE - FAREHAM 3430
DEALERS IN FINE POSTAGE STAMPS

Bankers
MIDLAND BANK LTD
Victoria Road,
Woolston

Ref. RFG/BMG

20th December 1963

Aktieselskabet,
Dampskibaselskabet Paa Bornholm Af.,
1866,
Hovedkontoret,
DENMARK,

Dear Sirs,

We received delivery to-day of the covers signed by Captain Johansen of the Bornholm and are very pleased with them. Thank you for your kind help in this matter.

We have a further package to send to Captain Johansen and if you would be so kind as to send us his private address we would be very grateful.
12 SØNDRE VILLAVEJ RØNNE

Would you please also send us details of prices of your coloured post-card of the Bornholm, as we are interested in buying a quantity of these.
20 - 25 øre pr stk. afhængig af kvalitet

Thanking you for your help,

We remain,

Yours faithfully,
For and on behalf of
The Connoisseur Stamp Service,

(R. F. Grover-Partner)

Figure 12 (right)
Letter of 20 December
from Connoisseur

The company replied on 2 January 1964, giving address details which were written by hand on the letter of 20th December. They also gave the price of the coloured postcards as *0.20 kr each (in English currency about threepence) and we shall be glad to furnish you with someones* (sic). They also requested *some sets of the first day stamped Tristan da Cunha stamps together with some first day stamped envelopes.*

Connoisseur's reply of 2 March enclosed a few of the *Bornholm* covers, and requested two dozen of the colour photographs. On 9 March 1964, the last letter from the Shipping Company thanked Connoisseur for the covers, and enclosed the two dozen *Bornholm* covers requested.

Finally, to complete the correspondence, the Crown Agents on 3 March 1965 wrote to the shipping company enclosing two sets of the new definitive issue of Tristan da Cunha stamps *which I feel sure will be of interest to you.*



Figure 13
Tristan set of 1973 commemorating the 10th anniversary of the return to the islands

In 1973 a series of 4 stamps titled 10TH ANNIVERSARY OF THE RETURN TO THE ISLANDS (SG 182-185) was issued (Fig. 13). The 7½p stamp showed 5 islanders with their luggage in front of the *Bornholm* alongside the berth in Southampton. The 4p and 12½p stamps show islanders on board the *Bornholm* leaving Southampton and arriving off Tristan da Cunha respectively. In 1993 a series of stamps was issued to commemorate the 30th Anniversary of Resettlement with the ships that were involved in the evacuation and the return of the islanders. On the 50p stamp (SG 548) *Bornholm* appears together with a Tristan longboat under sail and the island with its new volcano in the background (Fig. 2). I bought the envelope with the 3 stamps when I visited Tristan da Cunha on 22 January 2003.

Figure 14 (next page) lists the voyage of the *Bornholm* from 21 October 1963 to 10 December 1963. I believe this is the first time this information has been published.

Acknowledgements

The First Officer, Frits E. Pedersen, of SS *Bornholm* for the contemporary photographs of the ship and events. The Tristan da Cunha Museum for Figure 9, and the Danish National Archives for images of the philatelic correspondence.

Date	Time	Events
21/10/1963	20:00	Left Copenhagen (Langeliniekajen)
22/10/1963	08:20	Passed Holtenau (Entrance Kiel-Canal)
22/10/1963	15:40	Left Brunsbüttelkoog (Exit Kiel-Canal)
24/10/1963	02:55	Arrived Southampton
24/10/1963	22:50	Left Southampton
25/10/1963	13:24	Passed Ushant
26/10/1963	13:20	Passed Cap Finisterre
29/10/1963	03:15	Passed Las Palmas
30/10/1963	06:00	Passed Cabo Blanco (Spanish Sahara)
01/11/1963	17:45	Arrived Freetown
02/11/1963	06:20	Left Freetown
03/11/1963	18:50	Passed Equator
10/11/1963	06:10	Anchored off Edinburgh of The Seven Seas, Tristan da Cunha
10/11/1963	20:00	Left anchorage for sea (night)
11/11/1963	05:50	Anchored off Edinburgh of The Seven Seas, Tristan da Cunha
11/11/1963	10:00	Left anchorage for shelter off the east coast of Tristan da Cunha
14/11/1963	06:45	Anchored off Edinburgh of The Seven Seas, Tristan da Cunha
14/11/1963	19:40	Left anchorage for sea (night)
15/11/1963	05:30	Anchored off Edinburgh of The Seven Seas, Tristan da Cunha
15/11/1963	19:15	Left anchorage for sea (night)
16/11/1963	09:40	Anchored off Edinburgh of The Seven Seas, Tristan da Cunha
16/11/1963	13.30	Left anchorage for sea (swell)
18/11/1963	??	Anchored off Sandy Point, Tristan da Cunha – discharged into "TRISTANIA"
18/11/1963	15:30	Left anchorage for sea
19/11/1963	09:50	Anchored off Edinburgh of The Seven Seas, Tristan da Cunha
19/11/1963	21:00	Left anchorage for sea
20/11/1963	06:50	Anchored off Edinburgh of The Seven Seas, Tristan da Cunha
20/11/1963	20:15	Left anchorage for sea
21/11/1963	06:05	Anchored off Edinburgh of The Seven Seas, Tristan da Cunha
21/11/1963	14:15	Left anchorage for Freetown
29/11/1963?	01:17	Arrived Freetown
29/11/1963	16:30	Left Freetown
01/12/1963	06:00	Passed Cap Verde
02/12/1963	08:00	Passed Cabo Blanco (Spanish Sahara)
06/12/1963	03:30	Passed Cap Finisterre
07/12/1963	04:30	Passed Ushant
07/12/1963		Landed passengers and cargo into a launch off Southampton
07/12/1963	19:45	Left Southampton roads
09/12/1963	15:20	Passed Brunsbüttelkoog (Kiel-Canal)
09/12/1963	23:55	Passed Holtenau (Kiel-Canal)
10/12/1963	14:00?	Arrived Rønne (Bornholm)

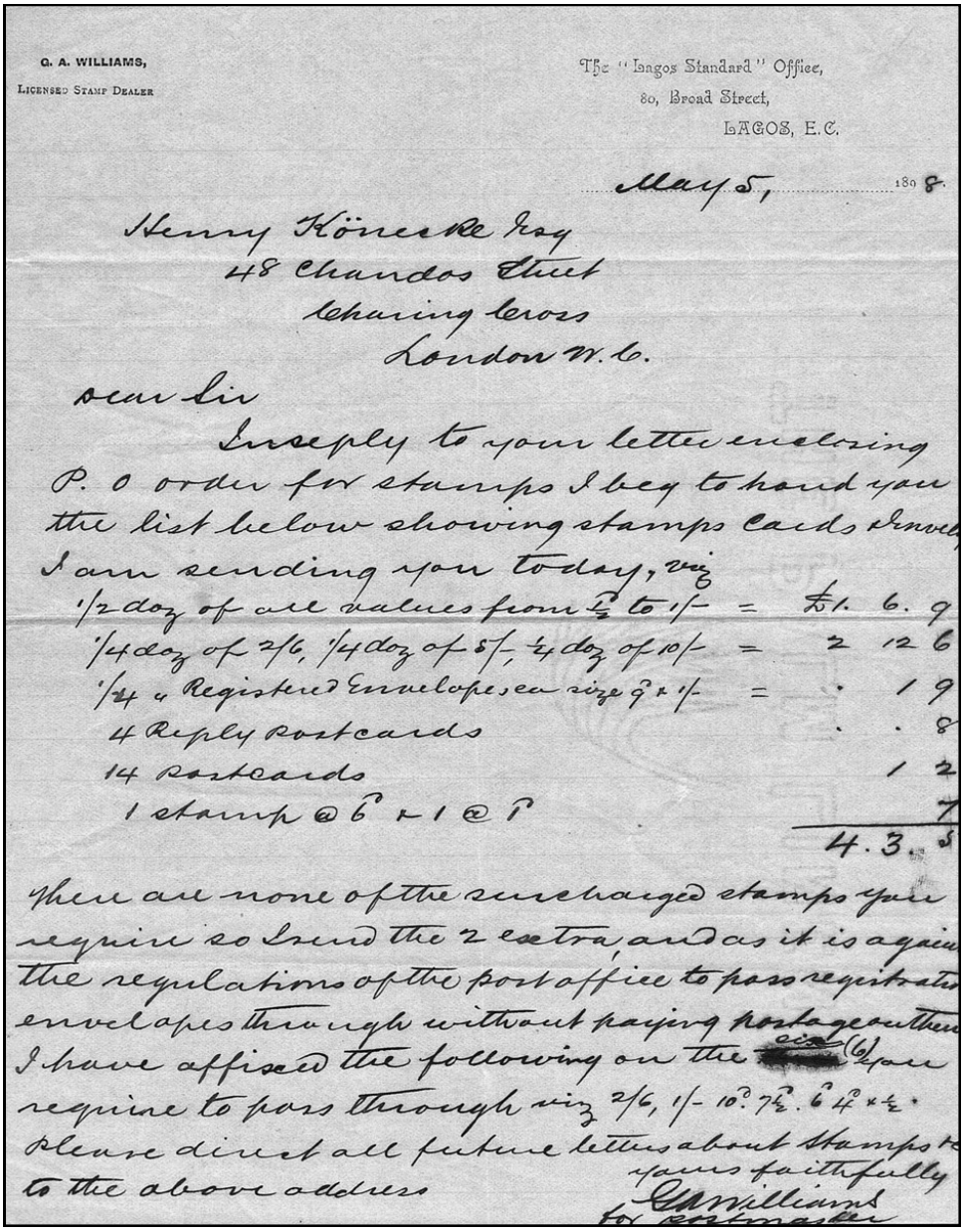
Figure 14 The voyage of MV *Bornholm*, late 1963

Letters to Stamp Collector Henry Könecke

Dr Simon Heap

Michael Riggs recently showed in *Cameo* 86 (Ref. 1) a very interesting *pro forma* letter from the Niger Coast authorities to a stamp collector in June 1891, and ends by wondering about the rarity of such letters. I can add three letters from three different colonies – Lagos, Northern Nigeria and Southern Nigeria (but dealing with a request for Niger Coast Protectorate stamps) – all to the same collector, Henry Könecke.

Lagos



G. A. WILLIAMS,
LICENSED STAMP DEALER

The "Lagos Standard" Office,
80, Broad Street,
LAGOS, E.C.

May 5, 1898.

Henry Könecke Esq
48 Chandos Street
Charing Cross
London W.C.

Dear Sir

In reply to your letter enclosing P. O order for stamps I beg to hand you the list below showing stamps cards & envel I am sending you today, viz

½ doz of all values from ½ to 1/-	=	£1. 6. 9
¼ doz of 2/6, ¼ doz of 5/-, ¼ doz of 10/-	=	2 12 6
¼ doz Registered Envelopes sm size 9 x 1/-	=	. 1 9
4 Reply Postcards		. . 8
14 Postcards		1 2
1 stamp @ 6d + 1 @ 1d		7
		4. 3. 8

There are none of the surcharged stamps you require so I send the 2 extra, and as it is against the regulations of the post office to pass registered envelopes through without paying postage on them I have affixed the following on the [redacted] (6) you require to pass through viz 2/6, 1/- 10d 7½d. 6d 4d x ½.

Please direct all future letters about stamps to the above address

Yours faithfully
G A Williams
for postmaster

Figure 1 Williams' letter from Lagos (all illustrations shown at 80%)

Headed with his *Lagos Standard* newspaper address and the title 'Licensed Stamp Dealer', G. A. Williams wrote in long-hand to Henry Könecke on 5 May 1898:

In reply to your letter enclosing PO order for stamps I beg to hand you the list below showing stamps, cards & envelopes I am sending you today, viz:

½ dozen of all values from ½d to 1/– = £1 6s 9d
¼ dozen of 2/6, ¼ dozen of 5/–, ¼ dozen of 10/– = £2 12s 6d
¼ dozen of Registered Envelopes of each size 9d [3 at 3d] and 1/– [3 at 4d] = 1s 9d
4 reply postcards [at 2d each] = 8d
14 postcards [at 1d each] = 1s 2d
1 stamp at 6d and 1 at 1d = 7d
[Grand Total] = £4 3s 5d.

There are none of the surcharged stamps you require, so I send the 2 extra [stamps], and it is against the regulations of the post office to pass registration envelopes through without paying postage on them. I have affixed the following six you require to pass through, viz 2/6, 1/-, 10d, 7½d, 6d, 4½d.
Please direct all future letters about stamps to the above address.

George Alfred Williams has an interesting personal history. A Sierra Leonean born in Freetown on 11 October 1851, he was a former businessman who had turned to the newspaper field initially as a freelance journalist when European competition had forced him out of trade in the Lower Niger.

Williams was one of the nine founders of the United Native African Church, and according to Nigerian press historian, Fred Omu:

> *George Williams was no doubt one of the outstanding nationalists of his time. His assertive and fearless opposition to the colonial government as well as his cultural zeal most exemplified in his vigorous campaign for the rebirth of the Yoruba language suggest that he was a man of vision and character. (Ref. 2)*

He founded the *Lagos Standard* as owner/editor on 16 September 1894. His address of 80 Broad Street was the home of the Standard Printing Press, where the *Lagos Standard* was put together, edited and printed, but also the Nigeria Stationery Depot after 1911, run by a Mrs H. Hamilton. (Ref. 3)

Following the incorporation of Lagos into Southern Nigeria there was a general notice in the *Government Gazette* of 3 May 1906 that a licence would be granted to suitable persons in Calabar and Lagos to sell stamps. The minimum purchase to approved persons was set at £5 and they were allowed a commission on sales of 3%. The following were licensed:

1 Messrs H.B.W. Russell and Co. at the offices on the Marina, and at two other places in Lagos, also at Ebute Metta.
2 Messrs Paterson Zochonis at their offices on Victoria Road, Lagos, and at Ibadan.
3 Messrs Alex Miller and Co. at their offices on Balogun Street, Lagos.
4 Mr G.A. Williams at the *Standard* Newspaper Offices, Lagos. (Ref. 4)

The letter which Williams signed 'for postmaster' indicates Williams had been part of an earlier such arrangement during the days of the Lagos Colony. Indeed, the amount paid by the Lagos Government to such stamp sellers can be charted from 1893 to 1905, with highest sales in 1898. If the 3% commission rule had applied at the peak sales of 1898, then over £1,070 of stamps were sold that way that year.

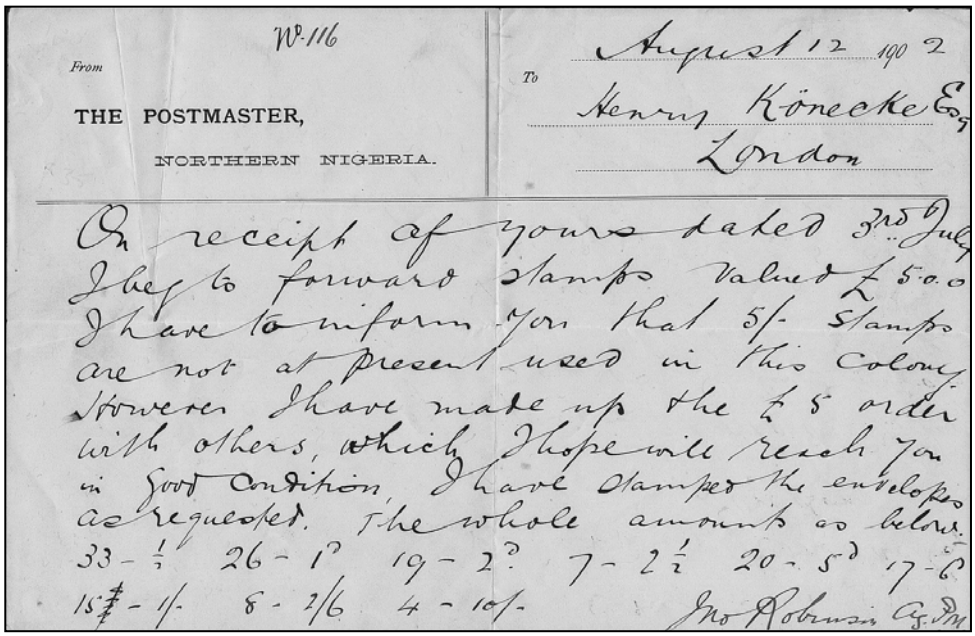
Table 1
Commission to stamp sellers, Lagos 1893-1905

Sources: Lagos Blue Books of Statistics, 1893-1905

Year	Commission paid to stamp sellers		Year	Commission paid to stamp sellers
1893	£7.11.0		1900	£0.5.3
1894	£8.3.7		1901	£5.11.0
1895	£8.10.0		1902	£15.4.1
1896	£17.9.5		1903	£6.11.8
1897	£25.3.4		1904	£1.17.10
1898	£32.2.8		1905	£0.13.6
1899	£26.11.5			

George Williams died 18 May 1919, aged 67. His son, Alfred, took over the business, but the newspaper collapsed soon after, in January 1920. (Ref. 5)

Northern Nigeria


W.116

From

THE POSTMASTER,

NORTHERN NIGERIA.

To

August 12 1902

Henry Könecke Esq

London

On receipt of yours dated 3rd July I beg to forward stamps valued £5.0.0 I have to inform you that 5/- Stamps are not at present used in this Colony. However I have made up the £5 order with others, which I hope will reach you in good condition. I have stamped the envelopes as requested. The whole amounts as below:

33 - ½ 26 - 1d 19 - 2d 7 - 2½ 20 - 5d 17 - 6d

15 - 1/- 8 - 2/6 4 - 10/-

Jno Robinson Ag. PM

Figure 2 Letter from Acting Postmaster Robinson, Northern Nigeria

On 12 August 1902, and marked as W.116 in manuscript on a paper headed 'From THE POSTMASTER, NORTHERN NIGERIA', Acting Postmaster Robinson wrote a short note to Henry Könecke:

On receipt of yours dated 3rd July, I beg to forward stamps valued £5.0.0. I have to inform you that 5/- stamps are not at present used in this Colony. However I have made up the £5 order with others, which I hope will reach you in good condition. I have stamped the envelopes as requested. The whole amounts as below:

33 – ½d 26 – 1d 19 – 2d 7 – 2½d 20 – 5d 17 – 6d
15 – 1/- 8 – 2/6 4 – 10/-

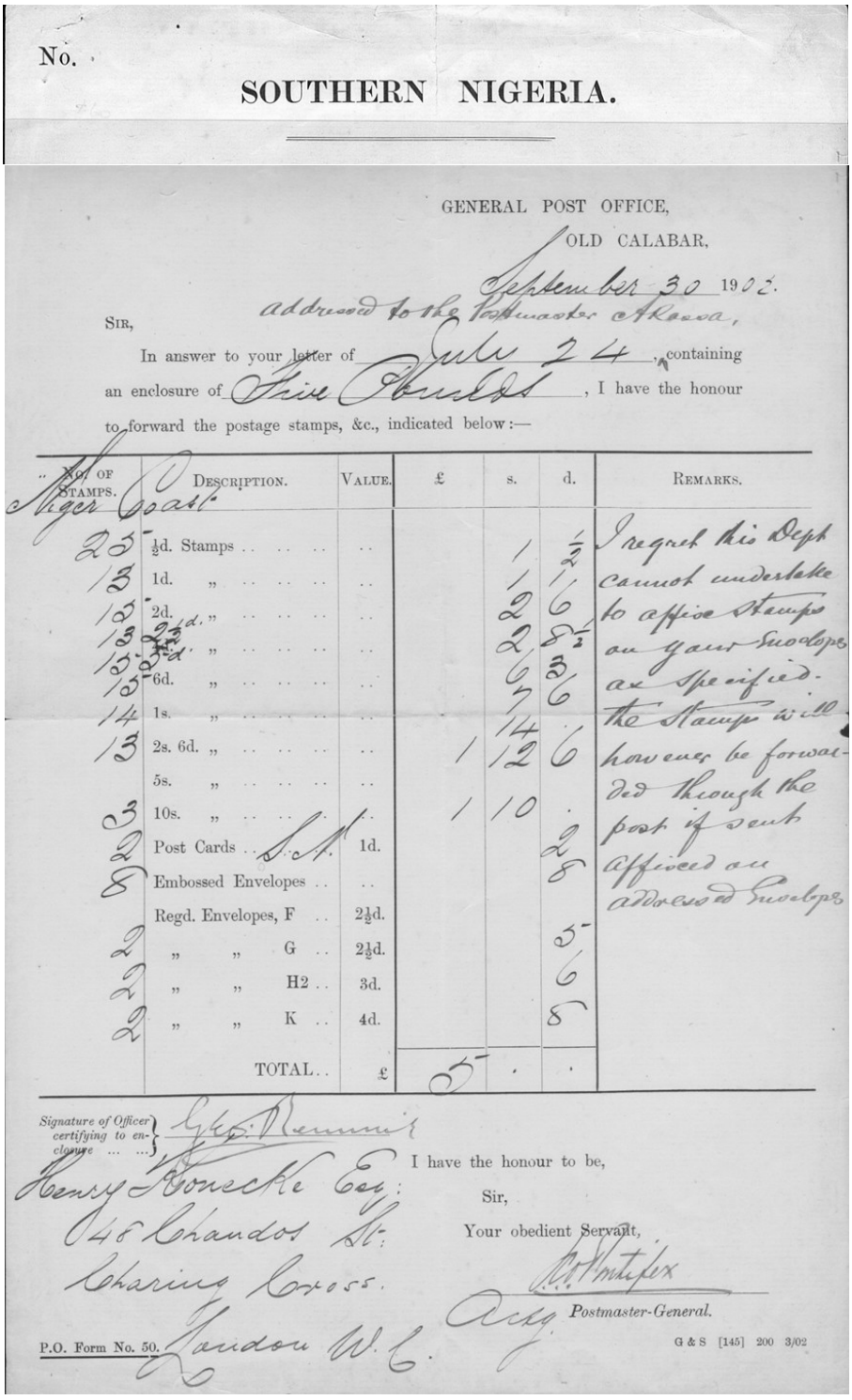
Southern Nigeria

On 24 July 1902, Könecke had sent a letter containing his order for five pounds of Niger Coast stamps to the Postmaster at Akassa. The request was forwarded to Calabar, capital of Southern Nigeria. On 30 September, Acting Postmaster-General S.C.O. Pontifex replied with the form shown as Figure 3.

This letter was written two years and nine months after the Niger Coast Protectorate had transferred into the new Colony of Southern Nigeria on 1 January 1900.

The colonial postal service had printed P.O. Form No. 50 because requests from philatelists were so common. There is a five shilling stamp on the printed list because Southern Nigeria had one, but Niger Coast Protectorate had never had such a denomination. It is interesting that the stamp order was checked by another officer, who signed that the stamp order was correct.

Pontifex could not do as Könecke requested regarding affixing stamps to envelopes, but could have done so if provided with self-addressed envelopes.



No.

SOUTHERN NIGERIA.

GENERAL POST OFFICE,
OLD CALABAR,
September 30 1902.

SIR,

addressed to the Postmaster Akassa,

In answer to your letter of July 24, containing an enclosure of Five Shillds, I have the honour to forward the postage stamps, &c., indicated below:—

No. of Stamps.	Description.	Value.	£	s.	d.	Remarks.
Niger Coast.						
25	½d. Stamps			1	½	I regret this Dept cannot undertake to affix Stamps on your Envelope as specified. the Stamps will however be forwarded through the post if sent affixed on addressed Envelope
13	1d. „			1	1	
12	2d. „			2	6	
13	2½d. „			2	8½	
15	3d. „			3	3	
15	6d. „			7	6	
14	1s. „			14		
13	2s. 6d. „		1	12	6	
	5s. „					
23	10s. „		1	10		
2	Post Cards	1d.			2	
8	Embossed Envelopes				8	
	Regd. Envelopes, F	2½d.				
2	„ „ G	2½d.			5	
2	„ „ H2	3d.			6	
2	„ „ K	4d.			8	
	TOTAL	£	5			

Signature of Officer certifying to enclosure ... ... } Sydney Pontifex

I have the honour to be,
Sir,
Your obedient Servant,
C.O. Pontifex
Acting Postmaster-General.

Henry Könecke Esq:
46 Chandos St:
Charing Cross.
London W.C.

P.O. Form No. 50.

G & S [145] 200 3/02

Figure 3 P.O. Form No. 50 from Pontifex at Old Calabar
for transcript see Table 2

Sydney Claude Overton Pontifex has an interesting personal and professional history. He was born in Georgetown, British Guiana, South America on 11 March 1871 and educated at private schools and Queen's College, Georgetown. His first job was with the Customs Department in British Guiana, 24 April 1891. In 1899 he was transferred to Customs, Southern Nigeria. He became Assistant Collector of Customs, February 1901; and April to November 1904; Provincial Collector of Customs, October 1906 to Senior Collector of Customs in 1920. (Ref. 6) He was twice Acting Postmaster-General; during April 1900 and from July 1902 to February 1903, during which this reply to stamp collector Könecke was written.

No. of stamps	Description	Value	£	s	d	Remarks
25	½d stamps			*1*	*½*	*I regret this Dept cannot undertake to affix stamps on your envelopes as specified. The stamps will however be forward through the post if sent affixed on addressed envelopes.*
13	1d stamps			*1*	*1*	
15	2d stamps			*2*	*6*	
13	2½d stamps			*2*	*8½*	
15	5d stamps			*6*	*3*	
14	1s stamps			*14*		
13	2s 6d stamps		*1*	*12*	*6*	
	5s stamps					
3	10s stamps		*1*	*10*		
2	Post Cards *SN* [SN = Southern Nigeria]	1d			*2*	
8	Embossed Envelopes				*8*	
	Registered envelopes, F	2½d				
2	Registered Envelopes G	2½d			*5*	
2	Registered Envelopes H2	3d			*6*	
2	Registered Envelopes K	4d			*8*	
	Total		*5*			

Table 2 Transcript of Figure 3

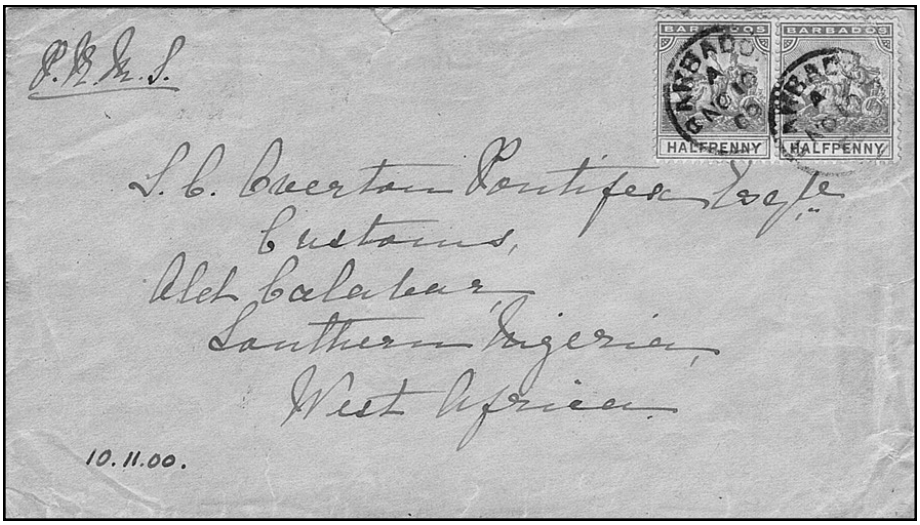


Figure 4 A letter from Barbados to Sydney Pontifex, Old Calabar, Southern Nigeria, 11 November 1900

References

1 Riggs M., "Niger Coast Postage Stamp Dispatch Form", *Cameo*, Volume 13 p116, WASC, June 2012
2 Omu Fred I.A., *Press and Politics in Nigeria, 1880-1937*, p37, Longman, London 1938
3 *The Red Book of West Africa*, pp104, 112, 1920
4 Ince J.F. & Sacher J., *The Postal Services of the British Nigeria Region Prior to 1914*, p479, RPSL, London 1992
5 Omu Fred I.A., *Press and Politics in Nigeria, 1880-1937*, p38, Longman, London 1938
6 *The Red Book of West Africa, p135, 1920*

Cape of Good Hope Mail to West Africa via Madeira

John Mayne

Robert Johnson's article in *Cameo* June 2013 (Ref. 1) caught my attention. That item, when passing from Gold Coast on 13 March 1903 to Dahomey on 16 March 1903, almost certainly went by hand via Lomé and Klein Popo, Togo. It is one of few items seen passing via the German Colony that escaped a German Togo transit strike. Ouidah, or Whydah, was I believe a Portuguese enclave within the French Colony at this time.

I have a similar card (Figure 1) from Cape Town 6 May 1908 to a German merchant with Boedecker & Meyer, Lomé. This also passed through Funchal, and also Las Palmas, then was carried by the British service to Accra, reaching there on 6 June and Lomé two days later. There were no German ships bound for West Africa in Funchal or Las Palmas at this time.

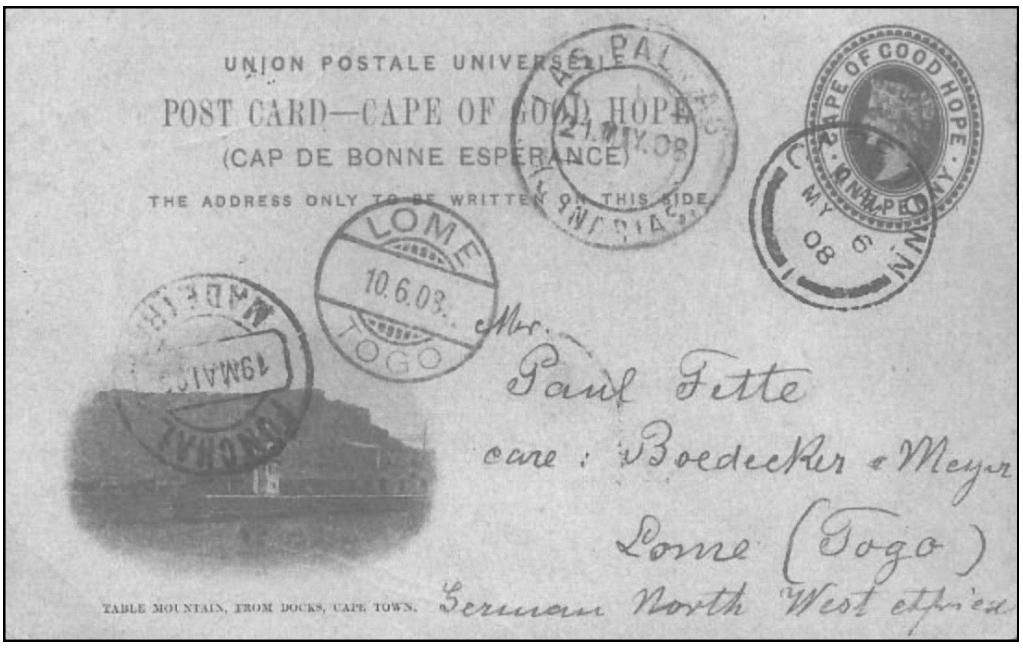


Figure 1

There was no German service from Cape Town to West African ports but there was a feeder service operating from West Africa to Swakopmund, DSWA. Mail passing that route transferred to Woermann Line ships along the coastline from Monrovia, mostly by-passing Togo, Dahomey and Lagos by making directly across the Bight of Benin to Kamerun.

The addressee on Robert Johnson's card was probably an employee or agent for the German firm Goedelt whose head office was at Hamburg. With so few white people in West Africa at the time (360 in all of Togo in 1914) the whereabouts of most was known to the various postal authorities.

Correction

Editor - As a result of re-reading the article by Robert Johnson I have noticed that the month is wrong in the dates given for the sailing by the *Walmer Castle* from Cape Town to Funchal. The article should read: *The mailship was the* Walmer Castle *which left Cape Town on 4 February 1903 and called at Funchal on 17 February 1903*.

Reference

1 Johnson R., "Cape of Good Hope mail to the West Coast of Africa via Madeira in 1903", *Cameo*, Volume 14 p108, WASC June 2013

Scholarship Saves Postal Archive of St Helena

Press Release

The following Press Release was issued by the Royal Philatelic Society London (RPSL) on 16 June 2013. Together with the other team members, we hope to publish significant and detailed information from this archive over the coming years - either through RPSL, in Cameo *or elsewhere - Barry*





Figures 1 and 2

A corner of the Jamestown cellar in 2009, and the archive in April 2013, now stored in archival boxes following refrigeration at -20° C

The Julian Chapman Memorial Scholarship, administered by The Royal Philatelic Society London, has helped save the postal archives of the South Atlantic island of St Helena.

The scholarship was awarded to Barry Burns and Bernard Mabbett. In 2009, they discovered a hoard of old records and artifacts in the cellar at the Jamestown Post Office. Fearing they may be destroyed, either by development of the site or by the action of termites, they resolved to save it. In March 2013 they returned, and with the help of two friends *(Wilf Vevers and Stefan Heijtz, both WASC members)* and the Director of the Museum in Jamestown *(Edward Baldwin)*, were able to archive this valuable record relating to the Post Office since the 1860s.

With assistance from the Julian Chapman Memorial Scholarship, and the St Helena Government who paid for the archival storage, it is now part sorted in 101 boxes for future researchers to study.

The Julian Chapman Memorial Scholarship is available to philatelists, wherever resident, wishing to study Commonwealth stamps or postal history. The Scholarship is intended to assist with the costs incurred undertaking the researches, especially for travel, accommodation and subsistence costs where such research is undertaken overseas. More details are available from www.rpsl.org.uk.

Pan American Airways Trip Summaries

Route 5 Calls at Bathurst

John Wilson

The Pan American Airways 'Trip Summaries' tell us that there were only two Route 5 Clipper calls made at Bathurst between January and May 1942; Flight 5005 on 23 February and 5007 on 8 March, the latter being recorded as the first occasion on which mail was off-loaded for censorship. (Ref. 1) These calls are also confirmed by another document (Ref. 2) in the archive which lists all calls made at Bathurst by Clippers up to 5007. On both occasions the aircraft was heading north to Lisbon.

The trip summaries detail contract (i.e. Post Office) mail picked up at each stop, but sadly not where mail was put down. Intriguingly this shows that Flight 5005 picked up 315 lbs of mail at Bathurst on 23 February and one has to ask "What mail was this?" It could not have been South American mail that had been previously off-loaded for censorship because there were no previous calls by Pan American flights, so one has to surmise that it was mail generated within Gambia, but 315 lbs of mail constitutes around 10,000 half ounce letters which seems highly unlikely for locally generated mail.

There was a Special Mission flight (SM14) that called at Bathurst on 11 February en route to Lagos, and fortunately we have the manifest for that flight as shown below:-

Primary flight
- 30 bags Miami-Trinidad 256kg
- 16 bags Trinidad-Lagos 182kg
- 1 bag Trinidad-Bathurst weight not given

Shuttle 1
- 30 bags Natal-Lagos 256kg

Shuttle 2
- 12 bags Natal-Lagos 115kg
- 14 bags Lagos-San Juan 40kg

Only one mail bag is shown as being dropped at Bathurst but as can be seen from the other mail weights, one bag could not have weighed 315 lbs (143kg).

So – over to you Gambia specialists for an explanation. Flight 5005 went on from Bathurst to Lisbon and there were of course regular flights from Lisbon to the United Kingdom so it is possible that genuine Gambia mail was carried to UK on this flight. Check dates on your covers.

References

1 H.B.M's Home Office. *"History of the Postal and Telegraph Censorship Department 1938-1946 Vol.1 and Vol. 2"*, Public Records Office Reference DEFE 1/333

2 ASM0341, Box 260, Folder 54, Richter Library, University of Miami

The Dudley Prestedge Collection of Biafra

Jeremy Martin FRPSL

This sale by Grosvenor Philatelic Auctions Ltd. was held on 4 June 2013 and attended by four Circle members. It was probably the largest ever sale of Biafra material. Sadly, Dudley died just before the sale. Below are some of the prices realised which include the buyer's premium of 20.4%. The estimates are in brackets.

Nigerian stamps used in Biafra fetched around estimate. For example, Lot 766, a cover to the *Biafra Sun* franked 1965-66 1d and 1/3d sold for £96. [£80 - £100]

The POSTAGE PAID handstamps all sold. Lot 776, the 1/4d, made £228 [£150 - £180]. For covers used internally, prices were generally over estimate. A 6 January 1969 cover bearing a 4d Butterflies and Plants stamp, Lot 792, and believed to be the only postally used example of this issue, realised £481. [£80 - £100]

Lot 800 had a *PASSED BY CENSOR* cachet and fetched £66. [£80 - £100] The six covers in Lot 805 with FORCES FREE / POSTAGE, estimated at £150 - £200 sold for £114 which seemed a bargain. However, the three Air Force covers, Lots 808 to 810 fetched between £192 and £264, all well over their estimates of £100 - £120. Commando cachets were also popular. Lot 821 had a Skull and Crossbones cachet and realised £301. [£150 - £200]

A fascinating sale which showed just how popular Biafran material is; the majority of lots sold.

Internal Censored Mail in WWII
Two More Covers

Ross Debenham

With regards to Robert Nelson's article in *Cameo* 89 (Ref. 1) I enclose scans of two covers in my possession which may be of interest.

The first (Fig. 1, *both illustrations slightly reduced*) is from Field Post Office 109 which I believe was located at Bathurst, Gambia, and is dated 2 March 1943 and was censored using M & W A.500 3021. It was addressed to Lt. Col. Brookfield at 44th General Hospital located at either Abeokura or Kaduna in Nigeria at the time. As Robert says he has not seen any internal censorship from Gambia I hope this example may pass inspection.



Figure 1
On Active Service
cover from Bathurst 1943

The second (Fig. 2) was posted from Accra, Gold Coast on 25 August on 25 August 1943, and was addressed to Lagos, Nigeria. It was censored using M & W Gold Coast Type 2 censor mark number 00/2. One wonders why there was any need for censorship in this case.

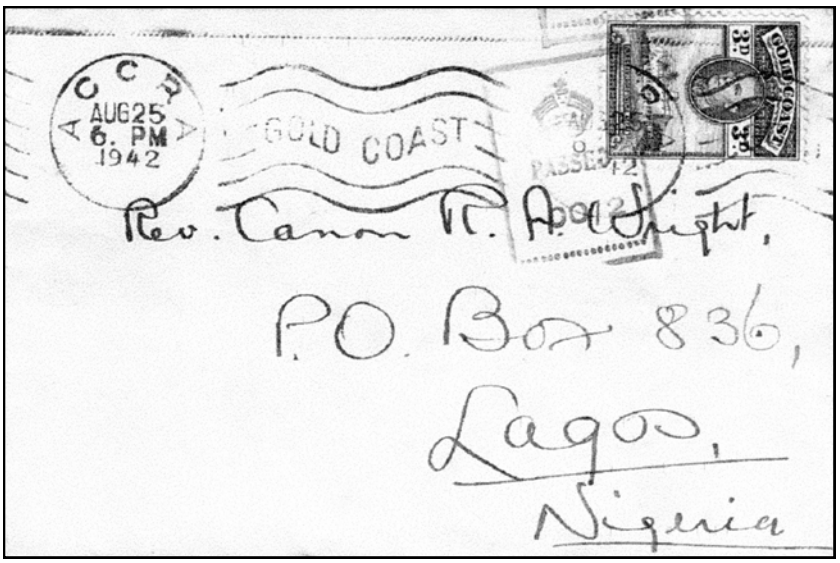


Figure 2
1942 cover from Accra

I hope these two examples may help in the author's observations.

Reference

1 Nelson R., "Internal Censored Mail in WW2", *Cameo*, pp78-80, Whole Number 89, June 2013

OFFERS FROM STOCK

ASCENSION. 1911 2/6d very fine used with central Code 'B' c.d.s for '11 AU 13'. Rare and exceptional. SG Z33a **£1100**

CAMEROONS. 1915 5/- on 5m marginal copy with 's' inverted. Very fine mint. Exceptional positional example. SG B13a **£1000**

GAMBIA. 1909 3d dented frame. Unmounted mint. SG 75b **£200**

LAGOS. 1875 1/- orange. Very fine mint. SG 8 **£450**

NIGER COAST. 1893 ½d on 2½d. Very fine used. SG 35 **£350**

NIGER COAST. 1894 '1' on half 2d. Very fine mint. RPS Cert. SG 59 **£1300**

ST HELENA. 1876 2d block of four. Very fine mint. Rare. SG 22 **£600**

ST HELENA. 1922 7/6 with torn flag. Very fine mint. SG 111b **£750**

TRISTAN DA CUNHA. 1971 2½p on 6d Postal Fiscal vertical pair, one without handstamp. Unmounted mint. SG F2a **£300**

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

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

Quality British Commonwealth
POSTAL HISTORY

Catering to the discriminating collector

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

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

Willard S. Allman

828, Arrow Lane, Ridgewood
NJ 07450, USA
Tel: 001-201-848-8883
Fax: 001-201-847-8481

Collectors!

BUY & SELL your stamps on

delcampe.net®



Join now the Biggest Worldwide Collectables Marketplace!

13 million stamps
800,000 registered members
Free registration
Free listing

www.delcampe.net!

Please mention Cameo when you contact our advertisers

West Africa
in London

Interesting West Africa material features regularly in our specialised public auctions held in central London, the heart of the global stamp market. Register your interests with us today.

To vendors we offer a friendly and flexible approach, backed by a wealth of professional experience, that guarantees the best possible results.

Our high-quality catalogues and extensive international mailing are backed by regular advertising in general and specialist journals worldwide.

Each auction is presented for viewing, in full and with supplementary illustrations, on our website:
www.grosvenorauctions.com

Contact Glyn Page, Nick Kerridge or Andrew Williams today for further information on our upcoming auctions and details of our exceptionally competitive, fully inclusive terms for vendors.

Privileged commission rates are available for society members.



GROSVENOR

399–401 Strand 2nd & 3rd Floors London WC2R 0LT
T: 020 7379 8789 F: 020 7379 9737 E: info@grosvenor-auctions.co.uk

www.grosvenorauctions.com