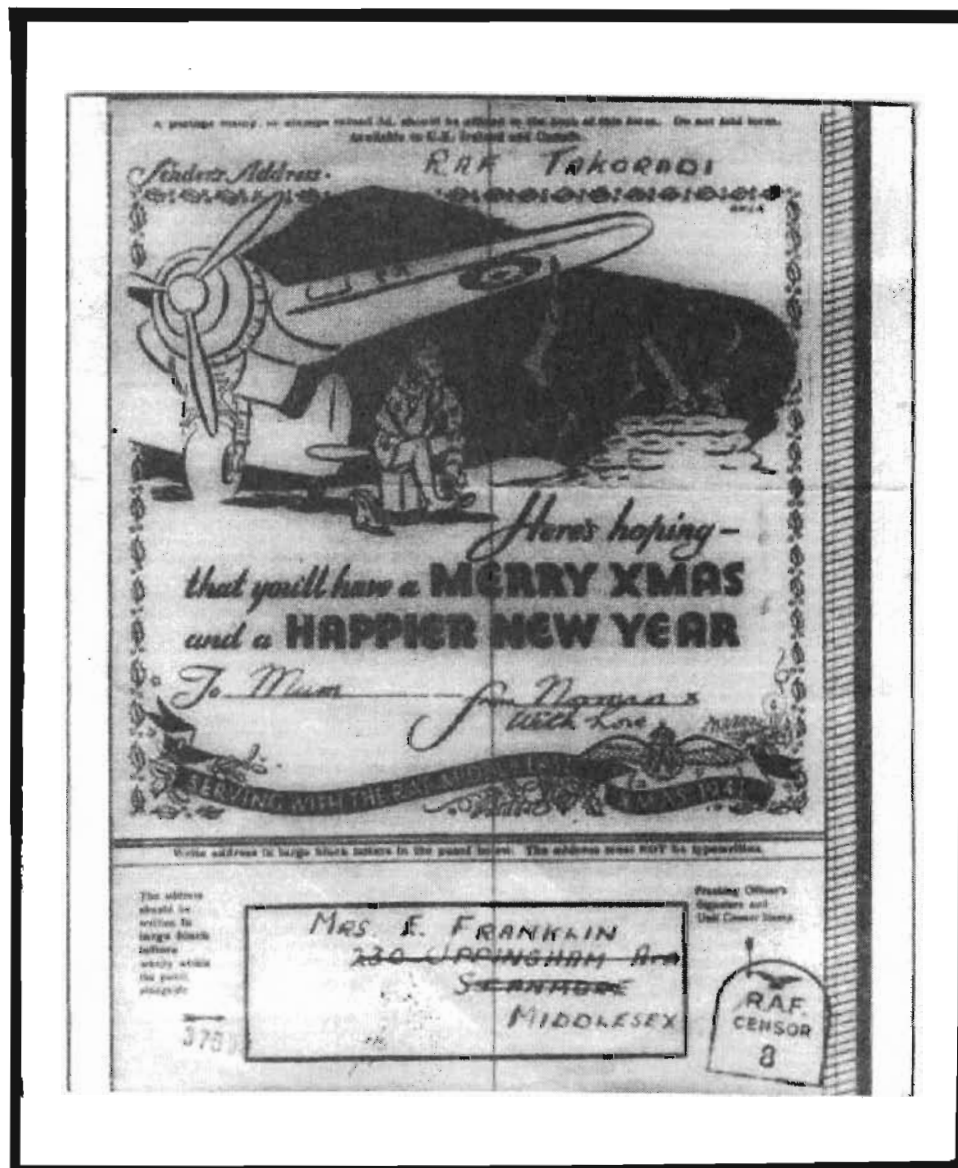
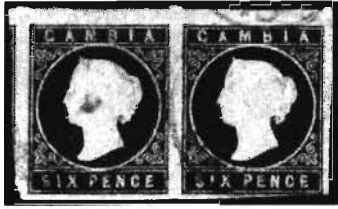


CAMEO



The Journal of the West Africa Study Circle





1



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5



6

These stamps and many more are available from our Commonwealth monthly Listings.

1. SG 7. Gambia. 1874 6d deep blue, wmk CC, imperforate horizontal pair with mostly huge margins, showing portions of four adjoining stamps, used with red 'Gambia paid' cds. Right stamp with scissor cut at right and close at foot, left stamp fine. A scarce multiple. (cat £400+). 00110942£175

2. SG 142. Gambia. 1922 – 29 10s sage-green, comb perf, off-centre as often, fine used appearance but unfortunately with large part strike of forged oval '22 JU 10' DS ('Madame Joseph' 171). 00502366£30

3. SG 27. Gold Coast. 1898 – 1902 1d dull mauve and rose with very nice, three-quarter strike of the Prahsu/Gol(d Co)ast Mackin-type 5b double-ring cancel of JA 27/99. 01207556£25

4. SG 102. Gold Coast. 1921 – 24 £2 green and orange, brilliant o.g. scarce so fine. 00502498£350

5. SG 58ab. Nigeria. 1938 – 51 2s6d black and deep blue, perf 13, bottom marginal with plate number '1', unmounted o.g. 00502539£55

6. SG 130. Sierra Leone. 1912 – 21 £5 orange and green, wmk MCA, opt 'specimen', brilliant o.g. light gum crease but lovely fresh appearance. (Cat £225). 01202032£160



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Front Cover

Airgraph from RAF Takoradi, Gold Coast to UK at Christmas 1941, marked RAF Censor 8. Sold in Alan Berman's airgraph auction in June 2001, and reproduced with his permission

Editorial

Notwithstanding the front cover illustration, a safe, happy and productive New Year to you all!

This edition of *Cameo* may be the heaviest to date. New material continues to flow in at an increasing rate, but even though there are more pages of articles than ever, some of you will still be disappointed not to see your good material sent to me during the last twelve months published this time. For instance two members have coincidentally sent in illustrated items on inbound telegrams to Sierra Leone. I apologise to you both and will publish them together next time.

Like almost everyone I recall what I was doing on September 11th when news came through. My first thought was along the lines of "This is a frightening problem, what do I do now?". It did not take me long to decide there was nothing I could do that would make a difference and, almost to my surprise, I found myself continuing the routine of work/home/family/hobbies that sustains normal life. So, it seems, did everyone else. That routine helps to make our society so resilient to this kind of shock, and we, as philatelists, have seen this same process time and again in the letters of people who have found themselves in West Africa in various extraordinary circumstances throughout the last 200 years.

Even on this latest scale it seems that suicide bombers and envelopes of anthrax do not have the power to change the world that maybe religion and advertising do – persuasion can still beat aggression, and long may that last. So it was good to see Peter Newroth, from Canada, at the last meeting in London at the end of September, and letters from America are still always welcome to me!

Following the last editorial, readers of the letters page in this issue will see suggestions that we should list addresses for articles of interest in other publications which do not warrant reproduction in full in *Cameo*. I hope this would be a welcome innovation and the first such list will be found on page 112. I would welcome a short note with full references for similar articles for future issues, or better still a photocopy I can send on to the librarian.

A second innovation can be found in the centre four pages, which are not numbered. These update Michael Ensor's Gold Coast book and are intended to be pulled out of *Cameo* to become a supplement to that book for any member who has a copy. This is a facility that could be made available to one author per *Cameo*; so any takers for July 2002?

I understand the WASC web-site has been out of action for a few weeks, and that Peter Richards is now arranging a new address which may be more reliable. I do not yet have that address, but I have added the e-mail address of Peter Richards, the webmaster, at the foot of this page.

Rob May



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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.

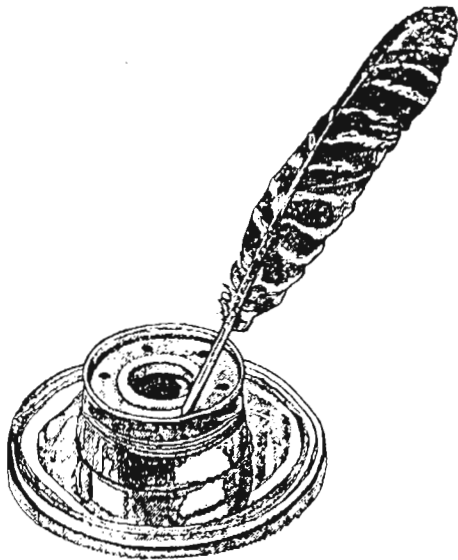
Advertising Rates : Full page £35; half page £20.



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

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

Webmaster is Peter Richards; contact askers@askers.free-online.co.uk



Letters to the Editor

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

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

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

Rob May

Togo and Kamerun responses

Dear Rob,

Regarding Jeremy Martin's item on use of German stamps at Anecho in 1914 (Cameo Vol 7 No 2 page 82) I would suggest the cover may be philatelic. I acquired a cover from a French auction last year which has a combination of 5pfg and 10 pfg values which do not meet any rate. It has the same cachets and was posted the same day, written in a different hand and to a different address (illustrated on page 131 of this issue).

In his book "Togo Postal History 1914-22" Jeremy illustrates the German cancel for Anecho with reference 003.02. In his example the cancel has a slash between the day and month, which is also the form of cancel seen in my collection of the postmarks of the German period for Anecho. On the other hand the cancel for Anecho illustrated by ARGE, the German Colonies group in Germany, shows a full stop between the day and the month. The only examples I know of are on the two "Occupation" covers now illustrated! Interesting!

Turning now to Bob Maddocks' article on German Kamerun postal stationery (Cameo Vol 7 No 2 pages 84-85) I acknowledge that, to have been accurate, my earlier article (Cameo Vol 7 No 1 page 39) should have referred to the French colonial overprints that were destroyed, which I was aware of. Apologies.

John Mayne
Bridgnorth

Cape Coast Combination Cancels again

Dear Rob,

Once again adding to the list started by Peter Newroth in Cameo Vol 6 No 5 p224, updated by letters in the January 2001 and July 2001 issues;

554(in black) plus CAPE COAST FE 25 86
(in black)

SALT POND (in black) plus CAPE COAST NO 8 86 (in black). The date portion of the Saltpond cancel is not visible.

ANAMABOE OC 18 84 (in red) plus CAPE COAST OC 18 84 (in black). Note the 8 of 18 in the Anamaboe cancel may be a 6.

Also I would draw attention to the PS card with combination WINNEBAH plus CAPE COAST that appeared in the WASC auction on 29 Sept 2001.

Finally, I would take this opportunity to report that I have a Gold Coast manuscript cancellation in red for NSABA dated 20/7/03 (the 7 in the date may be a 1), on a KE VII Gold Coast 1d.

Robin Davis
Caversham

◇ ◇ ◇

SS *Jebba*

Dear Rob,

I am currently working on a research article concerning the SS *Jebba*, and its famous wrecking off Devon in 1907. It would be much appreciated if any member who has covers, picture postcards or any other information could provide me with copies to assist my research.

Jeremy Martin

Salisbury

Boyle – WW2 Airmails

Dear Rob,

Many thanks for July *Cameo*. I have sent to the France & Colonies Philatelic Society details of airmail covers I possess, pre-1946 posted from French colonies.

Boyle's book, whilst being an extremely useful reference source, does suffer from some notable omissions and errors. This is not surprising bearing in mind the attempted scope of this volume.

The publicity details imply that the contents include airmail rates. While this is true for countries covered by the more frequent routes, much of the other information is based on "covers seen", which is of course an unreliable basis; especially as rates in various areas were altered on a number of occasions between 1939 and 1945. For some countries airmail rates are omitted altogether.

There are also a few factual errors. For example, the Newfoundland Trans-Atlantic airmail rate was raised between May 1942 and June 1944 from 30 to 35 cents per ½ oz, while the Canadian rate remained at 30 cents. Boyle attributes the new rate to a 5 cent charge for the return of a cover by seamount from the UK.

However, the book is a most worthwhile production which all aero-philatelists should possess, and they are grateful to Tom Boyle for his brave effort on their behalf. As he himself cautions in the Introduction "... for specialised areas reference should be made to the relevant specialised societies and to their publications..."

Bob Picirilli, in rationalising the West African rates and routes, makes our study easier.

Jack Ince
Stirling, Ont, Canada

◇ ◇ ◇

Re-publication of Articles

Dear Rob,

The editorial in July 2001 *Cameo* sets out your policy to ensure that there is only very selective reproduction of articles already published elsewhere. This is an ongoing problem facing all editors and is not capable of yielding to a simple solution. I would like to put forward some further thoughts for consideration.

Prior to the advent of universal airmail,

study of any one country's postal services was relatively (?Sic) uncomplicated. Once international airmail became routine, other countries became increasingly involved in transmitting an airmail item. While a student may join many specialist societies, he will never cover all aspects of research he may need in due course, let alone assimilate all relevant literature.

May I suggest for WASC members it would be very helpful if a new section can be added to *Cameo* under the heading "Current Magazine References" (or similar). To be effective, the *Cameo* editor must be supported by the members to pass information in time for the following issue. Where possible a photocopy of the article should also be sent (*and its source fully referenced – ed.*). Due to the Circle's policy of only two issues of *Cameo* each year, there will inevitably be a gap of up to a year before the reference or the reproduced article appears in *Cameo*.

Bon chance, mon ami!!

Jack Ince
Stirling, Ont, Canada

*Bob Maddocks responded in similar vein, also welcoming translations of foreign language articles where possible. I am happy to give this a section in *Cameo*, and also to place any copies of articles in the Library for loan to interested members. – Ed.*

◇ ◇ ◇

World War 2 question

Dear Sir,

I have been researching the exchange of people between the Allies and Japan during World War 2. Donald W. Carter gave me your address, since he feels you may be able to help. One of the British ships, the P&O liner SS "Narkunda" stopped at Freetown, Sierra Leone in August 1942.

Can any member of WASC tell me the dates "Narkunda" arrived and departed Freetown? What was the purpose of the stop? Did she embark or disembark people at //////////////freetown? Was mail carried?

Any help would be appreciated.

M.E.Ruggiero
32, King James Ct.
Staten Island, NY
10308-2910, USA



British Guinea Postcard

Dear Rob,

I have been able to answer most of my own queries re the British Guinea picture postcard in Cameo Vol 7 no 2 p57. I was fortunate to find a used copy at Philatex, identical in all respects, cancelled Freetown June 28 1900 with a 1d Queen Victoria key-type stamp.

Tom Butlin
South Croydon

Dear Rob,

I had not intended to get drawn into the questions raised by Tom Butlin but as chance would have it I turned up the Kamerun viewcard illustrated in Fig. 1, which has very

similar features. It was mailed from Duala in 1899 to Germany.

The publisher (trans. "Verlag") was certainly not Woermann, but Maether & Co in both instances. The cards appear to be from a series "Die Reise um Die Welte" ("the World Cruise") but one would have to call on the knowledge of collectors in Germany to find out whether they were printed specifically for world cruises or, as seems more likely, for sale ashore, as well as to passengers on scheduled sailings to the West Coast.

Postcards were also published by C. Woermann, Hamburg, as evidenced by the imprint seen on another Kamerun viewcard (Fig 2).

R J Maddocks
Oswestry

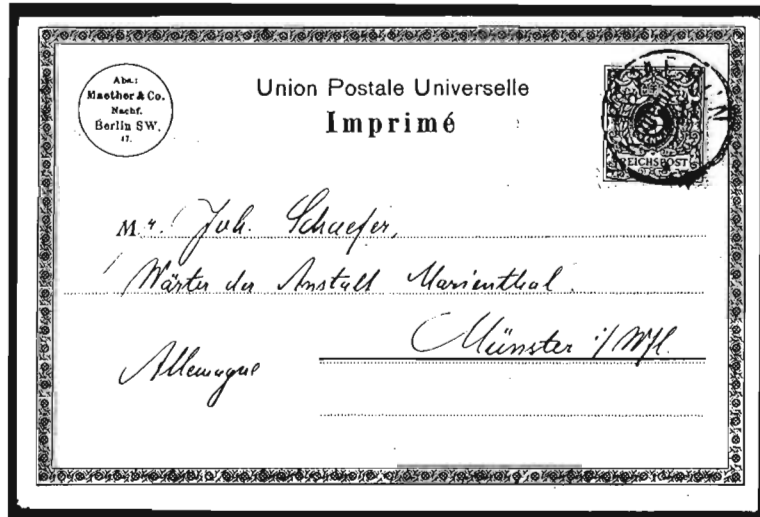


Figure 1

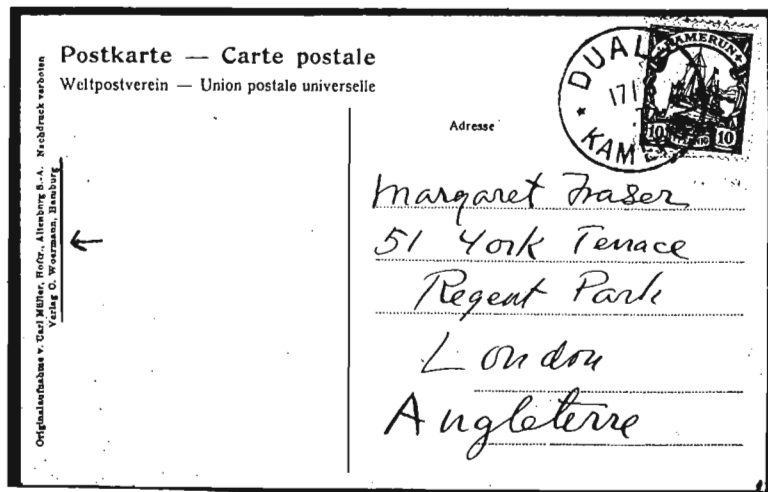


Figure 2

☰ Gold Coast Censor 13

Dear Rob

Hot off the press I collected the latest Cameo from Salisbury and a thoroughly good read it is too. I particularly applaud your decision to include the articles on non-British territories and cannot fault the criteria for publication listed in the Editorial.

To the point. Nick Carter's article on Gold Coast censor 13 prompted me to examine my two covers with Type 1C for censor 27 and, lo and behold, they both have the line under the O of Gold giving the appearance of the letter Q. My examples appear to show a straight line without the tail flourish on Nick's enlargement. That's at least two more pages of my collection that require a new write-up.

Mike Roberts
Almondbury, Huddersfield

◇ ◇ ◇

📧 Modern Nigeria

The following are extracted from a series of e-mails from the same author

Dear Rob

At page 93 of Cameo Vol 7 no 2, a handbook on modern Nigerian definitives is being announced. May I suggest you include into this handbook details of the forgeries which are listed at page 97 of the same issue. It is most desirable to have reference to them with illustrations.

Two more points;

The 50 Nairas "Rock bridge" definitive stamp exists in two colour shades, one with dark blue background and one with more lilac coloured background, both genuine stamps, not forgeries. Secondly, there is a new definitive series issued 15th June 2001 with denominations and designs as follows:

- 10N, Broad-tailed Paradise Whydah
- 15N, Fire-bellied Woodpecker
- 20N, Grant's Zebra
- 25N, Aardvark
- 30N, Press's Guenon (a monkey)
- 40N, Pangolin
- 50N, Bonobo (chimpanzee)
- 100N, Red-eared Guenon

I am able to send some coloured photocopies of forged 30N Lion semi-definitives, (*illustrated at the top of the next column – ed*)



The Michel Westafrika catalogue 2001/02 was released recently. A new footnote regarding the 1990 high value definitives translates as follows;

"Without the knowledge of the postal services Michel A546-D546 (SG 525c – 525f) were printed on behalf of the Central Bank of Nigeria as fiscal stamps. However, they were listed in a subsequent stocklist of Nigerian Philatelic Services. Presumably they were also validated for franking mails, though it seems questionable whether postal rates at 100N and 500N were feasible" (*at that time, presumably – ed*).

I have seen the 100N on an airmail letter so there is no doubt of postal use of this value.

An additional 10 Naira stamp "Rain Forest" also seems to be used as a definitive.

Rudolf Lazar
Koln, Germany

◇ ◇ ◇

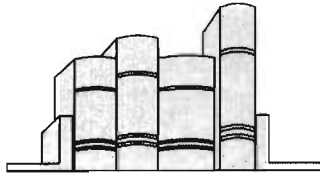
📧 Nigeria forgery

Dear Rob,

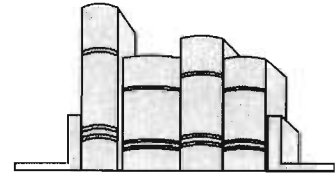
I attach a print of a postal forgery of the 50N Nigerian Export Goods commemorative of 2000 on a fraud letter, which was not listed in Michael Wright's article in Cameo

Bill Fletcher
Camberley





Bookshelf



West Africa Study Circle publications are sold and distributed to members by Richard Payne who can be contacted at Anso Corner Farm, Hempstead, Saffron Walden, Essex, CB10 2NU, phone 01799 586220, fax 01799 586650.

The West Africa study Circle's Publications

Philip Beale

These following recommendations were approved at a meeting of the Circle's committee held on 3rd November 2001 and are in addition to the Guidelines for Publications reproduced in *Cameo* in Volume 6 Number 4, page 7.

1. The Circle may reimburse the costs of research, travel, postage, photocopying, telephone calls etc. leading to a Publication to a maximum of £250, after submission of a manuscript.
2. The Circle will pay for the six copies of a Publication sent to the legal deposit libraries.
3. The Circle will pay for two copies of each Publication to be placed in the Circle's library, one copy to be available for loan.
4. The Circle will pay for review copies of each Publication to be sent to The Royal Philatelic Society, The National Philatelic Society and the American Philatelic Society, together with the request that after review the copy be placed in that Society's library.
5. The Circle will pay for a copy of each Publication to be placed in the library of the Philatelic Collections in the British Library.
6. The Circle will pay for two copies of each Publication to be presented to the author and one copy to any significant contributor.
7. The Circle will pay for a presentation copy of each Publication to be made to a member of the Publications Committee who has been involved in the preparation and editing of the Publication.
8. The Publications Committee is authorised to use a maximum of £3,000 of the Circle's funds at any one time to use for publications.
9. The Publications Committee may sell copies of Publications to retailers providing that it is estimated that this will result in a profit to the WASC.
10. In making sales of Publications to members at a discount (compared to retail sales) the aim of the Publications Committee is not to make a profit for the Circle but to achieve a balance between the costs involved in the printing, binding and distribution of Publications and their sales.
11. In the event of any difficulty arising from the interpretation of these rules a resolution will be made by the President of the WASC and the Chairman of the Publications Committee.

Members of the Publications Committee are Philip Beale, Charles Leonard, Frank Walton, and Rob May in his capacity as Editor of *Cameo*. Distribution of Publications is undertaken by Richard Payne



At the date of this issue of *Cameo* two new Circle publications, on Colin McCaig's airmail collection and on the postmarks and instructional marks of St. Helena, are expected imminently and flysheets should be found enclosed. Book reviews should appear in the July 2002 issue.



West African Post Office Impression Books by Philip Beale, Jeremy Martin and Frank Walton. 76 A4 pages, card covered. Published by the West Africa Study Circle. ISBN 0-9537474-3-3. Available from Richard Payne (see opposite). Price £10 (non-members) or £5 to WASC members. Postage and packing £1 UK, £2 Europe, £3 zone 1 airmail (eg USA), £3.50 zone 2 airmail (eg Australia) or £2 surface mail worldwide.

This book is fundamentally a second edition of the volume published by the study circle in 1981; the earlier work has long been out of print. It provides an illustration of each of the hand-stamps that were struck in the impression books held in London that relate to the countries covered by the scope of the West Africa Study Circle, including the Atlantic Islands. This edition has an extensive index of the 1500+ postmarks that are featured.



West African GPO Notices of the Nineteenth Century by Philip Beale and Frank Walton. 254 A4 pages, hardbound. Published by the West Africa Study Circle. ISBN 0-9537474-3-3. Available from Richard Payne (see opposite). Price £35 (non-members) or £18 to WASC members. Postage and packing £4.50 UK, £6 Europe, £11 zone 1 airmail (eg USA), £12 zone 2 airmail (eg Australia) or £6 surface mail worldwide.

This book provides an immense amount of detailed postal history information. The bulk of the book is made up of reproductions of original notices as displayed in post offices in the United Kingdom. These provide a wealth of data relating to rates, routes, shipping dates as well as more esoteric facts such as special Valentine's Day services! There is a useful index that eases the search for specific interests. All of the countries covered by the Study Circle are referenced, including the Atlantic Islands.



Stanley Gibbons catalogue part 6 – France, 5th edition 2001. 393 A4 pages, card-bound. Published by Stanley Gibbons. ISBN 0-85259-507-7. Price £29.95, excluding postage.

This catalogue was last updated in 1993, then in A5 format. WASC member Terry Garcia has been instrumental in helping to update the pricing of French colonial issues to better reflect their scarcity and, as a result, there have been many 500% and more increases particularly for mid-period used. There are few new listings relating to West Africa but the post-war perforation varieties perf 12x 12.5 are now listed, un-priced, so far as they have been confirmed. It is to be hoped that with the rising popularity of France and Colonies collecting in the UK we will not have to wait eight years for the sixth edition.



Articles of Interest Published in other Journals

Members are invited to contact the editor by e-mail post and phone when they notice any article they feel might be of interest to other members.

Journal of the France & Colonies Philatelic Society Volume 51 No 3, September 2001

"The Post offices of French West Africa, Part 2 – Ivory Coast" by W G Mitchell and L H Lambert

"Pages from my Collection: Development of Air Routes via Mauretania" by P R A Kelly

"Cameroun – Spanish Guinea Postal Connections" by M P Bratzel Jnr

Journal of France & Colonies Philatelic Society, Volume 51 No 4, December 2001

"Togo; the 1921 Mandate Issue – an Outstanding Perforation Variety and a Request for Information" by Jeremy Martin and Bill Mitchell

British Library Philatelic Collections Newsletter, No 8, Autumn 2001.

"Researcher's Note" by Jeremy Martin

Gibbons Stamp Monthly, January 2002

"Southern Cameroons in Postal Transition" by R. J. Maddocks

The Forces Postal History Society Newsletter No 248, Summer 2001

"Malta Wartime Mails" by David Ball, which illustrates and discusses use of the same "Damaged by Seawater" cachets as seen on West African mails in World War 2.

Cameroun and A.E.F.

Dudley Cobb

Apart from offering a general introduction to the postal history of French Equatorial Africa (AEF), the article by the late Dr. Pierre Magnard (Ref.1) raises two points of direct interest to students of Cameroon. One I can largely settle; the other I describe in the hope that Cameo readers will provide further enlightenment. First, Dr. Magnard refers to the cession of a large area of territory to Germany in 1911 (p.74). It would be more precise to say that this land was ceded from AEF, not the Congo colony. (I warn prospective students that, given the differences in administrative and postal territories and the constant changes in nomenclature - see the Summary of Dates - pedantic precision is required in referring to particular areas at particular times: something writers on AEF do not always observe). The transfer, whose implementation in 1912 has been well described by Wolfgang Herterich (Ref.2), affected portions all along Kamerun's southern and eastern borders. After the allied expeditionary force was wound up at the end of March 1916, the areas reverted to AEF and to Gabon, Moyen Congo, Oubangui-Chari and Tchad respectively.

To say that "it does not appear that any German date stamp was used there in the period from 1911 to 1915" is completely erroneous. French administrative stations, some including postal facilities, were closed at Coco Beach, Ekododo and Ngoila in Gabon, for instance, and at Soufflay, Nola, Carnot and Buar in Moyen Congo and Oubangui-Chari. The German authorities opened a number of post offices in the newly acquired territories: at Ekododo (subsequently moved to Coco Beach, which was renamed Ukoko), at Nola, at Buar and at Ikelemba. All these offices functioned, albeit briefly, with German cancellers. Locally made handstamps, of disputed status, were used for a time at Soufflay.

The Ekododo office is noteworthy in that, at the beginning, it used the French canceller. Philatelic strikes are found dated 1 and 2 October 1912, made during the handover using sheets of low-denomination stamps, both pfennigs and centimes. But Ekododo Gabon cancels are quite legitimate a little later. By the time the Ekododo Kamerun canceller arrived, the office had switched to Ukoko : so it was used only there, until superseded by the Ukoko canceller in October 1913. The Coco-Beach Gabon datestamp reappeared at the end of hostilities. These cancels are shown in Figure 1.

The second point relates to Bata, Benito and Campo (p.72). The first two were and are located in Rio Muni, to which Spain had a long-standing colonial claim which was recognised by France in 1900. It must be borne in mind that the only European settlements there and in Gabon, at the time, were on the coast and on the two main waterways; the hinterland was largely unexplored and remained a very dangerous place until well into the 1920s and beyond. In the absence of Spanish postal facilities on the continent, the needs of the traders were met by French offices; but Bata and Benito were never actually part of Congo Français! As for the third place, there was and is a Campo in Cameroon - German, French, independent - on the right bank of the Campo river, which formed and forms the boundary with Rio Muni (now Mbini). The Germans had an office there from 1906. So where was this other Campo - in German Kamerun, on the opposite bank in Spanish Rio Muni, or somewhere actually in French territory? I should be most grateful for any clarifications concerning this second point.

A number of place names have been garbled. Mavumba, Fernon Vaz, Carno and Nolat should be Mayumba, Fernan Vaz, Carnot and Nola, and I suspect the references to "..Kouilou, and Campo M'Pando.." and "..Mayumba, Monoah N'Djole.." may mean "..Kouilou, Campo and N'Dombo.." and "..Mayumba, Mondah, N'Djole.." Gremlins have also crept into the Summary of Dates, which should surely read:

"..1889-1891 Gabon-Congo.. 1891-1904 Congo Français. 1904 Gabon reverts to its own name. Congo Français covers the remaining area. 1907 Congo Français becomes Moyen Congo. 1910 Creation of AEF... Gabon and Moyen Congo retain their names. Oubangui-Chari-Tchad cancellers make their appearance. 1915 Oubangui-Chari-Tchad overprints issued ..."

Finally, to those whose interest in the area has been kindled, I recommend the recent special issue of the COL.FRA bulletin, in which Robert Crombez presents a compilation of material concerning Gabon and Congo between 1886 and 1910, together with useful maps showing the 1908 and 1911 border changes (Ref.3).



Figure 1

References

1. Magnard P., "French Equatorial Africa", *Cameo*, Volume 7 p.67, WASC, July 2001
2. Herterich W., "Aus Neu-Kameruns frühen Tagen", *ARGE Bericht No.110*. Arbeitsgemeinschaft der Sammler Deutscher Kolonialpostwertzeichen, March 2000.
3. Bulletin COL.FRA no.96, Spécial Gabon-Congo. Summer 2001, COL.FRA, BP 628, 75367 Paris Cedex 08. E-mail : clubcolfra@club-internet.fr



Benson Field, Liberia

Luciano Varaschini

A fellow collector of Liberia, Harald Liedtke of Halstenbek, Germany, has provided further information on Benson Field following my earlier article (Ref. 1). The following quotation is copied from "Historical Report, 1203rd AAF Base Unit, CEAD-ATC", dated October 20, 1944, in the CEAD Historical Files;

"On account of the unfavourable weather conditions at Roberts Field during the rainy season, which frequently closed-in the field, a PAA employee suggested that an auxiliary landing strip be built at Monrovia. Since PAA had a seaplane base at Fisherman's Lake, it was decided to put it there. On September 22 1942, a Lieutenant Turansky, a Sergeant Wilkins, and one other enlisted man, all of the 899th Engineers, went to Fisherman's Lake to lay the steel landing mat that it was proposed to use, and which had been stored at Robert's Field for some time. The field, named Benson in honor of the second president of Liberia, consists of one runway. Housing was limited and only very few accommodations were open to Army personnel. Father Harvey Simmons of the Catholic Missionary (sic) volunteered to house some of the men.

"A second emergency landing strip became available on November 30, 1942. It was located at Cape Palmas and built for the purpose of supplying an emergency field for planes from Ascension that failed to find the main airport. The runway was 3000 feet long and 60 feet wide with very few facilities. A supply of only 4400 gallons of gasoline and 100 gallons of oil was available for use. The Commanding Officer of Robert's Field is responsible for both Benson Field and Harper Field (the name of the airport at Cape Palmas)"

A copy of the listing of "AAF Airfields in Foreign Countries" also confirms that Robert's Field was in PAA and RAF joint use, which proves that some British airmen must have been stationed in Liberia, after all, and Phillip Cockerill has been right to assume so.

The only doubtful information concerns the Catholic Mission. To my knowledge there never was a Catholic Mission in Cape Mount County. Father Simmons was probably an Episcopalian minister stationed at St. John's Mission in Robertsport.

Reference

1. Varaschini L. "British Liberia", *Cameo*, Volume 7 p78, WASC, July 2001

The 1920-21 Bisects of Dahomey and Togo

Chris May

It was at one time recorded, I believe in an earlier edition of the Stanley Gibbons catalogue, that the 1916 overprints of Dahomey stamps for Togo were withdrawn from issue in early 1919 (the "TOGO Occupation franco-anglais"). The later overprint issue (TOGO) has an issue date of 15 July 1921 and I can remember annotating my collection with the note "What happened between those dates?".

From further study of examples of the Dahomey bisects of the 1913 issue and evidence from elsewhere in the French Colonies (e.g. P.P. hand-stamps are known from some other territories), it seems likely that acute shortages of stamps followed some disruption in the Government Printing Works at Paris in the immediate aftermath of World War I, where practically all the French Colonial issues were printed.

Stanley Gibbons Part 6 (2001) records for Dahomey, the 1913 issue 10c (SG46), 30c (SG50), 40c (SG52), 50c (SG54) and 2Fr (SG57) used bisected between September 1920 and November 1921 from several offices and the 1914 postage due 50c (SC D64) bisected for use as a postage stamp from Cotonou in September 1920 and Ouidah in November 1920.

Examples from my collection, in date order:

1. 3 Sept 1920 50c postage due (D64) bisected diagonally used COTONOU
2. 9 Sept 1920 50c (SG54) bisected vertically used ABOMEY
3. 15 Oct 1920 50c (SG54) bisected diagonally used PORTO NOVO
4. 18 Oct 1920 50c (SG54) bisected vertically used ABOMEY (piece only)
5. 19 Oct 1920 50c (SG54) bisected diagonally used PORTO NOVO
6. 25 Oct 1920 50c (SG54) bisected diagonally used COTONOU
7. 12 Nov 1920 50c (SG54) bisected diagonally used PORTO NOVO
8. 24 Dec 1920 30c (SG50) bisected vertically used BOHICON

From other members displays I have noted

9. 12 Oct 1920 20c (SG 48) bisected vertically used NIKKI, on a postcard written in Arabic to a local address. This value is not yet foot-noted in Stanley Gibbons Part 6.
10. 9 Nov 1920 50c (SG 54) bisected vertically used GRAND POPO
11. ? Dec 1920 30c (SG 50) bisected vertically used BOHICON
12. No date legible 50c bisected diagonally used TPO cancel COTONOU A OUIDAH

The most usual postage rate is clearly the 25c rate to France and it is likely to be significant that the early dates predominantly involve the 50c stamp; example 8 above includes the 1c, 4c and 5c so making up the 25c rate. Later examples may well add to the variety of values bisected but, for some reason, appear to be more difficult to find. All the covers recorded above are dated in late 1920.

It is clear that these bisects show up from a wide range of post offices. The majority of the covers I have seen also do not appear to be overtly philatelic. The evidence so far points to a significant degree of use by commercial necessity, rather than manufacture for the philatelic market. The availability of stamps in Dahomey to serve their needs must also have been affected by the use of the 1913 issue for the TOGO Occupation franco-anglais overprints in 1916, particularly if war-time restrictions prevented further adequate supplies being obtained from Paris. So the previous supplies of stamps could both have started to run out of stock at post offices right across Dohomey by these dates.

Strangely, a cover with the 1926 1Fr (SG 88) bisected diagonally, postmarked Bopa, 8 Jan 1929, received Grand Popo 14 Jan 1929, has been seen recently.

So far as bisects on the Togo overprinted issue is concerned, I have succeeded in finding only one copy on piece, namely the 2c (SG21) with two other 2c stamps (making a 5c rate) used NOEPE on 19 April 1921. The late date is interesting.

There must be others out there somewhere! I would be interested to compile as comprehensive a listing as possible for both territories in the hope of showing that these issues should have full catalogue status.

West African Airmail First Flights, Part 6

Jeremy Martin

Parts 1-5 have appeared in previous volumes of *Cameo* (Ref. 1). Part 6 covers 1948 to 1980.

1948

- 3 January BWAA inaugurated a circular service Accra – Kumasi – Takoradi - Accra
24 January BOAC withdrew its twice-weekly Lagos – Kano DC3 service and WAAC took over the operation.
31 January WAAC became responsible for services in Nigeria
27 March BOAC suspended its weekly Freetown – Dakar DC3 service. Stroud (Ref. 2) notes that BOAC suspended this service on 29 March.
31 March WAAC became responsible for operation of inter-colonial West African coastal services and extended operations to Freetown, Bathurst and Dakar. For an additional 9d per ½ oz mail was accepted for the Air France service via Dakar to the UK. This facility was discontinued on 19 June 1948.
April WAAC extended a twice-weekly service Lagos – Calabar with a link to the Gold Coast, Sierra Leone and the Gambia. (Ref. 3)
27 May Air France first flight Douala – Kano – Algiers – Paris.
15 June Air France return first flight Paris – Algiers – Kano – Douala.

1949

- 5 January First survey flight Tamale (Gold Coast) – Navrongo (Northern Territory). Cover from UK to Navrongo is back-stamped there 4 January, and initialled by the Postmaster 5 January.

1950

- April WAAC began Lagos – Khartoum service with Bristol 170s. Service suspended August 1953.
7 November BOAC replaced its Southampton – Johannesburg Solent flying boat service with a thrice-weekly Hermes service London – Tripoli – Kano – Brazzaville – Livingstone – Johannesburg.

1953

- 4 July First flight Brazzaville – Kano – Tripoli – Paris. Query was the carrier Aeromaritime or UAT?
October During the first week in October BOAC started a weekly tourist-class service London – Lagos – Accra using Argonauts.
26 October First flight “Comet” service by Aeromaritime Paris – Kano – Johannesburg.
29 October Ditto; the return first flight.
3 December SABENA first flight Leopoldville – Kano – Casablanca – Brussels.

1954

- 14 June Hunting – Clan Air transport and Airwork began a “Safari” service London – Bordeaux – Tangiers – Villa Cisneros – Dakar – Bathurst – Freetown – Abidjan – Accra.
21 June Mail was carried on the above service.

1955

- 5 February A WAAC Bristol 170 crashed in dense bush some 60 miles north of Calabar. WAAC grounded its other aircraft. The British PMG announced that delay in airmail deliveries was expected.

23 February March	SABENA first flight Brussels – Tripoli – Kano – Leopoldville, arriving 4 March. Ditto, first return flight.
1956	
16 May	WAAC started using De Havilland Heron aircraft. First service Lagos – Accra – Kumasi.
24 June	PanAm FAM 18 first flight Kano – New York, arriving 26 June.
24 June	A BOAC Argonaut crashed after taking off from Kano Airport. Cachets were applied to recovered mail; Neirinck 560624.
1957	
6 March	Gold Coast became independent as Ghana.
April	In late April WAAC inaugurated a service Lagos – Kano – Rome – London. This was operated under colours of WAAC but run by BOAC under a pooled traffic arrangement.
1958	
	Early in 1958 Sierra Leone Airways was founded to operate local services from Freetown.
1 March	BOAC began serving Barcelona on its London – Kano – Accra/Lagos Stratocruiser – operated services, flying twice weekly to Lagos and once weekly to Accra.
16 July	Ghana Airways inaugurated and first flight Accra – London operated by BOAC Stratocruisers under charter.
30 September	WAAC ceased to exist. Succeeded by Nigerian Airways (WAAC).
1 October	Nigerian Airways took over responsibility for the London – Lagos route. The Stratocruiser chartered from BOAC bore the “Flying Elephant” emblem and markings “Nigerian Airways (WAAC)”.
1959	
13 April	Britannia aircraft introduced on the London – Lagos route, operated by BOAC. First flight was by G-ANBK piloted by Capt. Lincoln.
14 April	First return flight as above.
14 April	Ghana Airways began Britannia service London – Accra.
16 April	BOAC introduced Britannias on London – Accra service. First flight by G-ANBK Pilot Capt. Scadding.
16 April	Nigerian Airways first Britannia flight London – Lagos, using G-ANBE, chartered from BOAC; pilot Capt. Bullen.
9 August	BOAC began a series of eight weekly express services London – Barcelona – Lagos with, for the first time, a daylight crossing of the Sahara. Using Britannias.
1960	
1 October	Nigerian independence.
1 November	New KLM service Amsterdam – Accra.
3 November	First return KLM Accra – Amsterdam.
1961	
January	KLM first flight Amsterdam – Lagos
January	Lagos – Amsterdam return KLM flight, back-stamped 20 January 1961.
27 November	Alitalia first flight Lagos – Accra – Rome by DC8 jet, back-stamped 28 November 1961.
1962	
4 March	Lufthansa first flight Frankfurt – Lagos by Boeing 720 Jet.
5 March	Return Lagos – Lufthansa

- 2 May Swissair first flight Vaduz (Leichtenstein) – Lagos.
2 May Vaduz – Accra new Swissair service.
- 1963**
4 January Lufthansa first flight Lagos – Johannesburg, by Boeing 720 jet, arriving the same day.
- 1964**
4 October Lagos – New York first non-stop service inaugurated jointly by Nigerian Airways and PanAm.
- 1965**
13 (?) February Ghana Airways introduce VC10 jets on their Accra – London service
4 or 14 November British United Airways introduce BAC1-11 jets on their Gatwick – Accra service
15 December Sabena launch Boeing 707s on their Brussels – Lagos service, arriving 16 December.
16 December Return service as above, back-stamped Brussels 16 December.
- 1966**
2 September Visit of Sir Dauda Jawara, Prime Minister of the Gambia to London for the Commonwealth Conference, travelling by British United Airways; Bathurst 2 September, Dakar 3 September and Paris 3 September.
7 November KLM first direct flight Zurich – Kano by DC8 jet.
- 1970**
5 August Aeroflot first flight Vienna – Tripoli – Lagos.
November Lufthansa organised a special flight Stuttgart – Bathurst (19 November) – Rio de Janeiro to commemorate the 35th anniversary of the German South Atlantic air service.
- 1971**
1 April Gatwick – West Africa; inauguration of British Caledonian Airways / British United Airways scheduled service to Lagos and Accra.
- 1975**
2 January Lagos – Kinshasa (Zaire) first flight by Lufthansa Boeing 707.
6 May Brussels – Libreville – Kinshasa – Lagos – Brussels first flight by SABENA
- 1976**
May Accra – Lagos – Frankfurt first DC10 flight by Lufthansa.
- 1977**
20 March London, Gatwick – Kano (21 March) first DC10 flight by British Caledonian Airways.
21 March Kano – Gatwick (21 March) return flight.
- 1980**
8 April Brussels – Kano – Libreville – Brazzaville first flight by SABENA
9 April Brazzaville – Libreville – Kano – Brussels return first flight.

This listing ends in 1980 but a further part will include crashes not already listed.
As indicated before, I hope members will be able to correct or add to this listing.

Abbreviations

BOAC	British Overseas Airways Corporation
BWAA	British West African Airways
KLM	Koninklijke Luchtvaart Maatschappij
PanAm	Pan-American Airways
SABENA	Societe Anonyme Belge d'Exploitation de la Navigation Aerienne
WAAC	West African Airways Corporation

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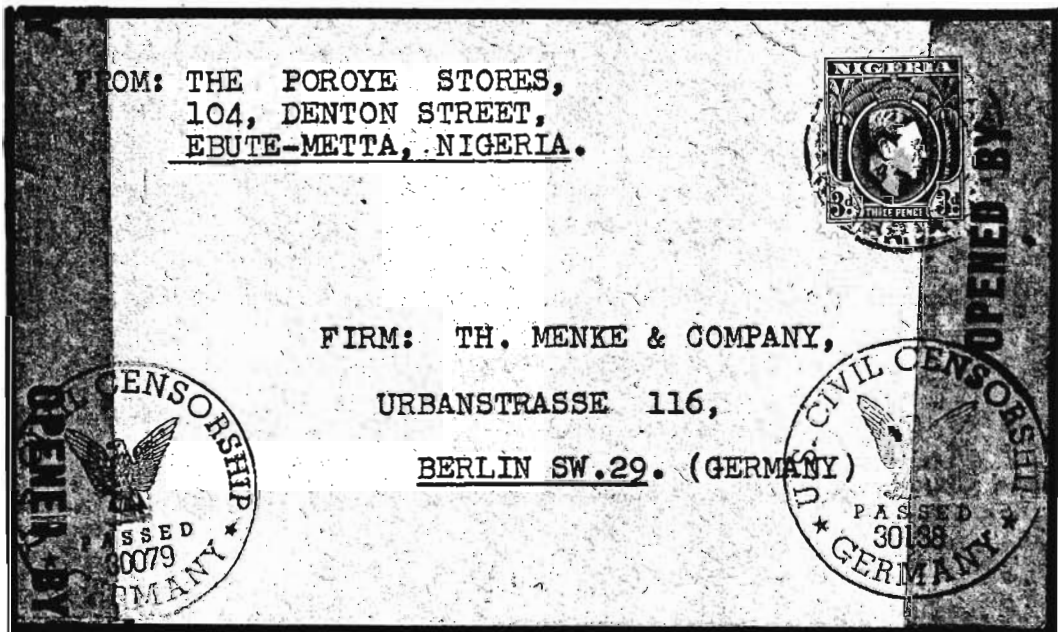
1. Martin J.J. "West African Airmail First Flights", *Cameo*, Vol 6 pp 194-5, 228-9 and 304-5, Vol 7 pp 8-9 and 58-59, WASC, July 1999, January 2000, July 2000, January 2001 and July 2001.
2. Stroud J., "Annals of British Commonwealth Air transport 1919 -1960", Putnam & Co., 1962.
3. Maddocks R.J. "The Flying Green Elephant Conveyed the Mails in British West Africa", *Cameo*, Vol 7 pp60-61, July 2001.
4. Neirinck H.C., "Recovered Mail", pub. by R Editions, Antwerp, no year given.



Berlin Blockade Censorship

A. J. Plumbe

The cover illustrated below was sent from Ebute Metta, Nigeria on 7 M? 47 and was subject twice to US Civil Censorship in Germany en route to Berlin. The cachets are numbered 30138 and 30079. The ends were resealed with Selotape printed with "OPENED BY / MIL. CEN. -CIVIL MAILS". There are no back-stamps. The author would like to hear from anyone else who has seen other Nigerian covers so censored.



Aspects of the postal history of French West Africa, North of the Niger.

P.R.A.Kelly.

This article aims to give a small glimpse of the postal history of part of the Federation known as French West Africa, with an emphasis on French Soudan, Niger and Mauretania; countries north of the Niger river. The period covered is from the 1880's until the end of the World War 2.

At 1945 the Colonies contained in French West Africa consisted of Mauritania, French Sudan, Niger, Senegal, French Guinea,, Ivory Coast, Togo and Dahomey. The Colony of Upper Volta was created and dismembered during this period.

A study of this area is complicated by the changes in boundaries during their history, and a brief summary of the development of the three countries we shall look at may be useful. This is based on Rossiter / Flower *Stamp Atlas*.

Soudan Francais

French influence, brought by the explorer Faiderbe from the River Senegal to the River Niger, was extended by conquest to the area of Tombouctou in 1883 and stretched, without limitation, as far as control and influence could be maintained. The region was given the name Soudan Francais in 1891 with its capital at Kayes.

It was shrunk in 1899 by transferring eleven of its southern provinces to French Guinea, Ivory Coast and Dahomey, although two provinces were returned the following year.

The remainder was broken up into three military districts based on Tombouctou, Bobo Diolasso and Zinder. The other territories became Upper Senegal and Middle Niger.

In 1902 the non-military zone became Senegambie et Niger and in 1904 Haut Senegal et Niger. At that time the capital was moved to Bamako.

In 1911 Niger became the only military district, based on Zinder and began to separate from the main colony. It became an independent colony in 1922.

Prior to that, in 1919, the colony of Upper Volta had been created, by detaching six of the southern provinces of Upper Senegal and Niger, and what was left reverted to the name of Soudan Francais.

When Upper Volta was abolished in 1933 parts of the original province reverted to French Soudan.

On 4 April 1954 French Soudan joined Senegal to create the Mali Federation.

Niger.

Niger became a military territory in 1900 based on Zinder and became a part of French West Africa in 1904. It was administered as part of French Soudan and its successors until 1911, when it became the military territory of Niger.

On 4 December 1920 it became a separate territory and a colony on 13 October 1922. In 1924 the capital was moved from Zinder to Niamey.

Niger became an autonomous republic within the French Community in 1958 and an independent republic in 1960.

Haut Volta.

This was a separate French colony created from the south-eastern part of Haut Senegal & Niger in 1919. It ceased to exist at the beginning of 1933 when its provinces were divided between Soudan Francais, Cote d'Ivoire and Niger.

It was revived in 1947, and in 1958 became an autonomous republic within the French Community. It became independent in 1960, and in 1984 changed its name to Burkina Faso.

Mauretanie.

French influence spread north from Senegal and in 1904 Mauritania became a "civil territory" dependency of French West Africa. Borders were pushed further north in 1909 and colonial status was given in 1921.

Administratively, Mauritanie shared the same capital as Senegal at St Louis.

After two years of autonomy within the French Community, Mauritanie became an independent Islamic republic in 1960. In 1976 it annexed the southern part of the former Spanish Sahara.

Before 1906 the only post offices were at Kaedi and Rosso, administered from Senegal. By 1915 the number of offices had increased to ten.

Population

c1937.

Soudan Total	3,600,000	of which European	2,689.
Niger	1,809,000		351
Mauritanie	370,000		444

Use of Postage Stamps

Date	Soudan Francais	Niger	Mauretanie	Haute Volta
1894	Soudan Francais			
1903	Senegambie et Niger			
1906	Haut Senegambie et Niger		Mauretanie	
1920				Haute Volta
1921	Soudan Francais	Territoire de Niger		
1926		Niger		
1932				End of Haute Volta

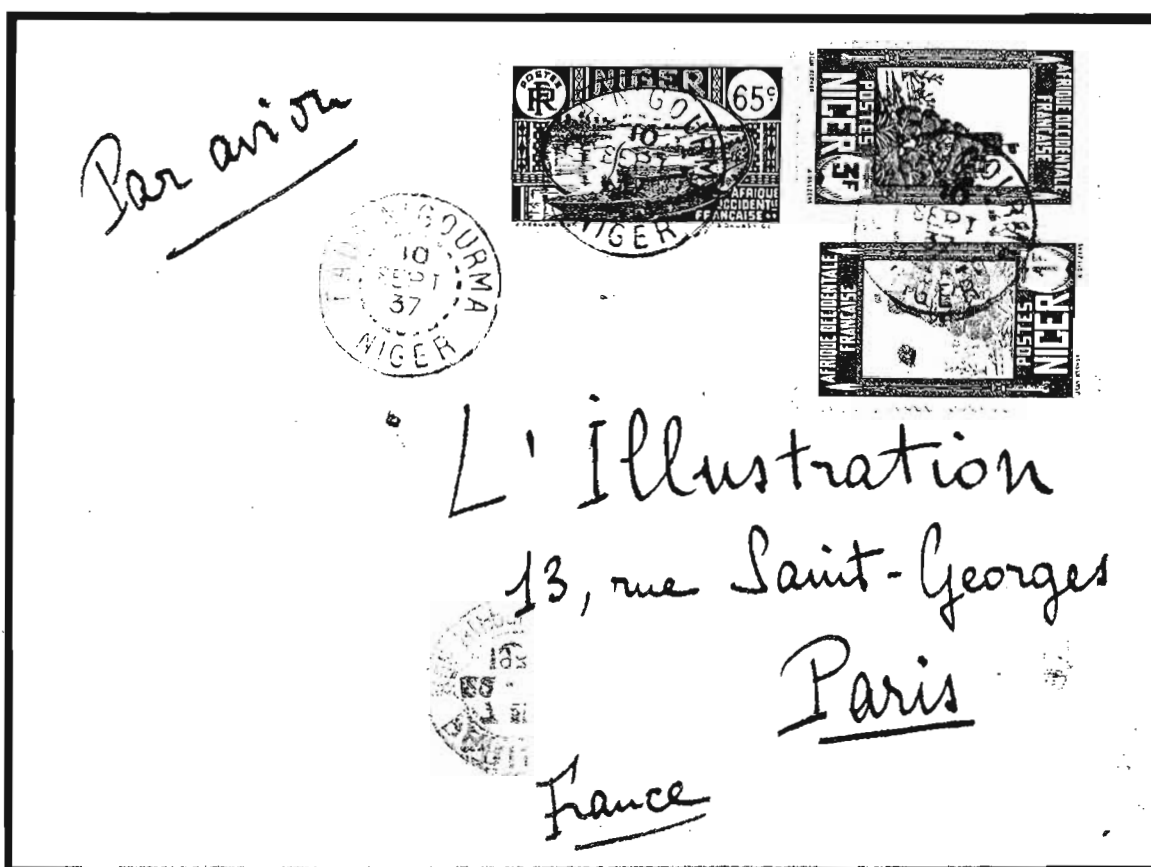


Figure 1; Re-allocation of part of Upper Volta to Niger. On 1 January 1927 Western Niger was enlarged by the addition of the Circles of Say and Tera, including the dependent post office of Fada N’Gourma. The airmail cover dated 10 September 1937 shows use of Niger adhesives at Fada N’Gourma.

Communications.

Communications in French West Africa are a story of exploration and ambition of Empire, with the penetration of the interior as the main goal. The main base, from the beginning, was Senegal and as French troops pushed deeper into the interior, often against strong and long lasting opposition, the means was needed to supply those troops. When the region was settled the priority was also to transport the produce of the interior to the sea.

Roads

There were no wheels used until the advent of the Europeans and the road structure developed slowly

from simple native tracks to the roads of today. Over a period of years a network of roads has been built up which are classified as; Inter-colonial which were (in 1940) the responsibility of Federal Government, and Colonial roads which were maintained to a greater or lesser degree by the colony. Other roads are little more than tracks. The effects of seasonal change on some roads subject to flooding, non-availability of ferries and bridge problems are very real and may make roads impassable for weeks on end. The effect of desert storms and drifting sand in the northern desert areas can also make desert tracks impassable.

The Inter-colonial roads run

From Dakar (Senegal) to Zinder (Niger) via Kayes and Bamako(S.F.).

From Abidjan (Cote d'Ivoire) a road runs to Bobo-Dialasso (Senegal / Hte Volta)

From Cotonou (Dahomey) to Dosso (Niger) to meet the Dakar-Zinder road

From Lome (Togo) inland to Ouagadougou (Senegal / Hte Volta).

The principal means of travel is by bus and these carry passengers, goods and the mails. In 1940 (Ref 1) a restricted number of services existed.

In the Soudan for example there were six bus services running on a weekly or twice weekly basis whose journey time could be as much as 37 hours between termini. Of these, it is understood that 5 carried mail. They are:

Bamako – Segou – San – Mopti, twice weekly. 27-37 hours

Bamako – Kolokani – Mourdiah – Nara – Nema, weekly. 40 hours

Bamako – Sikasso – Bobo Diolasso (Cote d'Ivoire), twice weekly. 33 hours.

Segou – Koutiala – Soin – Tougan – Ouahigouya, weekly. 29 hours

Mopti – Douentza – Hombouri – Gao, weekly. 31 hours.

Gao – Ansongo – Niamey (Niger), weekly (Did not carry mails).

In Niger there was only one service running between Niamey and Zinder and a fortnightly seasonal service between Algiers and Fort Lamy that passed through Niger via Zinder from October to May. There was also the Trans-Saharan route from Niamey to Colomb Bechar (Algeria) – a run of 1750 miles in 17 days.

In Mauritania there are roads in the southern part of the colony and tracks leading north to Rio de Oro (Spanish Sahara) and Algiers. Apart from the Senegal river, these are the only means of transport. There were two bus services in 1939 from Rosso (connecting with the steamer service on the Senegal River) to Atar (fortnightly) and Boutlimit (monthly).

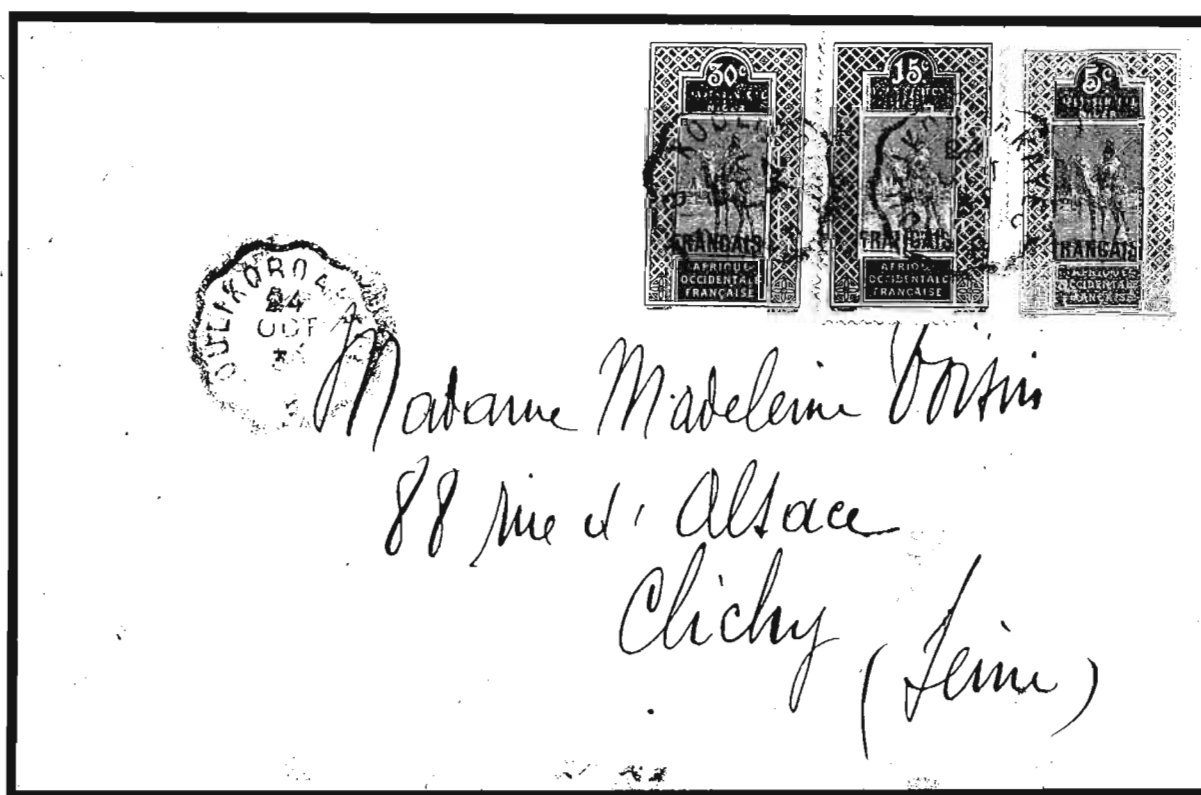


Figure 2; Soudan Francais "Convoyeur" (TPO) 24 August 1930 Koulikoro to Kayes, Brigade B to Clichy, France. Surprisingly little mail is seen with such marks, suggesting there were no station boxes.

Railways.

France started reasonably early to construct railways from the principal coastal ports to the hinterland.

In Senegal, the line inland from Dakar to Bamako and Koulikoro is over 800 miles long. It was started in 1878 and despite fighting in the 1880's was completed in 1885 and a "convoyeur" (TPO) service started in 1887. Koulikoro was the railhead on the Niger river.

In Guinea there is one long railway line of nearly 450 miles linking Conakry with Mamou, reached in 1905, Kouroussa in 1910, and Kankan in 1913. Kouroussa was an important railhead connecting with the navigable upper waters of the Niger River and Kankan with the Milo river. A considerable amount of produce from Soudan Francais was brought down to the coast by this line. "Convoyeur" marks are known from 1923 up to the 1950s.

In the Ivory Coast a line of over 500 miles ran inland from Abidjan, the capital, to Bobo Diolasso, on the Black Volta River in the north of the colony, which became part of Upper Volta while it remained a separate colony. A "convoyeur" service existed as far as Bouake, reached in 1912.

In Dahomey the line inland to Niger colony developed more slowly than the other lines and reached Parakou only in 1936 for a total length of some 250 miles, still some 200 miles short of Niger colony. The connection with Niger was by road.

Rivers.

Because of seasonal floods and droughts, rapids and shoals, the main rivers were not wholly navigable, even the Niger. All of these conduits were used to get mail to the seaports of which the principal two were Dakar and Conakry, and these were regularly serviced by the French mail-boats.

The two principal rivers relevant to this study were the Senegal River and the Niger River.

The Senegal River reaches the sea at St Louis and is navigable as far as Kayes, Soudan carrying passengers, goods and mail at times. The railway was clearly quicker with a two day journey time from Bamako to Dakar. A considerable volume of goods was carried in vessels of up to 1000 tons and a draught of 15ft when the river was in flood.

The Niger River is a key to the Soudan and Niger colonies but it is not wholly navigable between Kayes and Niamey (Niger). The river rises in the Guinea highlands and becomes viable commercially when it reaches Kourossa on the Conakry to Kankan railway. Steamers can only use the section between there and Bamako and Koulikoro between June and March when the water level is higher. The reason for this is that there are rapids, which are not navigable,

downstream of Koulikoro, the railhead of the railway line to Dakar. A canal connects with the lower reaches where the river again becomes navigable, and a steamer service runs between there and Ansongo 875 miles downstream. Steamer traffic runs between mid July and mid December. From Ansongo to Niamey is a further 230 miles and traffic is restricted to canoes from mid May to mid August. When the river is in full flood there are two steamer services from Ansongo to Niamey and from Niamey to Gaya (189 miles). Weather conditions make it impossible to adhere to a strict timetable and the Gaya service is meant to connect with the bus service at Tchaoulou. The river carries goods in considerable volume upstream to connect with the French ports as well as passengers and mail. The weather conditions are critical and it will be noticed that the low water periods of May to June at Kourossa become May to August by the time the river reaches Ansongo.

Airmail services.

In the mid 1920s the first airmail services started from Toulouse to Dakar and eventually across to South America. This route was largely coastal and still required mail from the interior to reach the coast by rail, river, vehicle or porter to the traditional ports at Dakar, Conakry, Lome, Abidjan and Cotonou, where airports or seaplane bases were also built. The interior of Soudan and Niger had to wait until the mid 1930s before an Air Afrique service started from Marseille to Gao (Niger) with branch lines to Cotonou and Dakar. There was also a branch line between Gao and Bamako calling at Timbouctou, Mopti and Segou. The main service was extended through French Equatorial Africa and Belgian Congo to link up with the East Africa.

World War 2 halted the development of airmail services and the main route was cancelled at the time of the Franco-German armistice in 1940. French West Africa was initially pro-Vichy. A new airline was formed by the Vichy government called "Reseau Aerienne Francaise" (R.A.F), to take over and run part of the Air Afrique route. This allowed services from the interior to continue to operate into France and to other pro-Vichy French colonies until the invasion of North Africa by the allies in 1942. Following the appeal by General Dauban at that time, one by one the colonies sided with de Gaulle and the Free French. The R.A.F. would not call at colonies not loyal to Vichy, so airmail operations between France and French West Africa were suspended until the liberation of France. As soon as the colonies joined the Free French, services were introduced provided by the allied military, which operated until life returned to normal after the war.

Figure 3



Port Etienne to Paris

21 July 1927

Franked F3.10 for the postage (50c) + air mail fee (F2.60) Tariff of 16.5.1926

The contents of the letters, being reports sent from the aerodrome to Paris, bring to life the dangers of early flight with a report of a plane down in the desert sands and the difficulties of rescue. More disturbing was the attack on the fort by dissident tribesmen from Rio de Oro. They were driven off without loss and then threatened by plane until it was damaged by a shot from a heavy calibre rifle and forced to return to base. The leader of the tribesmen was identified as being the killer of the two pilots Goup and Erable the previous year when they were forced to land in the desert.

References

1. Naval Intelligence Geographical Handbook. *French West Africa Volumes 1 & 11.*, HMSO, 1944
 2. Rossiter / Flower *The stamp atlas.*
 3. Waugh M.M. *Railway mail in the French African & Indian Ocean colonies*, France & Colonies Philatelic Society, New York, 1987.
 4. Boyle T. H. Jr., *Air Mail Operations during World War II*, American Air Mail Society, Mineola NJ, 1998.
 5. Journals of COL.FRA, France & Colonies Philatelist(USA), Feuilles Marcophiles, France & Cols PS Journal (UK).
 6. Study Group for Airmail rates in French colonies up to 1945. Led by R Picirilli (USA)
- It is surprisingly difficult to find examples of mail from Camp No 6. Illustrated below is a card sent to the camp from Southern Italy.

Sierra Leone King George VI Definitives

Alan Stone

I recently purchased Frank Walton's excellent book on the King George VI definitive stamps of Sierra Leone. My attention was particularly drawn to Chapter 2 and the section on the probable designer, F. Welch. (Ref. 1) This refers to the Waterlow Study Circle article (Ref. 2) which includes a recollection from Dick Pollard concerning a stamp bearing the signature "F. Welch".

I have such a stamp in my collection, the 2d scarlet with the signature "F. Welch" also in red. The signature corresponds with that on the cover from Father F. Welch in the book.

I acquired the stamp in February 1991 as part of a lot of 15 Sierra Leone varieties via Roger West's Phoenix International Auctions. Each stamp was in a mount on a J. Edward Sellars (Philatelists) Ltd. card.

The stamp is illustrated as confirmation of the likelihood that Father Welch was the designer of the 2d scarlet value as well.



References

1. Walton F.L., *Sierra Leone King George VI Definitive Stamps*, p12, WASC, Dronfield 2001
2. Lutwych N., "The Designer of the Sierra Leone King George VI Definitives", *Waterlow Study Circle Journal*, No. 35, pp78-79, WSC, September 1994.



Tombel, Cameroons Postmark Poser

Bob Maddocks

Illustrated here is a previously unrecorded Tombel postmark being a 30 mm skeleton made up as follows "AM TUS TOMBEL / KUMBA 28 FE 1961". It is seen on a registered cover addressed to London, there being two strikes on the front and three more on the reverse. Transit stamps are of Kumba 1 MR 1961 and Tiko 2 MR 1961. There is no sender's address.

Both Marty Bratzel, the WASC Cameroons editor, and myself are at a loss to explain the perplexing "AM TUS". Was it perhaps a botched attempt to make up in some abbreviated form the words "Cameroons" and "Trusteeship" in the skeleton date-stamp? The date-stamps usually found in use on or around this date were made up as "TOMBEL PA / NIGERIA" (No 139) (Ref. 1) and "TOMBEL / KUMBA" (No 140 - 1 and 2) (same reference), also skeletons.

Perhaps readers, particularly those that were successful in the dispersal of the Cyril Kidd collection at Phillips in November 2000, would kindly check to see whether any similar postmark is to be found. This cover did not, incidentally, come from the Cyril Kidd auction.

Reference

1. Maddocks R.J. & Bratzel M.P., *The Postmarks and Postal History of the Cameroons Under British Administration 1916-1961*, p72, MPB Canada 1994



Enlarged and emphasised

R.M.S. “Mendi” - the Last and Fated 1917 Voyage

R J Maddocks

The “Mendi” (Fig. 1), a passenger liner of 4,230 tons gross, was built in 1905 for the British and African Steam Navigation Co Ltd, being named after the Mendi tribe of Sierra Leone. Managed by Elder Dempster & Co Ltd, she was on the Liverpool-West Africa service and in 1915 had made at least one direct run to the Cameroons carrying mail and cargo to the British Contingent of the Cameroons Expeditionary Force, then engaged in capturing the German colony. In late 1916, she was chartered by the British Government to take Nigerian troops from Lagos and Calabar, Nigeria to Mombassa, Kenya to join the British Forces fighting in the German East Africa Campaign.

The cover and letter illustrated (Fig 2) were written on 12 November 1916 by the ship’s surgeon, Arthur R Steel, on board the “Mendi” then at Lagos being fitted out as a troopship for the voyage as above, which he mentions in his letter. Addressed to a solicitor at West Hartlepool, England, it was postmarked at Lagos the following day. The cover also bears an interesting, but very faint impression in the centre of a brownish coloured oval shaped cachet or date stamp, double ringed (approx 30mm x 22mm) in which only the letters “PO” can be discerned at its base. Whether this was a postal or perhaps censor marking and where applied remain to be determined. (*Ed – it looks to me that it could read Liverpool in horseshoe form around the foot of an upright oval*)

Returning from Mombassa at the end of 1916, the “Mendi” called at the South African ports of Durban and Cape Town. At the latter she embarked the South African Native Labour Contingent for service in France — 22 white officers and NCOs and 802 black troops (Zulus, Xhosas and Basutos). The S.A.N.L.C. had been formed in 1916 in response to urgent requests by the Imperial Authorities for manpower to expand the military infrastructure for the Somme offensive.

Escorted by H.M.S. Cornwall and in convoy with other ships carrying Australian troops, she sailed for England on 16 January 1917. Stops were made at Lagos and Freetown for stores and coal, and she reached Plymouth on 18 February 1917.

Two days later, in the late afternoon, the “Mendi” set out on the final leg of her voyage to Le Havre, France. Dense fog developed during the night and in the early hours of 21 February 1917, in extremely adverse climatic conditions, she was rammed at full speed by the S.S. “Darro” (11,484 tons) of the Royal Mail Steam Packet Co. An ex-Elder Dempster vessel herself, the “Darro” was bound for Falmouth, returning from Buenos Aires via Le Havre. The “Mendi” took on an immediate heavy list to starboard and sank in about 20 minutes, 11 miles south of St. Catherine’s Point, Isle of Wight.

In all, 656 men of the 894 on board lost their lives through the impact of the collision, or by drowning; 30 members of the crew of 89 were included, Mr A R Steel being among them. It was Elder Dempster’s worst disaster of the War.

The names of the officers and men of the S.A.N.L.C. who were lost at sea in this incident are inscribed on the Hollybrook Memorial at Southampton — a memorial to those who died in wartime and have no known grave. Eight Africans and one European of the S.A.N.L.C. who were picked up and later died ashore lie buried in the Milton Cemetery, Portsmouth. The European was Lt R A MacTavish of the South African Posts & Telegraphs Corps.

However, the names of Arthur Steel, the writer of the letter from Lagos, and of those of his fellow shipmates who lost their lives in this disaster cannot be found on the Hollybrook Memorial. They were merchant seamen and thus not regarded as being in military service. Yet, sadly, as the “Mendi” was not considered to be a war loss, their names are also missing from the Merchant Seamen’s War Memorial on Tower Hill, London.

For the full account of this tragedy, the reader is referred to the book “Black Valour” by Norman Clothier, published in 1987 by the Natal Press, Pietermaritzburg, South Africa, from which most of the foregoing details, except the illustrations, have been taken. The “Mendi” picture is from the Elder Dempster Fleet History 1852-1985 by E Cowden and J.O.C Duffy (1980).

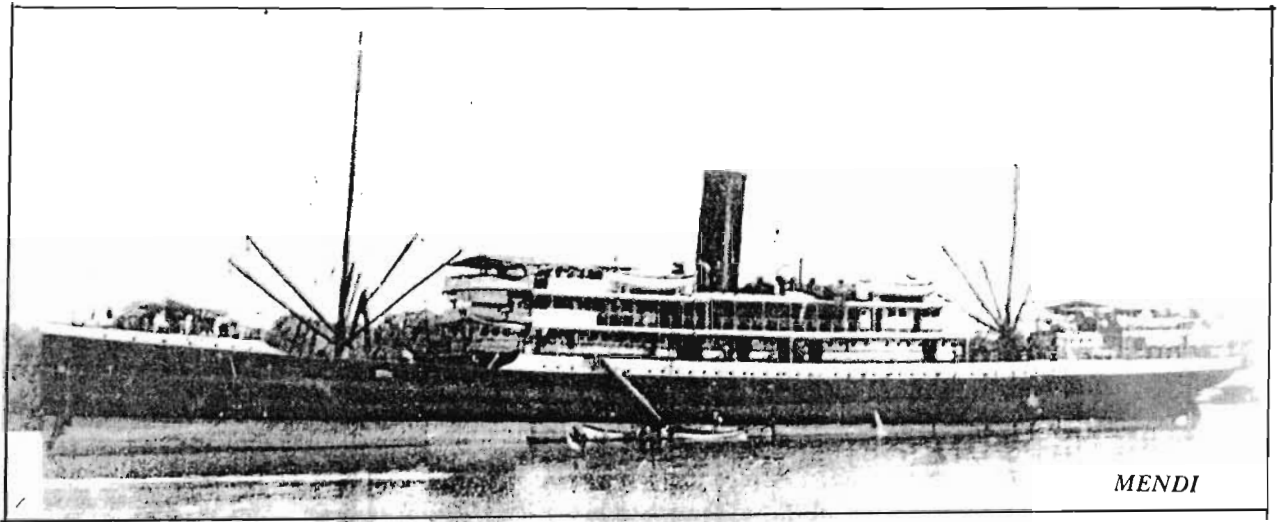


Fig 1: S.S.Mendi.

The British and African Steam Navigation Co., Limited.



R.M.S. "Mendi"
Lagos

MANAGERS:
ELDER, DEMPSTER AND CO., LIMITED,
LIVERPOOL.

12th Nov. 1916

Dear Mr. Harrison

Very disappointed on arrival
at no letters from home
trust all is going well and
that you have managed to

negotiate in Nigeria. We take
on board over a thousand
troops & proceed to Mombasa
when fitted out as a troopship.
It is curious that after all
I should be let in for the
fighting. I want you to write
by first mail c/o Elder Dempster
& Co, Colonial House, Liverpool.
My agents, who will know
where we are likely to be and
forward the letter at once

is the only address I can
give you as we cannot say
we may go after German
Africa. Any how I want
my return, if I am
late enough to do so, to
up everything honourably
regards
Yours faithfully
Arthur R Steel



Mr. Harrison Esq.
Solicitor
Church St
West Hartlepool
Co Durham
England

Fig 2: Cover and letter from A.R. Steel on board the 'Mendi' at Lagos.

POW Camps in West Africa in World War 2

Jeremy Martin

The International Red Cross in Geneva has provided me with two reports regarding Red Cross visits to camps in Nigeria and the Gold Coast. Details are as follows, necessarily abbreviated as most of the content of these reports are not of philatelic interest.

Nigeria. The camp was visited on 27 April 1945. This was Camp no 1 situated at Iketa (sic), 12 miles north of Lagos. This would, in fact, have been Ikeja. The area of the camp was described as not dangerous, indeed salubrious.

In addition there were two dependent camps. One was a Work Department RSD (Returned Supply Depot) and the POW camp was in the middle of a British RSD camp. The second dependent camp was in the convalescent wing attached to the (presumably British) convalescent hospital.

One section of the report notes "The prisoners were transferred from South Africa and their captive cards (presumably the cards normally sent to the Red Cross, Geneva, announcing their capture) were sent directly from their previous camp. They are entitled to two letters a week and correspondence with Italy functions normally. On the other hand, several prisoners from North Africa have had no news of family and friends for a year. Since their transfer to West Africa they have had no parcels; neither from their families nor from the Italian Red Cross".

Gold Coast. Camp no 2 at Accra was visited on 4 May 1945. The camp was 3km north-west of Accra in a salubrious area, for this Colony. POW camp no 3 was situated 8km outside Accra, to the north. The Red Cross visited there on 5 May 1945.

In addition, the European Military Hospital at Accra looked after sick prisoners from Camps 2 and 3. An annexe to the hospital could deal with up to eight Italian POWs. The usual illnesses were malaria and boils. Under a paragraph headed "Correspondence" the report states "The prisoners are entitled to two airmail letters and two ordinary letters per month. Mail from Southern Italy arrives normally. On the other hand we have made a list of prisoners from Northern Italy who have had no news of their family and friends for more than 18 months. No parcels from the Italian Red Cross have yet arrived".



Italian POWs in Sierra Leone during World War 2

Jeremy Martin

PoW camps	Officers	NCOs	Privates	Seamen	Air Force	Total
A – Murraytown	5	51	275	31	19	381
B – King Tom	2	31	22	3	4	62
C – Blackhall Road	2	68	69	14	5	158
D – Grafton	0	27	41	1	0	69
E – Benguema	0	5	20	4	1	30
Detachments						
F – 34th Gen Hospital	0	2	8	1	0	11
G – 51st Gen Hospital	0	2	10	0	0	12
H – Hastings and						
I – Waterloo (added together)	0	5	6	0	3	14
Total						737

Thanks to Gustav Pohlig from Waterloo, New York State, who has obtained copies of reports from the International Red Cross in Geneva, I am able to confirm that Prisoner of War camp number 6 was located in Sierra Leone. (Ref. 1).

There are two separate reports. The first was by a Swiss consul from Accra dated 30 June 1944 and reporting on a visit to the various camps made earlier in the month. All camps are classed as No. 6 (WA). The list is as follows:

The report includes comments about specific camps and finishes with general observations;

Murraytown. The Commandant was Captain E. H. Morris PC and the Asst. Commandant was Capt. V. Lombardi (Italian). Camp capacity 435.

King Tom. The Commandant was under the control of Captain R N B (? Royal Naval Brigade). The Italian Commandant was Capt. C. Antinolfi. Camp capacity 70.

Blackhall Road. The camp was under the control of an un-named RN Captain. Barracks Liaison Officer at the camp was Mr J G Ham. Italian Commandant Lt. Opezzo. Camp capacity 204.

Grafton. Camp Commandant Lieut. E. Litvinoff, PC. The Italian camp leader was S. M. C. Manzione. Camp capacity 72.

Benguema. The Commandant was Captain Irvine 2nd Sierra Leone Regt. Italian camp leader was Sgt. Schiattarella. Camp capacity 50. Lieut. Colonel Fowden, Sierra Leone HQ, indicated that this camp was a temporary transit camp for prisoners who refused to work or who were of doubtful or immoral character and application had been made for their transfer outside the Colony. It was confirmed that all POWs in this camp were to be transferred elsewhere at some future date.

34th General Hospital. The Commandant was Lt. Roberts, RAMC. Prisoners representative was L/Sgt. Falcon. Camp capacity 20.

51st General Hospital. The Commandant was Lt. Olivier, RAMC. Prisoners representative was L/Sgt. L. Confoloni. Camp capacity 15.

Hastings and Waterloo Detachments. These were small isolated detachments of No. 6 (WA) POW camp.

The general observations numbered from 2 to 51. I list some of them.

6 The Articles of the Geneva Convention in Italian translation are well known to all POWs.

9-10 POWs are allowed to write to their relatives twice a week on a special POW form consisting of 24 lines. Air mail letters and telegrams are allowed by approval of the authorities, if they consider it essential.

11 No complaints were made to me (Swiss Consul) by the various camp leaders or POWs about missing parcels or incomplete contents. The authorities keep a special control of parcels received and, as from February 1944, a total of 120 parcels were received and all distributed.

12 Since the arrival of the POWs in Freetown about 10 Red Cross parcels have been received.

13 Parcels received by the POW are opened by the POW in the presence of the Intelligence Officer, and in all cases the full contents were delivered to them against receipts.

14 On an average 600 letters are received monthly for the POWs. Only a few Red Cross messages reached the Camp. Great delay and difficulty in communicating with relatives in the German-occupied parts of Italy, due to the present war conditions, is experienced by many POWs, but they realise this is unavoidable.

15 No correspondence was sent by the POWs to the Swiss Consulate at Accra prior to my visit to Freetown. POWs were informed that they are allowed to correspond freely with the representative of the Protecting Power, ie. The Swiss Consulate at Accra.

30, the general state of health appeared to me to be satisfactory.

40 COMPLAINTS

- a) Mail. There are an exceptionally large number of POWs who have had no news from their relatives for considerable periods. I explained to them that this was owing to the present war conditions and also to the fact that some of their relations were now staying in German-occupied territory and, therefore, an interruption of mail communications is unavoidable. I have put this matter before the Military Authorities who have arranged that those POWs whose relatives are in German-occupied territory will be able to communicate with them through the medium of the International Red Cross in Geneva. Those whose relatives are in Allied territory will be able to communicate through the British Red Cross in London.

46 DISCIPLINE

Camp at Blackhall Road. Evasion of censorship. One case of handing an uncensored letter to a member of the Italian Navy for irregular transmission. 12 days detention

47 No attempts to escape have been made by POWs.

This report was signed by R Knittel, the Consul for Switzerland.

The second report was by Mr. J. A. Joerg reporting on a visit made between 15th and 23rd May 1945. It is in French and I have done my best to translate the relevant information. There is no note explaining what position Mr Joerg held.

1 **General.** Italian POWs interned in the British colony in the most part were transferred from South Africa. There are in all 5 camps, all of which are called No. 6. the postal address is POW Camp No. 6, Freetown, Sierra Leone.

Two of the camps, Blackhall Road and King Tom are places, in which those concerned work, that are directly under the orders of the Navy. Hastings is under the RAF; Murraytown and Grafton under the Army. The two detachments Bishops Court and Port Lokko are independent.

In total there are 622 Italian POWs.

2 **Murraytown.** 2km. to the east of the town. 301 POWs. Pay is equal to those Italian POWs in Nigeria and the Gold Coast.

Correspondence. Many of the prisoners had not received any news during the last year. Nothing had arrived or been forwarded by the Italian Red Cross. They (the POWs) can send two airletters and two ordinary letters. In certain urgent cases prisoners were allowed to send cables to South Africa and Abyssinia. Postal relations with the south of Italy did not permit the forwarding of telegrams.

3 **Blackhall Road.** The camp is on the edge of the sea 2km from the centre of town. 184 POWs.

Correspondence. Mediocre as regards central Italy. Nil for northern Italy.

4 **Work detachment at Rokupr.** This detachment is a satellite at Murraytown and is some 50 miles to the north of Freetown by the side of a river. There are 5 POWs.

5 34th Hospital. 7 POWs.

6 Bishop Court. 7 POWs

7 51st Hospital. 14 POWs

7(sic) **Hastings.** Under RAF control. Camp found 30 km from Freetown. 21 POWs who sleep at Waterloo.

King Tom. Situated in the town with 40 POWs.

Statistics

Letters sent in March and April 1945;

Airletters	356
Ordinary letters	848
Total	1204

Letters received in March and April 1945

From Eritrea and Abyssinia	195
From South Africa	25
From South and Central Italy	508
Total	728

Conclusions

These two articles establish the situation of some of the POW camps in West Africa;

Camp 1	Ikeja, near Lagos, Nigeria
Camp 2	Near Accra, Gold Coast
Camp 3	Near Accra, Gold Coast
Camp 6	Freetown, Sierra Leone

It is possible that the missing camps may be in French colonies, but the International Red Cross has no records on them. I will be arranging for the full reports to be held in the WASC library.

I would like to express my thanks to Mr Martin Morger of the IRC at Geneva for his help.

It is surprisingly difficult to find examples of mail from Camp No 6. Illustrated below is a card sent to the camp from Southern Italy.



References

- 1 Martin J.J. & Walton F.L., *West African Censorship*, p110-112, WASC, Dronfield, 2nd edition 1999.



German Stamps used at Anecho, Togo



Illustration supplied by John Mayne and referred to in his letter on page 107

Royal Navy Packets to West Africa 1848 – 1851

Colin Tabeart

Post Office Instruction Number 37 of 1847 dated December 1847 (Ref. 1) announced the introduction of a monthly mail by HM ships to the West Coast of Africa, calling at Madeira and Sierra Leone. The ships normally sailed from, and returned to, Plymouth. The monthly service commenced in January 1848, although letters had been carried by HM ships irregularly prior to that time. Packet rates of postage were payable on such letters as authorised by 1 Victoria c36, in this case 1/- per ½ oz. The ships used were a mixture of steam and sailing ships; often those going out to relieve a ship on anti-slavery patrol would take the mail. Sailing dates advertised by the Post Office were not always adhered to because the weather sometimes delayed sailings. There were also times when delays occurred for not very apparent reasons; the Admiralty did not, apparently, accord this service the priority of the major packet routes.

In December 1850 the General Screw Steam Ship Company was awarded a monthly mail contract for the Cape of Good Hope, calling at Sierra Leone (Ref. 2). This service opened on 24 December 1850, when the SS *Bosphorus* left Plymouth. However, the monthly Royal Navy packet continued until at least March 1851, HM ships *Volcano*, *Sampson*, and *Alecto* leaving Plymouth on 18 January, 18 February, and 26 March 1851 respectively. The last of these may not have been a mail voyage, but the first two were specifically reported as carrying mails made up in London.

The *Hampshire Telegraph and Sussex Chronicle* (HTSC) usually, but not infallibly, reported HM ship movements from and to Plymouth. The first voyage I have definitely identified under this arrangement was that by HMS *Sealark*, a sailing brig, as reported by the HTSC from Devonport on 2 March: “*Sealark*, 10, Cdr Monypenny, sailed today with mails for Madeira, Ascension, West Coast of Africa &c.” A later report says she arrived at Madeira on 10 March. It is possible that HMS *Firefly* carried the first outward mail - she was reported as at Madeira on 24 January 1848, but with no other detail.

Philip Beale has kindly shown me photocopies of two items of missionary mail brought from Sierra Leone by HM ships. One, received in London on 8 April 1847, was carried before the Royal Navy service became a monthly event, but was still correctly rated as a packet letter, since it was carried by a Royal Naval ship. The second was carried on the same voyage as that of the commercial mail item described below.

The illustration opposite shows an unpaid cover from a Mr. C Heddle at Sierra Leone, “per HMS *Cygnets*” to Huth & Co, London, 52 days in transit. Rated 1/- as a packet letter on arrival at London with London packet marking type P4. HMS *Cygnets* was a sailing gun brig of 359 tons, built at Woolwich in 1840, and scrapped in 1877. The HTSC for 30 April 1850 reported from Portsmouth: “*Cygnets*, 8, Commander D Robertson, arrived on Sunday 24th from the coast of Africa. She left Benguela on 29th December, St. Helena on 11th (December?), Ascension on 16th January, and Sierra Leone on 1st February, and has had a long and boisterous passage. From 8th to 19th inst. She experienced a succession of heavy gales. The slave trade was as brisk as ever. The *Cygnets* has been fortunate in making captures, having made three prizes with 1500 slaves, and six empty ones during her sojourn on the Coast. Lt. Branch and Assistant Surgeon Tronsdell of the *Cyclops*, and a few men of the St. Helena regt. And Royal Artillery have come home invalided in the *Cygnets*.”

I would be pleased to hear from readers of any other covers known by this service, and would be happy in slow time to see if the HTSC has any information on the voyage in question, reporting anything found back to the owner.

References

1. POST 107
2. GPO Notice December 1850

Letter to HMS *Sparrow*

Colin Tabcart

Following Colin's kind offer at the end of the previous article your editor forwarded a copy of Geoff Osborn's item from Cameo Volume 6 page 223, January 2000 "HMS Sparrow 8d Rate", and later correspondence, to him to see if he could shed any light on the rate applied. The following is the result of his research.

There are a couple of misconceptions expressed in earlier correspondence concerning this letter, which it might be as well to put right initially. An officer's letter did not have to be written by an officer, merely addressed to one. Secondly, a letter sent to an officer thought to be within the UK would not have been sent at the officer's letter rate of 6d, as it could be sent for 1d, as in this case. Thirdly, having done that, i.e. sent it to a UK address, re-direction abroad was **not** free, This privilege was specifically excluded from the Treasury Warrant dated 22 October 1860 that introduced free redirection of officers' letters if he had removed from the address **overseas** to which the letter was originally addressed. The reason is not difficult to see: had it been allowed, everyone would send their officers' letters to a UK address for 1d, and trust the authorities to send it on to the real address free of the 6d rate. So, the letter to HMS *Sparrow* did not qualify for free re-direction, nor was the 1d prepaid allowed as part of the new charge. I suspect the sender hoped that it might be sent on free, since it was sent to Plymouth some 10 weeks after *Sparrow* had sailed. Plymouth marked it "West Coast" and sent it to Liverpool, as that was the departure point for the West African packets.

At first I thought it could not have been sent by packet to arrive at Sierra Leone by 10 August because there were no packets that would have arrived in time. The letter got to Liverpool on 2 July so it missed the packet *Macgregor Laird* sailing on 24 June. The next packet, *Armenian* did not sail until 24 July and, as the average time from Liverpool to Sierra Leone was about 21 days at this time, should not have made Sierra Leone by 10 August. However, Geoff Osborn has since discovered from the log of HMS *Isis* at Sierra Leone, that both *Armenian* and HMS *Sparrow* arrived at Sierra Leone on 10 August. Geoff also discovered that the packet arrived early because, for reasons unknown, she omitted the usual contract calls at Madeira and Tenerife. With the Sierra Leone back-stamp of 10 August it therefore seems safe to conclude that *Armenian* carried this letter.

The problem of the 8d charge remains. The *Post Office Guide* for January 1863 has the following relevant extracts:

1. Packet postage to Sierra Leone 6d, may be sent unpaid, but if so liable to an extra 6d on delivery.
2. Officers' letters to HM Ships on a Colonial or foreign station 6d, which must be paid in advance.
3. Ship letters 6d, which must be paid in advance, except to a few places, including Sierra Leone.
4. When prepayment is compulsory (e.g. officers' letters) a letter posted with insufficient stamps is sent to the Returned Letter Office.

The Liverpool Post Office therefore had a dilemma. They could not send the letter on as an Officer's Letter as it was not prepaid. They could have sent it as an unpaid packet or ship letter to Sierra Leone, but they knew that this would cost the addressee a fine of 6d on arrival, for a one shilling overall charge. Furthermore, HMS *Sparrow* was originally ordered to Ascension, the main base of the West Africa squadron at this time, and not a port of call for the West Africa packets. GPO Notice 9/1863 dated 1 April 1863 gives a new ship letter rate of 4d ½oz **prepaid** to St

Helena, Ascension, Cape of Good Hope and Natal. If sent unpaid an extra 4d per letter was added, equating to the 8d charged by Liverpool. However, the ship letter rate to Sierra Leone remained at 6d.

HMS *Sparrow* arrived at Ascension on 14 July according to her log, as consulted by Geoff Osborn. She was subsequently ordered to Sierra Leone, departing on 18 July, and arriving via intermediate stops on 10 August. Liverpool could not have known on 2 July that she had been sent on to Sierra Leone, so it is postulated that Liverpool initially rated the letter as an unpaid ship letter for Ascension. Information was subsequently received that *Sparrow* had been sent to Sierra Leone, so the letter was placed in the mails per *Armenian*, but not re-rated.

To summarise:

1. Letter initially sent to Plymouth, 1d prepaid. Ship gone.
2. Sent to Liverpool for forwarding to "West Coast". 1d previously paid no longer valid – no free redirection from UK to abroad.
3. At Liverpool the letter was initially rated to be sent by private ship to Ascension, the last reported destination for HMS *Sparrow*.
4. Subsequently information was received that she had been ordered to Sierra Leone, so the letter was re-routed per *Armenian*, but the charge was not amended.

The suggestion that Liverpool initially rated the letter to go by private ship to Ascension is, of course, speculative, but it is the only postage rate known to fit the facts. That it subsequently went per *Armenian* seems almost certain, but with the postal charge unchanged.

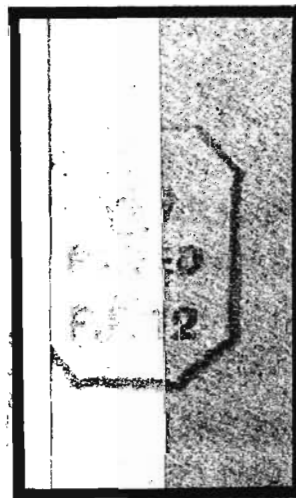


Nigeria Censorship Update

Michael Wright

At Naposta in Wuppertal last summer I found a cover with a new sub-type of the Nigerian censor mark in Type 5 (Ref. 1), which Jeremy Martin has agreed should be called type 5A. Instead of the usual "PP/(number)" it has full stops after each letter, but no oblique stroke between the letter and the numerals. The octagon surrounding the details of the mark is also slightly smaller than usual.

The variety has been seen on censor number 12. The latest date reported for no. 12 in Type 5 was 17 April 1945, a lot later than any other example of Type 5 (except No. 17 which is listed as being used only between 22nd and 26th May in that year). 17th April is also the date this item was posted at Aba Town – although I think the censorship would have taken place when it transited through Lagos, which was on 21st April. I wonder if the previous report of the last known date of 17th April 1945 actually related to another cover showing this variety, rather than the normal?



It would be very helpful if collectors of Nigerian censorship could check whether any of their Type 5s (particularly those with numbers 12 and 17) are of sub-type 5A, (and if so also check their last known date for No. 12 in the true Type 5) and report them to Jeremy or to me.

I also found at Midpex this year a strike of Type 1A No. 22, which has not been seen before, the place of censorship, and related dates, are not yet established, but this leaves only numbers 26 and 28 of the whole range 1-30 that have not been seen in at least one version of Type 1 Nigerian censorship marks.

Reference

1. Martin J.J. & Walton F.L., *West African Censorship*, p62, WASC, Dronfield 2nd Edition 1999

“The Postal Services of the Gold Coast 1901-1957”

Addenda and Corrigenda

Michael Ensor

Since my book was published (Ref 1) I have been registering changes that I would like to see in a subsequent edition. Some of these are corrections of minor errors, e.g. in the setting out of tables, that would not mislead a reader: others are of substance and include new information that has reached me through the courtesy of members of the Study Circle, to whom I am grateful. It is now clear that a second edition will not be published in the near future, if ever. Consequently study circle members who have acquired this book may wish to be told of the more important of these changes and so they are listed below.

Page 10: against the special printing of the 10s. value should be added the figure ‘120’.

Page 12: a new second paragraph on the 1d. issue of 1908 should be added as follows:
‘An example with sideways watermark has been reported. It is used but the cancellation is unclear. How this came about is not known’.

Page 13: add to the second paragraph these sentences:
‘At least one other example each of the 5s. and 10s. values were retained in London. They feature in the Crown Agents’ archives in the British Library. Curiously they are both annotated ‘Requisition 8/15’.

Page 21, line 7: ‘Plate 1’ should read ‘Plate 1 b’.

Page 25; under the heading BOOKLETS add to the fourth paragraph this sentence:
‘L.N. Williams’s notes mention the destruction in September and November, 1927 of 8566 booklets. So it looks as if roughly half the number supplied were not put on sale.’

Page 32: under the heading ‘De la Rue’ after item 6 add the words ‘Another example of this last is marked ‘Duplicate’’.

Page 35: in paragraph 5 line 2 ‘perforated’ should be amended to read ‘overprinted’. Then add a new paragraph reading:
‘An imperforate plate proof of the 3d. value on un-watermarked paper has been reported that has SPECIMEN written on it in blue ink. Its colour is darker than that of the usual plate proofs and quite different from that of the issued stamps. Its provenance and purpose are puzzling.’

Page 45: in the last line ‘1929/29’ should read ‘1927/29’.

Page 56: in the penultimate line of paragraph 4 a full stop should be inserted after 2d’. The last line should read; ‘back for the 1d. The vignette plate numbers 1 and 1A appear on the bi-coloured sheets’.

Page 58: third paragraph: the first sentence should end with ‘right’ instead of ‘left’. For the last sentence there should be substituted the following:
‘Proofs of the embossing exist. One, initialed and marked ‘5/7’, was offered in the Grosvenor auction of October, 1999. The other ‘approved for die and colour’ on 7 July 1938 is in the Crown Agents’ archives’.

Page 68: insert a new first paragraph as follows:
‘Failure to add a war tax stamp when due gave rise to a tax mark’.

Plate 7: the topmost illustration is of 1s. blue-green Die II’.

Page 100, fourth paragraph: the second sentence should read:

'This was followed on 1 July by an increase to 2d in the postcard rate to foreign destinations and for the second and subsequent ounces of foreign mail (Rule 26).'

Insert a new fifth paragraph as follows:

'Rules 17 of 1949 introduced an express delivery fee of 6d. for both internal and external mail with, for the former, a charge of 3d. per mile.'

Page 101: the third paragraph should be deleted and replaced by the following:

'These concessions were modified by Rules 29 of 1945 so that postage of 1½d. became payable on the first ounce of a letter, with 1d. for each additional ounce, of 1d. on a postcard, and these amounts for parcels of the same weights as before - 1s3d., 2s3d., 3s6d. and 5s6d.'

Page 110: Table 5; in the line starting '01 Jan 1940' the figure '2d' should be moved to the column for Foreign P.C.s.

The following line should start with the date '01 Aug 1940'.

Page 111: in the listing of covers add:

'1926 ?Apr	1 ½ d.
1927 5 May	1d. with '2cts tax to be collected'
1928 31 Apr	1 ½ d.'

Page 116: the year after KOMFRODUA should read '(10)'.

Page 126: add * after EKWAMKROM (53) and ° after KUMASI and these footnotes:

* mis-spelled FKWAMKROM in February, 1954;

° in 1937 the year features as 37 above the day and month and 19 below them; also reported for that year a cover with simply 'KUM' in a back-stamp mark.'

Page 128: insert in table of Type 19/19B marks new item 'ACHIMOTA (30)'; it has GOLD COAST facing centre.

Page 146: add a new item at the end of the Eastern Line listing. For illustration see Robert Nelson's article in *Cameo* for January, 2000 (to be added to p.149).

'E 11 Double circles	TPO GOLD	24 Mar 1941
32&21	COAST spaced	
	widely as type 19B.'	

Page 165: in the penultimate line replace 'o.d.s.' by 'c.d.s.'

Page 168: paragraph 5 should be replaced by the following:

'The rates per ½ oz. for letters on the Pan-American service of December, 1941 to March, 1942 were 5s.6d. to Britain, 3s.6d. to North America plus 6d. for on-carriage by air beyond Miami, 3s.6d. to Brazil, 4s.6d. elsewhere in South America, 2s.6d. to Trinidad and 2s. to The Gambia'.

Page 170: the stop at the end of the first paragraph should be replaced by a comma and the following added:

'Tarquah, Prestea, Saltpond, Obuassi and Addah. Examples of a censor's mark being applied at most of these places have not been reported.'

Page 172: after item 1D add 'and initials (PHB in blue crayon).'

Page 173: the latest recorded date of use of the type 2 mark should read '6 Nov 1917'.

Page 179: in the list of uses of the type 1A censor marks insert '13 date unclear'.

Gold Coast Diaries

Michael Ensor

I have just read a collection, copied by the late Thora Wilkinson, of informal diary records made by political officers in the Gold Coast in the first two decades of the 20th century and published as *Gold Coast Diaries* (Ref 1). A few entries relate to postal matters and the aftermath of the Togo campaign which may interest postal historians. I summarise them below. The comment in brackets is my own. Sometimes the diarists are doctors standing in for administrative officers: the latter had on occasion to stand in for doctors.

On 7 November, 1913 the Chief Commissioner, Northern Territories, in Tamale learns that mails will be sent to and from Coomassie and Mampong by motor, with a saving of two days.

In Prampram in February, 1914 there were two Customs Clerks, the senior acting as postal agent with a credit stock of £15 in postal orders and £5 in stamps.

On 6 August, 1914 the Provincial Commissioner in Sunyani records that censorship was operating in Kumasi. The same diary records on 12 August 1914 that there was news of German prisoners in Kumasi. The first wire read 20 prisoners, 10 generals. It was repeated as 10 females.

On 22 September he received from a colleague an interesting account of the Togo operation written by a German sergeant POW.

In the biographical note on G.C. Heathcote, a D.C. in Ashanti, it is stated that in November 1914 he left for England on escort duties with POWs.

In December, 1914 there was a delay in the mail reaching Tamale. The apparent cause was malingering on the part of transport carriers: they had gone sick after leaving Ejura, with the forwarding of the mails being left to any native generous enough to take them to the next village. (This seems to conflict with the 1913 report that mail on this route would travel by motor).

On 18 March 1915 there was a discussion between the Commissioner of the Western Province and the Chief of Police about quarters for German prisoners of war. (Given that POWs left for Britain in November, 1914 there must have been a second dispatch of them).

On 28 March 1915 the D.C. at Tumu receives by 'post to post' (i.e. a political administration carrier) a letter from the P.M.G. to the effect that men in outstations are to make their own arrangements for the mail. This entry ends with an angry comment on the unhelpfulness of the Post Office.

An entry from the Bole diary of January 1916 mentions that the charge for use of the caravanserai by itinerant traders would be 20 cowries a night. (Cowries are also mentioned elsewhere as the preferred medium of exchange in remote markets as late as 1919).

On 23 October, 1918 work was brought to a standstill in the Bole district office (in which the postal facility was situated) by the influenza pandemic.

On 29 July 1919 The D.C. Juaso mentions that it was a day for selling stamps. (This implies, first, that the postal facility in Juaso was at that date in the D.C.'s office, secondly, that stamps were sold there only on certain days and, perhaps thirdly, that if his clerk was off duty the D.C. had to sell the stamps himself).

References

1. "Gold Coast Diaries", Thora Wilkinson, Radcliff Press, ISBN 1-86064-451-1

SS Appam Query - Delayed Mail

Marty Bratzel

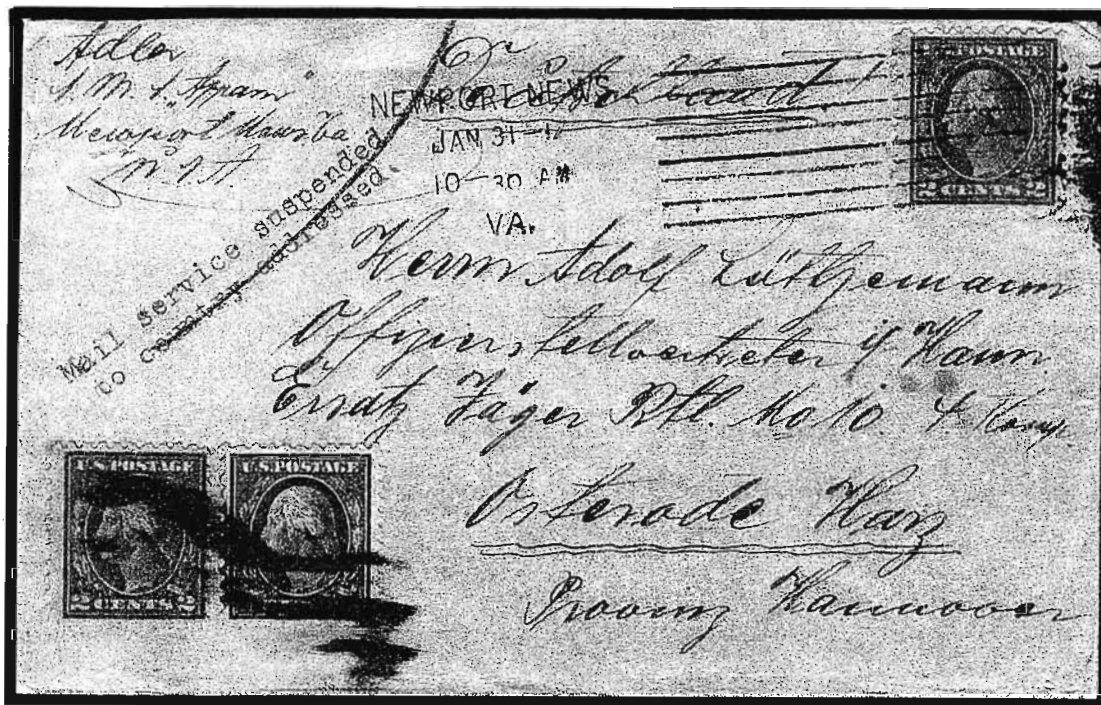


Figure 1

In *Cameo* July 2001 (Ref. 1), Mike White asked about delayed mail carried aboard the SS *Appam*, as well as the possible existence of mail carried by other ships captured or sunk by the *Möwe* during World War I. Mike referred to a cover from “Adler, SMS *Appam*, Newport News, Virginia, USA” with the cachet “Mail service suspended to country addressed”. (Fig.1)

Mike’s query illustrates quite nicely one of the many benefits of *Cameo*. Collectors have interesting material to share, as well as questions they would like answered. In the process, some new information may turn up, to the benefit of us all. The story of the *Appam* has been told elsewhere - with illustrations of the ship and correspondence from Lt. Hans Berg, commander of the prize crew - and need not be repeated here. (Ref. 2 - 5). Elder Dempster themselves published a full account at Chapter 3 of “The Elder Dempster Fleet in the War” (Ref.7)

To answer Mike’s query; yes, several examples of delayed mail carried aboard the *Appam* have been reported and/or illustrated in *Cameo* (Ref. 2, 3, 6) and in *Vorläufer* (Ref. 2, 6, 8). There is no indication that any of the mail was opened or examined by the Germans, and no markings were applied to the envelopes at any point in their journey to indicate the reason for delay. The only way to identify such mail is by the postmark mailing date (very late December 1915 or very early January 1916), coupled by the arrival date in Europe. The *Appam*’s West African ports of call included Lagos, Lome, Accra, and Freetown. After its double trans-Atlantic crossing, the mail was landed at Falmouth on February 17, 1916 (Ref. 2). The following postmark dates are noted for mail transported aboard the *Appam*: Lome December 29 and 31, 1915 and January 3, 1916; London February 18, 1916 and Rotterdam February 20, 1916.

A census of *Appam* mail may be interesting, if for no other reason than to gain an idea of how many pieces may still exist today.

The exciting part of Mike’s query is the name of the sender, which makes his cover really special! Adolf Adler was one of seven German Kamerun POWs being transported to Britain when the *Appam* was captured. He was subsequently interned in Virginia and, later, in Georgia in the USA (Ref. 4). Mike kindly provided a photocopy of the cover for illustration and, indeed, the handwriting is that of Adolf Adler, matching examples of his signature.

Mike also provided a photocopy of a cover related to the SS *Clan MacTavish*, which was sunk on January 16, after a running gun battle with the *Möwe* and one day after capture of the *Appam*. (Fig. 2) Seventeen of the *Clan MacTavish*'s crew were killed, and the captain, two gunners and some Lascars were retained by the *Möwe* to help work the ship until its return to Germany, where they were subsequently interned (Ref. 9). Mike's cover, postmarked Calcutta 10 Nov 17, is addressed to a Lascar saloon boy at Halbmond Lager, Lossen, Germany. This is getting a bit far afield from the West Africa focus of our Study Circle, but history is indeed intertwined.

Mike advises that both covers in question were sold to a Circle member. Perhaps the current owner could provide photocopies of the reverse side of both items, for reference by future historians.

To add an illustration to this note, the accompanying picture, kindly provided by the Wittmann auction house, depicts the *Appam* internees' erstwhile residence in Virginia in 1916 (Ref. 10). (Fig. 3)

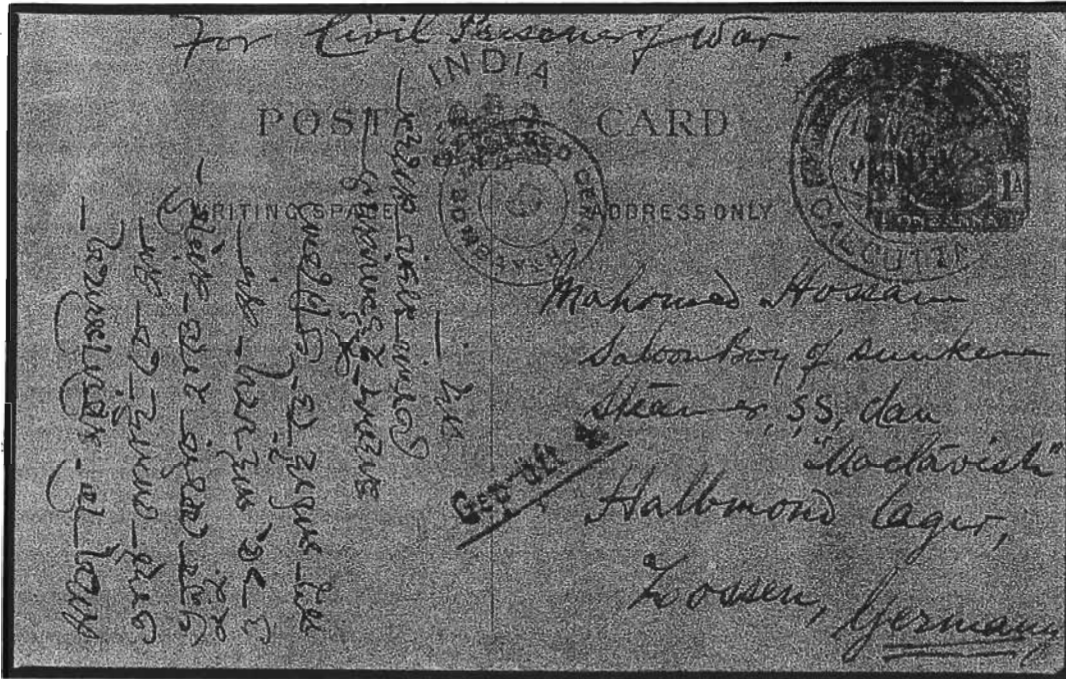


Figure 2

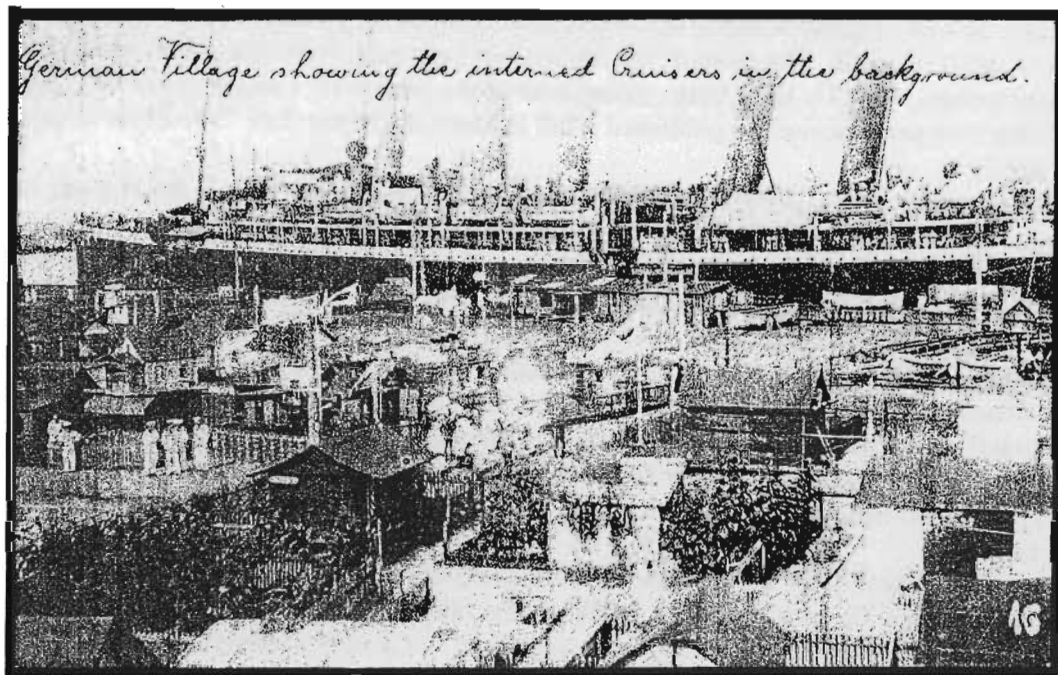


Figure 3; Newport News – the German village with the interned ships in the background

References

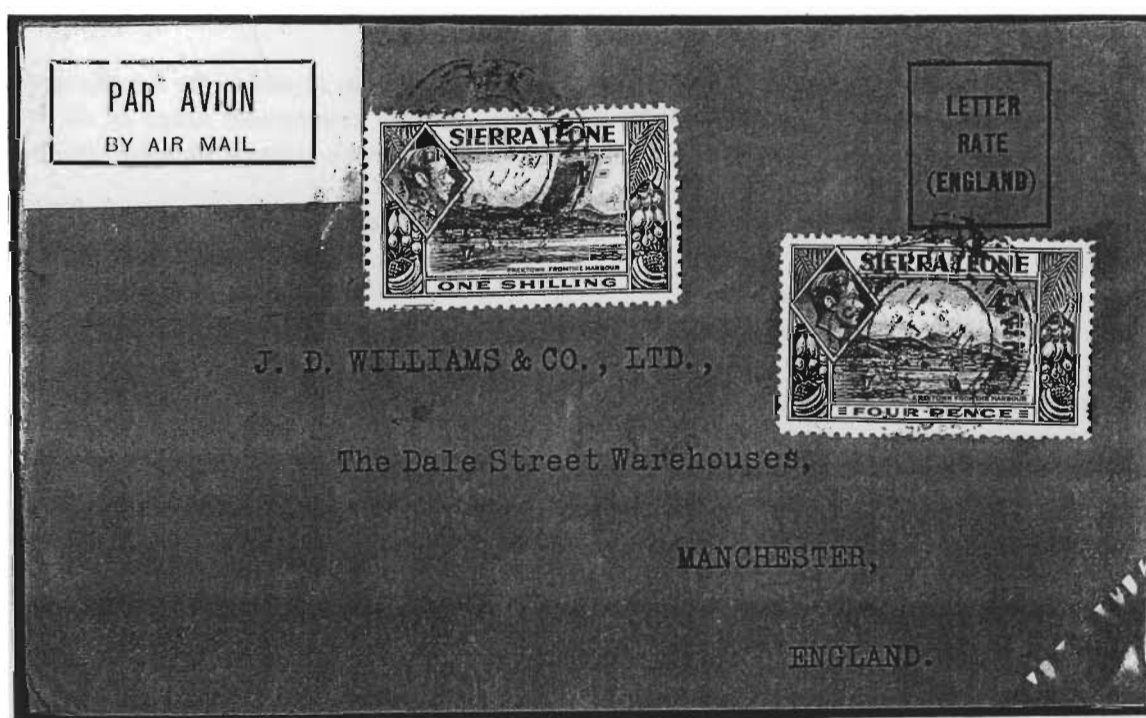
1. White, Mike. SS *Appam* Query - Delayed mail. *Cameo*, Vol. 7, No. 2, July 2001, p. 89, and *Civil Censorship Study Group* ("CCSG") *Bulletin*, Vol. 28 No. 2, p55.
2. Mayne, J. The S.S. *Appam* in 1916. *Cameo*, Vol. 4, No. 1, January 1990, pp. 1-2. Reprinted in *Vorläufer*, No. 80, September 1990, pp. 9-11.
3. Maddocks, R.J. The Great War in West Africa - S.S. *Appam*. *Cameo*, Vol. 4, No. 3, January 1991, p. 56.
4. Hardies J., W. Herterich and M.P. Bratzel, Jr. Kameruners and the *Appam* Prize Crew Members in the United States during World War I. Section I. *Vorläufer*, No. 86, March 1992, pp. 3-11. Section II. *Vorläufer*, No. 87, June 1992, pp. 10-15.
5. Cowden, James E. and John O.C. Duffy. *The Elder Dempster Fleet History 1852-1985*. Mallett & Bell Publications, 1986. 528 pp. The *Appam* is discussed on pages 136-140.
6. Beale, P., Sierra Leone. The *Appam* January 1916. *Cameo*, Vol. 3, No. 10, July 1989, p. 262. Reprinted in *Vorläufer*, No. 80, September 1990, p. 9.
7. *The Elder Dempster Fleet in the War*, pp 10-17, pub. privately by Elder Dempster, 1921
8. Bratzel, M. A Cover Carried on the *Appam*. *Vorläufer*, No. 96, September 1994, p. 2.
9. White, Mike. Personal communication, August 20, 2001.
10. Heinrich Wittmann Auction, Munich, June 22-25, 1993. Lot 1512.



Last Flight from Freetown to Bathurst, 1939

Frank Walton

The first air service into Sierra Leone itself was the Elder Dempster Company link to Bathurst that commenced 25 June 1939. This was a weekly service that was relatively short-lived, with fewer than 50 flights made. The service was undertaken by a Short Scion flying boat, G-AENX piloted by Capt. W. Pudney. On 16 July 1939 the plane hit something in Bathurst harbour and sank, ending the service. It has not been clear whether the mail was taken off before the sinking. I have now discovered a cover, illustrated below, postmarked at Freetown on 15 July 1939 and addressed to Manchester. It was correctly paid at 1s 4d for the airmail half-ounce rate to England. The existence of this cover proves that the mail was indeed taken off before this plane went down.



Federal Republic of Cameroun – the Case of the Withdrawn Unification Stamps

Bob Maddocks

The background to the sudden withdrawal from sale at post office counters in Cameroun of that country's commemorative Re-unification stamps issued on 1 January 1962 has long been surmised but never fully explained, officially. Certainly, I was aware of the unflattering portrayal of President Ahmadou Ahidjo and his Vice-President, John Foncha thereon, and that local wags added insult to injury by likening the pair to a bridal couple on the morning after re-unification has been consummated. However I was unaware as to the actual catalyst for the stamps' withdrawal. Until now, that is, when I came across "Guide Mondial des Timbres Erronés / Errors on Stamps" by Jean-Pierre Mangin, published by Yvert et Tellier, 1999. This is a biligual tome of some 730 pages listing, describing and illustrating world-wide stamp issues on which there are errors made by the designer-drawer, painter or engraver – not printing varieties. A painstaking study and a fascinating read!

Monsieur mangin lists 16 Cameroun stamps with such errors, including the re-unification commoratives. He attributes their withdrawal to what must have been one of the major diplomatic gaffes of all time. These stamps were issues on the same day as the second anniversary of the former Cameroun Republic's independence from France on 1 january 1960 and were on display at a Presidential reception given by President Ahidjo to which foreign diplomats were invited. In course of socialising, the then United States Ambassador (not named!) no doubt intent on paying the President a compliment, but without enough forethought, congratulated the president on the excellent portrait of him and his wife on the stamps! An arctic chill no doubt descended on the tropics.

The stamps were immediately ordered to be withdrawn and destroyed but some had already been sold to philatelists and over post office counters for postal use. Poor communication of this order, particularly in West (former Southern) Cameroon, seemingly delayed their withdrawal, as commercially used copies of the sterling overprinted stamps are known postmarked up till late january 1962.

Monsieur mangin has however overlooked the actual error on the stamps. Foncha was style "Prime Minister", implying on the Federation. But his correct constitutional title was Vice-President of the Federal Republic of Cameroun and Prime Minister of the Federated State of West Cameroun. There was no provision for a Federal Prime Minister and, moreover, East Cameroun had its own State Prime Minister.

Footnote on Recorded Commercial Usage by Rob May

At the 2001 WASC conference the Cameroun collectors took the opportunity to add to the list of stamps and covers previously set out in Cameo January 2000, page 252, showing commercial usage of the sterling overprinted Re-unification commemoratives, and excluding first day covers or stamps showing strikes of the special First Day Cancel;

Victoria: 8.1.62 (2/6), 15.1.62 (3d), 18.1.62 (3d), 19.1.62 (3d and 6d), 22.1.62 (3d), 31.1.62 (6d)

Buea: 16.1.62 (6d), 4.1.62 (3d and 2/6)

Manyemen: 11.1.62 (3d and 2x6d)

Tiko: 11.1.62 (3d), 23.1.62 (3d) and 5.2.62 (6d and 2/6)

? : 25.1.62 (3d)

Any further records of these would be very welcome. I think I may have mislaid notes of a few more that were shown at the Conference.

Bob Maddocks' article implies that the un-overprinted stamps for use in East Cameroun would be even scarcer commercially used. We have not previously collated information about these, so any records would also be welcome.

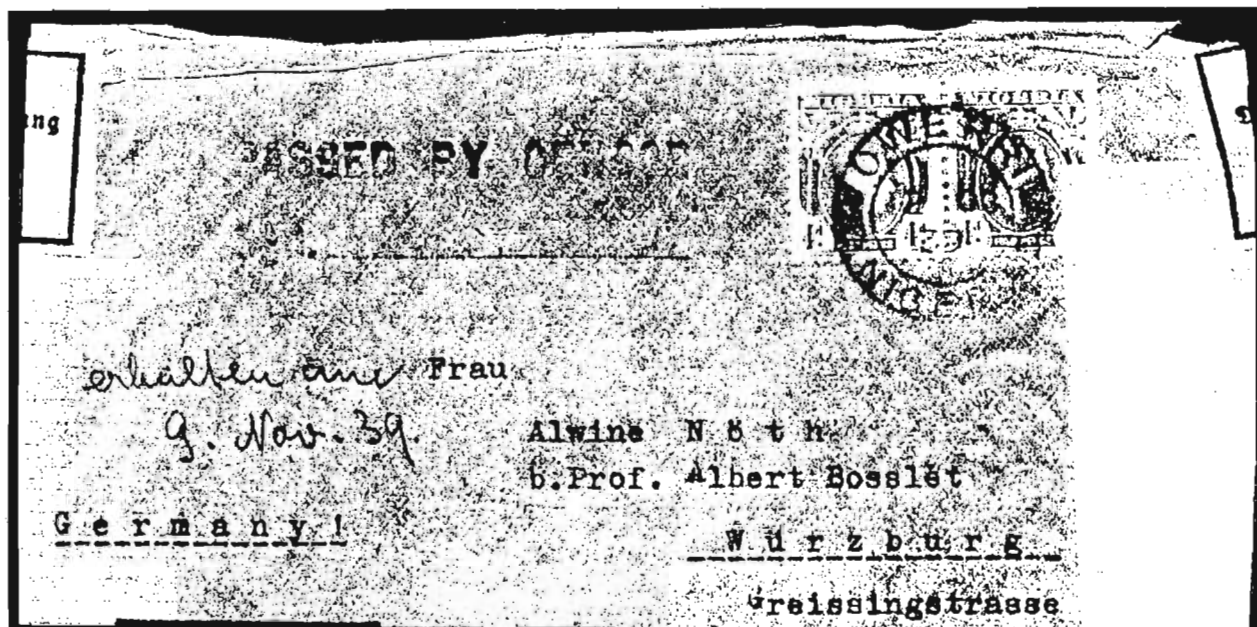
The record for 31st January 1962 is for a 6d value used on an airletter from a Mr Burnham, working for the Basel mission, to his son Ian, at boarding school in England. Part of the text reads " The special stamps of President Ahidjo and Mr Foncha, Prime Minister of West Cameroon, have already been withdrawn from the post offices so they will probably be scarce, if not valuable, so keep them".

Nigeria Censorship – new finds

Chris Miller (via CCSG Bulletin and Tony Plumbe)

Tony Plumbe has brought to the editor's attention a report in the Civil Censorship Study Group Bulletin Vol 28, No 3, p91, July 2001 by Chris Miller, of two censorship finds.

The cover illustrated shows a the top portion of a cover sent from Owerri to Germany on 2 October 1939, a month after war was declared, arriving 9 November 1939. The censor mark is not very clear but shows a second line "Sgd... .." below the text "Passed by Censor", struck in black. This is not recorded in Martin and Walton (Ref. 1), and was perhaps applied in transit in the UK.



The second item, not illustrated here, is a cover from Lagos to England sent 15 April 1941 opened and resealed using the rare Martin and Walton pink label type 5 "Returned to Sender by the Censor" (Ref. 2) for examiner number 12, used printed side down and passed for transmission to its destination.

References

1. Martin J.J. & Walton F.L., *West African Censorship*, WASC, Dronfield 2nd Edition 1999
2. Martin J.J. & Walton F.L., *West African Censorship*, p67, WASC, Dronfield 2nd Edition 1999



Sierra Leone Inverted Watermarks

Frank Walton

A dealer friend called me over to his stand at my local stamp fair with a wry smile on his face. He said that after years of searching he had finally got hold of a Sierra Leone item which he believed I would not have! His dilemma was that as it was not in the catalogue he did not know what to ask for it. The stamp was a mint example of the 1884 halfpenny green, but with inverted watermark (SG27w). Gibbons list it used, but have a dagger in the mint column, indicating "does not exist".

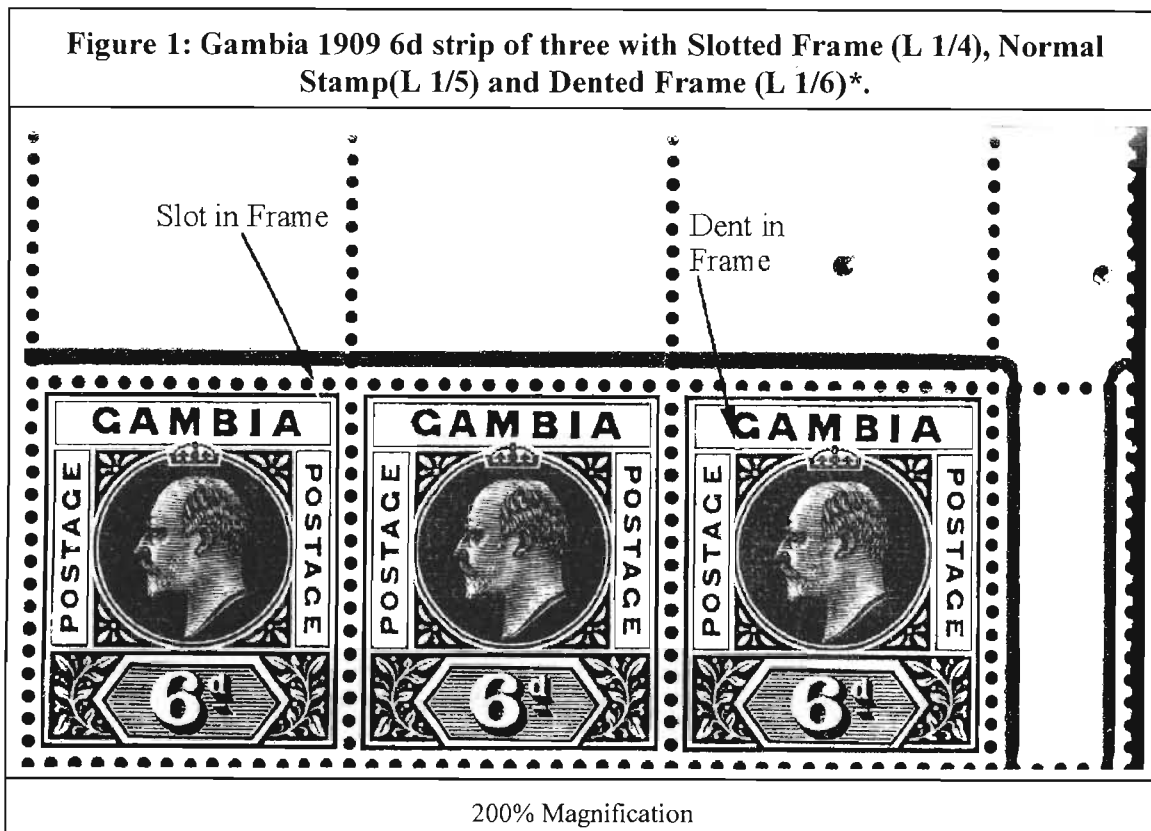
Having mounted my new acquisition, I was delighted to receive a list from Stanley Gibbons in March 2001, which included a mint copy of the fourpence brown of the same series. No other examples have been recorded to date, and the 2002 edition of the SG catalogue now lists it as SG33w. I was quick enough to purchase that as well, so do I re-write the page now, or do I wait for more discoveries?

The Slotted Frame, a new Keyplate Variety

Richard Maisel and Robert Schneider

The Postage-Postage design was one of three multi-colony designs used for British colonial stamps during the reign of King Edward VII (1901-1910). These stamps were printed with great care by Thomas De La Rue & Company. For many years, the only constant keyplate variety that had been identified for these issues was the Dented Frame, sometimes called Glover's Flaw, after its discoverer, L.V.S. Glover. (Ref. 1) Recently, however, Robert Schneider discovered a second constant keyplate variety and located its position on the plate (Figure 1). This article presents the results of both authors' research into the new flaw, called the "Slotted Frame" including estimates of the number of "Slotted Frame" stamps in each of the Postage-Postage issues and their Specimen overprints.

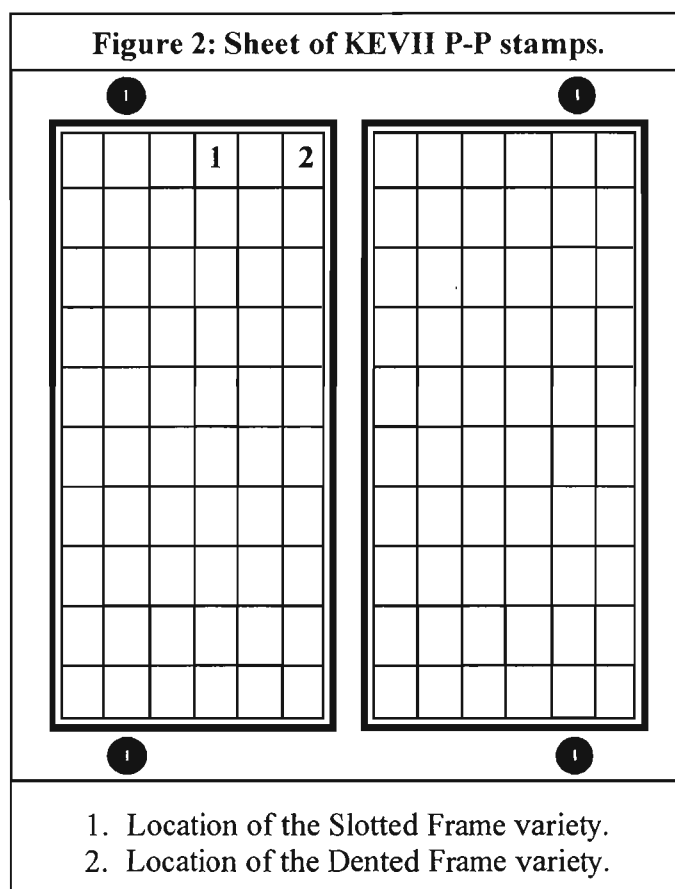
To simplify the discussion that follows, the King Edward VII Postage-Postage design will be abbreviated as "KEVII P-P" and the term *stamp* will be limited to the KEVII P-P issues. All figures appearing in the paper are computer enhanced images.



Position on Plate and Description of the Slotted Frame

The KEVII P-P issues were produced by a two-stage surface printing process. In the first stage, the keyplate printed a sheet of 120 stamps, which had all features of the design except the name of the colony and the denomination of the stamp. The sheet was divided into two panes, left and right, each with ten rows of six stamps. A single keyplate, numbered "1" in the four corners of the plate, was used for all KEVII P-P issues. In the second stage, a duty plate added the missing information.

The Slotted Frame variety appears in position L 1/4, left pane, first row, fourth stamp, near the Dented Frame variety, position L 1/6 (Figure 2). The term “Slotted Frame” was assigned, as “Cut Frame”, “Cracked Frame”, and “Split Frame” have technical definitions that may not be appropriate to this variety. It might have been called Schneider’s flaw, but a more descriptive name was selected. The slot consists of a narrow vertical opening in the upper frame surrounding the stamp. This opening is about 1.5mm from the upper right-hand corner of the frame. The slot may be a “cut edge” caused by an imperfection in the plate production process (Ref. 2), or it may be a “split frame” caused by some external force, such a tool dropping on the keyplate (Ref. 3). In some examples, the slot “continues” through the inner frame at the top of the country name.



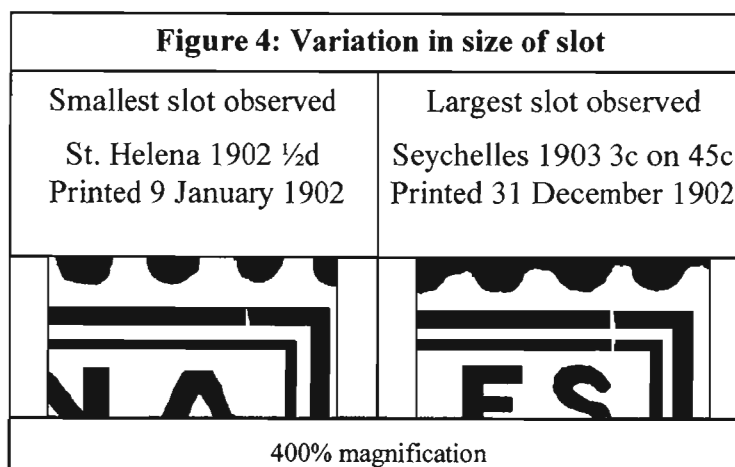
Examples Discovered to Date

As of this writing, 23 examples of the Slotted Frame variety have been identified (Figure 3). These include stamps from each of the four colonies using the KEVII P-P design. Of the KEVII P-P multiples that we have seen, every one containing stamp L 1/4 shows the variety in that position.

There were 38 printings made from the KEVII P-P keyplate, the first on 23 December 1901 and the last on 10 February 1911. The Slotted Frame stamps we have identified are spread across most of these printings. The earliest one comes from the single printing of the St. Helena 1902 series, made on 9 January 1902; this was the third printing from the keyplate. The latest examples are the Gambia 1909 stamps, which came from the 35th, 36th, or 38th printing from the keyplate.

Figure 3: The twenty three recorded examples of the Slotted Frame variety				
Stamp		First Printing	Last Printing	Description
St.Helena 1902	½d	09 Jan. 1902	*	in multiple, unused
St.Helena 1902	1d	09 Jan. 1902	*	in multiple, unused
Cayman Islands	½d	18 July 1902	16 Jan 1901	single, unused
Seychelles 1903	2c	31 Dec. 1902	23 July 1903**	in multiple, used on cover
Seychelles 1903	3c on 15c	31 Dec. 1902	*	in multiple, unused
Seychelles 1903	3c on 18c	31 Dec. 1902	*	single, unused
Seychelles 1903	3c on 45c	31 Dec. 1902	0	single, unused
Gambia 1904	4d	27 Oct. 1904	16 Dec. 1905	in multiple, unused
Gambia 1904	5d	23 Mar. 1905	16 Dec. 1905	single, unused
Gambia 1904	7½d	23 Mar. 1905	16 Dec. 1905	in multiple, unused
Gambia 1904	10d	23 Mar. 1905		in multiple, unused
Gambia 1904	½d	12 July 1905	24 Feb. 1908	in multiple, unused
Gambia 1904	3d	04 Aug. 1905	24 Feb. 1908	in multiple, unused
Cayman Islands 1905	1d	22 Aug. 1905	04 Jan. 1907	single, unused
Seychelles 1906	2c	26 Jan. 1906	05 Sept 1908	single, unused
Seychelles 1906	15c	26 Jan. 1906	05 Sept. 1908	single, unused
Cayman Islands 1907	4d	04 Jan. 1907	*	single, unused
Cayman Islands 1907	4d	04 Jan. 1907	*	single, unused
Cayman Islands 1907	5s	04 Jan. 1907	*	single, unused
Gambia 1909	1d	19 July 1909	10 Feb. 1911	in multiple, unused
Gambia 1909	5d	19 July 1909	23 Feb. 1910	in multiple, unused
Gambia 1909	6d	19 July 1909	23 Feb. 1910	in multiple, unused
Gambia 1909	7½d	19 July 1909	23 Feb. 1910	in multiple, unused
* Single printing				
** Last printing prior to 9 October 1903, the cancellation date on the cover.				

The size of the slot varies over the 23 recorded examples. One of the largest slots both in length and width was found on the Seychelles 1903 3c on 45c, printed 31 December 1902, Figure 4, and one of the smallest was on the St. Helena 1902 2d printed 9 January 1902, Figure 4.



Quantities Printed and Circulated

Figures 5-9 show the number of Slotted Frame stamps printed and circulated for each KEVII P-P issue. The number circulated was estimated by subtracting from the total inventory of a particular issue the number of stamps removed for the creation of provisionals or destroyed as remainders.

For some issues two estimates were generated. The first estimate, the maximum, assumes that the flaw printing the slot was in the keyplate prior to the first printing and remained in it through the last one. Under this assumption there was one Slotted Frame variety in each sheet of KEVII P-P stamps printed. The second estimate, the minimum, assumes that the flaw first appeared in the keyplate between the second and third printings, and disappeared immediately after the 35th printing (the first printing of the Gambia 1909 series), thus covering the earliest and latest examples observed. Under the minimum assumption a Slotted Frame stamp was printed on each sheet of KEVII P-P stamps produced in the third to 35th printings inclusive, and none printed in the first two and the last three printings.

The number of sheets of each stamp produced in each printing from the KEVII P-P keyplate was obtained from the philatelic literature and cross-checked against the data in the De La Rue Private Day Books, held in the Post Office Heritage, London.

Figures 5-9 also show the number of Specimen overprints, for each issue of KEVII P-P stamps, sent to the UPU for distribution to member countries.

An analysis of the results reported in Figures 5-9 shows that the number of Slotted Frame stamps printed for any KEVII P-P issue was limited. The maximum number of copies printed was 2,031 (Seychelles 1906 6c), and slightly more than half of the issues had fewer than 150. The two rarest would be the Cayman Islands 1906 2½d on 4d provisional, with 4 copies printed, and the Gambia 1906 One Penny provisional, double surcharge variety, with a single copy printed.

Figure 5: Cayman Islands KEVII P-P Slotted Frame Stamps, by Issue ¹							
Definitives		Number of Slotted Frame Stamps			Specimen Slotted Frames		
		Printed	Removed	Circulated	Printed	Removed	Circulated
1902	½d	309		309	7	0 to 2	5 to 7
	1d	256		256	7	0 to 2	5 to 7
	2½d	69 or 149				0 to 2	5 to 7
	6d	46 or 66				0 to 2	5 to 7
	1s	37 or 49				0 to 2	0, 5 to 7
1904	½d	258		258	0	0	0
	1d	100	40*	60	0	0	0
	2½d	244		244	0	0	0
	6d	74		74	0	0	0
	1s	74		74	0	0	0
1907	4d	52	4*	48	7	0 to 2	5 to 7
	6d	42		42	7	0 to 2	5 to 7
	1s	40		40	7	0 to 2	5 to 7
	5s	52	33*	19	7	0 to 2	5 to 7
Provisionals							
Halfpenny		40		40	0	0	0
½d on 5s		15		15	0	0	0
1d on 5s		18		18	0	0	0
2½d on 4d		4		4	0	0	0

¹ Cross checked against data given by James Podger. "Cayman Islands: The De La Rue Records". *British Caribbean Philatelic Journal*, Vol.37, No.2, June 1997, pp 74-84.

* Used for Provisionals

Figure 6: Gambia KEVII P-P Slotted Frame Stamps, for 1902 and 1904 issues¹

Definitives		Number of Slotted Frames Stamps			Specimen Slotted Frames		
		Printed	Removed	Circulated	Printed	Removed	Circulated
1902	½d	650	0	650	7	0 to 2	5 to 7
	1d	707 or 795	0	707 or 795	7	0 to 2	5 to 7
	2d	198	0	198	7	0 to 2	5 to 7
	2½d	192	0	192	7	0 to 2	5 to 7
	3d	130	0	130	7	0 to 2	5 to 7
	4d	98	0	98	7	0 to 2	5 to 7
	6d	100	0	100	7	0 to 2	5 to 7
	1s	50	0	50	7	0 to 2	5 to 7
	1s6d	122	70 or 71*	51 or 52	7	0 to 2	5 to 7
	2s	50	0	50	7	0 to 2	5 to 7
	2s6d	122	77 to 79**	43 to 45	7	0 to 2	5 to 7
	3s	124	78 to 80**	44 to 46	7	0 to 2	5 to 7
1904	½d	911	319 or 320*	591 or 592	0	0	0
	1d	1672	182 or 183*	1489 or 1490	0	0	0
	2d	238	123 or 124*	114 or 115	0	0	0
	2½d	308	82 or 83*	225 or 226	0	0	0
	3d	239	110 or 111*	128 or 129	0	0	0
	4d	82	31 or 32*	50 or 51	0	0	0
	5d	118	55 or 56*	62 or 63	7	0 to 2	5 to 7
	6s	68	23 or 24*	44 or 45	0	0	0
	7½d	120	65 or 66*	54 or 55	7	0 to 2	5 to 7
	10d	120	70*	50	7	0 to 2	5 to 7
	1s	140	98 or 99*	41 or 42	0	0	0
	2s	80	57 or 58*	22 or 23	0	0	0

1. Cross checked against data given by J.O. Andrews (ed.). *The Stamps and Postal History of The Gambia*. Perth, Scotland: Christie's-Lowe, 1985. pp. 39-40 and 42-3.

* Destroyed as remainders on 1 October 1907

** Destroyed as remainders on 1 October 1907 and used for 1906 Provisionals.

The authors would like to the staff at the Post Office Heritage, London, for their assistance in obtaining much of the data used in this paper, and Mr. Joel Bromberg, for reviewing the manuscript of this article.

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2. Williams, L.N. *Fundamentals of Philately*; State College, Pennsylvania: American Philatelic Society, 1990, page 562.
3. Williams, op. cit., page 497.

Figure 7: Gambia KEVII P-P Slotted Frame Stamps, by 1907 and Provisional issues¹

Definitives		Number of Slotted Frame Stamps			Specimen Slotted Frames		
		Printed	Removed	Circulated	Printed	Removed	Circulated
1909	½d	511 or 713	*	?	4	0 to 2	2 to 4
	1d	509 or 1220	*	?	4	0 to 2	2 to 4
	2d	135 or 336	*	?	4	0 to 2	2 to 4
	2½d	134 or 335	*	?	4	0 to 2	2 to 4
	3d	105 or 306	*	?	4	0 to 2	2 to 4
	4d	69 or 137	*	?	4	0 to 2	2 to 4
	5d	69 or 139	*	?	4	0 to 2	2 to 4
	6d	68 or 137	*	?	4	0 to 2	2 to 4
	7½d	69 or 139	*	?	4	0 to 2	2 to 4
	10d	67 or 137	*	?	4	0 to 2	2 to 4
	1s	69 or 139	*	?	4	0 to 2	2 to 4
	1s6d	69 or 139	*	?	4	0 to 2	2 to 4
	2s	69 or 137	*	?	4	0 to 2	2 to 4
	2s6d	69 or 139	*	?	4	0 to 2	2 to 4
	3s	69 or 139	*	?	4	0 to 2	2 to 4
Provisionals							
Half Penny		41 or 42	4 to 6**	35 to 38	0	0	0
One Penny		43 or 44	1 to 3**	43 or 44	0	0	0
One Penny Double Surch.		1	0	1	0	0	0

1. Cross checked against data given by J.O.Andrews (ed.). *The Stamps and Postal History of The Gambia*. Perth, Scotland: Christie's-Lowe, 1985. pp. 46 and 48-9.

* Unknown number destroyed 31 August 1912.

** Issued by treasury but not received by Post Office, destroyed, or double surcharge variety

Figure 8: St. Helena KEVII P-P Slotted Frame Stamps, by issue

Definitives		Number of 'Slotted Frames'			Specimen on 'Slotted Frame'		
		Printed	Removed	Circulated	Printed	Removed	Circulated
1902	½d	2022	0	2022	7	0 to 2	5 to 7
	1d	2022	0	2022	7	0 to 2	5 to 7

Figure 9: Seychelles KEVII P-P Slotted Frame Stamps, by issue¹

Definitives		Number of Slotted Frame Stamps			Specimen Slotted Frames		
		Printed	Removed	Circulated	Printed	Removed	Circulated
1903	2c	1502	0	1502	7	0 to 2	5 to 7
	3c	1527	0	1527	7	0 to 2	5 to 7
	6c	1515	0	1515	7	0 to 2	5 to 7
	12c	499	0	499	7	0 to 2	5 to 7
	15c	981	266 or 267*	714 or 715	7	0 to 2	5 to 7
	18c	497	100*	397	7	0 to 2	5 to 7
	30c	495	**	?	7	0 to 2	5 to 7
	45c	498	200*	298	7	0 to 2	5 to 7
	75c	202	0	202	7	0 to 2	5 to 7
	1R50c	200	0	200	7	0 to 2	5 to 7
	2R25c	198	0	198	7	0 to 2	5 to 7
1906	2c	1010	0	1010	0	0	0
	3c	1018 or 1524	0	1018 or 1524	0	0	0
	6c	1522 or 2031	0	1522 or 2031	0	0	0
	12c	457	0	457	0	0	0
	15c	454	0	454	0	0	0
	18c	305	0	305	0	0	0
	30c	204	0	204	0	0	0
	45c	102	0	102	0	0	0
	75c	156	0	156	0	0	0
	1R50c	154	0	154	0	0	0
	2R25c	154	0	154	0	0	0
Provisionals							
	3c on 15c	266 or 267 ²	0	266 or 267	?	?	(6 or 7) ^{***}
	3c on 18c	100 ²	0	100	?	?	(6 or 7) ^{***}
	3c on 45c	200 ²	0	200	?	?	(6 or 7) ^{***}

1. Cross checked against data given by Richard Maisel, Seychelles: Production of King Edward VII Postage Stamps". *The Bulletin of the Indian Ocean Study Circle*, Vol 28: No.2, August 1998, P. 55.

2. H.V.Farmer. *Seychelles Postage Stamps & Postal History*. London: Robson Lowe LTD., 1955. p. 42.

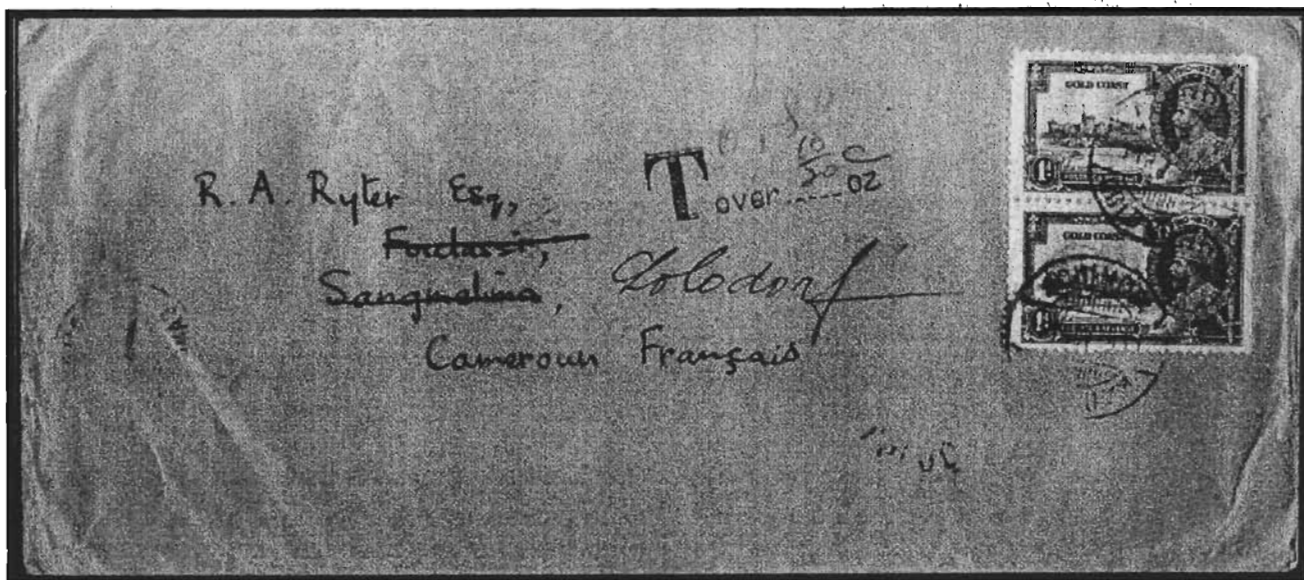
* Used for printing the provisionals of 1903²

** Unknown number removed to create revenue stamps. The number removed was probably small.

*** Overprinted locally. The number overprinted is unknown. Estimate based on UPU requirement of 721. (James Bendon. *UPU Specimen Stamps*. Limassol: James Bendon, 1988. P. 225)

Missionary Cover - Gold Coast to Cameroun 1935

Nick Carter, Owen Scott and Marty Bratzel



The cover shown in Figure 1 was posted at Achimota, Gold Coast on Monday, November 11, 1935. Perhaps the sender was on the faculty of the Achimota School, located there, and a professional colleague of the addressee. The Achimota School was the “Eton” of the Gold Coast and certainly predates any tertiary institution in the country. The school has consistently educated the country’s elite and is still well known today. According to their web site (Ref. 1):

"ACHIMOTA SCHOOL was founded in 1927 as the first government co-educational Boarding Institution in this country, to provide education ranging from kindergarten right up to the pre-university level. The School was established as a non-denominational Christian institution.... Achimota school ... is situated on the "Outlaws Hill" about 11 kilometers Northeast from the center of Accra...."

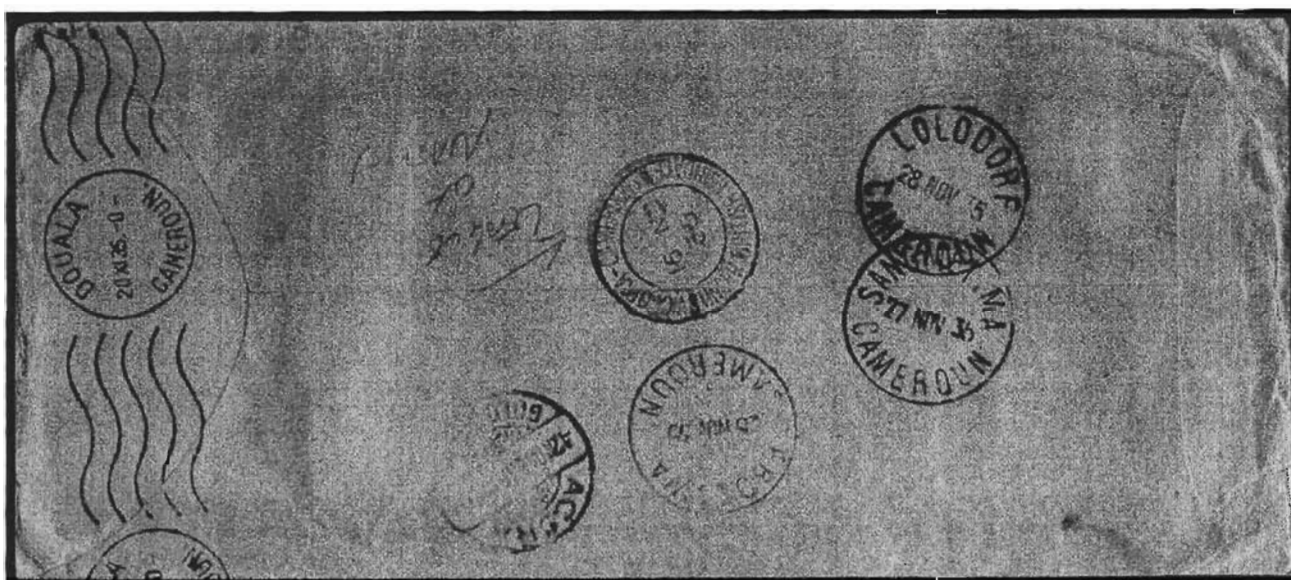
Postage Due

The cover is franked with two 1d Silver Jubilee stamps. The rate for a first class letter to a UPU destination was 3d, so the letter was short paid 1d. Short payment, following UPU regulations, was to be collected at twice the amount of the shortage. Thus, the recipient would be obliged to pay the equivalent of 2d. UPU convention called for the shortage to be expressed in the UPU’s accounting currency, gold centimes. The equivalence between a Gold Coast (UK) penny and a gold centime was 1 to 10. Thus, with a shortfall of 1d, in most British colonies the letter would have been marked “20 c” postage due.

However, the Gold Coast, probably as a result of confusion caused by a special treaty rate to the United States in the 1920s, employed a more comprehensive system using a notation unique to this colony. As discussed by Carter (Ref.2), two numbers were often written on short-paid letters in a manner that resembles a fraction. Specifically, the centime equivalent of the postage paid was shown above the amount due, with a line in between. By 1935, not all short-paid covers were so marked and, moreover, the use of this notation for mail not destined for the United States was unusual.

One would therefore expect this cover to have a "T" (taxe) mark drawing to the attention of the receiving country that the letter was short paid, and either "20 c" or the notation "20/20 c".

The cover was marked "T over...oz", an instructional mark intended for overweight letters but which was, in practice, used generally for anything that was short paid. It also has the above-described notation, a manuscript "10/20 c" in pencil. This is clearly an error in that the stamps total 2d which would yield a top number of 20 instead of 10. However, the bottom number (20) being correct, there was no problem caused by this apparent slip of a postal clerk. The amount due was 20 gold centimes. The postage due notation was most likely added in Accra. In 1935, 1 gold centime equaled 4 French centimes, (Ref. 3) so the amount to be collected was 80 French centimes, correctly indicated by the blue crayon notation above the "10/20 c". There are no postage due stamps or other markings on the cover to confirm payment upon the cover's arrival at its final destination.



The Routing

Figure 2 shows six transit marks on the back of the cover. The day following its posting at Achimota, the cover arrived at Accra, where it was duly back-stamped on the morning (exact time illegible) of Tuesday, November 12. The following Saturday, November 16 the cover was at Victoria, Cameroons, 1000 km eastward along the Atlantic coast. The absence of marks from intervening ports, such as Lagos, suggests that it was transported in a closed bag aboard a steamship, likely of the Elder Dempster Company, whose run terminated at Victoria.

Although mail generally arrived at Bota (a satellite township of Victoria), mail was usually despatched from the port of Tiko, 20 km east (Ref. 4). In all likelihood, the letter was transported overland to Tiko, then carried from the British Cameroons to Douala, French Cameroun, 35 km further east, by private launch arriving there on Wednesday, November 20. This service operated weekly (Ref. 4). It is noted that the British steamship, *Thomas Holt*, did arrive from Victoria at Douala on November 19, so its carriage of the mails cannot be ruled out. (Ref. 5)

Using route and schedule information in the *Journal Officiel du Cameroun*, (Ref.6) we deduce that the letter was transported (via closed bag) on Friday, November 22 by train from Douala to Eseka (174 km), where the mail bag was offloaded for onward auto transport on Saturday, November 23 via Lolodorf (60 km) to Ebolowa (73 km) and, then, on Tuesday, November 26 to Sangmelima (115 km).

However, since the addressee, R.A. Ryter, was in Lolodorf, the destination was changed and the cover directed back. A Sangmelima back-stamp was applied on Wednesday, November 27, and the cover transported back to Ebolowa on Thursday, November 28, where it was duly back-stamped.

The *Journal Officiel* reports that mail was transported from Ebolowa to Lolodorf on Fridays (also Mondays), which would mean arrival on November 29. However, the Lolodorf back-stamp is Thursday, November 28. Based on other covers from that time period, plus other published information regarding postal connections at Lolodorf (a "hub" of sorts), we are inclined to conclude that the cover was actually transported on Thursday. Typos and inadvertent omissions from the *Journal Officiel* are not unknown.

Why the short payment?

It could be that the sender knew that the rate was more than 1d, but not how much. As the Gold Coast domestic and Empire rate had been 2d until March 31 of that year, there was a potential for confusion. The sender may also have known that Europe and the USA were 3d and guessed that 2d would suffice for Cameroun.

However, it could also be that there was a third stamp which fell off between Achimota, where the letter was posted, and Accra where the short payment was assessed. A close examination of the envelope suggests that this might have been the case. The lower of the two postmarks has a gap on the southwest side - a then-current 1d definitive could easily fit in that space. We stress that this is pure speculation.

Rene Ryter

The recipient of the cover, Rene Ryter, was a Swiss missionary and agronomist who helped rural farmers in Cameroun learn modern farming methods (Ref. 7). It is likely that the correspondence was related to his work. Ryter moved around every few years during his long ministry. His movements may be established by the large number of surviving covers to and from Rene Ryter and his wife, Rose Maier Ryter. Rose was an American nurse (probably from Missouri) with the American Presbyterian Mission (MPA) group which first established a presence in German Kamerun in the late 1880s (Ref. 8). By 1935, the MPA had stations throughout the southwestern part of French mandated Cameroun with its administrative base at Elat par Ebolowa.

The Rytters corresponded with people all over the globe, but especially in the US, France, and Switzerland as well as, of course, other parts of Cameroun. The Gold Coast cover is the earliest we have seen, but it would appear to us that Ryter was stationed at Sangmelima prior to transferring to Lolodorf. He moved to Kribi between 1938 and 1939, then to Metet par M'Balmayo by May of 1941. Two letters from home received at M'Balmayo August 1944 were forwarded to Coustermansville, Belgian Congo arriving there September 20. We don't have anything else until around October 1947 when incoming covers suggest that Rene and Rose Ryter were back at M'Balmayo.

Things get a bit interesting at this point because we do have mail to an Alfred Ryter who was at Metet during 1946 through at least November 1948; also, the cover from the Gold Coast and another 1940 cover from the Norwegian Mission in Tibati, Cameroun give Rene as Rene A. Ryter. The preponderance of our postal history evidence suggests that Alfred was a close relative of Rene (possibly his brother or son) and that Alfred later served with the Basel mission in the British Cameroons in the 1950s as opposed to the theory that Rene and Alfred are actually the same person. Most telling is a cover with the return address R. Ryter, S/S *Saentis* written in Rene's distinctive penmanship postmarked June 30, 1947 in Marseille to Alfred in M'Balmayo. We don't know as of yet Rene's destination on this voyage.

Numerous covers in our possession show that Rene and Rose Ryter subsequently served at various MPA mission stations in Cameroun including M'Balmayo through February 7, 1953, Yaounde between March 1954 and March 1956, Abong-Mbang between November 1957 and December 1958, Foulasi par Sangmelima between April 1959 and August 1960, and Ebolowa from December 1960 through August 1962. These are approximate dates, deduced from postmarks on incoming and outgoing letters.

A postcard sent June 6, 1951 from Douala to Mrs. Ryter in St. Louis, Missouri, shows Rene flying back from a furlough (probably in America with his wife) en route from Algiers to Metet par M'Balmayo. From November 1956 through May 1957, Mr. and Mrs. Ryter were again on furlough in the United States, at an

address in St. Louis, Missouri. A letter from Paris postmarked March 15, 1963 addressed to Rene Ryter in Ebolowa was received there March 20, 1963 and forwarded to La Neuville, Switzerland where it arrived March 30, 1963. From there, it was again forwarded to Rene in care of the Agricultural Mission in New York, New York. There is no receiving cancel to indicate when it arrived there. We have only a few later covers including one sent from Yaounde July 19, 1967 to Mr. and Mrs. Ryter in Maywood, New Jersey and one sent from Maiduguri, Nigeria July 22, 1968 to Rene Ryter in Yaounde.

Given the massive postal history legacy of the Ryters and other MPA missionaries and additional sources (such as the highly informative MPA magazine *The Drum Call* which was published at Elat par Ebolowa from 1922 through at least the early 1960s), we expect eventually to confirm the details of the Ryters' movements and activities up until Rene Ryter's retirement which came sometime after March 3, 1971, the date our last Ryter cover was postmarked in Yaounde on its way to his wife at an address in Newton, New Jersey.

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Gold Coast Short Payment

Nick Carter

While doing further research on the question of short payment in the Gold Coast and on the short paid fractional notation on the cover described in the previous article, I came across an example of the original UPU "fractional notation. The UPU convention of 1906 (paraphrasing Furfie – ref. 1) was for the country of origin to indicate the number of rate steps to which the letter was liable and double the deficiency in centimes – the latter being calculated from the equivalence to the UPU standard single weight letter rate of 25 centimes.

I illustrate a 1916 letter from Accra to New York. First the letter was franked as though it weighed between 1 and 2 ounces, and second it was franked as though it was going to an Empire, not a UPU, destination. The arrangement whereby Gold Coast mail to the USA was afforded preferential Empire rates did not come into effect until 1 July 1922 (Ref. 2).

The UPU rate was 2½d per ounce and the letter weighed between 2 and 3 ounces. It was thus correctly marked in blue crayon 3/110, the "3" referring to the three weight steps to which the letter was liable. The proper franking would have been 3 x 2½d = 7½d. The prepayment in stamps totalled 2d, giving deficiency of 5½d. Double this amount to 11d and convert to centimes, at the rate of 1d = 10c, and the properly expressed amount owing at destination was 110centimes, thus the second number in the fraction. This was correctly converted in New York to 22 US cents, and so marked.

This illustrates the difference between UPU fractional short payment notation and the fractional system uniquely used in Gold Coast in the 1920s and 1930s.

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2. Ensor M. (Ed), *The Postal Services of the Gold Coast 1901-1957*, p99, WASC, Dronfield 1998

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10

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Nigerian Postcode Labels

Jeremy Martin

At the Salisbury meeting in July 2001 I showed two modern covers, circa 2000-2001 (postmark dates are usually illegible), with labels attached advising that postcodes should be used. Apparently Nigeria is moving towards some degree of postal mechanisation.

The labels are printed in various colours and with different wordings. Figure 1 has an orange background, lettering in black except that "POSTCODE" is in red.

Michael Wright has also provided examples. Figures 2 and 3 have a green background, figure 3 showing the P of "POSTCODE" missing. Figures 4, 5 and 6 have a yellow background.

We presume these labels have been produced locally by individual post offices or postal areas.

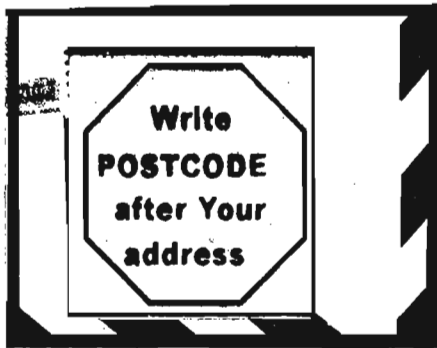


Figure 1

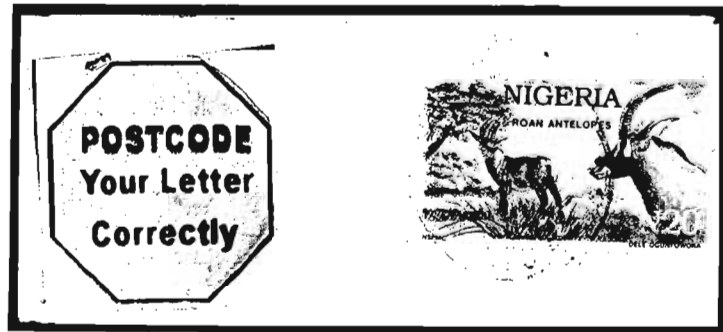


Figure 2

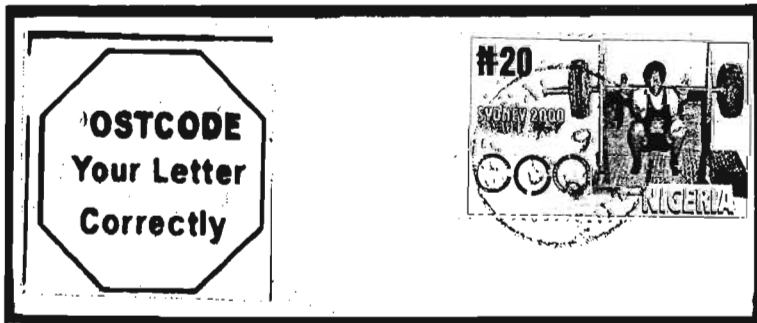


Figure 3

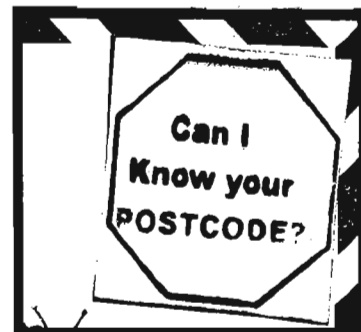


Figure 4



Figure 5

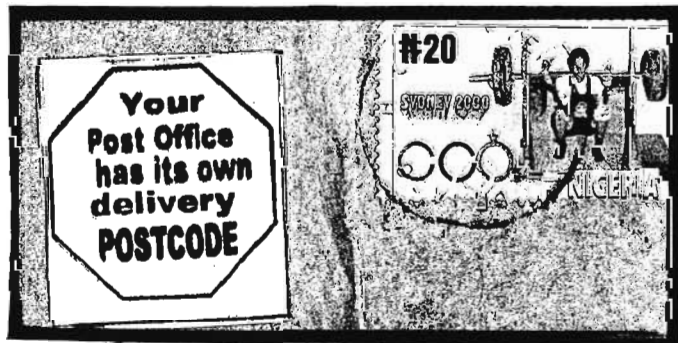


Figure 6

West African WW2 mail “Damaged by Seawater”

Stewart Duncan

At the Spring 2001 show in London Charles Leonard and I purchased two similar OAS covers from Gambia with RAF Censor 84 (Ref. 1) and FPO 109 cancel; Charles’ being numbered 143 on the backflap (dated 3? Or 8? NO 42) and mine numbered 160 (26 NO 42), both to the same addressee. This brought to mind the “Guba” flying boat which had been accredited with clearing a backlog of outward non-official mail early in November 1942 (Refs 2 and 3), except that it had neither crashed nor sunk, to explain the “Damaged by Seawater” cachet. If the numbers were sequential for correspondence a further backlog of mail was accruing and so it was in this context that we started to compile this article to find the earliest recorded date (ERD) and latest recorded date (LRD) and hence the time period to research the use of the cachet.

In Harmers’ catalogue for 6th December 2001 lot 2070 described a further two covers posted in November and December 1942 with DBSW cachets. Now, courtesy of Graham Childs of Harmers, I illustrate the fronts of number 164 (29 NO 42) from Gambia (Fig. 1) and number 190 (in m/s 16.12.42) from Sierra Leone (Fig. 2). Unfortunately they do not clearly show a RAF Censor 40 mark (Ref. 4) mentioned in the catalogue description, but it does extend the backlog into December for more than one West African colony. The writer was a S/Ldr Politeyan who also acted as censor, and if my supposition on the numbering is correct he was a prolific writer; 48 letters in 44 days! Was he a war correspondent in the services? This correspondence raises the question how was it possible to send so many letters without incurring postage; my understanding being that members of the armed forces were allowed one free dispatch per week and any additional sendings were then to be at the 1½d surface rate (Ref. 5) or the 1/3d airmail rate (Ref. 2). The Sierra Leone item is the only one of these covers paying the surface rate. Do other members have similar DBSW correspondence around this time?

Charles has kindly sent me a photocopy of a cover for 23 November 1942 from Gambia with Army Censor 3477 but with a different DBSW cachet of the type illustrated at Figure 3 (Ref. 6) (*ed- I believe this type is usually seen with the bottom frame bar not registering?*). Since this is within the time frame as above, are there two disasters requiring research or was the mail bagged separately for each arm of the services and handled separately on receipt in the UK? If the latter, might one allocate these cachets to the Army and RAF dispatchers at this time?

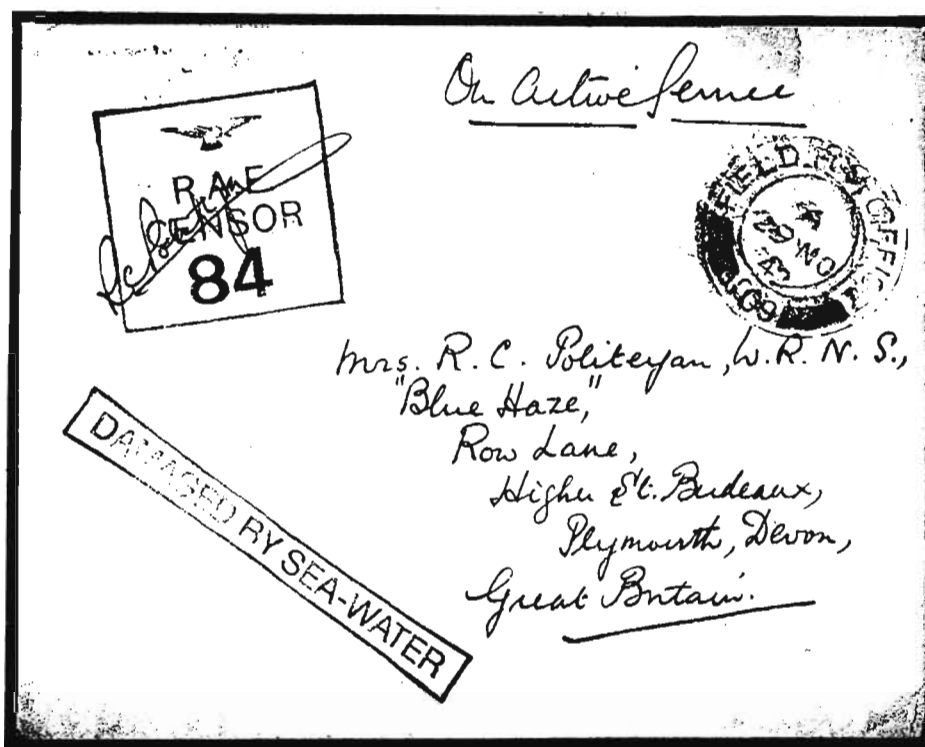


Figure 1

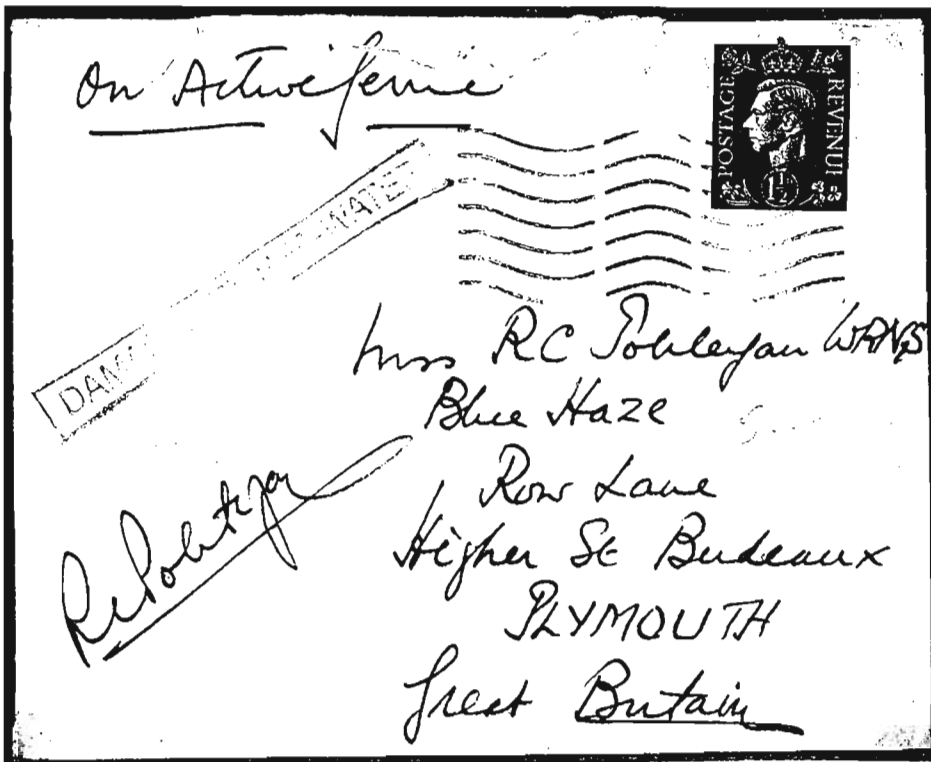
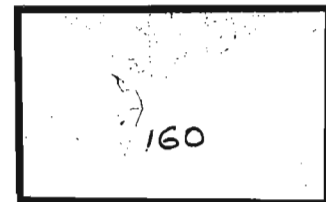


Figure 2



Style of numeral on back-flaps



Figure 3

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R.M.S. "Ebani" on Red Cross Service in WW1

R J Maddocks



Figure 1

Though the R.M.S. "Appam" was the first of the Elder Dempster vessels of the West Africa service to be used, inter alia, as a hospital ship in WWI it has not been recorded in the official lists of such ships. This is probably because the "Appam" was primarily chartered as a troopship in the Cameroons Campaign and was, in late 1914, used as a hospital ship as a temporary measure only pending the capture of Duala, and until the former German hospital there had been re-equipped and re-opened by the British Military medical section of the C.E.F.

The Elder Dempster ship "Ebani" (Fig 2), however, was their first to be completely converted into a hospital ship on a full time basis. Built in 1912 of some 4800 tons gross, she was at Forcados in September 1914 preparing for her return voyage to England when she was chartered for service with the Government of the Union of South Africa. At Cape Town she was fitted out as a hospital ship by the South African Red Cross Society and staffed by S.A. Medical Corps personnel for service in the campaign against German South West Africa. From early December 1914 to mid-August 1915 she made some 17 voyages between Cape Town and Walvis Bay and other ports on the coast of South West Africa, carrying some 5000 sick and wounded servicemen and medical stores.

With the end of the campaign, her service to the Union Government was completed. The "Ebani" was handed over to the Imperial Authorities complete with all her hospital fittings and went on to serve in the same capacity in the Mediterranean, then, from March 1916, in the Indian Ocean carrying sick and wounded from East African ports to Durban and Cape Town. In March 1919 she took wounded West African troops home to Nigeria and Sierra Leone. Finally in July 1919 she carried wounded South Africans from Le Havre in France to Cape Town and on the return voyage embarked 500 German women and children from Walvis Bay and Luderitzburg for Rotterdam.

On 22nd October 1919 she was returned to her owners and resumed the West Africa service, being eventually sold in 1938.

The cover illustrated here (Fig 1), a stampless OAS envelope to England with the cachet "Received from HM Ship/No charge to be Raised", has the incomplete impression of the ship's oval stamp "Hospital Ship "Ebani"". (Courtesy of Cavendish Auctions in whose catalogue of 20/10/2000 it appeared, illustrated reduced, and reproduced here with apologies for the quality of reproduction.)

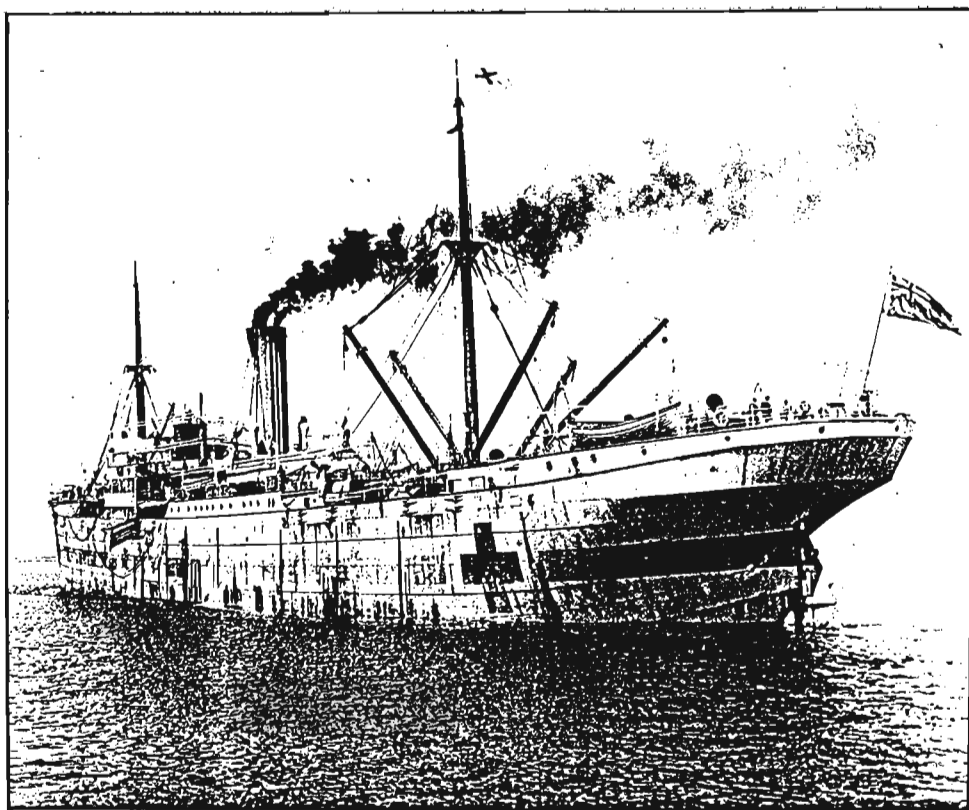


Figure 2; Hospital ship "Ebani" - courtesy of Cape Ship Society of South Africa; Martin Zeendertz Collection



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The sale has strength in British West Africa, with good representations of Sierra Leone and Gambia. Niger Coast is particularly strong with good ranges of local surcharges M. and U., Niger Coast Protectorate covers, including bisects on covers and Niger Co. Territories covers bearing handstamps.

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NIGER COAST 1899. A stampless cover to London endorsed "On Special Service, no stamps available. F.H. Howe, Lt. 1st West African Frontier Force". Charged single 1d rate at Liverpool. Handstamped boxed "The Royal Niger Company / Chartered & Limited / 5 Mar 1899 / Post office / Burutu". Backstamped "Liverpool / Br. Packet" cds. £450

NIGER COAST 1894. A registered cover from Old Calabar River to London, bearing 1894 set of six stamps, each stamp cancelled by cds. £95

NIGERIA 1926. A registered cover to England franked by strip of 5 1d red, cancelled "LAGOS-IBADAN T.P.O." datestamps, with manuscript "T.P.O. South No. 598". £150

NIGER COAST 1895. A registered cover from Old Calabar to London, franked 1894 1d pair, 2d and 1/2d on 2 1/2d blue (SG 52, 53, 65), tied by squared circle datestamp (23 April), large handstruck R, and oval registered datestamps of Old Calabar, Liverpool, London & Twickenham. £900

NIGERIA 1922. A 1d KGV postal stationery post card commercially used from Lagos to Germany. A very difficult item of stationery to find used. £500

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Quiz Questions



Q There are 2 recorded varieties on the Gambia 1½d Victory, one on the 2d Gold Coast, one on the 4d Gold Coast, 6 (or rather 1, progressive) on the Nigeria 1½d, 3 on the Sierra Leone 1½d and 1 on the 3d. What are they and where on the sheet do they occur? For off-shore specialists, what letter can be found scratched on the Plate, printing outside R1/6 on both the Ascension 2d and 4d? What letter similarly appears on the 2d St. Helena? What are the 3 Plate varieties on the St. Helena 2d and 4d?

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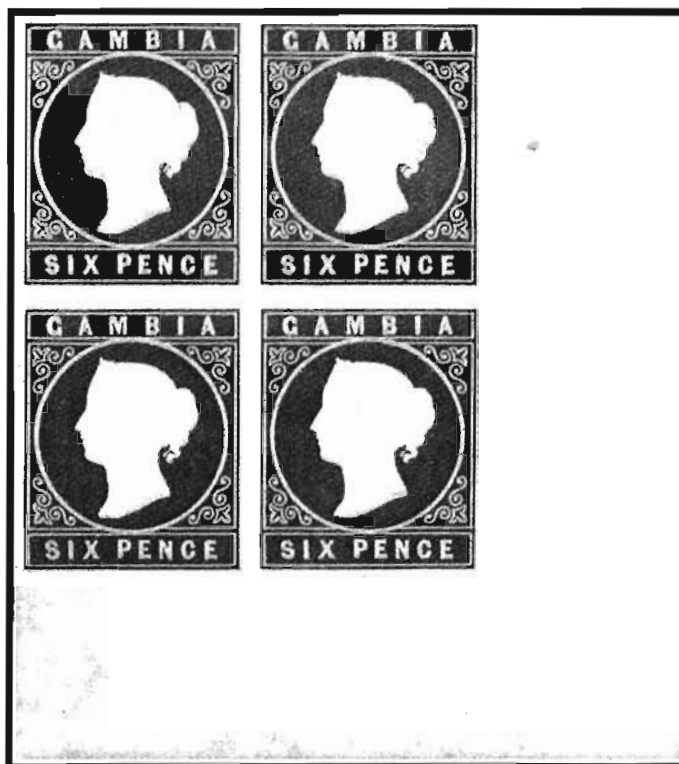
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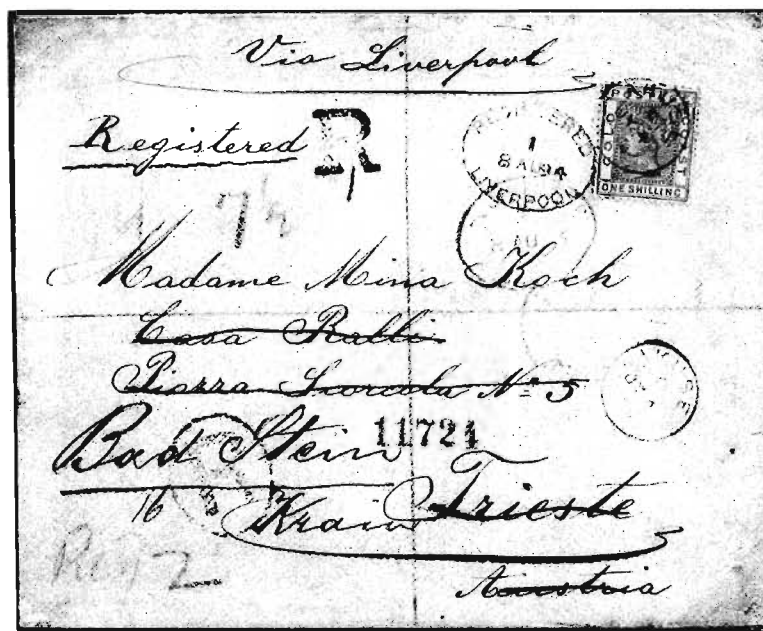
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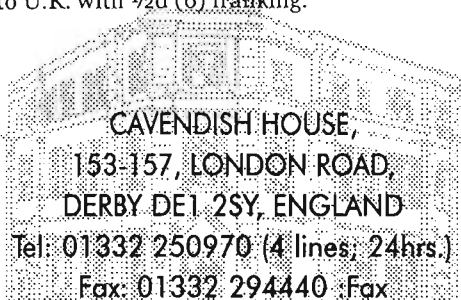


1894 Akuse – Liverpool redirected registered cover franked with 1/- lilac.



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