

CAMEO



The Journal of the West Africa Study Circle



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Front Cover

Belgian Force in Nigeria 1942-1943
1/3d rate airmail cover sent from BPM n°4 (Ibadan)
on 22 October 1942 to Kinshasa, Belgian Congo.
Transit by BPM n°1 (Leopoldville) on 15 December and
Leopoldville 1 on 16 December 1942. Military censor's
straight linear mark in two lines, type MCa.
See pp 86-100

Editor's Notes

In addition to the obituary for Oliver Andrew in this issue we are also sorry to report the passing of member Brian Davies in November 2017. Brian had been a regular attendee at London and Salisbury meetings.

This *Cameo* will probably have reached you slightly later than usual due to your editor taking a weeks holiday at the critical time at the end of May. I am particularly pleased that this issue includes several substantial articles (hence the short index on the first page) and would particularly highlight the article about the Belgian Expeditionary Force in Nigeria which I suspect very few of us had been aware of.

I am not so pleased that this issue is of just 60 pages, to avoid what happened in January when the weight of the postal packets slightly broke through the 250g weight step, at a significant extra postage cost. As we have another large auction list this time and as we have also decided to continue to circulate the membership list after investigating the impact of the new GDPR rules about personal data, there was a risk of extra cost again if we published 64 pages. GDPR gives you the right to ask for all or any part of your name and address to be deleted from this circulated list. Please contact the Secretary in that event.

There are a number of short articles which their authors may be disappointed not to see published this time. The size of the October *Cameo* will be less restricted because there will be no auction catalogue sent out with it, so I will pass as many articles as I can across to Barry to publish at that next opportunity.



The next issue will be edited by Barry, datelined October 2018, and the copy deadline is 31 August
Rob May

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Scope

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

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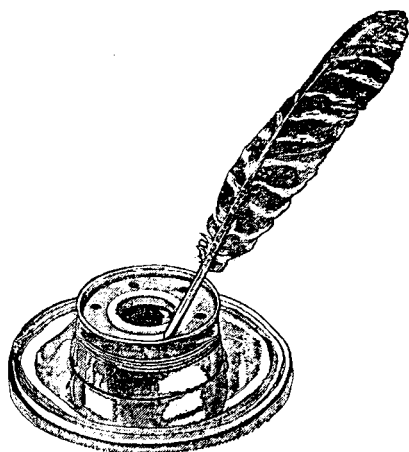
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Letters to the Editor

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

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

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

Rob May & Barry Burns

Togo: the manuscript cancel "Ho"

Dear Rob,

This cancel is recorded by Martin & Walton (Ref. 1) used between 13 January 1916 and 14 April 1916. It is not often seen and all the examples I have seen appear on mail to Rotterdam with 2½d postage. The marking is invariably difficult to read because the colour of the stamp and the existence of the overprint tend to mask the manuscript cancellation. One such cover was included in a lot recently offered by Rolli Schar of Lucerne. I overlooked it until too late but obtained a photocopy from Philasearch. The stamp portion of the cover is shown below, with apologies for the poor quality of the reproduction.



Reference

- 1 Martin J.J. & Walton F.L., *Togo: The Postal History of the Anglo-French Occupation 1914-1922*, p54, WASC, Sheffield 1995

John Mayne
Bridgnorth



Posted on Steamer by Mrs. Trinick

Dear Rob,

In *Cameo* 103, page 27 January 2018, Jeremy Martin illustrated a cover "posted on steamer" in 1930 and also postmarked at Freetown, Sierra Leone, and invited further ideas about its journey. The cover was addressed to young members of the Trinick family in Redhill, Surrey, England.

I found an internet reference to one of the addressees, Michael, who in adult life worked for the National Trust in Cornwall. It was stated that he was born in Redhill in 1924, his mother having returned home for the birth from Lagos, where her husband was a naval commander. This led me to discover that in 1925 Lt. Commander G. W. Trinick was in the British Royal Naval Reserve and worked in the Nigerian Marine Service. At that time the Nigerian government continued to own ships for transport of people and cargo along the Nigerian coast and within the river system of the Delta area.

I passed those details to my sister for further research of his travels to and from the UK. She discovered that on 3rd September 1930 Trinick's wife, Rosamund (née Lloyd, aged 31), embarked at Liverpool on the Elder Dempster ship M.S. *Adda*, as a passenger to Port Harcourt. On the way the ship called at Bathurst, then Freetown. This would have matched the date of 13th September on the cover; so it was their mother who was sending a letter to the children, and the steamer was outward bound as Jeremy surmised.

Ray Harris
Swanley, Kent

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**Then visit the West Africa Study Circle Web Site at: <http://www.wasc.org.uk>
Webmaster is Ray Harris - contact: harris6gray@gmail.com**

**There are now direct links to our advertisers and other websites
Other recent additions include documents by WASC members including information on
Air Routes and Nigerian Postmarks, with extra material frequently added**



Gold Coast postmark “ATAR...”

Dear Rob & Barry

Back in the May 2003 *Cameo* (Vol.7 No.6, p.308), Nick Carter showed a Gold Coast type 18a postmark beginning “Atar.....” and questioned its origin. As far as I can tell, no answer was forthcoming at the time.

Having just re-read this *Cameo*, and possibly having too much time on my hands, I dug out Proud’s *The Postal History of Gold Coast* and eventually found the mark in question in the Tarkwa section: D10 State 3, misspelled “Atarquh”. The recorded dates of 20.10.22-28.10.22 fit in with Nick’s example. The variant is not listed by Anderson.

What is interesting to me is that I had previously thought the type 18 devices to possess fixed lettering, whereas this example indicates to the contrary.

Philip Quirk
Birmingham, UK



Jean-Xavier Goetz

Dear Rob

I refer to the note at the start of Michel Collet’s article on Jean-Xavier Goetz in *Cameo* 103, page 9 January 2018. Michel was responsible for the whole piece; his latest important contribution to the philately of French Cameroun after his previous study of the 35c Corps Expeditionnaire stamp. I believe there is more to come from him on that series.

I did indeed help him with the English version, as in the past, attempting to ensure the article would meet the high standard of readability of our Journal. I have collaborated with his publications in France’s COL.FRA Bulletin. My help in this case was only to correct the English spelling, not having collaborated in preparing the original French version. Best wishes

Dudley Cobb
Paris, France



Sapele, Southern Nigeria type 7C cancel

Dear Rob,

Regarding the article in the January 2018 *Cameo* by Stanley Field (vol 19 no.1, p61) the author rightly comments that Ince & Sacher do not give dates of use of this cancel, but I should mention that both Proud (Ref. 1) and Jones (Ref. 2) do give dates. Proud shows 21 Jan 1914 to 27 Aug 1920 and Jones gives a last known date of 22 Jan 1949—remarkably late for a Southern Nigeria cancel. He actually uses a drawing of the Sapele type 7C canceller on his page 266 to illustrate the general type.

References

- 1 Proud E.B., *The Postal History of Nigeria*, p741, Proud Bailey, Heathfield 1995
- 2 Jones N.M., *The Cancellations and Postmarks of Nigeria 1914-1980*, p266, WASC, Dronfield 2nd Edition 1999

Paul Redhead
Ely, UK



Nigerian postmarks online

Dear Rob

I’ve just updated the lists on

<http://www.nigerian-post-offices.org.uk/index.html>.

There is quite a bit of new information since the last update in August 2017. WASC kindly lent me Neville Jones’ notes which included details of all the information he’d come across since Edition 2 of his catalogue of postmarks was published. It contained upwards of 800 bits of information on new types, use dates and offices from 1914 onwards which I’ve now added to the lists. I’ve also incorporated information gained from going through the late Bob Allen’s postmark collection covering roughly 1937 to 1973.

The lists are slowly creeping into post 1980s offices but the range of new offices and the difficulty of finding good strikes on stamps of that period make it unlikely that we’ll develop as good a range of data as we have for pre-1981 (and there’s still plenty of new information from then still appearing). Another 23 offices from the ‘unknown’ list have turned up together with just over 80 other new names (mostly of existing offices it must be said).

The Neville Jones material included an official NIPOST listing of offices from 1988 (which I think came from Tony). I’ve scanned it if anyone would like a copy (it’s 6MB plus).

Paul Redhead
Ely, UK

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

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

Publications Committee Chairman is Rob May

Obituary: J. Oliver Andrew 1938 - 2018

Oliver was a significant member of our Study Circle, who wrote many articles on our behalf and was author of two important books. His main interest was in The Gambia, where he was appointed Head of the Foreign Languages Department at the Gambia High School. The school was a fine building which was a gift of the British Government when the country became independent. Its purpose was to provide, for the first time in The Gambia, teaching to British university entrance standard for boys and girls in the country.

Oliver was a graduate of Oxford University. Many of the pupils he taught gained university places in West Africa and abroad. After he left the school and the country he and his wife made several return visits; most recently in 2017. He made journeys to inland Post Offices and Agencies to see them and collect examples of their datestamps and postal markings.

His major publication was *The Stamps and Postal History of The Gambia*, published in 1985 by Christies Robson Lowe in collaboration with the West Africa Study Circle. This is a most scholarly work based on several years of study. After this came his joint publication with Stewart Duncan, *The Postal Markings of The Gambia*; another very detailed and substantial production that has been the basis for much further detailed work. It was published by this Study Circle in 2005. He was an important contributor of articles in *Cameo* and to other publications on Gambia.

Oliver regularly attended our meetings and conferences and displayed his collection and new accessions many times. He was willing and able to advise other members as the Gambia study editor for many years. Having also worked in the Gambia he and I soon became good friends. He was a kind and most pleasant man to know and our heartfelt sympathy goes to his wife, Huguette, and to their son and daughter.

Philip Beale

The editors and other members would like to add their appreciation of Oliver. He contributed in his usual genial and erudite way to the 2017 WASC conference at Cheltenham, at which he appeared fit and well, so news of his death so soon after that event is a shock to us all.



R.E.R. Dalwick: Founder of the Study Circle

Ed—the Study Circle holds several of Mr Dalwick's medals in our archive, so we asked Philip Beale the favour of writing a short note about him

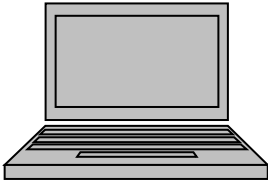
Roger Elgar Richard Dalwick (1889-1971) was the real founder of our Study Circle, in 1950. He was a stamp dealer and journalist who also founded *Stamp Collecting* magazine and published the *Air Post Collector*. Unfortunately nobody now in the Circle met him personally but we have some notes about him. In 1950 there was a meeting at the Congress held in Tunbridge Wells where, in the evening of 18th May philatelists with similar interests were encouraged to meet together. A number of philatelists who collected The Gambia decided to form a Gambia Study Circle and hold regular meetings.

They circulated a Bulletin, much of which was published in *The Philatelist* and, as a result, Roger Dalwick edited his substantial book *The Gambia* which was published by Robson Lowe Ltd. in 1953. Colin McCaig and Jim Whitfield were present at the original meeting and were both still members when a few of us met them in the 1960s.

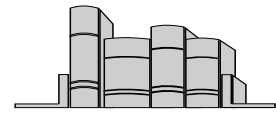
Since its foundation as the Gambia Study Circle the scope of this Study Circle has greatly increased and our title has changed several times as a result. Nonetheless there is a direct line of inheritance from the first meeting of a like-minded group of philatelists on 18th May 1950 and to our founder, Roger Dalwick.

Philip Beal

Sources



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Sierra Leone Certified Postmark Impressions by Frank Walton RDP, FRPSL. Published on-line at <http://www.wasc.org.uk> as a free down load.

Review by Philip Quirk.

In the summer of 1949, an audit of postmarks was undertaken for many British Colonies. Postmasters were required to apply their datestamps to a pre-prepared form, which was to be returned to the colonial GPO and then forwarded to London. The examples from Boajibu and the Freetown-Bo TPO were used by Frank as illustrations in the first edition (1990) of “*The Postmarks of Sierra Leone 1854 to 1961*”. At the time, Frank only had access to photocopies of these impressions, the whereabouts of the originals being unknown.

In their Sale 40 of 29 September 2017, Argyll Etkin offered 14 lots (458-471) of 1949 proof cancels from 21 different countries, including Gold Coast and Gambia, but not Sierra Leone. Happily, however, the Sierra Leone impressions were offered by a dealer to Frank at Spring Stampex 2018.

The Sierra Leone material comprised 58 datestamp impressions, each from a different office or agency. As there were some 75 facilities open at the time, it is clear that the grouping is incomplete; in fact the Boajibu return shown by Frank in 1990 is one of those missing, along with a dozen or so other impressions used by Frank and/or Ted Proud in their books. Each of the remaining returns is illustrated at full size in the current book. A detailed table reconciles each impression with its Walton and Proud identifying numbers.

In the absence of Post Office Impression Books for this period, these official audit strikes assume great importance, and Frank is to be commended for producing this high quality record of the remaining assembly. Although the book is only available as a free download (pdf file) from the WASC website, anyone wishing to have a hard copy can simply print the file. One hopes the purchasers of the Argyll Etkin lots take similar steps to document their holdings for posterity.



Request for Information: Date of Issue of Sierra Leone Edward VII Stamps with Multiple Crown CA Watermark

Frank Walton RDP FRPSL

Current research by Peter Fernbank FRPSL suggests that the first printing of Edward VII definitives for Sierra Leone on Multiple Crown CA paper was for the 1d value on 6 Apr 1904, with all values being printed on 7 Jun 1905. My collection of Sierra Leone was only really of mint stamps or covers – so neither really help with this question. If anyone has a 1d dated 1904, or any value dated 1905 I would be delighted to hear from them.

Ascension Passed by Naval Censor WWII Cachet

Jeremy Martin FRPSL

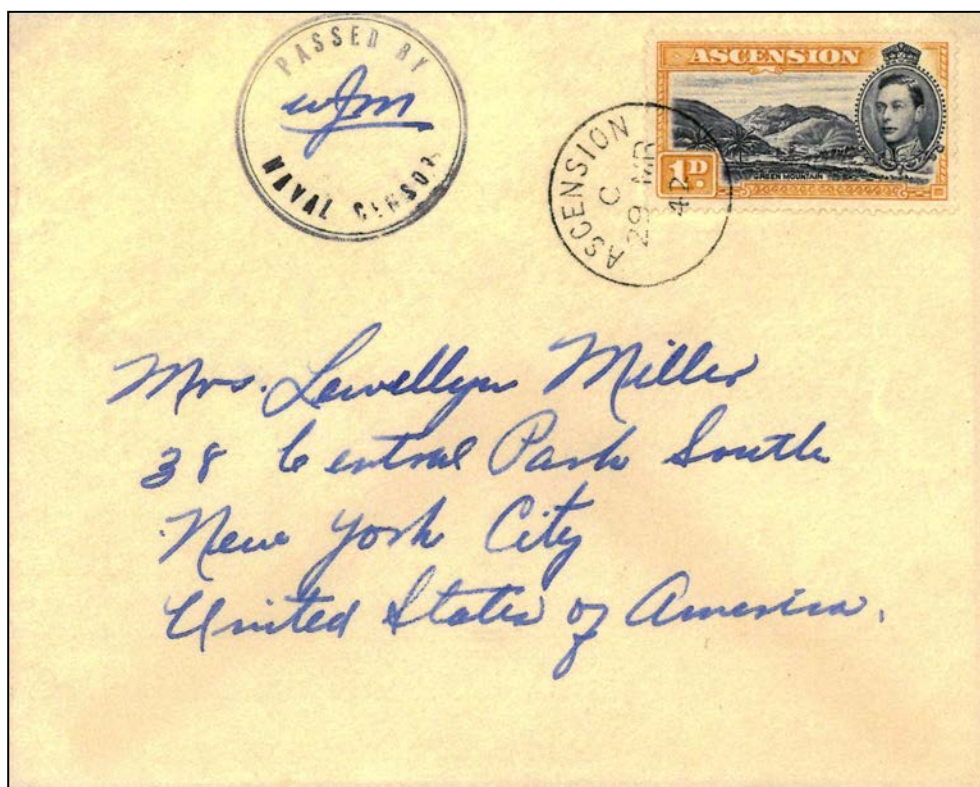


Figure 1 Naval Censor cachet on cover dated 29 March 1942

This cover (Figure 1) was Lot 85 in the Murray Payne sale held on 8 March 2018. There was a detailed description of the cover which came with the lot and is detailed below:

29 March 1942
United States Navy Censor Cover

An interesting cover that has been endorsed with a, 'PASSED BY NAVAL CENSOR', cachet circling the censor's initials 'WJM', who appeared to be the author of the cover, it being addressed to a Mrs. Lewellyn Miller, most likely the author's wife, or mother. The 29 March 1942 was supposedly the day prior to the arrival of Task force 4612 at Ascension, comprising some 1500 personnel for the building of Wideawake Airfield. It comprised the US Corps of Engineers, a medical detachment (77 men), and defensive gun crews. The handling can only be surmised at, but it must have been forwarded to the Ascension Mail Office, having been censored for it to have been accepted and to have been cancelled with a CDS, 'ASCENSION-C-29 MR-1942'. Surprisingly it bears no arrival cancellations, and it is assumed that it was routed through the United Kingdom.

The King George VI, 1d definitive stamp perforated 13½, first issued on the 8 July 1940 would appear to represent either a printed matter postal rate, or a concessionary rate. The cover may well not have been sealed and the envelope used by the author purely to indicate to the recipient his whereabouts, this is particularly likely given the very sensitive nature of Ascension, and the building of the airfield, to be used as a staging base for aircraft en route from United States of America via Natal (Brazil) to the West Coast of Africa. The author was either a member of an advance party, or more likely a member of Task Force 4612 arriving at Ascension.

I have discussed the cachet with members of the Circle and it is thought that the Naval Censor mark was probably applied before the cover was put ashore on Ascension. In the West African Censorship book (Ref. 1) it will be listed under World War II United States Naval Handstamp Type 1.

Reference

- 1 Martin J.J., Walton F.W. & Harris R.H.J., *West African Censorship*, 3rd Edition p20, ISBN 978-1-905647-13-2, WASC 2014

‘Skeleton’ Coast Security in West Africa

David Horry FRPSL

Since 1881 The Kaiser had insisted on German Colonial expansion. The German Colony of the Cameroons (Kamerun) was established in 1884; Togo, on ‘The Slave Coast’ was initially a Protectorate and in 1906 became a Colony. But by the end of 1916 these German outposts had been taken by British and French forces. Some German POWs from West Africa, mainly farmers from Togo and the Cameroons, were accommodated in the Freetown Garrison in Sierra Leone and at Up Park Camp in Jamaica by the British West Indian Regiment. (Fig. 1) They were mainly German Planters who were escorted by the BWIR, whilst undertaking regular three monthly tours of duty in Freetown. When these Colonies were mandated to the British and French after Versailles, Germany had lost valuable colonial resources. Their biggest headache was the loss of the diamond fields of Namaqualand, Namibia. By 1913 the onshore Namibian diamond fields accounted for 20% of world diamond production.



Figure 1 West India Regiment (Bermuda, 1944) - George Odom is seated at the far left

Intelligence and Surveillance

In 1909 the British Secret Services were formed; their sole purpose was to monitor the Germans in the UK and the Empire. Prior to that, the Intelligence Services were administered by the War Office and the Naval Intelligence Department. Captain Mansfield Cumming was the first director of what would become the Secret Intelligence Service (SIS), also known as MI6. In this role he was particularly successful in building an Imperial intelligence service. MI5 was ably run by Major-General Vernon Kell and by 1916 over 60 German spies had been dispatched in the UK alone. In those days the posts and telegraphs were the only methods of communication. MI5 regularly opened mails for surveillance purposes sometimes covertly without the permission of the PMG and even the Home Secretary. I believe that Registered Mails in the British colonies were originally at the behest of the secret services for sending monies and valuable covert information, when telegraph facilities in remote parts were not available. Even in London every member of the Secret Service was paid strictly cash; no taxes were levied. Originally registered mails were bundled in green tape; this was later replaced by crayoning a green cross on each envelope; which was subsequently replaced by a blue crayon. SIS bosses have been known

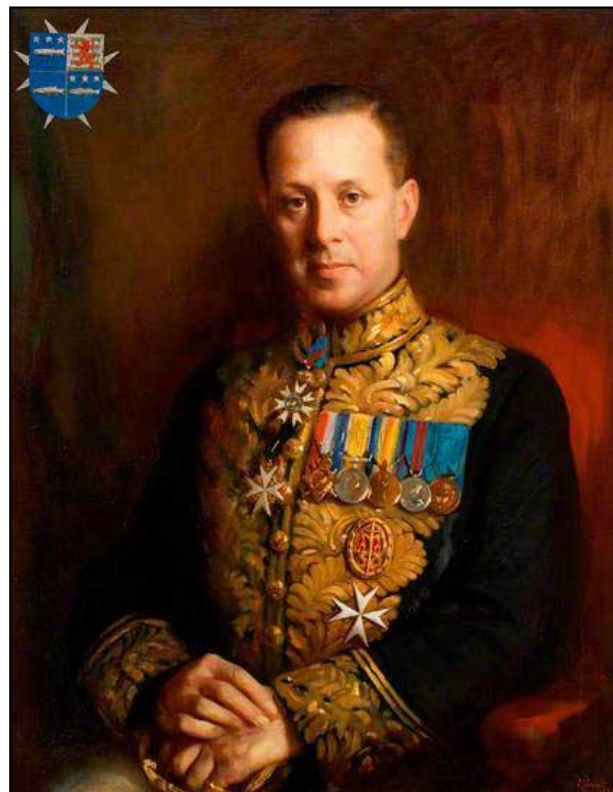


Figure 2 Sir Harry Luke (Dingli - 1935)

colloquially as the 'green ink brigade' ever since the days of Sir George Mansfield Smith-Cumming, the former Royal Navy officer who established the Secret Intelligence Service (SIS), also known as MI6, to gather intelligence on the Germans before the First World War. Sir John Scarlett, the head of MI6, still signs his letters 'C' in green ink.

Ever since his time in Barbados back in 1906, British diplomat Sir Harry Luke (Fig. 2) had shown a keen interest in *philatelica* due to the Governor's wife Lady Carter who designed the *Olive Blossom* stamp and the Nelson Centenary stamps of the same year. They were designed by Gertrude Goodman according to *Stanley Gibbons* releases at the time. However this was not entirely so; the artist was Gertrude Codman Parker the second wife of the Governor, Sir Gilbert Carter, Lady Gertrude Carter. She also designed the Bahamas Queen's Staircase set when she was in Nassau, and the 1912 Barbados Sea Horses definitives. (Fig. 3)

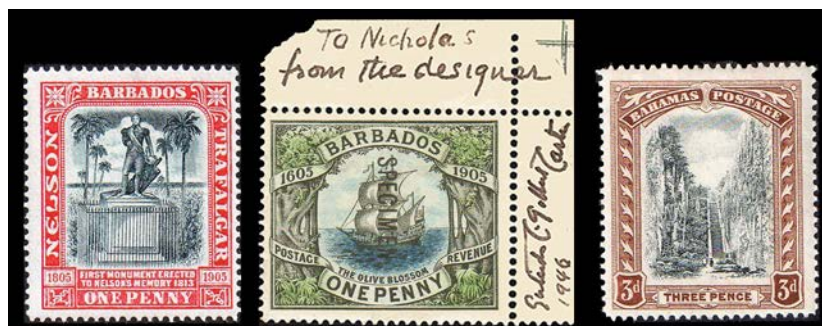


Figure 3 Early BWI designs from Gertrude Codman Parker (Lady Carter)

Lady Carter, an American from Boston, had a great influence over Sir Harry, with her imaginative, pictorial designs, in a sea of stuffy, formal designs showing the King's head. As a Crown Agent Sir Harry had the ability to advise on stamp design and did so for many years, across the Colonial Realm. In 1924 he joined forces with another agent of the Crown, George Crawford Odom MC (Fig. 4) in order to gather intelligence on events in Sierra Leone (and later Palestine).

Diamonds and machine guns

In 1919 the first deposits of industrial grade diamonds were found in the Gold Coast. The discovery was kept secret initially. Higher quality gemstones were discovered in Sierra Leone in 1930 at Koidu. Sierra Leone's diamond fields cover an area of 7,700 square miles and are mainly concentrated in the Kono, Kenema and Bo districts and are situated in the drainage basins of Sewa, Bafi, Mano, Woa and Moa rivers.



Figure 5 Sierra Leone KGVI definitive with Jaama Sk – 1954 (Horry)

Just seven years after the discovery of diamonds it is noteworthy how the cartouche of King George VI's head of the Sierra Leone definitives is diamond shaped. (Fig. 5) Kimberlite diamond pipes were first discovered in Sierra Leone in 1948 in the Koidu (Kono) area and later at Tongo.



Figure 4
George Crawford Odom MC - 1949

George Odom was by trade a tailor and his woollens 'factory' in Leicester, the *Diamond Mills*, was a cover for an industrial surveillance organization that had its roots in Jamaica (Fig. 6). John le Carré celebrated Odom in his book *The Tailor of Panama*, although the original tale came from Graham Greene who worked with Odom in the early days of WWII in Freetown. Harry Luke wanted the *Tinker, Tailor, Soldier, Spy* and his agent Roger Wells, to keep a weather eye on events across West Africa. Industrial diamonds were terribly important for the simple reason it is all but impossible to bore a machine-gun without them. In WWI Odom had joined the 50th Machine Gun Corps headquartered at Belton House, home to Lord Brownlow. Next door at Springfield Road, Grantham was his lordship's machine gun factory BMARCo, The British Manufacture and Research Company, which he owned jointly with one Denis Kendall MP, who held the *Hispano-Souza* patents and licenses for manufacture. Odom was headquartered there during WWI and after.

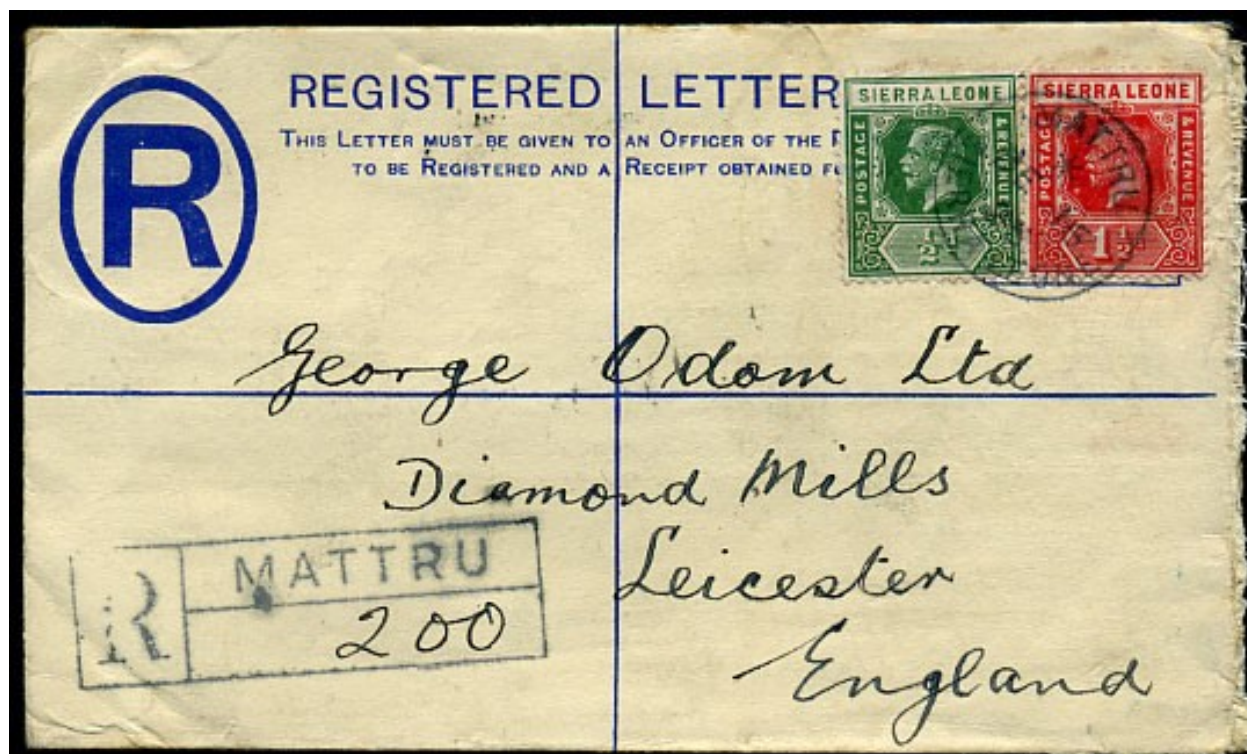


Figure 6 George Odom *Diamond Mills* cover – 1925 (Horry)

In August 1923 the West African Diamond Syndicate (WADS) was formed at Akim, Gold Coast. Based from this colony prospecting operations were carried out in Liberia, Venezuela, British Guiana, Brazil, Tanganyika, Sierra Leone, Namaqualand (Namibia), French Equatorial Africa, Nigeria, Mauretania and the Ivory Coast.

On 21 December 1927 George Odom sailed for Lagos from Liverpool on Elder & Dempster's SS '*Adda*'. On 27 November 1929 Odom again sailed for Nigeria with his wife Violet Gladys Holton. She disembarked at Bathurst in The Gambia, whilst he ventured on to Calabar, the scene of the so-called 'Women's War', which had flared up on 18 November. Thousands of Igbo women congregated at the Native Administration centres in Calabar, Owerri and in other, smaller towns to protest both the warrant chiefs and the taxes on the market women. The women attacked European-owned stores and Barclays Bank, and broke into prisons to release the inmates. They also attacked native courts, run by colonial officials, burning many of them to the ground, causing police and military to be called in. The troops fired into the crowds killing more than fifty women and wounding fifty more. During the two month uprising at least 25,000 Igbo women were involved in protests against British officials. Why would a flannels salesman head for Calabar at such a time of unrest?

In 1942 he and Sir Harry Luke were the perpetrators of the *Madame Joseph Affair*, which I will be publishing in full shortly.

'Skeletons' and stink-bombs

The Gold Coast, Nigeria and Sierra Leone have brimmed with 'Skeleton' postmarks for many years. Since the reign of King George V these distinctive *John Bull Kit* – type cancellers with moveable type, have been noted across West Africa. They were also prevalent in KUT, Trinidad, British Guiana, Palestine, Cyprus, Malaya and latterly Jamaica. From 1924 to 1928 Sir Harry Luke held the post of Colonial Secretary to Sierra Leone. 'Skeletons' were the product of the John Bull Company of Clerkenwell, but were manufactured at Post Office Square in Leicester, close to George Odom's factory, with ink pads supplied by British Aluminium at West Drayton. The 'kit' included a circular wood/metal handstamp which could be filled with moveable type to indicate place, colony and date (Fig. 7).



Figure 7
Computer reconstruction
of ALLEN TOWN SL
'Skeleton'

It has always been stated that colonial 'Skeleton' postmarks were issued by the GPO as emergency cancellers for use by postal agencies which opened in the more remote parts of a colony. They would be replaced by a steel instrument



Figure 8
Kudaru, Nigeria - purple
‘Skeleton’

from London, after a few months or years. A ‘Skeleton’ might also be used as cover for a broken or lost/stolen instrument, but this is not generally the case. Firstly ‘Skeletons’ were not issued by the GPO *per se*. They appear to have been issued by the Crown Agents and therefore do not show in the original records of the Colonial GPOs. They are generally larger than standard postmarks and easily stand out for sorters and censors to distinguish, especially if applied in purple ink, which several were. (Fig. 8)

They do however appear in the 1949 pan-Colonial Post Office Audit which was carried out to reveal fakes that had been used with the 1948 Royal Silver Wedding (RSW) issue. What the GPO in London did not know was that the high value RSWs, were being used by certain security services as currency to pay agents in the field, using defunct instruments to cancel the stamps. It was in fact the Crown Agents security service under George Odom who issued the ‘Skeletons’ when they wished to open a surveillance operation in remote parts where German colonists were to be found. For example, in Jamaica, Temporary Rubber Datestamps (TRDs) are found in such areas or where political troubles required a weather eye such as Frome, Westmoreland where in 1938 riots brought the entire island to an extremely dangerous situation. (Fig. 9). Only one such TRD is noted in Sierra Leone at Rotifunk. (Fig. 10)

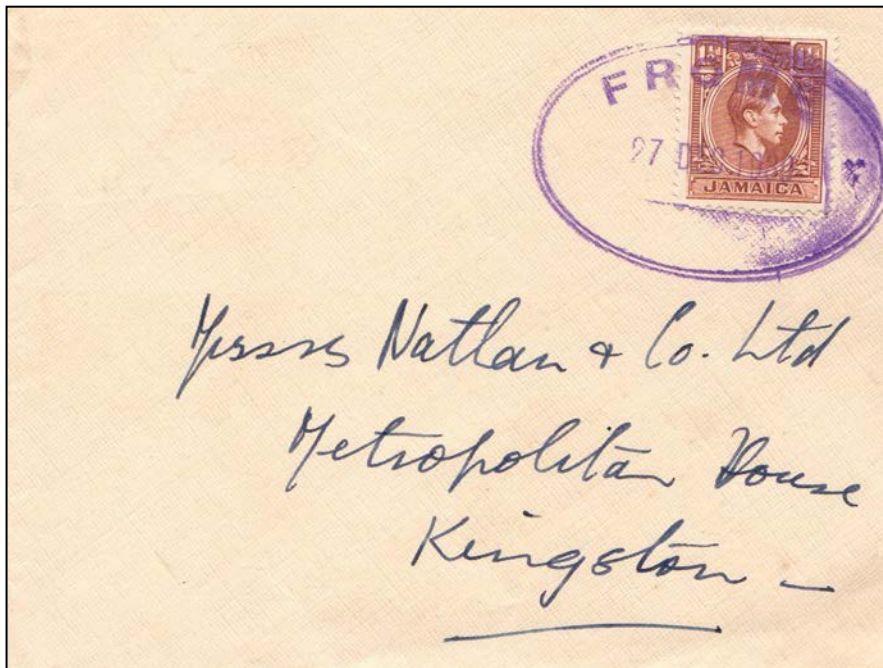


Figure 9 Frome, Jamaica TRDs (Horry)



Figure 10 Rokupr, Sierra Leone TRD – 1939

In order to legitimize the new postal agencies, steel cancellers and full postal facilities were added as soon as possible. However in Nigeria this practice is even more apparent. Ted Proud noted that private postal agencies existed at Chafe (1939), Edunabon (1939), Gindi Akwati (1957), Mapo Hill (1937), Ibefun (1943), Ibendi (1939), Ibeshi (1954), Igbara Oke (1938), Itam (1938), Lafenwa (1938), Mbube (1953), Orogwe (1956) and Clifford Street - Yaba (1957). (Fig. 11, next page)

The issue of myriad ‘Skeletons’ in Nigeria dating from 1943 may have been due to the new Governor Arthur Richards, Baron Milverton (Fig. 12) who was booted out of Jamaica in July 1943 for his persistent mishandling of Alexander Bustamante and his cousin Norman Manley, in their efforts to become the democratically elected leaders of the island. ‘Skeletons’ had been successfully used in British Guiana and Trinidad since 1942 appearing in areas where trade unions were forming in the bauxite and petroleum industries. In Jamaica itself ‘Skeletons’ were not used until fifteen years later at airports, hotels and the valuable Blue Mountain coffee plantations (Balcarres). (Fig. 13, next page)



Fig. 12 Governor Arthur Richards

Ian Fleming’s *Operation Postmaster* had been put in place in West Africa in search of German shipping (mainly U-boats) taking refuge in the estuaries, often in remote Vichy French waters, for the dual purpose of taking on supplies, of fresh water and provisions, and collecting diamonds. *Postmaster* culminated with



Figure 11 Nigerian 'Skeleton' of Kurmin Biri postal agency, cancelled by arrangement by Robert Porter



Figure 13 Balcarres, Jamaica 'Skeleton' - 1960 (Horry)

the discovery of two Italian ships in Fernando Po. They were discovered by remote surveillance in Nigeria. Evidence suggests that Roger Wells of Grimsby was the *Postmaster*. With connections to 'Girl Pat', Freetown, George Odom and Sir Harry Luke he set up postal agencies across the Caribbean, West Africa and the Pacific in the late thirties and early forties. Roger Wells covers are noted in Sierra Leone (Fig. 14)

George Odom *Diamond Mills* covers are also common. Philatelists should also be aware of covers from Ellisdon's of High Holborn (Fig. 15) – a joke shop which was a cover for 'other' activities. Black-face soap, whoopee cushions and stink bombs were hardly sought by schoolboys in Freetown: – English schoolboys did not spend their summer holidays there. In the twenties three generations of the Ellisdon family arrived in London from Australia where jokes and magic was not their trade, but equipment for gold miners was. Ellisdon's however did supply proprietary invisible ink and their 'Converta Bottle' which could magically turn a bottle into an ash tray! According to *Magical Maestro* Allen Tipton this was a



Figure 14 Waterloo, Sierra Leone, Roger Wells cover – 1941 (Horry)



Figure 15 Ellisdons cover, Kasser, Sierra Leone – 1959 (Horry)

favourite purchase among army officers. Add a few small industrial diamonds to any bottle and *hey-presto* one has the perfect diamond-smuggling device: - an innocent ash tray. Magic! (Fig. 16, next page)

Also look out for Sierra Leone covers addressed to Saxone & Cable of Kilmarnock who made highly popular Lightweight Officers Boots (Fig. 17). These had hollow heels, as described by Ian Fleming in his book *The Diamond Smugglers* (Figs. 18 & 19). If the reader finds all of this hard to believe then there is plenty of evidence of 'close proximity' Saxone covers from the Rhodesias (emeralds), Nigeria (diamonds), Ceylon (sapphires) and Burma (rubies) (Fig. 20). This book is essential reading, and I believe that 'John Blaize' was a cover name for George Odom. Fleming's map of the Afro-European diamond smuggling routes show just how important Sierra Leone and West Africa were. The incumbent Governor conservatively estimated that the Colonial Government was losing between \$7million and \$10million per annum (Fig. 21).

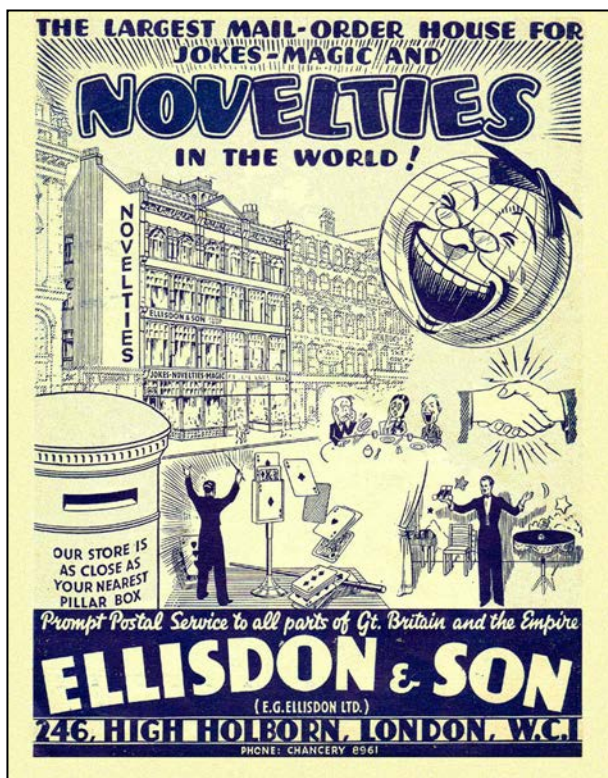


Figure 16 Ellisdon's advertisement



Figure 18 (right) Saxone's advertisement - 1930s

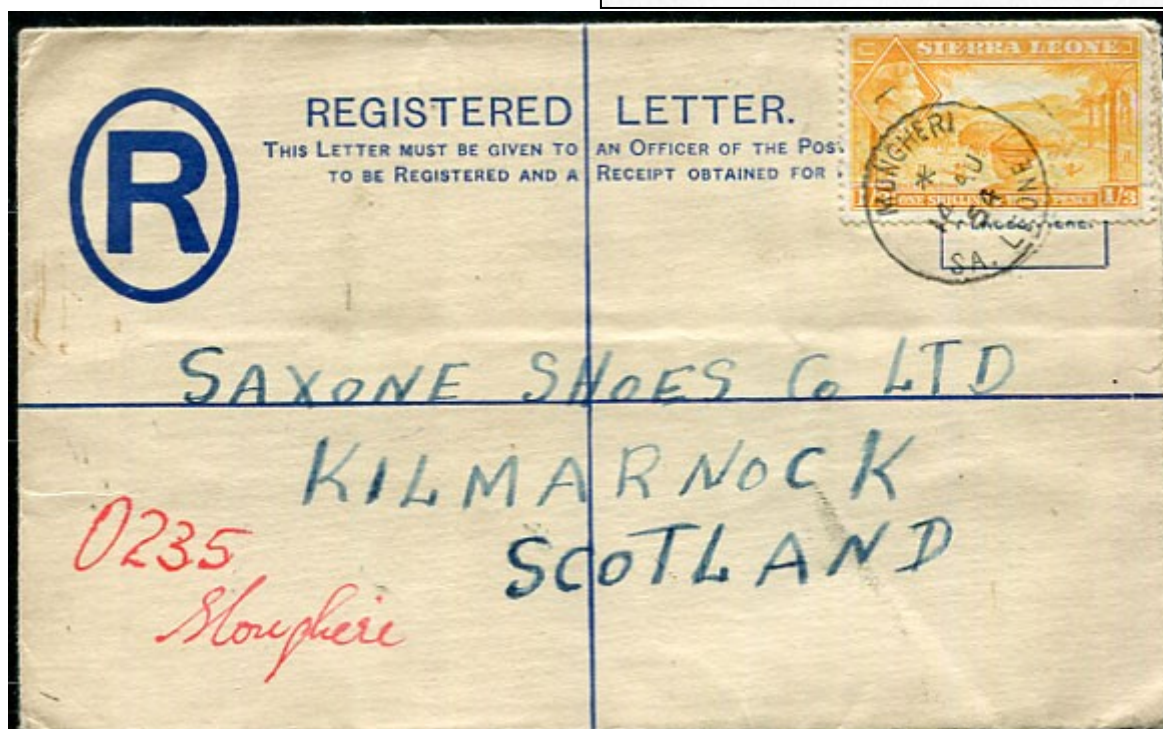


Figure 17 Saxone cover, Mongheri, Sierra Leone – 1955 (Horry)



Figure 19 Barratt's 'Interpol' Sweet Cigarette Card; copy by Ian Fleming 1962 (Horry).



Figure 20 Saxone cover from Burma – 1929 (Horry)

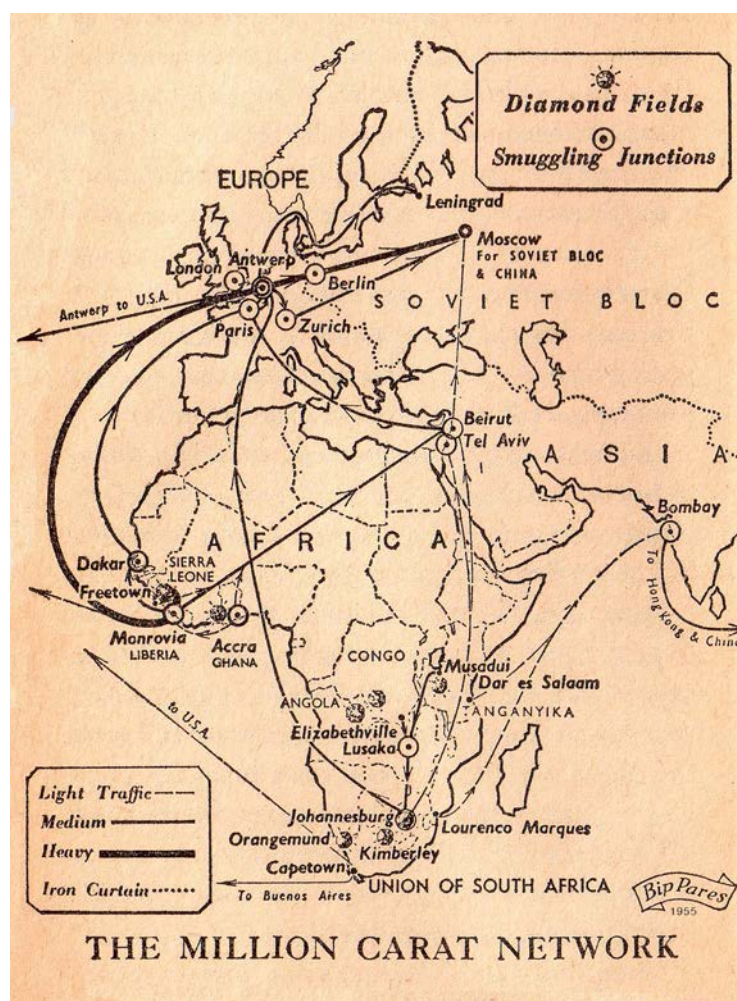


Figure 21 Ian Fleming's Diamond Map - 1955



Figure 22 Iduofia Sk - 1941 – part of Operation Postmaster?

Many of the Nigerian postal agencies are listed by Ted Proud as Cash Account Offices – if monitoring and surveillance were taking place then monies would be required on a regular basis to pay agents.

I believe that hundreds more offices could be added to this list including many of the remote railway offices. (Ilugu and Kudaru, Utonkon violet ink - not standard PO issue.) and the so-called Native Administration postal agencies such as Iduofia (1938). (Fig. 22)

It is known that De Beers opened remote offices in Nigeria and across West Africa in the thirties. Speculation that diamonds abounded in Nigeria came to naught. Might these be the same private offices set up by De Beers? As in the West Indies, literacy rates in these remote areas were stunningly low and it seems unlikely that local blacks used these offices at all. They certainly would have little need for registered facilities, even if they could have afforded them.



Figure 23
Gold Coast 'Skeletons'

Figure 24

Sierra Leone 'Skeletons' 1944 Allen Town and Rotifunk- computer overlays show they are made-up from the same instrument

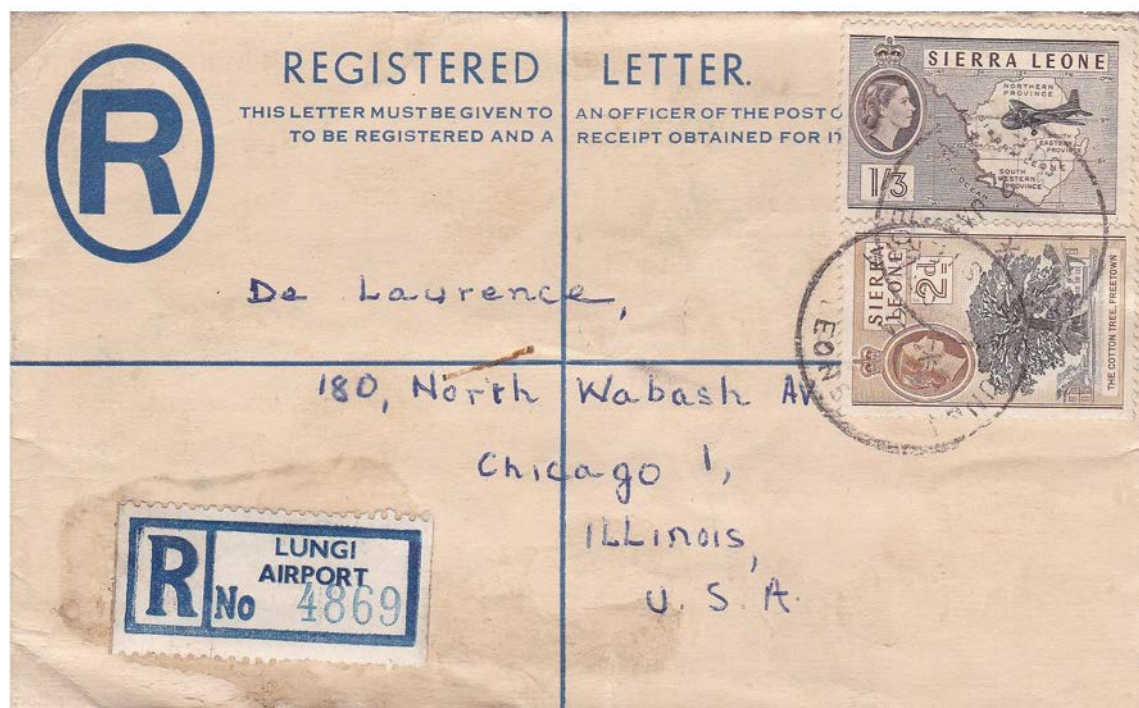


Figure 25 Lungi Airport Sk 1959 used after the post office at the airport had burned down (Quirk)

Just 21 Gold Coast 'Skeletons' are noted: Secretariat B O (1952); Adjua (1919); Ahamansu (1951); Anyirawase (1925); Asamankese (1916); Asuoya (1917); Attitetti (1917); Bondaye (1951); Borada (1930); Effiduase (1917); Fanti Nyankumasi (1956); Ho (Togland) 1920; Kratchi (1923); Kumawu (1925); Mampong (1920); Mepom (1950); Mpraeso (1916?); Ofuasi (1931); Old Tafo (1930); Prasu Ammuanna (1953); Salt Pond (1922); Sekudumasi (1939); Swedru (1956); Tekiman (1925); Takinta (1923) and Sefwi Wioso (1919). (Fig. 23)

Sierra Leone 'Skeletons' known are: Allen Town* (1943); Bandajuma (1959); New Site Bo (1955); Ngalu Road (1954); Boajibu (1948); Buedu (1956); Bumbuna (1953); Fadugu (1957); Water Street Bo (1955); Gandorhun (1955); Gandohun Fak (1955); Gerihun (1947); Jaiama (1954); Jimmi Bagbo (1954); Karle (1956); Karlu (1961); Kasseri (1958); Kayima (1955); Kenema (1956); Koindu (1955); Lungi (1958); Manowa (1955); Massa (1960); Massam (1960); New England (1946); Numea (1959); Rochen (1958); Rotifunk (1944); Yele (1956); Yonibana (1955); Yoyema (1944) and Freetown-Bauya TPO (1945) (Fig. 24). The Lungi 'Skeleton' was issued when the post office at the airport was burned down on 14 March 1958 (Fig. 25). It is worth noting that in the fifties almost two thirds of the 'diggers' working in Sierra Leone were Nigerian - some 7,500. Many others were from the Gold Coast.

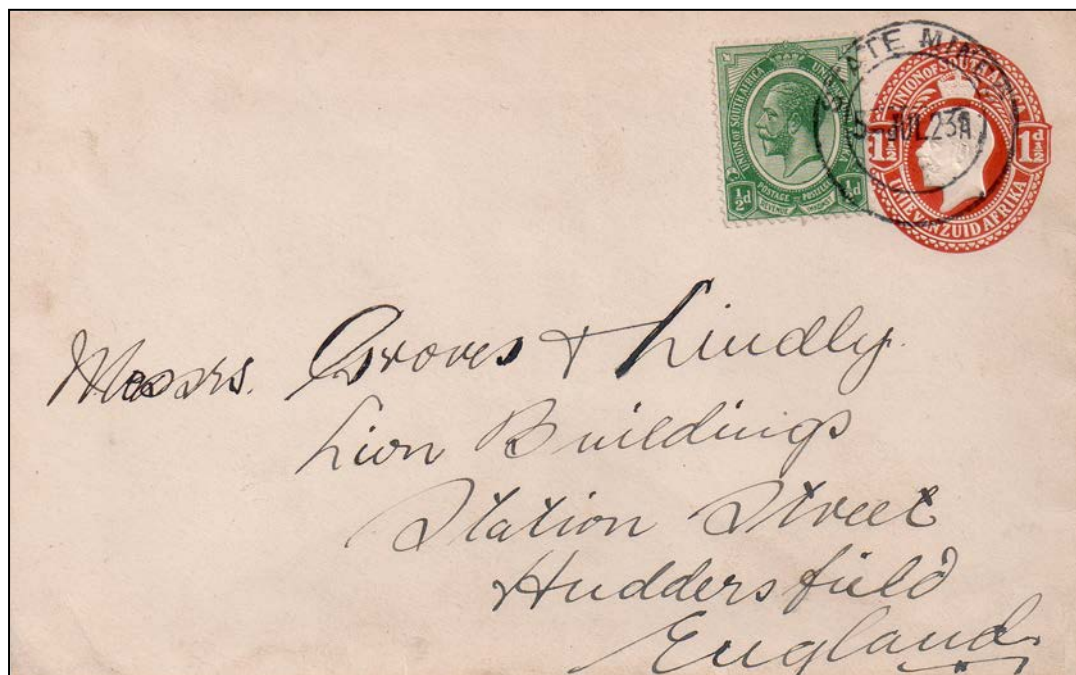


Figure 26 State Mines DC, South Africa, to Groves & Lindley - 1923 (Horry)



Figure 27
Oxendales of Manchester used brown sticky-paper to cover-up their good name!
Freetown - Bo TPO - 1956 (Horry)

In July 1935 tailors Groves & Lindley of Huddersfield stopped advertising and subsequently dealing in covers. In the following month Savile Row trained tailor George Odom Ltd. took over. Always strapped for cash, *philatelica* was a fairly simple method of raising money from collectors - mainly in the UK and USA. Montgomery Ward of Chicago and Groves & Lindley (Fig. 26) were big on covers and agents in their mail rooms were involved in this highly profitable trade. In 1942 SOE chief Colin Gubbins had arrangements with Alfred Woodiwiss of E. H. Woodiwiss, stamp dealers, and George Odom, to launder stamps and banknotes through their Sicilian Avenue emporium, in order to gain funds. Much *Madame Joseph* material was discovered here by Brian Cartwright back in the 1990s, when EHW was bought by Stanley Gibbons.

Figure 28
Oxendales cover with skeleton Ughelli Nigeria – note the removal of the brown-sticky paper! -1941 (May)

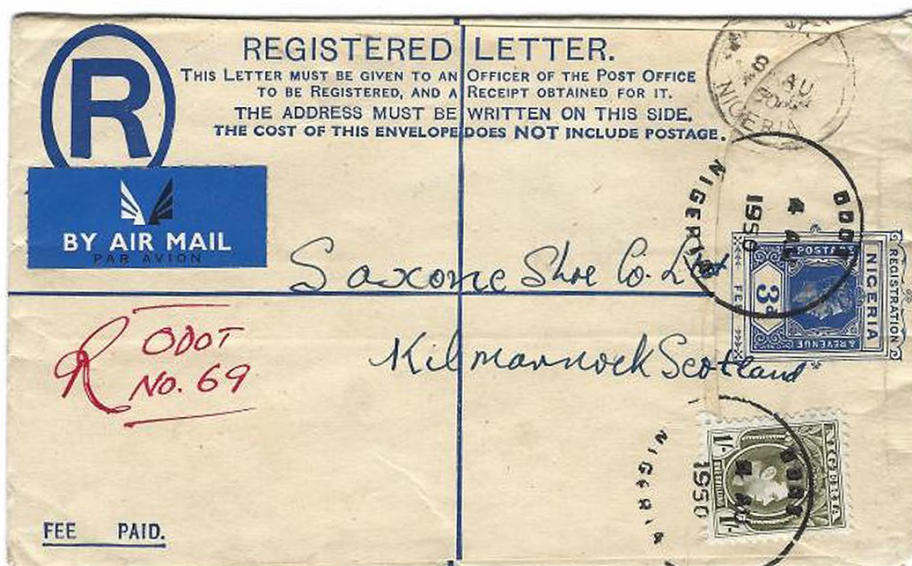


Figure 29
Saxone Shoe Co. Ltd. cover from Odot, Nigeria 1950 (May)

You will notice that Groves & Lindley covers like Montgomery Ward's (Chicago) often have their backs torn off, or the senders' names redacted. Oxendales of Manchester frequently used to attempt to cover their tracks. (Figs. 27 & 28) Removing the senders name is understandable but trying to cover up the recipient's name in this fashion is somewhat odd. These companies were the *Facebook*, *Instagram* and *Twitters* of the period dealing in large amounts of trade and surveillance for the security services.

According to Peter Stringer of George Odom (1949-1974), agents in West Africa were rewarded in bolts of gold 'blazering' which came from Dickinson's Mill in Huddersfield. Odom also noted that in the Gold Coast, the richer one was, the more bells were displayed on one's bicycle! Other possible contact points are De Laurence of Chicago and The School of Accountancy in Glasgow.

'Skeleton' postmarks are noted in other places when and where troubles were prevalent: Palestine; Cyprus; Kenya; Uganda; Tanganyika and plenty across Malaya since the Communist Insurgency. Easy to assemble and re-assemble 'Skeletons' were the perfect tool for Crown Agents surveillance officers in remote parts of the Colonial Realm.

The 'Skeleton' postmarks of Sierra Leone

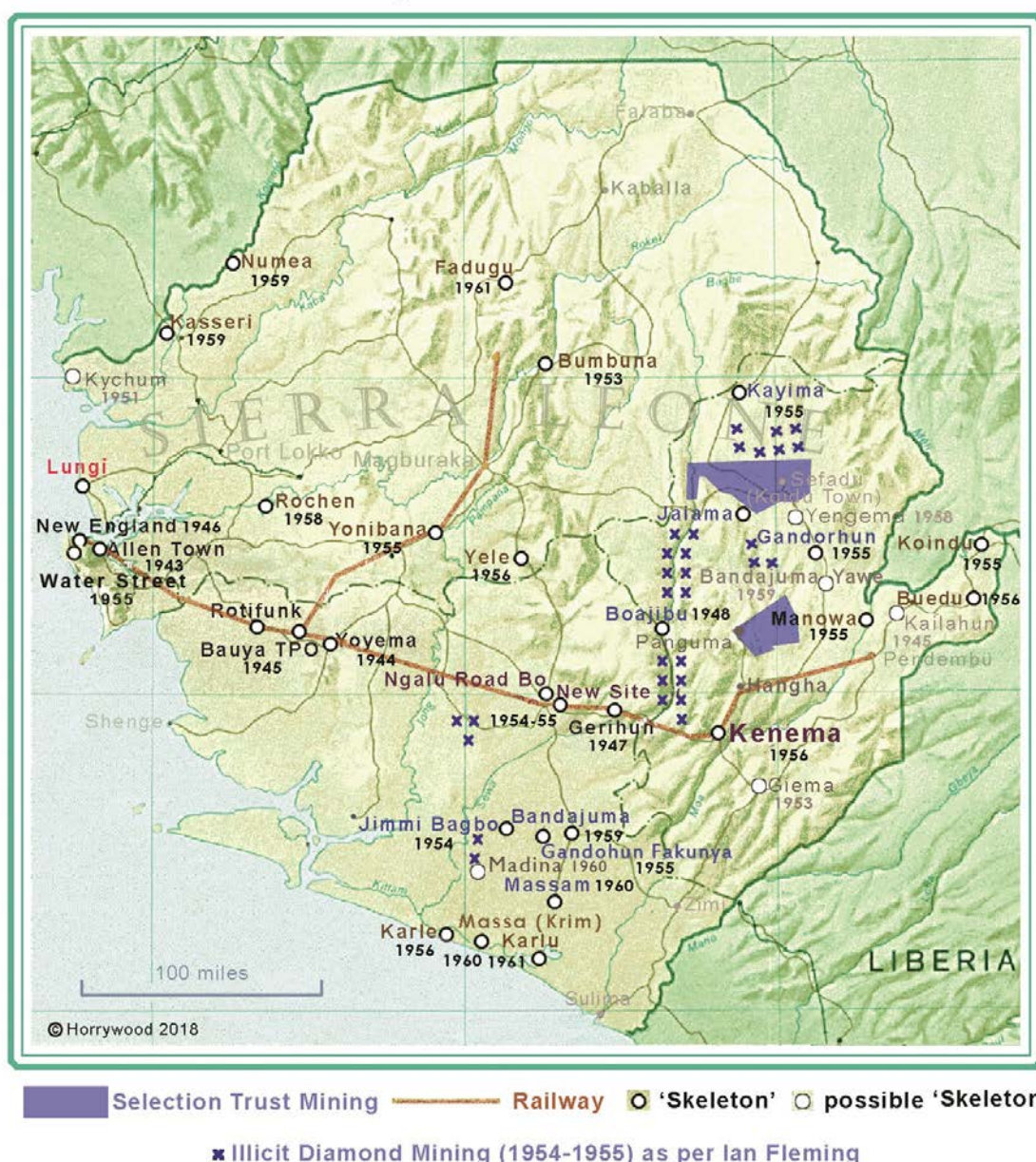


Figure 30 Map of the 'Skeletons' of Sierra Leone 1943-1960

As per Philip Quirk further 'Skeletons' might be found in Sierra Leone for Benguema, Binkolo, Bumpe, Congo X Rds, Dambara, Freetown E/W/Quay, Gbinti, Gboyama, Giema, Kainkordu, Kukuna, Levuma Leppiama, Lumley, Mahera, Makali, Mambolo, Mongheri, Potoru, Ronietta, Sussex and Tikonko.

Acknowledgments

My thanks to Rob May, Philip Quirk and John Hossack for the use of their images and invaluable additions/ corrections to this text.

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Italian Internees in Cameroun and French Equatorial Africa during World War II

Marty Bratzel

In two previous articles we discussed prisoners of war and internees held in Cameroun during World War II (Refs. 1, 2). Among unanswered questions were the policy toward, and the treatment accorded Italian internees. More specifically, when and where were Italians initially interned? Were they released after the armistice in June 1940, and were they re-interned after Cameroun and most of French Equatorial Africa (Afrique équatoriale française, or AEF) rallied to de Gaulle in August 1940? The only definitive information to hand when we wrote the articles were three reports by the International Committee of the Red Cross, discussed in Ref. 1, confirming that a number of Italians were interned at Batschenga, Cameroun between September 1941 and April 1944.

Eric Jennings, author of *Free French Africa in World War II – the African Resistance* (Ref. 3), kindly alerted me to an article by Colette Dubois. He also provided copies of correspondence held in the Red Cross archives in Geneva. Each is discussed below.

Dubois' Research

Dubois' findings (Ref. 4) provide some insight about Italian POWs and internees and move us a bit closer to definitive answers. She investigated Italians held throughout the French Empire with a particular focus on AEF. Dubois identified three distinct phases:

- June - July 1940: initial internment throughout the French Empire.
- July 1940: release after the armistice.
- Late 1940 through 1945: re-internment in Free French Africa.

The *Affaires politiques* collection at the Centre des Archives d'Outre-Mer (CAOM) in Aix en Provence contains some records concerning the first two phases. Although incomplete, the following can be established.

When Italy declared war on France on June 10, 1940, the French authorities promptly executed orders to round up all Italians throughout the Empire. As of June 15, the total was 43 POWs and 428 civilians. For Cameroun and AEF, there were 59 and 51 civilian internees, respectively; there were no Italian POWs and no civilians in these territories classified as *gardés à vu*, that is, Italians who were not confined per se but accorded a degree of freedom and closely watched. For example, there was only one Italian in Togo and two in Reunion, and physical confinement did not make sense.

In June 1940, Italians were held at two camps in Middle Congo (Dunamadji and Brazzaville) and one in Gabon (Libreville). There was no information in the records at CAOM for Cameroun.

Censored letters and magazines were allowed, and parcels could be received from external sources.

Two weeks later, on June 24, the Franco-Italian Armistice Agreement was signed. According to Article 21, all Italian POWs and internees were to be released. This directive was transmitted to colonial administrators, including Yaoundé, on July 11, with varying degrees of timing and compliance. Some Italians were detained for only about a month. However, the instructions received by the governor of AEF, on July 22, imposed on him the provisional maintenance of internment of the Italians. The Armistice Commission was displeased and protested vigorously, and it was only during the week of August 12-16 that all Italian nationals in AEF were released, that is, about a month later than Italians detained elsewhere.

A dispatch was also sent to colonial administrators from the Cabinet of the Ministry of War recommending that Italian nationals be classified as follows: POWs, civilians who wished to be repatriated, civilians who wished to remain in the colony where they had been living, civilians who claimed asylum and refused to be handed over to Italian authorities, and civilians who could be considered dangerous (i.e. fascists). The Italian Delegation of Turin slightly modified the terms of the armistice, and repatriation became optional; other Italians would be allowed to resume activities in French colonies.

When Cameroun and AEF rallied to de Gaulle in late August 1940 (and Gabon in November), a new round of internment resulted. However, the CAOM archives apparently contain no information. The military archives at the Château de Vincennes in Paris and overseas archives hold only occasional papers. The Vatican archives in Rome has information only about the POW camp at Berbérati, in Oubangui-Chari.

Dubois therefore turned to reports of French officers who participated in the African campaigns, of journalists and war correspondents, and oral accounts. The scant information found did not indicate the reopening of internment camps for Italian civilians in “dissident” French possessions, that is, in Free French Africa. This does not mean that there weren’t any – just that no records were found. We know from the three Red Cross reports of 1941, 1942 and 1944 Italian civilians were interned at Batschenga.

The number interned is illuminating. In June 1940, in Cameroun, 59 Italian civilians were interned but, as of September 15, 1941, only 14 men, women and children. One can presume that, notwithstanding transportation and logistical challenges, some were repatriated, and others declared support for Free France and therefore were able to resume normal activities. Indeed, the Red Cross report of November 19, 1942 indicated that two Italian men and their wives had received work permits and had left Batschenga to live and work in Brazzaville.

On September 8, 1943, an armistice was signed between Italy and the Allies. One can presume that the armistice did not have any impact on Italian internees in Free French Africa, since a fascist puppet state was established in northern Italy and hostilities continued.

As an aside, five military POW camps were established in Tchad and one in Oubangui-Chari to house prisoners from the Libyan and North Africa campaign. There are no reports of Italian POWs held in Cameroun.

Presumably, after the cessation of hostilities in May 1945, Italian civilian internees were released. Some may have remained in Cameroun and AEF and others repatriated. Again, transportation posed problems. By way of example, Italian POWs released from camps in Tchad and Oubangui-Chari only began their journey home in November 1945, being transported in stages, with repatriation and a “return to normalcy” requiring seven months, until May 1946.

Red Cross Correspondence

Jennings provided copies of correspondence to, from, and between Red Cross offices and personnel in Geneva, AEF, and elsewhere. Most of the 323 files date between 1940 and 1942 and, since the images were taken with a cellphone or equivalent, among other reasons, many are difficult to read. From a cursory perusal, most concern enquiries and responses about individuals and about visits to POW and internment camps. Since Jennings will be focusing some of his future research on internment camps in AEF and Cameroun, only a few points are presented here.

Two letters dated April 28, 1941 refer to Captain Bruno Brondi, formerly the Italian consul at Douala, who had been interned in *le camp de rassemblement* at Yaoundé on June 20, 1940 and, according to a letter dated October 10, 1941, was subsequently interned at Batschenga. Other correspondence mentions an officer from the *Bougainville* and French mariners interned at Batschenga. A *citation* dated March 28, 1940 mentions the German worker unit / *unité des travailleurs allemands* at Akoumetang, Mbalmayo, Cameroun. In our previous article (Ref. 2), this location was referred to as Akom-Etan and Akometam.

Summary and Conclusions

To summarise, Italian civilians were interned in Cameroun and AEF in June 1940, released after the armistice, and some re-interned after Cameroun and AEF declared for de Gaulle in late August 1940. Italians still interned in May 1945 were presumably released after the cessation of hostilities. Additional information is, of course always welcome, as would examples of correspondence to and from Italian internees in Cameroun and AEF.

To conclude, the CAOM archives at Aix en Provence also contain information about Germans interned throughout the French Empire between September 1939 and the summer of 1940. Research has been undertaken by others on this subject.

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- 4 Dubois, Colette, “Internés et Prisonniers de Guerre Italiens dans les Camps de l’Empire Français de 1940 à 1945”, *Guerres mondiales et conflits contemporains*, Presses Universitaires de France, No. 156, Octobre 1989, pages 53-71, Stable URL: <http://www.jstor.org/stable/25730637>

The Belgian Congo Expeditionary Force in Nigeria

August 1942 to March 1943

Thomas Lindekens (edited by Rob May)

After the military campaign in Abyssinia, Belgian troops were concentrated in the Bas Congo (Leopoldville and the mouth of the Congo River), to constitute an Expeditionary Force for Nigeria. This period is called by some philatelists "concentration of troops in the Bas-Congo". It began in March 1942 and ended in March 1943 when the expeditionary corps left Nigeria.

In August 1942, in Matadi, just less than 12,500 soldiers and porters prepared to embark on two ships to travel to Nigeria. The aim of the task force was to protect the communication line Lagos - Fort Lamy - Egypt, which could have been threatened by forces loyal to Petain present in French West Africa. Whilst French Equatorial Africa came under the control of the allies from September 1940, French West Africa (including Niger) came under the control of the Allies only in November 1942. The expeditionary force arrived in August 1942 in Lagos.

On 24 November 1942, the Governor General of French West Africa, Mr. Boisson endorsed the French National Liberation Committee (de Gaulle's Free French movement). This made the French Colonies no longer a threat to the allies. So the Belgian troops were re-directed to Egypt in March 1943; 9,000 people by boat, and 800 vehicles and 2,000 men across Africa by land.

Postmarks

"FIELD POST OFFICE 46" based in Lagos. Cachet used throughout the period of the Belgian expeditionary force in Nigeria.

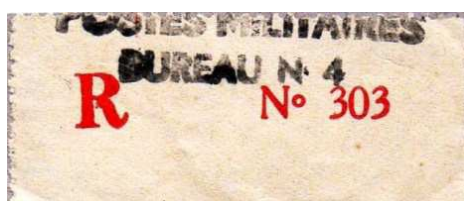


"POSTE MILITAIRE CONGO BELGE N°4". This cachet is the one who was used at Watsa until December 1941. Adjutant Gailliers (chief of the military postal service) who sailed for Nigeria took the cachet "No. 4" and left the "No. 1" at Leopoldville. "POSTE MILITAIRE CONGO BELGE n°1" was used only at Leopoldville.

Registered labels "POSTES MILITAIRES BUREAU N°4"



Type 2Ab – the "R" measures 7mm high.
The number is in position "middle".
Colour: orange-red.



Type 2Ca – the "R" measures 6mm high.
The number is in position "middle".
Colour: red

The black straight linear mark POSTES MILITAIRES BUREAU N°4 on both registered labels is identical. It measures 43mm long and 9mm high.

Note: I have only seen two registered letters. They are both stamped with 3.50fr. of the Belgian Congo palms issue. (see page 93).

Routing

Mail for the expeditionary force in Nigeria was gathered in Leopoldville and placed in a mail bag to the Army Base Post Office in Lagos. That office distributed the mail to the soldiers. Mail from the expeditionary force was gathered in Lagos and sent to Leopoldville where the mail was redirected to the recipients.

Note: Some soldiers wrote their address as BPM 1 instead of 4 BPM, likely to facilitate the delivery of mail through Leopoldville (BPM 1).

Postal rates

The soldiers of the expeditionary force used almost exclusively British stamps that were cancelled by the BPM No. 4 or the Field Post Office No. 46 postmarks. I have only seen two letters (registered) with Congolese stamps cancelled with the cachet BPM 4.

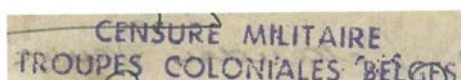
- Registered 3.50 Fr
- Airmail rate: 3d for air mail letter cards and 1/3d per half ounce for ordinary letters.

With regards to the airmail rate, this is rather vague, in fact there are covers without stamps that were transported by air. Normally the price should have been 3d. for an airmail letter card.

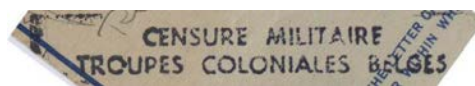
Military Censorship Marks Straight Linear Marks

There are two types of straight linear marks of censors that were mentioned by Mr. Jeukens (Ref. 1). Censor type MCa differs from MCb because the latter has a box. The measurements show that the overall measurements of type MCa are 8mm. high and 69mm. long, whilst the measurements of type MCb, for which Mr. Jeukens takes into account the box, are 13mm. high and 84mm. long.

They are probably applied either from Ibadan or Lagos based on the date or transit. They are usually accompanied by the signature of the sender.



Mark MCa – colour: violet or black



Mark MCb – colour: red or black

Type MCa

Colour	Earliest date	Latest date
Violet	22 Aug 1942	19 Feb 1943
Black	11 Feb 1943	-
Red	7 Feb 1943	-

Type MCb

Colour	Earliest date	Latest date
Black	10 Apr 1943	-
Red	24 Feb 1943	-

Tapes

There are two kinds of military censorship tape. The first type was classified by Jeukens as MAa. For the second, I used the same way to classify and thus we have MAb.

Type MAa

Military censorship tape "TROUPES COLONIALES CENSURE MILITAIRE - A 42 - " coat of arms with motto "TRAVAIL ET PROGRES" – with lions sideways heads – escutcheon « square ». This censorship tape was applied at Léopoldville (BPM n°1) or maybe on the departure from Nigeria.



earliest date
30 Sept 1942

latest date
19 Nov 1942

I have only seen 4 documents with this type of military censorship tape. The dates are those of transit or arrival cachets at BPM n°1 and/or Leopoldville.

Type Mab

Military censorship tape « TROUPES COLONIALES CENSURE MILITAIRE – A 42 – coat of arms with motto "L'UNION FAIT LA FORCE" – with lions front face heads – escutcheon « flower ». This censorship tape was applied at Léopoldville (BPM n°1).



Earliest date
6 Aug 1942

latest date
25 Aug 1942

I have only seen three documents with this type of censorship tape. The dates are those of transit or arrival cachets at BPM n°1 and/or Leopoldville.

The cachet (below) was applied on the reverse of an expeditionary force cover. It was applied on the military censorship tape (type MAb). It is a black intaglio cachet in which we can see a coat of arms and the following words: "CONGO BELGE *FORCE PUBLIQUE*".

The reverse of this cover shows it was sent from Nigeria by a Belgian soldier probably to his wife who lived in Kisantu in the Belgian Congo. Transit by Leopoldville on 19 September 1942 and Inkisi on 20 September 1942. Military censorship tape type MAB.



Source: collection th. Lindekens

This cover, shown front and partial reverse, is the evidence that allows me to say that the censor tape Type MAb was applied at BPM n°1 (Leopoldville), because it is an inland cover.

Cover sent from Faradje on 31 July 1942 to « Mr Roger Dessy – mil.75 – B.M.1. » where it arrived on 6 August 1942. Transit by

- Stanleyville on 2 August 1942 and
- Leopoldville on 5 August.

Postal rate = inland mail 2.50fr./10gr.

Postage:

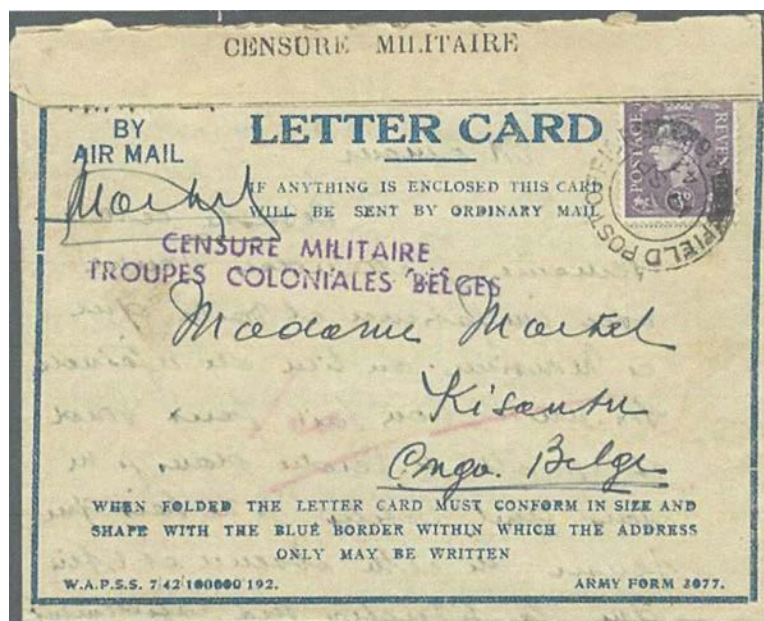
- 75c. – 2x Monument Albert
- 5c. – 2x parcs nationaux
- 90c. – parcs nationaux

Military censorship tape type MAb applied at BPM n°1 (Leopoldville)



Mail of the Belgian Congo Expeditionary Force in Nigeria (August 1942 to March 1943)

Covers with Military Censorship Tape



Airmail letter card sent from Field Post Office 46 (Lagos) on 19 September 1942 to Kisanu/Congo Belge. Transit by BPM n°1 (Leopoldville) on 30 September 1942 and Leopoldville 1 the same day.

Straight linear mark of military censorship on two lines. Censor type MCa in violet. Military censorship tape type MAa.

Ed - WASC readers may notice that this air mail letter card is an example of Daynes & Lutwyche type WA 05.01, printed in West Africa. Thomas Lindekins' original Congolâtres article did not highlight these, so I have added notes about their use by Belgian troops where they have been shown here.



Front and reverse of WAPSS Airmail Letter Card (Daynes & Lutwyche type WA 05.01) sent from Field Post Office 46 (Lagos) on 12 September 1942 to Kisanu/Congo Belge.

It was redirected to Leopoldville. Transit by BPM n°1 (Leopoldville) on 30 September 1942 and Leopoldville 1 the same day.

Straight linear mark of military censorship on two lines. Type MCa in violet Military censorship tape type MAa.



Ed - A further WAPSS-printed Airmail Letter Card of the same type was illustrated in the article in Les Congolâtres but not illustrated here due to lack of space. It was sent from Field Post Office 46 (Lagos) on 22 September 1942 to Kisanu/Congo Belge. Transit by Inkisi 5 October 1942. It was redirected to Leopoldville where it arrived on 10 October 1942 where the stamp was again cancelled BPM n°1. Military censorship tape type MAa.

A UK-printed Form W3077/1. Airmail letter card sent a month earlier, from Field Post Office 46 (Lagos) on 15 August 1942 to Kisantu/Congo Belge. Transit by Leopoldville 1 on 25 August 1942 and Inkisi on 26 August 1942, showing Military censorship tape type MAb, rather than MAa



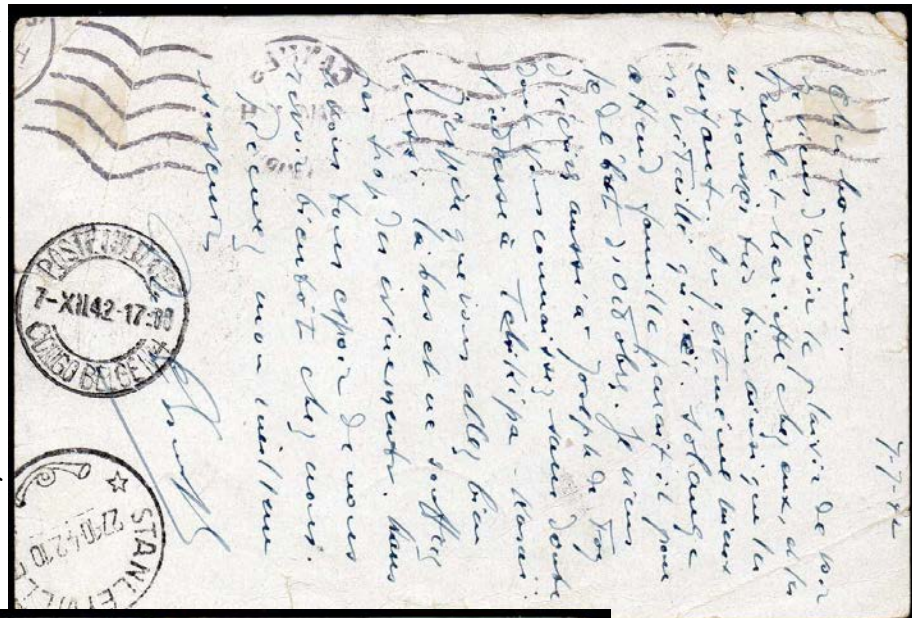
Incoming Mail



Illustrated at the bottom of page 91 and here are the front and reverse of a cover endorsed S.M. (= on active service) ~ free postage sent from Kindu on 29 October 1942 to a soldier at Leopoldville (BPM n°1) where it arrived on 12 November 1942. Transit by Leopoldville 1 on 10 November. It was redirected from BPM n°1 on 19 November 1942 to BPM n°4 (Ibadan) where it arrived on 13 December 1942. Straight linear mark of military censorship on two lines. Type MCa in black. Military censorship tape type MAa.



Postal stationery card from Cannes, France on 9 July 1942 to Stanleyville where it arrived on 27 October 1942. It was redirected to BPM n°1 (Leopoldville) where it arrived on 20 November via Leopoldville on 18 November 1942. It was ultimately redirected to BPM n°4 (Lagos) where it arrived on 7 December 1942. Straight linear mark of civil censorship type Baa "CENSURE CONGO BELGE" applied at Stanleyville. A second straight linear mark of civil censorship type Baa "CENSURE CONGO BELGE" applied at Leopoldville 1.



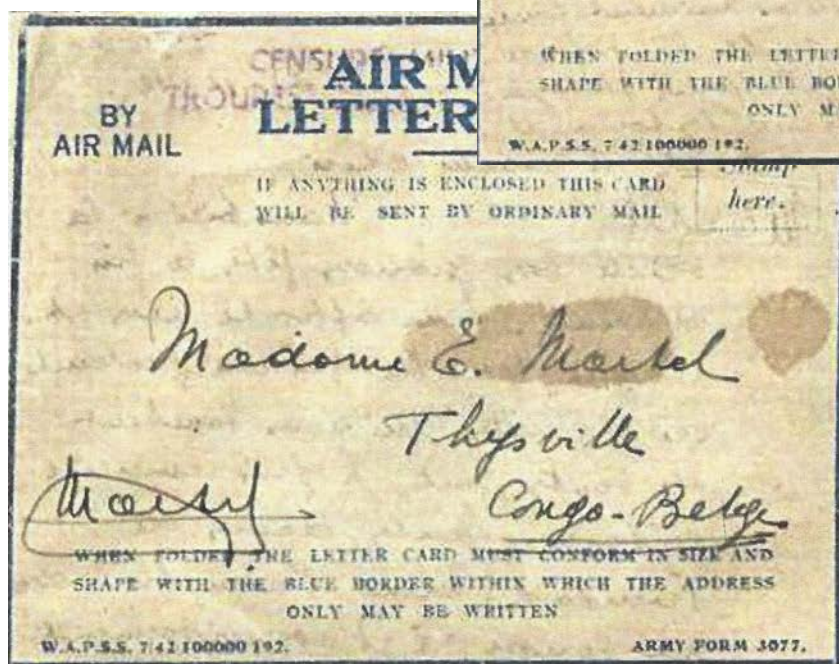
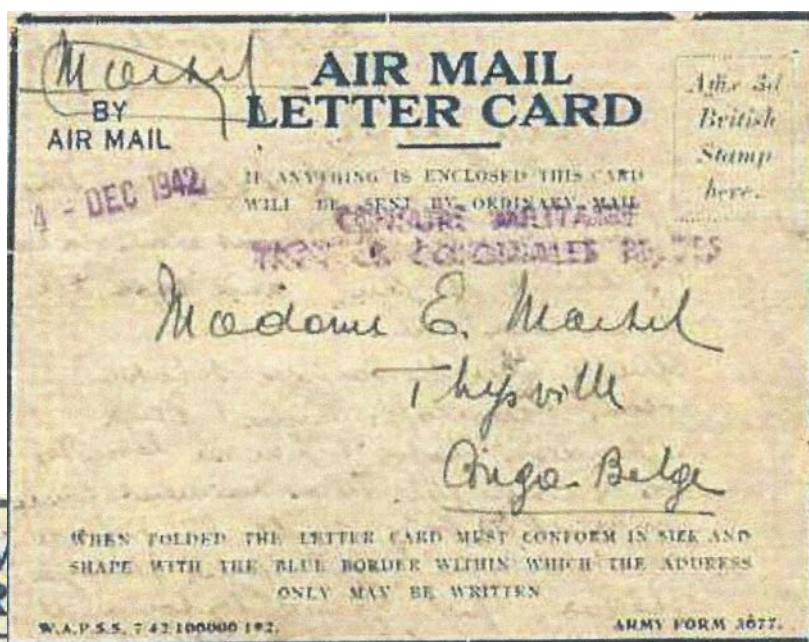
Registered Mail



Mail Without Postage

Locally-printed Airmail Letter Card (Daynes & Lutwyche type WA 05.01) sent from BPM n°4 (at Ibadan) on 28 November 1942 to Thysville/Belgian Congo.

Straight linear mark of military censorship in two lines, type MCa, in violet, with a straight line date stamp 4 - DEC 1942 apparently in the same violet ink.



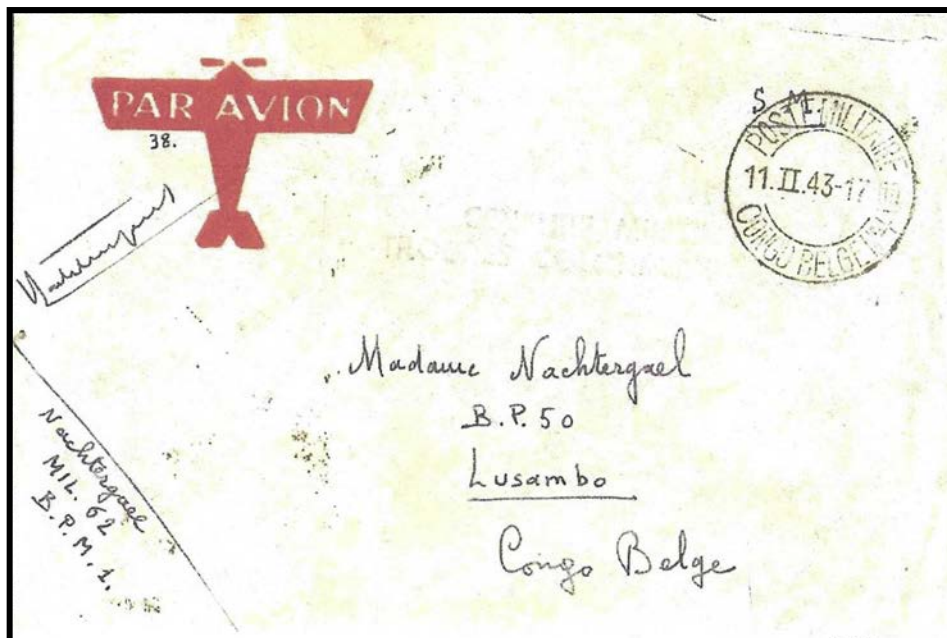
A similar locally-printed Airmail Letter Card (Daynes & Lutwyche type WA 05.01) sent from BPM n° 4 (now at Lagos) on 22 December 1942 to Thysville/Belgian Congo where it arrived on 9 January 1943. Straight linear mark of military censorship in two lines, type MCa in violet.



Airmail cover sent S.M. (= on active service) from BPM n°4 (Ibadan) on 16 November 1942 to Leopoldville where it arrived on 26 November 1942. Transit by way of BPM n°1 on 26 November. Straight linear mark in two lines type MCa in violet



Airmail cover sent from BPM n°4 (Lagos) on 3 February 1943 to Leopoldville where it arrived on 10 February 1943. Straight linear mark in two lines type MCa in violet.

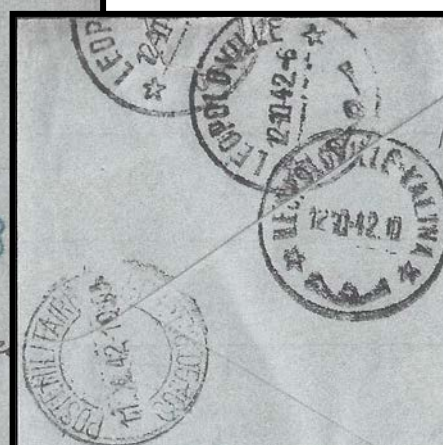
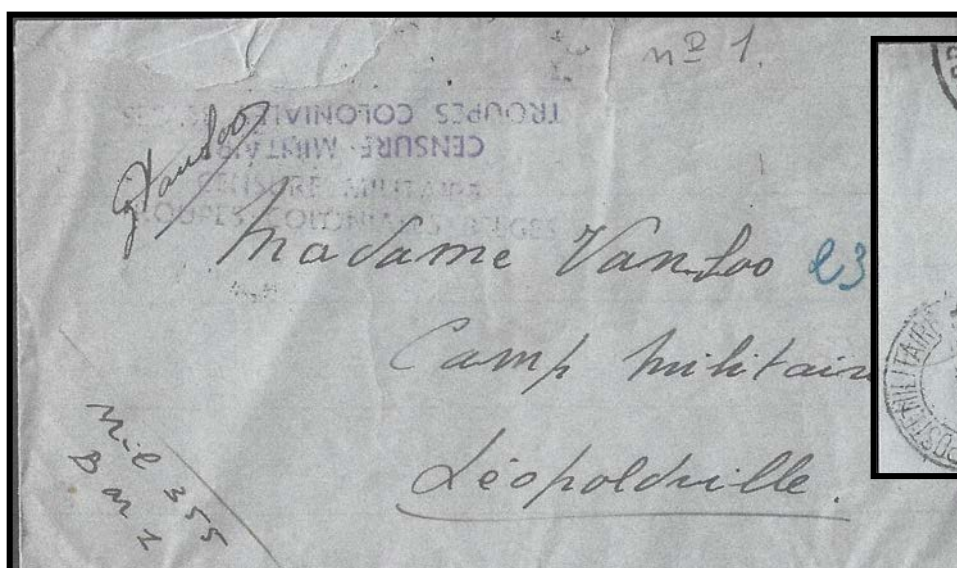


Airmail cover sent S.M. (on active service) from a soldier at BPM n°4 (Lagos) on 11 February 1943 to his wife at Lusambo Belgian Congo.

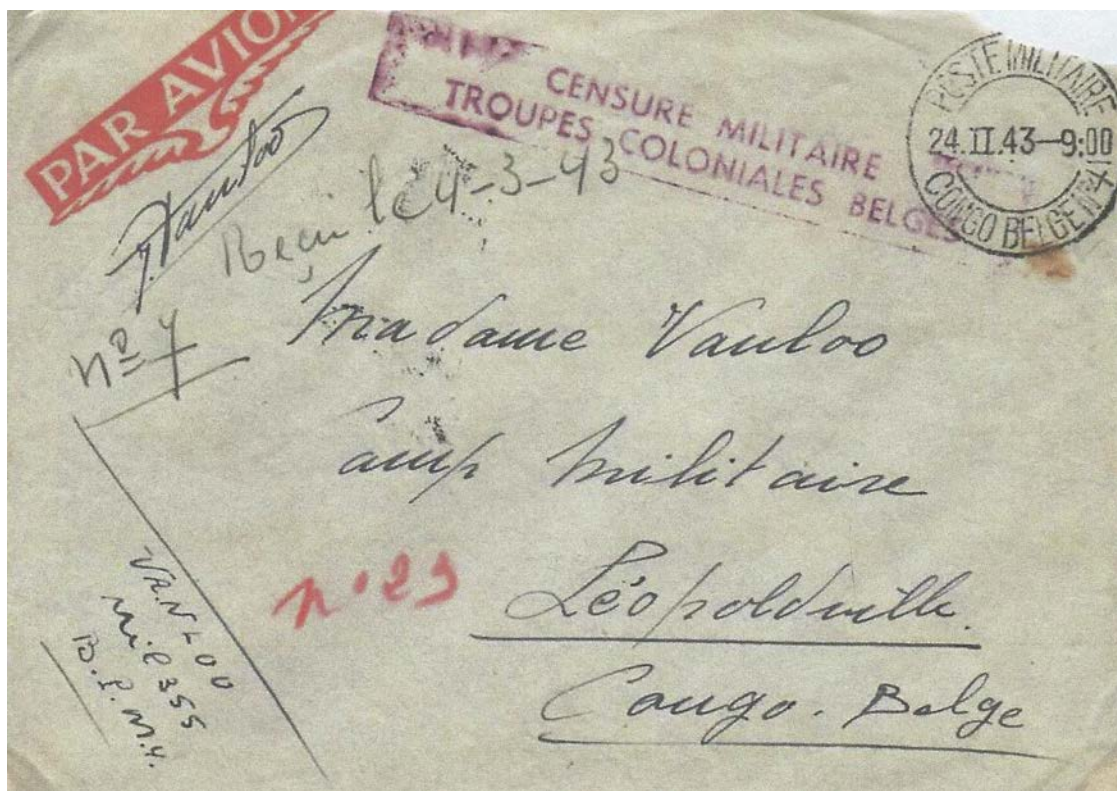
Straight two line military censor mark type MCa in violet.

Cover sent from BPM n°4 (Lagos) on 7 February 1943 to Kalina military camp at Leopoldville where it arrived on 18 February 1943, via Leopoldville 1 on 17 February.

Two-line military censor mark type MCa in violet.



Cover sent from BPM n°4 (Ibadan) - not postmarked there - to Kalina military camp at Leopoldville where it arrived on 12 October 1943. Transit by BPM n°1 (Leopoldville) on 11 October and Leopoldville civilian post office on 12 October. Two-line military censor mark type MCa in violet struck twice, one inverted.

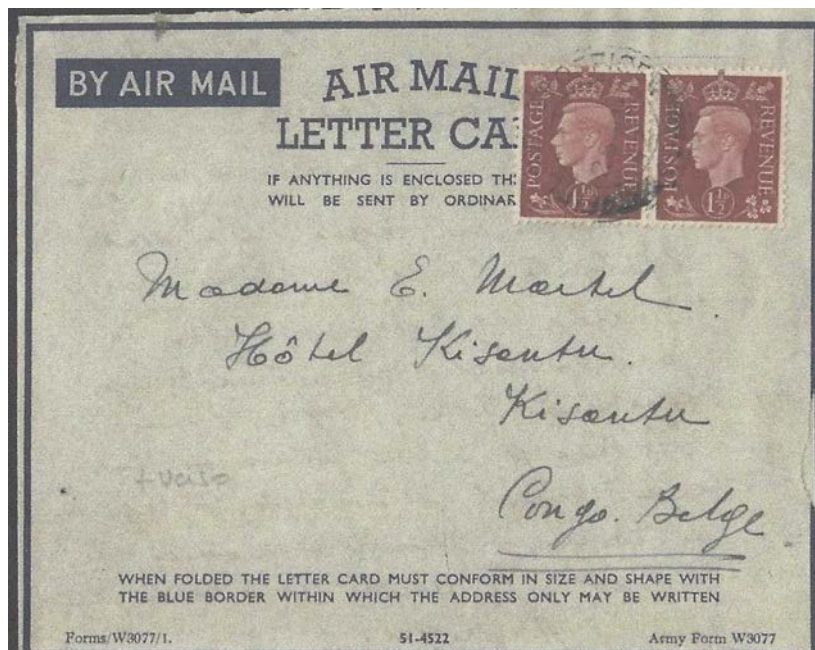


Airmail cover sent from BPM n°4 (Lagos) on 24 February 1943 to the sender's wife at the military camp at Leopoldville (Leopoldville - Kalina) where it arrived on 4 March 1943. Straight two line military censor mark type MCb (with frame) struck in red.



The first standard issue Air Mail Letter Card with text in lighter blue than was later used. Written from BPM n°4 (Lagos) on 14 December 1942 to the sender's daughter at the military camp at Leopoldville where it arrived on 22 December 1943, backstamped BPM n°1. Straight two line military censor mark type MCa struck in violet.

Mail with British Stamps for Postage



This standard form Air Mail Letter Card W3077 was sent from a member of the Belgian contingent shortly after arrival in Nigeria. The 3d forces rate was paid in British stamps and the postmark is of FPO 46 based at Lagos, dated 25 August 1942. The letter is addressed to Kisantu, Belgian Congo and transit backstamps show it was routed via Leopoldville on 28 August and Inkisi on 29 August 1942. There is a very faint strike of the two-line military censor type MCa on the reverse.

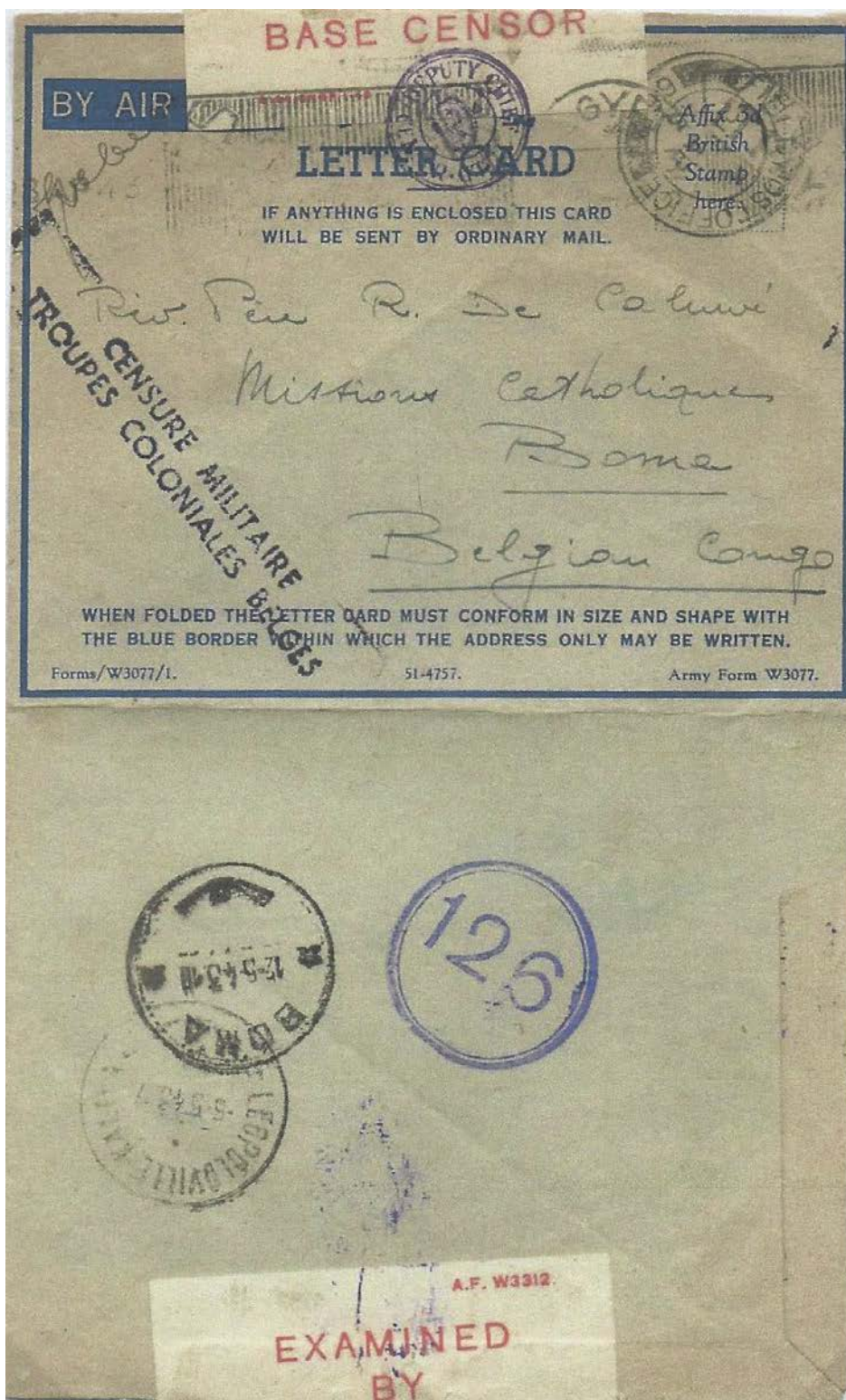
Ed— in the Congolâtres article, but not illustrated here, are two further Air Mail Letter cards from the same correspondence, both using GB 3d stamps, one without postmark and the other with the BPM n°4 postmark dated 16 October 1942 whilst at Ibadan. A partial black and white image of a third Air Mail Letter Card can also be seen in the original article cancelled with the BPM n°4 postmark dated 22 October 1942 addressed to a bank in Leopoldville.



This appears to be a form of locally printed Air Mail Letter Card which was not known to Daynes & Lutwyche when they wrote their manograph in 2006. Note the text GT. BRITAIN which this sender needed to cross out. It was sent by a member of the Belgian contingent from FPO 46, using British stamps, on 1 September 1942 to Kisantu, Belgian Congo and transit backstamps show it was routed via Leopoldville on 9 September and Inkisi on 10 September 1942.

The cover illustrated on the front cover of this issue of Cameo is one of two covers illustrated in the original article which are franked with British stamps at the 1/3d civilian airmail rate, dated 22 October and 29 October 1942. The latter cover is a poor quality black and white image which has not been included this time. As shown earlier in this article, covers sent from the Belgian contingent were later marked S.M. and sent post free or, if registered, paying only the registration fee.

Mail Written on Board during the Journey to Egypt



Air Mail Letter Card written by a Belgian soldier aboard ship en route to Egypt on 10 April 1943. It was allowed free postage on arrival in Egypt and cancelled with the postmark of the British Field Post Office 66 dated 21 April 1943. It was addressed to Boma, Belgian Congo which it reached on 12 May, via Leopoldville-Kalina on 6 May 1943.

It was censored by the Belgians aboard ship using the two line military censor type MCB in black, then censored in Egypt by censor number 126 using the normal form of Deputy Chief Field Censor cachet in violet.

Acknowledgment

With grateful thanks to the author for permission to publish this shortened version of the original article which can be found freely available at www.philafrica.be

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https://fr.wikipedia.org/wiki/R%C3%A9gime_de_Vichy
https://fr.wikipedia.org/wiki/Afrique-%C3%89quatoriale_fran%C3%A7aise



Victoria Telegraphs Cameroons Postmark

Michael Wright and Marty Bratzel



Figure 1 Air letter addressed to Liverpool with Victoria Telegraphs / Cameroons U.U.K.T. postmark.

The existence of a small, single-circle postmark reading Victoria Telegraphs / Cameroons U.U.K.T. (No. 164) was reported in Ref. 1 but not illustrated. Depicted here as Figure 1 is an air letter with the postmark, dated 17 MR 51, struck in black. The postmark is a bit difficult to read, because of the colours – dark blue and black – of the stamps affixed to the air letter. Do others have examples of this postmark?

Reference

- 1 Maddocks, R.J. and M.P. Bratzel, Jr. *The Postmarks and Postal History of the Cameroons under British Administration 1916-1961*. MPB Canada, Windsor, Ontario, Canada, 1994, 136 pages, ISBN 0-9694026-1-9

Sierra Leone to England by French Air Service 1935

Jeremy Martin FRPSL

I wrote about this route and a 1930 cover in *Cameo* number 103 (Ref. 1). See also a letter from Ray Harris on page 67 of this *Cameo*. Frank Walton has another cover (shown here as Figure 1) by the same route, where the postage includes a 5/- stamp of the 1932 set, SG 165. This is the only cover Frank has seen which used this high value stamp.



Figure 1

The postage totalled 6/6d. From 1 December 1936 the inclusive surface and air rate was 1/1d per half ounce so this was a 3 oz. letter (Ref. 2).

We previously thought the ship's purser held a supply of Sierra Leone stamps on board for sale to passengers. In discussion with Philip Beale we now think this is unlikely. No purser would carry a stock of 5/- stamps on board or the equivalent range of values of stamps of other countries where the ships called. Philip believes that an official from the Freetown Post Office would go aboard each ship with a stock of stamps of various denominations for sale to passengers, then take their stamped letters back to the Post Office where they received the POSTED ON STEAMER cachet.

The next available homeward-bound steamer would then take the letter to Bathurst, thence to Dakar, to join the French air service to Toulouse.

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Cameroun, Bob Maddocks and 'China Clipper'

John Wilson

The sad news that Bob Maddocks had passed away (*Cameo*, January 2018) prompted me to look out a cover that I acquired from Bob some time ago; one which started an interesting line of enquiry.



Figure 1
The Transatlantic
cover described

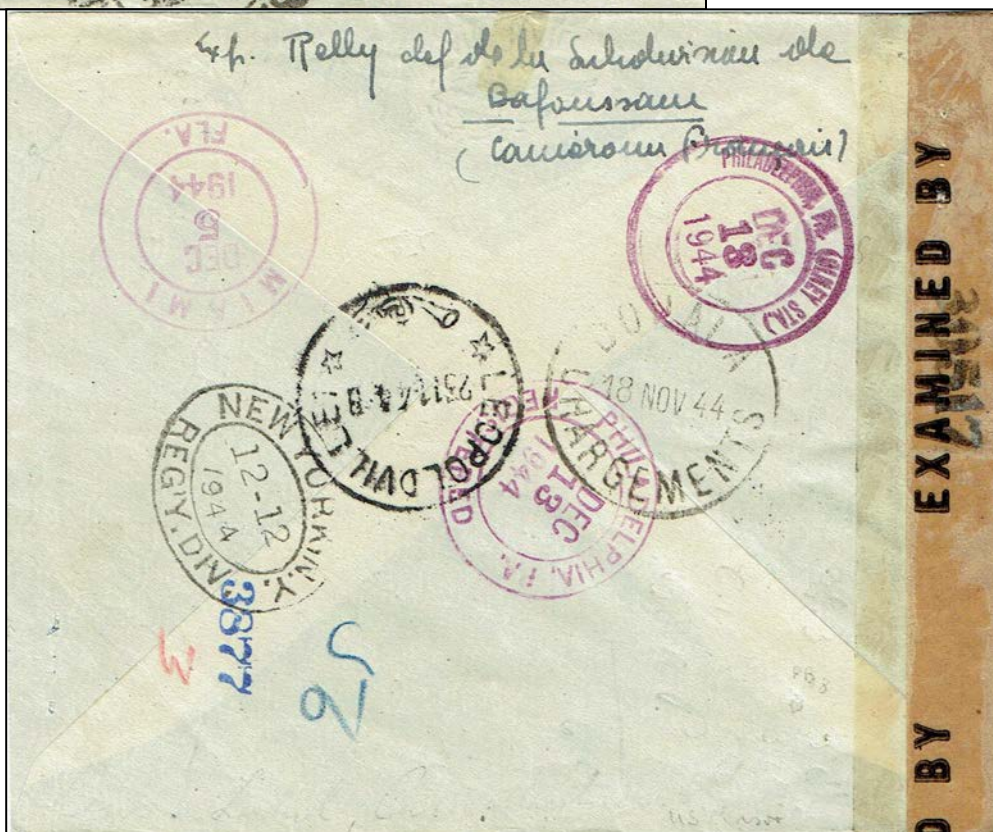


Figure 2:
Reverse
of the same cover

Bob's interest in this cover was the unusual (he said) commercial use of the 40 Fr. 'Solidarité Francaise' adhesive, but I was more intrigued by the route taken from Cameroun to the United States. I believe that this cover was carried on a flight of the Pan American 'China Clipper' from Leopoldville to Miami, Florida in late 1944.

The 'China Clipper' story

A detailed explanation of the political and commercial background to the flights of 'China Clipper' is found in an article in 'Air Post Journal' (Ref. 1). The simple facts are that, for sound commercial reasons and as preparation for post-war route planning, Pan American Airways began a series of flights in late 1944 between Miami and Leopoldville, using a veteran Martin M-130 flying boat. A list of route applications before the Civil Aeronautics Board (CAB) in mid 1944 (Ref. 2) shows Pan American applying for the route:

New York-San Juan-Port of Spain-Belem-Natal-Monrovia-Leopoldville-Johannesburg-Cape Town

One may well recall the comment in a letter written by Captain William Masland, commander of the first flight from Miami to Leopoldville in December 1941 (Ref. 3):

The aircraft was of course the N-18612, then known as the Capetown Clipper, so as to advise the British of where we planned to go

The 1944 aircraft was named 'China Clipper' from its inaugural trans-Pacific flight in 1935, but by 1944 it was, shall we say, "Well Travelled". Following a route familiarisation flight, seven flights to Leopoldville were made. On outward flight number eight, the aircraft crashed at Trinidad and was a total loss.

Linking a cover to a particular flight is helped when the dates of flights are known. In the case of 'China Clipper' there has been some confusion. Proud (Ref. 4) was spectacularly incorrect in his published data, getting every flight date wrong with one (accidental?) exception. Crotty (Ref. 5) was equally confused, getting every departure date wrong and twice showing a flight leaving Leopoldville when the aircraft was actually in Miami. Thankfully, in the Pan American Archives at the University of Miami I was able to locate a definitive document (Ref. 6) listing departure and arrival times at Miami of all the flights (Table 1)

Flight	Miami depart	Miami return	Leopoldville ?
1	21/Sep/44	02/Oct/44	27/Sep/44
2	10/Oct/44	20/Oct/44	15/Oct/44
3	26/Oct/44	06/Nov/44	01/Nov/44
4	09/Nov/44	20/Nov/44	15/Nov/44
5	24/Nov/44	04/Dec/44	30/Nov/44
6	08/Dec/44	19/Dec/44	15/Dec/44
7	23/Dec/44	04/Jan/45	28/Dec/44
8	08/Jan/45	Crash 08/Jan	

Table 1 Pan American flight record for Miami arrivals and departures; Leopoldville dates estimated

FOREIGN

AIR MAIL SERVICE

Route No. FAM-18, Pan American Airways, Inc.

- In accordance with Order of the Civil Aeronautics Board (Serial No. 3096) issued August 28, 1944, temporarily exempting the carrier from the restriction contained in the certificate authorizing service between New York and Lisbon insofar as the enforcement of the said restriction would prohibit the operation of through planes between Miami, Florida and Leopoldville, Belgian Congo via San Juan, Puerto Rico; Port of Spain, Trinidad; Belem, Brazil; Natal, Brazil; and Monrovia, Liberia, air mail service is hereby authorized on this route between Miami, Florida Leopoldville, Belgian Congo, effective September 12, 1944.
- Effective September 12, 1944, the following service is designated on this branch of the route

TRIP	Frequency	POINTS BETWEEN WHICH SERVICE IS AUTHORIZED		Distance (miles)	Cubic Feet	Pounds	Base Rate Per Mile	VARIABLES (cents per mile)					Rate Per Mile
		From—	To—					Night	Terrain	Fog	Radio	Pass. Equipment	
6,00 am	x	Miami, Florida	Leopoldville, Belgian Congo										
6,00 am	xx	Leopoldville, Belgian Congo	Miami, Florida										

September 9, 1944. Journal No. 217.

Figure 3 USPOD designation of new FAM-18 branch service to Leopoldville effective from 12 Sept 1944

Although this table does not give the dates when 'China Clipper' was in Leopoldville, one can reasonably assume that the outward and return flights were of similar duration and estimate the midpoint in the journey. Since Pan American already held CAB authorisation to fly the FAM-18 trans-Atlantic route passing through Fisherman's Lake Liberia, the CAB issued authority to fly from Fisherman's Lake to Leopoldville in a single "hop" as an extension of FAM-18. The USPOD issued a new schedule showing this "*branch of the route*" designation (Fig. 3)

This schedule marks the return of civil administered aviation to the South Atlantic, the 'China Clipper' having been returned to Pan American ownership when the US Navy sold back the aircraft to Pan American Airways. The route to Leopoldville and eventually South Africa remained scheduled as FAM-18 until well after the end of WW2 (Fig 4). The wartime route to Leopoldville initially designated FAM-22 as a cover story for US military flights was removed from the USPOD schedules in October 1942 when the military assumed total control for these flights. FAM-22 never really existed as a civil airmail route, and was used simply as a ruse to hide military activity. USPOD never again issued a schedule for the mythical "FAM-22" after October 1942, and using the term "FAM-22" to describe these military flights is a confusing and unnecessary misnomer.

Form 2916

POST OFFICE DEPARTMENT

Second Assistant Postmaster General

Foreign Air Mail Service

DESIGNATION OF SCHEDULE

Division of
Foreign Air Postal Transport

Route No. FAM 18

Carrier Pan American Airways, Inc.

Date December 16, 1946

Issued to show change in operating time and inclusion of stop
at Frankfurt, Germany on flights 122 and 123.

Effective December 21, 1946, all authorizations on FAM 18 are discontinued

Effective December 22, 1946, the following service is authorized:

Trip No.	Leaving Time	Freq.	Points Between Which Service is Designated		Dis- tance (Mi.)	Rate Per Lbs. Mile *
			From-	To-		
130	10.00 a.m.	a	New York, N. Y.	Hamilton, Bermuda		
131	3.45 p.m.	a	Hamilton, Bermuda	New York, N. Y.		
100	3.00 p.m.	a	New York, N. Y.	London, England		
101(1)	3.00 p.m.	a	London, England	New York, N.Y.		
122	8.00 a.m.	ad	New York, N. Y.	Vienna, Austria		
123	9.00 a.m.	ah	Vienna, Austria	New York, N. Y.		
140	5.00 p.m.	vv	New York, N. Y.	Lisbon, Portugal		
141(2)	12.01a.m.	zz	Lisbon, Portugal	New York, N. Y.		
150	11.00p.m.	ah	New York, N.Y.	Leopoldville, Bel.Congo		
151(3)	9.00a.m.	zz	Leopoldville, Bel.Con.	New York, N.Y.		

Figure 4 FAM-18 became a series of Trans-Atlantic mail routes from 22 Dec 1946

Belgian Congo Mail

Mail from the Congo to the United States in the “China Clipper” period can be readily identified by the dates, but there are two points to remember:

- 1) The airmail fee was reduced from 15 Fr. per 5gm to 12.50 Fr. on November 27, 1944. Surface fee remained at 3.50 Fr.
- 2) Mail addressed to New York seems to have been “bagged through” Miami to be censored at New York. Mail addressed to locations other than New York was censored at Miami. I have found no documentary evidence for this but all covers examined follow this censor pattern. The same pattern is also seen on covers from South Africa addressed to New York / not to New York (Figures 5 & 6)



Figure 5 Leopoldville 31 October 1944. Carried on flight 3 leaving 1 November.
Rate: Surface 3.50 Fr. Air 15 Fr. Total 18.50 Fr.
Carried through Miami and censored New York 5502.

Cameroun Mail

Before the opening of the “China Clipper” service from Leopoldville, airmail from Cameroun to the United States was carried via Nigeria using the established BOAC/Sabena flights to Lagos, then by US ATC military services trans-Atlantic. Covers typically carry Nigerian censor transit marks as in the example from late 1943, shown at Figure 7.

Seemingly coinciding with the availability of the “China Clipper” service, Cameroun airmail was re-routed to Leopoldville and shows a transit mark as in the example at Figures 8 & 9.

And so to the cover from Bob Maddocks. This was posted in Bafoussam on 15 November, 1944, transited Douala 18 November and was in Leopoldville on 25 November. Carried by flight 5 leaving Leopoldville 25 November which arrived in Miami on 4 December. Since the cover was not addressed to New York it was examined by the Miami censor, with a re-sealing tape 30157 underneath the tape of the New York philatelic censor 20005. Presumably the censors decided that the cover was philatelic in nature because of the unusual (and overpaid) adhesives. The correct rate would have been foreign basic of 4 Fr. plus double air fee of 38 Fr. (2 x 19 Fr.) making a total of 46 Fr. Use of the “Solidarité Francaise” adhesive resulted in an overpayment of 5 Fr.



Figure 6 Libenge 12 December, Leopoldville 15 December. Flight 6 leaving 15 December.
Rate: Surface 3.50 Fr. Air 12.50 Fr. Total 16 Fr.
Not addressed to New York and censored at Miami 31119.

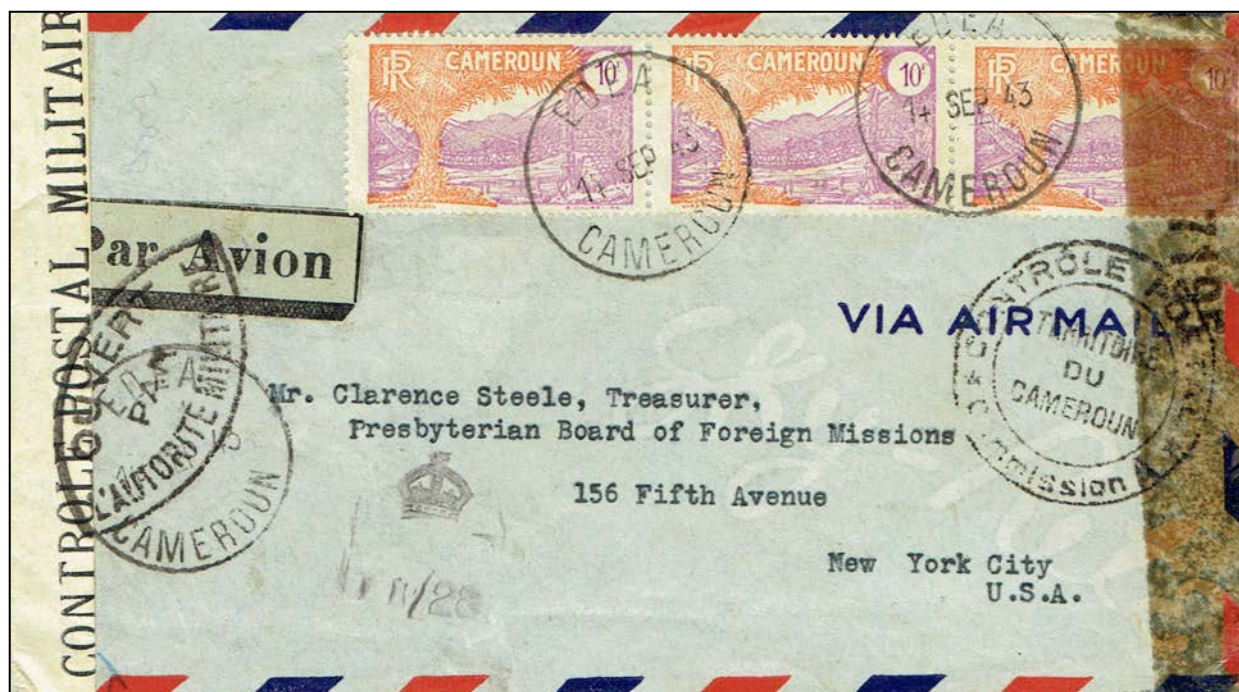


Figure 7 Edea 14 September 1943. Transit censor PP/28 of Nigeria.
Addressed to New York and censored there, examiner 7195.
Rate: Basic foreign 2.50 Fr. Air fee 16 Fr. (4.50 Fr. on back of cover).



Figure 8 (front) Douala 9 October 1944. Leopoldville 12 October 1944.
Carried on flight 2 leaving Leopoldville 15 October.
New rate from October: Foreign basic 4 Fr. Air fee 19 Fr. Total 23 Fr.



Figure 9 (reverse of Fig 8) not addressed to New York and hence censored at Miami. Examiner 30755.

After the Crash

Covers are known (Barbara Priddy) from Cameroun and A.E.F. dated in April and May 1945 that show Leopoldville transit cancels. This was, of course, after the “China Clipper” had crashed at Trinidad, so there was no reason to route the mail through Leopoldville except for the fact that SABENA had established a route to Lisbon in September 1944 (Ref. 7) and it is feasible that this was the reason for continuing the “via Leopoldville” route. More work is required before this can be proven, but it is an interesting area of research for the future.

Summary

Airmails from Cameroun to the United States, previously routed via Nigeria were re-routed in September 1944 to take advantage of the new FAM-18 link from Leopoldville to Fisherman's Lake. The exact date is not known despite searches by Bob Maddocks and other Cameroun specialists, but the cover evidence seems conclusive.

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- 5 Crotty D. "*Pan American Airways 1939-1944*" (Privately published, Kentucky, 2013. ISBN-13: 978-1493552160)
- 6 ASM 341, Accession I, Box 118, Folder 3. University of Miami, Richter Library
- 7 Civil Aviation Intelligence Summary No. 275, September 1944, "*Foreign Services*"



'Boadicea' Crash Mail to Nigeria

Tony Plumbe and Barbara Priddy



Figure 1 Water-damaged cover addressed from London to Lagos, by airmail via Kano (Plumbe)

The Imperial Airways Boulton & Paul P.71A/1 Boadicea Class aircraft with registration G-ACOX disappeared without trace over the English Channel on 25 September 1936. Mails aboard were for Australia, Hong Kong, India, Kenya, Nigeria, Northern Rhodesia, South Africa, the Sudan, Tanganyika and Uganda. The mails concerned were posted in London and the southern parts of Britain on 24 and 25 September 1936. Surviving material to Nigeria is very rare with two examples known to be held by members of WASC. The commercial cover shown at Figure 1 was postmarked 11 AM 25 September 1936 in London and two hours later was about to cross the Channel. The second example at Figure 2 unfortunately lacks a discernible postmark but is personal mail in nature.

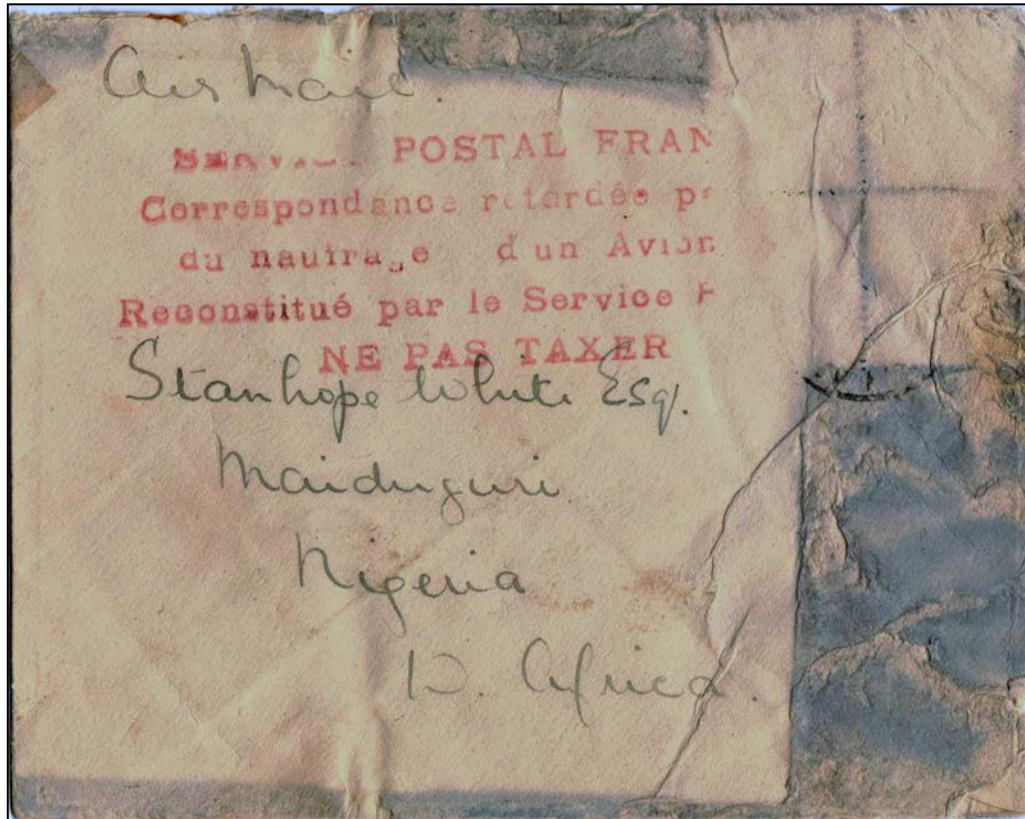


Figure 2

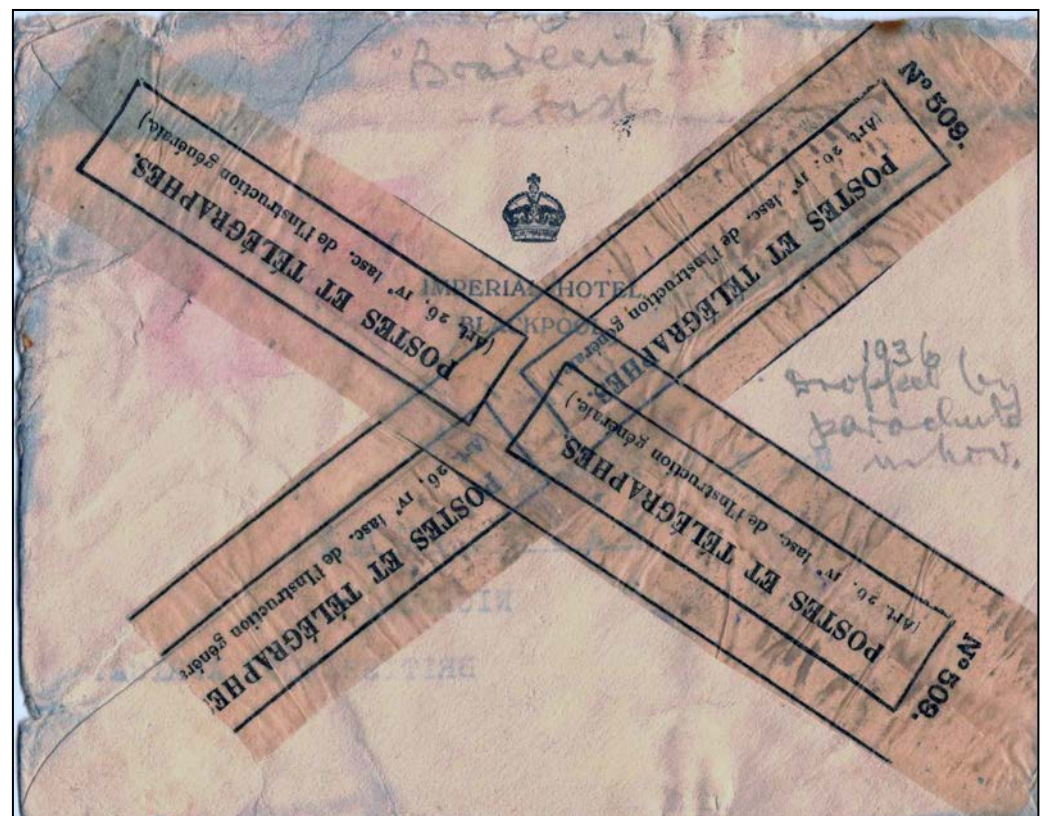


Figure 3
Reverse of the
same cover (Priddy)

The Boadicea Class aircraft radioed at 13:08 hours that it was over Rye and about to cross the Channel to Berck, but that was the last message before it crashed into the Channel. Three bags of mail were recovered eventually, the first washed up at Cucq, Pas de Calais, France about a month after the crash, and another bag was retrieved at Dymchurch, Kent, UK on 10 November 1936; both bags contained mails for Africa. A third bag was found in trawler nets off the French coast on 27 April 1938 which contained mails for Asia and Australia. Three miles off Rye in 1937 some pieces of aluminium and struts thought to derive from the 'Boadicea' were trawled up. The body of the Acting Captain, A C Thomas aged 36 years, was washed ashore at Boulogne a month after the crash; he had worked for Imperial Airways from November 1934 mostly on the Karachi to Singapore sector. The body of the Radio Operator, H E Percival aged 31 years, was never found. An extensive search by aircraft from Croydon and Le Touquet, and by lifeboats from Hastings and Dungeness was mounted but no crew nor wreckage were found immediately after the crash. Cucq is about 5km south of Le Touquet airport and 9km north of Berck, Boulogne is about 35km directly to the north.

The aircraft type was known to have directional instability with a tendency to turn to starboard and was not further manufactured.

Both illustrated covers are from the first retrieved bag. The British and French postal authorities applied cachets to some of the retrieved mail. Mail handled by the French Postal Service was struck with the Type 'b' cachet in red in Paris reading "SERVICE POSTAL FRANCAIS / Correspondence retardée / par suite / de naufrage d'un Avion / reconstitué par le Service Francais / NE PAS TAXER" (translates as "FRENCH POSTAL SERVICE / Correspondence delayed owing to an accident to an aeroplane / remade by the French Service / NOT TO BE TAXED") (see Figures 1 & 2). French Post Telegraph and Telephone resealing tape is usually found on the reverse of correspondence from the first retrieved bag either applied vertically or as a cross as shown by the reverse of the Maiduguri cover (see Figure 3).

The dated 'received' cachet shown in Figure 1 suggests the first retrieved mail reached Lagos on 7 November 1936, so taking 43 days in transit. Thus, mail from the first recovered Boadicea bag would have arrived on 3 November at Khartoum aboard flight AS392 being carried by *Hengist* running one day late, and then carried by *Daedalus* operating flight WAS 40 to arrive at Kano on 5 November and at Lagos by *Delia* on 6 November, again one day late at all locations. This complete feeder service between Khartoum-Kano-Lagos had been established just the preceding month. The original 'VIA KANO (NIGERIA)' endorsement probably reflected that at the time of posting this airmail service from Khartoum reached only as far as Kano. The cover shown in Figure 2 would have gone by the same onward route and flights as far as Maiduguri.

Afterthoughts from Barbara Priddy

There's a distinct lack of literature on why this relief plane was necessary - too much mail for one plane? Some mail forgotten when loading the main flight? And this flight doesn't appear on the BOAC aircraft movements charts, but maybe somebody will come up with an answer one day. Nor can we find anywhere that says exactly when the Le Cucq mailbag was found - just 'a month afterwards'.

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3. <http://sussexhistoryforum.co.uk/index.php?topic=10472.0;wap2>



Ghana Airways 1992

Jeremy Martin FRPSL

The type of Ghana aerogramme shown in Figure 1 typically carries advertisements, in this case for Ghana Airways. The illustration (at 80% of original size) shows the airline's routes; just four at the time:

- 1 to London
- 2 Direct to Dusseldorf
- 3 Via Rome to Dusseldorf
- 4 Along the West African coast to Las Palmas, Gran Canaria

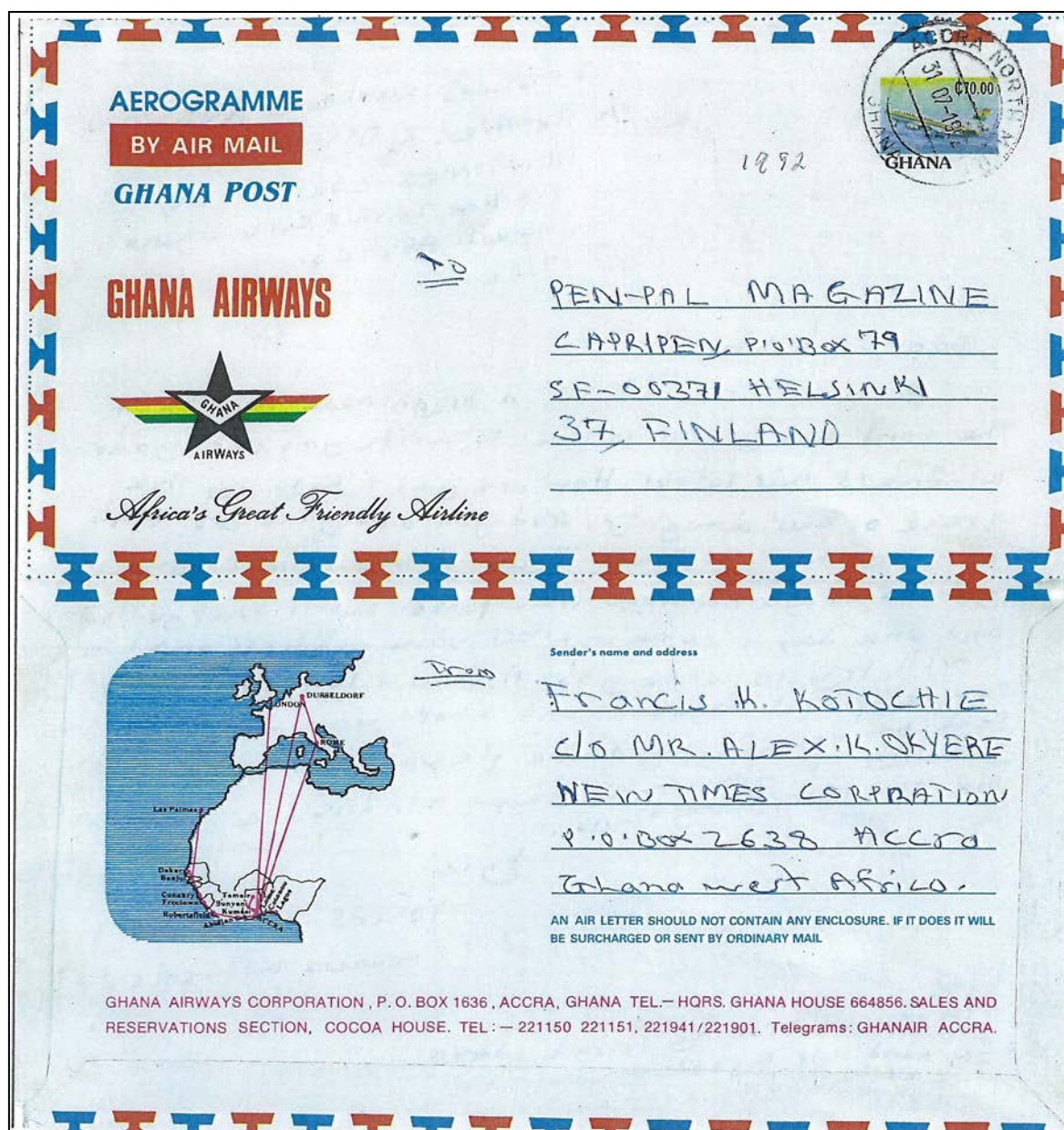


Figure 1



Another Bathurst Interception, 1942

John Wilson

Mails intercepted in Bathurst during the flights of the Pan American 'LATI substitute' service in early 1942 are seldom found, largely due to the failure of Pan American to actually stop at Bathurst. Here is a cover to add to the limited numbers known, and the first to have Belgium as its destination. Posted in Buenos Aires on 24 February 1942, it was carried on flight 5007 which arrived in Bathurst on 8 March 1942. Mail designated as 'enemy' was removed from the Pan American aircraft and diverted to BOAC flying boat services to England for examination before being forwarded (or condemned).

Non-Axis mail was opened and resealed by the Bathurst examiners and forwarded via Lisbon. A single cover exists to Spain showing transit examination at Bathurst but this is the first cover to be found from Argentina to occupied Belgium.



Figure 1 front and reverse of cover from Buenos Aires to Belgium by air mail sent 24 Feb 1942

Although endorsed “Via Natal-Bolama” designating the “LATI substitute” route, the cover is franked with the “Via New York” rate of 20c. surface, 20c. registration and double air fee of 150c. making a total of 3.40 Pesos. The cover was intercepted and examined by Imperial Examiner 5524 (PC-90 visible under German OKW label) and we know that 5524 was Mr. M. MacFarlane, sent to Bathurst with the Liverpool team of censors in February 1942 (Ref. 1). After examination the cover was forwarded to Lisbon and carried by Lufthansa to Germany. Mail to and from occupied Belgium was normally examined at Cologne, (Ref. 2) but this cover inexplicably carries the censor code ‘d’ for Munich.

After 76 years, interesting items can still appear!

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Reflections on the use of Letter Codes in Lagos Cancels

Paul Redhead and Svein Vikhamar

Background

From before 1875 and into post-unification times, many of the cancellers used in the territories which became Nigeria included a letter code above the date. While Ince and Sacher's survey (Ref. 1) of pre-1914 Nigerian postal services includes much information about offices and cancels, including types, letter codes and usage dates, they do not explain the significance of the letter codes themselves. Proud's 'Postal History of Nigeria' (Ref. 5) calls the letters 'time codes' (see for example p 162) without explanation.

This article explores the question of time codes in more detail, especially in relation to Lagos type IS13 and type IS9 cancels (see Ref. 1, pages xi – xii for illustrations of the various types referred to).

The Lagos cancellers using letter codes

The use of letter codes dates back to hand-stamps used before the arrival of the first Lagos adhesives. The Post Office Impression Books (Ref. 6) show type IS 2 code C dated DE 31 59, and another with code A dated JU 16 63, though recorded examples in use start in 1867, and no examples of C have been noted 'in the field'. IS 5 was sent in January 1873, and was first in use as a hand-stamp, then as a canceller when Lagos stamps arrived in mid-June 1874. IS 5 cancels come in two forms, showing either code A or code B, and there are other clear differences in the forms of the G and O in 'LAGOS' visible in the impression book images. Cancellor IS 8, known only with code A, came into use in 1887, followed in 1895 by IS 9 (code letters A, B, C, none) which is described in detail further on. Last use dates for IS 9 are in late 1904, when IS types 13 and 15 were introduced, which showed code letters from A to F, plus 'no code'.

From 1893 onwards other offices opened in Lagos Colony and were issued with their own cancellers (IS types 9C onwards) which feature a similar range of code letters to their Lagos equivalents. Code letters were also a feature of Oil Rivers, Niger Coast and Southern Nigeria cancellers (more details in Ref. 1). After 1914, code letters can be found on the old cancellers which continued in use, but with a very few exceptions new post-1914 cancellers didn't use code letters.

Code letter questions we've tried to answer

We have reviewed what the code letters might signify, and also considered the physical relationship between code letter and canceller. We've focussed on the Lagos type 9 canceller, and the type 13 cancellers used from 1904 onwards. Our conclusions probably apply to other 'Nigerias' cancellers with code letters though there is a suspicion that the diversity of code letters found in some Niger Coast cancels owes more to a desire to satisfy collector demand than to functional purpose.

Records on the use of code letters in Lagos, London and colonies

Although Lagos was given control of its post office in 1863 (Ref. 1 p30), we have not been able to find archive information describing the use Lagos postal authorities made of code letters. However it is highly likely that procedures there and in other colonies derived from those of the London GPO and that information about code letters from other offices may shed some light on how they were used in Lagos.

In his detailed study of London Fancy Geometric Postmarks (Ref. 2 p23 onwards) Barette describes a number of different uses to which code letters were put at different times: to identify the canceller itself, or the clerk or counter at which the canceller was used, to signify date, or to show the time of collection or cancellation. All these, together with deliberate small differences in the cancellers themselves, were aimed at making it easier to investigate complaints and problems. On p 59 he states that *'use of code to indicate time became more common with cancellers dating from 1883 onwards'*.

Frescura (Ref. 3) emphasises that postal regulations in South Africa laid down detailed instructions on canceller use and record keeping – for example: *"When a stamp is fitted with an index letter, or figures, indicating the time, the index letter or figures must be changed punctually at the appointed times, and each of these changes must be shown in the stamp impression book"* (Post Office of the CGH, c1903), and that this was to identify who had handled each item of mail.

On the other hand, Cdr. Burnett in his detailed study of code letters in Seychelles cancellers between 1863 and 1915 concluded *"My opinion is that these letter codes had no significant function. The postal clerk*

whose duty it was to change the date saw no useful purpose in adjusting the letter, and the codes remained unaltered for long periods, sometimes of years. I have tried to trace some pattern of change, but the only significant feature is that when a letter falls sideways, upside down, or drops out. This may in time be noticed and a new letter inserted."

Does this information help in working out what code letters signify in Lagos cancellers? It suggests that there are several possibilities, but that code letters were used to signify time became increasingly likely as the twentieth century dawned. It also suggests that postal officials may have varied considerably in terms of how strictly they adhered to the rule-book.

As explained below we think that it is highly likely type IS 13A used code letters to show time, but that this is less likely in the case of the earlier cancellers type IS 9

The Lagos type 13A (and similar) cancellers

This 30mm diameter canceller came into use in use in Lagos and its ancillary post offices from 1904, and continued in use (in some offices at least) well into the post-1914 era. It was in use in offices ranging from the busiest Lagos GPO down to the smallest, such as the office at Agege for which very few cancels are known. IS types 15A, 15B, R.15B and 17 follow essentially the same pattern. At most of these offices cancels are known with a range of code letters – for instance the IS 13A cancels from Badagry are now known for 7 different codes (A to F, and 'none'). Since 1992, when Ince & Sacher was published, more examples of type 13A have been reported, and most offices, including small ones, show a diversity of code letters suggesting that A-F was a common range, irrespective of the size of the office concerned.

We feel this strongly suggests that code letters for these cancels indicate time: small offices can hardly have handled enough mail to justify 7 different codes to indicate different clerks or counters. And, as described above, use of code to indicate time was becoming general in English post offices from before 1900.

'No code' presents a problem. Proud (Ref. 5 p162) speculates that the Lagos type IS 9 with no code may have been used on telegrams. In several instances 'no code' occurs only late on in the usage of a specific canceller so may represent a loosening of policy on showing time – but this is speculation.

It is unlikely that the volume of mail in smaller offices justified a different canceller for each code letter, especially where 6 or 7 different codes appear in use at more or less the same times. In those cases it seems much more likely that there was one canceller, and that its code letter could be changed with the same facility as its date slug.

The Lagos IS 9 canceller

The IS 9 canceller (and similar types) was used earlier, in a smaller range of offices. We focus here on Lagos itself. The cancel may be found with code letters A, B, C or none, and the B code letter may be 'normal' facing right, or 'disorientated'- facing down, on its back or facing left. The 'frame' of the cancel exists in diameters ranging from under 23mm to over 24mm, and there are differences in the form of several of the letters in LAGOS, and in the distance between the L of Lagos and the W of W. AFRICA.

We have studied 127 examples of this cancel to see whether we can deduce what the code letters signified. In order to do this we had first to look at the diversity found within the IS 9 type. Ince and Sacher identify two types, IS 9A and IS 9B, distinguished by diameter and L to W distance. 9A is described as 24mm across, with L to W 5.5 to 6mm, while 9B is 23 to 23.5mm diameter, with L to W of 6.5mm. We believe that this remains a viable division, though the actual measurements they give need some qualification.

For measuring diameter we have found Ray Harris' precise diameter rings on transparency most useful. They could be used accurately to measure down to 0.5 of a millimetre without magnification, and 0.25 under X10, so long as more than half the cancel ring is visible. Using them with Photoshop on a scanned cancel is better still. Measuring L to W accurately is much less easy, even with clear cancels. Fixing the same point on the L and the W is hard, and it is very easy to disagree by 0.25mm either way. While the L-W distances do differ, cancels are often within 0.25mm of the 9A / 9B borderline value, making it unreliable as sole determinant of cancel type.

We have also considered letter shapes as distinguishing criteria, and while there are differences, we have not been able to find a reliable way of quantifying them, or of correlating them with the major distinction between 9A and 9B.

We conclude that:

The division of type 9 cancels into IS 9A and IS 9B is a practical way of tackling the diversity of this type.

Diameter is the best distinguishing criterion: IS 9A are over 23.75 mm in diameter, up to 24.2mm, while IS 9B diameters may be as low as 22.8mm and are usually below 23.6mm.

L-W distances range from 6mm to nearly 7mm – we have not seen any which are clearly below 6mm.

Type 9A tend to be 6mm, type 9B 6.2mm or more. We feel it is best to view this measurement as an aid when diameters are in the borderline 23.6mm to 23.8mm range.

Though most cancels are easy to assign, there are examples which are difficult.

9A shows code letters A and B, 9B is found with all codes: A, B, B disorientated, C and none.

There were probably different cancellers in use for A and B codes (see below), so at least 4 different type 9 cancellers existed though not all in use at the same time. The variation of diameters and L-W distances within types 9A and 9B, and in the shape of several of the letters of LAGOS strongly suggests that there were actually more cancellers than this, though it isn't practical to distinguish between them.

Using our criteria we have not seen any examples of 9A later than 1899. There are borderline A/B examples pre-1900 but the great majority of 9B are 1900 or later



IS9A code B example



IS9B code B-on-front example, with Harris ring superimposed



IS9B A and B same date showing differences in LAGOS and date letters

In the table below we show the numbers of each code letter for the 9A and 9B types in our sample of 127, median diameter (i.e. the middle value of all the cancels of that sort measured) and the range of dates observed.

Type	Code	Nos checked	Median Diameter mm	Earliest date ³	Latest date ³
IS9A	A	7	24.3	AU 30 1895	MR 3 1899 ⁴
	B	13	23.8	AP 2 1895	JA 25 1899 ⁵
IS9B	A	7	23	JU 14 1901	AU 17 1904 ⁸
	B facing R	52	23	JA 31 1900	DE 3 1904 ⁹
	B on front	6	22.8	AU 15 1900	SP 23 1901
	B facing L	1	23.5	OC 17 1900	
	B on back	21 ¹	23	JA 2 1901	FE 19 1904
	C	1	23	⁶	MY 6 1902
	None ⁷	19 ²	23.5	MR 14 1904 ¹⁰	DE 27 1904

¹ Includes 6 examples dated JA 14 1901 – cto?

² Includes suspect ctos dated AP 1904 on 6D

³ Earliest and latest dates recorded in this sample

⁴ IS give a latest date of 2.7.04 for this cancel (?based on cancel actually IS9B?)

⁵ IS give a latest date of 2.7.04 for this cancel (?based on cancel actually IS9B?)

⁶ IS give a single date: 'IS9A C(?) 4.10.99'

- ⁷ IS give some IS9A examples of 'no code' (?based on cancel actually IS9B?)
⁸ IS give a latest date of 14.9.04 for this cancel
⁹ IS give a latest date of 17.12.04 for this cancel
¹⁰ IS give an earliest date of 11.12.01 for this cancel (?based on cancel with very faint code letter?)

What does this imply for the significance of the code letter in IS 9 cancels?

Compared to the case in IS 13A, we think that it is much less likely that codes A and B show time in IS 9 cancels.

- Although both codes are found throughout the 1895 to 1904 period, code A is less common than code B, especially after 1900. If the postal day was divided into two periods we would expect numbers to be more similar
- In Refs. 2 and 3 where code is used for time, a much finer division into periods is described, more akin to the 6/7 divisions mentioned for IS 13A cancels. Dividing the day into two periods only would not have provided the detail the authorities required elsewhere.
- We have examples of code A and code B with the same date, shown in two of the images above. Superimposing the two shows clear differences in the frame and in the date slug which would not occur if the code letter was simply swapped over during the day.
- The various B disorientated examples would not have persisted for days at a time (see below) if code letters were changed twice a day.

If not time, the main alternative is that these code letters indicated particular post office counters (or officials, though there were surely more than 2 counter clerks in the Lagos GPO). We have no way of knowing more. A final possibility is that the cancellers, which were ordered via the London Post Office, and (probably) supplied by the same firm that supplied London, came with code letters as standard, and that the Lagos office simply used what they were given without bothering to differentiate between cancellers which arrived with code A and ones with code B

How did the B disorientated examples arise?

The simplest explanation is that the letter B was not firmly fixed in the canceller, occasionally fell out while the date slug was being changed, and was occasionally replaced rotated by 90, 180 or 270 degrees. The dates we have for these are bunched – for instance 8 of our 19 examples of B on its back fall between 2 and 14 January 1901, and 10 between August and December 1903, suggesting that cancellers were not inspected daily but that sooner or later someone spotted the problem and put the B back in its correct orientation.

Code C and 'no code'

Code C poses problems of its own. We have seen only one example, though Ref. 1 mentions one other date. Our example shows atypical features which make us wonder whether it is a genuine cancel. It would be good to hear of any other known examples.

Finally, where does 'no code' fit in? Ince and Sacher record type 9A examples with no code, though all in 1904, which is well outside the date range we suggest for 9A. We've seen no examples of 9A with no code. It may be worth noting that quite a few of the no code cancels are on stamps with 6d face value.

We would be delighted to hear from members if they have examples of IS 9 which support or undermine our findings and presumptions.

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Air Mail to Nigeria via Dakar, pre-1936

Peter Wingent

Prior to the opening by Imperial Airways in February 1936 of a feeder service from Khartoum to Kano, there were no direct air mail services to Nigeria. However, very small amounts of air mail letters arrived in the colony before 1936 via one or other of two routes, having been carried by air at least during parts of their journeys. One route was via the Zinder – Kano motor service, the incoming mail having been flown to Zinder by the joint Sabena/Air Afrique services which commenced in February 1935. This route was the subject of an earlier article published in *Cameo* (Ref. 1).

The other route was by air from Toulouse to Dakar and then by sea to Lagos. The U.K. Post Office had accepted air mail to Senegal, Gambia and Sierra Leone from 31 March 1926, but never advertised this route for air mail to Nigeria and The Gold Coast. The reason for this is found quite regularly in correspondence held at the British Postal Museum & Archive. The following quote, from a letter dated 25 March 1935, to R. Harvey of the Imperial Defence College (Ref. 2), states the Post Office position clearly:

We do not advertise an air mail service for Nigeria in any of our air mail publications. The only air service by which we can at present forward air correspondence for Nigeria is the French service to South America, calling at Dakar, Senegal, and the use of this service involves transmission from Dakar to Lagos by steamer. Owing to the irregularity of the steamer connections from Dakar, we cannot depend on securing acceleration as compared with the transmission time by ordinary transport, and it is for that reason that we do not offer the service as available to the public in this country. Senders do however sometimes choose this route deliberately, possibly in the knowledge of a specific steamer sailing from Dakar.

The letter was written to Mr. Harvey in response to his complaint that a letter he had sent by air from the U.K. to Lagos had taken a long time to arrive. A P.O. investigation had found that if it had been sent via the normal steamer service from Liverpool, taking 15 days, it would have arrived at Lagos seven days earlier than it actually did. An internal P.O. memo concluded that

It was unfortunate that the incidence of the connecting steamer services between Dakar and Lagos resulted in considerable delay occurring at Dakar.

The cover shown in Figs. 1 and 2 took 18 days to arrive at Lagos (on 5 Dec.) after being posted in Dorking on 17 November 1932. The 7d. postage cannot be explained. The P.O. did not advertise a rate but since that to Gambia and Sierra Leone via Dakar was 10d. per ½ oz., one would expect an air mail letter to Nigeria via the same route to be at least as much.



Figure 1



Figure 2 backstamps on the reverse of Figure 1

The cover was flown from Croydon to Paris either by Imperial Airways or Air Union and then sent by night train to Toulouse, where it arrived on 19 Nov. It was then flown to Dakar by Aéropostale, arriving 22nd and by good fortune the Elder Dempster steamer *Bassa* departed next day and arrived Lagos 5 Dec. From there the cover was sent by train to Kaura Namoda, via Zaria, then finally by road to Sokoto, arriving 11 December.

Figure 3

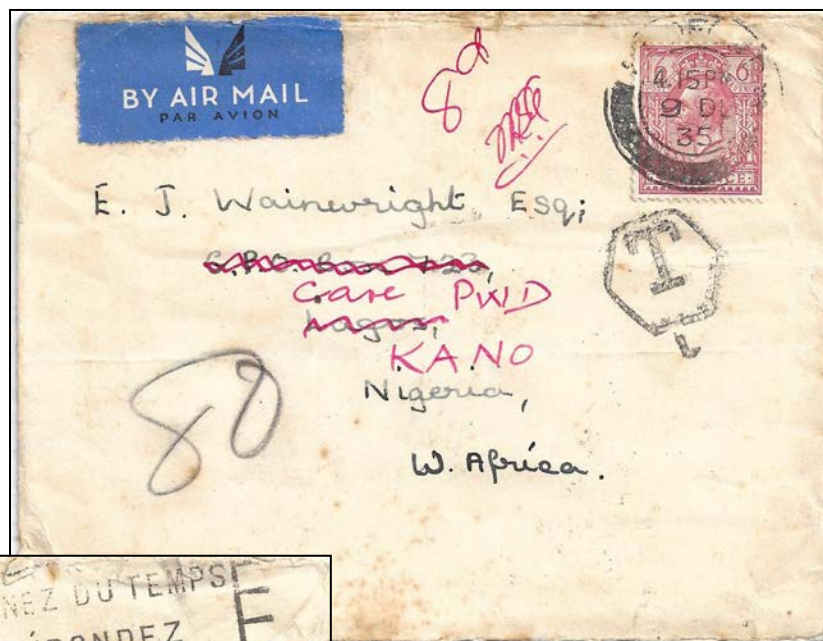


Figure 4 reverse of Figure 3



My only other cover from the UK to Nigeria, prior to Feb. 1936, is shown in Figs. 3 and 4. It was posted in the UK on 9 Dec. 1935 (place name indecipherable).

Interestingly, the postage paid was 6d. but the UK Post Office decided it should be 10d. so raised a charge of 80 gold centimes (1d. = 10 g.c) being double the 4d. deficiency. Upon arrival at Lagos a P.O. clerk added the manuscript 8d. charge to sender in red ink and re-addressed the letter to Kano.

Like the previous cover, it was flown from Croydon to Paris, then sent by night train to Toulouse, from where it was flown to Dakar by Air France, arriving 16 December. It departed the same day in the Elder Dempster steamer *New Brunswick*, which arrived Lagos on 6 Jan. 1936. The Kano backstamp of 16 Jan. indicates the cover was delayed, probably at Lagos, before it was carried on one of the three-weekly trains to Kano.

It is worth noting that although posted on 9 December, the cover did not arrive in Paris until the 14th (see backstamp) despite there being daily air services from Croydon to Paris. Perhaps it was delayed in London Foreign Section whilst it was being decided how to treat the letter!

Two other unusual covers to Nigeria, which were flown over part of their journeys, originated in Kenya and, as such, are very unusual. That shown in Figs. 5 and 6 was posted in Nairobi on 20 July 1931 and was sent by train to Kisumu. The purple "BY AIR MAIL TO _____" was applied by the Nairobi P.O. From Kisumu it was flown by Imperial Airways' service AN20 which departed 09.15 on 22 July and arrived Croydon 16.41 on the 28th. The red bars cancelling the air mail etiquette were applied by the London Foreign Section and the letter was sent by train to Liverpool. It was carried by the Elder Dempster steamer *Adda*, which sailed on 29 July and arrived Lagos 12 August (Refs. 3 & 4).



Figure 5

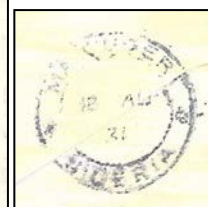


Figure 6

The letter was then sent by train and road to Maidugeri, where it arrived on the 18th.

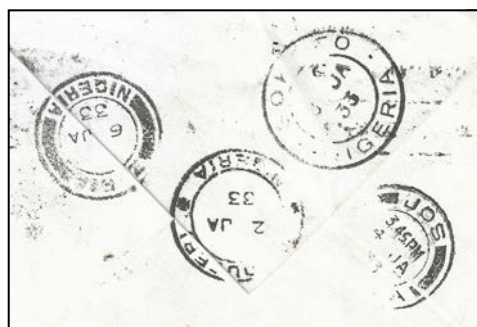


Figure 7

The other cover from Kenya, shown in Figures 7 and 8, was posted in Nairobi on 3 December 1932, where the "PAR AVION JUSQU'A LONDON" cachet was applied, and flown from there by Imperial Airways' service AN91, which departed 4 Dec. and arrived Croydon 10.57 on the 11th. It was then sent to Liverpool by train from where it departed on the 14th in the Elder Dempster steamer *Apapa*, which arrived Lagos 29th (Refs. 5 & 6). It was sent by train from Lagos to Jos, then by road to Maidugeri. There it was re-addressed to Sokoto and reposted on 2 January 1933 (partial datestamp on front of cover) and sent to Jos (4th), then by train to Kaura Namoda, via Zaria (6th), and finally by road to Sokoto (arrived 8th).

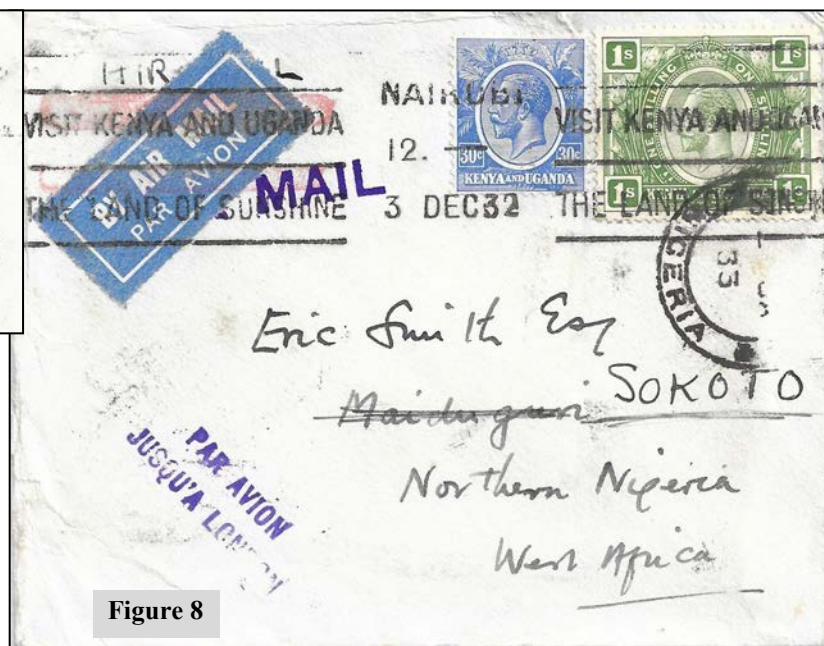


Figure 8

Both Kenya covers are franked 1sh.-30c., which is double the 65 cents per ½ oz. air mail rate to the UK. The Kenya P.O. did not advertise an air mail rate to Nigeria until March 1936.

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Mail from Mopalma, Sierra Leone in 1906

John Hossack

Mopalma, also known as Mo-palma or Mo Palma is a village in a remote region of the Southern Province in Sierra Leone a few miles inland from the Atlantic Ocean. The first two names appear on postmarks of the village (Ref. 1).

The post office was opened in April 1898 (Ref. 2, p73), a year or so after the area, in common with most of the interior of Sierra Leone, became a British Protectorate (Ref. 3). It was destroyed in the same year during the uprising against the Hut Tax, and re-opened in August 1899 (Ref. 2, p73). In April 1905 the post office is quoted as having moved to Bompehtuk, but was re-opened in January 1913, only to be closed just over three years later. This time it remained closed for eleven years, re-opening in August 1927 (Ref. 2, p73).

From 1890 mail for the south coast of Sierra Leone was taken to Sherbro by a coastal vessel belonging to the traders Randall and Fisher of Freetown. This was usually on a Tuesday or soon after a steamer had arrived at Freetown (Ref. 4, p47). By 1900 Elder Dempster ships sailing to other West African ports might land mails at Sherbro as opportunity arose (Ref. 4, p84). From Sherbro mail for Moplama was taken overland, presumably by carrier.

The Sierra Leone Government Railway (S.L.G.R.) arrived at Moyamba in 1901, a post office having been opened there two years earlier (Ref. 2, p73). When the post office was opened at Sembehu, some 35 miles from Sherbro, in 1904 (Ref. 2, p75) the service was improved. After a six hour train journey from Freetown to Moyamba mail was taken by road to Sembehu (Ref. 2, p96). The last leg was by boat along the Bagru river to Sherbro.

The villages are shown in Figure 1. Mail left Freetown on Monday and Thursday each week, while mails for the return journey left Sherbro on Wednesday and Saturday (Ref. 4, p88). Mails to and from Sulymah and Manoh Salijah were also carried.

The first datestamp used at Mopalma, shown in Figures 2 and 3, was a large segmented device, Beale type 28, issued in 1899. This type was known at only four other post offices in Sierra Leone (Ref. 5).

The postcard shown in Figure 2 was written at Mopalma on 2 February 1906, so presumably the post office was still open at that time.

This contradicts the apparent move to Bompehtuk in 1905 quoted by Walton *et al.* (Ref. 1), Beale (Ref. 2, p73) and Proud (Ref. 4, p221)

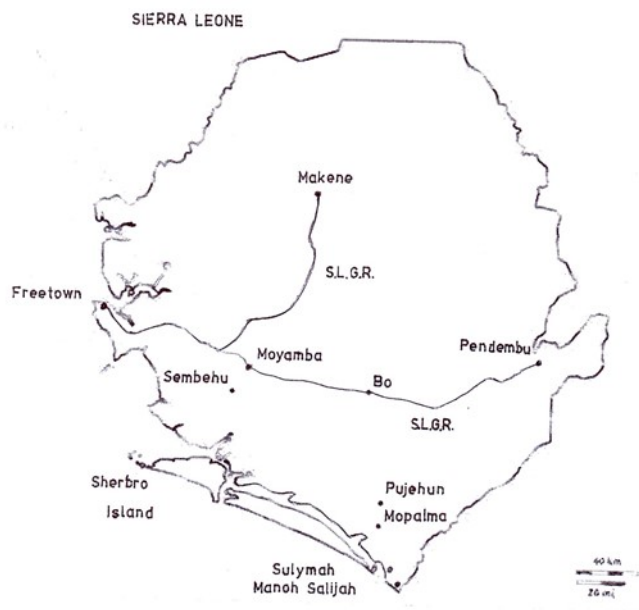


Figure 1 Map showing Mopalma, other villages and the S.L.G.R.

A second postcard, also sent in 1906, is shown in Figure 3. This received a transit mark at Bonthe on 5 August, a Sunday, two days after receiving a datestamp at Mopalma. This transit mark may not have been recorded before, as I am unaware of Mopalma datestamps at this time being noted on other than loose stamps. I would be glad to hear from any members who have seen other examples.



Figure 2 Postcard sent from Mopalma to Corfu, Greece. Dated 2 February 1906, year omitted. As was then normal practice the village mark was applied off the stamp, which was cancelled at Freetown.



Figure 3 Postcard sent from Mopalma to Corfu, Greece, in August 1906. This example received a transit mark at Bonthe.

In 1907 the early datestamp was replaced by a more familiar circular datestamp (cds), Beale type 31, now reading 'MO-PALMA' (Figure 4).

When the post office at Pujehun was opened in 1913 an alternative route to Mopalma became available. Mail was taken by train from Freetown some 120 miles to Bo, then by mail carrier to Pujehun and on to Mopalma. Delivery took approximately four days (Ref. 2, p97).

The post office at Mopalma, which was never busy, was closed for the last time in March 1928 (Ref. 2, p73).



References

- 1 Walton, F.L., Quirk, P.G., Hamilton, M. and Horry, D., *The Postmarks of Sierra Leone 1854 – 1961* 2nd edition, p. 72, WASC 2015
- 2 Beale, P.O., *The Postal Service of Sierra Leone*, RSPL London 1988
- 3 Fyfe, C., *A Short History of Sierra Leone*, p 114, Longman Group Ltd. 1979
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5. Hossack, J.A., *Cameo*, vol. 13, p. 127, October 2012

Figure 4
cds issued 1907



Sierra Leone: Blue Crosses used at Bo in WWI

Jeremy Martin FRPSL

Sorting through a small envelope of Sierra Leone that I have had for many years, I discovered five small pieces bearing King George V 1d red stamps shown here at Figure 1. They all appear to have been used at BO in 1916 and 1917. In addition to a Bo cds, they all have a blue crayon cross applied to each stamp. Philip Quirk has a similar example.

Blue crayon was used for censoring mail in Sierra Leone during WWI (Ref. 1). Was this a form of censorship? Does any member have an example on cover which might shed light on who applied these and why?



Figure 1 Two examples of Bo 1916-17 postmarks with blue crosses, on piece



Nigerian Mail Missent to Sweden

Jeremy Martin FRPSL

Figure 1 shows part of a foolscap cover from Nigeria to Finland which, in error, finished up in Sweden. The Stockholm post office applied a red machine cancel MALDIRIGE SUR LA SUEDE dated 27 August 1993. The fact that the Stockholm Post Office used a machine cancel for mail missent to Sweden suggests that it was a frequent occurrence.



Figure 1

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ASCENSION. 1949 2d in complete sheet of sixty including 'mountaineer flaw' (R.4.4). Unmounted mint. SG 41ca. £200	ST HELENA. 1936 (Apr) ½d corner Plate pair with 'cleft rock'. Unmounted mint. Rare on this printing. SG 97hc. £350
ASCENSION. 1944 10/- (Perf 13) with 'boulder flaw'. Superb used with central '25 JA 48' c.d.s. SG 47ba. £475	ST HELENA. 1937 ½d with 'cleft rock' and 'stern wave flaw' confirming printing. Very fine used. SG 97hc. £140
GAMBIA. 1889 3d grey (3 rd Delivery : 1 st Comb Down) in complete sheet of 15 (Pos# 7). Very fine mint. SG 29. £300	ST HELENA. 1935 6d Jubilee 'dot to left of chapel'. Very fine mint. SG 126g. £475
GAMBIA. 1887 1/- dull violet (2 nd Delivery : 1 st Comb Down) in complete sheet of 15 (Pos# 4). Very fine mint. SG 35. £200	TOGO. 1914 (Wide Setting) 40pf black and carmine. Very fine mint. BPA Cert. SG H7. £125
GOLD COAST. 1888 2/- deep brown in marginal block of four. Very fine mint. SG 19a. £160	TOGO. 1915 (Sansane-Mangu) 5pf green used with part ANECHO c.d.s. in blue. BPA Cert. SG H30. £100
LAGOS. 1905 2½d with smaller letters of value. Very fine used with DEUTSCHE-SEEPOST d.s. SG 57a. £100	TOGO. 1915 2½d with 'CCUPATION' error (Pos# 57). Unmounted mint. SG H37f. £130

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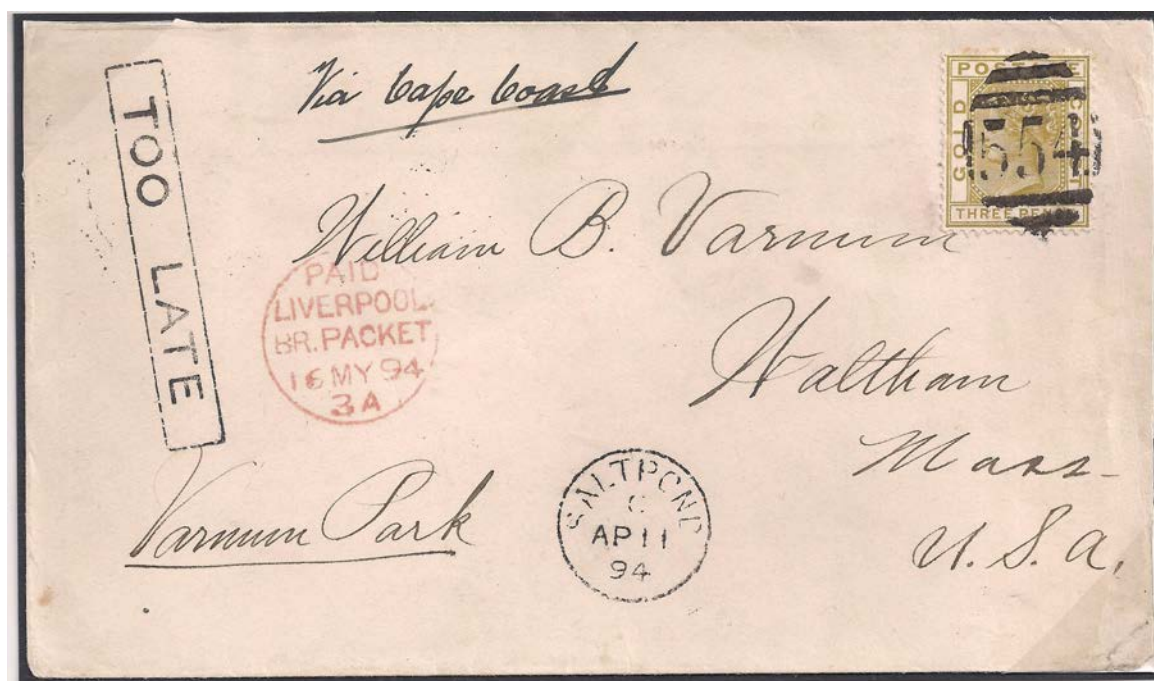
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GOLD COAST



April 11th 1894 cover to the U.S.A. from Saltpond with code C datestamp the 1889 3d olive-yellow being cancelled at Accra with the 554 barred oval and showing a superb strike of the boxed **Too Late** marking. A rare and lovely cover illustrated on page 114 of "Gold Coast" by John Sacher

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