

CAMEO

The Journal of the West Africa Study Circle



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Maritime
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Front Cover

**Cameroun, shifted overprints on the
1961 Sterling Issue**

*See Page 69 for Marty Bratzel's 15th and penultimate
article on this interesting and attractive issue*

Editor's Notes

When we received the January *Cameo* none of us realised that before the next edition was published our lifestyle would be changed to the extent it has been. I hope that none of our Members have been affected by Covid-19 to such an extent their life has been forever changed or even terminated. In the UK we are slowly emerging from 'Lockdown'; and it is good to know that auction houses will soon be allowing us to view and bid in person. It will be a long time however before Society meetings and other philatelic events can go ahead with confidence.

This year our annual get together at Salisbury has been cancelled, and at present we are uncertain if the next London meeting in November can go ahead. With this in mind, Rob is expecting to publish the October *Cameo* during September, and the Secretary's Newsletter with that mailing should give our Members details of the meeting.

Again, I must apologise for the late arrival of 'my' edition of *Cameo* due to numerous personal and technical issues (an overworked and overfilled computer being partly responsible). Finally I wish to congratulate Rob May on his well-deserved award of the Royal Philatelic Society London Medal *to a Member or Fellow who, in the opinion of Council, has rendered outstanding service to the Society otherwise than in the course of duty as an Officer of the Society*. In Rob's case this is for services to the RPSL Library. Well done Rob.

 Barry Burns

The next issue will be edited by Rob, datelined October 2020, and the copy deadline is 14 August

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

Scope

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

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

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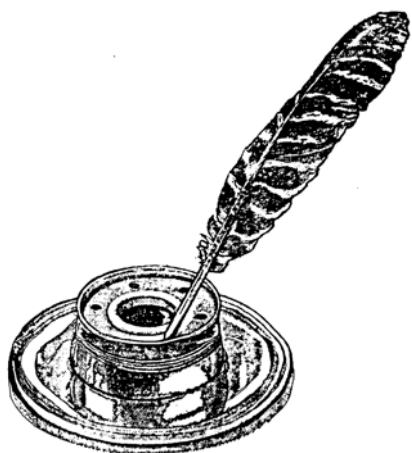
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Letters to the Editor

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

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

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

Rob May & Barry Burns

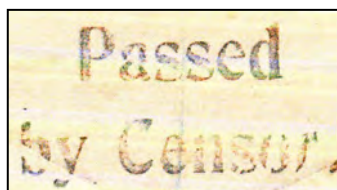
✉ Ascension WWII - Censorship

Dear Barry,

As a thought to Graham Mark's comments in *Cameo* 109 pp37-38 *Ascension WWII - the Postal Service and Censorship Arrangements* may I offer a small facet of information which I believe may offer clarity. Mark quotes a statement from Martin & Walton (sic): *Civil censorship was discontinued in March 1940....*

I offer a copy of a Passed/by Censor I have on the reverse of a Registered cover dated 10 AP 40. Does this push the discontinued date a month forward?

Mike Brown
Carmel-by-the-sea
California



Although Graham correctly quoted from Martin, Walton and Harris, on page 17 they give the latest recorded date of this mark as 10 April 1940 - the same date as Mike's cover. Civil censorship was however re-introduced when the US began airbase construction - Barry

✉ Efut Postal Agency Nigeria

Dear Barry,

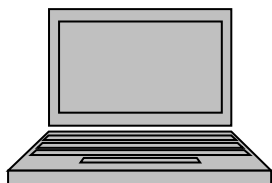
Referring to Edet Akpan's interesting article in the January *Cameo* "The Untold History of Efut Postal Agency, Nigeria" I have found, in my archive of Nigerian postmarks, the cover illustrated here. It bears a skeleton postmark reading EDGERLEY ROAD / CALABAR and a registration label for CALABAR with "Edg Rd BO" added in biro. The year date is missing from all strikes of this postmark but the Chicago arrival back-stamp shows the cover was posted in 1984. The last part of Edet's *Cameo* article said that a full-service post office at 39 Edgerley Rd operated in the 1980s, which had replaced the Efut postal agency nearby, and this cover clearly relates to it.

A list of all Nigerian postal facilities that opened between 1960 and 1975 was compiled from the Nigeria Gazettes by Michael Wright many years ago. It has recently been added to the WASC website. That list makes no reference to either Edgerley Road or Efut, so the new post office probably opened some time between 1975 and 1984.

Best regards
Rob May
Cadsden

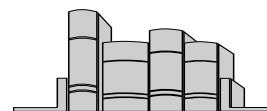


Rob's cover and registration label have been trimmed, resized and repositioned for convenience - Barry



Sources

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



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

 ***The Wreck of SS Jebba 18 March 1907* by Martin B. Evans FRPSL, Edited by Robert May, Published by The West Africa Study Circle, Princes Risborough 2019. ISBN 978-1-905647-26-2. Price UK £7.95 (WASC Members £6) plus P&P £1.50; Europe € 7 plus P&P Airmail €4.40; US \$8 plus P&P Airmail Worldwide US \$7; contact robert.may@cantab.net**

Reviewed by Barry Burns FRPSL

The *Albertville* was built in 1896 but following her purchase two years later by Elder Dempster & Co. she was renamed *SS Jebba*. The passenger, cargo and mail ship sailed from Liverpool, Southampton and Hamburg to the ports of British West Africa.

In early 1907 she was returning from Matadi on the Congo via West Africa to Liverpool, but on her approach towards Plymouth to offload some passengers and mail, became diverted in unfavourable weather, and at around 01.30am on Monday 18 March became grounded at Bolt Head, west of the Devon port of Salcombe. She was conveying a total of 78 passengers and 79 crew members, and amongst the cargo of palm oil and kernels, fruit, coffee and other goods, there were 100 bags of mail plus some parcels in the hold for Liverpool.

All the personnel were rescued, by breeches buoy or bosun's chair, onto the nearby cliffs. Rescue by boat was impossible due to the heavy seas, but the Hope Cove lifeboat stood by the ship during the rescue. Sadly, however, the Purser James Wood died in hospital a week later from the cold and shock reviving an old stomach complaint.

Martin Evans FRPSL had researched this wreck in several newspaper archives in 2014 to prepare a book based on material in his collection of postal history, newspaper reports, photographs and postcards. However, Martin died before a book could be compiled. Rob May received the draft of his work and scans of his collection from James Grimwood-Taylor via Frank Walton with the idea to produce this monograph. Rob has used the newspaper reports to compile a narrative text in which the story unfolds chronologically, which I thoroughly enjoyed reading. Each chapter is a mix of the storyline, newspaper extracts, quotations, photographs (some very dramatic) and postcards.

There are twelve chapters, with titles such as *The Accident; Rescue; Destruction of the Ship; Treatment of the Salvaged Mails*, etc. These mails were cacheted SALVED FROM SS JEBBA in six formats. The booklet ends with the Board of Trade Official Report, a Bibliography, Lists of the Passengers and Crew, and an Index.

However, there is more. Another 16 'Appendices' have been posted on the West Africa Study Circle website, totalling an extra 79 pages, which include all the extracts that had been culled from five newspapers, in full, postcards printed by over eight publishers and personal photographs.

Summing up, this is a very detailed account of a maritime disaster from all angles and points of view and is thoroughly recommended, both as a good 'read' and for detailed information of the accident and recovered mails. My only (small) negative comment is that I noticed a few typos, but these don't detract from the events as they unfold.

 ***Ghana Postal Markings from 1957*, by Ian G. Anderson FRPSL and Philip G. Quirk, published 2019 by the West Africa Study Circle, ISBN 978-1-905647-23-1, A4, softbound, 79 pages + CD-R, illustrated in colour. Price £15 plus P&P from Ian Anderson, e-mail ghanastampman@aol.com.**

Reviewed by Rob May FRPSL

When Ghana gained independence in 1957 its post office immediately made itself unpopular with philatelists by issuing stamps in excessive quantities for its postal needs, with themes of little local

relevance to Ghana and by issuing cancelled to order 'used' stamps from a Philatelic Agency. But Ghana Post is not an artifice created to exploit stamp collectors: Ghana Post has now provided its population with a fully-functioning and reasonably efficient post office network for over 60 years. That the postal history of Ghana Post is worthy of serious study is amply demonstrated by the authors of this book.

At independence there were around 660 active post offices and postal agencies. A press statement made by Ghana Post in September 2015 claimed "over 315 Post Offices, 700 postal agencies and 500 commission agencies" but many of the agencies had probably ceased to function by that time in the face of declining mail volumes and competition from internationally recognised parcel delivery firms. The authors have collated their list of post offices and agencies from several different sources and have then compiled an illustration of each type of postmark known at each location.

The format of this book is part print and part electronic. This choice takes advantage of the flexibility of electronic media to keep the book up to date by easily inserting new information and discoveries into the list of known post offices, illustrated date-stamps and other postmarks. The first 79 pages, in printed form, explain how Ghana Post operates, illustrate all known types of postal markings, then list all the known post office locations. The electronic content lists all the offices known to have used each type of postmark and gives over 2500 colour illustrations of them. It is provided by way of a CD-R attached to the back cover.

The postal history of Ghana from 1957 has been undeservedly neglected by serious philatelists. This book puts right a serious omission and can be thoroughly recommended.

 ***The Postal Message Scheme of the French Red Cross in France & its African Colonies*, by David Trapnell, published 2019 by the Stuart Rossiter Trust, ISBN 978-1-908710-07-9, A4, softbound, 59 pages, illustrated in colour. Price £10 plus postage from www.rossitertrust.com.**

Reviewed by Rob May FRPSL

It is a perennial challenge for present-day researchers to understand how families could communicate with loved ones living overseas during World War II, when they were on the wrong side of the line between combatant nations. The Red Cross became a vital enabler, using the provisions of the Geneva Convention to extend rights of correspondence free of charge to POWs to include civilian internees in enemy hands. However, that did not originally help ordinary residents whose families were split between combatant countries. This book shows, for the first time in the English language, how the Red Cross Postal Message scheme operated between France and French Africa and usefully highlights differences between French practice and British Red Cross practice, both of which evolved as the war went on.

The French message scheme never included the word 'postal' but both schemes relied on using the official postal systems of many nations, so posting mail via these schemes was not free (unlike mail to POWs and internees). Pre-paid mail from Africa could be sent to consolidation centres at Dakar or Brazzaville or could be addressed directly to Geneva, in either case using special printed forms which limited the content of the message. Mail arriving from France into Africa reached those consolidation centres in bulk, to be broken down to send the message forms by post to their destination.

The author has provided this reader with much-needed clarity to understand Red Cross covers and forms. I am sure many other readers will find it equally helpful.

 ***Echoes of Empire, Sierra Leone Philatelic Legacy, 1786-1980* by Majed Halawi, Spink and Son, Ltd., London, £60 plus handling.**

Reviewed by Kevin Lowther

Majed Halawi's two-volume postal history of Sierra Leone, published early this year by Spink and Son, Ltd., sets a new standard for works encompassing any of the former colonies of the British Empire. *Echoes of Empire, Sierra Leone Philatelic Legacy, 1786-1980*, is stunningly designed and presents, in full colour, a gorgeously-illustrated narrative covering the stamps, their genesis and usages.

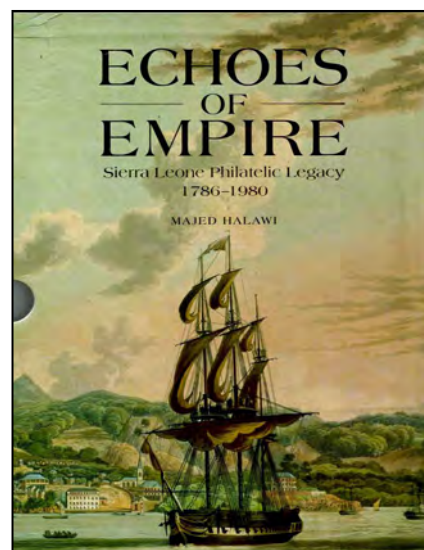
"*Echoes of Empire*," Halawi writes in the preface, "is the product of my circumstances as a stamp collector, a student of political science, and a Sierra Leonean by birth. . . . [I]t has provided me with the impetus to reconnect with Sierra Leone" after an absence of 35 years. In the process of researching and writing, the London-based Halawi learned of his ancestral links to paramount chiefs from the country's two major ethnic groups—the Temne and Mende - dating to the early 20th Century.

Halawi spent two decades building the collection as the foundation for *Echoes of Empire*. He presents this

collection “within the historical context of the times and to integrate it into the cultural, social, and political narrative of Sierra Leone itself.”

In his acknowledgments, Halawi gives special thanks to Philip Beale, “who graciously allowed me to draw extensively on his seminal work, *The Postal Services of Sierra Leone*,” published in 1988. Halawi’s two volumes complement Beale’s trail-blazing book, which ends with Sierra Leone’s independence in 1961. Any serious collector of Sierra Leone stamps and postal history must have both works.

Beale returns Halawi’s favour in his foreword. “There have been many fine collections of Sierra Leone stamps,” he writes, “but these two volumes contain the most splendid of them all. . . . Among the many remarkable items in the collection are the earliest posted letters, unique proofs and printings, together with whole sheets of stamps.”



The scope and magnitude of *Echoes of Empire* defy adequate description. Postal historians will salivate at the presentation of ship’s letters and covers alone. I counted nearly 400 covers altogether, including one curious item which I once owned.

The earliest cover in private hands—a ship’s letter dated 2 June 1786 - was addressed by Capt. Thomas Makin to his mother in Liverpool. Another ship’s letter, dated 7 November 1786, is believed to be the earliest letter addressed to Sierra Leone. The two letters are docketed “Serilone” and “Seralone,” respectively.

Sierra Leone would not receive its first settlers - about 400 blacks and a few whites - until the following year, courtesy of a committee organised to export to Africa London’s burgeoning ‘black poor.’ These included former slaves who sought British protection during the American Revolution.

The initial settlement was a disaster. Local warriors attacked the settlers. Many died of disease or abandoned the settlement. Five years later, about 1,100 ‘black Loyalists’ - former slaves who had been resettled in Nova Scotia and New Brunswick - arrived under the auspices of a private company to establish a haven for free blacks, to be named Freetown.

Sierra Leone at the time and for decades to come embraced only Freetown and surrounding villages which were gradually established on the mountainous peninsula. Portuguese mariners had named it ‘Sera Leoa,’ or Lion Mountains. After Britain banned the slave trade in 1808, the Royal Navy began patrolling the West African coast and liberating thousands of Africans from slave ships. These “recaptives” were settled in the nearby hills.

Mail to and from Sierra Leone was carried, sometimes via the West Indies, for more than half a century by merchant ships and by Navy vessels. The British government did not assume responsibility for Sierra Leone until 1808. Even then, it was not considered a colony - a political concept which would evolve later. Two governors who tried to extend British sovereignty to the interior in the 1820s were countermanded.

In 1826, Parliament initiated an inquiry into whether to abandon Sierra Leone. A few surviving ‘Nova Scotian’ settlers testified in Freetown to the breached promises of autonomy made by the defunct Sierra Leone Company and the government’s support of British business interests at the expense of black settlers’ enterprise.

Britain decided to maintain its presence, but only in Freetown and the peninsula, in part because of a resurgence of the slave trade and the rapidly expanding number of recaptives. Sierra Leone remained the base for the Navy’s anti-slave trade squadron and for the international court of adjudication which determined the fate of slave ships seized and of the human beings liberated in the process.

It was not until 1 January 1848, that an official postal service was established for Sierra Leone. Another 11 years passed before Sierra Leone had its own postage stamp - a dull purple six pence value with Queen Victoria’s left-facing profile - which went on sale in Freetown on 21 September 1859.

Halawi devotes 14 richly illustrated pages to the several printings which ensued and to their varied use, including for revenue. They whet the appetite for what is to come. Volume I, which runs to nearly 500 pages, covers through the Silver Jubilee issue of 1935. The slightly less ponderous Volume II comprises everything else up to 1980, including a 50-page chapter on the free-form self-adhesives of 1964-1971.

Halawi leaves little to the imagination. For each issue, he provides historical background and sections dealing with design, colour and printing trials, plate layout, varieties, shades and specimens. Again, the rendition of colours is dazzling and about as true to reality as modern printing offers.

A certain passion infuses Halawi's work. His Sierra Leonean roots are manifest. He has produced a labour of love which inevitably will serve as a model for future studies of colonial philately.

Kevin Lowther taught secondary school in Freetown in 1963-1965. He has written about Sierra Leone philately and history in Cameo and other publications. His book, The African American Odyssey of John Kizell, draws heavily on correspondence written in the early 1800s, to and from Freetown, between William Allen, a London pharmacist and abolitionist, and several Sierra Leoneans. Allen's company was the forerunner of GlaxoSmithKline, the London-based pharmaceutical giant. Copies of the Allen correspondence were discovered about 15 years ago when GSK cleared out one of its London warehouses.

☞ *Nominal Roll of Europeans in the West African Expeditionary Force (British)* from the British National Archives (ref PRO WO158/530). <http://www.wasc.org.uk/NewFiles/CEF%20WW1%20nominal%20roll.pdf>

Whilst studying Bob Maddocks' archive which is presently in my care on behalf of the Study Circle, I came across a 15-page list of names, rank and functions of personnel involved in the Cameroons Campaign. There is also an extra page of names added by Bob Maddocks in his handwriting. The list does not cover the French contingent, the Royal Navy or either merchant navy, but I hope it might be useful to members wishing to identify the sender of letters and postcards from this campaign in their collections.

Rob May FRPSL



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 feel might be of interest to other members.

London Philatelist,

Vol.128, no. 1470, November 2019

pp438-439, *Nigerian Phantasy Stamps* by Jeremy Martin FRPSL

pp440-449, *What Philatelists need to know about Copyrights*, by Charles Oppenheim FRPSL.

France & Colonies Philatelic Society Journal,

Vol 69, no.1 , April 2019

pp28-34, *The 'Palm-climber' issue of Dahomey*, by Jere Dutt

Vol 69, no. 2, August 2019

pp57-63, *Cote d'Ivoire SECAP meter stamps used at post offices since 1997*, by Marc Parren

pp74-78, *New Postal Forgeries of Marianne self-adhesive stamps used on Nigerian-type Scam Letters*, by Farley Katz

pp92-95, *London Group Meeting of 11 May 2019 - Michael Round: 150 years of French Congo*

Arts and Design Studies (www.iiste.org)

pp22-33, *Design and Designers of Nigerian Postage Stamps*, by Hilda Toritsereju Woods, Segun Oladapo Abiodun and Toyin Emmanuel Akinde. This paper includes a useful schedule of references.

The Springbok, South African Collectors' Society Quarterly

Vol 68, no. 1, whole number 349, January 2020.

pp16-21 *1942 South African Airmail to the USA and Beyond*, by Wilbert Davids (*many routings via West Africa - Ed.*)

1933 Gold Coast Woermann-Line Cover

Marc Parren

The Woermann trading company started operating in West Africa around 1850 and a regular shipping line was introduced in 1882 with mostly their own ships. Three years later the trading company and the shipping line would become two different entities. This Woermann-Line would make the owner, Adolph Woermann, to become the largest private shipping line owner in the world and the richest German trader from his business in West Africa. WWI would result in the loss of all their investments and most of their ships. In 1920, they re-launched their activities but split between West Africa (C. Woermann) and Angola, South West Africa and East Africa (Woermann, Brock & Co.). In 1922, Woermann opened their premises in the Gold Coast.

The Woermann-Line provided 'ship mail services' from 1894 to 1939. Instead of relying on the local postal service the sender would hand over his letter or postcard to a ship's personnel just before the vessel left port. On the West African route this kind of mail was handled and cancelled by the ship's purser. There were oval postmarks in use reading 'DEUTSCHE SEEPOST / LINIE HAMBURG WESTAFRIKA / date / Roman numerals' (Fig. 1). This type of postmark was in use between 1894 and 1936. The Roman numerals exist with and without a dot behind the numerals.



Figure 1

The oval DEUTSCHE SEEPOST / LINIE / HAMBURG-/WESTAFRIKA / date / Roman numerals postmark type

The illustrated cover of 21 May 1933 (Fig. 2) was transported by the SS *Wadai* of the Woermann-Line that holds the LXI postmark at the time (Gottspenn & Grimmer 1988). The SS *Wadai* was ordered in 1920 and commissioned in 1922 and had a crew of 80 members and 250 passengers.



Figure 2

Cover franked 3d Gold Coast (6 x SG 103) cancelled DEUTSCHE SEEPOST / LINIE HAMBURG-/WESTAFRIKA / 21.5.33 / LXI. sent by Woermann-Line resident agent to family member in Germany

References

Gottspenn, Arno & Lutz Grimmer (1988). Die deutsche Westafrika-Schiffspost 1885-1956. Offizin Paul Hartung K.G., Hamburg, Germany, p557
<https://www.c-woermann.de/deutsch/geschichte> consulted 1 January 2020

Cameroun – Plating the Sterling Issue of 1961: Further Considerations, Reconfirmations, and Tying up Loose Ends

Marty Bratzel

This article is the 15th in a long-running series dedicated to the study and characterisation of Cameroun's 1961 sterling stamp issue. The first article was published in *Cameo* in 2004 (Ref. 1) and the 14th in January 2020 (Ref. 2). Two other articles have considered the dates of issue (Ref. 3) and the numbers printed (Ref. 4). This present article reconfirms previous findings and conclusions, addresses some further considerations, and ties up some loose ends. The final, 16th article will summarise the entire study and be published later, probably in the next issue of *Cameo*.

On 1 October 1961, Cameroun introduced 12 then-current postage stamps revalued with sterling currency, ½d to £1, for use in West Cameroon. These overprinted stamps remained in use until May 1962, when the currency conversion was completed and stamps in CFA francs were introduced. Using different overprint plates, a second printing was undertaken for six of the stamps and a third printing for two, resulting in 19 face-different stamps. Two plates were used to prepare the 4d on 15-franc stamps with the same format and spacing and, at a macro scale, the overprints appear the same.

Because all the overprint plates were composed by hand using loose type, it was possible to uniquely identify and characterise, with two exceptions, each position in each of the twenty plates used to overprint the stamps, a total of 650 different positions. The study entailed the painstaking examination of the overprint on many thousands of stamps at both the macro (magnifying glass) and micro (30x magnification) scale. During the investigation, use was made of available pieces of proof overprint impressions that had been made for five of the denominations – most of the proofs had been cut into pieces and ended up in the hands of collectors. Although there were some minor gaps in the coverage and analysis, there was more than sufficient material to ensure that the findings and conclusions, presented in the fourteen preceding articles in this series, were solid.

Since the start of the study almost two decades ago, additional stamps, including large multiples and some complete sheets, have become available. Also, almost all of the pieces of the proofs have been located. Complete proof impressions have been assembled for three denominations and almost complete sheets for the other two. With this additional material to hand, it was considered prudent to revisit the original analyses, including re-examination of micro-characteristics of the overprint for several denominations. The significance of 30x magnification had become more and more evident as the study progressed.

Some of the stamps selected for overprinting were printed with different shades of ink. Also, at least one of the stamps was printed on two different presses. A question was raised about the response of the stamps – and overprint ink – under ultraviolet light. And, a number of stamps have been found with the overprint ink clearly offset on the gummed side.

A word is also in order about postmarks on these stamps after their date of validity, and at locations where they were never valid.

To conclude on a perhaps whimsical note, the positioning of the overprints on the stamps often left something to be desired. Some examples were presented previously, and additional extremes are worth presenting visually.

Proof Impressions

For five of the stamps, proof impressions were made from the overprint plates. All were accepted for use as prepared except for the 1/- plate, which was adjusted, as previously discussed and illustrated (Ref. 5). Also discussed previously (Ref. 4) were the manuscript notations on the back of the proof sheets that indicate which stamps were to be overprinted using that plate, the number of sheets to be overprinted, and the total number of stamps to be prepared. All but one of the proof sheets were cut up before entering the philatelic market.

A number of colleagues have kindly loaned pieces in their collections and/or provided photocopies and scans. As a result, the pieces were electronically reassembled into a total of seven proof impression sheets, summarised in Table 1. The following observations are made:

- Some of the proofs were cut into pieces that cut particular positions within the sheet into half.
- ½d Type 1 and 5/ Type 1 overprint proofs – complete reconstruction of each sheet.
- 1½d overprint proof – complete sheet except for top half of Positions 19 and 20.
- 1½d double overprint proof – partial reconstruction consisting of 17 full positions and 2 half positions.
- 1/– overprint proof – complete sheet.
- 1/– overprint proof – complete sheet except for the left half of Positions 4 and 9.
- 2/6 Type 1 overprint proof – complete sheet except for the top half of Positions 19 and 20.

Denomination	Stamp to be Overprinted	Observations
½d Type 1	1 franc banana porter	5 pieces → Reconstructed full sheet of 50
1½d	5 francs FIDES	3 pieces → Full sheet except for top half of Positions 19 and 20
		Double imprint – 2 pieces → Positions 1-15, bottom half of 19-20, 24-25
1/–	25 francs Ahidjo	1 piece → Full sheet of 25
		5 pieces → Full sheet except for left half of Positions 4 and 9
2/6 Type 1	30 francs World Refugee Year	5 pieces → Full sheet except for top half of Positions 19 and 20
5/ Type 1	100 francs Giraffes	5 pieces → Reconstructed full sheet of 25

Table 1 Proof Impressions

Selected portions of each of the proofs are depicted in Figures 1 to 3 (all shown at 60%). Two proof pieces that were seen subsequent to the above-noted article have manuscript notations on the back that have not previously been recorded. For the record, these are also depicted in conjunction with the 5/ Type 1 and the 1½d proofs.

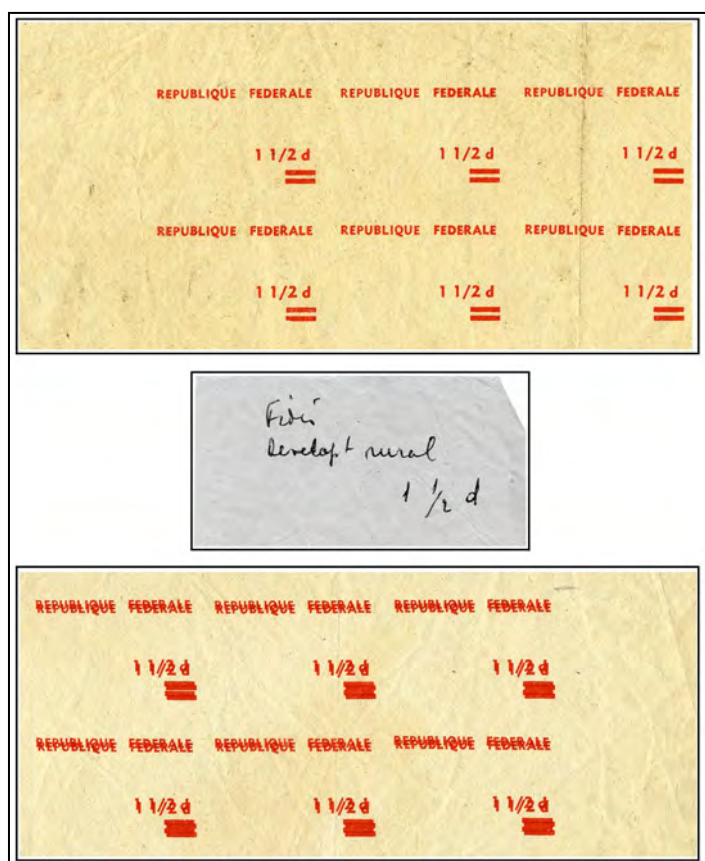


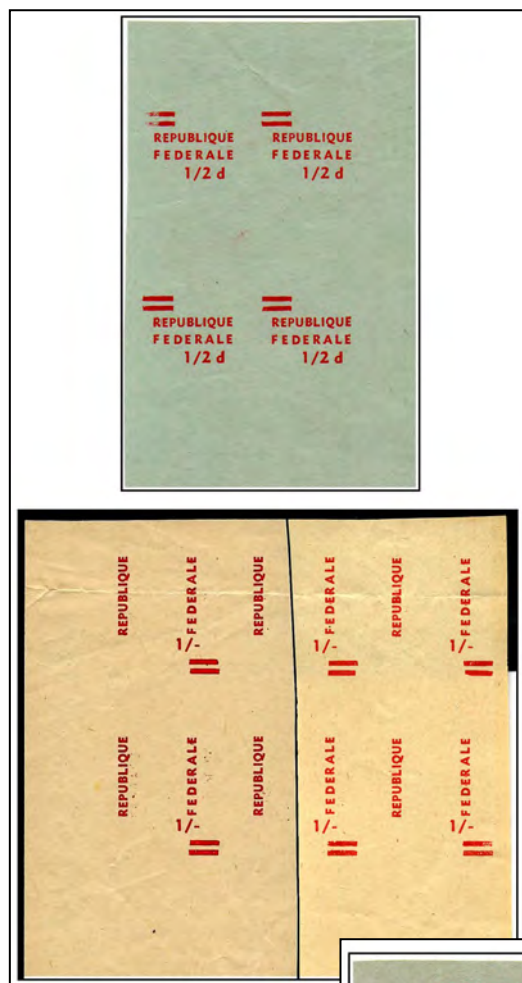
Figure 1

Proof of the 1½d overprint, Positions 1-3 and 6-8; and of the 1½d double overprint, Positions 3-5 and 8-10.

The notation on the back of this single impression piece indicates that the plate was to be used to overprint the 5 franc FIDES rural development stamp.

The piece is associated with the right piece shown in Figure 2 of Ref. 4. The left piece in that figure is from the back of the double impression of the proof overprint.

The images have been electronically cropped.

**Figure 2 (left)**

Proof of the 1/2 d Type 1 overprint,
Positions 39-40 and 49-50
and of the 1/- overprint,
prior to adjustment.

The two pieces of the 1/- overprint,
together, cover Positions
16-18 and 21-23.
The pieces had been cut to
bisect the middle positions.

The paper cuts clearly align.
The 1/- overprint plate was
adjusted so that FEDERALE
reads down on the
overprinted stamps.

The 1/- pieces appear different
as they came from different sources
at different times.

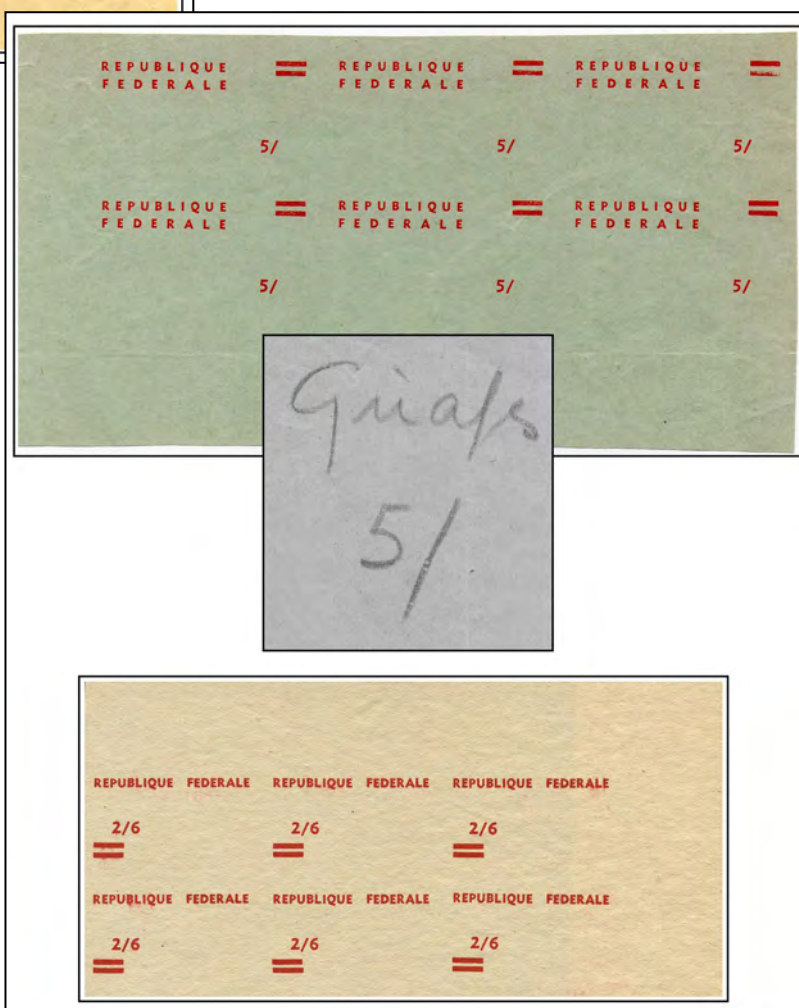
The images have been
electronically cropped.

Figure 3 (right)

Proofs of the 2/6 Type 1 overprint,
Positions 3-5 and 8-10;
and of the 5/ Type 1 overprint,
Positions 16-18 and 21-23.

The notation on the back of the 5/
proof impression piece indicates
that the plate was to be used to
overprint the 100 franc
giraffe stamp.

The images have been
electronically cropped.



Confirmation of Analyses and Conclusions

The painstaking re-examination without exception confirmed – and strengthened – the original findings and conclusions. Highlights are presented below.

5/- on 100 franc and 10/- on 200 franc Type 1 Stamps

Multiples of the 5/- on 100 franc and the 10/- on 200 franc stamps with Type 1 overprint were difficult to locate, in part because most of these stamps were only available at postal counters in West Cameroon and were used on mail. The 5/- proof sheet has now been reconstructed for all 25 positions. Coupled with the availability of additional stamps for study, including some multiples, the original findings and conclusions, presented in October 2011 (Ref. 6), are fully reconfirmed.

½d on 1 franc Type 1, 1d on 2 franc and 2d on 10 franc Stamps

The ½d on 1 franc Type 1, 1d on 2 franc and 2d on 10 franc stamps were discussed in January 2009 (Ref. 7). The basic stamps were issued and overprinted in sheets of 50. At that time, the material available for study consisted of: 40 positions of the ½d Type 1 proof, 18 positions of the issued ½d on 1 franc Type 1 stamp, 41 positions of the 1d on 2 franc stamp, and 39 positions of the 2d on 10 franc stamp. Collectively, all 50 positions within the sheets were covered, with sufficient duplicate material to conclude that the same plate, suitably modified, was used to overprint all three stamps. Now to hand are all 50 positions of the ½d Type 1 proof, the 1d on 2 franc stamp and the 2d on 10 franc stamp, and 31 positions of the ½d on 1 franc Type 1 stamp. The micro-characteristics of the bars at all 50 positions were re-examined and compared across the proof and multiple copies of the three issued stamps. The previous conclusion that the same plate, suitably modified, was used to overprint all three stamps is confirmed. The characteristics of the bars correspond for each of the 50 positions on the proof sheet and the three issued stamps.

4d on 15 franc Stamp – Plate A

The 4d on 15 franc Plate A overprint was discussed in October 2018 (Ref. 8). Of the 50 positions in a full sheet, the overprint bars for 48 of the positions were depicted, missing only Positions 2 and 29. Stamps confirmed to plate to those positions are now to hand and the bars depicted in Figure 4. As previously reported, the bars for the 4d overprint Plate A were transferred or rearranged from the plate that had been used to prepare the ½d Type 1, the 1d and the 2d overprints. It was presumed that the bars for the 4d Position 2 had come from the 2d Position 31, and the bars for 4d Position 29 from 2d Position 16. Indeed, that is the case.

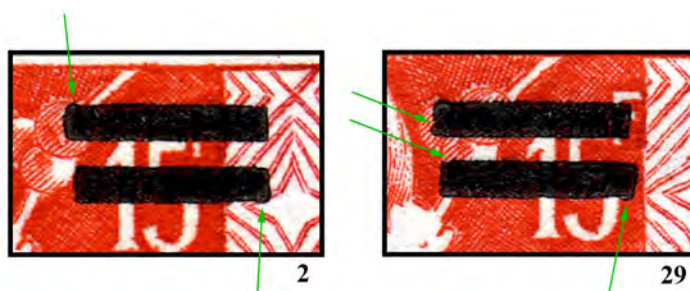


Figure 4 4d on 15 franc Plate A: Bars for Positions 2 and 29. See Ref. 8

Reconfirmation of No Correlation

The original analyses of the 1/- on 25 franc stamp and the £1 on 500 franc Type 1 stamp, reported in January 2006 (Ref. 5) and June 2011 (Ref. 9) respectively, led to the conclusion that the overprint plates used to prepare these stamps were not associated with preparation of any of the other ten stamps that were placed on sale on 1 October 1961. The analyses were, however, undertaken before the characterisation was fully completed for some denominations, in particular, the 4d on 15 franc Plate A stamps. In addition, the 2/6 on 30 franc, 5/- on 100 franc, and the 10/- on 200 franc stamps with Type 2 overprint were prepared with components of the plates used to prepare the corresponding stamps with Type 1 overprints.

To determine whether components of those overprint plates were used to prepare either or both of the 1/- and the £1 Type 1 overprints, or vice versa, a re-analysis was undertaken. Accordingly, the macro- and micro-characteristics of the overprint bars were compared among the following: the 1/- on 25 franc stamp; the £1 on 500 franc Type 1 stamp; the 2/6 on 30 franc, the 5/- on 100 franc and the 10/- on 200 franc stamps with Type 2 overprint; and the 4d on 15 franc Plate A stamps. In addition, broken letters known to

be present for some of the positions were tracked. After careful study, the original conclusions are confirmed: there is no correlation of the l/- and the £1 Type 1 overprints with any components of the plates used to prepare the 4d on Plate A stamps nor the three stamps with Type 2 overprint, and there is no correlation between the l/- and the £1 Type 1 stamps.

Stamp Production Dates and Printing Presses

The 1, 2 and 10 franc stamps were introduced in 1946 and remained in production for a decade or more. Beginning in the early 1950s, the stamp production date was printed in the selvedge of the sheet. Based on material in the author's collection, the observed production dates for the stamps selected for overprinting are summarised in Table 2; other production dates await identification.

Denomination	Production Dates	Comments
1 franc banana porter 2 francs archer 10 francs lamido horseman	1946 through mid-1950s	No printing dates on sheets
5 francs FIDES	31.7.58 / 4.8.58	
15 francs FIDES	31.5.57 / 24.6.57 / 25.6.57	
15 francs coffee	Plate A overprint – 5.6.57	
	Plate B overprint – 4.6.57 / 5.6.57	
20 francs loading bananas	24.10.58	Printing Press IE 4 – orange filigree in selvedge
	22.9.59	Printing Press IZ 5 – green filigree in selvedge
25 francs Ahidjo	15.12.59	
30 francs World Refugee Year	27.4.60 / 28.4.60	Both Type 1 and Type 2 overprints
100 francs giraffes	Type 2 overprint – 31.5.57	Type 1 overprint – ?
	Type 3 overprint – 26.9.60	
200 francs Port of Douala	Type 2 overprint – 3.10.60	Type 1 overprint – ?
	Type 3 overprint – 30.9.60	
500 francs Rhumsiki Peak	Type 1 overprint – 3.12.52	
	Type 2 overprint – 3.12.52 / 4.12.52	

Table 2 Production Dates of Stamps Selected for Overprinting

The 20 franc stamps were produced on two different printing presses, IE 4 and IZ 5, on two different dates. The filigree in the selvedge on the left side of the sheet is orange for the former and green for the latter (Figure 5). The filigree in the right selvedge is also orange or green. The stamps themselves are identical.



Figure 5 6d on 20 franc: Orange and green filigree in the selvedge

Colour Shades of the Basic Stamps

Some of the stamps selected to be overprinted, such as the 25 franc Ahidjo and the 30 franc World Refugee Year issues, were all printed in just a few days. The 1, 2 and 10 franc stamps, on the other hand, remained in production for a decade or more. With short production runs for the former, one would expect no variations in ink colour, and the overprinted stamps would be uniform. However, for the latter, the overprinted stamps might be expected to show variations, depending on the date that the stamps drawn from stock were originally produced. Such was not necessarily the case.

The 1 franc stamps that were overprinted to prepare the ½d Type 1 stamps can be found with two perforations – 12½ and 12½ x 12 – which might indicate different production runs and printing dates, but all the stamps are essentially the same shade, orange red / *brun-rouge*, as are the 1 franc stamps used to prepare the ½d Type 2 overprints. The 10 franc stamps that were overprinted to prepare the 2d stamps can be found in subtly different shades of slate green / *vert-foncé*. The colours are, respectively, according to Scott / *Yvert*.

However, the 2 franc stamps selected for overprinting were a distinctive range of shades. The nominal colours were black / *gris-vert*. Colour nomenclature is subjective. Using the Michel Colour Guide, the observed stamp colours fall into two categories: dark olive-grey / blackish olive and dark green-grey (Figure 6). But, within these groupings, there are nuances, reflecting different print runs at different times during the life of this stamp issue.



Figure 6

1d on 2 franc:
Different shades of the basic stamp



Figure 7

1/- on 25 franc:
Different shades of the basic stamp

One would expect that the 25 franc Ahidjo stamps, with a short press run, would be of uniform colour, black, green and pale lemon / *gris, vert et jaune*. Not so. Ahidjo's jacket can range from pale lemon / *jaune* to grey (Figure 7).

Further study of stamp colours is left for others to pursue.

Stamp Variations under Ultraviolet Light

All the overprinted stamps to hand were examined under ultraviolet light. The ink used to print some of the stamps of a given denomination exhibited subtle differences under ultraviolet light, too small in the author's opinion to quantify. For some denominations, the paper exhibited no response to ultraviolet light, for others, a moderate response and, for still others, a bright response (the author's subjective opinion).

Of importance, however, is that, with only two exceptions, the paper's response was reasonably uniform for all the overprinted stamps examined for a given denomination; for example, for the 1/- on 25 franc stamps, the paper was bright (the term 'bright' is relative and the author's opinion, the operative consideration being that they all appeared the same) and there was no response from the different shades of printing ink. The 1d on 2 franc stamps exhibited no differences under ultraviolet light and, again, no response from the different shades of printing ink. For all the ½d on 1 franc Type 1 and Type 2 stamps, the paper's response was the same, also without regard to the perforation, which could reflect different printings.

The most significant difference was for the 2d on 10 franc stamp (Figure 8). The paper for some of the stamps showed no response under ultraviolet light and the printed image appeared green; for other stamps,



Figure 8

2d on 10 franc:
Response under ultraviolet light

the paper was moderately bright and the printed image appeared grey (the colours again, the author's opinion). For the 10/- on 200 franc stamps, the paper for all three types of overprinted stamps was moderately bright, except for some Type 3 stamps which showed no response.

One further observation – for some denominations, the vermilion overprint ink appeared orange under ultraviolet light and the carmine ink was very dark; this, however, was for different overprint types on the basic stamp. For the four denominations that were overprinted with both ink colours during a single press run – the ½d on 1 franc Type 1, 1d on 2 francs, 2d on 10 francs and 3d on 15 francs – there appears to be no discernible difference. Carmine overprints applied to different denominations in the series did not necessarily all appear the same under ultraviolet light. Similarly for the vermilion overprints. This tells us that perhaps different batches of vermilion and carmine inks were used for the overprinting.

As Bob Maddocks would say, we have tugged at the loose thread on the garment and have seen how it has unraveled thus far, and we shall tug no more. Others, if they are so inclined, can further investigate these stamps under ultraviolet light.

Offset on the Gummed Side of the Stamps

Six different stamps have been recorded with the overprint ink offset on the gummed side of the paper, Figure 9 (shown at 60%).

This could have happened in two ways:

First, the printing press was operated without a sheet of stamps in place and the ink was transferred from the overprint plate to the platen. Then, the ink was transferred to the back of the next sheet placed on the press.

Second, the printed sheets were stacked before the overprint ink was completely dry and the ink from one sheet was transferred to the sheet above.

Judging from the clarity and completeness of the impressions, the former is more likely.

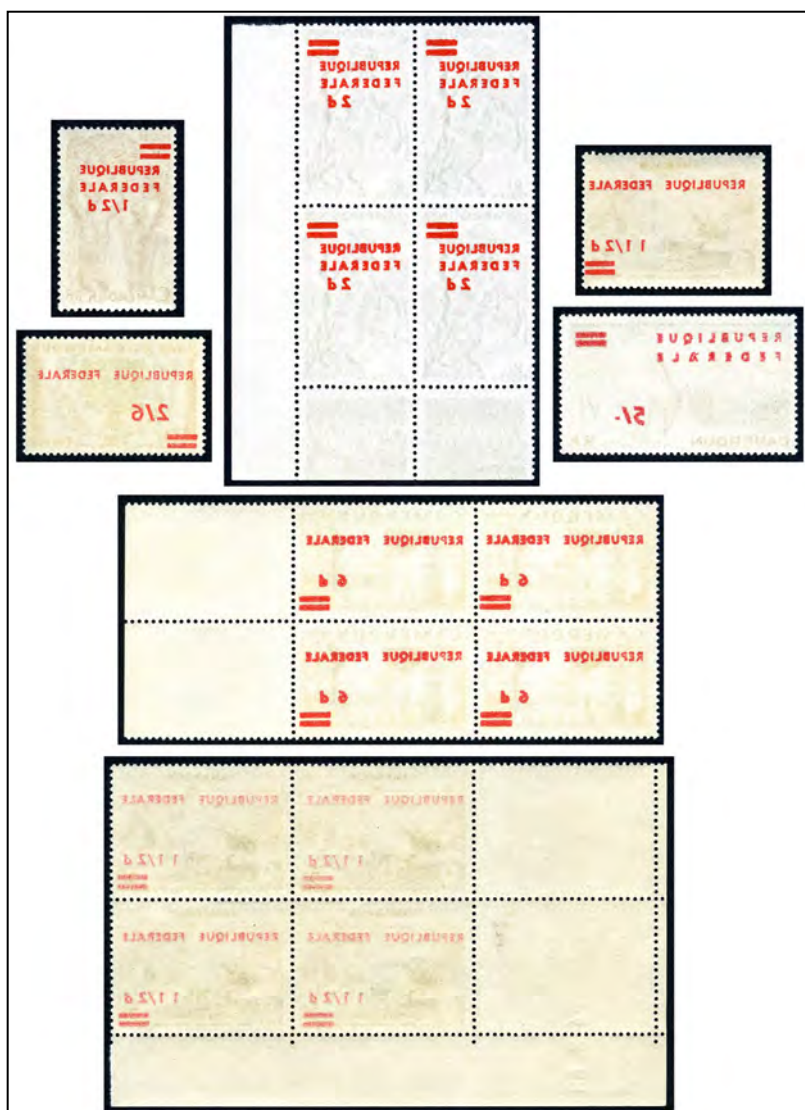


Figure 9

Overprint ink offset on the
gummed side of the stamps.

Postmark Dates Outside the Period of Validity

The sterling revalued stamps placed on sale on 1 October 1961 were the only stamps available in West Cameroon until 30 April 1962 – except for the set of three Reunification stamps which were introduced on 1 January 1962 and then quickly withdrawn. Stamps in CFA francs were placed on sale in Victoria on 1 May 1962 but whether this was a uniform official release date throughout West Cameroon has not been determined. Sterling stamps remained valid for postal and fiscal use until the end of May 1962. With few exceptions, any postmarks dated after May 1962 are philatelic souvenirs. They are collectible as curiosities but, in the author's opinion, have little if any monetary value.

Postmarks after the Date of Validity

Postmarks after the date of validity have been recorded for numerous locations throughout West Cameroon later in 1962 through the late 1960s and into the 1970s. Postmarked sterling stamps have been found both loose and on covers that went through the mails, the latter by favour or indifference. Postmarks have also been recorded for Douala and other locations within the Federal Republic where the stamps were never valid.

Exceptions

Maddocks (Ref. 10) illustrated and discussed two registered commercial covers posted from Mamfe on 4 and 8 June 1962 franked with sterling revalued stamps. He concluded, however, that the stamps had been used, not at their overprinted value in sterling, but at their original underlying value in CFA francs. The reasons for such use are speculative.

Another possible exception is the cover in Figure 10 franked with three sterling revalued stamps totalling 1s 1½d, with the underlying value of 45 CFA francs. The cover, postmarked Ndian 10 September 1962 and addressed to the Gabbitas-Thring Educational Trust Ltd. is, in the author's opinion, legitimate and not a philatelic creation.



Figure 10

Cover with three sterling-revalued stamps postmarked Ndian 10 September 1962, after the end of the period of validity for the stamps

The tariff for an air letter to Europe was 1s 3d, which converted to 43 CFA francs (Refs. 10 & 11). At the date of posting sterling was no longer legal tender. Maddocks (Ref. 10) further reported that none of the CFA stamps available corresponded exactly to the converted former Nigerian postal tariffs still in effect in West Cameroon, and it was difficult to purchase even a combination of stamps to make up the correct postage, especially at small postal agencies like Ndian. Letters requiring 43 francs postage often bore stamps totalling 45 or 50 francs. That may have been the case here, and the sterling revalued stamps were accepted for their underlying value of 45 francs. Certainly it was underpaid for the 1s 3d rate.

But why use sterling overprinted stamps at all? Quite possibly the Ndian postal agency, which was not only small but quite remote, had not received an adequate supply of unoverprinted stamps to conveniently assemble a total of 43 or even 45 francs. Also, quite possibly, because of the small volume of business, the postal agent still had old sterling stamps on hand and simply used them for their CFA value. As an aside, it should be noted that the Ndian postal agency had been overlooked when new cancelling devices were introduced in West Cameroon on 1 October 1961 and the postal agent had to resort to a locally fabricated device, so undersupply of CFA stamps was not out of the question.

Postmark Dated a Day Early

An interesting oddity is the registered cover in Figure 11 bearing four sterling revalued stamps and postmarked Buea 30 September 1961, the day before they were placed on sale. The cover is philatelic and was addressed by the sender. Quite likely the stamps were not cancelled on 30 September but on 1 October and the canceller date had not been adjusted. Indeed, philatelic first day covers are known with the same canceller dated 1 October, which is the latest recorded date of use for the device.



Figure 11

Registered cover with four sterling-revalued stamps postmarked Buea 30 September 1961,
the day before the stamps were placed on sale.
Likely, the date was not changed in the handstamp to 1 October 1

Use of the ½d on 1-franc Type 2 Stamp during the Period of Validity

Use of the ½d on 1-franc stamp with Type 2 overprint during the period of postal validity has been reported for only one date – 14 April 1962 (Refs. 3 and 12). The Type 2 overprints were probably prepared in March 1962 or later, near the end of the currency transition.

There is no evidence that the stamps were ever available at postal counters in West Cameroon; rather, they were available only at the philatelic bureau in Paris.

The stamps postmarked 14 April 1962 have not been seen by the author but were most likely a loose pair (Ref. 13). However, the registered cover in Figure 12 (front and back shown at 95%) raises the question as to whether the 1962 date is correct – it may actually be 1963.



Figure 12

Philatelic registered cover with a pair of stamps with 1/2 on 1 franc Type 2 overprint, postmarked 7 March. The Tiko postmark shows the year as 1962, but the Tiko postmark on the front shows that the correct date is 7 March 1963.

The cover has a pair of ½d on 1-franc stamps with Type 2 overprint cancelled Victoria 7 March. The datestamp has no year slug. A Tiko transit postmark on the back of the cover is dated 7 March 1962, but another postmark on the front is dated Victoria 7 March 1963. For the Tiko postmark dated 7 March 1962, the two slugs composing the year were not removed at the end of 1962 but left in place in 1963, hence the datestamp shows the wrong year.

The cover in Figure 12 is clearly philatelic. The stamps were probably acquired from the philatelic bureau and affixed by the addressee, who forwarded the cover to Victoria for processing. The cover went through the mails, and the use of the sterling overprint stamps was tolerated, well after their period of validity.

To continue the confusion, the cover in Figure 13 has a ½d on 1-franc stamp with Type 2 overprint, clearly postmarked Tiko 11 February 1962. But all is not as it seems. The cover also has an anti-malaria semi-postal stamp postmarked 11 February, but the stamp was not issued until two months later, on 7 April 1962! Clearly, the Tiko postmark is backdated.



Figure 13

Philatelic cover with ½d on 1 franc stamp with Type 2 overprint postmarked 11 February 1962.
The cover has no transit postmarks, but also has an anti-malaria stamp which was not issued until 7 April.
The Tiko postmark is backdated

The creator of the covers in both Figures 12 and 13 was Alfons Lipski. Lipski was responsible for quite a number of covers, both legitimate and questionable. Many bear his name but, on others, Lipski used other people's names. Lipski apparently fabricated the covers between 1963 and 1966.

What other covers may lurk in our collections and in the marketplace to confound us?

For purposes of the discussion here, use of the ½d on 1 franc Type 2 stamps on 14 April 1962 is now seriously questioned. They could be similar in nature to those shown on the covers in Figures 12 and 13. Was the year slug absent from the cancel and presumed to be 1962 or, if it was present, was it mis-dated like the Tiko datestamp? Or, was the postmark backdated?

At this juncture, there is NO confirmed use of these stamps during their period of validity.

Backdated First Day Covers

To conclude the consideration of postmark dates, as previously discussed (Ref. 14), backdated first day covers postmarked Buea 1 October 1961 have been recorded.

Shifted Overprints



Figure 14

Shifted overprints: Up and down

The overprints on all values of the stamps had a tendency to ‘wander’ a bit. As a bit of whimsy, presented in Figures 14 and 15 (all shown at 95%, the latter on front cover) are selected examples of significant shifts, up and down and left and right, respectively. More extreme shifts likely exist. Look on eBay, Delcampe, at bourses, in your own collections – they would make an interesting display for all to enjoy!



Figure 15

Shifted overprints: Left and right

Acknowledgements

Thanks are extended to Peter Hørlyck, Brian Lythgoe, Michael Wright, Wolfgang Strobel, John Smith, and Graeme Murray for provision of material presented in this report. Use was, once again, made of the Carter accumulation. As always, additional information is welcome.

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Air Mail Letter Cards and Airgraphs in West Africa

Rob May FRPSL

Neither Lutwyche (Ref. 1) nor Harris (Ref. 2) discussed the postal history of Air Mail Letter Cards (AMLCs) during World War II. Harris's study starts from the first air letter with an imprinted Nigerian stamp issued in 1948 and, after a very brief introduction to the use of AMLCs, Lutwyche focussed on describing the various locally printed versions used in West Africa.

During the preparation of his book Nigel Lutwyche corresponded with Bob Maddocks. In the latter's archives there is a list of key dates extracted from War Office files in the Public Records office at Kew, UK. Sadly, the War Office file number is not annotated; neither does the list show whether it was compiled by Nigel Lutwyche or Bob Maddocks. The writer of the report from which the following notes were taken seems to have been stationed in the Gold Coast.

Maintaining communication during the war between service personnel and their families 'back home' was recognised to be important for morale. It was also recognised that such mails should be carried as quickly as possible so long as priority freight for the war effort was not compromised. Air Mail Letter Cards were one of several measures to limit the weight and volume of mails carried by air, and the first use of AMLCs to and from West Africa was on 1 October 1941.

The table of events extracted from the War Office files starts in June 1942, as follows:

1942	June 16	PAA discontinued service between Freetown & Bathurst
		AMLC despatched from Takoradi to be routed via Lagos instead of Bathurst
	Jul 1	AMLC ration increased to 1 per week
	Aug 25	Belgian forces in Nigeria to be subject to same postal regulations as British, postage in British stamps. Belgian Bde. Gp. to be served by own BPM
	Sep 1	Use of an APO number will be abolished in addresses of official and private correspondence to units and individuals in W.A. Addresses will be West African Force (wef 1 Sep 42)

- Oct 7 Lightweight air letter service (6d) to be introduced for air transmission to MEF and beyond. West Africa is not included
- Oct 10 AMLC service to UK extended to Fighting French Forces
- Oct 12 AMLCs to USA, Canada, S. America and BWI will in future be paid in British stamps at colonial rates – letters will be handed to civil P.O.
- Oct 18 1 free and 3 additional normal AMLCs issued during Christmas period (free one to UK only) to be issued over four weeks commencing 9 November 42. Free AMLCs to reach BAPOs between 1 and 8 December. Cards posted early for Christmas delivery to have XMAS under printed heading
- Dec 17 Belgian troops in Nigeria have been granted free airmail postage to Congo by local arrangement between Force HQ Leopoldville and SABENA. This is irregular, and original instructions must be adhered to
- 1943 Feb 11 Sea/air mail from UK for MEF arrived at Accra from Freetown on USATC planes. US APO unable to dispose of this by air. RAF & BOAC also unable to move from Accra by air. Despatched to Takoradi by road, thence by air to Cairo
- March 3 6d air letter service extended to WAF from 5 March (and to ships in area)
- May 1 Despatch of AMLCs from G.C. to UK taken over by Accra APO from APO Takoradi. Despatch to BAPO Algiers (via USATC planes) also taking (sic) over by Accra. BAPO Algiers ceased vouching with APO Freetown (by USATC via Accra) and commenced to despatch to APO Accra
- Sep 8 G.C. Govt has authorised free postage from civilians for overseas troops on assumption that cost would be met by army
- Sep 19 Issue of AMLCs to Africans on demand only
- Oct 10 Five addl. Postage free AMLCs to be issued during Xmas period
- Oct 13 Christmas posting dates – surface 1 Nov, 6d airletter 22 Nov
- Nov 14 Colonial Govt. agree to meet cost of free postage from African civilians to overseas troops
- Nov 16 APO Takoradi to make up direct AMLC mail to UK in addition to APO Accra
- A note by Lutwyche refers to a statement in to "British Forces Air Mail Letter Cards and Air Letters" (Ref. 3) that the term Air Mail Letter Card was discontinued in favour of Air Letter in December 1943.*
- 1944 Jan 1 Airgraph service ex WA Cmd. Introduced to Australia, Canada, Nfld, NZ, USA (3d). Completed forms flown all air once weekly to APO Algiers from 2 & 3 Dets. And to BAPO Cairo from 1 Det.
- Jan 3 Airgraph service extended to India & Ceylon
- March 8 Airgraphs to civil addresses in West Africa
- Apr 1 Airletter service for WA civilians to WA troops serving overseas at postage of 4d introduced
- May 14 Airletter service from WA to all countries in Western hemisphere
- May 22 Revision of postal services in WA. – inter colonial army corresp. would be dealt with by civil authorities with use of colonial stamps
- May 31 A/L service UK - WA average time 8-9 days
- WA – UK average time 14-20 days (due to UK base censor?)
- Aug 3 Air mail service to UK twice weekly instead of once weekly
- Nov 8 Christmas posting date WAF 6d airletter 1 Dec
- Dec 28 1/3d air mail to forces all the way by air service to WAF from 1 Jan 45
- 1945 April 25 Air conveyance of letters up to 1 oz prepaid at 1½d now extended to WA Forces
- Jun 1 Sale of British stamps ceased. All counter business of APOs ceased, work transferred to civil PO with use of colonial stamps
- Dec 28 From 1 Jan 46 HM Forces in West Africa will adopt civil form of address

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- 1 Daynes J.A. & Lutwyche N., *West African Forces Air Mail Letter Cards, Air Letters & Honour Envelopes 1942-1945*, p3, WASC & Forces Postal History Society, Dronfield & Bromley 2006
2. Harris R., *Aerogrammes of Nigeria 1948 to 2000*, WASC, Princes Risborough 2016
3. Lee O.R.J., *British Forces Air Mail Letter Cards and Air Letters*, Forces Postal History Society, Burnham on Crouch 1988

Nigerian Fakes and Phantasy Stamps

Jeremy Martin FRPSL

The first part of the following article appeared in The London Philatelist (Ref. 1) and covered phantasy stamps of Nigeria itself. It is published here with the permission of John Cox (RPSL Publication Committee) and Tony Bard (Editor of LP).

The second part of this article for Cameo covers the rest of the items in the collection I found at Dauwalders of Salisbury, and complements the detailed report of forgeries of the Nigeria region by Paul Redhead in Cameo, June 2017 (Ref. 2)

This article was produced following a discussion with Alan Huggins MBE RDP Hon. RPSL, Curator of Philatelic Collections, who encouraged me to share the existence of the phantasy items illustrated below with a wider audience.

In 2018 my local dealer, Dauwalders, purchased from a deceased estate a substantial collection of The Nigerias. Andy Harder, the shop manager, had identified 81 stamps and small pieces as forgeries or phantasies that I was able to purchase. Of particular interest were some phantasy items of Nigeria itself from the King Edward VIII, King George VI and Queen Elizabeth II periods.

The creator of these purported King Edward VIII items, which do not appear to have been recorded previously, has inserted a portrait of King Edward VIII into reproductions of the ½d to £1 values of the 1936 King George V pictorial definitive series (Figure 1).



Figure 1 Phantom set of King Edward VIII definitive stamps using King George V designs

The stamps are on unwatermarked gummed white paper and are perforated 14. The colours are noticeably different from the original ones, see below, and the imprint of the designs is weaker.

Stanley Gibbons Catalogue Colours	Phantasy Colours
½d green	dark green
1d carmine	pale carmine
1½d brown	dark brown
2d black	pale black
3d blue	pale blue
4d red-brown	pale orange
6d dull violet	pale violet
1/- sage-green	pale sage-green
2/6d black & ultramarine	black & pale ultramarine
5/- black & olive-green	black & pale olive-green
10/- black & grey	black & pale blue-grey
£1 black & orange	black & orange-yellow

A further item has the portrait of King Edward VIII inserted into the 1940 1/3d King George VI definitive value. Again it is on unwatermarked paper, perforation 14, but the colour is pale lilac rather than light blue (Figure 2).



Figure 2

Phantom King Edward VIII 1/3d stamp using King George VI design

A group of phantom unissued high values Revenue key-type matching designs for King George VI and Queen Elizabeth II with values of £50, £100, £500 and £1000 was also included (Figure 3).



Figure 3

Phantom King George VI and Queen Elizabeth II high value Revenue stamps using De La Rue key-type designs

If anyone can provide additional information on the source of this material, I would very much like to receive it.

The second part of this article covers the rest of the items. No receipts were found with the collection which might suggest that these items were not purchased from recognised stamp dealers but instead on-line. Note that some of the stamps are genuine but with forged overprints, surcharges or cancellations. Others are complete fabrications.

The following is a list of *wrong 'uns* found in the collection:

Lagos

Queen Victoria 1d, 2d x 2, SG 22 and 30 on piece with crowned circle PAID AT LAGOS (Fig. 4)

Queen Victoria 2d SG 20 with a similar cancellation

Queen Victoria 1/- SG 38a on piece with a similar cancellation

King Edward VII 1904 5/- SG 52 on piece

Stanley Gibbons (Ref. 3) illustrates a PAID AT LAGOS mark and the above examples could have been copied from it. The single 2d is perforated 14 but has no watermark



Figures 4, 5 & 6 (left to right)

PAID/AT/LAGOS; Oil Rivers 1d bisect; BONNY RIVERS with Late fee cachet

Oil Rivers Protectorate

Great Britain 1d lilac, vertical pair, with BONNY RIVER cds NO 1 92, SG 22a. The stamps are on watermarked paper and appear to be genuine. The cds is forged.

1892 issue:-

- i) ½d vermilion plus un-overprinted GB 2½d purple on blue, on piece with BONNY RIVER cds NO 8 98, SG 1 plus SG Z13. Also with boxed LATE FEE cachet
- ii) ½d vermilion plus un-overprinted GB ½d and 3d purple on yellow, on piece with similar BONNY RIVER cds, SG 1 plus Z12, 3d not recorded
- iii) ½d vermilion, 1d lilac and bisected 1d lilac all on piece. Unclear cds, SG 1, 2 and 2b (Figure 5)
- iv) ½d vermilion, 1d lilac with OIL RIVERS at top, on piece with AP 14 94 BONNY RIVER cds with boxed LATE FEE cachet, SG1, 2a (Figure 6)
- v) 1d lilac with OIL RIVERS at top on piece with the same BONNY RIVER cds but in red, SG 2a
- vi) 1d lilac as before but not on piece. Same BONNY RIVER cds but in black. Stamp is genuine on watermarked paper, SG 2a

The provisionals:-

- i) ½ on half of 1d lilac, red surcharge, unused, SG 7
- ii) ½ on half of 1d lilac, violet surcharge, unused, SG 8
- iii) As before, but unsevered pair, unused, SG 8a

HALF PENNY on 2d grey-green and carmine:-

- i) Type 9 surcharge in red, used, SG 29
- ii) As before but used on piece, SG 29

HALF PENNY on 2½d purple on blue:-

- i) Type 8 surcharge but in violet. Not recorded in Stanley Gibbons (Ref. 4)
- ii) Type 9 surcharge in violet x 2, unused, SG 34
- iii) Type 9 surcharge in black, inverted, used, SG =

ONE SHILLING on 2d grey-green & carmine:-

- i) Black surcharge, used, SG 9

5/- on 2d grey-green & carmine:-

- i) Black surcharge, unused, SG = (Figure 7)

10/- on 5d dull purple & blue:-

- i) Type 12 surcharge in vermilion, unused, SG 41 (Figure 8)
 ii) As above but surcharge inverted x 2, unused, SG 41a
 iii) As above but surcharge vertical, unused, SG 41b

20/- on One Shilling dull green:-

- i) Type 12 surcharge in vermilion, unused, SG 43
 ii) As above but surcharge in black, on piece, SG 44 (Figure 9)
 iii) As before, surcharged in red, block of 4 with registered OLD CALABAR oval date-stamp of 4 AU 94, SG 44 (Figure 10)

Note that the unused stamps are on watermarked paper and appear genuine but the overprints and surcharges are not right.



Figures 7, 8, 9 & 10 (left to right)

5/- (black) on 2d; 10/- (vermillion) on 5d; 20/- (black) on One Shilling;
 and block of 4 (red surcharge) OLD CALABAR oval ds 4 AU 94

The next lot of phantasy stamps have designs similar to the 1897-98 issue but with OIL RIVERS PROTECTORATE instead of NIGER COAST PROTECTORATE. The stamps are perforated 14½ and are on unwatermarked paper without gum. All are unused:-

½d vermilion	5d purple
1d orange-vermilion	6d yellow-brown
1d dull blue	1/- black
2d lake	2/6d olive bistre (Figure 12)
2½d blue (Figure 11)	2/6d yellow-bistre, pair
5d very pale violet	



Figure 11

OIL RIVERS PROTECTORATE
 2½d blue



Figure 12

OIL RIVERS PROTECTORATE
 2/6d olive-bistre

Niger Coast Protectorate

- i) 1894 2d lake plus bisected 1d vermilion on piece with OPOBO RIVER cds NO 22 98, SG 53, 52b
- ii) 1892 2d SG 3 bisected diagonally and with red '1' as type 16 surcharge, unused x 2, SG =
- iii) ½ on half of 1894 1d dull blue, SG 46b with red surcharge, unused, SG 57
- iv) ½ on half of 1894 1d vermilion, SG 52a with black surcharge, unused, SG 62
- v) As above but unsevered pair, ½ struck twice, unused, SG =

Niger Company Territories

LOKOJA

- i) GB 1d lilac plus 1887 ½d vermilion and 2½d purple on blue stamps on piece with violet LOKOJA cancel 9 JUL 1898, SG Z71, Z72 & Z73
- ii) GB 1881 1d lilac and 1887 10d dull purple and carmine on piece with similar cancel, SG Z72 & Z75 (Figure 13)

Again, the stamps appear to be genuine but the cancels are too good to be true.



Figures 13, 14, 15 & 16 (left to right)

LOKOJA 9 JUL 1898; Northern Nigeria £50 phantasy, £25 block (4) SPECIMEN, Southern Nigeria £1

Northern Nigeria

- i) QV 1900 10s unused and used, SG 9, plus £50 pink and black phantasy unused (Figure 14)
- ii) Ed VII £3 green and ultramarine phantasy, unused, SG =
- iii) Ed VII 1904 £25 green and carmine overprinted SPECIMEN in a block of four. This stamp was only for revenue purposes and so was never issued with SPECIMEN overprint (Figure 15)

The stamps are all perforated 14 on unwatermarked paper.

Southern Nigeria

- i) QV 1901 £1 purple and black, used. This value was never issued
- ii) Ed VII 1903 £1 green and violet, unused and used, SG 20 (Figure 16)
- iii) 1907-11 £1 purple and black, two used examples on piece, SG 44

Footnote

Inadvertently a short draft of this article appeared in a previous *Cameo* (Ref. 5)

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1. Martin J.J., "Nigerian Phantasy Stamps", *London Philatelist*, Volume 128 pp438-439, RPSL, November 2019
2. Redhead P., "Forgeries of Nigerian Stamps", *Cameo*, Volume 18, pp167-171, WASC, June 2017
3. Stanley Gibbons *Commonwealth Stamp Catalogue West Africa*, 2nd edition, 2012, p193
4. idem. p196
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Cotonou to Lagos

Barbara Priddy and Peter Wingent

Not much airmail carried by the French air services to Lagos has survived, or perhaps ever existed. From February 1936 to June 1940 the vast bulk of airmail to Nigeria was from the UK, and was carried by the British airmail services via Alexandria, Khartoum and Kano.

However mail from France and other European countries was carried by Air France from Marseille to Algiers, where it was transferred to Régie Air Afrique's Transsaharan service. This service connected at Niamey with the Aéromaritime shuttle to Cotonou, and also at Zinder with the SATT mail-car service to Kano. Mail for northern Nigeria was carried on to Zinder but mail for southern Nigeria was off-loaded at Niamey and flown down to Cotonou.



Figure 1

Front and reverse of cover
cancelled at Cagnes sur Mer
3 April 1936, backstamped at
Cotonou and Porto Novo 14
April, and
Lagos 21 April.

Franked 5fr 50: 1fr 50
foreign postage below 20g
plus 4fr airmail fee
5g - 10g



Mail from the other West African countries served by Aéromaritime, such as Senegal and Liberia, was also carried to Cotonou for onward transmission to Lagos.



Figure 2

Front and reverse (latter at 70%) of cover cancelled at Dakar 19 September 1937, endorsed 'via COTONOU - LAGOS'.

Backstamped at Cotonou and Porto Novo
22 September, Cotonou 23 September,
Porto Novo 24 September,
Lagos 30 September and
Zaria 2 October.

Franked 3fr 80: 1fr 75
foreign postage below 20g,
plus 1fr 50 local airmail fee below 5g,
and 55c philatelically overfranked



There was no airmail service between Cotonou and Lagos (although Lagos provided, if needed, an escale technique - a refuelling stop - for Aéromaritime) and the exact nature of the onward transmission had long puzzled us. There was at that time no good road either, nor any railway connecting the two countries. Clearly the final stage of the journey had to be by water, and Peter's researches in the Royal Mail Archives revealed a reference to a launch service.

In the course of a wartime correspondence between the GPO London and the Dept of Civil Aviation at the Air Ministry, discussing the possible use of the Aéromaritime coastal airmail service - which ran from Dakar to Pointe Noire and already called at Accra - for mail to the other British territories, a coded telegram of January 1940 to the PMG Lagos requesting 'particulars of surface opportunities available for conveyance of mails between Cotonou and Lagos', received the reply, in clear, 'Weekly service launch

steamer about every ten days both irregular'. Which, given the constraints of telegrams, meant that in principle there was a launch service once a week and a steamer service about every ten days, but both ran irregularly.

Ad in England: Oct. 1939. 3,965 paces. (250 lines.)

CABLE AND WIRELESS LIMITED.

GOVERNMENT. (PRIORITY).

CABLE ROUTES WIRELESS ROUTES

Circuit: Clerk's Name: Time Received:

XLWA4/CJ S LAGOS 13 30 1122 ETAT BG -

POSTGEN LN -

WEEKLY SERVICE LAUNCH STEAMER ABOUT EVERY TEN DAYS BOTH IRREGULAR - POSTGEN &

OFFICE OF ISSUE

C. & W. 30 1940

2305 694

This first line of this Telegram contains the following particulars in the order named:—
Prefix Letters and Number of Message, Office of Origin, Number of Words, Date, Time handed in and
Priority Instructions (if any).

L.S.P. (S). NO ENQUIRY RESPECTING THIS TELEGRAM CAN BE ATTENDED TO WITHOUT PRODUCTION OF THIS COPY.
REPLIES SHOULD BE HANDED IN AT ONE OF THE COMPANY'S OFFICES.

Figure 3 (shown at 60%) Cable of 30 January 1940 from PMG Lagos to PMG London

Now the problem was: how did a launch cope with the open sea between Cotonou and Lagos? Steam-ships are constructed to deal with rough water and high seas, but launches are not. But a look at the large-scale map in the wartime Naval Intelligence handbook on French West Africa (the Blue Book) showed Peter the answer: a series of lagoons running parallel to the coast.

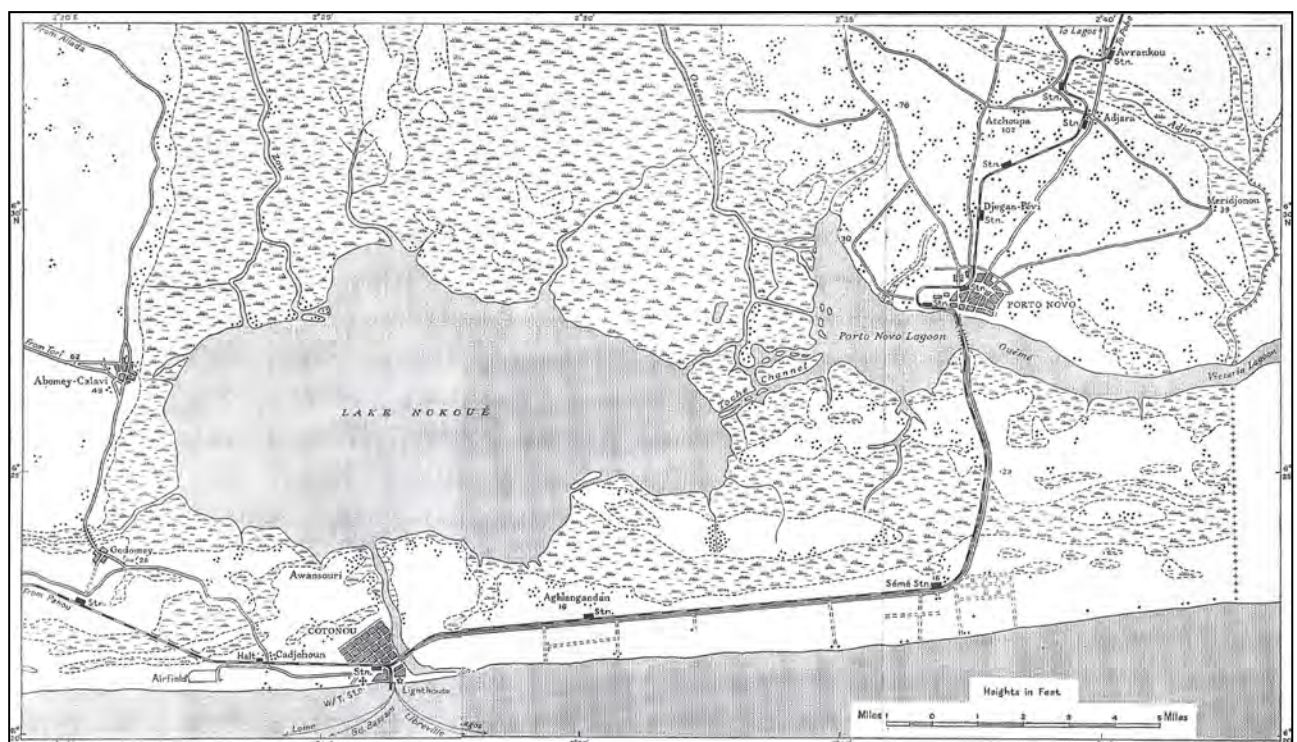


Figure 4 Cotonou and Porto Novo from the 'Blue Book'

Barbara confirmed this from the text: 'From the western frontier to Cotonou narrow lagoons, sometimes only 500 yards from the coast, are continuous. Parallel to them and farther inland, other lagoons mark the southern edge of the marsh belt from Grand Popo to the Nigerian frontier. Those from Cotonou eastwards, nearly 6 miles inland, are wide and offer a good waterway to Lagos' (p15); 'Porto Novo . . . There is considerable lagoon traffic, mainly south-west to Cotonou and east to Lagos' (p67).

Cotonou itself is on the coast, but a railway runs from here to Porto Novo, on the north bank of the Porto Novo Lagoon, which flows via the Ouémé into the Victoria Lagoon on which Lagos is situated (Figure 5).



Figure 5 Cotonou to Lagos (*Google My Maps, accessed 14 June 2020*)

Porto Novo is 5 miles from the Nigerian border, and by water 55 miles from Lagos (pp18-19). The service must have been in existence before the war, as clearly Peter's 1936 cover from France to Lagos, backstamped at Cotonou and Porto Novo, and Barbara's 1937 cover from Senegal to Zaria, also backstamped at Cotonou and Porto Novo (the two sets of Cotonou and Porto Novo backstamps may suggest that Porto Novo returned the cover to Cotonou, perhaps for the steamer service, but Cotonou decided that the launch service was preferable), had travelled by the lagoon launch service. Probably it was in existence before the coming of airmail.

Questions still remain. Is there anywhere a photograph of the launch(es)? Was this service operated by the postal authorities of Dahomey and/or Nigeria, or by a shipping company? Was it purely postal, or did it carry passengers and/or freight? When did it first run? When did it finish - or is it still operating?



St Helena: A Few Revenue uses of the KGVI Definitive Set

Barry Burns FRPSL

Despite collecting St Helena for well over forty years, and the stamps of KGVI for even longer, I have never seen many revenue uses of these postage and revenue stamps. Early on in my collecting years I would probably have spurned any offers to buy - after all, they were not postally used and therefore should be kept away from a stamp album, such was the advice given. Perhaps it was a ruse of revenue collectors to avoid them becoming popular and driving up prices.

But having joined the WASC decades ago I learnt that serious collectors sought out all the uses of postal authorities emissions and I set about finding such items. It was much more difficult than I ever imagined!

I present here virtually all those from this reign that have landed in the Burns collection over the decades. They are described in the order of acquisition - as there are so few it is pointless trying to formulate a constructed plan.

Unknown Piece

My first purchase was this 5 shilling stamp on small piece (Figure 1). It is tied by the double oval EMIGRATION OFFICE in violet with the date MAY 1948, the last figure inserted by hand. Presumably the handstamp had reached the limit of its lifespan or the office had lost it's '8'. It is also initialled 'WH' (?) in the same black ink.

But what sort of document was it from? The only letters visible are NGDON (or M). I took this to be a departure tax of some sort, rather similar to the 12/6d charged for air departures from Bermuda (and the chief reason for issuing that rather odd value).



Figure 1

Nice stamp and cancel but from what document?

Passport

My next purchase was to provide the answer. It comes from a stamp collection sold by Cavendish in the early 1990s. It was quite a good collection, and cost me several hundreds of pounds - but the only item I wanted is shown in Figure 2.



It is almost a copy of my early piece but still on its original document clearly donating its use. Unfortunately the page has been torn out from the original 32 page passport, with the NGDOM now (rather obviously, in hindsight) from the word KINGDOM.

The same cancel has been used, but this time the day is included, 6 NOV 194x, but the official has not completed this, and neither has he initialled the cancellation.

One can speculate that 1285 passports had been issued prior to this. I have seen only one other, which was the complete passport, and appeared on eBay about a year ago. My bid of around £200 was easily beaten!

Figure 2

Page roughly removed from a Passport, with 5 shilling stamp cancelled with the EMIGRATION OFFICE dated oval handstamp

Memorandum of Agreement

The next and final two items are purchases within the last two or three years. The first (Figure 3) is this rather foxed Agreement between the Island Public Works Department and a contractor, Herbert Nicholls, relating to some school furnishings costing £42.

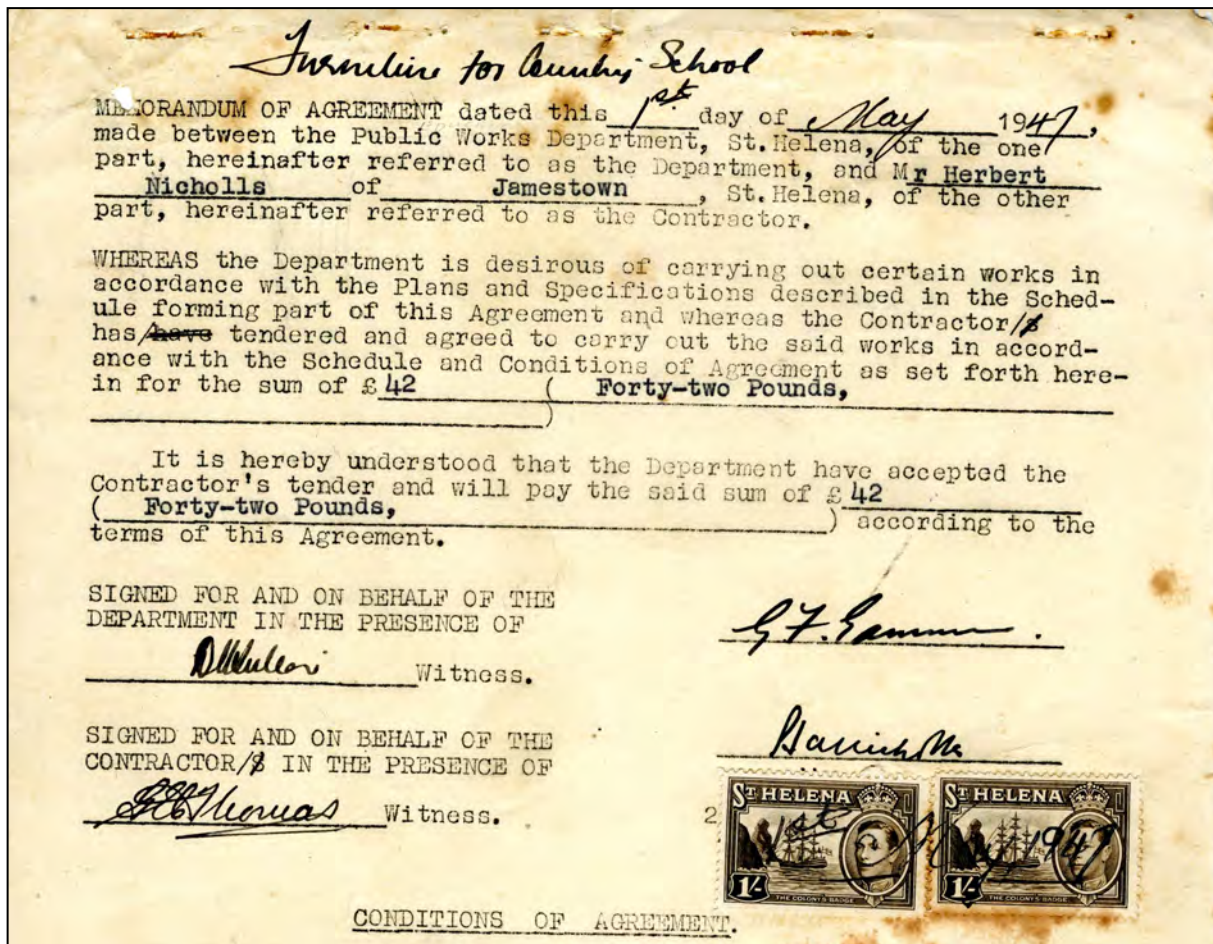


Figure 3 (shown at 85%)

Part of a 2 sheet document between the Public Works Dept. and contractor Herbert Nicholls relating to furniture for a country school. Dated 1 May 1947 and signed over two One Shilling stamps

Receipt for Cash

I am sure that many Circle members in the UK remember the days when it was necessary to sign over a 2d stamp when writing a receipt for money received for a transaction. It was much the same for Britain's numerous colonies. This receipt (Figure 4) dated 16/10/48 is for the sum of £4.13.0d (£4.65p) for 'lunch set and tray cloths for Mrs Gilpin', signed by M Finigan. Mrs Gilpin was the wife of the former Acting Governor Frank Edward Gilpin (17 August 1946 to 31 May 1947).

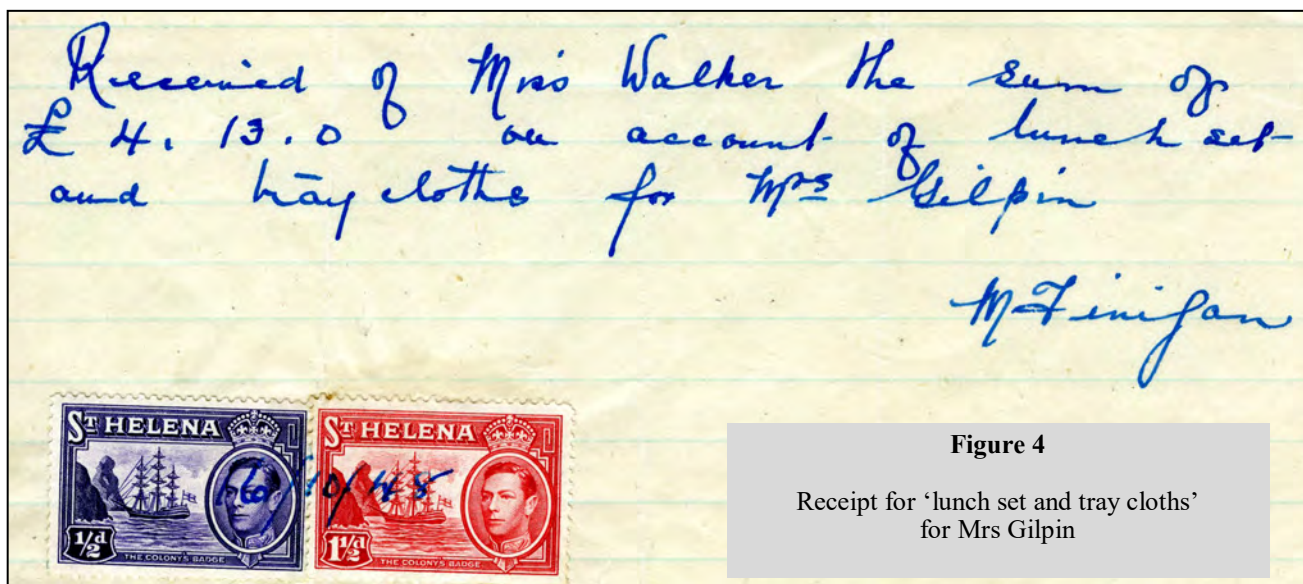


Figure 4

Receipt for 'lunch set and tray cloths' for Mrs Gilpin

The CFA Franc Becomes the ‘ECO’

Michael Round

It was announced towards the end of December 2019 that the CFA franc, the currency used in a large part of French-speaking Africa – including West Africa – was to change its name to the ‘Eco’. The name-change acknowledges certain countries’ wish to reduce their colonial links with the past.

The initials CFA stand for *Communauté Financière Africaine*. Different translations, occasionally seen, are not wrong but simply obsolete: between 1945 and 1958 they stood for *Colonies Françaises d’Afrique*, and from then until each country’s independence *Communauté Française d’Afrique*. Accompanying the name-change will be some relaxation of rules tying the currency to France. CFA-using countries will no longer have to deposit 50% of their reserves in France against emergencies, but will be free to spend them as they think fit. Reactions to the move among member countries have been mixed, though not violently so.



Currently, fourteen countries use the CFA franc, though only those of West Africa will change their currency name. This has not been arranged purely for the convenience of WASC members! – rather that the CFA franc is itself divided into two: the West African (currency code XOF) and the Central African (currency code XAF).

The name-change territories are all XOF users. They include all the components of the former French West Africa apart from those countries which opted out of the CFA scheme long ago, namely Guinea Republic (which switched to Guinean francs in 1960) and Mauritania (which adopted the *ouguiya* in 1973). The remainder, therefore, comprise Bénin, Burkina Faso, Ivory Coast, Mali, Niger, Senegal and Togo – to which should be added the formerly Portuguese territory of Guinea-Bissau, which used XOF from 1997.

For the record, the six countries using the other CFA franc (XAF) include the four former components of French Equatorial Africa – Gabon, Congo Brazzaville (the former French Congo), Central African Republic (formerly Oubangui-Chari) and Tchad – plus the previously Spanish territory of Equatorial Guinea and, importantly to WASC members, Cameroun.

The two currencies share the same exchange-rate with the euro (currently – late December 2019 – CFA655.597 = 1€) but notes and coins of one region cannot be used in the other.

The philatelic consequences are likely to be insignificant. Since only the name, rather than the status, of the CFA is to change, there should be no need for surcharges on existing issues, unless to publicise the point. (This might equally be done by the issue of commemorative sets.) Otherwise, to spot any sign of the changeover we may have to consult each new issue’s face-value, to see if and when the inscribed denomination changes from ‘CFA’ to ‘ECO’. (This will apply not just to new commemoratives but also, in the cases of Senegal and Togo, to their definitives too.) Mixed-franking covers, of course, will always be a possibility.

81st and 82nd (West African) Divisions and their Field Post Offices in India and Burma 1942-46

John Powell FRPSL

Imperial headquarters in Tokyo announced that Japan had entered into a state of war with Britain and the United States in the Western Pacific as from dawn 7 December 1941. Several hours before this announcement was made, news had been received that Japanese bombers had heavily attacked United States naval bases in the Pacific, the first of which was made on Pearl Harbour, Oahu, the chief island of the Hawaii group. This was soon followed by Japanese bombing of Guam, Manila, Hong Kong and Singapore. By 24 January 1942 reports were received that Japanese landings had been made in New Guinea and the Solomon Islands.

Japanese troops from the Thailand area made a thrust for Burma's central artery, their strategy based on an attempt to force a passage across the Salween River and strike to cut the Burma Road and isolate Rangoon. Singapore fell on 15 February 1942 followed by Rangoon, capital of Burma, shortly after in March. At the same time the Japanese bombed Port Darwin, Australia and occupied the Dutch East Indies. After the fall of Rangoon, mail could only be sent in or out of Burma by air; first flown from Calcutta to Shwebo, but when the airport became unusable, to Lashio and Myitkyma.

By March the invaders were pressing forward in two columns – northward in the direction of Prome and the Irrawaddy River. The British and Chinese forces in Upper Burma faced a grim situation with the fall of Mandalay and Lashio and the loss of the railway. The British troops had fallen back across the Irrawaddy and the Japanese had reached Kutkai 30 miles from China. At the end of May 1942 the combined forces in Burma had made the longest retreat in the history of the British Army – nearly 1,000 miles back to India. During the retreat all Field Post Offices (FPOs) suffered hardships and casualties but managed to continue receiving and dispatching mail from air bases in central Burma. The Japanese advance stopped at Imphal and with the start of the monsoon season the enemy began to consolidate their hold on four-fifths of Burma which they occupied.

Sporadic operations continued in the Arakan (Figure 1) and Imphal sectors for the rest of 1942 and into early 1943. The first halting steps of the defence of Eastern Bengal were taken in April 1942 when the recently-raised 14th Division moved from Ranchi to the Comilla area where it was well located for deployment towards coastal Arakan. 123rd Brigade arrived at Chittagong in July followed by that of the 55th Brigade in October.

A field postal organisation was set up for the Division in May 1942 linked to No. 12 Base Post Office at Calcutta and unit censorship was imposed on all outgoing mail. Military operations began in Arakan in December 1942, the 123rd Brigade moving forward towards Bawliand and Buthidaung. The Brigade arrived

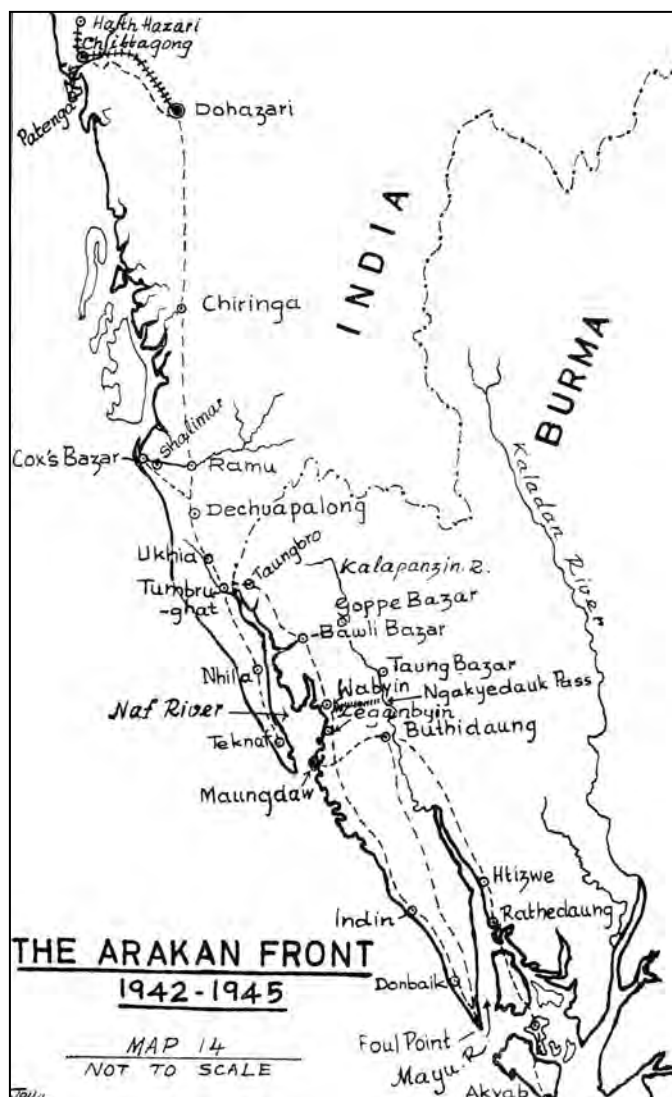


Figure 1

North – west Burma from Chittagong (now in Bangladesh) to Akyab (now Sittwe), part of the Arakan Region of Burma (now Myanmar)

at Maungdaw in February 1943 but was repulsed and moved back to Htizwe. The Japanese launched a fierce attack on the Htizwe bridgehead in the first week of March and on the 10 March the battle-weary 123rd Brigade HQ was relieved by the 55th. The 47th Brigade had no better luck and was severely mauled in repeated attacks and finally defeated in April. The Division held Maungdaw and Buthidaung till May when it retired to the frontier for the monsoon season. This campaign in the north-west coastal province of Burma ended where it began – with the Japanese still occupying the Arakan.

In December 1942, while on a visit to the War Office, Gen Sir George Giffard, General Officer Commanding-in-chief West Africa, suggested that West Africans could usefully be employed in Burma; the thought having occurred to Churchill soon after the Japanese attacked in the Far East. The West Africa Brigades had previously done well in Italian East Africa. Giffard's proposal was accepted and an order sent on 1 January 1943. 81 (West Africa) Division's official birthday was 1 March 1943 and its commander was Maj Gen C.G. Woolner, CB, MC. The next move was to assemble all elements of the Division in the chosen concentration area, in southern Nigeria up country from Lagos around Ibadan. 6(WA) Brigade came first, by sea from Bathurst and Freetown; 5(WA) Brigade came by road from the Gold Coast through Dahomey and 3(WA) Brigade were brought down from northern Nigeria by rail. They were in camps round Ibadan, where the Division's HQ were, 6 further north, round Ede and Oshogbo and 5 to the west, round Abeokuta. The basic pay for an African private in the West African Forces at home on the coast was one shilling a day – specialists such as regimental signalers, received extra pay according to their proficiency. A separation allowance of 6d per day was payable provided that the soldier made a qualifying allotment from his pay of half the amount payable. An overseas allowance of 3d per day was paid, doubled from 1 November 1944.

The force was so large it could not be embarked on a single convoy; four were needed. 6 Brigade went first, sailing on 10 July 1943 and arriving in Bombay 14 August; they were followed by 5 Brigade, who sailed 10 August and arrived 11 September. 3 Brigade with the Recce Regiment and 5 and 6 Light Batteries left on 29 September and landed on 7 November. These convoys all went round the Cape of Good Hope; the fourth and final convoy, with Lt AA/A tank Regiment, leaving mid- September was routed through the Mediterranean. After landing in Bombay, main port of entry and departure of British and Allied reinforcements, the troops were moved by rail about 100 miles to areas around Deolali and Nasik in tented camps. Training was short; 6 Brigade managed one month. 3 Brigade learned, shortly before arriving in Bombay on 7 November that they had been allotted to Maj Gen Wingate's Special Force, and pass out of sight for a while.

The first party of 5 and 6 Field Companies left for the Arakan on 5 November and from then until 13 December trains for Calcutta left almost every day; they carried 23,000 men even without 3 Brigade. 5 GCR left Chiringa on 22 December; 7 GCR had Christmas at Chiringa, leaving on 28 December. By now the destiny of 81 Division was under new management; Lord Mountbatten had been appointed Supreme Allied Commander South East Asia Command (SEAC); he took over 16 October. 11 Army Group, still commanded by Gen Giffard, and the British forces in Burma became 14 Army, under Lt Gen Slim.

The first Chindit raid into enemy controlled territory under Orde Wingate, from February to April 1943, set out from the Imphal plain with seven separate columns with the purpose to filter through the jungle and harry the enemy's rear. The supply dropping was carried out by a detachment from No 31 Squadron operating from Agartala. The operation was considered a psychological triumph, but a military failure.

When Japan entered the war in December 1941, only two of the DC-2Ks of No 31 squadron had been serviceable at Lahore, but these transports kept open a service between Rangoon and Calcutta until one was destroyed in an air raid at Mingalaadon airfield in Burma during January 1942. In the following month, the squadron transferred to Akyab, on the Burmese coast where during February and March, its task was primarily the evacuation of personnel from Burma. When Akyab became untenable through Japanese air raids, the squadron moved back to Dum Dum, Calcutta.

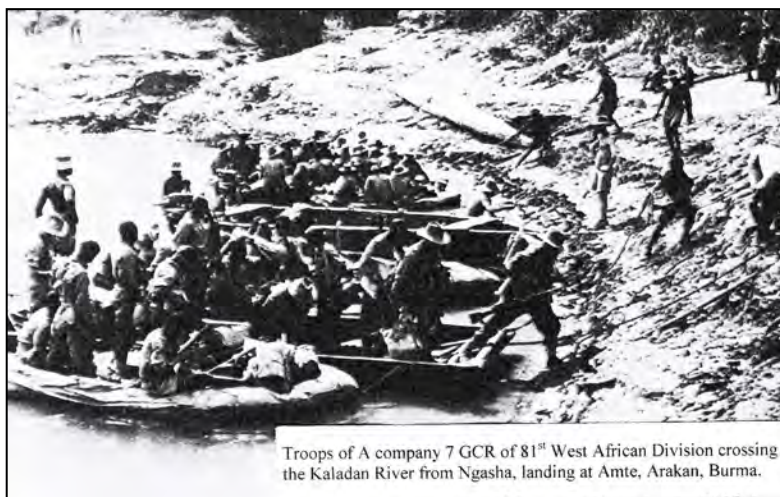
Its principal task was now the transportation of reinforcements and supplies to Sheboand and Mandalay with casualty evacuation on the return flight. A DC-2K flew each evening to Akyab until the port finally fell to the Japanese, and a veteran DC-2K AX775 was lost on one of the sorties on 13 April 1942. It must be remembered that these early Douglas transports issued to the RAF were already veterans. The status report for the DC-2K presented by No 31 squadron on 1 August 1942 indicated that all these stalwart transports were by now in a very poor state. Any aircraft that were serviceable were flying between 6 and 10 hours each day. Many of the engines installed in the DC-2K had logged up to 10,000 hours of flying when received and it is remarkable they had remained operational for so long. All credit should go to the RAF ground personnel.

By April 1942, the first DC-3 had arrived, able to carry twice the payload of the earlier DC-2 and rather easier to fly. Another important development in early 1943 was the arrival in SEAC of the latest marks of Spitfires. Hurricanes were unable to fly high and fast enough to deal with the Japanese reconnaissance and bomber aircraft, but Spitfires could and did, so that 81 Division's men would never see a Japanese aircraft over them, giving the Dakotas and light aircraft safe passage.

The Arakan Campaign February to May 1944

The planning and execution of the next offensive to clear the Mayu peninsula, was entrusted to XV Corps which was to consist of the 26th, 5th, 7th and 81st (West Africa) Divisions.

In November 1943 Headquarters XV Corps had moved from Ranchi to Dechauapalomg and it was at this time that the 81st (WA) Division arrived at Chittagong with its two Brigades, the 5th and 6th and FPOs 696, 697, 698 and 699. Active operations began in December and by the end of January all Divisions were well on their way to achieving their objectives.



Troops of A company 7 GCR of 81st West African Division crossing the Kaladan River from Ngasha, landing at Amte, Arakan, Burma.

Figure 2

The West African Division had moved deep into the Kaladan Valley (Figure 2) where the 7th Division had crossed the Ngakedawk Pass, but were held up for two months by the Japanese 55th Division holding a fortified area near Maungdaw. In late March substantial Japanese reinforcements outflanked the Division and forced it to retreat out of the Kaladan Valley.

Chindit Operations March – August 1944

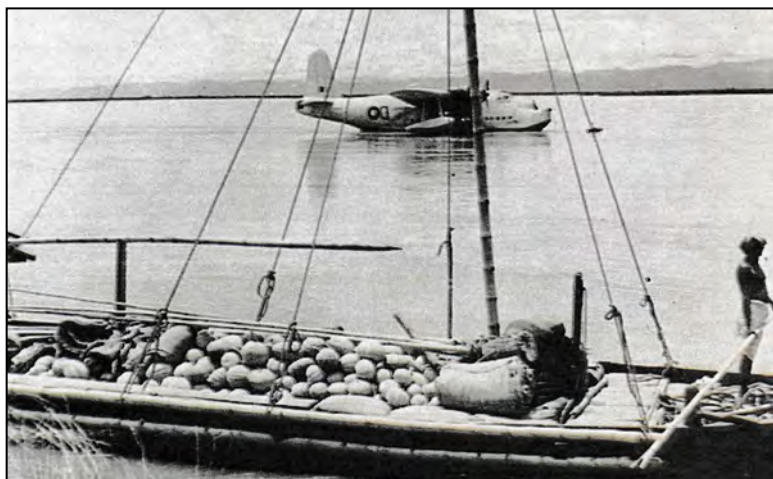


Figure 3

Sunderland III of No. 230 squadron RAF moored at its base on the Brahmaputra River being passed by a local trading craft

The Wingate air invasion was planned under the code name of *Operation Thursday*. The purpose was to insert about 12,000 men far behind the Japanese armies in north-east Burma, about 10,000 by air and the rest to cut their way through the jungle. These included 3(WA) Brigade with the Nigerian battalions divided into two columns each self-contained and self-sufficient with its own large, heavy and powerful RAF wireless set to keep in touch with Force HQ and to order supply drops. The intention was to sever the main arteries of supply of the Japanese forces; D-Day was 5 March 1944. Heavy loads of bulldozers, Chindits and weapons were carried by Dakota tugs and eighty Waco CG-4A Hadrian gliders.

For his 1944 campaign Wingate proposed to erect strongholds deep in the enemy zone and launch large scale operations and strike against the railway, road and river systems which served the Japanese army. On 24 March Orde Wingate was killed while flying towards India in an American aircraft which encountered a storm. By early June the monsoon proper had set in and not even light planes could take off from earth strips and it was suggested evacuation instead by flying boat. Two Sunderland IIIs of 230 Squadron, nicknamed 'Gert' and 'Daisy', conducted *Operation River* from their base on the Brahmaputra River in India during June and July 1944. (Figure 3) They flew to Lake Indawgi in Burma to deliver freight and to bring out wounded members of the Chindit forces.

Japanese Counter Offensive

On 4 February the Japanese began their counter-offensive – the Ngakyedauk Pass was cut and the main Bawli – Maungdan road was closed. The 7th Division FPOs lost two men as prisoners and one wounded. Mail was naturally held up but air dropping of incoming mail began on 16 February and the road for the outward mail was reopened on 22 February. On 6 March 1944 Mutaguchi's 15th Army prepared for the invasion of India by crossing the Chindwin River. One division headed for Kohima and two towards Imphal, threatening the 14th Army's base at Dimapur which led to bitter hand to hand fighting. Eventually the British 2 Division broke through the enemy positions with the siege of Imphal lasting 88 days until 22 June when the Japanese fell back to the Chindwin Valley with the loss of 65,000 dead. Large scale reorganization was carried out to maintain the vast forces deployed on the invasion routes. Mail was now sorted centrally at the South East Asia Base Post Office in Calcutta, so in July the three forward Base Post Offices at Chittagong, Gauhati and Imphal were replaced by Line of Command Postal Units, each capable of setting up one large post office for counter and cross post work and of supervising a number of stationary offices. It was thus that No. 18 A.B.P.O. at Chittagong was turned into 18 L of C Postal Unit and set up S-18 as its main FPO.

Final Arakan Offensive



Figure 5

Letter registered and posted at No 18 ABPO 21 SP 44 by GC 48430 Ayambini Furafula, addressed to Bongo and Zuarungu. 18 August 1944 was the date 81st (WA) Division began their final campaign and in September the Division, for the second time, had moved into the Kaladan Valley. The Arakan front had its own BPO at Chittagong and was given the postal address '18 ABPO'

Of the major formations which were to take part in the final Arakan offensive 1944-1945, the 25th Division was already in the line at Maungdaw and the 81st (WA) Division began its clearance of the Kaladan Valley on 18 August 1944 and their involvement continued until 25 January 1945 (Figure 5). The 82nd (WA) Division arrived from India in October and November 1944 with its FPOs 769, 770, 771, 772 and 773 was deployed in the area between Maungdaw and Buthidaung, with one brigade at Taung Bazar.



Figure 6

Early in 1945 both West African divisions were involved in the last and successful Arakan campaign and with the advance into the Arakan making rapid progress, the Japanese were retreating to the south.

In August the West African Divisions re-entered the Kaladan Valley forcing the Japanese and Indian National Army to abandon Mowdok (Figure 6). The division then advanced down the valley once again, reaching Myohauing on 28 January 1945.

The battle now moved to Burma's south-western coast facing the two island bases of Akyab and Ramree. Under the postal plan FPO S-18 at Chittagong divided the mail for the invading troops into two lots, one for the Akyab force which continued to be sent via FPO 193 at Maungdaw (or air dropped as necessary) and the other for the Ramree force.

The prime purpose of the landing strips was to evacuate casualties as once over the border the Division had no practicable land or water route out for the wounded and sick. Air strips were constructed without machinery, and most by the Africans themselves; light planes could manage with a 350-yard strip, Dakotas requiring a preferred 1,500 yards.

There were quite long periods, however, when evacuation was not possible and the wounded and sick had to be carried by stretchers sometimes for days on end. Rapid evacuation to base was preferable to field surgery, but the rule was always to operate unless the air strip was functioning. It was usually not practicable for casualties to be evacuated so use was made of the 'jungle surgical team' which composed a surgeon with a European operating theatre assistant, four African nursing orderlies and an anaesthetist. The team of eight unarmed soldiers could set up a field operating theatre in one and a half hours with bamboo furnishings and framework and stretcher as the operating table. In the monsoon season a large tarpaulin was firmly secured to provide cover to the operating stretcher and instruments.

On one occasion, just as the surgeon was about to incise the patient's abdomen *the overcast sky became black and the rain torrential. It was scarcely possible to see the umbilicus...The wind, violent and gusty, blew rain all over the patient, its chilling draught causing anaesthetist, surgeon and assistant to shiver. Moreover it lifted leeches from the paddy and deposited one on the anaesthetist's chest where it adhered with hungry determination. The combination of the invisibility of the operation area, and the vision of a cold wind playing on the exposed intestine depositing leeches thereon was too much; the operation was abandoned*'. The patient survived.

Further south of Akyab and nearer the Rangoon basin, Ramree Island was the jumping-off ground for 26th Division's new assignment which was the interdiction of Taungup Pass on the mainland and a possible assault on Rangoon. The division began landing at the island in the last week of January 1945 and was concentrated near Minbyin by the first week of February. One of its Brigades, the 4th, made a landing at Letpan, and was joined by the 82nd (WA) Division and 22nd East African Brigade. In early April 1945 82 (WA) Division was sprawling on the coast with one Brigade at Tamandu and the others in the Kindaunggi and Taungup areas. Many of the coastal garrisons were inaccessible except by occasional landing crafts and light planes, which were used for the carriage of mails.

On a visit of inspection to Ramree, Capt. Raman, officer commanding 595 L of C Postal Unit made the following note in his situation report:

on 27th April 1945 I left on a tour of inspection and returned on the 30th travelling in a L-5 mail plane checking mail exchanged on the circuit Akyab (leaving 03.30) – Sharp Island – Kindaunggi – Minbyin – Kyaukpyu (arriving 11.50). A second run is made in the afternoon the other way round. Mails to and from 82nd (WA) Division FPOs were carried in these two runs. In April 1945 FPO 771 (WA) was at Sharp Island; a British officer from Tamandu exchanges mail at the air-strip and maintains a record of all mail exchanged. FPO itself is about two miles from the strip. 82 (West Africa) Division FPOs 770 and 772 were at Kindaunggi. Mails were exchanged by a 'rep' of Divisional Postal Unit. Division FPO is only a furlong from the air-strip. I have visited the FPO and contacted Lt. Hobbs O.C. Divisional Postal Unit and he has no complaint about the receipt of mails from my unit.

By now the Japanese had lost the vital sea and air bases at Akyab and Ramree and these could now be used by the Allies to support an advance against the main enemy forces in Central Burma. Mandalay was captured on 21 March 1945 and on 3 May the leading brigade of 26 Division entered the great seaport of Rangoon. After its occupation in May 1945 Rangoon became the hub of postal activities in Burma. A mixed British and Indian Base Post Office (BAPO No 7) was established there in June 1945 but before that 595 L of C Postal Unit had reached Rangoon from Akyab in May and established itself in the GPO building. Akyab was the 14 Army Mail Centre (FPO A.M 1) from 18 May to 30 August 1945. FPO 187 was called to Rangoon in October 1945 and FPO 193 to Ramree in January 1946, leaving FPO 200 to carry on as APO Akyab from January to December 1946, when the Army Postal show wound up in Akyab.

There was a large Allied force in Burma on VJ Day, 15 August 1945 (with 23 stationary FPOs in addition to the BPO) but most of them were soon on their way home or to other East Asia countries for occupation duties. The final garrison in Burma Command (as 12th Army was later named) consisted of the 17th, 19th and 82nd (West Africa) Divisions and 22nd (East Africa) Brigade. The task of Burma Command was to collect, disarm and repatriate the Japanese surrendered personnel and help the civil administration to rehabilitate the country and maintain law and order. The 82nd (WA) Division was located at Prome where mails were sent regularly by road through the 63 Brigade Road Despatch Service. No 18 L of C Postal Unit returned to the Indian Command fold on 1 October 1945 and was reformed as No 18 Advance Base Post Office on the same day. For mail purposes it shed the FPOs in Comilla area (which included WA 873) to the Base PO at Calcutta and the revised 'c/o 18 ABPO address was used only by 18 ABPO. The Base Post Office closed at Chittagong on 15 July 1946. Except for the FPOs of 17th Divisional Postal Unit, army postal facilities ceased in North Burma on 31 December 1946 and in all Burma on 14 April 1947 when responsibilities were transferred to the Burma P&T.

The formational FPOs served by Base Post Offices Nos 11, 14 and 19 (covering the Eastern coast of India and Ceylon) included 81 (West Africa) Division with FPOs 696, 697, 698 and 699 between March 1945 and October 1946. FPO 873 was a stationary FPO in Bengal-Bihar based on No 12 ABPO (Calcutta) at Sonamura (West African) from October 1945.

On 26 January 1945 responsibility for the West African operations under XV Corps passed to 82 (WA) Division and the 81st and any West African Corps troops crossed the Kaladan for the last time where motor transport ferried them to Charinga. They did not remain long at Chiringa after the visit from Gen Leese. GHQ India requested these troops be located, including 3 Brigade, at sites around 90 to 100 miles up country from the city of Madras in hutted camps. The Auxiliary Groups built a leave camp at Ennur on the coast. This situation lasted from mid-March to December 1945.

The Japanese surrender on 15 August after the atomic bombs had been dropped faced the British forces in SEA with the problem of repatriating large numbers of freed prisoners and the demand for shipping delayed the repatriation of 81 Division well beyond the dates originally planned. Eventually, as 1945 drew to an end, boats began to be found, the first sailing before the end of the year and Christmas was spent at sea. Most sailed from Cochin, their buglers sounding the haunting call known as the 'Hausa Farewell' as they left. 82 (WA) Division stayed until the last Japanese had left the Arakan and formed part of the final garrison in Burma Command; going home in July and August 1946. Gratuities were paid on discharge: eight weeks' pay and allowances, overseas service gratuity (about 30 days' pay) and a war gratuity for each month's service. In total, for a private, these would amount to around £16. The men also had balances of their ordinary pay and much of the money due was given in the form of a Post Office Savings Account to discourage reckless spending.

Army Post Offices

On 1 March 1942 the general Branch of Army HQ sent a note to its Quartermaster General's Branch asking them to reconsider the existing regulations and authorise Field Post Offices. It is possible that the civilian postal services will cease to function in districts where fighting occurs. It was therefore considered that arrangements should be made for a military postal service to meet the needs and consent was given on 9 March with Headquarters 14 Division.

Operational formations – Armies, Corps, Divisions and Brigades – were given FPOs which moved with them as required by training and operational considerations. FPOs do not and cannot act in isolation; they are essentially one end of the chain that carries a letter from a soldier to his family or vice versa. Wherever they went, there was a Base PO from which the FPOs received and to which they sent their mail, all within easy reach, but located further back where it could work round the clock. The Base POs also supplied the FPOs under their charge with postage stock, postal forms and stores and gave directions about accounts.

One of the main reasons for having FPOs was to ensure the actual location of the field units was not disclosed in the postal address. To keep a division supplied required a large organisation had to be set up near and behind the front line. The Base and Lines of Communication Units were also covered by stationary FPOs dependent on the same Base POs as the operational FPOs. FPOs are those post offices which form an integral part of the Army and are set up, worked, controlled under the orders of the Army's own Postal Organisation. POW camps holding Italian, German or Japanese prisoners and other foreign internees were not served by FPOs but by existing or temporary civil post offices opened for them.



Figure 7

81st (WA) Division Postal Unit 1943

Mail for delivery to a FPO is not addressed to a post town of destination but to a unit followed by the approved security code which directs it to the right BPO (Figure 7). At the BPO, a complete record is kept of the units served by its FPOs and their day to day location. All incoming mail is first separated into the main branches of the Army and then sorted into units. Direct mail bags are closed for each FPO and they contain unit mail bundles sorted for distribution.

During the dark days of 1941-1942 sea mail was uncertain and slow, so those who could afford it used the expensive air mail facilities. The focal centre of air communications from India to the west was Karachi. The Postal Manual (war) stated specifically that Indian APOs wherever they may operate, in India or overseas, would use Indian postage stamps and charge the postal rates applicable in India. However, the question was raised later by the British PO that British troops served by Indian APO's should be permitted to use British stamps at British rates. The Indian Post Office resisted but it could not stop its FPOs overseas from accepting mail from troops prepaid with British stamps so long as it did not have to carry that mail to destination under its own arrangements and cost. This became accepted in all theatres of war.



Figure 8

81st West African Division soldiers
retrieving air-dropped supplies

Transit times – early in the war delivery of mails was erratic and there was much grumbling about mail delays. An Army Order at the end of 1942 explained the reasons and noted transit times on a number of routes including India – UK as surface mail 3-4½ months, air mail 2-3 months and Airgraphs 3-4 weeks (with a note: airmail for and from U.K. travel by air between India and Africa only). Kodak filming stations for Airgraphs were situated at Bombay and Calcutta.

The opening of the Mediterranean in 1943 permitted mail aircraft to fly all the way from India to UK this brought a welcome reduction in transit time of air mail between India and UK as follows:- air letters 10 days, Airgraphs 11 days, ordinary air mail letters 13 days. However sea mail remained slow and uncertain as before. By

the end of 1944 the RAF had established direct flights from UK to Karachi six days a week and letter mail of all categories, surface and air was reaching India on these services in 3 to 5 days.

The Divisions received mail by air drop on a regular basis. Unit representatives at base sorted out mail for those in the field and put it in bags which were sealed and passed on to the airfield, then packed in large wicker baskets and dropped by parachute. The parachutes were in colours indicating the contents of the basket: red for ammunition, yellow for petrol and oil and white for food and general supplies. Mail and money drops were marked by tassels (Figure 8).

The Post Office rules for handling registered mail had to be adapted slightly, as obtaining a signature from an addressee in the bush presented obvious difficulties. Sending mail out, on the other hand, was only possible when a landing strip was available, when there was one, both light planes and Dakotas would fly mail out.

Writing home was a problem for most of the African soldiers, who were not literate; they had to rely on a friend or on their officer or European sergeant. They were also unhappy at not receiving many letters from home – their families had the same problem. Though District Officers and Commissioners did what they could, they had no funds to pay professional letter writers. Quite a number of the few surviving envelopes sent back home are registered which might indicate soldiers sending money back to their families.

A system of unit censorship was introduced in respect of correspondence posted by troops throughout India. Imposition of Unit Censorship was one of the primary reasons for establishing static FPOs and BPOs within India. As required by military censorship regulations, Green Envelopes (A.F.W.3078) – known as Honour envelopes – were brought into use. These envelopes were not censored in Units but were liable to censorship at the Censor Stations. Field Censor Units were also placed at stations where ABPOs were functioning (Figure 9).



Figure 9

FPO 769 allocated to 82nd (WA) Division.

Honour envelope sent by No 26946 Pte J.K. Appon on 30 SP 44 to Obuasi.

At this date the Division was in India prior to being forwarded to Burma in November 1944

By March 1946 almost all wartime units had been demobilised and the West African Divisions had ceased to exist. The quite substantial detachment, however, which marched in the Victory Parade in London in June 1946 was composed almost entirely of Europeans and Africans who had worn the spider badge (insignia of 81 (WA) Division).

The RWAFF regiments were awarded thirteen battle honours for services in Burma, all but one (Chindits 1944) in the Arakan, six earned by 81 (WA) Division. Four of these were borne by all Regiments of the RWAFF but the battle honour TINMA was earned by The Gold Coast Regiment alone as was the part played by 1 Gambia in the fighting around Mowdok which was rewarded by the conferment of the battle honour MOWDOK.

From the 81st alone a total of 261 were killed in action in the Kaladan between January 1944 and January 1945 (33 Europeans and 228 Africans), a total of 1,170 wounded and 178 recorded as missing. The number of Africans of 81 (WA) Division who died from all causes while serving overseas were 711 Nigerians (including the Chindit Units), 360 from the Gold Coast, 213 from Sierra Leone and 89 from The Gambia. During the final Arakan campaign the 82nd suffered 2,085 casualties.

List of FPOs recorded as allotted for the West African Force

FPO 538 West African Force. Allotted 13.2.42 returned to Home Postal Centre (HPC) 30.1.46. No record of use by Proud

FPOs 559, 560, 561, 562, 563, 564 and 565. Allotted West Africa APS 13.3.42. Returned to HPC between 29.8.45 and 30.1.46. Proud did not list any of these as being used in India or Burma. 559, 560 and 563 recorded used in Nigeria between September 1942 and August 1945

FPO 670 Allotted West Africa Force G.H.Q. 6.4.43. Allotted 81 (WA) Div 10.2.45. Used in India in March 1945. Returned to HPC 24.1.47

FPOs 696, 697, 698 and 699. Allotted G.H.Q. W.A.F. 6.4.43. Accompanied 81st (WA) Division. Recorded used in India between 19.10.43 and 7.12.43; Burma between 8.12.43 and 18.3.45 and then back to India 22.2.45 to 13.7.46. D/S returned to HPC 24.1.47

FPOs 769, 770, 771, 772 and 773. Allotted 82nd (WA) Division 4.11.43. Recorded used in Nigeria between (4.3.44) and 28.5.44; India between 10.7.44 and 8.11.44 and Burma 9.11.44 and (5.8.46). Division disbanded 13.11.46

FPO 873 To South East Asia Command 5.1.45. Recorded in use in Burma between 13.6.45 and 10.9.45 then India 24.4.46 – 7.9.46 when it was based on No 12 ABPO Calcutta

No 18 Advance Base Post Office for the Arakan front at Chittagong in May 1943

No 7 Base Post Office – date stamps issued 1.4.45. Recorded used in Rangoon 5.7.45 – (25.3.47)

Endnote

Mail from the Burma Campaign is not really uncommon, but in my experience very little is addressed to West African territories. If any WASC members or other readers have such items I would be delighted if they can send me details, preferably with a scan or good photocopy. Any other comments or information also gratefully received.

My contact details are in the Membership List; the latest edition of which should be included with the mailing of this edition of *Cameo*. Thank you, John.

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- 1 Proud Edward & Gould Robert, *History of British Army Postal Service* Vol III, 1982
- 2 Virk D.S., *Indian Army Post Offices in the Second World War*, 1982
- 3 Virk D.S., Joint Editors A.J. Brown and W. Garrard, *Indian Army Post Offices Locations and Movements: The Forces Postal History Society*, 1973
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- 5 Accounts by war correspondents from the Daily Telegraph
- 6 Percy Arthur, *The Dakota*, chapter four, Air Command South-East Asia, Ian Allan 1972



Great Britain Wrapper to Sekondi, Gold Coast

Dr John K. Courtis FRPSL

John Frank Hyland, the addressee on a post office postal stationery wrapper to Sekondi, Gold Coast, must have been in demand as an engineer when railways were being built in far-flung parts of the British empire. Sekondi, located on the coast of the Gulf of Guinea, was a terminus for railways that extended into the hinterland to transport mineral and timber resources. The wrapper is the only known recorded example to this destination and is illustrated (Figure 1).



Figure 1 Destination Sekondi, Gold Coast
Uprated One Penny wrapper from Ashford, 1902

There are four 22mm strikes of ASHFORD/6 PM/AP 24/02/KENT on a 1d Queen Victoria indicium (E6) uprated 3½d, paying the 9th weight scale or 1lb 2oz. The unusual mixed uprating comprises four different stamps: 1880 1d QV Venetian red (red brown), corner initials OF (SG 166, Sc 79), 1864 1d QV rose red plate 168, corner initials QG (SG 43, Sc 33), 1902 1d KEVII scarlet (SG 219, Sc 128) and 1887 ½d QV vermilion (SG 197, Sc 111). This combination of franking implies a deliberate attempt to supply the recipient with a variety of stamps, for in 1902 a 3d KEVII dull purple/orange-yellow stamp (SG 232, Sc 132) had been issued that could have been used in lieu of the three different 1d stamps. There is no arrival postmark.

Sekondi

Sekondi, also known as Secondee and Sekundi is located on the west coast of Africa and is a seaport of the Gold Coast (now Ghana). The Dutch built Fort Orange in 1642, and in 1647 the British built (the first) Fort Sekondi. Eventually the British took over the Dutch fort in 1872 when formal English sovereignty was proclaimed over the Gold Coast Colony and Sekondi became one of the main trading posts.

The discovery of gold at Tarkwa, some forty miles from the coast, led to the construction of the first section of railway from Sekondi, which was then a cluster of mud huts along the shore. The decision to build the railway arose when it was found that transporting heavy machinery to the mines through the jungle was costing £40 a ton, making the working of the mines unprofitable.

Before the railway could commence, it was necessary to find a suitable site for a terminal port to bring in the necessary supplies. The native village of Sekondi was selected even though it was not a harbour, but

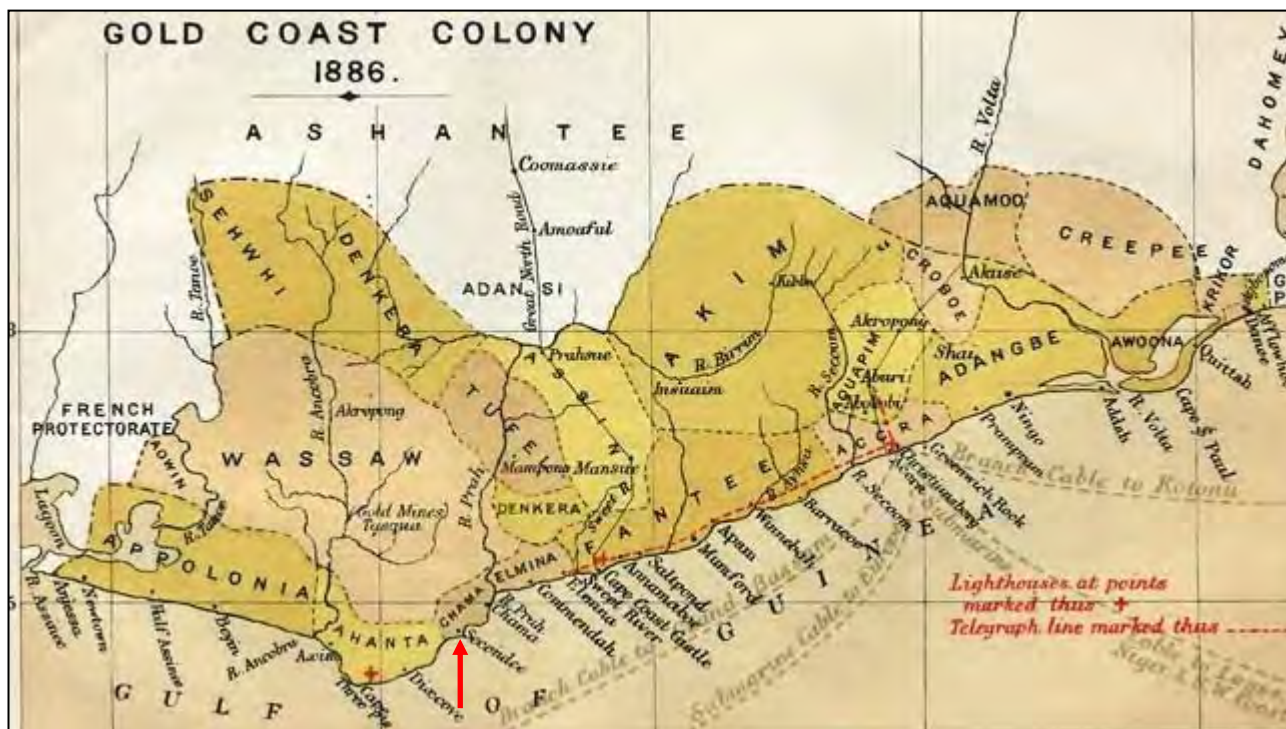


Figure 2 Gold Coast Map, 1886. Sekondee is arrowed

only a small, open bay. Steamer ships had to anchor off the coast and discharge cargo into boats which had to navigate heavy surf and avoid sandbars. The construction of makeshift harbour works at Sekondi was restricted by the difficulties of the site, and by the limited financial resources of the Colony. Once the wharf had been built, the engineers then turned to the construction of the railway. The recipient of the wrapper, John Hyland was one of those engineers.



Figure 3 Sekondi Landing Place, 1898

Construction of the rail system through the jungle began in 1898 under the Gold Coast Civil Service with its headquarters in Sekondi. The first section from Sekondi on the coast to Tarkwa, which quickly developed into a gold-mining centre, was completed in May 1901. Once the line was opened, there was rapid development of the mines. The cost of transport fell to £5 a ton when the heaviest machinery was transported to the mines and installed.

Every month a supply ship left from Liverpool. When vessels arrived off Sekondi, much material was inevitably lost in transshipment into surf boats because of the lack of harbour facilities. These losses affected

the progress of construction, as sometimes delays of several weeks occurred while duplicate orders of lost material were being fulfilled in England and shipped. Nevertheless, perseverance resulted in a wharf being built in 1900 and eventually rail lines running the length of the dock to facilitate unloading directly onto the trains.

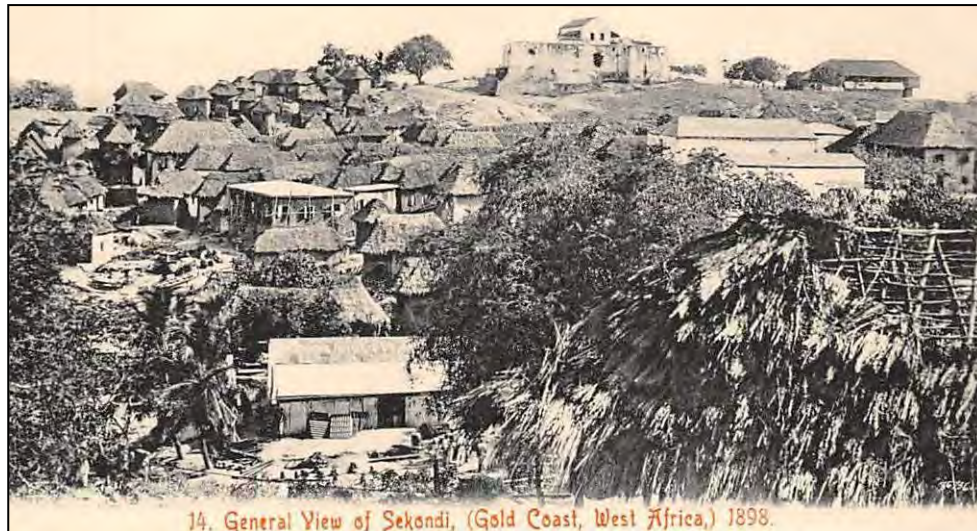
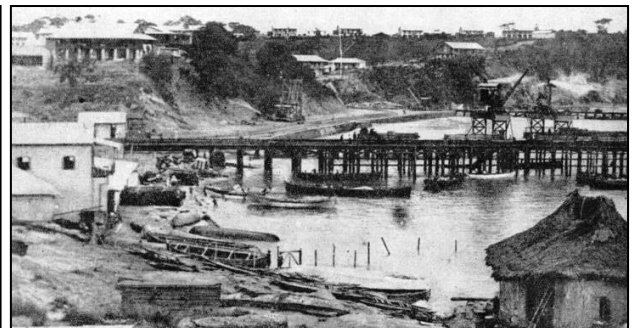


Figure 4 Sekondi General View, 1898

A commercial centre grew up in the area near the wharf and became known as the 'European Town' of Sekondi. European firms invested capital and material into the area, the population increased, and Sekondi grew in commercial and economic stature. Sekondi also possessed the first railway terminus and a railway line which led inland through the mining areas of Tarkwa and Obuasi to Kumasi. It was 27 years later, in 1928, when the construction of the deep water Takoradi harbour took over as the major shipping port of the area. Takoradi soon became the operational headquarters of the national railway system.



Figures 5 and 6 Sekondi Railway Jetty and Seaside Village

The addressee

The wrapper commenced its journey from the market town of Ashford, Kent. While a connection with the railways in Ashford would be an elegant fit with the railway engineer Hyland, an even stronger connection is likely between him and his father's firm Lewis and Hyland, which operated a store in Ashford. This was a firm of drapers and outfitters supplying quality merchandise which traded under the name Lewis and Hyland even after the partnership with Lewis had been bought out by Hyland in 1883. They operated a string of shops in New Rents, Ashford (his father's store), and in Folkstone and Tenterden.

John Frank Hyland, one of four brothers, was born in Ashford, Kent to Frederick and Lucy Hyland circa 1860. He did not enter the family business but became a mechanical engineer specialising in railway construction. Prior to working in Sekondi as a consulting engineer on the railway line through the jungle to the gold mining district of Tarkwa, he worked on the rail in Sao Paulo, Brazil. He is listed in Proceedings of the Institution of Mechanical Engineers in 1885 in Brazil and in 1907 in Sekondi.

Given the weight of the wrapper's contents, 18 oz, the enclosure was likely either a catalogue of the firm's merchandise and/or a bundle of Kentish Express newspapers with local news.

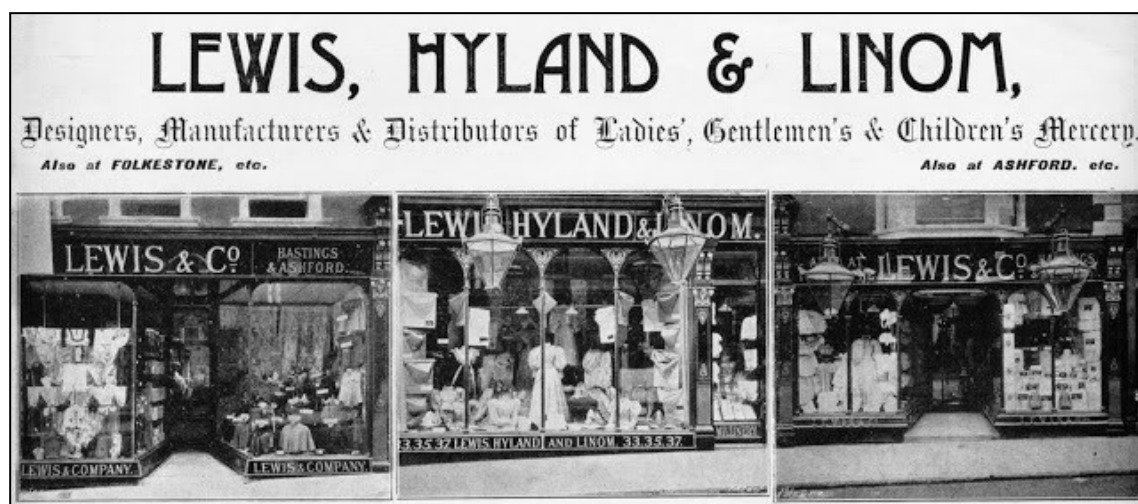


Figure 7 Lewis and Hyland

The Route

Ashford is nearer to Southampton than Liverpool but West African mails left from Liverpool. The night train took the wrapper from Ashford on Thursday April 24 to arrive in Liverpool on the Friday. Mails addressed specifically to Sekondi sailed from Liverpool on Wednesdays for the West Coast of Africa. The next sailing date would have been Wednesday 30 April. An Elder Dempster steamer (possibly the SS *Ekuro* or the SS *Lagoon*) sailed from Liverpool for Grand Canary, Conakry, Sierra Leone, Cape Palmas and a series of small trading ports including Sekondi and other port settlements down the coast to Accra, Prampram, and Kwitta.

There was a post office in Sekondi which opened circa 1853. John Hyland would have resided in the European Town of Sekondi. Mail was either picked up at the post office or delivered to him at the headquarters of the Railway.

References

- 1 Agovi Kofi E., *The Colonial Legacy & the Self-Definition of a Ghanaian City: Sekondi-Takoradi 1928-65*, pp24-35 in Adandé Alexis, Arinze Emmanuel and Arinze E.E., editors, *Museums & Urban Culture in West Africa*, published James Currey 2002, pp168
- 2 mikes.railhistory.railfan.net/r139.html



A 'Judicature Fee' Fantasy of Gold Coast?

Ian Anderson FRPSL



I recently found this 'stamp' in a Cinderella lot (Figure 1). Obviously, the seller did not attribute any rarity or value to the item. Consulting Ensor (Ref. 1) he makes no mention of 'Judicature Fee' stamps. The 'Judicial' overprint keyplates range up to £5, so Twenty Pounds is suspicious.

If a real issue, could this be a rare variety with King Edward's head inverted? It is attached to flimsy light blue paper more akin to an envelope than a document. The cancel barely connects to the piece and is so incomplete as to be unhelpful in identifying a genuine use.

Figure 1

Ian Spencer, a committee member of the Revenue Society and a Cinderella dealer, noticed the similarity of the frame to Victorian and the King's head to Edwardian Cape of Good Hope revenues.



Figure 2



If this had been a mint stamp I could suggest that this was a printer's trial adapting existing plates. Multiple Judicials were used to pay fines, so perhaps there was a received need for higher value stamps. Is this a clever fantasy?

Reference

- 1 Ensor Michael, *Postal Services of the Gold Coast*, WASC 1998

New Type 19 from Gold Coast

John Mills

Towards the end of 2019 I was fortunate to be able to purchase the cover illustrated below (Figure 1) on eBay.

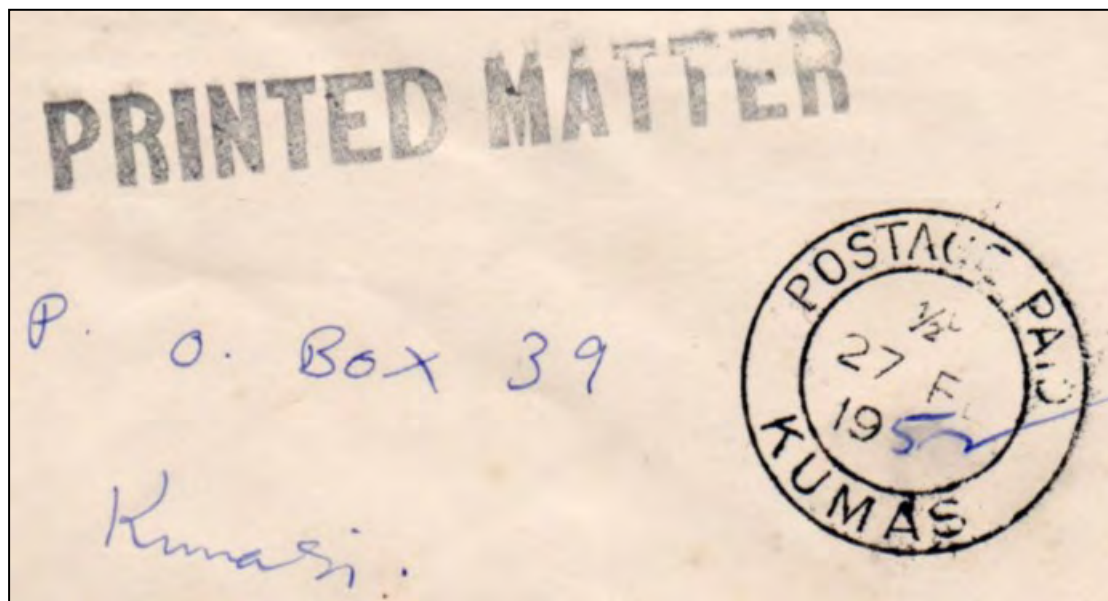


Figure 1 trimmed and re-joined electronically to save space - Barry

Obverse

Internally sent Printed Paper Rate cover, endorsed PRINTED MATTER in black, addressed to P.O. Box 39, Kumasi, with 1 x WASC Type 19? POSTAGE PAID / ½^D/27 FE / 19(52 in blue m/s) / KUMASI in black. External diameter measures 31mm. Until December 2019 this cancellation had not been recorded.

Reverse

Nil

I would be much obliged if any member who has previously seen or has an example of this cancellation to get in contact with me to inform me of the dates etc., and whether this particular type is confined to Kumasi only. My contact details are in the Membership List.

The Adams Postcards of St Helena

Bill Thorpe

As far as I know, nobody has yet published a study of the different versions of the picture postcards of St Helena published by Adams. What follows is my first attempt at this, and I welcome comments, corrections and additions to my lists.

Little is known about T.M.L. Adams, but he identified himself on his cards and was working on St Helena from about 1910 onwards. At present it is thought that there are at least five printings of his picture postcards now that five different Address sides have been identified.

Address Sides

These have been numbered Ad1 to Ad5 for easier identification only, and do not indicate the actual order of the printings (Figures 1 to 5).



Figure 1

Address Side Ad1

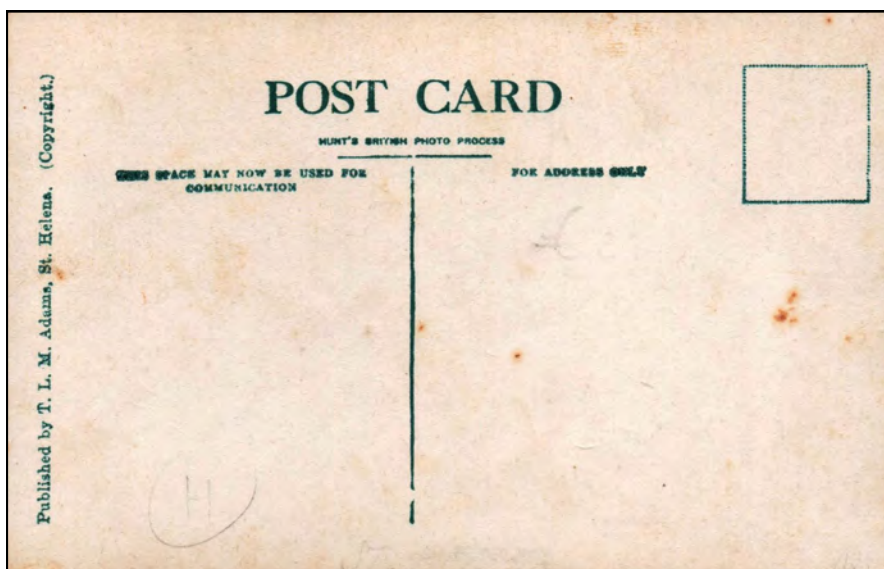


Figure 2

Address Side Ad2

Figure 3
Address Side Ad3
Postage rates
added

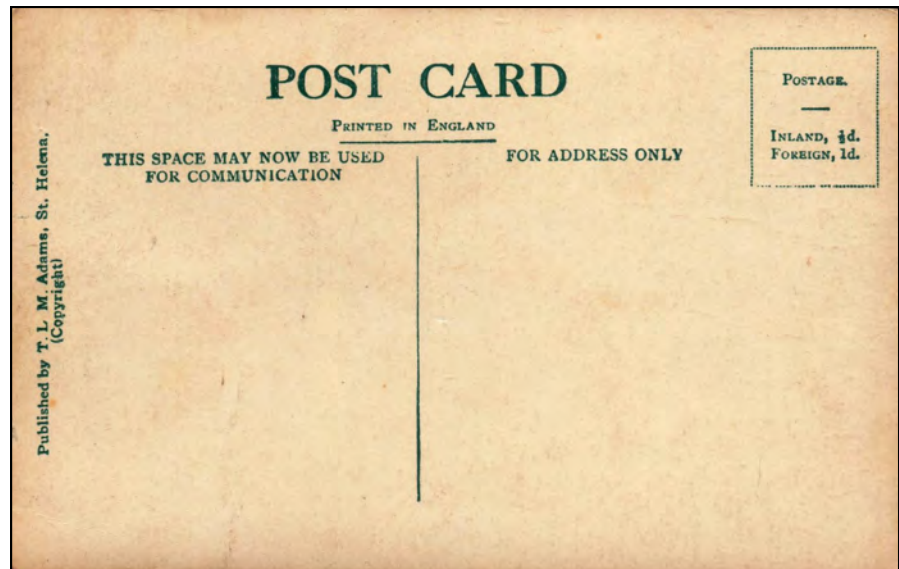


Figure 4
Address Side Ad4
As Ad3 but
no Adams
imprint at left



Figure 5
Address Side Ad5
A completely
redesigned
address side



Picture Sides

The pictures are of well known St Helena landmarks, some of which have been reproduced by other printers. Longwood Old House exists with four of the Address sides (Ad1 to Ad4). To date ten different pictures have been seen - this includes three variations of Napoleon's Tomb (Figure 6). However, there are variations in the positioning of the caption, and differences in colour and shading. For ease of display the latter will not be mentioned as it can be very subjective and sometimes difficult to reproduce in a scan.

The cards are listed (Table 1) in ascending order of Address side. The majority of cards have the caption at the left, and only variations from this are noted. Also the use of 'St Helena' in the caption is not consistent, the ratio between not present and present being 2 to 1.

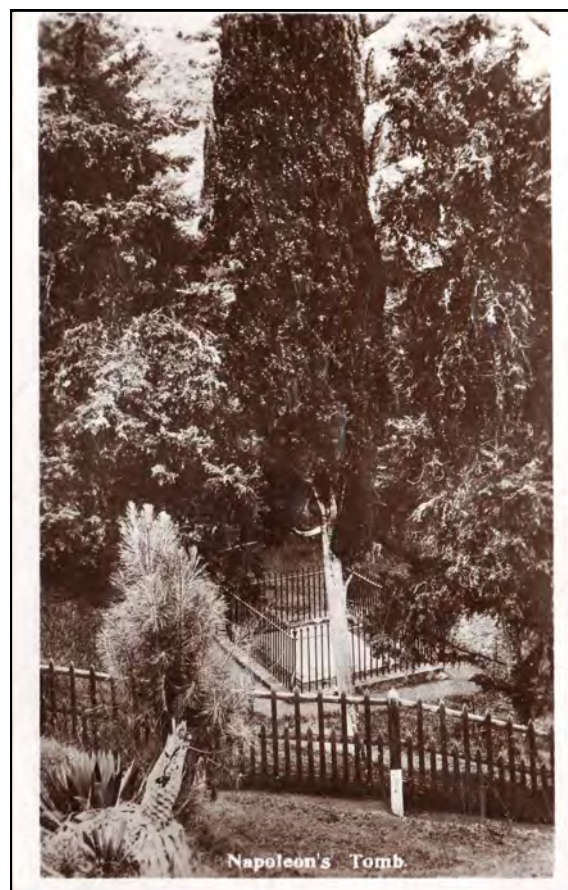


Figure 6 Three variations of Napoleon's Tomb: (1) top; (2) above left; (3) above right

Subject	Portrait/ Landscape	Address Side Type					Caption				Unused (M) Used (U)	
	P/L	Ad1	Ad2	Ad3	Ad4	Ad5	C.L	C.C	C.R	SH	M	U
The Harbour	L	1					1			Y		1
Jamestown	P	1					1			Y	1	
Longwood House	L	2							2	N	2	
Napoleon's Tomb (1)	L	2					2			N	1	1
Main Street	L	1							1	Y	1	
Jamestown	P		1				1			N	1	
The Ladder	P		1				1			N	1	
Longwood House	L		1				1			N	1	
Longwood House	L		1						1	N		1
Jamestown	P			1			1			Y	1	
The Ladder	P			1			1			Y	1	
Longwood House	L			1			1			N	1	
Main Street	L			1			1			Y		1
Napoleon's Tomb (1)	L			1			1			N	1	
Napoleon's Tomb (2)	P			1			1			N		1
Plantation House	L			1					1	N	1	
Longwood House	L				2				1	N		2
Napoleon's Tomb (3)	P				1			1		N		1
Plantation House	L					1	1			N	1	

Key Ad1 to Ad5 see Figures 1 to 5

Caption refers to the position of the picture position; C.L (left), C.C (centre), C.R (right)

SH is the presence of 'St Helena' in the caption, present **Y**, not present **N**

Unused/Used is not sent (unused, in **red**) / used (mailed, in **green**)

Table 1 Details and Numbers Recorded of each card



Figures 7 (left) and 8 (right) The Harbour and Longwood Old House, Napoleon's Residence



Figures 9 (left) and 10 (right)

Main Street, Jamestown and
PLANTATION HOUSE, THE GOVERNOR'S RESIDENCE (the only caption recorded in capital letters)



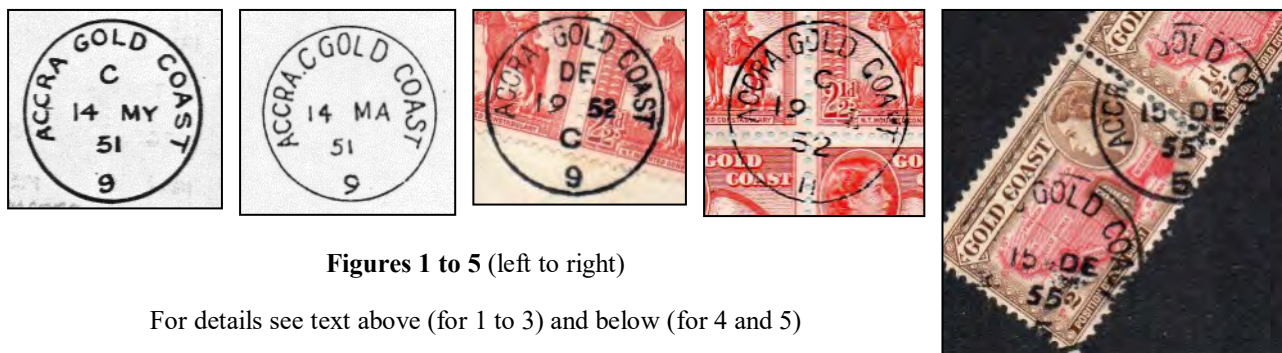
Figure 11
The Ladder



Gold Coast Postmark – Type 21 ‘C9’

Ian Anderson FRPSL

This type 21 is different from the standard which has the village name at the top and ‘Gold Coast’ at the lower part of the circle. The first figure shows the illustration drawn by Mike Mackin with the ‘C’ under Accra with a ‘9’ at the base. The second is taken from Proud where the ‘C’ is interposed between Accra and Gold Coast, with the ‘9’ at the base. The third picture shows an example with the date slugs misplaced and the ‘C’ where the year would normally be.



Figures 1 to 5 (left to right)

For details see text above (for 1 to 3) and below (for 4 and 5)

Before publishing the third edition of the postmark handbook two other variants had been identified. The fourth figure shows a WASC type 21 with the number '11' at the base. The last picture in the row shows a Proud type 21 with the number '5' at the base. All three numbers are listed in the third edition although the two types are not distinguished.

However, I have now located a similar postmark with no letter 'C' and the number '12' at the base (Figure 6). As I now know of four numbers, I would like to ask members if they have any other examples with different configurations or numbers?

References

- 1 *Gold Coast Cancellations, 1875-1957*, 2nd edition 1990, M.T. Mackin, WASC
- 2 *Gold Coast Cancellations, 1875-1957*, 3rd edition 2012, I.G. Anderson, WASC
- 3 *Postal History of Gold Coast*, 1995, E.B. Proud, Postal History Publications



Figure 6



James Smith, Postmaster at Freetown, Sierra Leone

John Hossack

With reference to the recent article, *British Sherbro 1758 – 1914* (Ref. 1), I recently acquired this postcard. It is addressed to James C. Smith at the Post Office, Freetown. There is no message on the back, just a signature for S. Gardner (Figure 1).



Figure 1

Postcard sent in 1901 to James C. Smith from Colwyn Bay, North Wales at the 1d rate. It was carried on the Elder Dempster ship SS *Batanga* which arrived in Freetown on 24 April (Ref. 3)

James Carmichael Smith, born in the Bahamas in 1852, went to Sierra Leone in 1894 taking up the position of Assistant Postmaster at Freetown (Ref. 1). In 1900 he was appointed Postmaster and remained as such until 1911 (Ref. 2).

Whatever his background, James Smith clearly had a contact in North Wales, perhaps a fellow Sierra Leonian or a holidaymaker from Yorkshire?

References

- 1 Horry, D., *Cameo* vol. 20, pp70 – 83, WASC 2019
- 2 Beale, P.O., *The Postal Service of Sierra Leone*, p86, RPSL London 1988
- 3 Proud, E.B., *Postal History of Sierra Leone*, p277, Proud Bailey Co. Ltd, Heathfield 1994

St Helena: The 1890 1½d value Variety

Jeremy Martin FRPSL

The 1½d value SG 48 is fairly well known for the variety 'damaged A of St HELENA'. Recently I came across a remaindered example with a clear frame break above the A.

This does not appear to have been recorded before. Do members of the Circle have any blocks that might identify the position?

It is unlikely to occur on other values of the set that are from Die II; the 1½d being the only value from Die I.

The stamp is believed to have been printed in sheets of 120, two panes of 60 stamps. I have several blocks, including a full pane but unfortunately without the selvage.

However, from minor varieties present, the late Ralph Stanton told me it was from the left pane (see Cameo, whole no. 67, volume 9 pp145-146). This newly reported variety is not on this or any of my other blocks. So if constant, it appears to be from the right pane - Barry



Ascension: Variety on the KGVI ½d Definitive

Jeremy Martin FRPSL



This value, SG 38, has a short vertical line below the T of GEORGETOWN, running from the scroll to the outer frame-line.

I showed it to Mark Buckell, who has considerable knowledge of this issue, and he advises that it does not seem to have been recorded before. It may be a one-off i.e. some foreign matter getting on the plate and being cleaned off almost immediately. Do other members have a similar example?

1948 Air Mail Cover to M.D. Redmond

Kevin Lowther

M.D. Redmond had the sense to save this rare \$1 usage (Figure 1); it reached him in Gold Coast Colony in 1948, but who was he?

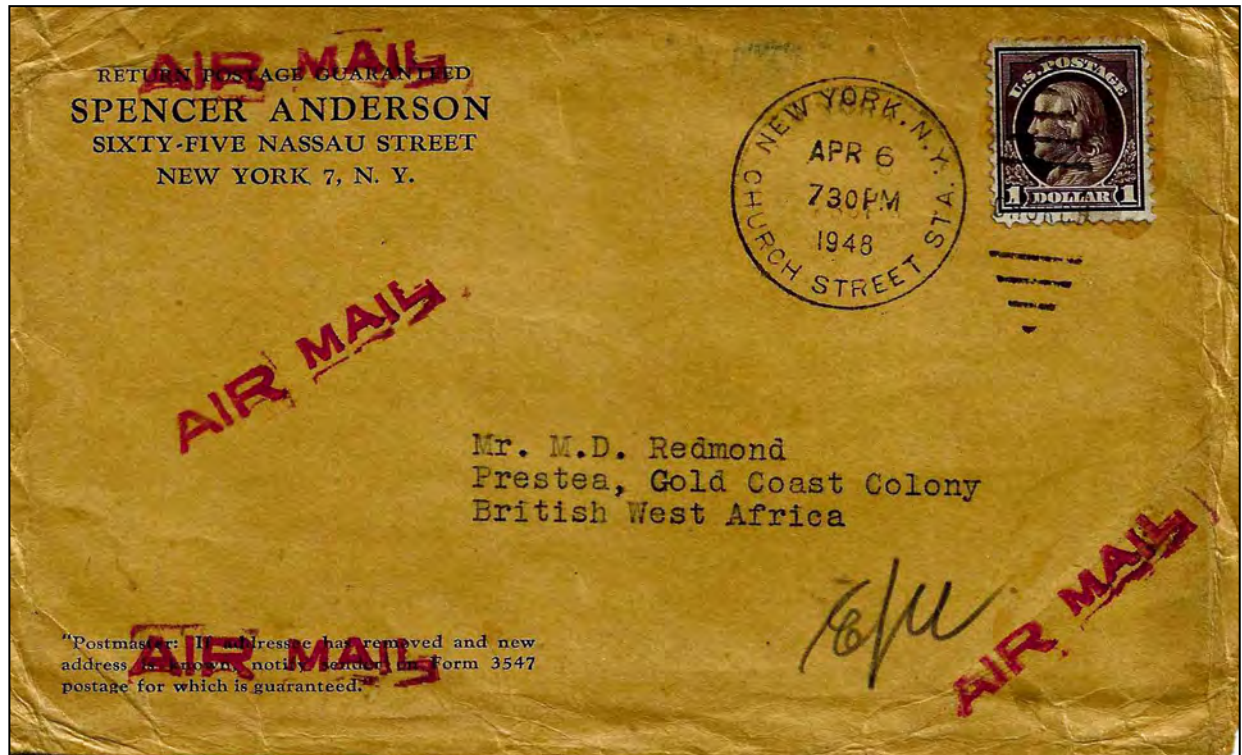


Figure 1 Cover from New York 6 April 1948 to M.D. Redmond in the Gold Coast

Pan American Airways had been flying its new Africa route for just over a month when this cover was mailed on 6 April 1948, by a prominent New York stamp dealer to a client at the Prestea gold mine in the Gold Coast. The dealer paid the double airmail rate (50c per half ounce) using a one dollar stamp - Scott 518, rare on cover - last printed in 1924. The cover was unregistered, suggesting that it might have enclosed a price list.

M.D. Redmond presumably was a senior manager or engineer at Prestea, in the colony's southwest, but can any *Cameo* readers reveal more about him? Was he a well-known collector, for instance? Any information welcome at: klowther5@gmail.com

Pan Am's new Africa service got off to a bumpy start. Eastbound, the Lockheed Constellation flew from New York's LaGuardia Airport to Santa Maria in the Azores, then to Dakar, Accra, Leopoldville and Johannesburg. An early flight made a wheels-up landing in Accra on March 24, without serious damage to the aircraft or injury to passengers and crew. Three weeks later another 'Connie' crashed on the London-Shannon leg of Pan Am's new round-the-world flight. All aboard were killed.

Access to the internet?

Then visit the West Africa Study Circle Web Site at: <http://www.wasc.org.uk>
Webmaster is Ray Harris - contact:

webmanager@wasc.org.uk

Nigeria QEII 2d black and ochre Plate 5-5

Rob May FRPSL

For the Royal Visit to West Africa in 1956 the Nigerian Post Office issued a commemorative stamp by overprinting a stock of the current 2d definitive design in black and ochre with the words ROYAL VISIT / 1956 in two lines (Figure 1).



Figure 1

The overprinted stamp, printed from Plate 5-5

The stock of 2d stamps that had been sent out to Nigeria in three consignments on 1 September 1953, 18 August 1954 and 21 September 1955 were printed on plates 1-1 and 2-1 (1953), 3-3 (1954) and 4-4 (1955). Apart from the Royal Visit stamps launched on 28 January 1956, no further delivery of the 2d bicolour stamps was recorded by the Crown Agents in 1956 because the 2d grey stamps replaced the bicolour stamps when the inland postal rate was increased from 1½d to 2d. The first delivery of the 2d grey stamps was made on 23 July 1956.

New plates were prepared by Waterlow & Sons numbered 5-5 to print the stock of 2d stamps for the Royal Visit. The stamps were also printed in a distinctively darker shade of ochre. I recall discussions with other WASC members about the existence of plate 5-5 un-overprinted stamps. I am pleased to say that three complete un-overprinted plate 5-5 sheets will feature in a forthcoming WASC auction.

I am not sure whether these can properly be described as 'overprint omitted' but it seems that some excess stock was left over at Waterlows, after the requisite number of overprints were completed, then released to the Crown Agents.

It is moot that any such sheets found their way to Nigeria but I would comment that I have seen and put into my collection one or two used stamps that are printed in a darker ochre shade than normal.



PO Notice: Parcel Post to Ascension, 1886

Nick Wraith

This General Post Office notice dated 11 June 1886 (Figure 1, p119) was shown at a Society of Postal Historians (SPH) conference a year or so ago, and is reproduced here with the permission of Nick Wraith, via Rob May.

No. 22.

PARCEL POST

TO ASCENSION

PARCELS not exceeding 11 lbs. in weight, will now be received at any Post Office in the United Kingdom for transmission to Ascension.

Parcels for Ascension will be forwarded at intervals of three and five weeks alternately, commencing on the 18th June, by the Contract Packets of the Union Steam Ship Company and the Castle Mail Packets Company, alternately.

The latest hours of Posting are as follows :—

In London,		
General Post Office	- -	4.0 p.m.
Town Districts	- -	11.0 a.m.
Suburban Districts	- -	9.0 a.m.

} on the Thursday before the despatch.

In the Country - - - - - so as to reach London by the ordinary Parcel Mail Service due there not later than 9.0 a.m. on Thursday.

In the reverse direction, Parcel Mails from Ascension will be conveyed to this Country by the Steamers of the before mentioned Companies. They will be brought to London, and the Parcels distributed by means of the Inland Parcel Post.

The following are the special Regulations and Conditions to be observed :—

RATES OF POSTAGE.

Not exceeding 1 lb. in weight.....	10d.
For each pound or fraction of a pound additional	10d.

DIMENSIONS.

The dimensions allowed will be the same as those for the Inland Parcel post, viz. :—

Greatest length	3 ft. 6 ins.
Greatest length and girth combined..	6 „ 0 „

PREPAYMENT.

The postage must in all cases be paid in advance, and by means of Postage Stamps which must be affixed by the Sender, and no Parcel will be accepted for transmission which is not sufficiently prepaid.

ADDRESS, &c., AND MODE OF POSTING.

Each Parcel must be plainly directed, such direction setting forth the name and full address of the person for whom the Parcel is intended. It should bear the words "Parcel Post," in the upper left hand corner, and the name and address of the Sender. The date of posting should also be added. A Parcel must not be posted in a Letter Box but—as in the case of the Inland Parcel Post—must be taken into a Post Office, and presented at the counter.

CERTIFICATES OF POSTING.

A Certificate of Posting may be obtained, if desired, by the sender of a Parcel.

CUSTOMS DECLARATION.

Parcels will be liable to Customs duties and regulations, and the Sender of each Parcel will be required to make a Customs declaration furnishing—upon a special form provided for the purpose which can be obtained at any Post Office—an accurate Statement of the contents and value, date of posting, and the Sender's signature and place of abode. Customs duties will be collected on delivery.

FORBIDDEN ARTICLES.

No Parcel containing dangerous Articles, Articles likely to injure other Parcels, Liquids (unless securely packed in proper cases), any Contraband Article or Substance, Specie, Bullion, Gold dust, Nuggets, or Ostrich Feathers, or the value of which exceeds the sum of Fifty Pounds, will be accepted for transmission. A Parcel must not contain another Parcel or a Letter, or other postal packet intended for delivery to a person other than the addressee of the first-named parcel.

RE-DIRECTION OF PARCELS.

Parcels arriving in this Country from Ascension, and re-directed from one address to another in the United Kingdom, will be treated and surcharged under the Regulations which govern the treatment and surcharge of Re-directed Parcels by the Inland Parcel Post.

If a Parcel cannot be delivered as addressed, or is refused, the sender, if his address be given on the Parcel, will be communicated with by the Post Office as to the manner in which the Parcel shall be disposed of.

If returned or re-directed from Ascension to this Country, the Parcel will be charged a full rate of postage.

UNDELIVERED PARCELS.

Parcels which cannot be delivered will be kept for a reasonable time before being finally disposed of.

PARCELS NOT TO BE HANDED TO RURAL POSTMEN.

Parcels addressed to Ascension must not be handed to a Rural Postman, but must be taken to a Post Office.

PACKING OF PARCELS.

Parcels should be securely and substantially packed, and closed by the sender, and in some cases seals may be found necessary. If wax is used, it should be of the special quality which resists the heat of a hot climate.

GENERAL.

Where not repugnant to the foregoing rules, the general Regulations of the Inland Parcel Post will apply equally to the Parcel Post to Ascension.

N.B.—The Parcel Post is already in operation to Belgium, Germany, Holland, Denmark, Norway, Sweden, Switzerland, Barbados, British Guiana, Cape of Good Hope, Ceylon, Constantinople, Cyprus, Egypt, Gibraltar, Grenada, Hong Kong, India (including Aden and Burmah), Jamaica, Labuan, Leeward Islands, Malta, St. Helena, St. Lucia, St. Vincent, Straits Settlements, Tobago, and Trinidad.

GENERAL POST OFFICE,
11 June, 1886.

By Command of the Postmaster-General.

[065] Printed for H.M. Stationery Office by W. P. GRIFFITH & SONS, LD., Finsbury Square, Old Bailey, London, E.C.

Figure 1 (shown at 70%)

Parcel Post now available to Ascension, dated 11 June 1886

Parcel Post Form to St Helena 1917

Nick Wraith

Also shown at the Society of Postal Historians (SPH) conference a year or so ago, was this parcel post form which is reproduced here with the permission of Nick Wraith, via Rob May.

PARCEL POST. [To be used for Parcels to and from the Channel Islands, and for Colonial and certain Foreign Parcels.]

CUSTOMS DECLARATION.

Place to which the Parcel is addressed.
St Helena

Route Via

Gross weight of Parcel
2 lb. 10 oz.

Net Weight Contents
2 lb. 8 oz.

Value as Merchandise
8/-

CONTENTS.
The nature and value of the contents should be accurately stated. Undervaluation of the contents, or failure to describe them fully, may result in the seizure of the parcel.

Books only
insured

I hereby declare that the above particulars are correct and that the parcel to which this Declaration relates does not contain any goods by law prohibited to be exported from the United Kingdom, either to any destination or to the place to which the parcel is destined (*other than the following goods, namely for the exportation of which I hold a licence dated _____ 19____), and I further declare that the ultimate destination of the goods is _____

Date Stamp of Office of Exchange
(For use of Post Office of Exchange only.)

Parcel Bill No. *4* No. of Rates prepaid... *3*

Entry No. _____

Signature and Address of Sender :-
J. Nicholson - South
30 St Stephen's House
Westminster - S.W.

NOTE.—Any person making a false Declaration is liable to a penalty of £100 under the provisions of the Customs Acts.
* To be deleted if inapplicable.

1,000,000. Wt. No. 25899/981. 9/15. T D L R & Co.

Figure 1 (shown at 85%)

Parcel Post Form P.P. 20; also designated F.& C.P.P. No.1
Posted at Parliament Street, London 3 April 1917 to St Helena

Declared to be 'Books only' and sent insured with Net weight 2lb 8oz and Gross weight 2lb 10oz (amended to 7?) Entered on Parcel Bill No. 4 Entry No. 2 it appears to have paid '3' rates. Perhaps the Clerk was referring to the 'Triple System' which was a standard three rates to most Commonwealth countries including St Helena, namely:

Not exceeding 3lb = 1/-
Exceeding 3lb but not 7lb = 2/-
Exceeding 7lb but not 11lb = 3/-

Insurance up to £12 in value was an extra 4d but this then ensured that the parcel was handled in the same manner as a Registered item. Total cost would have been 1/4d.

Parcel Post Form P.P. 20; also designated F.& C.P.P. No.1, is a form of Customs Declaration. This form is one from a printing of 1,000,000 in September 1915, printed by Thomas De La Rue & Co.

Please mention Cameo when responding to Advertisements

WEST AFRICA OFFERS FROM STOCK

ASCENSION. 1932 ½d Badge corner Plate block of four with 'broken mast'. Unmounted mint. SG 10a. **£100**

ASCENSION. 1938 2/6 vertical pair, one with 'davit flaw'. Very fine used. BPA Cert. SG 45b. **£500**

GAMBIA. 1869 4d brown marginal pair from right of sheet with good to very large margins. Very fine mint. SG 1. **£475**

GAMBIA. 1874 6d blue pair with clear to large margins used with GAMBIA/PAID c.d.s. 'AU 21' in red. SG 8. **£150**

GAMBIA. 1880 6d blue used with full GAMBIA/PAID c.d.s. 'SP 11 81' in red. Lovely dated example. SG 18A. **£75**

GHANA. 1965 1C20 on 10/- with surcharge double in green and black. Unmounted mint. SG 390a. **£170**

GOLD COAST. 1906 2/6 'damaged frame and crown'. Unmounted mint. Rare. SG 57a. **£450**

NIGER COAST. 1894 '½' on half 1d dull blue. Very fine used and rare on this shade. BPA Cert. SG 57. **£350**

NIGER COAST. 1894 ½d on 2½d with 'OIE' for 'ONE'. Very fine used on piece with 'SP 15 94' c.d.s. SG 65b. **£750**

ST HELENA. 1863 1d lake with 'extended projection' (F2). Very fine mint. SG 4. **£110**

ST HELENA. 1871 1d lake surcharged in blue-black. Very fine unused. Rare (Cat £1000). SG 8a. **£150**

ST HELENA. 1885 ½d block of four (wmk inverted), one with 'NY' spaced (R.18/12). Very fine mint. SG 35a(x). **£375**

ST HELENA. 1936 (Apr) ½d corner Plate pair with 'cleft rock'. Unmounted mint. Rare printing. SG 97hc. **£250**

SIERRA LEONE. 1923 £5 orange and green. Top marginal. Unmounted mint. A truly exceptional stamp. SG 148. **£3500**

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

MARK HARVEY

P O BOX 205, LINDFORD, HANTS, GU35 5DU, UNITED KINGDOM

Tel/Fax: (01420) 472672 Intl: (+44) 1420 472672

e-mail: mark@surreystamps.com

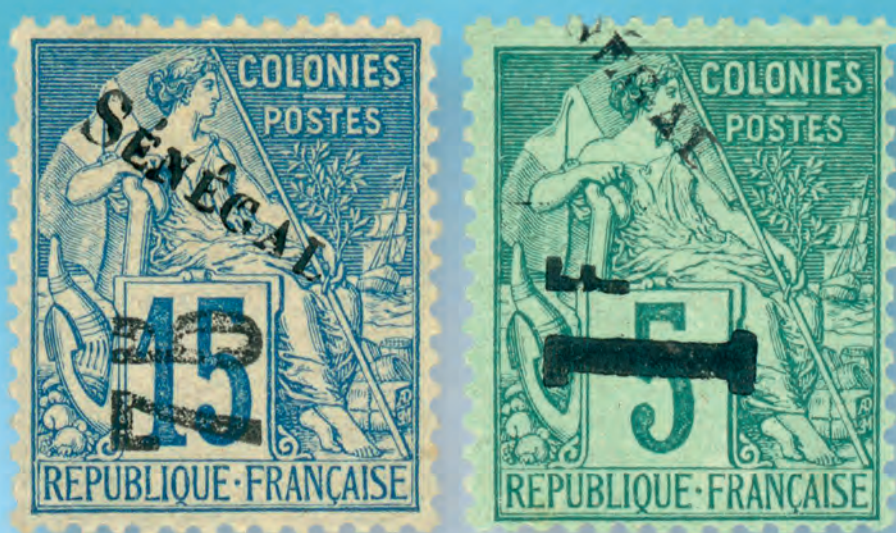
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