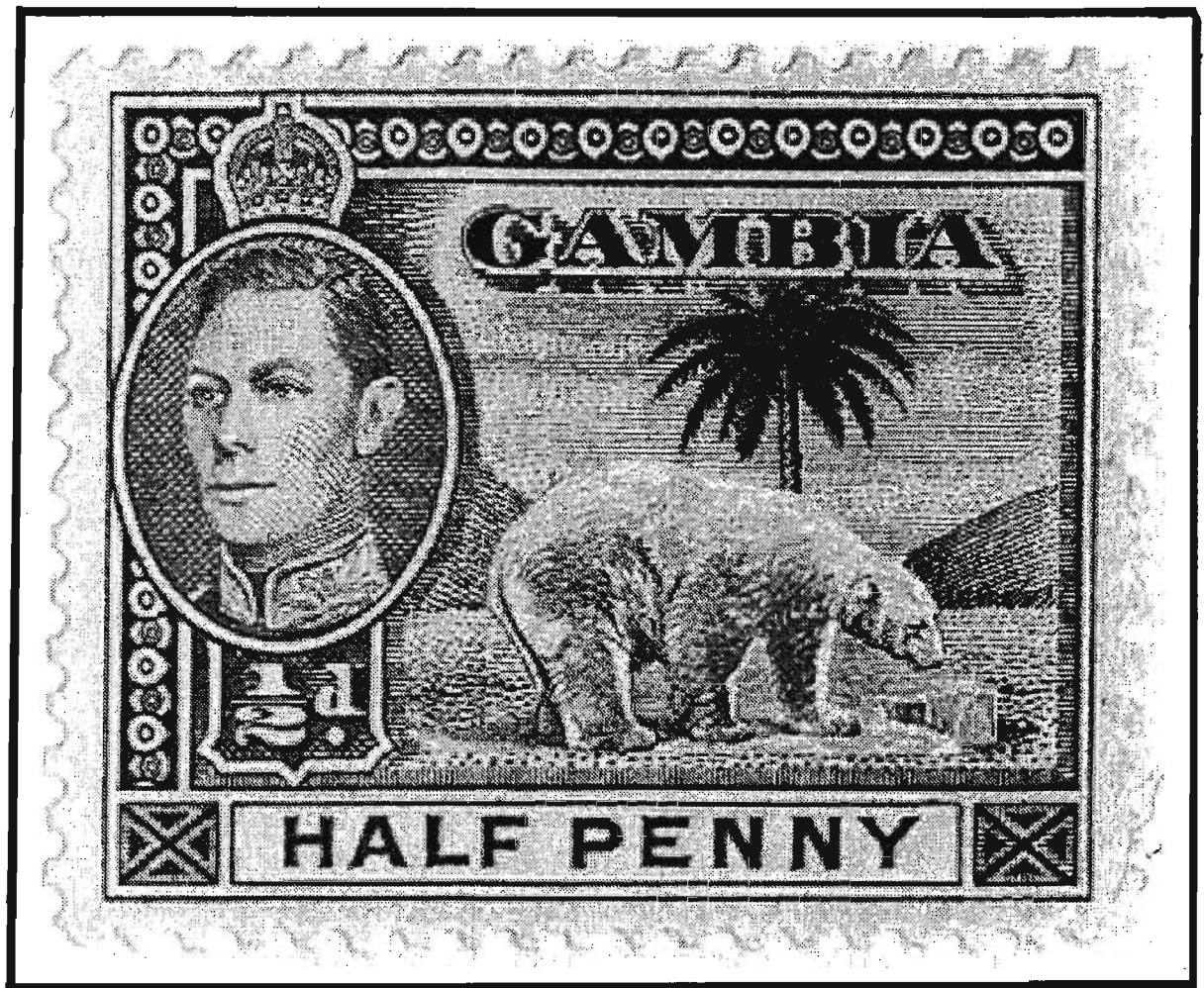


CAMEO



The Journal of the West Africa Study Circle



VOLUME 7 NUMBER 2
WHOLE NUMBER 55

JULY 2001



The Complete Collector's Service From A Single Source

Stanley Gibbons are the world's oldest and best known philatelic dealers offering the fullest and finest range of stamps, products and services since 1856.



● Leading dealers in: Great Britain, Commonwealth, Foreign and Thematic stamps, Varieties and Errors, postal history and literature.

● Publishers of Britain's leading philatelic magazine, *Gibbons Stamp Monthly*.

● Philatelic auctioneers since 1901.

● A spacious shop in the Strand.

● An efficient mail order service and free telephone advice.

● The world's largest range of philatelic catalogues, albums and accessories.



To find out more about our wide range of products and services, please contact us at the locations below.

For Mail Order,
Specialist Stamps,
Auctions & Post-bid...



**STANLEY
GIBBONS**

For Catalogues, Albums
and Accessories,
Mail Order...

Stanley Gibbons Limited
399 Strand,
London, WC2R 0LX,
England
Tel: +44 (0)20 7836 8444
Fax: +44 (0)20 7836 7342

Leading Philatelists Since 1856

e.mail: info@stanleygibbons.co.uk
Internet: www.stanleygibbons.com

Stanley Gibbons Publications
5 Parkside, Christchurch Road,
Ringwood, Hants, BH24 3SH
England
Tel: +44 (0)1425 472363
Fax: +44 (0)1425 470247

Sponsors of the British Youth Stamp Championships

West Africa Study Circle

President : John Powell

Hon. CAMEO Editor

Robert May
Longdown Farm Cottage
Cadsden
PRINCES RISBOROUGH
HP27 0NF, UK

☎ Home 01844 344336

☎ Office 01844 262031

✉ robmay@freenet.co.uk

Hon. Secretary

John Powell
23 Brook Street, Edlesborough
DUNSTABLE LU6 2JG
☎ 01525 220196

Hon. Treasurer

Tom Butlin, 52A Blenheim Park Rd
SOUTH CROYDON CR2 6BD
☎ 0181 688 4275

Hon. Membership Secretary

Peter Duggan, 75 Alexandra Rd,
READING RG1 5PS
☎ 0118 966 3220

Hon. Auctioneer

John Smith, 52 Eastway
GREASBY, Wirral L49 2NT
☎ 01516 786201
✉ stamps.johnsmith@bigfoot.com

Hon. Advertising Manager

Peter Rolfe
"Merok", 28 Ashford Road
BEARSTED ME14 4LP
☎ 01622 737476

Hon. Librarian

Dudley Ingoldby-Williams
Field House, Northfield Ave
Shiplake
HENLEY-ON-THAMES RG9 3PB
☎ 0118 940 4527

North American Representative

Peter Newroth
33-520 Marsett Place
Victoria BC
V8Z 7J1, Canada

✉ prnew@home.com

Contents

Editorial		50
Letters to the editor		51
Burns, Carter, Cobb, Newroth		
Auction report		53
Bookshelf		54
The Un-issued Stamps of KGVI		
Sierra Leone KGVI		
Air Mail Operations during WWII		
British Guinea Picture Postcard	by Tom Butlin	57
West African Airmail First Flights, Part 5	by Jeremy Martin	58
Steam Yacht "Ivy"	by Jack Ince	59
The Flying Green Elephant	by Bob Maddocks	60
1815 Letter to Sierra Leone	by Ray Revell	61
Pan Am FAM18 via West Africa	by Jack Ince	62
Side-wheelers to Western Africa	by C J Swet	65
French Equatorial Africa	by Dr Pierre Magnard	67
Gambia – Elephant & Palm printings	by John Rose	76
Gold Coast – Censor 13	by Nick Carter	77
"British" Liberia	by Luciano Varaschini	78
Togo WWI – German Stamps at Anecho	by Jeremy Martin	82
Togo – 1914 Misplaced Overprints	by John Mayne	82
Kamerun P. Stationery used by the British	by Bob Maddocks	84
Sierra Leone KGVI 2d Part Imperforate	by Frank Walton	85
French West Africa – WWII provisionals	by Bill Mitchell	86
SS Appam query – Delayed Mail	by Mike White	89
Postage Meters in Nigeria	by Bob Maddocks	90
Nigeria New Currency Definitives	by Jeremy Martin	91
Nigeria Postmarks – Abeokuta & Ilorin	by Bob Maddocks	93
BSAA	by Jeremy Martin	94
Gold Coast 1d War tax	by Jeremy Martin	95
Forgeries of Nigeria since Independence	by Michael Wright	94

Front Cover

"Polar Bear and Palm" of Gambia, from "The Unissued Stamps of King George VI" by David Horry. See book review on page 54 of this issue.

Editorial

Following the visiting display of French West African material by the France & Colonies Philatelic society in December 2001, this issue of Cameo has a strong French theme. I hope members will find this interesting, even if only to understand inter-colonial mails between these territories and those of the British territories they collect. Even so, some further French colonial material has been held over to January 2002 in order to make room in this issue for a fair coverage of our core territories, with a bit more Nigeria material available this time. For instance, the January 2002 issue will include Peter Kelly's notes of his display of French West Africa explaining the complex shifting pattern of territories; a counterpart to the article on AEF in this issue.

There are also references in this issue to several collaborative studies, and I would particularly like to draw attention to the study of French airmail rates being co-ordinated by Bob Picirilli, referred to in the book review on page 55. I believe many of our members may be able to contribute to this and would also be interested in the conclusions. I hope to strengthen our links with other study groups through Cameo and offer such groups the chance to publish in our Journal where their researches include West Africa.

This does, however, raise an issue. Two of the longer articles in this issue have been published recently in other journals, and so will not be new to those members who also belong to other groups such as the France & Colonies Philatelic Society. Those WASC members who are not, presumably would be those that are less interested in the topic. One other magazine editor has expressed particular concern about repeating and proliferating articles between specialist journals. I therefore intend to apply the following criteria to publish material from non-members in Cameo;

- publish whenever the article is appearing for the first time in English translation
- publish whenever the article is an interim research finding, seeking more data from collaboration with WASC members
- publish from obscure sources any items of background interest, for instance the article on side-wheel ships in this issue.
- when an author is offering an item to more than one Journal, aim to negotiate a preference to publish in Cameo first; if not, and the item does not meet the previous criteria, we may politely decline.

If anyone has strong views please let me know by letter, or by e-mail to the addresses given on the contents page.

Rob May



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

Scope : The West Africa Study Circle studies the postage stamps and postal history of West Africa, including St Helena, Ascension and the British Postal Agencies in Madeira, Tenerife, St Vincent and Fernando Po. The mainland countries covered in most depth are The Gambia, Gold Coast, The Nigerias, Sierra Leone, Cameroons and Togo.

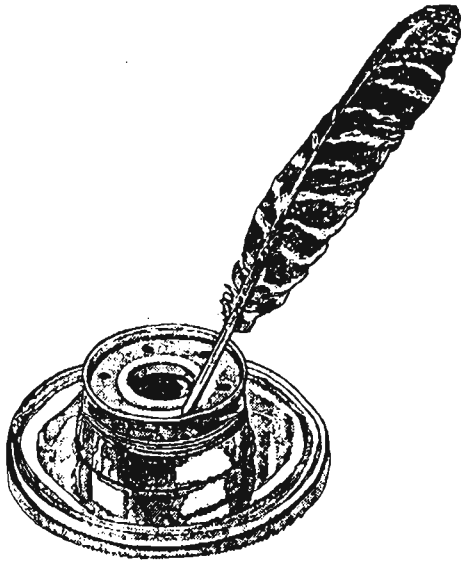
Annual Subscription : £12 for UK members, and £14 for overseas members. There is an entry fee of £5 for new UK members, and £6 for overseas members. The subscription term is for calendar years.



Access to the internet? Then please try visiting the West Africa Study Circle Web Site at :

<http://members.xoom.com/wasc99>

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.

My addresses are listed on the front page of all Cameo issues.

Rob May

St Helena and Ascension supplement

Dear Rob,

Most WASC members will know that in addition to Cameo the Circle also publishes the St Helena and Ascension Supplement, which is distributed free to those members indicating either of these islands in their collecting interests. It is possible, however, that there may be some – particularly those indicating a general interest in West Africa – who may not be aware of this.

If any members who are not currently receiving copies would like to be put on the circulation list will they please let me know, and I will ensure you receive the July 2001 issue and all subsequent.

Barry Burns
Editor

Stokesley, Middlesbrough



SS “Ivy” and the Carter family papers

Dear Rob,

I have about forty family letters written by Otho Carter, son of Sir Gilbert Carter, written to his father or to his step-mother from Nigeria. Sir Gilbert was Governor of Lagos 1891 – 97. Otho, his eldest son was in the West African service from 1908 to 1917, starting out as an ADC in Onitsha, and eventually ending up as Lugard’s private secretary. He died in the Apapa disaster in November 1917.

One particular letter was written from the Nigeria Administrators office on 2 Dec 1914 to his father and includes the following

“Dearest dad,

Christmas once more, and all my best wishes to you for the season and the coming year.

We are very busy in Lagos winding up the German firms. Burrowes, the Comptroller of Customs has been made receiver, and I am his principal deputy by reason of my knowledge of German and bookkeeping. It will be a tremendous job. Gaiser has over £30,000 worth of stock in Lagos alone; it must all be sold. I am living in Gaiser’s house, a large Hamburg residence, only completed a few months ago.

When all of this has been done, I hope to be put on translating records from Duala, but we do not yet know whether the French are going to have the whole of the Cameroons or not. It will be a great shame if they do, for they seem to have done very badly. Moreover they were miserably equipped and one of their transports calling into a Nigerian port for coal, had not even money to pay for it.

Our Marine Department has covered itself with glory. The “Ivy” has been pretending to be a man-of-war, doing no end of good work along the coast. They have made a skull-and-crossbones flag for her out of German flags captured at Duala, and the Germans along the coast run away directly she is sighted.”

The letter is addressed to “Sir Gilbert T Carter/Greycliff/ Torquay” and has a very nice “MISSENT TO TARKWA” instructional mark.

Nicholas Carter
Bethesda, USA

Editors note

See also an article from Jack Ince re “S Y Ivy” on page 67. It seems that, despite her participation in the naval force at Duala, she remained on the payroll of the Civil Administration.



Kamerun or Togo? - neither!

Dear Rob,

I would normally observe a Togo debate, with interest, from the sidelines. But in this case (Ref. 1) involving a used Kamerun 10pf with a Togo occupation overprint and a 1915 Togo cancellation, I venture a few remarks based on what I know about contemporary Cameroon material. Students of the CEF issue will soon come across forged overprints, and forged and backdated cancels on genuine and forged overprints alike; similarly for the first and second French Cameroun occupation issues. The feature they have in common is an attempt to hoax not as a joke, or to deceive the postal authorities, but to gull the collector.

The editor invited comments "on this intriguing item". Frankly, what really intrigues me is the opinion of the (unnamed) expert that the "overprint of the British Occupation type 3 II (sic)" and "the Togo cancellation 8.4.15" are genuine.

I have not seen the piece "expertised", of course. But both these bold assertions seem questionable.

For the overprint, the reference is to type II of the Michel classification, which is not as precise as other references. Gibbs makes a clear distinction, within this closed-up overprint setting, between a Second Issue (Ref.2, pp.157 and 183) and a Third Issue (Ref. 2, pp.163 and 193). Had the expert referred to the features which would make the item one or other of these issues, and overprinted with either an individual or a block setting, the opinion might appear stronger.

For the cancellation, the relevant authorities are Martin and Walton. From August 1914 this canceller "appears only with an indentation in the lower right portion of the circle" (Ref. 3, p56; see also the various illustrations in Ref. 2). The cancel here looks to be circular, as illustrated in the ARGE Stempelkatalog. This reference does not mention the indentation, which was in fact present before the canceller was withdrawn from regular service in 1906. Unfortunately, the opinion makes no reference to the colour of the ink.

The claim that "all the individual parts in themselves are genuine" is hard to justify. The basic stamp is Kamerun, not Togo; it was used, not mint, when overprinted "without authorisation"; the overprint has been insufficiently identified; and the canceller does not appear to have its 1915 form. When dealing with stamps which have been imitated so very frequently (more even than the CEF issue, because the pickings are greater) surely either of the first two findings ought to lead to a presumption, or at the very least a suspicion, of philatelic forgery? Overall

adding in my last two comments, that is what I suggest here.

To go a little further, the effect of the final paragraph of the opinion (even though the last sentence, not given in Ref.1, reads "postal forgery can be determined only when the entire envelope is available") is to give the forgery status as being "to the detriment of the post office". The opinion devotes so much space to this supposition, heavily hedged as it is, and so little to the overprint and cancel, that contrary-wise we may well ask : whom is the admitted forgery meant to deceive, if not the postal authorities ?

Complaisant though collectors may be about forgeries (and I have some of which I am quite fond), Gresham's Law applies : bad stamps drive out good.

Dudley Cobb
Paris

References

1. Maddocks R.J., *Kamerun or Togo?*, *Cameo*, vol.7 No.1.p11, also MICHEL-Rundschau 3/2000 p230 in the original German.
2. Gibbs R.M., *G.R.I.*, Christies Robson Lowe,1988.
3. Martin J.J. and Walton F.L., *Togo - The Postal History of the Anglo-French Occupation 1914-1922*, WASC, 1995.



Cape Coast Combination Cancels again

Dear Rob,

Since my January 2000 article (Ref. 1) and my letter in January 2001 (Ref. 2) in *Cameo*, I have searched for more examples.

The results have been surprising and may raise more questions. A remarkable example of SG 3 (6d) shows the Cape Coast '556' combined with type 2 CDS "WINNEBAH NO 11 (18)75". This is 6 days after the earliest recorded date for Winnebah. This example does not challenge my thesis but extends the period of this practice back from 1880 to 1875.

A cover to Wolverhampton (docketed from "Mr Blair - Cape Coast") bears SG8 (6d) cancelled with the Accra '554' and over-struck with the Cape Coast '556'. The accompanying "Paid at cape Coast Castle" mark is dated Jan 1877. This early cover defies my attempts at explanation and I hope a reader will be able to offer suggestions

Peter Newroth
Victoria BC, Canada

References

1. P Newroth, "Combination Cancels on Gold Coast", *Cameo* Vol 6, p224-226, January 2000.
2. P. Newroth, Letter, *Cameo*, Vol7 p4, January 2001



Auction Reports



Phillips British Commonwealth, London 2nd March 2001

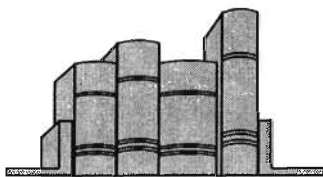
This sale, like their previous, was strong in Cameroons and Togo, but also with good Gold Coast. Values are in Sterling, and prices realised exclude the 15% buyer's premium.

Report by Rob May (results courtesy Michael Ensor and Michael Wright)

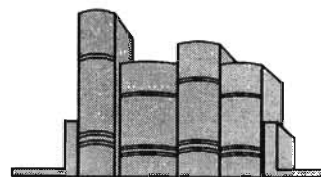
Lot	Description	Estimate	Realised
1651	CAMEROONS 1846 missionary letter from Jubilee Bimbia to London rated 1/4 and with step type "HOLYHEAD SHIP LETTER"	300-350	680
1652	1847 similar letter with manuscript "8", with "HOLYHEAD SHIP LETTER" and Oswestry cds. Longer text.	350-400	700
1661	1916 env with Nigeria 2 1/2d, tied by VICTORIA / CAMEROONS cds to Tenerife, redirected to Denmark, with two French censor sealing strips.	60-80	140
1668	1913 cover to France showing boxed "Mission de Delimitation / Afrique Equatoriale Francaise – Cameroun in mauve , from MAKOKOU Gabon with N'DJOLE Gabon transit.	120-150	90
1674	1902 5pf reply half of Kamerun reply paid card from Berlin. Rare commercial use	180-200	230
1723	GOLD COAST 1873 env to Edinburgh with "CAPE-COAST-CASTLE" cds in black.	140-160	400
1724	1874 cover to Edinburgh with "PAID AT CAPE COAST CASTLE", rare boxed "REGISTERED" and m/s "5" all in red.	200-240	440
1735	1890 cover with 2x German 10pf cancelled boxed "AUS WESTAFRIKA" and with m/s "Addah 12/2/90".	180-200	440
1746	1898 GB 1d reply half of reply-paid card, used from Accra to London canc by barred oval and with "ACCRA" cds. Commercial use.	40-60	170
1756	1928 proofs of 6d Brown and green, 6d Brown and mauve, 1/- Black and brown and 5/- Black and carmine each ovpt "HARRISON'S / SPECIMEN"	120-150	230
2046	TOGO 1919 cover with 1d tied by good strike "AGBELUHVOE / TOGO" error of spelling "HV" instead of "VH", with LOME arrival cds	200-250	700
2051	1900 no watermark 10pf tied to piece by complete "SANSANE-MANGU" cds and a single (thin spot) cancelled by "AGBELUVHOE" cds	100-120	360


Michael Wright highlighted to the auctioneers three Cameroons covers, in lots 1655 and 1659 which had been described as registered from Duala before 31st March 1916, and one (in lot 1663) which they had not so described, despite the same blue crayon lines. Following Bob Maddock's research ("The Postal Arrangements of the Anglo-French Cameroons Expeditionary Force 1914-1916", pp184-188) there is doubt whether there was any outbound registration service, and significantly none of these covers had any registration numbers.

These lots achieved £85 (est £80-100), £300 (est £250-300) and £120 (est £150-180) respectively.



Bookshelf




-  *The Un-issued Stamps of King George VI* by David Horry. Published by Murray Payne Ltd. Hardbound. ISBN 1 901624 03X. Available from Murray Payne, PO Box 1135, Axbridge, Somerset BS26 2EW, United Kingdom. Price £24.95. Postage & packing £2.00 UK and Europe, £5.00 Rest of World. Payment accepted by credit card. Review by Rob May.

David Horry has taken philatelic research into new territory. Not for him the tedious searching through auction lots and dealer stocks for those key items to prove the research thesis or to spice up the display. Nor does he need to let the moths out of the wallet. Instead he uses his fertile imagination to create his own material – high class parody of familiar recess-printed designs, complete with the stories that show why they ought to have been produced and then why they should not have been issued. And so this reader wonders why there was no archipelago called the Gilbert and Sullivan Islands, and why Jamaica did not issue a Marijuana design? These things were meant to be.


Having seen the way these familiar and well-loved designs have been twisted, your reviewer fell to pondering how a similar joke could be played on later QE2 issues. It surely cannot work, can it? The world's post offices have produced so many stamps that challenge the whole idea of taste in stamp design. How could any humorist invent the Disney designs of Sierra Leone, or the Greetings and Love designs of the UK and USA? Could a satirist imagine a Government printer producing stamps so poorly that it is hard to tell them apart from their forgeries, as with Nigeria? Are the circumstances around the production of some modern errors any more "honest" than these re-designs? The foreword to this book threatens the sequel.

If you have a non-philatelic partner or friend this is the philatelic book they would understand. Show them this and you can show, both at the same time, that you have a sense of humour about our obsession, and also why there is an appeal in discovering the "story behind the stamp". This book is expensively produced with a high cost to size ratio so maybe the best plan would be to point out that your birthday is coming... some time in the next 12 months.

-  *Sierra Leone King George VI Definitive Stamps* by Frank Walton. Published by West Africa Study Circle. Hardbound. ISBN 0-9525687-8-0. Available from WASC, via Richard Payne, Anso Corner Farm, Hempstead, Saffron Walden, Essex, CB10 2NU, price £24 (non-members) or £18 to WASC members. Reviewed by Tom Butlin.

Frank Walton has produced a fascinating but uncluttered book on one issue of the stamps of Sierra Leone. Chapter 2 considers the designs and includes interesting evidence that Father F. Welch, who had designed the 1933 Wilberforce set, was probably responsible for two of these designs. In the next chapter Frank Walton shows convincingly that all values were printed in panes of 6 x 10. Plate varieties, printings by requisition and by value are all covered in detail. The chapter on specimen stamps is not confined to the Sierra Leone issue, but also includes all 23 countries for which Waterlow printed stamps at this period.

The difficulties of the basic stamps in terms of paper, watermark, gum, perforation and shades are all discussed in chapter 8. Although covered in greater depth in "The Postmarks of Sierra Leone" by the same author, this chapter is more than adequate and improved by four pages of illustrations in colour. The final chapter is on postal rates of the period. The references are easy to follow throughout and are listed before the index. All serious collectors of this issue should find something to interest them in this handy volume.

 *Air Mail Operations during World War II*, by Thomas H Boyle Jr, published by The American Air Mail Society, Mineola NJ, 1998. ISBN 0-939-429-20-9. Softback, 927 pages. Price US\$35 plus postage. Available in the UK from Richard Beith, 14 Middlecroft, Guilden Sutton, Chester, CH3 7HF at £31.95 including UK internal postage.

This book was reviewed in Cameo in July 1999. However, the following reproduces, with permission,, part of a book review written and published by Bob Picirilli in the Newsletter of the Study Group for Airmail Rates in French Colonies to 1945, in October 1999. Boyle's work spreads West African routes over several chapters and Bob's review usefully puts it back into a single time-line for West Africa. The group is researching airmail rates in any French colonies and territories (not France itself) to anywhere in the world, prior to 1946. They would like to hear from anyone who has such covers, giving photocopies of front and back, to include the details in a database which now includes about 3000 covers. There are many gaps in this study, but a few articles have already been published in their newsletter and in the Journal of the France & Colonies Philatelic Society, and more are in preparation. Their contact address is 301, Greenway Avenue, Nashville, TN 37205, USA.

"Boyle's work is mammoth; some 927 pages, 8.5 x 11 inches, attractively printed. He sets out to describe all the airlines (commercial or military) that carried mail from anywhere in the world to anywhere, at any time between September 1939 and the end of 1945. He provides information about when they functioned and when they did not, and about the political situations that brought about these interruptions and resumption of services. He describes routes and provides maps to illustrate them. He provides many tables and examples of covers illustrating the things he describes. His is a monumental achievement, indeed.

The Wartime Situation According to Boyle: A Summary

Stage 1: Sep 1939 - May 1940

Key Events: War officially began Sep 1939 upon Germany's invasion of Poland: France and Great Britain declared war against Germany 3 Sep 1939. In spite of some disruptions, especially in Northern Europe, airmail continued to come and go between France and her colonies by the usual routes and airlines, including flights within France and Air France flights to the East (Indochina), to Africa, and to South America.

Marseilles became the major hub of airline/airmail flights.

18 Dec 1939 to May 1940: Air France flew route Marseilles to Lisbon (Portugal) via Oran (Algeria) and Tangier (Spanish Morocco) in North Africa.

Sep 1939 to May 1940: Imperial/BOAC stopped at Marseilles between England and Australia.

Airmail to French Africa from Marseilles to Algiers, thence via Air Afrique

Airmail to US/Canada via Lisbon.

Stage 2: May 1940 - Nov 1942

Key Events: Germany Invaded France 16 May 1940. Armistice between France and Germany 22 Jun 1940, leaving northern France occupied and southern France under a puppet government in Vichy.

Flights between England and France ceased. Sending and receiving foreign mail, and French airline activity prohibited in occupied zone, with minor exceptions.

Letters between two zones not permitted at first. Beginning 22 Sep 1940, special "family" postcards issued and permitted. These subsequently available and permitted from colonies.

Airmail still arriving Marseilles: if for unoccupied zone, censored and delivered; if for occupied zone (after 31 Jul 1940) returned.

Air France's last South American flight departed 2 Jul 1940.

Aug 1940: Germany's Lufthansa began route Stuttgart to Madrid via Lyon and Marseilles; extended to Lisbon 7 Oct 1940.

Lisbon became key hub:

BOAC route from England to Lisbon (and beyond).

PanAm continued flights from West to Lisbon.

Airmail from France to West taken by rail to Lisbon, then via PanAm.

Airmail from elsewhere for France arriving in Lisbon went surface to France or by air to Germany for censoring and forwarding to (unoccupied) France. After Nov 1940, some went rail to Perpignan, then flown to Marseilles.

Réseau Aérienne Française (RAF) airline organized out of remnants of Air Bleu and Air France: flying internal (unoccupied) France, to North Africa, and North Africa to Dakar; soon flying old Air Afrique routes from Alger to AEF. Beginning 16 Dec 1940, airmail permitted from occupied zone to N. Africa, after going surface to Marseilles.

Stage 3: Nov 1942 - Jun 1944

Key Events: Nov 1942, Allied invasion of North Africa. Germany occupied all of France.

Only airmail to France from North Africa (and AOF) was via Red Cross.

Only airmail from France was for Axis and Axis-friendly countries: via Lufthansa to European and PanAm to South American countries.

Stage 4: Jun 1944 – end of war

Key Events: 6 Jun 1944, “D Day” (allied invasion of mainland France).

Airline activity reestablished, gradually, as liberated areas of France grew.

Sep 1944: North Africa connection from Marseilles reestablished as far as Dakar.

23 Oct 1944: date announced for airmail services to overseas territories except Indochina. Routes included Paris — Marseilles — Algiers — Tunis — Benghazi — Cairo — Damascus.

Meanwhile, In Africa

1. Under direct Vichy control. Old Régie Air Afrique (from Algiers south) ceased shortly after 1940 Armistice, subsequently absorbed by Vichy’s RAF, with main flights, at first, from Algiers — Gao — Niamey — Zinder; branches Gao — Bamako — Dakar, Zinder — Fort Lamy — Bangui — Brazzaville — Pointe Noire — Libreville; Bamako — Conakry; Alger — Casablanca — Tunis; Casablanca — Dakar; and connections into Marseilles. Ceased flying into a colony whenever a colony became aligned with the Free French; pro-Vichy government in AEF overthrown in Aug 1940, for example. Connections between France and Africa ceased entirely when the Allies invaded North Africa in Nov 1942.

2. Aeromaritime schedule (within western Africa) not seriously affected in early part of war except for brief interruptions. All flights suspended Jun 1941, but some reopened in Oct. Suspended again following Allied invasion of North Africa in Nov 1942, resumed 3 Jan 1943 under control of Free French. AOF government became Free French as of 23 Nov 1942.

3. Free French began airline operations as early as 30 Nov 1941 with bi-monthly service from Damascus to Brazzaville, French Congo (with other stops in AEF).

20 Jan 1942: Syria to Lagos, Nigeria, connecting with PanAm to Miami, etc.

May 1942: main route Brazzaville — Pointe Noire — Libreville — Douala; also Lagos - Douala - Fort Lamy.

Oct 1942: Fort Lamy — Kano — Accra, connecting to BOAC and major allied cities in Europe and North America.

1943: Casablanca to Lisbon, direct.

May. 1943: to Morocco from AEF.

Apr 1943: Algeria — Syria.

Connections from Africa to the Rest of the World

Africa was almost never without airmail connections to other parts of the world; three were especially important.

1. On the eastern side of Africa there were connections with the famous “Horseshoe Route” maintained by Great Britain’s BOAC from Durban, South Africa up Africa’s eastern coast into Cairo, Egypt. From here the route proceeded east (with various changes as wartime situations made necessary) to Australia, where there were connections across the Pacific to the U.S.

2. Lisbon was an important connecting point with all sorts of airlines, including BOAC and PanAm, as well as Germany’s Lufthansa and others. Portugal was neutral, making this possible. While airmail was continuing to be flown in AOF and North Africa, for example, there were often connections with Lisbon. As early as Jun 1940, Spain’s Iberia Airlines was flying from Tetuan in Spanish Morocco to Lisbon.

3. In AEF there were almost always connections with various airlines, including some to the “Horseshoe Route” mentioned above (via Sabena, for example). Especially important was the PanAm southern flight connection that went from Lagos (Nigeria) or Accra (Gold Coast) or Leopoldville (Congo)—at various times throughout the war—to Miami and thence to essentially any Allied or neutral country. When the Free French began scheduling flights as early as Nov 1941, they made sure they always kept connections open with this carrier.

Note: One additional item of interest, from Boyle. On page 450, dealing with AOF (following Allied landings in North Africa in Nov 1942, he says, “No mail could be sent to France until a sizeable area of the country was liberated in 1944.” Fitting this well, we have no covers in the database from AOF to France between Sep 1942 and July 1944 except one: Mar 17, 1943 from Senegal (Senegal stamps, at least) to a “Poste Restante” address in Marseilles. It is an F.M. cover with no town postmark but instead a BATIMENT DE LIGNE RICHELIEU cancel (no transit or arrival back-stamps). It would be interesting to know how and when – or even *whether* - the cover arrived in Marseilles.”

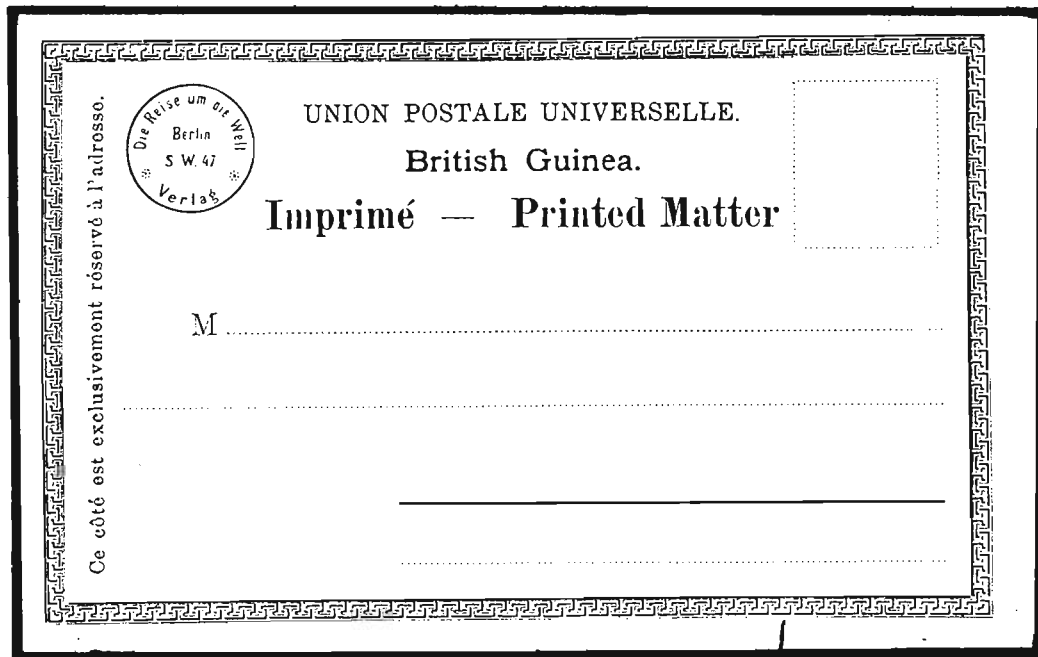
British Guinea Picture Postcard

Tom Butlin

At a recent stamp fair in Southern England I purchased the illustrated unused postcard. It is on light buff card size 137mm x 86mm. The UPU text and the surround are in reddish-brown and the photographs and captions are dark blue.

Is this card a reprint, or is it an early 20th century original? Who published it? Was it perhaps prepared for sale on Woermann Line ships?

Any information via *Cameo* would be appreciated.



West African Airmail First Flights, Part 5

Jeremy Martin

Parts 1-4 have appeared in previous *Cameos* (Ref 1). I now come to the post-war period. I must again emphasise that certain dates need substantiating.

1946

- 1 January BSAA. Lancastrian "Starlight" left Heathrow on the first of six proving flights to Buenos Aires via Lisbon – Bathurst – Natal – Montevideo.
- 5 January BSAA trial flight Bathurst – Buenos Aires.
- 23 January Trial flight Buenos Aires – Montevideo – Natal – Bathurst – Lisbon – London (arrival 31 January).
- 13 February Direct service The Gambia – Trinidad – Bermuda – USA (Baltimore) at 2/- per ½ oz.
- 24 February Sabena. Brussels – Algiers – Lagos – Leopoldville. First flight, taking 25 hours, arriving 25 February.
- 7 March BOAC. Last Boeing 314-operated trans-Atlantic service left Poole via Bathurst for Baltimore.
- 8 March Gambia – USA service (see 13 February) discontinued.
- 14 March Scandinavian missionary flight. First flight Nigeria – Sweden, arrived Stockholm 17 March (Swedish Congo Relief Unit).
- 15 March BSAA. First regular flight London – Buenos Aires via Lisbon, Bathurst etc.
- 15 April BOAC. First flight London – Casablanca – Dakar – Accra – Lagos, arriving 16 April.
- 19 April BOAC. First return flight Lagos – Accra – Dakar – Casablanca – London.
- 22 April BSAA. Trial flight London – Buenos Aires – Santiago – Lima – Bogota – Caracas – Port of Spain – Natal – Bathurst – London, arriving 5 August.
- 3 May BOAC. First flight Freetown – Bathurst – Dakar.
- 15 May WAAC. West African Airways Corporation formed as a result of George VI signing an Order in Council.
- 31 May London Airport – Heathrow officially opened.
- 27 June BSAA. Began weekly service London – Bathurst - - - Santiago (Chile) arriving Bathurst 28 June.
- June BOAC. Stopped its UK – Lisbon – West Africa – Cairo service due to meteorological facilities being withdrawn.
- July BOAC. See above entry. UK – Lisbon – Casablanca – Bathurst – Lagos – Kano sector resumed beginning of July.
- 1 August BSAA became BSAA Corporation.
- 7 September BSAA "Star Leader" crashed.
- 13 September Air France. First Flight Paris – Algiers – Kano – Lagos.
- 15 September Air France. First Flight Lagos – Kano – Algiers - ? Paris.
- 23 September BSAA. Began using Dakar instead of Bathurst for London – Buenos Aires service.
- October WAAC. Began operations with first flight Lagos – Calabar.
- 20 December First flight Lagos – Port Harcourt – Enugu – Jos – Kano and return. Was this by BOAC with a DC3 operating under the title Nigerian Air Services?

1947

- 7 March Air France. Dakar – Bathurst – Bissau, Portuguese Guinea, also return Bissau – Bathurst – Dakar.
- 8 March PAA. New York – Lisbon – Accra (9 March) – Leopoldville – Johannesburg.
- 17 March BOAC withdrew DC3 aircraft from the London – Lagos route (Stroud 17 July).
- 19 March PAA. Johannesburg – Leopoldville – Accra (20 March) – Lisbon – New York (22 March).
- 20 March SGDT. Lagos – Kano – Fort Lamy – Khartoum – Beyrouth (Beirut) Lebanon.
- 20 March SGDT. Beyrouth – Khartoum – Fort Lamy – Kano – Lagos.
- 2 July BOAC Began a thrice weekly service London – Casablanca – Dakar – Accra – Lagos.

20 July	BOAC. Lagos – Accra – Takoradi – Freetown – Bathurst.
21 July	BOAC. Bathurst – Freetown – Takoradi – Accra – Lagos. (these dates may be reversed).
16 August	KLM. Amsterdam – Algiers – Tripoli – Kano – Leopoldville – Johannesburg.
1 September	BOAC. Replaced thrice weekly service (see 2 July) by a Trans–Sahara service London – Tripoli – Kano – Lagos – Accra – Bathurst – Dakar (Stroud says stopped at Accra).
3 September	BOAC. Dakar – Bathurst – Freetown – Accra – Lagos – Kano – Tripoli – London.
September	WAAC. Took over Lagos – Kano service from Nigerian Air Services.
2 October	PAA. Johannesburg – Leopoldville – Accra – Dakar – Lisbon – Santa Maria (Azores?) – New York (arriving 6 October).
25 October	KLM. Amsterdam – Tunis – Kano – Johannesburg.
31 December	WAAC. Became responsible for services in the Gold Coast.

Abbreviations

BOAC	British Overseas Airways Corporation
BSAA	British South American Airways
KLM	Koninklijke Luchvaart Maatschappij
PAA	Pan – American Airways
SABENA	Societe Anonyme Belge d’Exploitation de la Navigation Aerienne
SGDT	Societe Generale de Transports
WAAC	West African Airways Corporation

References

1. Martin J.J. “West African Airmail First Flights”, *Cameo*, Vol 6 pp 194-5, 228-9 and 304-5, Vol 7 pp 8-9, WASC, July 1999, January 2000, July 2000 and January 2001.
2. Stroud J., “Annals of British Commonwealth Air transport 1919 –1960”, Putnam & Co., 1962.



The Steam Yacht “Ivy”

Jack Ince

In the last issue of *Cameo*, the frontispiece comprised a picture postcard of the above vessel. It had a notable career, having first sailed to the Oil Rivers, probably early in 1893, to become the official yacht of Sir Charles MacDonald, the first High Commissioner of the new protectorate.

In 1889 Major MacDonald, as he then was, had been seconded to H M Foreign Office to undertake a survey of the British interests in the area of the Niger Delta and to make recommendations for a suitable form of administration. Visiting the various river estuaries and the possible locations for future Vice-Consulates, he foresaw the need for adequate marine transport to link the stations.

So he asked permission to purchase three stern-wheel type boats for patrolling rivers “...and to carry two Europeans and 50 native troops...and that doubtless these ships, when delivered, should be used for the carriage of mail”. In January 1891 Major, now Sir Claude, MacDonald was formally appointed and arrived at Old Calabar on 23 July 1891.

Amongst the vessels acquired was the “Ivy”. Of some 1500 tons, it was built by Earles Shipbuilding and Engineering of Hull. She served as the High Commissioners official vessel and was also used to carry stores and troops as occasion required, and has also been recorded as a mail carrier.

After 1900 she continued in the same roles for the Southern Nigerian administration, with extra employment on survey and hydrographic duties. Probably her final voyage of note along the West African coastline was the action that led to the capture of Duala (*but see letter from Nick Carter on page 51 of this issue– ed*). Not long after that she was sold and transferred to Mesopotamia for transport duties between Basrah, the Persian Gulf and India.

After the end of WW1 the ship was presented to the Sheikh of Mahommerah, in recognition of services rendered to the Allies. He kept her at his palace on the Iranian shore of the Shatt-el-Arab as a private yacht. Sadly, she is last recorded as a sunken block-ship at the mouth of the Karun River, put there as part of the World War 2 defences.

The Flying Green Elephant Conveyed the Mails in British West Africa

R J Maddocks

In his letter to the Editor (*Cameo* January 2001- Ref 1) Graham Mark mentioned that Nigerian Airways had become colloquially known as Noddy Airlines - no doubt because of the deteriorating standards in service in the late 1960s. Also he could not recall that the airline had any link with the normal internal mail in Nigeria. Here, he echoed Jeremy Martin's comment in an earlier issue of *Cameo* (Ref 2) that no links of the postal service with the airline were evident.



Whilst it has to be said that Nigerian Airways was, and indeed still is, an official mail carrier, it was its predecessor West African Airways Corporation (W.A.A.C.) which, from 1947 onwards, had laid the foundations for and rapidly expanded the internal airmail service, first within Nigeria and then within British West Africa as a whole. Its operations were founded on the carriage of un-surcharged mail within the colony, based on an internal all-up mail scheme with postage being 1d per half ounce.

The Corporation was created by an Order in Council dated 16 May 1946, basically on the initiative of the Governor of Nigeria but supported by those of the other colonies: Gold Coast, Sierra Leone and the Gambia. Its authorised share capital was £700,000 of which £450,000 was issued as follows: Nigeria 68%, Gold Coast 29.5%, Sierra Leone 2%, Gambia 0.5%

The first scheduled flight took place on 28 October 1947 with a twice-weekly service from Lagos to Calabar via Benin, Port Harcourt and Enugu. In April 1948 a service linking Nigeria, the Gold Coast, Sierra Leone and the Gambia was introduced. This was extended to Dakar, Senegal with calls at Robertsfield in Liberia and Abidjan in the French Ivory Coast. Fig 1 shows a WAAC advertisement from 1949 *Nigeria Magazine*.

The Corporation's Annual report for the following year ended 31 December 1948 stated: "The airline carried a total of 10,756 passengers, flew 266,799 passenger miles, 44,933 mail ton-miles and 20,410 freight ton-miles. The operations of WAAC have been founded on the carriage of un-surcharged mail within the [British West African] territories. With the existing rate of 1d per half ounce in Nigeria it is thought that this is the first in the world to be carried by air at so low a rate. Last December the mail carried exceeded one million letters."

Over the next decade WAAC was at the heart of the growth in internal airmail services, especially within Nigeria. Mail was frequently carried at the expense of passengers, as the writer recalls from one of his flights to the Cameroons from Lagos. I was one of only two fortunate passengers to be given passage in a 12-seater Heron aircraft; all other space in the cabin being taken up by piles of mail bags which had accumulated as a result of several days of tropical storms which forced the cancellation of flights to Tiko.

In the late 1950's, with independence approaching, Nigeria made its first move towards starting its own national airline. WAAC was restructured to reflect its major constituent shareholders, which saw in 1958 the emergence of WAAC (Nigeria) Ltd, otherwise known as Nigerian Airways.

So, to the caption of this article, the Flying Green Elephant. This refers to the logo of WAAC, which could be seen painted on the nose of each aircraft. These were based at Ikeja, near Lagos, and were made up of de Havilland Doves and Herons; small turboprop aircraft and a far cry from being Jumbo Jets! The Flying Elephant logo can be found also on a dark blue airmail etiquette used on overseas mail and shown at Figure 2. These were not required for internal all-up airmail and are not often to be found on cover. Perhaps they did not conform to UPU regulations which required the French "Par Avion" to be printed thereon, and so were discontinued? Initially Nigerian Airways also used a flying elephant emblem but it was dropped some time after Nigerian independence.

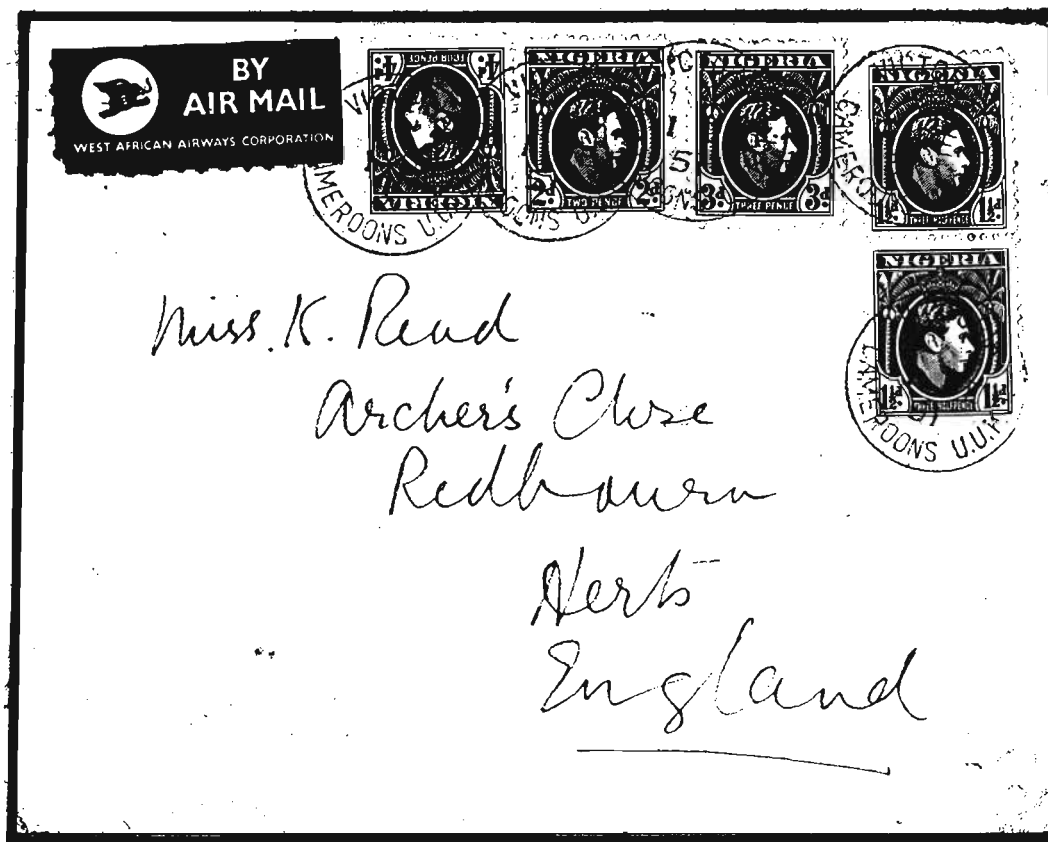


Figure 2

References

1. Graham Mark, "Letter – Nigerian Airways", *Cameo*, Volume 7 p4, WASC, January 2001
2. Jeremy Martin, "Nigerian Airways Internal Routes", *Cameo*, Volume 6 p191, WASC, July 1999



1815 Letter to Sierra Leone

Ray Revell

In a very belated response to Frank Walton's article in July 1998 (Ref. 1) I find I have a further letter from Glasgow to Sierra Leone in 1815, which appears to have travelled by the same system. The letter is from an A. Smith of Glasgow, addressed to M. MacMillan, c/o Z. Macaulay & Babington, 26 Birchin Lane, London. The only postal marking is a "tombstone" PAID 18FE18 1815 in red.

Quoting from the content;

"Before this reaches you, you will no doubt have heard of the death of your mother which happened on or about the 17th Decr last, she was buried on the 21st of same month. – this is a memento that we also soon must follow; may we be suitably prepared, by living not Christians in name but in deed and in truth. Having learned that Ken. Macaulay is about to leave England for Sierra Leone with the Ariel I embrace the opportunity to send you a few lines hoping they may yet be in time to reach the vessel K. sails in Kenneth has kindly offered to receive any monies of mine you may have to leave behind you, that is, if he can get them. You can therefore leave any papers of this kind with him, and bring my papers respecting Thorpe, if you have them, home with you, and a copy of the minute you said you sent by Sutherland. You will of course hear that a treaty of Peace is signed with America and I have no doubt it will be ratified by Madison, this I hope will bring things to a steady bearing & trade will return to its regular chan(nel)"

Kenneth Macaulay was Zachary's cousin and he became a prosperous merchant in Sierra Leone and was twice appointed Acting Governor.

Reference

1. Walton F., "1815 Letter to Sierra Leone", *Cameo*, Volume 6 p92, WASC, July 1998.

Pan American FAM 18 IN W.W.II via West Africa

Jack Ince

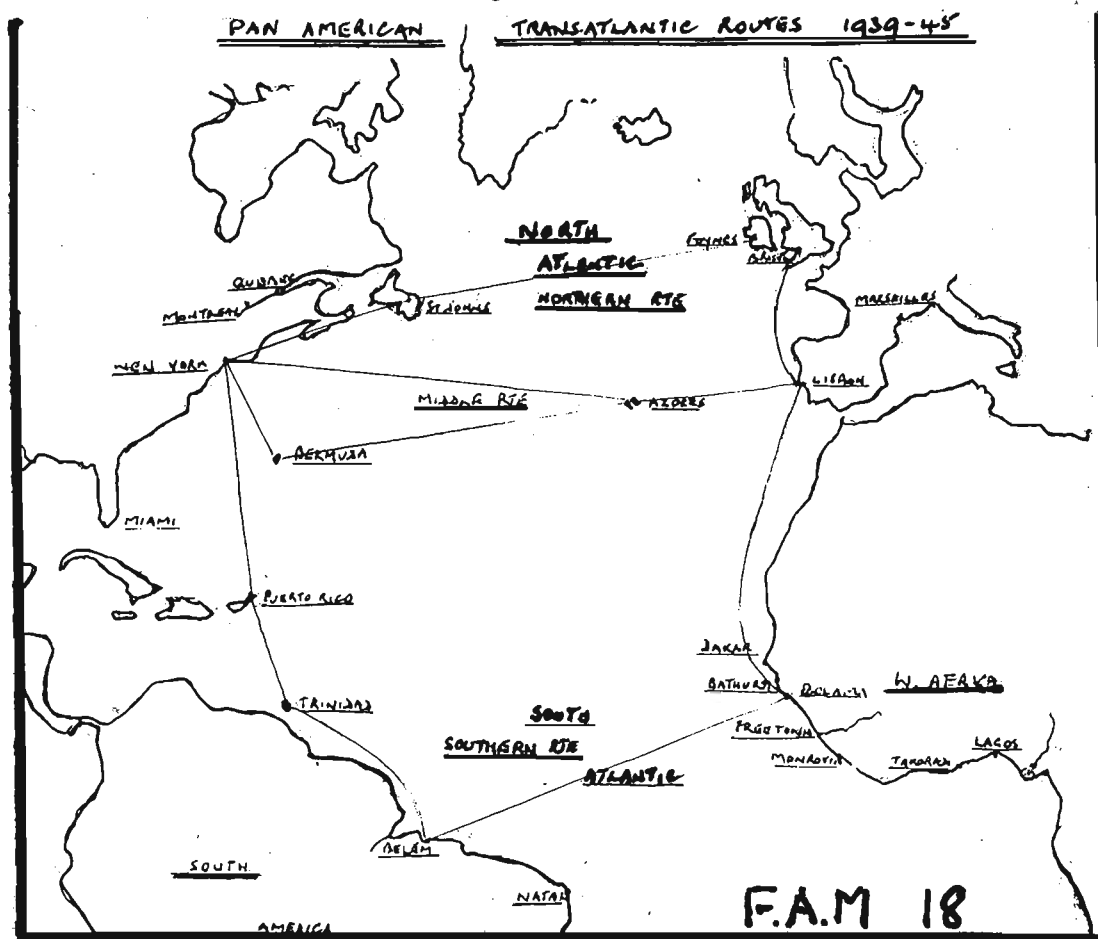


Figure 1

In the Sept 2000 issue of the Air Post Journal, published by The American Air Mail Society, there appeared an account of Pan Am's F.A.M (Foreign Air Mail) 18 wartime civilian airmail services across both the North and Mid Atlantic (Ref 1). The greater part of the article had little relevance to the West Africa Study Circle except insofar as an East/West alternative winter route was introduced in February 1941.

This route from Lisbon headed south to Bolama, a port in Portuguese West Africa, before turning west to cross the South Atlantic ocean and land at Belem Para in Brazil. From there it went north to Port of Spain in Trinidad and thence via San Juan in Puerto Rico to New York (Figure 1).

This article enlarges on that alternate route but reference can, if required, be made to the original article as a copy has been lodged in the Circle's library.

During the winter months when hostile weather conditions rendered the Northern route via Newfoundland and Ireland impracticable for the Boeing flying boats, the mid-Atlantic route (sometimes referred to as the Southern route) between Lisbon, the Azores, Bermuda and New York had to carry the ever-increasing volume of mail. Although flights on this route were increased to three a week, the pressure on space continued to build up due to cancellation of some services caused by storms along the eastern seaboard of North America coupled with the severe ocean swells experienced in the Azores, which hazarded the safety of the flying boats.

It thus became urgent that an alternative westward route be found, and the possibility of utilising the favourable east to west trade winds, beloved of mariners through the ages, came under investigation. Neutral countries on the west coast of Africa and the Government of Brazil were approached and landing

rights were successfully negotiated for the use of the port of Bolama in West Africa and Belem Para in the estuary of the Amazon river in Brazil. Although the flying distance of this alternate route was a total of 7791 nautical miles compared with 3375 nautical miles via the Azores, it was estimated that the advantage of the trade winds would offset the extra fuel consumption quite apart from the cost of flight cancellations due to adverse weather conditions.

Accordingly a proving flight from Lisbon on 5 Feb 1941 was made by the "Dixie Clipper" which landed at Bolama on the following day, thus becoming the first transport aircraft of U.S registry to land at an African port. As well as passengers, the aircraft carried a load of first flight mail via Belem, Port of Spain and San Juan to New York.

There was no advance notice of this new routing and no provision for any official cachets or markings. Pan American Airways, however, prepared a number of sets of covers for the various stages, which were sold to collectors at face value plus a small handling charge. In addition, after the flight, Pan American applied to all 6,000 covers a separate, distinctive hand-stamp relative to each stage (Figure 2), as under:

New York-Bolama	(1- 6 Feb)
Horta (Azores)-Bolama	(3 - 6 Feb)
Lisbon-New York via Bolama	(6 - 9 Feb)
a) to Bolama	(6 Feb)
b) to Trinidad	(6 - 8 Feb)
c) to San Juan	(6 - 8 Feb)
Bolama to New York	(7 - 9 Feb)
a) to Trinidad	(7 - 8 Feb)
b) to San Juan	(7 - 8 Feb)

Between 5 Feb and the close of the winter season on 28 April 1941, when westbound flights were resumed on the direct route via the Azores, more passengers and mail were transported westwards than in the same period in 1940.



Figure 2

For the 1941/42 winter season, the U.S Civil Aeronautics Board again gave Pan American permission to use this alternate route, the first flight leaving Lisbon on 5 Dec 1941. There were in 1941 and 1942 two flights a week from Lisbon departing at 6:15am on Mondays and Thursdays. Arrival in New York was scheduled for 9:15am on the following Thursdays and Mondays; a flight duration of 3 days.

This pattern of an alternate westward route during the winter months apparently continued for the rest of the war years, by which time Pan American was replacing its Boeing 314A flying boats with land planes. These, with their superior performance, were less susceptible to the vagaries of climate and weather. The start and close of each winter season flights varied according to the weather conditions and the actual dates are still hidden in the Pan Am Archives (Ref. 7). The last Boeing flying boat to cross the Atlantic arrived back in New York on 22 Oct 1945.

This alternate route, in spite of its overall success, was not without its problems and a number of flight delays were experienced for a variety of reasons. As an early example, the second flight of the "Dixie Clipper" did not arrive back in New York until 12 Feb due to a delay in Port Etienne in Mauretania between 15 and 16 Feb, en route to Bolama, where she arrived later on 16 Feb. Port Etienne was not a scheduled stop and Mauretania was still loyal to the Vichy French Govt. Presumably the landing was necessitated by operating conditions or technical trouble but as the USA was then still neutral, no problem ensued.

Ascertaining the route over which a cover has been carried is frequently difficult, but can sometimes be identified by the examiner number on the Imperial censor tape. These numbers were listed by the late Ron Wike in his study of the Caribbean Imperial censor stations (Ref. 5), and identification is often aided by the addition of the following letters, either in manuscript or printed: -

C or I.C.- Bermuda

I or I.D.- Jamaica

I or I.E.- Trinidad or Tobago

Mail carried westward on this alternate route was processed at the Trinidad station but usually mail from the U.K. would have been examined before departure. This station was closed in August 1945. Wike's listings of individual numbers should be regarded as an indication of location only, as officers were posted between stations and the U.K., taking their numbered tape with them.

Apart from the Foreign Air Mail contract No. 18 granted by the US Postal Administration to Pan American Airways in 1939, a further contract, F.A.M 22, was awarded to that airline in 1941 for a route across the South Atlantic between Brazil (Natal) and points on the West African coastline. This was to become a major ferry supply route to the Allies for North Africa, the Near East, India and China, as well as to Africa generally. Although mail was usually carried on these flights, the priority at all times was the carriage of supplies. This service is not to be confused with F.A.M 18 which was essentially concerned with the carriage of airmail and passengers between the Americas and Europe (with Scandinavia) both free and occupied.

Peter Barry, in his article on the Boeing 314 special missions (Ref. 7) records, as others have done, that the Pan Am Archives are lodged at the University of Miami (Otto G. Richter Library). It would seem that personal attendance may be necessary as correspondence so far has not elicited any reply.

I gladly acknowledge the valuable help given to me in my researches by Richard Beith, Jonathan L. Johnson Jr., William F. Turner, John Tyacke and Robert Wilcsek.

Further information has been received since this article was written and a follow-up will appear in the January 2002 *Cameo*, especially relating to the shuttle service ; New York, via Bolama and Lisbon to Foynes and return.

References

1. Ince, Jack, "Pan Am FAM 18 in World War II", *The Airpost Journal*, September 2000, pp369 – 377
2. Carl A.Christie: *Ocean Bridge: The History of RAF Ferry Command* (1995)
3. Thomas H.Boyle, Jr.: *Airmail Operations During World War II* (1998)
4. Air Ministry, London: *Atlantic Bridge* (1945)
4. C.E.Entwistle: *Wartime Airmails, Great Britain-Trans-Atlantic & Beyond* (1997)
5. R.G.Wike: *British Empire Civil Censorship Devices in World War II-Trinidad & Tobago* (1993)
6. John Wilson: *Report on the Progress of Civil Aviation 1939-1945 (British Empire)* (1994)
7. Peter Barry: "Boeing 314 Special Missions," *American Aviation Historical Society Journal*, Summer 2000

Side – Wheelers to Western Africa

C. J. Swet

Reproduced with permission of the Paddle Steamer Preservation Society, via Robert Seaman

I have gathered information on 24 British-built side-wheel paddlers that reached colonial western Africa, mainly in the second half of the 19th century. Other side-wheelers that found their way to Africa are already well documented (Reynolds, "A Century of South African Steam Tugs") but I could find no previously assembled material on those delivered for use on the coasts and rivers of Senegal, Gambia, Sierra Leone, Nigeria, and Angola.

Side-wheelers found regular use in western Africa from the 1850s to around the turn of the century. Most of them were in river service, generally carrying passengers while towing (actually pushing) one or more barges. They often were hard to operate because of twists and turns in the stream, but could not readily lash the barges alongside for greater manoeuvrability because of their projecting side wheels. This problem largely accounted for their ultimate replacement by stern-wheelers and quarter-wheelers.

For details of these vessels I have consulted the following sources:

Lloyds Register of Shipping (L —)

Lloyds Universal Register of Shipping (LU—)

The Mercantile Navy List and Maritime Directory (MNL—)

Underwriters List of Iron Vessels (ULIV —)

Yard lists in the Glasgow City Archives and by the World Ship Society (YL —)

Various books identified by author and title.

In the following chronological listings the names of vessels are those when built, with the launch year followed by the official number (if any), the builder, his yard number (if known), and the African destination. Next come the material of construction (wood, composite, iron, steel), followed by gross tonnage, length, breadth, and depth of hold in feet, and type of engine if other than simple expansion. Additional material may include ports and years of registration, owners, name changes, and other items of interest. Since some of the vessels on Nigerian rivers experienced multiple changes of ownership (Royal Niger, Niger Company, National African Company, United African Company) I have listed them all as owned by The Niger Company.

Nelson 1855, Seath, West Africa, iron, 114 tons, 150.1 x 16.5 x 6.3. After many years on the Clyde she went to West Africa in 1868, 'and ultimately left her bones in the Bight of Benin' (McQueen, "Old Clyde Paddle Wheels", Williamson, "The Clyde Passenger Steamer").

Advance 1862, Tod & MacGregor, Africa, iron, 127 tons, 107.1 x 18.5 x 9.3. She was owned by M'Coskry and her home port was Glasgow, with a destined voyage from the Clyde to Africa (L 63).

Nelly 1865, No. 53012, Randolph Elder No. 42, Gold Coast, iron, 91 tons, 114.2 x 15.1 x 7.3. She was registered at Middlesborough in 1865, and owned by Thomas Vaughan of Middlesborough (ULIV 70-71), then by Raylton Dixon of Middlesborough (MNL 71). In 1872 she still was registered at Middlesborough, hut owned by the Government of the Gold Coast, (MNL 72, ULIV 72-3, Randolph Elder YL). Her mission in Africa and the year of delivery is uncertain; the yard list identifies her only as a yacht of 120 tons tm.

Niger 1866, Stothert, Nigeria, iron, 128 tons, 107 x 17.4 x 9.3. She was registered at Lagos in 1871 (MM 73, ULIV 73-4). Her mission in Africa is uncertain.

Cunga 1869, No. 63536, London & Glasgow No.141, Angola, iron, 158 tons, 160.4 x 26.1 x 6.9. She was registered at London in 1869 and owned by John MacTaggart Grant of London (IM 69). By 1886 she was registered at Loanda and owned by Nova Companhia de Navegacao do Quanza (LU 86). Another source lists her tonnage as 191 and her owner as J M Grant, London (For Loanda), suggesting an early delivery to Angola (London & Glasgow YL). She was still registered in 1912!

Snowdon 1869, No. 63156, Scott & Linton, West Africa, iron, 219, tons, 166.3 x 20.4 x 9.3. In 1870 she was registered at Liverpool as a coaster and owned by R. W. Preston of Liverpool (L70, MNL71). In 1872 she was registered at Liverpool and owned by the West African Company (MNL 72). Prior to her departure for Africa she ran an excursion service from Liverpool to Rhyl (personal communication from Alistair Deayton).

Sherbro 1870, No.73721, White, West Africa, wood, 239 tons, 152.5 x 21.9 x 11.6. She was named for an island off the coast of Sierra Leone, built of mahogany as a government dispatch vessel, and presumably stationed at Sierra Leone. She returned to Britain in 1876 and had at least three London owners before being purchased in 1884 by the Somerset Central Railway, then by the London & Southwest Midland Railway in 1888, and renamed Express, then sold shortly thereafter to Bilbao and reportedly thence to West Africa again (Farr, "West Country Passenger Steamers", Duckworth, "Railway and other Steamers", L 78, LU 86).(Fig. 1)

Liberia 1873, Neyland (Gaddrun), Africa, iron, 28 tons, 62 x 12.5 x 6.5. She was registered at Liverpool and owned by Shaw Bishop & Co, with a destined voyage from Liverpool to Africa (L 73 supplement). I have been unable to identify the listed builder.

Silva Americano 1877, No.76996, Edwards, Angola, iron, 179 tons, 139.7 x 18 x 6.3. In 1878 she was registered at London and owned by F Silva (L 78), then in 1886 at Lisbon (LU 86). In 1899 she was owned by Nova Companhia de Navegacao do Quanza, in Angola (L 99).

Fulah 1878, No.78640, Aitken, Nigeria, iron, 216 tons, 118.3 x 23.5 x 8.5. She was registered at Glasgow and owned by The Niger Company (L 82).

Hamarona 1882, Liverpool Forge, Senegal, iron, 151 tons, 130 x 23 x 5.8. She was registered at Marseilles and owned by Compagnie de Senegal & de la Cote Occidentale d'Afrique, Senegal (LU 86). Also spelled HAMAROUA (ULIV 84-5).

Kano 1882, No. 87013, Dunlop 4161, Nigeria, steel, 431 tons, 192 x 29.1 x 9. Compound engine. She was registered at London and owned by The Niger Company (L 83).

Serpa Pinto 1883, London & Glasgow No. 238, Angola, iron, 254 tons, 135.6 x 31.1 x 7. She was named for a Portuguese explorer of Africa and originally owned by Bruno Silva & Son,

of Loanda (London & Glasgow YL). Later she was registered at Loando under the Portuguese flag and owned by Nova Cia. do Quanza (LU 86).

Countess of Derby 1884, Hepple No. 338, Sierra Leone, steel, 136 tons, 125 x 18.1 x 8.2. She was registered at Sierra Leone and owned by the Crown Agent for the Colonies (L 07). An earlier listing did not indicate whether she was paddle or screw (L 86).

Socketoo 1885, No. 89693, Shuttleworth, Nigeria, steel, 179 tons, 105 x 17.5 x 4. Compound engine. She was registered at London and owned by the Niger Company (LU 87).

Yola 1885, Shuttleworth, Nigeria, steel, 179 tons, 105 x 17.5 x 4. Compound engine. She was registered at London and owned by the Niger Company (LU 86).

Ribago 1889, No. 96621, Dunlop 4167, Nigeria, steel, 441 tons, 192.3 x 29.2 x 9.1. Compound engine. She was registered at London and owned by The Niger Company (L 97). When she reached Nigeria is unclear.

Jere 1892, White, West Africa, composite, 120 tons, 110 x 19 x 8. Compound engine. She was owned by the Crown Agent for the Colonies (L 97). Presumably her destination was British West Africa.

Paria 1892, White, West Africa, composite, 120 tons, 110 x 19 x 8. Compound engine. She was owned by the Crown Agent for the Colonies (L93). Presumably her destination was not far from that of Jere (1892).

Borgnis Desbordes 1893, 414987, Scott No. 316, Senegal, steel, 372 tons, 145 x 22 x 7.5. Compound engine. She was registered at St. Louis, Senegal and owned by Messageries Africaine (L 23).

Liberty 1896, No.105893, Easton, Nigeria, steel, 372 tons, 133.6 x 27.1 x 5.1. Triple expansion engine. She was registered at London and owned by the Niger Company (CL 97).

Aileen 1897, No.106620, Armstrong No. 671, Gambia, steel, 204 tons, 126 x 21.1 x 8.1. Compound engine. Originally she

was owned by the Tyne General Ferry (L 00, Armstrong YL). Later she was registered in Gambia and renamed **Mansah Kilah** (L 08). The year of her delivery to Gambia is uncertain.

Stanley 1900, No. 109371, Eltringham No. 164, Nigeria, steel, 164 tons, 108.3 x 18.8 x 10. Compound engine, tug. She originally was registered at Blyth and owned by Dent & Company (L07, Eltringham YL), then in 1918 was owned by the government of Nigeria (L 18). Presumably she served in the harbour at Burutu. Her delivery year is uncertain.

Munshi 1924, W. Denny No.1158, Nigeria, steel, 900 tons, 240 x 45 x 10.5. Two compound engines. She was a Niger River train ferry owned by the Crown Agent for the Colonies (Lyon, "The Denny List"). The Denny list does not state whether she burned coal or wood, but she clearly was not towed to Africa or shipped in sections because the Denny List so notes in all such cases.

Apparently all 24 vessels were delivered on their own bottoms. This clearly was so for those with prior service in home waters. Only "Liberia" was small enough to have plausibly been shipped whole on another vessel, but her size was comparable to other paddlers that voyaged all the way to South Africa. Shipment in pieces or sections was ruled out for the wooden and composite vessels, and seems highly unlikely for the rest since no western African ports appear to have been equipped to re-erect them until early in the 20th century. Undoubtedly some were boarded up for protection in rough weather on their delivery voyage; a common practice with both screw and paddle steamers designed for service in distant protected waters. The relative use of steam and sail on these delivery voyages remains conjectural, since for most of the vessels the rigs are not described. Conceivably the flimsiest of them were towed to their destination, although comparably shallow quarter-wheelers steamed the same route a few years later. It may be noted that coaling stations were available en route within reasonable steaming range, even for the vessels with simple expansion engines. It should also be borne in mind that many of the small paddle tugs that voyaged a greater distance to South Africa are reported to have "steamed" to their destinations (Reynolds). Presumably coal was the usual fuel of choice for delivery voyages, although wood probably would have been burned on river service.

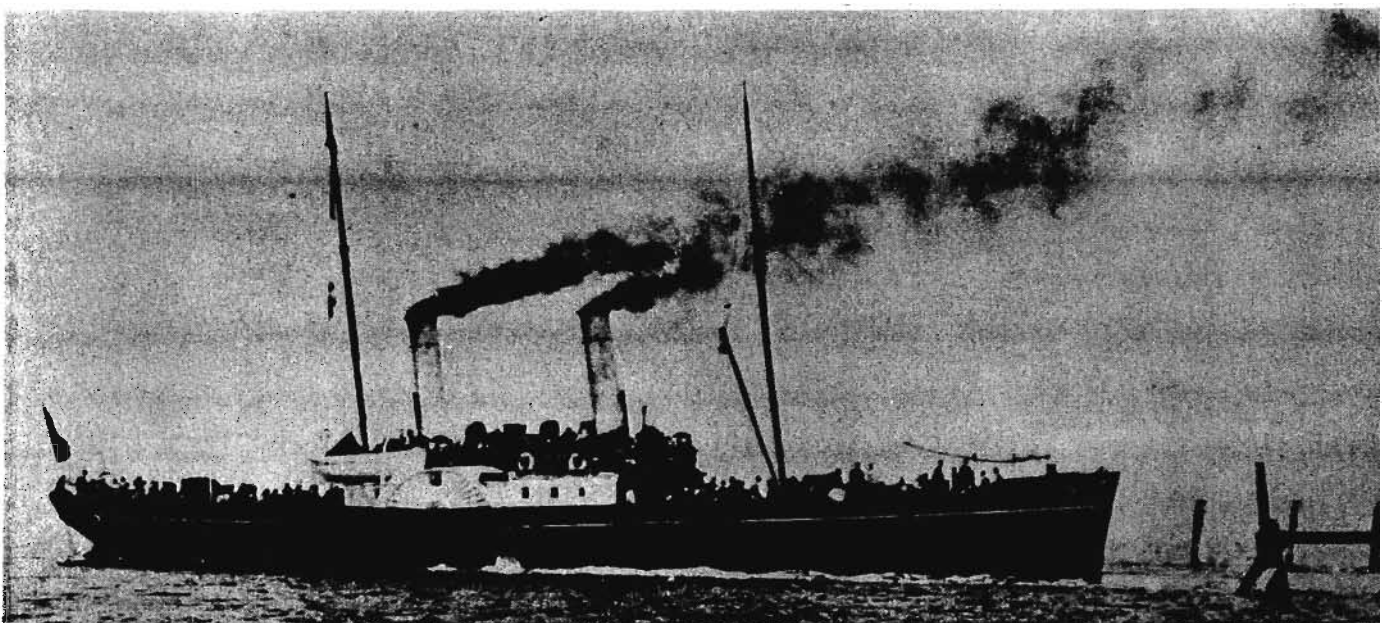


Figure 1; "Sherbro" photographed whilst in service across the Bristol Channel

French Equatorial Africa - From tropical forests to the sands of the desert.

Dr Pierre Magnard

(Translated from the French by Peter Kelly)

This article is translated and reproduced with the author's permission. It originally appeared in a catalogue from the philatelic auctioneers Lahitte Marsanoux at Lyon. Dr Magnard is president of Cercle Lyonnais d'Etudes Philateliqes et Marcophiles (CCEPM).

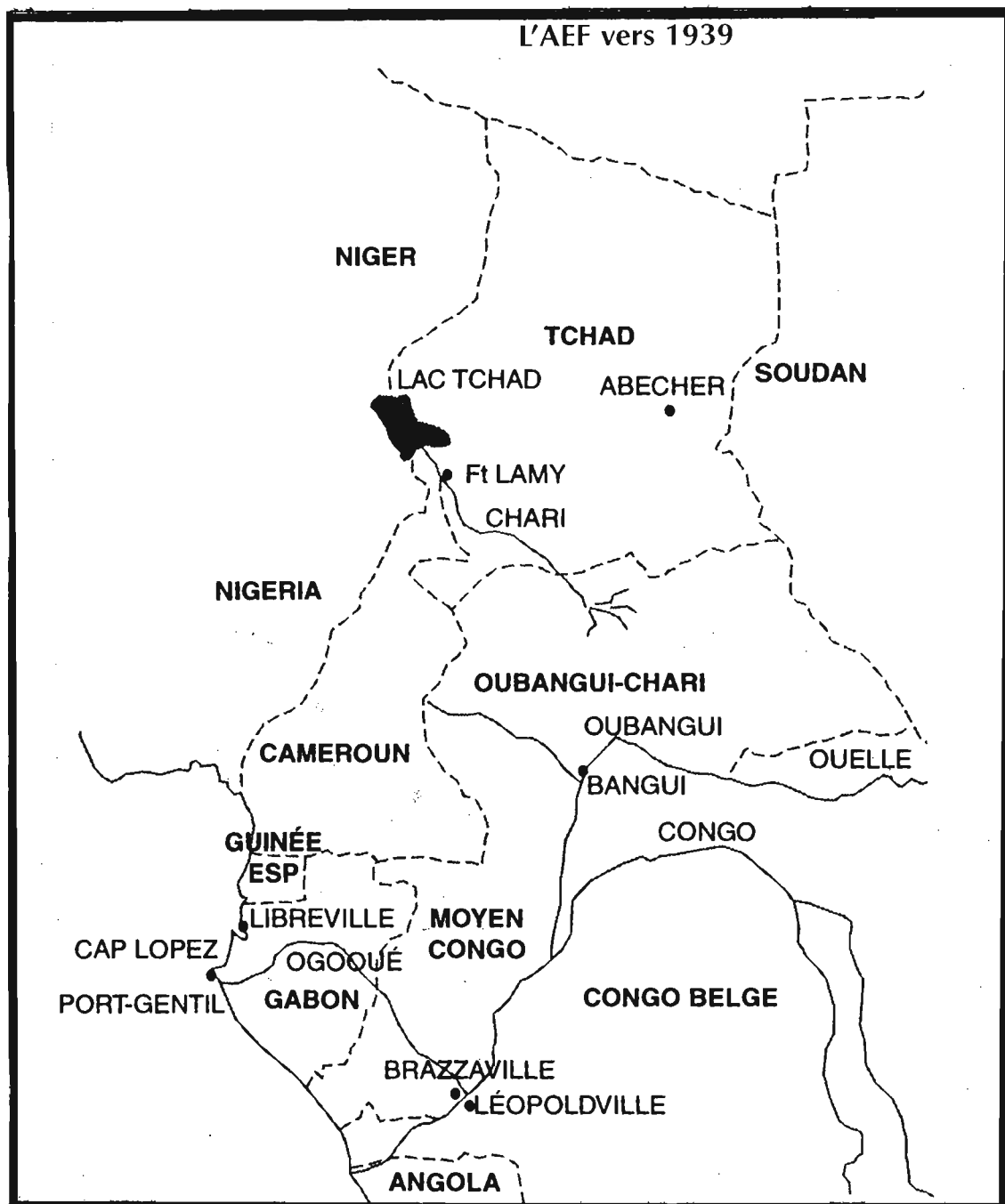


Figure 2

When the early navigators, sailing down the coast of Africa from the north, arrived at the Gulf of Guinea they were confronted by a hostile coast where any landing was difficult. Thick forest extended to the shoreline. The immense trees, thick vegetation, intense heat and the rain all discouraged the explorer.

The only way in was by the numerous and powerful rivers, sometimes entering the sea through vast estuaries. The most impressive of all was the mighty Congo, 4450 km long and sometimes as much as 45 km wide (this figure is mentioned in several treaties) where the fresh water does not mingle with the salt until it is 20 km offshore. This proved to be of the greatest interest to the Europeans. It was not easily navigable however, as its course is often separated into channels and complicated by falls and rapids. The first narrows upstream appear above Matadi, fairly close to the sea. Above these is a large navigable reach, the Stanley Pool, named after its discoverer.

Starting from these sparsely populated river banks, the explorers, following the waterways, succeeded in reaching the north in dugout canoes, traversing the forests and then, on foot, crossing the savannah before reaching Lake Tchad on the edge of the desert.

As far as the French were concerned everything started in 1839. Admiral Bouet Willaumez managed to have a small piece of territory conceded to France, situated on the left bank of the River Gabon. To begin with, this trading post comprised a small number of buildings, but it gained importance when the admiral founded a town with slaves freed from the brig "Eliza". This town was given the name of Libreville and served as a refuge for freed slaves. Libreville served as a base for exploration into the interior. The river Gabon, with its large estuary did not reach far enough. Attempts were made to follow the Ogooué which enters the sea 150 km to the south. Near to its mouth another trading post was set up which, in time, became Port Gentil and served as a base for several expeditions, which progressively explored the river upstream and signed treaties with the local rulers. The exploration of the interior proved to be long and difficult.

Everything changed with the arrival of an extraordinary man, Pierre Savorgnan de Brazza whose fame endures to this day. He was an Italian; energetic, intelligent and, above all, humane. He became a naval officer (foreign classification) and fought for France in 1870, later becoming a naturalised Frenchman. He first visited the African coast during a naval patrol. We must remember that

at this time nothing was known of the Congo except for its estuary. The only means of exploring the interior was by ascending the Ogooué from the French coastal trading posts. Brazza succeeded in persuading the Minister responsible to allow him to lead a mission into the interior.

Between 1875 and 1885 he led three expeditions all of which were characterised by their simple organisation. Brazza travelled with two or three Europeans, the naturalist Marche and Dr Ballay for example, and a dozen "laptots" (dugout "paddlers"). He had little to protect himself from the attacks of robbers and always avoided violence. There was never any mention of guns. When faced with the hostility of local tribes he never argued and either turned aside or went back. He purchased slaves, asked them to work as porters for a certain time and then released them. What a contrast to his great rival Stanley, well supplied with men and materials and supported by King Leopold II of the Belgians and by the banks. Everything gave way to Stanley; not for nothing was he named "Boula Matari" the breaker of rocks.

The two men met on the banks of the Congo on 1 November 1880. Brazza had ascended the Ogooué and proceeded on foot as far as the Alima, a tributary of the right hand bank of the Congo. He had followed it, on two expeditions, as far as the great river, quite unknown and without publicity. Stanley, himself, had gone up the Congo with quite a fleet and a small army. The two men shook hands; European solidarity required no less. Stanley was amazed by the character and methods of the Frenchman. He wrote "...I met a man, ragged and barefoot, with no escort apart from a few miserable laptots. He told me he had acquired some territory for France...."

Despite this rather hesitant endorsement it was with the ragamuffin that King Makoko signed a Treaty making the territory a French Protectorate. On the banks of the Congo, on the site of the future Brazzaville, Brazza left a garrison which was very much in keeping with what was available to him; Sergeant Malamine, whose house was to be the first in Brazzaville and three men, all Africans. They lived under the French flag. When approached by Stanley, Sergeant Malamine took up his rifle and shouted "You are entering France". Stanley halted and in the spirit of the challenge presented the Sergeant with a magnificent 14-shot Winchester rifle. Stanley had to content himself with the left hand bank of the river where he founded Leopoldville, named in honour of the King of the Belgians.

At the eve of independence, Libreville, town of the



fig. 3

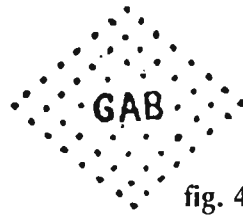


fig. 4



fig. 5

fig. 6

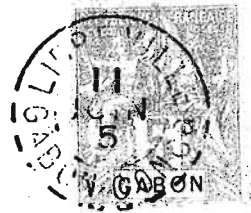


fig. 7

fig. 8

fig. 9



fig. 10

fig. 11



fig. 12

fig. 13



fig. 14



fig. 15

liberated slaves and Brazzaville, the town founded by Brazza had both kept their names, but Leopoldville became Kinshasa, and what a difference from then on!

So it was that the French Congo was founded by Savorgnan de Brazza. Brazza returned to administer it and in 1891 the two colonies of Congo and Gabon were joined under the name of French Congo.

Meanwhile in the north there remained vast unknown territories and patiently the rivers were explored.

In 1891 the Crampel mission ascended the Oubangui river towards Tchad. There, war broke out and the whole mission was massacred by the Senoussi tribe, at the behest of the powerful ruler, Rabah. So Tchad was approached via the river Chari. Several missions were necessary to achieve this. In 1897 Marchand left Loango on the coast, followed the Congo and the Oubangui and struck out eastward, meeting Kitchener at Fashoda. We all know the result of that.

Once Tchad had been reached, this marked the end of Brazza's peaceful missions; they had to go to war with Rabah after the Crampel massacre. He was defeated in 1900 by Lamy. It was on 21 April 1900 that the meeting took place on the Tchad lakeside of the three French missions; Gentil who had come up from Oubangui, Joalland-Meynier from Niger and Foureau-Lamy from Algeria.

This formed the basis for French Equatorial Africa. (Figure 2)

The Administration was difficult to set up; they did not even know what to call the new territories.

The organisation of the postal services was even harder and came later.

Let us take an example: The well known and sought-after circular date stamp "**Cote d'Or et Gabon – Gabon**" (figure 5) was said, by R.G.Stone (Ref 1), to have been used from 1845 to 1886, which is confirmed by sight of various pieces in auction catalogues. But this is how it looked from an administrative point of view. The coast of the Ivory Coast as it is now, was originally called "Cote des Dents" (coast of the teeth) because of the ease in which ivory could be procured. Since 1700 the French had intermittently occupied a trading post at Assinie to the east of the Ivory Coast. In 1889 the administrative region of the "Cote d'Or" (Gold Coast) was created with the trading posts at Assinie, Grand Bassam and Jacqueville, and Gabon was provisionally attached as well. In 1893, probably to avoid confusion with the British Gold Coast the region became the Ivory Coast and Gabon returned

to administrative autonomy. However, although the date stamps of "Grand Bassam – Cote d'Or" and "Jacqueville – Cote d'Or" (but strangely not Assinie) were shown correctly by Langlois & Bourselet (Ref.2), "Cote d'Or et Gabon – Gabon" was not used at Libreville at the time when Gabon was, at least for a short time, called "Cote d'Or" similar contradictions to this are not exceptional.

Any study therefore should look first at the postal aspects and only after that, the administrative details. But there is more: what was decided by the Postal Administration was often far from what happened in reality. For example post offices could either not open on the dates indicated or even not open at all despite a precise Circular issued by the Administration. Similarly the wording of the date stamps may have been changed. Paris was a long way away, and it was hot!

In summary we need to take into account the information available from postal historians and postmark collectors based on their collections with all the risks, errors and omissions that this may imply. For this reason there are still discoveries to be made in the postal history of French Equatorial Africa especially, of course, in the early period.

Opened in August 1862, the **Libreville** office was the only post office in the AEF at that time.

To begin with it used the large stamp "**Etablissements du Gabon – Gabon**" (Figure 3) which rarely cancelled the postage stamp; this was most often cancelled with the lozenge "GAB" (figure 4) in blue and occasionally red. It is difficult to be sure of the dates of use of these two cachets and there is conflicting information from authors. R.G.Stone gives the dates of use of the date stamp as 1842 – 1865 with a second period of use from 1883 – 1884. Again, according to Stone, the lozenge has been seen used between 1842 to 1876. We have seen that the stamp "Cote d'Or et Gabon – Gabon" is known from 1845 to 1886. Its association with the lozenge "GAB" is therefore theoretically possible. We have not seen it but we cannot be sure for the moment.

With effect from 1886 the name "Cote d'Or" was withdrawn and the date stamp of **Libreville** is then accompanied only by **Gabon**.

A very important decision was taken by the Postal Administration in 1887 to the effect that the Libreville office was only to handle mail addressed outside of AEF but Noel Eugene Ballay (that's right.. he who wrote the famous series...), Lieutenant Governor of Gabon, took the decision to set up an inland postal service which implied the opening of post offices in the Territory. P.L.



fig. 16



fig. 17

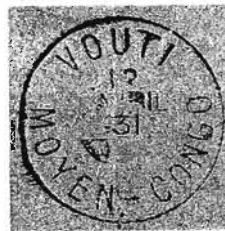


fig. 18

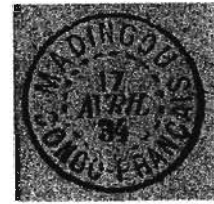


fig. 19



fig. 20



fig. 21



fig. 22



fig. 23



fig. 24



fig. 25



fig. 26



fig. 27



fig. 28

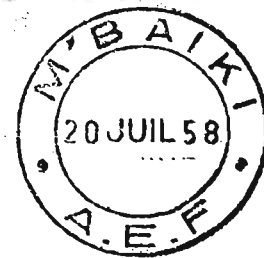


fig. 29

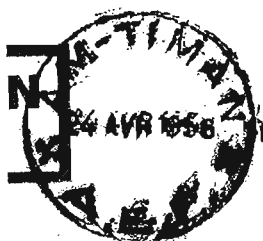


fig. 30



fig. 31



fig. 32

Pannetier wrote an excellent article in 1960 in *Echo de la Timbrologie* and again in 1979 in *Feuilles Marcophiles* 217 & 218 (Ref. 3) on the setting up of this service from 1887 to 1893.

Very soon afterwards the offices of Loango, with a date stamp Loango (Pte Noire) Gabon, Lambarene, with its date stamp Lambarene Ogowe and Cap Lopez were opened. These are great rarities. But here we come across our first difficulty, for the Circular of 4 July 1887 also provided for the creation of offices at Mavumba and N'Djole. The date stamps of these offices had not been recorded by 1979, when M.Pannetier published his article and they do not appear to have been seen since that date. Did they exist?

There is a similar problem as far as the cachets "Gabon FR" with the inner circle of dashes. This date stamp should have been found during the period 1888 to 1891 in fifteen offices according to the administrative documents. (*Dépêche Ministérielle* 16 November 1887, quoted by M Pannetier), but we have only found it from six offices; Cap Lopez, Iguela, Campo, Bata, Loango and Lambarene. Admittedly six offices were officially closed at the beginning of 1889; Massabe, Pointe Noire, Benito, Kouilou, and Campo M'Pando. Of these, Kouilou office only sent out five letters since it was opened. Has a solitary example survived to this day?

It is not really possible to arrive at any conclusion. The date stamp "Gabon FF" should have lasted for only four years until 1890 but it was used at Lambarene from 1929 to 1941 (figure 7)

On 11 December 1888 Savagnan de Brazza himself signed the document of unification joining together the two colonies of Gabon and Congo.

The new colony initially took the name **Gabon Congo**. The Lieutenant Governor of Gabon, Eugène Ballay, signed a Décret in 1889 to the effect that all administrative documents and date stamps should comply with this. For a short time the date stamps showed "Gabon Congo" This cancellation was used from 1889 to 1891 at Libreville (figure 8) and N'Djole. It was used as late as 1907 at Brazzaville (figure 9).

Very quickly the whole territory became unified under the name **Congo Francais** (1891-1904) with the name of Gabon disappearing temporarily.

This led to the creation of what some have called an administrative monster. It was, in fact, an enormous territory that stretched from the Atlantic to the Sahara. It encompassed not only Gabon but also the scarcely explored and conquered territories reaching out from Brazzaville to Lake Tchad,

reached by the French in 1900 and which became later Oubangui Chari and Tchad.

Thus it was that Libreville, the longest-settled French settlement in the region, on the estuary of the Gabon river, had the cachet "Congo Francais" (figure 10) as well as a number of other offices in Gabon; Bata (figure 11) and Benito, (which was later ceded to Spain – Spanish Guinea), Cap Lopez, Fernon Vaz, Franceville, Lambarene, Iguela, Libreville which we have already mentioned, Lastourville, Massabe, Mayumba, Monoah N'Djole, Nyanga, Pointe Noire, Port Gentil, and Sette Cama. All these are difficult to find with the exception perhaps of Libreville.

Even rarer are the places that later formed part of Oubangui-Chari and Tchad; Bangui (figure 12), Fort-Lamy, Mobaye, or Mobai-Rafai, (as per Langlois & Bourselet) to which should be added, according to R.G.Stone (Ref 1), in Oubangui-Chari; Abiras, Carnot, Fort-Crampel, Fortsibut, Gribinghi – which is Fort-Crampel, La Kemo or Kemo or Krouma, Xiola, Sanga and perhaps Semio and in Tchad; Chari which is Fort-Crampel.

The difficulties of administering such a large territory were such that in 1904 Gabon reverted to its old name and its administrative autonomy. This is what has become known as **the second Gabon** which lasted from 1904 to 1936. Langlois & Bourselet (Ref 2) listed more than 50 offices with different styles of cancellations (figures 14, 15 and 16) of which one at least (figure 14) seems to be particular to this territory and has not been seen elsewhere.

In 1910 the administrative federation of the **AEF** (Afrique Equatoriale Francaise) was constituted and it included Gabon, Moyen-Congo and further to the north, Oubangui-Chari-Tchad divided in 1922 into Oubangui-Chari and Tchad. This gave birth to a wide range of date stamps.

The unification of the AEF from an administrative point of view was not accompanied by the unification of the postal system, for each territory kept its named cancellations. We have just reviewed how it was with Gabon.

Congo Francais became **Moyen Congo** in 1907, which should have been indicated in its postal cancellers. And in fact, this did happen in a number of cases (figures 17 and 18). However, completely ignoring the administrative contingencies, the post offices often retained the name "Congo Francais" which can be found in 1934 at Madingou (figure 19), in 1939 at Ouessou (figure 20) and despite everything, still in use in 1949 at Fort-Crampel



fig. 33



fig. 34

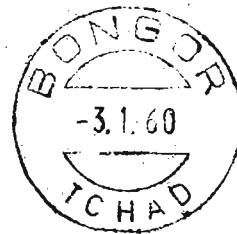


fig. 35

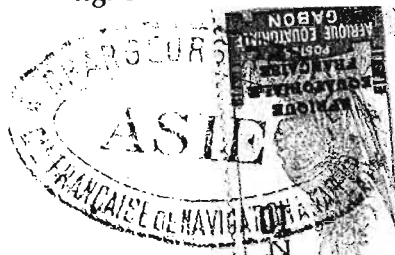


fig. 36



fig. 37

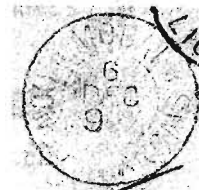


fig. 38



fig. 39

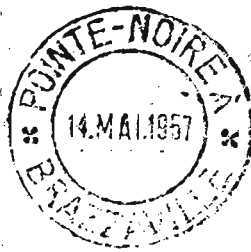


fig. 41



fig. 42

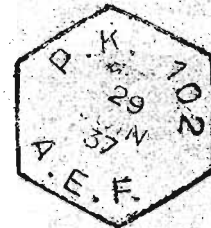


fig. 43



fig. 44

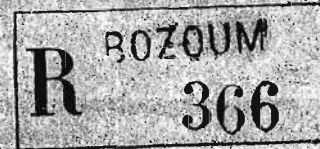
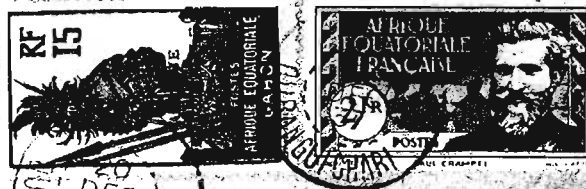


fig. 45



fig. 46

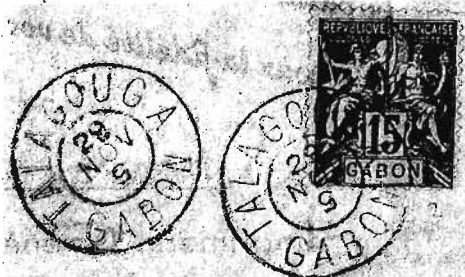


fig. 47



fig. 48

(figure 48).

In 1911 an event took place which might not appear to have any postal consequences. In exchange for recognition of its Protectorate of Morocco, France ceded to Germany, more accurately to German Kamerun, a territory of 275,000 sq km of the Congo colony, including, for example, the post offices at Carno and Nolat. The territories were rapidly reconquered at the beginning of World War 1 in 1914, and were returned to the French Congo in 1919. It does not appear that any German date stamp was used there in the period from 1911 to 1915. However, we know a number of French "Franchise"(free) handstamps "Mission de delimitation du Cameroun" still being used in 1913 which shows that it was difficult to be sure about where the frontier lay.

In **Oubangui-Chari** things progressed more logically and the date stamps indicated "Oubangui-Chari-Tchad" (Figure 21). They then removed the word "Tchad" when it became a colony on its own. (Figures 21-23) A new date stamp was made marked "Oubangui-Chari" from which had been removed the space previously taken up by the word "Tchad" (Figures 24-25). But in 1945 the name "Oubangui-Chari-Tchad" appeared again on a date stamp from Abacher situated well inside Tchad. (Figure 25).

We have examined the case of **Tchad** in our catalogue no. 124 (Ref 9). Bear in mind only that Tchad formed part of the French Congo from 1891 to 1910 and then became a military territory before being attached to Oubangui-Chari and then being separated and constituted as an independent colony in 1922.

In 1936 the unification of the postal services of the **AEF** took place. Differing from the AOF (Afrique Occidentale Francaise), where the unification gave rise to the birth of special postage stamps but without change to the date stamps, in AEF not only were there new postage stamps, but also the cancellations themselves showed "AEF" in the place of the old region.

There is a lot of variation in these date stamps. We have already illustrated them as far as Tchad is concerned but show some examples bearing the name AEF from the four unified regions. (Figures 27,28,29,30 & 31)

As from 1947 we begin to see again the name of each territory appearing in the postal marks (Figures 32,33,34 & 35). This is a prelude to the return to independence which took place in 1959. Gabon and Tchad kept their name, Moyen-Congo

became Congo, often referred to as Congo Brazzaville to distinguish it from the old Belgian Congo- Congo Kinshasa or Zaire, and Oubangui Chari which has become Republique Centrafricaine.

The study of the postmarks of the AEF is far from being limited to the date stamps of the different offices, which in itself is fascinating and very popular. There is also the study of the maritime, military and railway marks.

The study of **maritime marks** starts with the ports visited by shipping lines, from Loango especially and the different "paquebot" marks (figure 36) but also the extension on the Oubangui river of Lines L, K and M (figure 37). These are only ever seen on military franchise (free) mail.

This leads us to **military postmarks**. In our view there are two areas of interest;

- at the time of the military expeditions against Rabah and his son, various missions, that of Gentil in particular, organised to leave from Oubangui, were given the right of free mail (franchise militaire) from 1894 to 1905. The correspondence recorded bears various manuscript marks such as "Colonne du Haut Oubangui" or the classic "Correspondence militaire". It is on these covers that one is most likely to find the date stamps of the first Congo in use in Oubangui-Chari, such as Mobai (figure 38) or Bangui (figure 12).
- In 1939-45. Under the control of the Governor General Eboue, of General de Larminat, and of Captain de Hautclocque otherwise Leclerc, the AEF was the first territory to join Free France. This resulted in a number of overprints "'France Libre" on the postage stamps and a series of "FM" (Franchise militaire) cachets of the period (figure 39). These are not easy to collect as there were not many of the Free French at first. They are found on franked covers paying the air mail supplement which was not included in the military franchise.

Lastly, **railway postmarks**. There was only a single railway line from Brazzaville to Pointe Noire, running parallel to the line from Matadi to Leopoldville, and running on the left bank of the Congo (figure 40). There are two groups of circular "convoyeur" (TPO) cachets; Ligne Brazzaville á Pointe Noire and Brazzaville á Pointe Noire, outward and inward. There is also the cachet of the postal agency opened at kilometer 102 from 1934 to 1948 (figure 43) (Refs 5 and 10).

Finally among the numerous and interesting postal marks of the AEF we draw your attention to:-

- The strange blind cachets “Moyen Congo / Congo Francais” (figure 44) which remain to be explained fully.
- The blind cachet marked “Oubangui-Chari” only used at Bozom (Oubangui) towards the end of the 1930s. We have an example of 1937 used on a registered letter (figure 45)
- The case of Talagouga, a classic rarity of the AEF. Talagouga is in Gabon. When the postal services were set up in 1898 the whole of the AEF was called Congo Francais. Furthermore, the date stamp did not arrive in time. They decided to use a home made linear stamp Talagouga / Congo Francais (figure 46). When the date stamp finally arrived it showed, correctly, “Gabon” (figure 47).

In summary the colonial period represents but a short interlude in the history of the African people, which is poorly known because of their oral tradition. From our narrow point of view in the study of postmarks, it is fascinating because of the complication of the names and titles as well as the uncertainties that exist as to the opening of certain offices. The rarity of the pieces themselves is not the least of the obstacles to be encountered in making a detailed study of which R.G.Stone has come the closest. Consider the office at Kouilou (Congo Francais) which sent out only five letters in one year before being closed and to be reopened much later with a AEF cachet.

Summary of dates

1839	French presence in Gabon
1862	Opening of Libreville office
1889-1892	Creation of first Gabon up to 1889 Gabon-Congo. These date stamps remained in use at least until 1907
1981-1904	Congo Francais covers the whole area of AEF.
1904	Gabon reverts to using its own name. The second Gabon.
1910	Creation of AEF but without postal unification. Gabon keeps its name. Congo becomes Moyen Congo
1915	Creation of Oubangui-Chari, which includes Tchad.
1922	Tchad becomes an autonomous colony
1936	Postal unification of AEF.
1947	The name of each territory appears in the date stamps.
1959	Independence. The name AEF disappears, with exceptions.

References

General books on the AEF.

- La France Coloniale.* Pierre Montagnon. 507pp
Pygmalion Gerard Watrelet. Paris 1988
Histoire de l'Afrique AOF-AEF-Madagascar Ph
Heouv 77pp. Numerous illustrations and maps.
Societe de production literaire Henri Veyrier, 2 rue
de Nesle, 75006 Paris. 1985.
Larousse Universel in 7 volumes articles – AEF,
Brazza, Gabon, Congo, Oubangui, Chari, Tchad,
Marchand, Stanley etc. Invaluable.

Philatelic works.

Research on listing of marks and office can be made through the following publications.

- 1: *The diverse world of postal markings of Gabon / Congo / AEF.* 48pp. By R. G. Stone, France & Colonies Philatelic Society, New York. The most complete work in our view. List of date stamps by office.
 - 2: *Les obliterations des bureaux de Poste des Colonies francaises.* Langlois & Bourselet. Yvert & Tellier, Amiens 1927. Basic reference work and out of print. There is a copy in the RPSL.
 - 3: *Les Feuilles Marcophiles 217 and 218 (1979) Gabon et Congo Francais – Les petits bureaux 1873 – 1893.* By P.L.Pannetier. This gives very precise information on the official documents of the Administration and the Post Office.
 - 4: *Une curieuse obliteration du Gabon* by H Tristant. Feuilles Marcophiles No 125. (Concerns Mitzig office).
 - 5: *Railway mail in the French African and Indian ocean Colonies.* M.M.Waugh France & Colonies Philatelic Society, New York 1987.
 - 6: *Obliteration des timbres du Gabon.* A Montader. Le Postillon 1989, pp 445-469 & 489.
 - 7: *Cachets of shipwreck mail of Congo.* A. Montader. Le Postillon. 1950, p151
 - 8: *The Libreville, Gabon postmark of 1886 – 1906.* P.Raynaud. in Col Phil No. 18 July 1980.
 9. From Tchad to Tchad via AEF, Lahitte Marsanoux, Lyon, catalogue no 124, pp23-27.
 - 10; M-M Waugh, *Le Collectionneur philatelite et marcophile No 75* p 12.
- Also the articles of Jean Wall in *Les Feuilles Marcophiles* (Journal of the Union Marcophile, France
No 117. *Cancellations of Gabon.*
No 118 *Cancellations of Congo and Moyen Congo*
No 119 *Cancellations of Oubangui-Chari-Tchad.*
Detailed listings of cachets and offices. Indication of prices but quoted in old francs. Now out of print. Can be consulted through WASC member P.R.A. Kelly.

Gambia — Constant Flaws on the 1922 Elephant and Palm Issue? Continued

John Rose

I read, with some interest, the article by Oliver Andrew in *Cameo* January 2001 (Ref. 1) which concerns constant flaws in the low value elephant and palm issue of 1922. As I have 474 examples of the 1½d value in my collection which have not been selected for flaws, I thought it might prove interesting to compare statistical analyses. One stamp in every 80 should show the flaw if the variety is constant and if the sample is random.

Firstly it must be said that the value tablet and the numerals show different shapes, blobs, hairlines, frame breaks and repairs, in just about every example I examined. If these, or just some of these, are constant throughout the issue, we have stumbled on the work of a lifetime for some hapless soul who is misguided enough to find such a plating study of value.

Diagonal line from top LH corner of numeral (No 1)

This flaw is a very faint hairline, which is an extension to the hachuring in the corner of the value frame, which extends down to a point more or less in the middle of the sloping top of the 1. I have three NW corner blocks, each with the flaw, and five other single examples. It occurs with varying strength, dependant upon the shade and degree of inking but is never prominent. It is present in all perforation varieties and is seen in a variety of shades.

Eight examples from 474 stamps, by rules of statistics, is proof of probability of constancy.

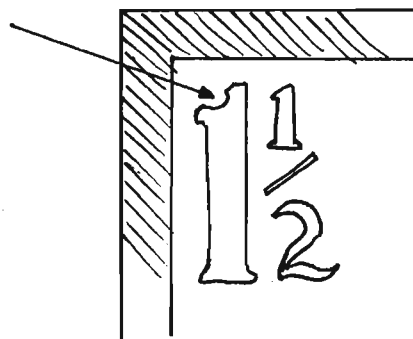
Retouch to top and near to value frame (No 21)

This possible retouch (retouch to what?) is quite prominent and is seen as a “fuzzy area” at the top of the value frame where the hachuring is obscured. Stamps with this flaw also show a red dot of colour in the margin on the right side next to the seventh perforation from the bottom of the stamp.

I have only three singles from 474 examples. These are all different shades and are either line perforation 14 or comb perforation 14 x 13.75. Although statistically there is no probability of constancy, all three examples were cancelled in 1923 suggesting that these were from an early printing. Was a better retouch made later, which would render this a non-constant flaw?

Other flaws

While examining the 1½d stamps I found a number of flaws in or around the value frame, which were present in numbers; and in sufficient numbers to suggest a probability of constancy. One of these is worthy of mention as the sheet position is known. I have six examples, which show a distinctly concave, rather than a sloping, top to the 1. In two examples, this flaw was accompanied by a second flaw in the form of a line joining the 1 to the frame. Three of the six examples were in NW corner blocks of four, which show the flaw to come from position 12 in the sheet.



Of the 239 examples of this value in my collection, none shows what I would consider to be a patch in the palm fronds and only one shows what I take to be an arc flaw at the base of the neck (from the bottom row of the sheet). I am not sure that 239 stamps is enough to be considered a statistical sample. However, given that neither Oliver Andrew nor Stewart Duncan found either flaw in a further 160 examples of the 1d stamp, I think it is conclusive that neither flaw is very likely to be constant.

Reference

1. Andrew O., “Gambia – Elephant & Palm Constant Flaws?”, *Cameo*, Volume 7 p18, WASC, January 2001

Gold Coast — Censor No. 13

Nick Carter



Figure 1

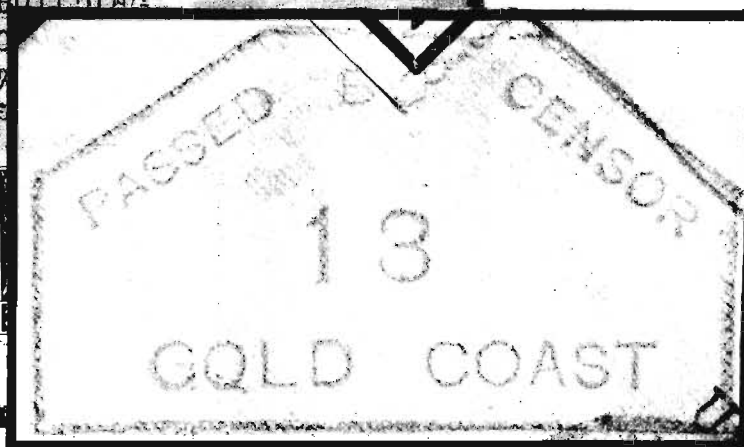


Figure 2

At the onset of the Second World War, censorship regulations came into force in the Gold Coast. The first censorship markings were hexagons containing “PASSED BY CENSOR /(number)/ GOLD COAST. These were used through 1942, when they were superseded by cachets conforming to the Imperial Censorship code (letters “OO” for the Gold Coast).

Reports of the Chief Censor in the Gold Coast during 1941 indicated that numbers 1 to 30 were in use. Since the War, studies of these censorship markings have found 20 of these markings on mail originating in the Gold Coast. As of 2000, still to be located were numbers 1,2,4, 13-16, 24, 26, 29, and 30 (Ref 1).

Figure 1 shows a recently discovered cover, bearing the mark of Censor #13. Dated 30 June 1942, it was sent by a correspondent for TIME magazine, in Accra, to the magazine’s headquarters in New York. Bearing eight shillings and three pence in postage, it was registered (3d) and weighed between one-half and one ounce. This paid for transport to Lagos, where it was then placed on a Pan American (FAM-22) flight to the USA, via Liberia, Brazil and the West Indies. The rate for such a letter was 3/6d per half ounce, *jusqu’a Miami*, the rate for transport entirely by air, from Accra to New York, was 4/-. Following censorship regulations, the language “English” was written in pencil on the front.

The letter was opened, examined, and resealed by Censor #13, whose mark was placed on the front of the cover. This mark is shown enlarged in Figure 2. In violet ink, it measures 45 x 27mm, thus Type 1C. This type has only been seen previously with numbers 27 and 28, and all the previously known markings of numbers up to 23 have been of Type 1A (40 x 28 with large serified numbers). Also of interest is the fact that the “O” of Gold is in fact the letter “Q”, with a short straight tail going to the right and slightly downwards.

Reference

1. Martin J.J. & Walton F.L., *West African Censorship*, pp41-42, WASC, Dronfield 2nd Edition 1999

“British” Liberia.

Luciano Varaschini

Official ties between the United Kingdom and Liberia can be considered to start in 1848, barely 25 years after the landing of the first pioneers from the USA, on the occasion of President Joseph Jenkins Roberts' visit and the signing of a Treaty of Friendship and Commerce. On this occasion Her Majesty presented to Liberia the gunboat “Lark” that is portrayed on a 1909 5 cent stamp of Liberia. (Figure 3)

In the 19th century Liberia can be considered two nations: a coastal one where the pioneers of American origin and their descendants corresponded mainly with the United States; a hinterland one populated by tribal Liberians who lived off the land and were illiterate. It is interesting to note that in 1879, when an American Commission was in charge of settling a boundary dispute between Sierra Leone and Liberia, practically all the correspondence to the U.S. by its commander, B.J.Cromwell, travelled on board British ships. (Ref. 1)

More or less at this time the Episcopalians started in Robertsport a Mission that eventually became an elite boarding school for the children of prominent Liberians, run by white American missionaries. Some of their early correspondence still exists; most of it went through Liverpool or Plymouth, but it is difficult to ascertain whether it left Robertsport via Monrovia or via Freetown. It is not unusual to find Liberian stamps with a Freetown cancel, but most of them have a much later date, well into the 20th century.

From 1901 onwards the coinage issued by the British Bank of West Africa invaded the Liberian interior, so that when ethnologist George Schwab toured it in 1928 for the Peabody Museum of Harvard, he had to deal with pennies and shillings. In his chapter on Social Organization and Trade he lists all prices in English currency (Ref. 2). Over thirty years later, when I lived in Robertsport, in the hinterland US dollars were the only currency in use, but they were still referred to as “shillings” by the natives. It is not generally known that the value of the Liberian dollar depended on the value of the British pound until 1944, when President Tubman made the U.S. dollar legal tender in Liberia.

WWI saw no great participation of Liberia, apart the sinking of the “Lark” by a German submarine and the impounding by the British Navy of stamps

that had been ordered from the Imperial Printing Office in Berlin. This forced the Liberian Posts to overprint whatever they still had in store, to the joy and despair of all future collectors of Liberian stamps. In the pre-war years German influence had greatly increased in Liberia, especially along the coast where many Liberians had found work on board the merchant ships of the Woermann line. WWI was known thereafter to Liberian natives as the “Kaiser war”.

WWII was another affair. After the Japanese occupation of the Dutch East Indies the million-acre Firestone plantation in Liberia had become the Allies' main source of rubber. So many ships taking it back to the U.S. and the U.K. for processing were being sunk by German U-boats (Fig 4) that it was decided to airlift it back. To this purpose an airstrip (Benson Field) was built north of Robertsport and a large cement wharf at Tallah, on Lake Pisu (Fisherman's Lake). From Firestone's Duside field (now Robertsfield International) the rubber was flown to Benson Field, carried by truck to the Tallah wharf and there loaded on large hydroplanes and flown to the US via Brazil.

Benson Field was manned mainly by U.S. military personnel, but according to Philip Cockrill, FRPSL, who is the greatest living expert on Liberian philately and who has been doing a detailed study of the subject, there was also a small contingent of British troops. During my twelve years in Robertsport the Americans were mentioned often, never the English. Did the British mail go out via Sierra Leone or did it take the long route home along with the U.S. mail? I have no answer, because I don't even know what APO number, if any, the Americans used at Benson Field.

The cover illustrated at Figure 1 is cancelled Robertsport 16 Mar 1940 and Sulimah 22 Mar 1940. It is censored twice in Sierra Leone showing the boxed civil censor handstamps of both censors 10 and 12. It is also resealed with a British type sealing tape 64mm x 126mm and a red wax censor seal ties this front and back. Postage is 45 cents; 10 cents for the registration fee, plus 35 cents for 3.5 ounces regular postage rate. The Cape Mount branch of the Bank of Monrovia was run in Robertsport by the local agent of OAC (Oost Afrikanse Companie), a Dutch trading company present there until 1970.

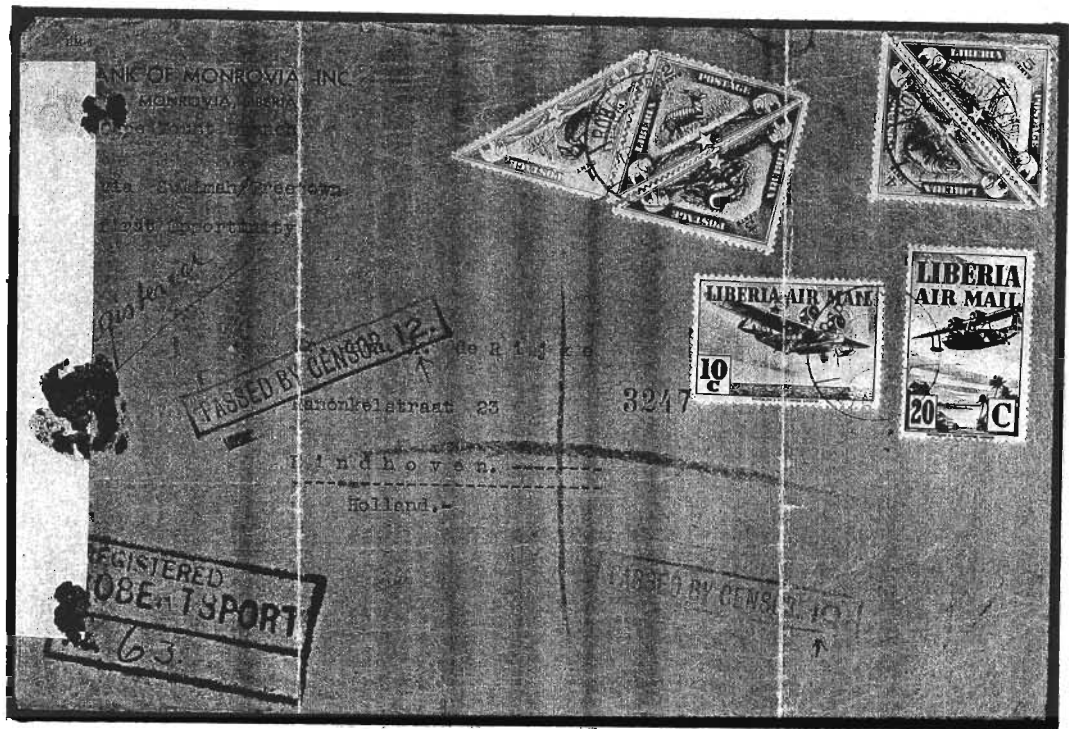


Figure 1 (Reduced to 60%)

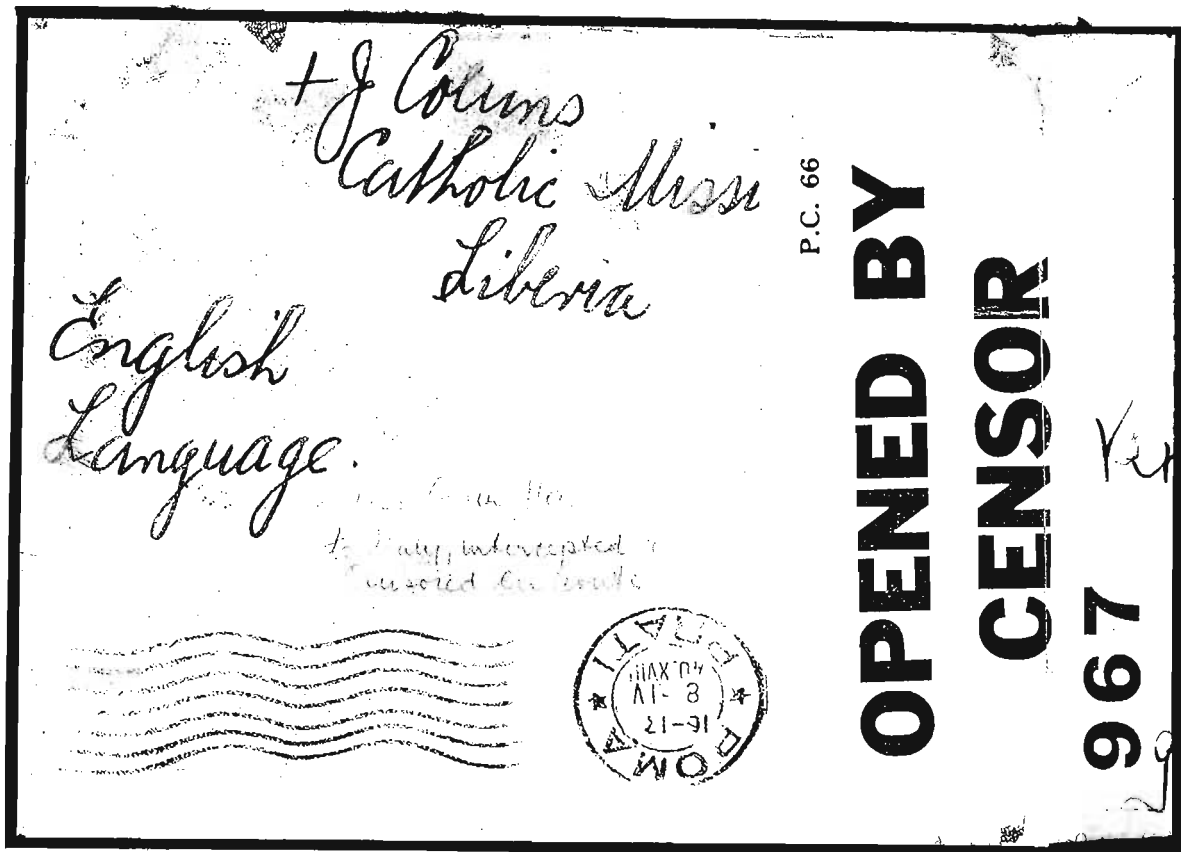


Figure 2

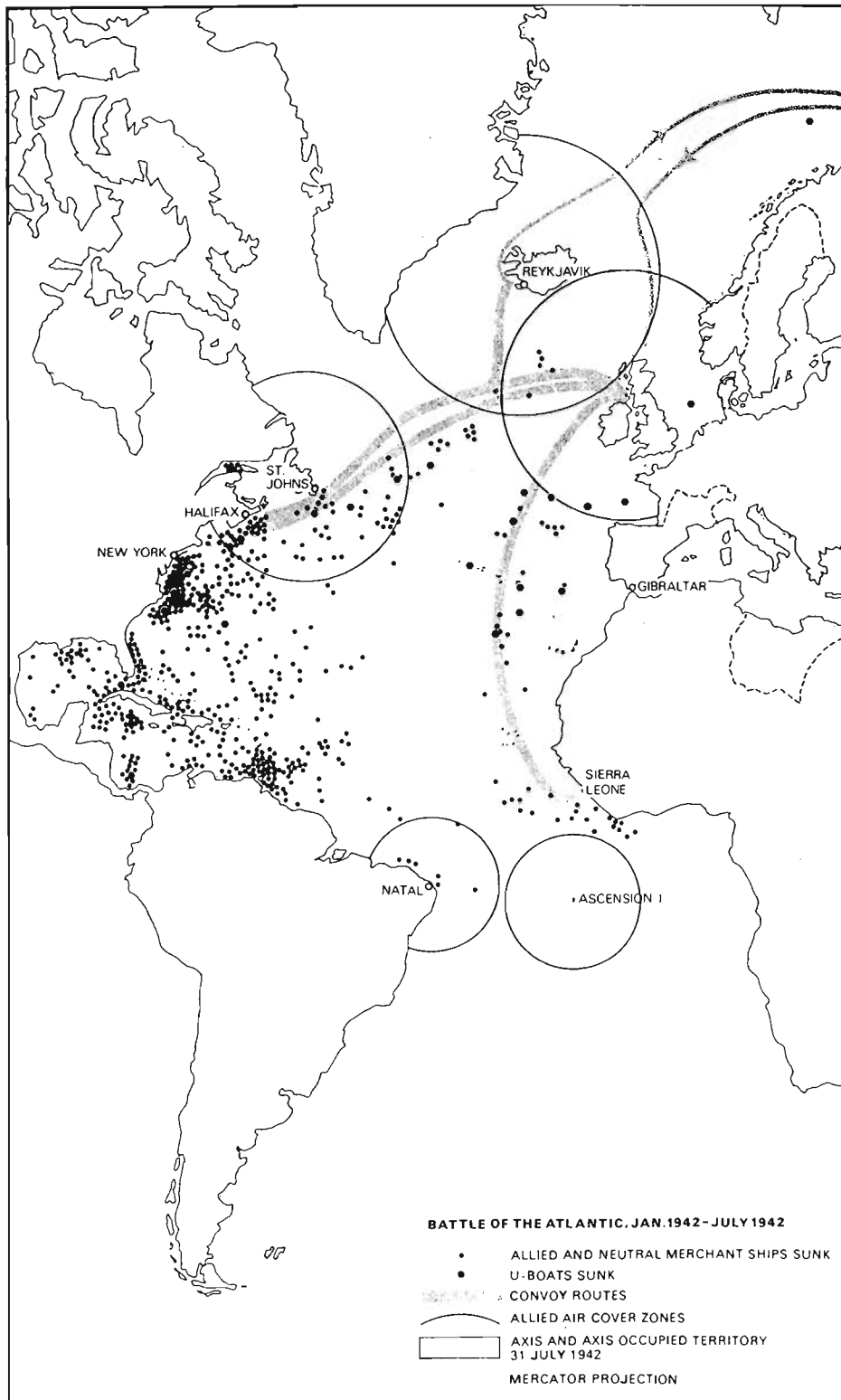


Figure 4
map of shipping losses Jan – July 1942

The “first opportunity” requested by the sender means from Freetown as the letter was probably carried, at least as far as Sulimah, by a runner. It took a good runner less than three hours to cover the distance from Robertsport to Sulimah, even in the sixties when the author lived in Cape Mount.

Frank Walton has seen a photocopy of this cover and confirms the tape to be Type 1b in the revised edition of Martin and Walton (Ref 3) and that wax seals 1,2 and 3 are recorded. All the censorship therefore took place in Sierra Leone and the double censorship probably occurred because the letter was written in Dutch, considering its destination, which the first censor to open the letter could not read. It is not known whether censor 10 or 12 was the Dutch speaker. Even though the letter was passing between two neutral countries, the routing via British territory provided the Allies with the permitted opportunity to glean information from it by opening, reading and censoring it. The letter reached Eindhoven on 10 Apr 1940. Frank also comments that there was a long-standing practice of cross border mail routing from Liberia via Sierra Leone, though always in small quantities. The earliest example he has is a postcard from Robertsport dated 9 July 1889 to Germany, via Manoh Salijah. When that office closed in 1937, Sulimah became the nearest office to Liberia.

It surprises me that so little correspondence from Robertsport was mailed via Sierra Leone. It would have been quicker to send mail via the much closer towns in Sierra Leone, than to Monrovia, at least until the steel mats of Benson Field had been transported (by canoe!) to be reassembled on the beach at Robertsport; allowing small planes to start a regular mail service to the capital. Until the Robertsport strip was built, mail from Robertsport was carried overland by runner to Monrovia for forwarding. After WWII Dutch merchant ships occasionally stopped out at sea near Robertsport to

unload goods for Oost Afrikanse Co. who had a store and a permanent agent there since long before the war, but they did not offer mail service. After the strip was built, small planes started a regular mail service, landing there once a week.

I also illustrate at Figure 2 a cover from Monrovia to Rome dated 28 Mar 1940. The pencilled note on the back reads “1940 cover flown to Italy, intercepted and censored en route”. I doubt that it was flown to Italy as the only regular service at that time was by Aeromaritime, but the 25 cent franking was the proper rate. So was this also a cross border routing, with censorship in Freetown or Bathurst? (*ed – see Cameo vol 6 no 5 p222 for Italy to Nigeria in Oct 1939, and the letter from Chris Miller of the Civil Censorship Study group at Cameo vol 6 no 7 p299*).

In 1960 Benson Field simply didn’t exist anymore. It had been totally cannibalised by the Liberians, part of it to build the Robertsport airstrip, the rest to fence in small kitchen gardens or to roof huts. The Tallah wharf had completely sunk into Lake Pisu.

About German influence in Liberia. Old man Toby, a Kru fisherman who must have been at least seventy when I met him, told me that as a boy he used to help his father load their canoe with fresh fruits and vegetables and paddle it out to sell the goods to German submarines during the first Kaiser war. When what he called “the second Kaiser war” occurred, he did it again, but this time he also had American chocolate and cigarettes to sell! Old man Toby was convinced that whites were all crazy to make war, and I hope he died before civil war broke out in his beloved, peaceful Liberia.

References

1. Cockrill P. “The Cromwell Correspondence”, pp5-6
2. Schwab G., Tribes of the Liberian Hinterland, Vol 1 pp177ff.
3. Martin J.J. & Walton F.L., *West African Censorship*, p94 and 97, WASC, Dronfield 2nd Edition 1999



Figure 3; the gunboat “Lark” (enlarged x2)

Togo - Use of German Stamps at Anecho in August 1914

Jeremy Martin

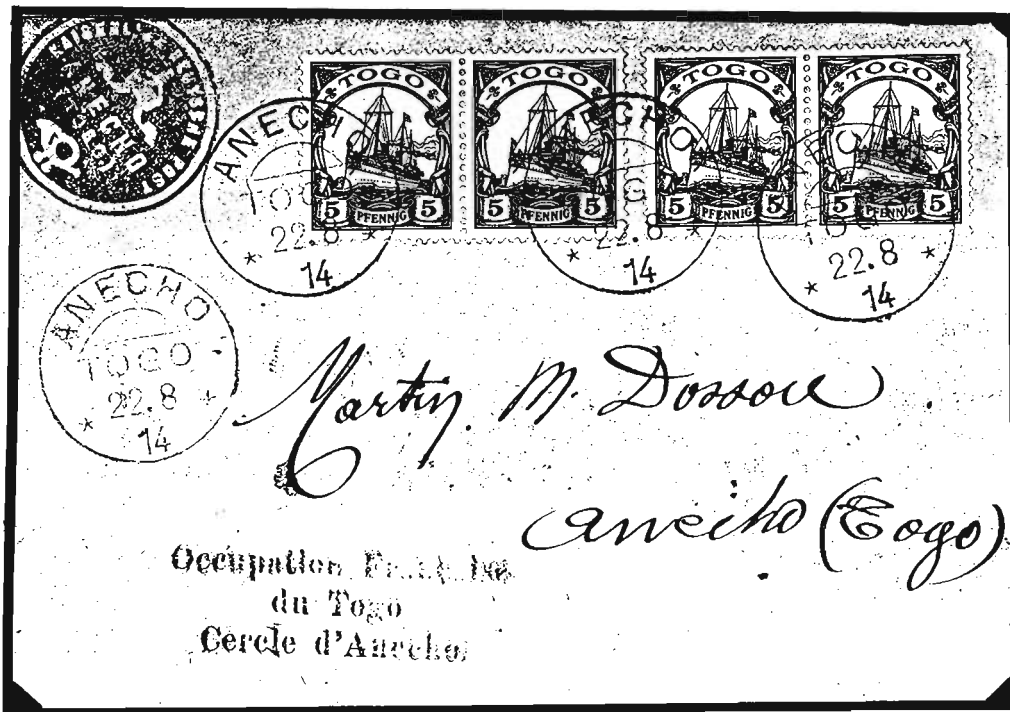
I have recently acquired the front shown illustrated. Whilst possibly philatelic it is interesting for the following reasons;

Use of four un-overprinted German 5pf stamps. The minimum letter rate was 10 centimes, 10pf.

The earliest recorded use of the Anecho date-stamp on 22 August 1914

Use of the intaglio cachet of the German post office at Anecho

The cachet "Occupation Francaise / du Togo / Cercle d'Anecho"



Togo – 1914 misplaced overprints

John Mayne

The Togo cover illustrated as Figure 1 was obtained at auction a few years ago. It was sent by a member of the Togoland Field Force Nursing Staff to Welshpool. Postage was met by two of the 20pf Yachts with the first 3mm over-printing, offset to the left. I had not seen this variety before. The cancel Lome Togogebiet is feint, but shows year slug 14 along with a feint 7 in the day slug. It is back-stamped Victoriaborg 28 Sept 1914 and later the same day at Accra.

The Yacht stamps were overprinted on the Lome Catholic printing press in half-sheets of 50, as there were not enough O letters available to print 100 stamps at once. Gibbs (Ref. 1) states that the 20pf value is the only known with misplaced overprint, affecting one half sheet of 50 stamps.

Following the capture of Lome, records confirm that Lome Post office re-opened on Thursday 17 September, unauthorised by Accra who cabled instructions for it to close four hours later. It re-opened officially on 24 September. Apart from 17th the only other day when a 7 can appear in the day slug is Sunday 27th, when I doubt if the office opened. I suggest mail collected at Lome on 17th would have been held over until 24th when the post office re-opened and was able to release the earlier mail; arriving at Victoriaborg on 28th. This is confirmed by a second cover to Bath via Accra (Figure 2) showing use of the 80pf value, postmarked 17th September, and back-stamped Victoriaborg 28 September. Interestingly, that cover is endorsed by the Base Commander at Lome with a date, which appears to be 24/9/14. The sender of the first cover may be the same

Capt. Bettington who has endorsed the second cover.

Recently another auction house has offered a single used example of the offset overprint (Figure 3). This shows an incomplete Lome strike with clear 17 day slug and 14 year slug, supporting a theory that all of the half sheet of this variety were sold on 17 September during the unofficial opening.

As all the Yacht stamps irrespective of value were worth 1d, there is no significance in the use of an 80pf value to England on the second cover. The first cover, having two stamps, was franked as 2d postage and was probably overweight.

I would welcome hearing of any other copies of this variety, mint or used, which have survived. So far I have heard of no mint copies in existence.

References

1. Gibbs R.M., *G.R.I. The Postage Stamps of the German Colonies occupied by the British 1914-1918.* p177, Christie's Robson Lowe, London 1987



Figure 1



Figure 3

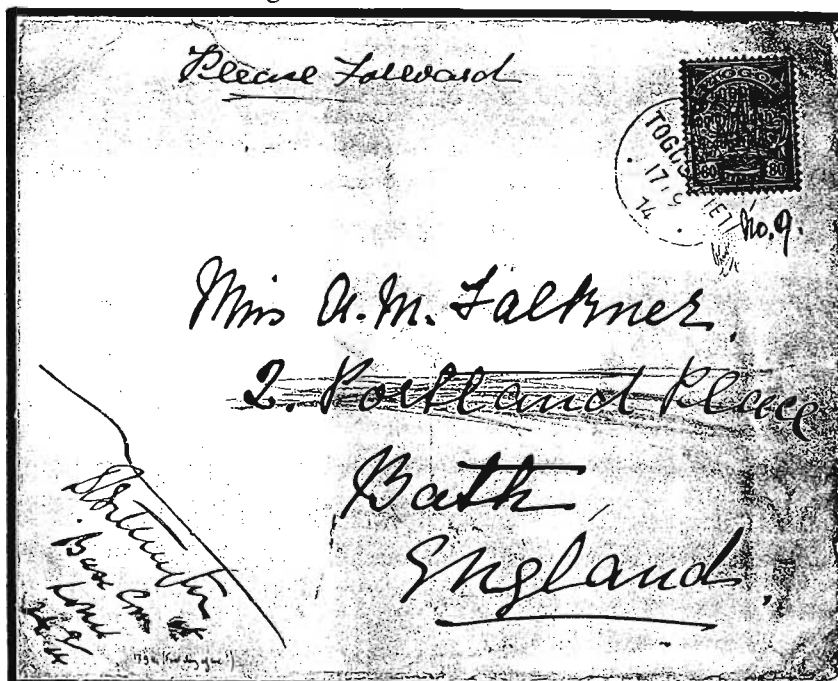
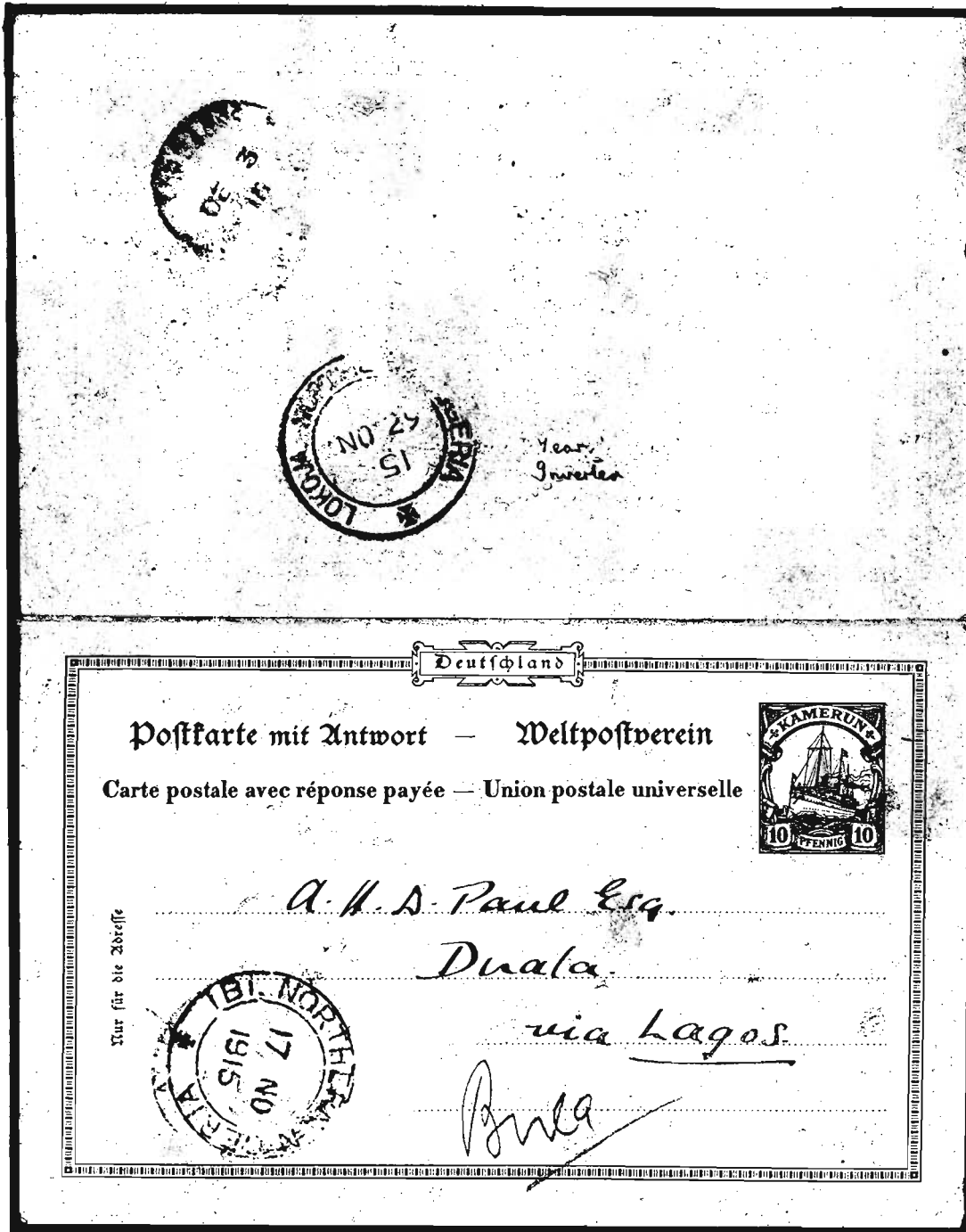


Figure 2 (Reduced to 70%)

German Kamerun Postal Stationery used by the British

Bob Maddocks



In *Cameo* January 2001 (Ref. 1) John Mayne illustrated a German Kamerun 5pf. postal stationery reply card used by a member of the French contingent of the CEF (Cameroons Expeditionary Force) at Edea in the French sector of occupied Kamerun.

To balance this, I can illustrate the outward half of a German Kamerun 10pf postal stationery reply card used by a member of the British Nigerian Force at Banyo in Northern Kamerun. It was written on 9 November 1915, immediately after the capture of Banyo, giving some account of the fighting there, and was addressed to a friend serving with the CEF at Duala. It is a rare example of mail between two separate forces invading Kamerun from north and south respectively, and was first written up by me in another journal in 1986 (Ref. 2).

The card would have passed through the military line of communication to Ibi, Northern Nigeria where the postmark shows it entered the civil postal system on 17 November 1915. Thence the route was Lokoja (29 Nov) and Forcados (3 Dec); at Duala (presumably) it was re-addressed to Buea, where the addressee was based as political officer.

Though the sender was an officer of the 3rd Btn. Nigeria Regt. He had not marked the card "On active service – no stamps available", as was usual to ensure free franking without surcharge. The Nigerian authorities did not tax the card, so did they take "On active service" as read, or did they accept the German stamp as valid postage? Either way the Ibi postmark was applied well away from the stamp. Obviously before capture of Banyo the use of the German stamp by its inhabitants as part of un-occupied Kamerun would have been valid. Given that the whole of Kamerun was not captured until February 1916 the validity of Kamerun stamps on mail in the interim is surely a moot point.

Such usage of Kamerun postal stationery by the members of the Allied forces has been noted on other occasions, and this might have given rise to notes seen in certain catalogues that un-overprinted stamps (sic) have been noted on mail from Occupied Kamerun. I have not personally seen any commercially used covers so franked.

Finally John stated that only the British overprinted Kamerun stamps (unlike Togo). I would remind him that the French did, in fact also overprint the eight pfennig values at Brazzaville but, although they were sent to Duala they were not issued for sale, and were destroyed by order of the Allied Commander, Gen. C. Dobell (refs. 3,4 and 5).

References

1. Mayne J, "German Kamerun used by the French", *Cameo*, Volume 7 p39, WASC, January 2001
2. Maddocks R, "The campaign in North Kamerun in WW1", *Vorlaufer*, Volume 65 p14, Dec 1986
3. Maddocks R.J., *The Postal Arrangements of the Anglo-French Cameroons Expeditionary Force 1914-1916*, Author, Oswestry 1996
4. Maddocks R, "Cameroons CEF overprints and Postal Arrangements", *Cameo*, Volume 6 p68, WASC, July 1998
5. Cobb D., "Cameroons in WW1 – the Stillborn Issue", *Cameo*, Volume 6 p71, WASC, July 1998



Sierra Leone King George VI 2d Partially Imperforate

Frank Walton

After the publication of the new book, *Sierra Leone King George VI Definitive Stamps*, I have received some interesting correspondence. The current owner of the block of 2d mauve illustrated and described by me as being partially imperforate (Ref. 1), most kindly sent the piece to me so that I could examine it closely. My description of "partially imperf" was taken from an earlier *Cameo* article (Ref. 2). I can now report that every pin position shows at least a clear indentation, most having the paper cut for part of the circle.

References

1. Walton F.L., *Sierra Leone King George VI Definitive Stamps*, p66, WASC, Dronfield 2001
2. Nelson R.C.J., "New Sierra Leone Discoveries", *Cameo*, Volume 4 p176, WASC, January 1993

French West Africa - The First (Provisional) Issue of 1943 - 44

Bill Mitchell

The following is a slightly edited version of an article that appeared in the Journal of the France & colonies Philatelic Society for March 2001. It is reproduced with permission of the author and the editor of that journal, as it is hoped WASC members may have inter-colonial covers in their collections that could shed further light on this research.

“In my opinion the surcharged issues of 1943-44 of Senegal and Mauritania (Mauritanie YT 133 - 137, SG 125 - 129; Senegal YT 189 – 197, SG 219 - 227) should really be catalogued as the first stamps of French West Africa. At this period of the second world war practically all the eight separate countries forming French West Africa were running out of stamps and the only stocks available at Dakar for overprinting were those of Senegal and Mauritanie. On these surcharged issues you will find more postmarks of Guinea, Dahomey, Ivory Coast and Soudan than of Senegal or Mauritania. Unfortunately, again due to war conditions, hand-stamps were almost worn out and cancellations are frequently indecipherable. I am quite sure that these stamps were the only ones of certain values - particularly the 1fr50 available throughout French West Africa towards the end of the war.”

This comment, by the late Alan Evans in a club booklet, was printed in the Journal of the F&CPS (Ref. 1) by Stephen Holder, the then editor, who illustrated Alan’s theory with items from his own collection used in Dahomey, French Guinea and Ivory Coast as well as a “Mauritania” stamp with surcharge used in Senegal. I too have examples of these stamps used in other colonies of the Federation of French West Africa (my only quibble with Alan’s note is that I have found that use in Senegal is not uncommon), and information which has become available since 1977 enables me to confirm that his theory is correct.

There is an informative note on these issues in Part 5 of the COL.FRA study of the stamps and postal history of Dahomey (Ref 2). Following the Allied invasion of North Africa on 8 November 1942, French West Africa (which had continued to support the Vichy regime of Marshal Petain and so had no “serie de Londres” at this date) was cut off from fresh supplies of stamps from France. Consequently, stocks of some values fell dangerously low and for this reason the stamps of all the colonies, and the mandated territory of Togo, were authorised for sale and use throughout these territories without regard to their country of origin. This followed logically enough from the creation of a unified postal system for the whole of the Federation of French West Africa as from 1 January 1942 by a décret of 23 October 1941. Recently COL.FRA has published (Ref. 3) an article by Constant Bouerat which makes it clear that this décret originated in France (Vichy, presumably); unfortunately the text is not reprinted. It was promulgated in the colony by arrêté of the Governor-General No 4190 AP of 3 December 1941; administrative details were set out in an arrêté general no 4210 TP of the same date. Through the good offices of Ian McQueen (who kindly interrupted his researches in the Journal Officiel de l’Indochine during his visit to Aix-en-Provence to make the necessary enquiries for me) I can quote an extract from the relevant arrêté from Dakar (No 1223 DT of 24 March 1943), which reads:-

“Les figurines postales des différentes colonies de la Fédération peuvent être utilisées, quelle que soit la colonie d’origine, sur tout le territoire de l’Afrique occidentale française pour l’affranchissement des objets de correspondance. . . pas applicables au territoire. . . du Togo” (“the postage stamps of the different colonies of the Federation may be used, whatever the colony of origin, throughout all the territory of French West Africa for the franking of correspondence...except for the Territory of Togo”).

It will be noted that the article published by COL.FRA appears to contradict the legislation as copied by Ian as regards the inclusion of Togo in these arrangements. The position of this territory is discussed at the end of this paper.

These arrangements soon proved inadequate, and furthermore as a result of tariff changes there were no stamps with the same face value as some current postage rates. Consequently a first set of provisionals was authorised by arrêté No 2322 DT of the Governor-General at Dakar. Dated 24 June 1943, this authorised the surcharging at Rufisque “pour les besoins du service” of 65 centime stamps of Senegal and Mauritania, of which substantial stocks were held, with new values as follows:

VALUE	QUANTITY
1Fr 50 on Senegal	2,000,000
3Fr 50 on Mauretania	1,000,000
4Fr on Mauretania	500,000
5Fr on Mauretania	500,000
5Fr 50 on Senegal	500,000
10Fr on Mauretania	500,000
50Fr on Senegal	200,000

This was quickly followed by an arrêté No 3273 DT of 12 September 1943 which increased the quantity of 4 franc stamps to 530,000. This is not mentioned in the COL.FRA article, which attributes the whole 530,000 to June. (The 65c stamp had met the basic rate for letters to all destinations in the French Empire, including France itself, until late in 1938, but tariff increases had made it largely redundant.) Within a year stocks of some of these stamps were running out, and six entirely new values were required. The following surcharges were consequently authorised by arrêté No 1864 DT of 5 July 1944:

VALUE	QUANTITY
1Fr 50 on 15c Senegal	2,500,000
4Fr 50 on 15c Senegal	600,000
5Fr 50 on 2c Senegal	600,000
10Fr on 15c Senegal	500,000
15Fr on 90c Caillié stamp of Mauretania	500,000
20Fr on 90c Caillié stamp of Senegal	500,000
50Fr on 90c Caillié stamp of Senegal	200,000

(The 2c and 15c stamps were supplementary values now of little or no practical use: 90c had been the basic letter rate until late in 1939 but this value too was now of little use.)

Ian notes that the arrêté also says that these four stamps “en excédent seront retirées de la vente à compter de la date de publication du présent arrêté.. . Les travaux de surcharge seront effectués sous le contrôle d’une commission désignée par décision du Gouverneur Général.” (“in excess of the quantity required for surcharging will be withdrawn from sale as from the date of publication of this arrêté. . . The work of surcharging will be carried out under the direction of a Commission designated by the Governor-General”). So the catalogues are wrong in assigning these stamps to Mauritania and Senegal; they are also wrong in attributing them to the year 1944 alone. As Alan Evans surmised many years ago, they are the first stamps of French West Africa and they should be listed as such.

I offer the following. The first set of numbers (1 to 14) is my own and the second is the catalogue numbers of the surcharged stamps as they appear at present in Yvert and Stanley Gibbons, included for comparison and reference purposes. Ceres numbers are the same as the Yvert. I see no need to distinguish between the definitive and Caillié originals. Unfortunately the actual dates the stamps were placed on sale is not known to me.

1943 (July?) Provisional issue surcharged at Rufisque with new values and bars in red

(a) Stamps of Mauritania

1. (YT 133, SG 125) 3Fr 50 on 65c green
2. (YT 134, SG 126) 4Fr on 65c green
3. (YT 135, SG 127) 5Fr on 65c green
4. (YT 136, SG 128) 10Fr on 65c green

- (b) Stamps of Senegal
5. (YT 190, SG 220) 1Fr 50 on 65c violet
 6. (YT 193, SG 223) 5Fr 50 on 65c violet
 7. (YT 195, SG 225) 50Fr on 65c violet

1944 (July?) As above, but surcharged in black or red

- (a) Stamp of Mauritania
8. (YT 137, SG 129) 15Fr on 90c red
- (b) Stamps of Senegal
9. (YT 189, SG 219) 1Fr 50 on 15c black
 10. (YT 191, SG 221) 4Fr 50 on 15c black
 11. (YT 192, SG 222) 5Fr 50 on 2c red-brown
 12. (YT 194, SG 224) 10fr on 15c black
 13. (YT 196, SG 226) 20Fr on 90c red
 14. (YT 197, SG 227) 50Fr on 90c red

The postage rates corresponding to the new values at the time of authorization follow; some subsequent changes are noted in brackets.

1f50 was the basic letter rate. This explains why, as Alan Evans noted, this value seems to have been otherwise unobtainable. It will be noted that the 4,500,000 stamps that were surcharged with this value make up over 40 per cent of the total 10,630,000 that were authorised.

3f50 (New value). The basic (first 5 grams) surtax for air mail to France. Perhaps of more immediate significance in the summer of 1943, the Study Group for Airmail Rates in French Colonies has reason to believe that there was a so far un-traced increase, also to 3f50 for the first 5 grams, in the air surtax to French Equatorial Africa with a possible effective date on or about 3 January 1943, when the Free French Government resumed the Aeromaritime service along the coast of West Africa.

4f (new value). This was the basic foreign letter rate. (Ian McQueen's researches have shown that the surcharge for air mail to French Equatorial Africa was increased to 4 francs per 5 grams on or about 15 December 1943.)

4f50 (new value). The basic rate for registered letters to all destinations in the French Empire. It was also the rate (basic plus surtax) for air mail letters of 5 grams or less to Morocco and Algeria (source, Ian McQueen again).

- 5f (a) Second step (21 to 50 grams) registered letters within the French Empire,
 (b) basic air rate including surtax to France and
 (c) possibly also to French Equatorial Africa.

5f50 (new value). I have not been able to account for this rate in 1943. (As from about 15 December 1943 it became the basic rate including surtax (to 5 grams) for air letters to French Equatorial Africa.)

The remaining values (the 15 and 50 francs were new) were supplementary values intended largely for use on parcels. The COL.FRA Bulletin reprints a note by a M.R. Alteriet,(Ref. 4) a former resident of Dahomey, which shows that after the Liberation expatriates were allowed to send a limited number of food parcels to their families and friends at home.

As already noted, the arrêté authorising the use of all the colonies' stamps throughout the Federation specifically excluded Togo, which was of course administered separately under Mandate from the League of Nations, whereas Constant Bouerat (Ref 3) says the opposite. It is certainly true that French West Africa stamps can be found with Togo postmarks in the mid—1940s; probably in practice whatever happened to be to hand was used! There was a similar set of surcharges for Togo containing all the above values except the 4f50, 15f and 50f (Yvert/Ceres 228-235, SG 155-162) which I have always found very elusive.

As an interesting postscript to this issue, M. Alteriet's note records the existence of a bogus 15 franc surcharge on the 90c Caillié stamp of Dahomey. In the summer of 1946 he was waiting to post parcels home and noticed a solitary local franking piles of parcels in a corner. To save time he purchased a quantity of the bogus stamps without noticing that the basic stamp was wrong. Lucky man! If by any chance someone has an example of this enterprising creation, please let me know!

The Scott catalogue has it right! I have recently obtained through the good offices of Dick Stevens, the President of the France and Colonies P.S. of the U.S.A., a set of pages from their catalogue containing the French West Africa colonies and find that these surcharges are listed under “French West Africa”. (There is, however, one error which can be, and hopefully will be, corrected very simply. My numbers 1 to 4 — Scott 4 to 7 — are ascribed to 1944, not 1943.) It is to be hoped that this will further encourage Yvert, Ceres and Gibbons to accept the temporary embarrassment of a renumbering of subsequent issues and put their listings on a correct footing. Gibbons, incidentally, included what they now correctly list as numbers 1 to 26 of French Equatorial Africa under Gabon and Middle Congo until at least 1968. Such early French catalogues as I have, going back to Yvert of 1950, show that they did not make this particular mistake. I have differed from Scott in placing Mauritania before Senegal in my listing as I believe that European catalogue editors would prefer a strict alphabetical order.

The position as regards Togo is uncertain. Constant Bouerat (Ref. 3) quotes the arrêté of 24 March 1943 but omits the words excluding Togo. Michael Ensor, who was in the Colonial Service in Gold Coast for many years during and immediately after World War II has seen this article and has kindly commented as follows: French Togo came nominally under the Governor-General of French West Africa in 1937, but there was no integration of the two administrations. Both French and British mandates lapsed *de facto* with the War and thereafter both governments ignored the mandated status of the Togos, which was not formally brought to an end until the last meeting of the General Assembly of the League of Nations in April 1946. I, and Michael, suspect that Dakar’s control over French Togo was made much closer by the Vichy Government.

Michael has a mixed franking (Togo/French West Africa) cover sent airmail from Cotonou to Morocco on 19 January 1944. It does not appear to be philatelic; the correct 4fr50 postage was met by 20c and 30c stamps of Togo and the 4francs on 65c green of French West Africa (my 2, ascribed by Yvert, Ceres and Gibbons to Mauritania). He comments that this means either that the provisions of the 24 March 1943 arrêté were subsequently extended to include Togo, or that there was an informal arrangement between the post offices of Dahomey and Togo to help the former out because of an acute shortage of low values there. Here is another fertile field for research!

References

1. Holder S. and Evans A., *Journal of F&CPS*, 135/136 (undated, but issued June 1977)
2. COL.FRA Bulletin Hors-Serie 14-1 to 14-6, 1997
3. Constant Bouerat, *Les Premiers Timbres-Poste de l’Afrique Occidentale Française*, COL.FRA Bulletin no 94, pp23-24 1er trimestre 2001
4. Alteriet M. R., letter published at p111, COL.FRA Bulletin Hors-Serie 14-5, 1997



SS Appam Query – Delayed mail

Mike White

An item by Mike White in CCSG bulletin of April 2001 (Vol. 28 No. 2 p55) shows a cover dated 31 January 1917 addressed to Germany from “Adler, SMS Appam, Newport News, Va., USA” with cachet “Mail service suspended to country addressed”. This was the same day Germany declared “Unrestricted Naval Warfare”. He comments that mail aboard “Appam” when she was captured on 15 January 1916 must have been delayed, but can anyone show an example? There is nothing listed by Graham Mark (Ref. 1). Similarly, the German raider, the *Möwe*, that captured her had also sunk other vessels off West Africa, as their crews were transferred to the “Appam” with the German prize crew. Are there any records or covers that show delayed mail from these vessels?

Reference

1. Mark G. “*Imperial and Foreign Mails – Sea conveyance during War 1914-1918*”, Postal History Society

Commercial Users of Postage Meters in Nigeria and Southern Cameroons

Bob Maddocks

In *Cameo* January 2001 (Ref. 1), I discussed the introduction in 1957 of postage meters by three commercial concerns in Southern Cameroons. For two of these, the United Africa Company Ltd (UAC) and Barclays Bank DCO, such introductions showed unsatisfactory results, and no impressions on cover have so far been seen. It is not known whether, like the meter mark of the third concern the Cameroons Development Corporation (CDC), the company names were also included. Accordingly I suggested that, as both UAC and Barclays Bank had widespread representation in Nigeria itself, with postage meters in use at their main offices there, a check on covers emanating therefrom would show a likely standardised meter impression and type of machine.

I have now found one such cover from Barclays Bank, Port Harcourt, illustrated. It was addressed to me in the Cameroons, on 2nd October 1963 and was meter franked 3d by a Roneo-Neopost machine RN82. The Barclays name did not appear in the imprint and the only evidence of origin is the bank's name and logo printed on the reverse of the envelope.

The cover was taxed in the Cameroons because the sender had metered the wrong postage rate; 3d instead of 6d. The rates had changed from 1st October 1961 when independence ended the Postal Service Agency arrangements made between the UK and Nigerian governments, which treated the Southern Cameroons as part of the Nigerian postal system. West Cameroon, as it was renamed, was from then on part of the foreign territory of the Republique Federale du Cameroun.

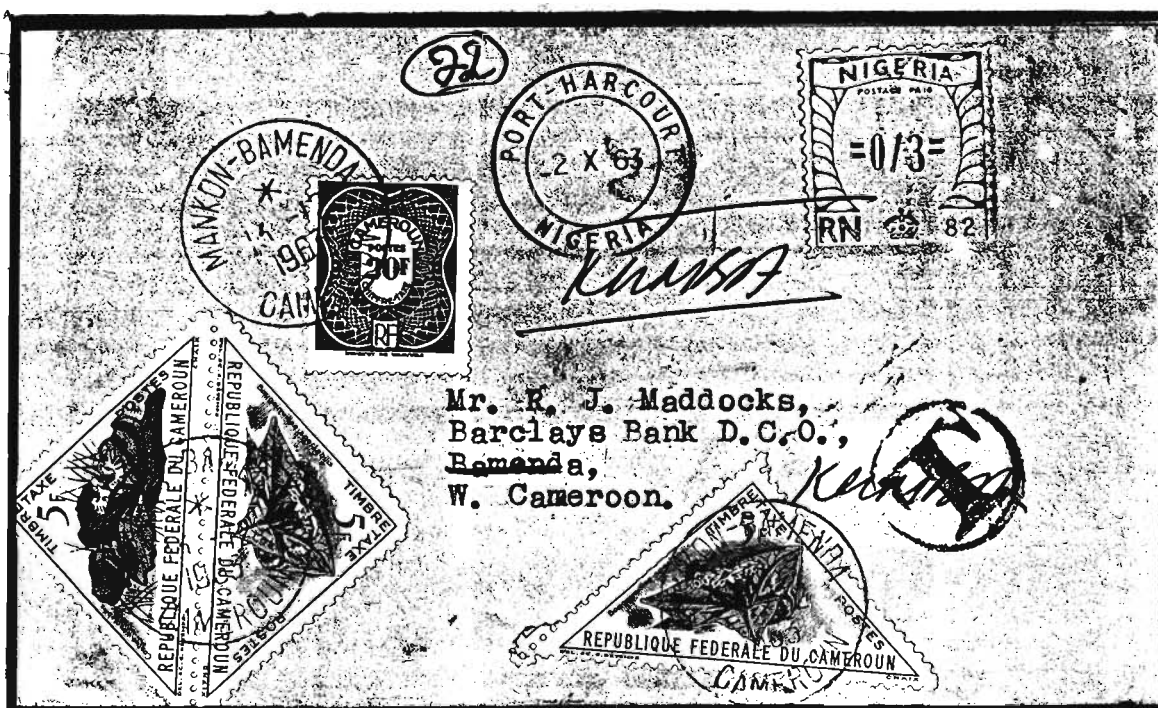
From Nigeria the rate for surface mail was now 6d up to 1 oz. and for airmail was 1/- per ½ oz. The cover was some two months in transit, clearly by surface mail. At twice the deficit of 3d the tax should have been 6d, which converts to 17 francs CFA. It seems the postal officers in Bamenda ignored the meter frank of 3d, because the tax raised was 35 francs CFA, equating to 1/- and double the full 6d surface rate.

The postage due stamps affixed are, for West Cameroon, a rare combination of those for the former Republique du Cameroun and the new Republique Federale du Cameroun.

To conclude; according to the 1950/51 Nigeria P&T Annual Report "Postage meter franking machines were introduced by three firms in Lagos and one in Ibadan" - the first time such machines were used in Nigeria.

Reference

1. Maddocks R, "Postage Meters in the Cameroons", *Cameo*, Volume 7 p9, WASC, January 2001.



Nigerian New Currency Definitives

Jeremy Martin

On 7 December 2000, Spink offered for sale items from the De la Rue archive. Included were imperforate proofs from Nigeria; of the 1973-74 definitive issue. Some were printed by photogravure, others lithographed. All had the N S P & M Co Ltd imprint and it would appear that De la Rue prepared them for the Nigerian company. Each proof has an identification number.

The photogravure proofs show N S P & M Co Ltd 5.5 mm in length. Three were single stamps on white card, one single unattached 10k and the remainder were attached to grey cards, gilt edged.

1k proof no 671/2 on white card 115 x 165 mm with "THOMAS DE LA RUE & COMPANY LTD, LONDON" imprint (Fig. 1). Initialled "J G O" and dated 12/ 1 /73. In the issued colours with the emerald shade of foliage as SG 280a.

5k 671/7 on white card 111 x 165mm but otherwise as for 1k. Marked "Amended. Light Brown, Green & Blue" with "J G O" and dated 12/1/73. The hills are yellow green as SG282a.

20k 671/26 on white card as for 1k. Dated 7/2/73. The background colour is bistre-yellow. The issued stamp has a rose-pink background; SG 286.

10k Single stamp, not on card. On gummed paper. Was once mounted on grey card. In the issued colours as SG 283.

2k 674/7 on grey card, gilt edged 148 x 208 mm. In the issued colours as SG 281. Marked "Approved J G O 26/1/73".

50k 671/14 on grey card as for the 2k. initialled "J G O" and dated 6/2/73. In the issued colours with deep chocolate background, as SG 288a.

2k, 18k, 20k and 30k together on grey card as for the single 2k value;

2k 674/9. This appears to be the same as the approved stamp although it has a slightly later proof number. As SG281,

18k 674/21 as the issued stamp SG 285,

20k 674/15 in the issued colours with rose-pink background, as SG 286,

30k 674/27 as the issued stamp SG287.

The N1 value was missing.

The lithographed proofs show N S P & M Co Ltd 6mm in length. All the proofs are on grey card, gilt edged, 148 x 208 mm. There were five cards in all.

First card;

1k 704/1 in the issued colours as SG 290.

2k 704/7 in the issued colours as SG291.

5k 704/13 with blue-green hill, as SG293, not the bright green shade.

10k 704/19 with pale lilac background as SG 296. not the bright lilac shade.

50k 704/25 This stamp was not issued. Also it does not look quite like the later issue in this design with watermarked paper. The background is deep chocolate and there is some grey shading on the hand which does not seem to appear on any of the watermarked stamps.

The card is marked "Approved verbally by Mr Nicholson 11th April 1973"

Second card;

3k 672/1 in the issued colours as SG 292.

8k 672/7 in the issued colours as SG295.

marked "Approved J G O 26/1/73".

Third card;

12k 672/80 as the issued stamp SG 297. The foliage is green rather than the deep green shade that can be found.

18k 672/86 as the issued stamp SG 299.

30k 672/92 as the issued stamp SG 302. The figure is black, rather than the grey-black shade that can also be found.

Signed by the "Director of Posts 20/2/73" (Fig 2)

Fourth card;

20k 672/124 as the issued stamp SG 300.

Signed and with hand-stamp "Director of Posts 28/2/73"

Fifth card;

7k 672/40 in the issued colours as SG 294,.

15k 672/46 in the issued colours as SG298,

25k 672/52 in the issued colours as SG301,

N2 672/34 as the issued stamp SG306 but with a darker green background than is found on any issued stamps.

Signed and dated 7/2/73 (Fig 3).

No proofs of the 35k and N1 values were included.

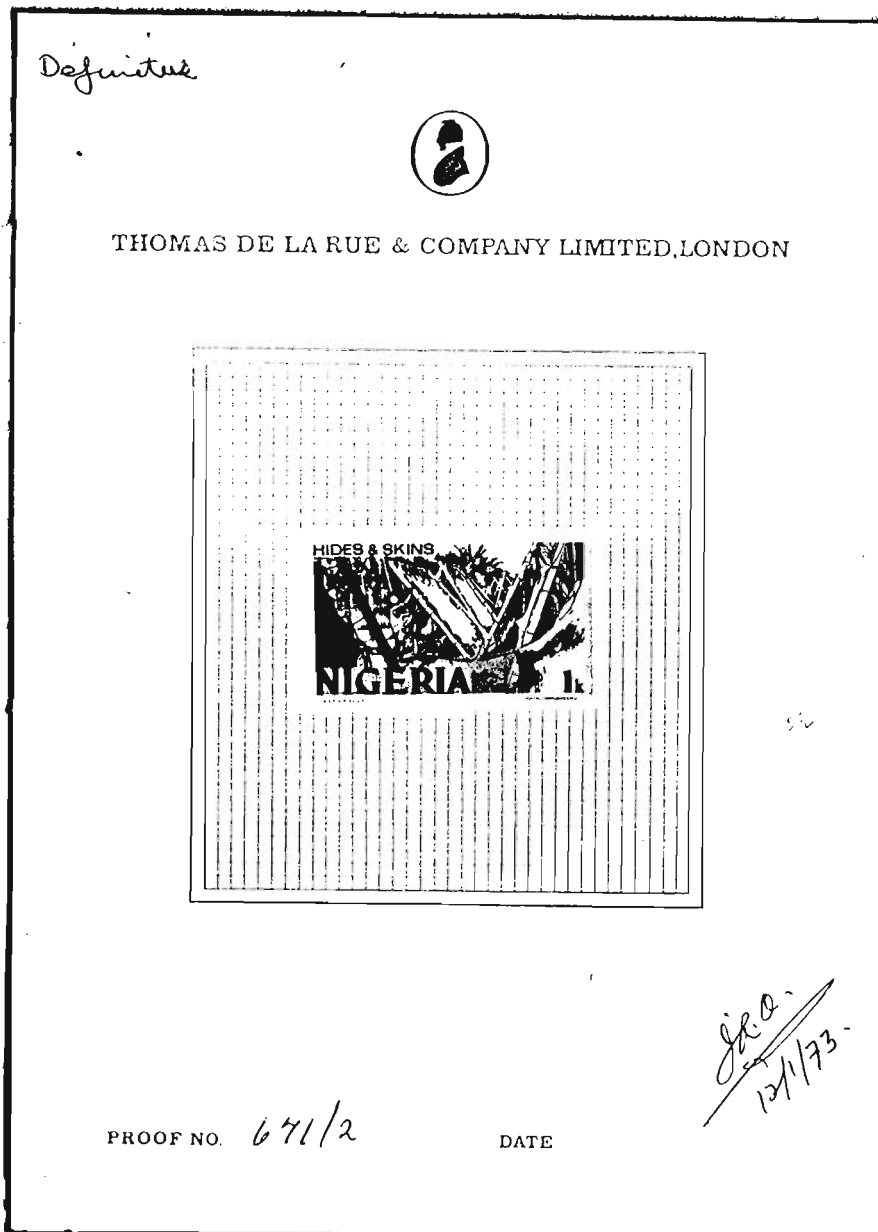
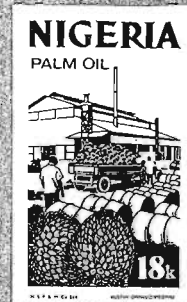


Figure 1



672/92



672/86



672/80

Handwritten signature
DIRECTOR OF POSTS
20/2/73

Fig 2

Figure 2

A handbook on modern Nigerian definitives is in preparation and it is hoped to include this information in it when it is published in due course.



Nigeria Postmarks - Abeokuta and Ilorin

Bob Maddocks



Figure 1



Figure 2

Figures 1 and 2 show possibly unrecorded postmarks from Abeokuta and Ilorin respectively. Abeokuta dated 1st October 1937 spelt ADEOKUTA, in a variant of the double-ring datestamp, Proud type D14 (Ref. 1).

Ilorin dated 24th September 1939, a skeleton postmark variant of Proud type D2 (Ref 1), made up to read ILORIN / M ONA S B OK. It was probably meant to refer to "Money Order and Savings Bank"

References

1. Proud E.B., *The Postal History of Nigeria*, Proud Bailey, Heathfield 1995

British South American Airways Corporation

Jeremy Martin

Two previous articles and a letter (Refs 1,2 and 3) discussed this air service. I am now able to illustrate two more covers.

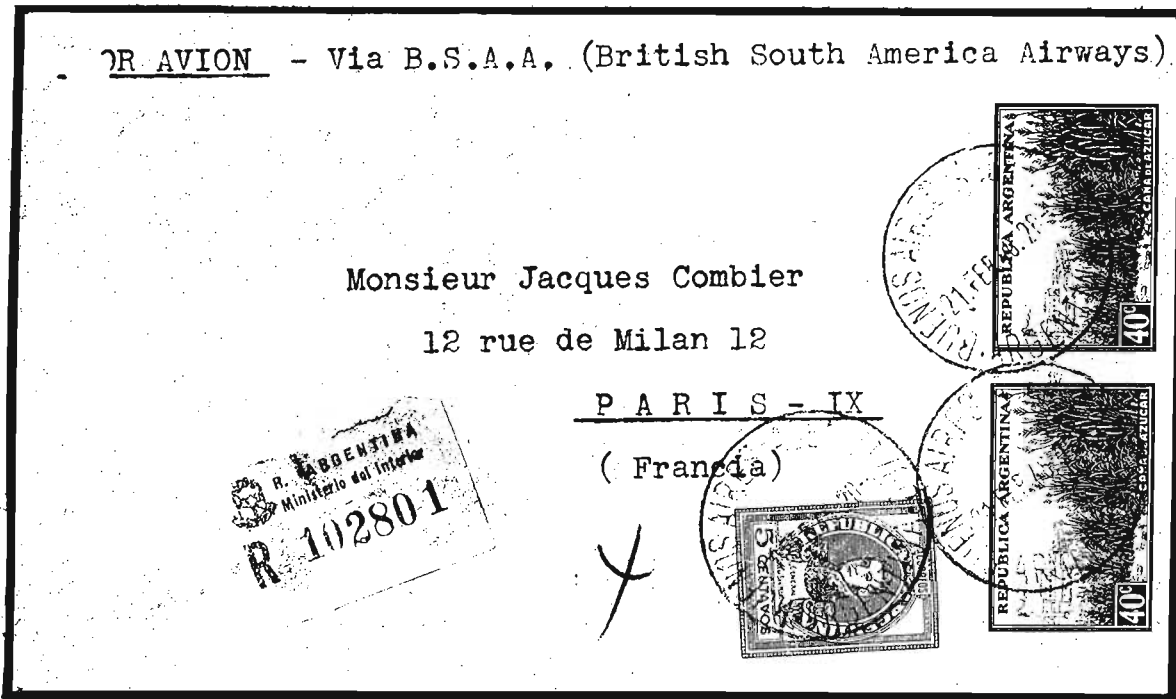


Figure 1



Figure 2

The first (Fig. 1) is from Buenos Aires, Argentina to France, marked "via BSAA". It is date-stamped 21 Feb 46 and would appear to have been carried on one of the proving flights.

Incidentally I found this cover in a French flea-market. The dealer was having a clear out and had marked the price down to 5Fr (50p). Bargains can still be had!

Robert Johnson has submitted the second cover (Fig. 2). It is addressed to British Guiana, an unusual destination. It was posted in September 1946 and, although not marked via BSAA, the franking is correct for that route; namely 1/6d for an half-ounce letter plus 3d for the registration fee.

Also a correction. On page 37 of *Cameo* 47 (Ref. 1) 1 January 1945, should read "1 January 1946"

References

- 1..Martin J. J., "British South American Airways Corporation", *Cameo*, Volume 6 p37-39, WASC, January 1998.
- 2..Martin J. J., "British South American Airways Corporation", *Cameo*, Volume 6 p83, WASC, July 1998.
3. Beith R., letter "BSAA to Chile", *Cameo*, Volume 6 p108, WASC, January 1999.



The Gold Coast 1d War Tax Stamp SG 85

Jeremy Martin

John Davis, a non-member, contacted our secretary concerning this stamp. In the upper right and lower right corners are blobs of colour, as illustrated below. The one in the upper right is more prominent, being filled with solid colour.

A note with this block stated "Upper right corner of frame filled with a solid colour. ? A plate flaw – received in 1922 from Mr Charles Davies of Frodsham with the statement that the variety occurred regularly in several sheets. Position on the sheet unknown. Is not known on the 1d without overprint"

Neither John Powell nor I have anything similar. It may be waste that got onto the plate for a short time before being cleaned off. Comments would be welcome.



Forgeries of Nigeria since Independence

Michael Wright

Quite a number of these have been produced, surprisingly sometimes of non-definitives and even of a charity stamp. They can be separated into two groups:

- 1) Forgeries made for general purposes;
- 2) Forgeries used in connection with mass 'mailings' of the notorious fraud letters.

Most of the first category have been found only in very small quantities. They are usually produced by lithography, mostly being redrawn without the subtlety of the issued stamps. One has been seen produced by photocopying. The postmarks are genuine.

Those in the second category have been produced only by photocopying. Some are readily obtainable. The postmarks are also forged, usually without any date. The purpose was simply to persuade overseas post offices to accept bags of mail placed irregularly on aircraft as suitable for distribution. When the British Post Office noticed that the stamps were forged they exercised their right (under UPU regulations) to refuse to deliver them and pointed this out to the United States Post Office, which now does the same. This has led to the fraudsters forging the already low-quality meter marks, or communicating by fax or E-mail. *(Editor's note; it seems that the postal authorities may now be intercepting envelopes with the forged meter marks because a local business has passed me an envelope with a genuine (or a good forgery of?) a Tanzania meter marking, with its original contents of a fraud letter clearly sent from a Nigerian address)*

In both cases a philatelist will note the perforation as the weakest part of the exercise; forgeries have never been seen with the right gauge, but are invariably coarser, sometimes pin-perf, and usually (but not always) badly centred and badly cut often resulting in torn stamps, and sometimes requiring further scissor cuts to separate the stamps. In some instances the forgery is rouletted.

The weakness of photocopying is that the machines usually produce a black printing by combining three colours but perfect registration is almost impossible to achieve, resulting in black inscriptions (e.g. the designers name and printer's imprint) appearing in three colours, which can sometimes be seen with the naked eye. In one case a separate printing of these elements has been added, but in itself is too badly registered to appear genuine. It is rare that the overall impression is very close to an actual stamp. Photocopying also often leaves a tint on areas that should be white, or erratic flecks of colour and can reproduce a shadow of the perforations from the copied stamp.

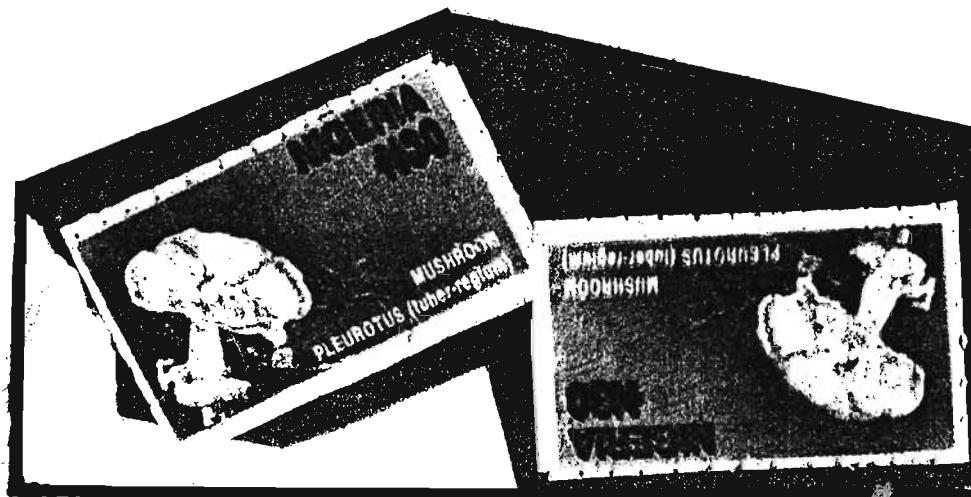


Figure 1 Mushrooms forgery

Forgeries are known of the following stamps (SG numbers):

DATE	No	SET	VALUE	DESIGN	METHOD	PERF*	GROUP
1969	229	Definitive (NSP)	2/6	Kobs	Litho	B	1
1974	296	Definitive	10k	Cheetahs	Litho**	G	1
1986	523	Definitive	50k	Post office	Litho	G	1
1990	525c	Definitive	N20	Kano ancient walls	Photo	B	1
1990	525d	Definitive	N50	Rock bridge	Photo	G,B,R	2
1991	615	Nigerian fishes	50K	African Catfish	Litho	G	1
1993	654	Wildlife (de facto)	N20	Roan antelope	Photo	G,B	2
1993	655	Wildlife	N30	Lion	***	***	***
1995	689	Nigerian Post	N10	Mobile phone	Photo	R	1
1996	717	Mushrooms (Fig 1)	N30	Pleurotus tuber regium	Photo	P	1
1999	739	FIFA Youth Champ.	N40+5	Emblem	Litho	B	1

*G = Good; B = Bad; P = Pin; R = Roulette

** Two different printings seen

*** Not seen by author

OFFERS FROM STOCK

GOLD COAST, 1945. An airmail cover to Switzerland franked 3d & 1/3 (total 1/6d) with Type X "OAT" marking. **£95**

GHANA, 1958. A cover to Subri, franked 3d cancelled "T.P.O. CENTRAL R / GHANA" cds, handstamped "T", "INSUFFICIENTLY PREPAID" and boxed "POSTED ON TRAIN / WITHOUT EXTRA FEE / -D TO PAY", with uncanceled pair of 2d postage due stamps affixed. **£40**

ST. HELENA / BOER WAR, 1901. A cover to Cape Colony franked 1d x 2, each cancelled by Maltese Cross in circle (Hibbert CNC8), St. Helena cds and triangular handstamped "PASSED BY / CENSOR / DEADWOOD", initialled "EW". **£300**

ST. HELENA, 1922. £1 grey & purple on red paper (SG96) very fine, fresh mint. RPS Certificate. (1985). **£300**

ST. HELENA, 1981. Original artwork, signed D. Padden, of 15p value of Endemic Plants issue (gum wood). Colours as issued stamp. **£150**

SIERRA LEONE, 1923. £5 orange & green (script CA) SG148 - a copy with trimmed lower margin attached, very fine and fresh mint. Brandon Cert. 1985. **£850**

TOGO, 1906. A picture post card to Osnabruk, franked 1900 5p tied by oval "DEUTSCHE SEEPOST / LINIE / HAMBURG - WEST AFRIKA / XXVII" datestamp with "Deutsches Schutzgebiet" adjacent. **£95**

Argyll Etkin Limited



Ramillies Building, 1-9 Hills Place, Oxford Circus, London W1F 7SA

Tel: 020 7437 7800 Fax: 020 7434 1060

e-mail: philatelists@argyll-etkin.com



Temple Bar Auctions

Our next sale on September 28th 2001 includes the following:



**Gold Coast 1908 1d wmk sideways.
BPA Certificate (2001)**

This recently discovered copy will be listed as SG 69a in the SG 2002 Part 1 British Commonwealth catalogue. To our knowledge it is the only known example.

To request a free catalogue write, telephone, fax or email us at:

Bridger & Kay Limited

*Dealers since 1897 in Commonwealth Stamps & Postal History
Incorporating Temple Bar Auctions*

P0 Box 1600, Wrington, Bristol, BS40 5BD, England

Telephone 01934 863656 (+44 1934 863656). Fax 01934 863652 (+44 1934 863652) Email: Bridget Kay@aol.com

Members of The Philatelic Traders Society

Phil-Index

Terry Garcia: Supplier of fine stamps to collectors since 1966

We specialise in the stamps and postal history of the pre-Independent

French Colonies

Our extensive stocks of world-wide French Colonies include the West African areas of Benin, Camerouns, Dahomey, Equatorial Africa, Guinea, West Africa, Gabon, Ivory Coast, Mauritania, Niger, Senegal, Togo and Upper Volta.

Also BELGIAN CONGO and RUANDA-URUNDI

Send today for our monthly buy/bid sale catalogue with complete stocklists.

Phil-Index

80 WILLINGDON ROAD, EASTBOURNE,
EAST SUSSEX, BN21 1TW.

Telephone or Fax: 01323 721444

www.phil-index.co.uk or www.frenchcolonies.co.uk

West African Forces World War II Airgraphs



Keeton's Reference Collection Postal Auction No.3

Mainly North African usage, but there is also a small section *used in West Africa* including: Gambia, Gold Coast, Nigeria, and Sierra Leone.

Contact us for
a free illustrated catalogue
or check online at:
www.airgraph.com

Alan Berman

1 Crabtree Lane - London SW6 6LP

Tel or fax: 020 7385 4496

web: www.berman.co.uk

email: alan@berman.co.uk



EMPIRE STAMP AUCTIONS

Specialist in British Commonwealth Postal History
Thomton Lodge, Stanshalls Lane, Felton, North Somerset, BS40 9UG, UK
Tel No : 01275-474766 Fax No : 01275-475214



POSTAL STATIONERY & POSTAL HISTORY COVERED IN DEPTH WITH MUCH
CENSOR, AIR AND POSTMARK INTEREST AS WELL AS PROOFS, TRIALS,
BOOKLETS AND PLATE VARIETIES

OUR NEXT AUCTION CATALOGUE WILL BE SENT FREE UPON REQUEST.



Ian Pollard

For Fine British African Stamps and Postal History

**Regular auctions devoted entirely to
British Africa**

Friendly efficient service

**Send for a complimentary copy of my catalogue
to**

Ian Pollard, PO Box 57, Newcastle upon Tyne, NE12 9YQ.

Telephone and Fax: 0191 259 9034.

E mail: stamps@ianpollard.com

Website www.ianpollard.com.

Member of West Africa Study Circle

BRITISH WEST AFRICA POSTAL HISTORY

We issue three lists a year which always contain a good selection of Postal History material from this area.

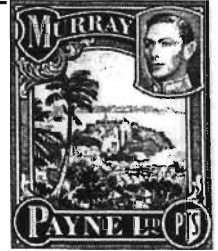
If you would care to inform us of your collecting interests we would be delighted to send you photocopies of our stocks from that area.

CHRIS RAINEY

PO Box 1060, SWINDON, SN3 1JJ 01793 513431



Ascension



SG 10a	1924-33 ½d. VFM example, showing R2/1 broken mast.	£35	SG 17b	1924-33 8d. VFUM pair, one with R4/6 torn flag.	£90
SG 10b	1924-33 ½d. VFM example, showing R4/6 torn flag.	£48	SG 17c	1924-33 8d. VFM example, showing R5/1 cleft rock.	£55
SG 11b	1924-33 1d. VFM example, showing R4/6 torn flag.	£48	SG 19a	1924-33 2/- . VFU example showing R2/1 broken mainmast.	£150
SG 11c	1924-33 1d. VFU example, showing R5/1 cleft rock.	£35	SG 19c	1924-33 2/- . VFM example showing R5/1 cleft rock.	£130
SG 14b	1924-33 3d. VFU example, showing R4/6 torn flag.	£45	CW 29a	1949 2d perf 14 with R4/4 mountaineer flaw. FU on cover with 1d, 1½d perf 14: postmarks a bit smudged.	£80
SG 15b	1924-33 4d. VFU example, showing R4/6 torn flag.	£130	SG 42	1938 3d. VFM FP1 block of 4, lower pair unmounted. Scarce item.	£250
SG 15c	1924-33 4d. VFM example, showing R5/1 cleft rock.	£95	SG 46	1938-44 5/- perf 13½. VFM CP1 block of 4, lower pair unmounted.	£290

P. O. Box 1135, Axbridge, Somerset, England, BS26 2EW
 Tel: +44 1934 732511 Fax: +44 1934 733498

Email: murraypayne@dial.pipex.com
www.murraypayne.com



richard allan

The Stamp Centre, 79 The Strand,
 London WC2R 0DE
 Telephone 020 7379 5439 Fax 020 7240 5419

**PHILATELIC
 POSTAL BID SALE**

OUR MONTHLY SALES GENERALLY
 CONTAIN SOME INTERESTING

WEST AFRICA

PLEASE REQUEST A COPY OF OUR NEXT SALE
 WE WISH TO BUY MATERIAL FOR OUR SHOP STOCKS



PHILANGLES

international postage stamp & postal history auctioneers

VISIT www.philangles.co.uk

- VIEW OUR LATEST SALE ONLINE
- BID ONLINE
- REQUEST CATALOGUE ONLINE
- DIRECT SALE MATERIAL TO BUY ONLINE

STAMPS, POSTAL HISTORY + COLLECTIONS, DESPATCHED SAME DAY

A COLLECTORS WORLD OF CHOICE

NOT ONLINE? REQUEST A CATALOGUE BY WRITING OR TELEPHONE & DISCOVER A QUALITY SOURCE OF MATERIAL

SELLING?

Contact Simon Carson (PTS) today for professional advice on how to maximise your collection

PHILANGLES, CARSON HOUSE, 44 LEGH ST, WARRINGTON, CHESHIRE WA1 1UJ

Tel : 01925 231151 Fax : 01925 232204 E-mail : philangles@btinternet.com

Quality British Commonwealth

POSTAL HISTORY

Catering to the discriminating collector

Specialising in pre-1953, non-FDC material

We stock all Commonwealth areas except B.N.A.

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



ALWAYS KEEN BUYERS OF
CHOICE POSTAL HISTORY



Willard S. Allman

828 Arrow Lane, Ridgewood

NJ 07450, U.S.A.

Tel. 0101-201-652-4858.

2001

PHILATEX

LONDON INTERNATIONAL STAMP & COVER SHOW

120 DEALERS

(organised by Chris Rainey and Trevor Davis) to be held at

Royal Horticultural Halls

THE LAWRENCE HALL 2 GREYCOAT STREET

Thursday 25th October 11am - 7pm

Friday 26th October 10am - 6pm

Saturday 27th October 10am - 5pm

Free Admission AA Signposted Bar / Buffet

For information ring : 01793 513431 or 020 8946 4489

www.stampshows.co.uk

WE WISH TO BUY

Should you feel you have exhausted your present collecting interest please bear in mind we are competitive buyers of specialised collections and studies; particularly those that have gained good awards at National and International exhibitions. We are equally interested in acquiring individual items such as proofs, essays, early postal history and scarce multiples.

REGISTER OF SPECIALISTS

Register your interest with us to receive photocopies of suitable material as it becomes available. We maintain a stock built up over a period of 50 years of trading in fine, rare and unusual pieces of the world including, of course, West Africa!

**RITCHIE BODILY, PO BOX 475, RICHMOND, SURREY
TW9 3DN**

Fax 020 8940 2809

Telephone 020 9840 5171

Email: RBcollect@yahoo.co.uk

We don't just sell stamps...

Sierra Leone Post Office

Air Mail Service from Lagos

It is notified that commencing from 1st June, 1937, correspondence (letters and postcards only) will be accepted for conveyance via the Lagos-Khartoum Air Mail Service and connecting with the Alexandria-Cape Town Air Mail Service.

2. The express mail boats which leave Freetown on Saturdays will connect with the Air Mail which leaves Lagos every Sunday at 11.0 a.m., and correspondence marked for conveyance by this route will be so forwarded irrespective of any ocean mail to the United Kingdom which may possibly reach destination earlier.

3. Correspondence for despatch by this route must bear a blue "Air Mail" label with the superscription in manuscript "via Lagos and Khartoum."

4. The postage rates, which are inclusive, are as follows:—

Destination.	Letters per ½ oz. or part thereof.		Post-cards.	Destination.	Letters per ½ oz. or part thereof.		Post-cards.
	s.	d.			s.	d.	
Australia	2	7	1 4	New Zealand	2	7	1 4
Belgian Congo	1	1	0 7	Nyasaland	1	6	0 9
Ceylon	1	4	0 8	Palestine	0	10	0 5
Cyprus	0	8	0 4	Rhodesia, North and South	1	2	0 7
Egypt	0	8	0 4	Siam	2	1	1 0
European Countries (except U.S.S.R.)	1	0	0 6	South Africa (Union)	1	4	0 8
Gibraltar	0	8	0 4	Straits Settlements	2	0	1 0
Great Britain and Ireland including Irish Free State	0	8	0 4	Sudan	0	6	0 3
India	1	4	0 8	Syria	1	0	0 6
Iraq	1	0	0 6	Tanganyika	1	0	0 6
				Trans Jordan	1	0	0 6
				Uganda	1	0	0 6

Naturally, stamps & postal history are at the core of what we do but we like to provide something a little different as well.

Do you get to see our monthly Sale Catalogues? If not, you don't know what you might be missing!



E-mail: stamps@cavendishphilauc.demon.co.uk
www.Cavendish-Auctions.com

HARMERS

ESTABLISHED 1918



Stamps and Covers at Auction

Since 1918 the name of Harmers has stood for philatelic service and satisfaction. Harmers Stamp Auctions are recognised by collectors everywhere as the best market for fine and rare stamps and covers.

Auctions are held monthly and at each sale, stamps and covers to a value of about £500,000 are offered in lots arranged to appeal to most classes of collectors. More than 5,000 leading philatelists in all parts of the world receive our catalogues and thousands are regular bidders.

If you wish to buy fine stamps or covers from our forthcoming auctions, write for a free copy of our next catalogue. Whether you bid by mail, fax or in person at Chiswick, Graham Childs and Dominic Savastano and the team look forward to hearing from you.

111 Power Road, Chiswick, London, W4 5PY
Tel: 020 8747 6100 Fax: 020 8996 0649
Visit our website www.harmers.com



STAMPS OF WEST AFRICA AT PHILLIPS



An 1890 attractive cover registered to Germany, sold in our 2nd March 2001
British Commonwealth Stamps & Covers auction.

FORTHCOMING AUCTIONS

27TH September 2001

British Commonwealth Stamps
and Covers

29th November 2001

British Commonwealth Stamps
and Covers

Phillips regularly holds auctions with stamps of interest
to collectors of West African material.

For more information on buying or selling at Phillips
or for a complimentary catalogue,
please contact Stuart Billington on 020 7468 8373.
phillips_stamps@hotmail.com

Phillips, de Pury & Luxembourg
101 New Bond Street, London W1S 1SR
Fax: 020 7409 3466
phillips-auctions.com

PHILLIPS
AUCTIONEERS