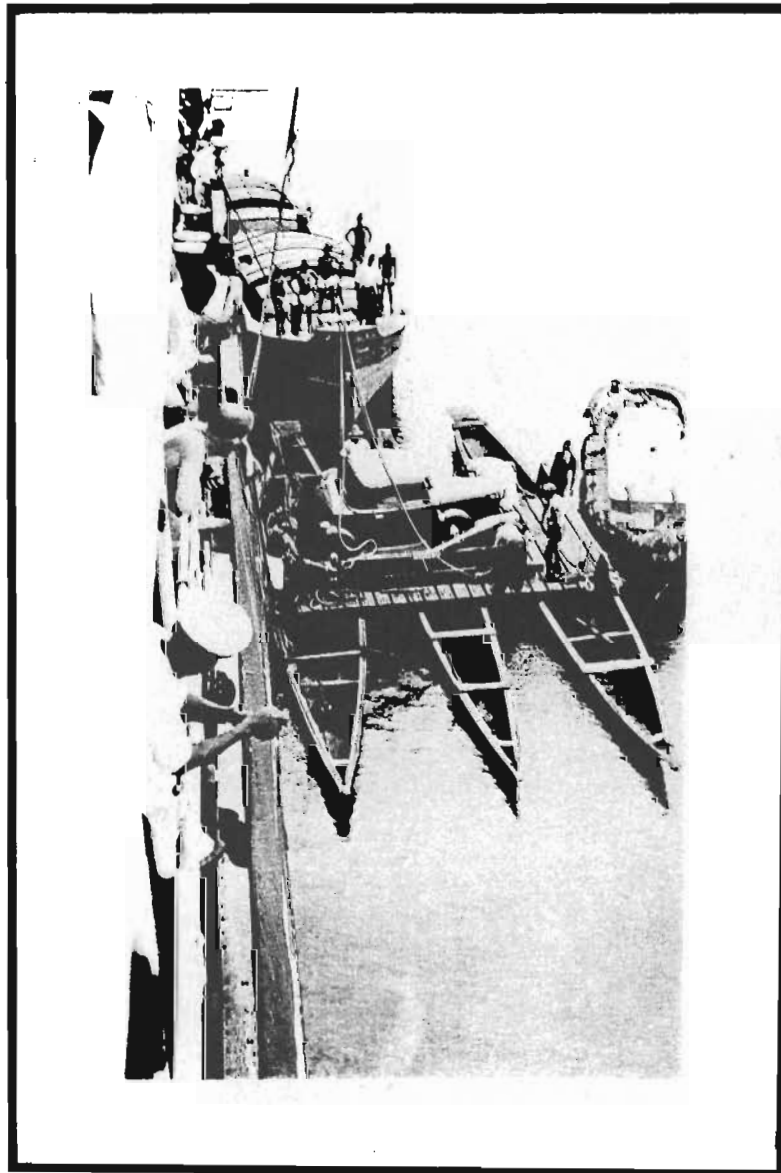


CAMEO



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Front Cover

Unloading a car in the 1930's somewhere on the coast of West Africa. This is one of the snapshots recently found by Marty Bratzel who is seeking help identifying locations; see letter on page 168

Editorial

Since the last issue of *Cameo*, we have lost two long-standing friends of West African philately; Len Weldhen of this society (see p171) and Robert Stone of various France and Colonies societies, the Postal History Society and the APS. Both became "academic philatelists" by joining, and becoming active in, societies such as ours at a relatively early age.

This does not seem to happen these days; the replacement of such members tends now to be by new members joining in their 50's or older. So, how do such societies attract and welcome new blood?

John Powell is wrestling with this issue and will be reporting to the committee and the next AGM. As one of the newer, younger members (now 49 and joined in 1990!) I would offer my experience, which is that great expertise can be intimidating, particularly if the new member does not have deep pockets!

There is an unfortunate tendency among some philatelists to equate the value of exhibits at meetings and competitions with the worth of philatelic research. For members who have not yet attended meetings I hasten to say that this is not something that applies to the WASC. We do see fabulous material, beautifully presented, but there is also a well-recognised opportunity to present research undertaken with low value stamps and postal history, particularly post-Independence material, and postmark studies. The important feature is that the material is supplemented by the presenter's own efforts to explain the background. Such philately does not interest all members but there are kindred spirits for most topics (we are short of Ghana enthusiasts!) and a lively exchange of notes, with help for the less-experienced exhibitor.

A letter in this issue from Marty Bratzel set me thinking about what happens when an expert philatelist dies. Much of our knowledge is never put on paper and dies with us. Accumulated papers get dispersed or burnt. A much-published railway author I was talking to last year was bemoaning the fact that his executors knew nothing about railways, so what would happen to his unpublished papers? I suggested he might have chosen the wrong executors, and could easily change one of them to a trusted railway contact.

Members can do the same, or bequeath papers to a library or the society for future use, but surely the best solution is to publish as much as possible in our lifetimes, and be able to put research and conclusions down on paper exactly as we would want to. Posthumous publication by others is going to be second-best even if a colleague can be found who has the time, enthusiasm and expertise to sort out those research papers. Publishing current research is a key role of the WASC for its members, especially to enable newer members to stand on the shoulders of experts, to misquote Sir Isaac Newton.

Rob May



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



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

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

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

Royal Navy "Packet Mail"

Dear Rob,

I have sent Colin Tabcart the following letter regarding his article in Cameo Vol 7 No 3 page 132.

"I have just seen your page in Cameo on Royal Navy Packets to (and from) West Africa. Prior to the introduction of the monthly service naval vessels were authorised to act as "occasional packets". Unfortunately I cannot immediately find my reference for the authorisation. Mail could also theoretically be sent to or from other places, being forwarded privately from or to Sierra Leone. I have found only one possible item and, being dated in 1846, it might have been picked up at Cape Coast Castle itself by a passing naval vessel and then charged as packet mail.

I have been accumulating material for some years and can provide information on the following

To London	Via DEVONPORT SHIP LETTER	From Cape Coast - 21 August 1846	1/-; charged as a packet letter
To London	Via PACKET LETTER DEVONPORT	From S.L. – 15 Feb 1847, to London 8 April 1847	2/-
To London	Via PACKET - LETTER PORTSMOUTH	From S.L. – 13 March 1847, to London 2 April 1847	8d; charged as a ship letter
To Sierra Leone	HM Sloop "Kingfisher"	From London 31 Oct 1848	1/-
To London	Via PACKET - LETTER PORTSMOUTH	From S.L. 3 Feb 1849, to London 11 March 1849	4/-
To London	Endorsed HMS "Penelope", London PACKET LETTER, but missed the March packet or it did not sail	From S.L. 9 Feb 1849, to London 9 April 1849	1/-
To London	HM brig of war the "Cignet", London PACKET LETTER	From S.L. 31 Jan 1850, to London 25 March 1850	1/-
To London	HMS "Sealark", London PACKET LETTER	From S.L. 22 March 1850, to London 2 May 1850	1/-
To London	No entry mark	From S.L. 14 Feb 1852, to London 8 May 1852	1/-

The first letter I have recorded by the contract mail service arrived at Liverpool – PKT LETTER LIVERPOOL on 17 Nov 1852 (to Wakefield). "Forerunner" left Sierra Leone on 12 Oct 1852. Theoretically there could have been 57 scheduled monthly naval voyages plus the occasional earlier one."

John Sacher, Dorchester

☰ Cameroun 1961 Sterling Overprints (1)

Dear Rob,

Regarding the sterling overprints definitives set I have tried over the past few years to get even a crumb of information as to where the overprinting was done – without any success whatsoever. At the time I was up-country and was not au fait with what was happening in Buea. Civil servants and Government advisors were being parachuted in and out ad nauseam from the oddest of sources and with varying degrees of competence. Most of the old hands of the British colonial service had left or were about to. Some of these I have contacted, including one who was secretary to the PM, but nary a lead, though most doubt whether the Government printer at Buea had the facilities to overprint the stamps

No one could give me the name of the Government printer and your mention of G.B. Pound (*on advice from Michael Ensor – ed*) is the first I have heard of and quite unknown to me. It seems he was one of the parachutists!

I will certainly bandy his name around, but it is 40 years on from the event and my contacts are now in their 80's, and like me though younger, with fading memories. Buea today is a provincial backwater without any political importance or Government office since the demise of the Federation. Records? Hardly an African priority in their day-to-day grind!

Will let you know if I get any leads.

☰ Cameroun 1961 Sterling Overprints (2)

Dear Rob,

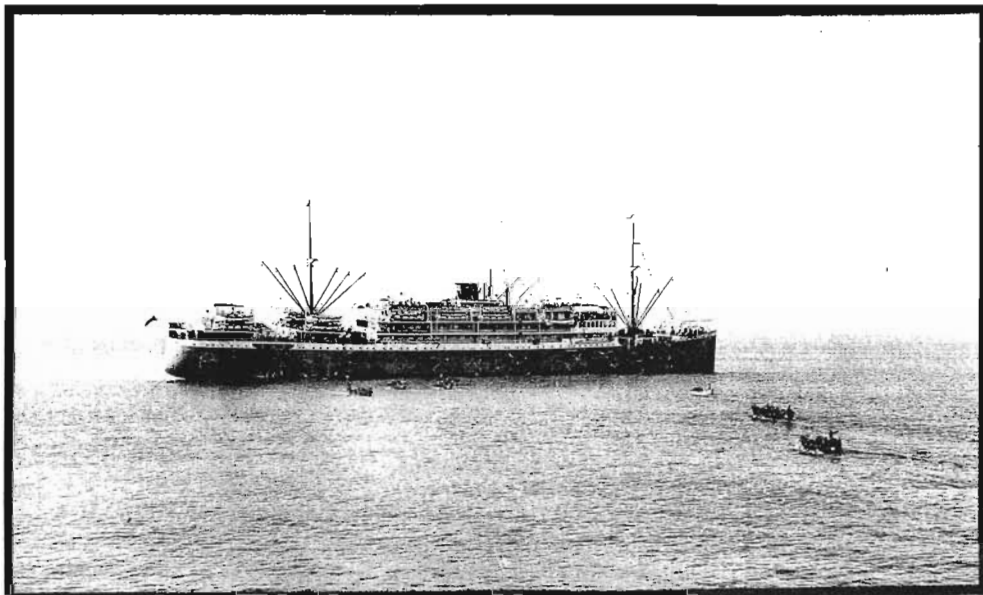
The one time Government printer at Buea around the re-unification period mentioned by Michael Ensor, Mr G.B. Pound, is deceased.

I have further ascertained that the press at Buea was set up there around 1955 primarily to print the Southern Cameroons Gazette. The person responsible, a Mr Shaddock and my informant who left Buea on 30th September 1961, says that as far as he can recollect the equipment installed would not have been capable of overprinting stamps. The work would had to be put in hand some weeks ahead of the re-unification date of 1st October 1961 and, though he was not the Government printer himself, he was unaware of any such preparations at Buea.

Personally, as I said previously, I am of the opinion that these definitives were not overprinted there. The re-unification commemorative trio might possibly have been, but I think it most unlikely – Douala or Yaounde are better possibilities. Carry on sleuthing!

Bob Maddocks
Oswestry

Ed – could whoever collected the set of Southern Cameroons Gazettes from the BPA repository at Fleet recently please make them available to me to research this point further? They may have been picked up with the Nigeria set.



Where are We Today?

Dear Rob,

I recently acquired a series of more than 100 snapshots taken by an American family who toured West Africa in the 1930's. They travelled aboard the "Padnsay" of the American - West African Line, departing/ arriving Boston/ new orleans with ports of call including, among other places, Cabo Verde, the Canary Islands, Senegal, Liberia, Gold Coast, Nigeria, Fernando Po, Cameroun, Gabon and Belgian Congo. There are some great shots of ships (a number are identifiable but see below previous page - is this the Padnsay?), ships officers, lighters, cargo transfer (see front cover), towns, local officials, residents, the touring family, fashions (European and African), a Bleriot seaplane, and more!

But where are we? Unfortunately the vast majority of the photos are unidentified.

If there are any coasters who would like to look at the pictures and identify location, you are most welcome to do so. If anyone would like to use any pictures to illustrate articles (preferably in Cameo!), so much the better. All I ask is a contribution toward postage and, if there are any photos from Cameroon / Cameroun (I found two of Kribi), please let me know so that I might use them as illustrations as well.

Marty Bratzel
Windsor, Ont, Canada

Cameroun Reunification Commemoratives

Dear Rob,

My 6d re-unification stamp on an air-letter from Mr. Burnham to his son was postmarked Manyemen on 16 Jan 1962. This was probably in your mislaid notes.

Brian Lythgoe
Frodsham, Cheshire

Gold Coast 1928 Artwork

This e-mail has been forwarded by Frank

Dear Frank,

We have just acquired for the Crown Agents Archive the original artwork for the Gold Coast 1928 set. We have the 3d value in a design similar to that issued, but without the tree on the right.

David Beech

French West Africa north of the Niger

Dear Rob,

I congratulate Peter Kelly on his excellent article, as above, in January 2002 Cameo. I would like to supplement your information in relation to the role of the Nigerian railway system in the early 20th century.

The rail link from Lagos was completed to Kano by 1911 and mail is known to have been carried by camel train between Zinder and Kano, where it entered the postal system. This route provided a faster service via the mail-boats calling at Lagos. Subsequent to the incorporation of the Colony and Protectorate of Nigeria on 1st January 1914, a number of covers are known via the Zinder PO with a 1d Nigerian adhesive cancelled by the Kano cds (*I think I recall seeing a least one cover with 1d Nigeria stamp cancelled Zinder - ed*) Even prior to completion of the railway to Kano use of this route is known, while examples do occur of covers using the Niger River to the port of Forcados.

Jack Ince
Stirling, Ont, Canada

◇ ◇ ◇

Cameroun TPAC cancels

Dear Rob,

I have been researching, in conjunction with WASC members who collect Cameroons, the use of French military cachets and of the French postmark "Trésor et Postes aux Armées Cameroun" (TPAC) during World War I, on cover, with the intention to publish the results.

Members may have TPAC cancellations on loose stamps. I have not so far included dates of these in my analysis. One reason is that, until late 2001 I had not noted them systematically, but also many strikes are in blue, often on uncommon values (ie not 1c, 5c, 10c, 25c and 35c) which are probably from sets cancelled to order. Finally I am aware that considerable backdating occurred with the TPAC and "Duala Kamerun" hand-stamps once they were in French hands from April 1916.

I should however be interested to know of any loose Corps Expeditionnaire stamps with TPAC cancels dated before 1 April 1916 (state colour) which members may hold.

Dudley Cobb
Paris, France

In response to Marty Bratzel's article in Cameo vol 7, p135, January 2002, John Mayne sent him photocopies of other related material. The following is an edited response from Marty.

Dear John,

Although not officially asked, I suppose I have become the collator of Appam covers.

I would like to take up your kind offer of copies of your German postcards related to the Möwe and the Appam. I would be particularly interested to know who produced the cards and when. Bob Maddocks wrote up two view cards in the March 1999 issue of Vorläufer, which may or may not be on your list.

I already have copies of material from the US National Archives which Cameo readers may be interested to know if they wish to provide additional material or to know who to turn to for future reference. Upon my demise (not any time soon, I trust), my photocopied holdings of Cameroun-related material will be donated to the American Philatelic Research Library, for posterity.

Marty Bratzel
Windsor, Ont, Canada

Dear Rob,


The following were discovered recently at a stamp fair:

Dahomey 10c (Yvert 47) un-overprinted cancelled Nuatja type 010.02 on 2 July 1916. This issue and value have not been recorded used at this post office, nor is the cancellation reported used on any Occupation stamp issue, though I have an example on a Wilson cover.

Togo (Yvert 40) used 5 May 1922 and cancelled by German Anecho cancel type 003.02. This issue is not often seen used before 1923 and I note from the listing on page 36 of Martin & Walton this is the only stamp so far recorded used before 22 July 1922, the date the League of Nations mandate came into operation.

John Mayne
Bridgnorth

◇ ◇ ◇

 **Nigeria 1961 £1 watermark inverted**

Dear Rob,

A few months ago I discovered a used copy of this stamp in a dealer's stockbook, and have obtained a "Royal" certificate for it. I think this must be the second copy discovered.

Jeremy Martin
Salisbury

❖ ❖ ❖ ❖

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 52 No 1, March 2002

"Airmail Letter Rates from French West Africa to the UK and Europe before WWII" by Bob Picirilli

"Cachets Cancelling Airmail Routes" (two AEF queries) by Robert Johnson and Barbara Priddy

UNSG Philatelic Bulletin – Official Journal of the United Nations Study Group, Vol 30 No 2 January 2002 "Registered Letters from Southern Cameroons 1959/60" by Stanley Simpson (a copy forwarded to the Librarian)

Civil Censorship Study Group Bulletin Volume 29 No 2, April 2002

"WWII – Sierra Leone – QQ15" by Graham Mark and "1956 Ivory Coast – a query" by Tony Brooks

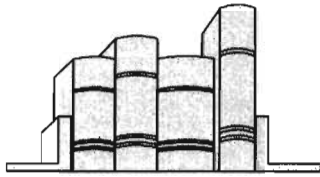
Timbres Magazine

"Le périple africain oublié D'Estailleur Chanteraine" by Pierre Guichenduc, re a 1931 flight round the whole coast of Africa, September 2000

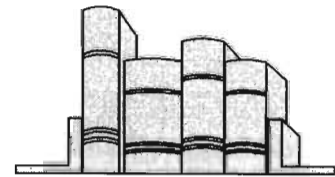
"Les bureaux postaux militaires francais en Afrique" by Pierre Couesnon, re post 1990 French FPOs including Tchad and Gabon, December 2000

"Brazil, Brésil" by Bernard Aboucher and Vital Ferry, re the history of South Atlantic airmails up to the present, February 2002.

New book "Star Dust Falling" by Jay Rayner, pub Doubleday £12.99 gives a general history of BSAA and then particularly the disappearance of "Star Dust" over the Andes in August 1947, and its re-discovery.



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.

Research on Elder Dempster mail connections with West Africa

John Knight and Peter Newroth

John Knight and Peter Newroth are researching West Africa maritime mail connections, primarily operated by Elder Dempster Ltd. The object of their research is a major manuscript for publication including details on sailing dates, routes, ports of call and ships that served West Africa during the period 1852 to 1952. While primary data will be extracted mainly from London archives and libraries, input and assistance from WASC members is requested.

Peter proposes to develop a database of examples of mail carried to and from West African ports on Elder Dempster vessels (and possibly some competing lines). WASC members can assist by checking their collections for covers with clearly dated departure and arrival markings. Some covers may be annotated with the name of the intended steamer. Members in the UK and Europe are encouraged to contact John Knight, and members in North America and other areas may contact Peter Newroth.

Funding assistance for this project is gratefully acknowledged from the Stuart Rossiter Trust and the Julian Chapman Memorial Scholarship.



Len Weldhen

Len died earlier this year and so the circle lost its longest surviving member. His death occurred some hours before he had planned to come to the Spring meeting of the circle and to enjoy a lunch in London. He had joined the original Gambia Study Circle before it extended to the rest of former British West Africa. He served as Secretary, Treasurer and Librarian. Gambia was his first collecting interest and continued to be that throughout its life. During this time he formed one of the finest Malta collections ever assembled, a splendid collection of New Caledonia and several high-quality Great Britain collections. More recently he started to assemble a study of early British postage due material which began in the sixteenth century. He valued his extensive library as much as his stamp and postal history material.

Always he was a discriminating collector, looking for the finest and most important items. He made a careful study of catalogues and philatelic articles. In Gambia he owned some of the rarest material known. Some of this he showed to the Circle but he was not primarily an exhibitor, preferring to discuss his collections with a very few friends. His study of gambia Specimen stamps was the foundation of our present knowledge and, with Colin McCaig, he did much work on the Elephant & Palm issue. Overall, he knew more about Gambian stamps than anyone else.

We shall miss his shrewd comments and friendship. He enjoyed philately which provided some consolation to him after the prolonged illness and loss of his dear wife. At his funeral his family and Masonic friends gathered to remember a delightful and affectionate person. It was a privilege to be there to represent the Circle

Philip Beale

Auction report



Bonhams - Weldhen Collection



Bonham's are pleased to announce that they have been instructed to offer for auction the collection of Gambia formed by the late Mr. Leonard Weldhen.

The collection features many unique and important items, with particular strength in the Cameo issues, including 1871-74 4d and 6d complete proof sheets of fifteen overprinted "CANCELLED", 1874 imperforate watermarked CC 4d and 6d in unique complete sheets, and later Cameo issues in sheets. The KEVII to QEII part of the collection includes many varieties, blocks, proofs and specimens, with a particularly handsome array of KGV 1922-29 "Elephant & Palm" issue.

The collection will be auctioned on Friday 11th October. For further details please contact Bonhams Stamp Department on 020 7468 8373.



Diplomatic Letter from Freetown, 1884

Tom Butlin

On 23 July 1883 William Grey-Wilson arrived in Freetown, Sierra Leone per SS "Lagos" from England, and assumed the duties of an Assistant Colonial Secretary and Treasurer. His tour of duty also took him to Sherbro and Sulymah per the colonial steamer "Prince of Wales". In June 1884 he was granted leave of absence on full salary for two months following his promotion to Assistant Colonial Secretary, Gold Coast Colony. He was replaced at the Colonial Secretariat and Treasury Department in Freetown by Thomas Robert Pakenham, who was granted sick leave and died aged 30 on 5 September 1885 on board SS "Benin" en route to Liverpool.

The following letter, which I have transcribed, was addressed to Mrs. Wilson, The Rectory House, Warfield, Bracknell, Berks and sent by Diplomatic bag via London. It was posted in Lombard St BO on 23 April 1884 and received in Bracknell the following day.

"West Africa
Government House
Monday March 31st 1884

My Darling Mother,

Yesterday the S S 'Lagos'- the one I came out in - came in - and warned me that another mail will go home before I can get letters to answer, as the mail now due is a Gambia boat. Fortunately the 'Lagos' has gone down to Sherbro and will therefore probably not leave before Wednesday night still the margin is short, with days filled up with office work and nights spent socially.

Yesterday we had a strong Harmatan blowing, it is most disagreeable - one's skin parches - the throat becomes sore - the lips crack - the furniture explodes - pens split, & water becomes very cold from

evaporation the air is also charged with very fine dust from the desert, it is now very late in the year for them, & so it cannot last long I take it. Everything in Freetown is frightfully burnt up - grass is a dull red brown & nature generally thirsting for rain. We had a very large fire here on Saturday morning - about 2.30 am Jackson aroused by the fire bells - through which I slept peacefully, rushed into my room & awaking me - we hurriedly dressed & went out- it was very near Govt. House and in a densely housed part of the town. We worked hard until long after day light when all danger of the fire spreading had vanished as we had cut him off on all sides & left him to consume everything he had laid hold of. We pulled down a great number of houses, wooden ones and saved a stone church just built & not fitted up. Some 30 or 40 houses are burnt out, many of which are fine stone houses — “stores” — “public houses” & “shops” and private houses - the damage is estimated at £30,000. and I am afraid there is little or no insurance in the case.

I yesterday most unintentionally perpetrated a brutal joke. My room extends over the passage which is fitted up as a messengers waiting room & where the Sergeant orderlies etc have their being. Yesterday I was annoyed at having been given a medium sized bath when there is a very big one in my room so I resolved to change it. The weight of water turned the bath on one side & away went a deluge. That pouring through the open floor floated the Sergeant underneath off his “perch” as uncle Alexander would say & I heard fearful yells - but laughter seized on me when I fully realised that the Serg. brushing himself in his best Sunday clothing had been unwillingly bathed a la shower bath.

Wednesday 2nd April - yesterday the 1st of the month - pay day and general rush were very full of general work. I went for a walk with J. in the evening and we again visited the fire which is not yet quite out although they have been able to collect everything that is of any value. Still the ironmongers with a good stock of anchors on hand did best & have more than others of their stock left.

3rd April. Our mails came in last night and since then I have been in a whirl. The only letter was your long one of March 13th & enclosures from Mags & the Agra Bank. We had a busy night last night The mail came in at 7 pm for home & this & Mags’ must now go in the bag as the mail is closed. This morning early I got a letter covering despatch from Lord Derby offering me the 4th Asst Colonial Secretaryship of the Gold Coast Colony — salary £600 and a house -H.E. (*His Excellency – ie The Governor*) had orders if I accepted to send me on as soon as possible, I have accepted & I sent home a strong appeal to the Secretary of State for leave before going down there, as H.E. says he can’t let me go for 6 weeks, until Griffith comes out. There is time for an answer & I hope it will be satisfactory. H.E. is pleased to be complimentary as to the loss the colony is sustaining here & of course I cannot help being very pleased - as there are many men here who have been here for years - and would give much for this chance. I am writing in such haste that I have no time to tell you much. Fred may be able to find out at the C.O. if my leave is granted then you will know before I do. I shall telegraph to Fred from Madeira when I am en route home. If he does find out re leave ask him to let Mags know.

Much love to all
Always your devoted son
W. Grey Wilson”

I should be interested to hear via Cameo whether any other letters from W. Grey-Wilson have survived. An envelope addressed to him was featured in a Cameo article by Mike Roberts (Ref.3). This too had been sent by diplomatic bag, which, when I was in the Diplomatic Service, was the usual and most reliable method of communication between private persons and members of British Embassies and High Commissions abroad, and vice versa.

References

1. Sierra Leone Royal Gazettes for the years 1883, 1884 and 1885
2. Burke’s Peerage, Baronetage and Knightage, London 1952
3. Roberts M., “Diplomatic Mail to Sierra Leone?”, *Cameo*, Volume 6 p120, WASC, January 1999

West African Airmail First Flights, Part 7

Jeremy Martin and Tony Plumbe

1982

- 12 February Alitalia special flight Rome – Lagos, Second Visit to Africa of Pope Paul II
17 February Alitalia special flight Lagos - Cotonou, Second Visit to Africa of Pope Paul II
30 March Madrid – Las Palmas – Lagos – Malabo by Airbus 300 (airline ?Iberia)
31 March SAS first flight UNO Wien- Lagos by McDonnell Douglas DC8

1983

- 29 March Lufthansa first flight Frankfurt – Lagos by Boeing B747, Flight No. LH560
29 March Lufthansa first flight Lagos – Frankfurt by Boeing B747, Flight No. LH561

1984

- 28 March Nigeria Airways first flight Zurich – Kano by McDonnell Douglas DC10, Flight No. WT831

1985

- 2 November Lufthansa first flight Frankfurt – Lagos by McDonnell Douglas DC10, Flight No. LH558.
First flight covers exist for Frankfurt – Lagos and Lagos – Libreville legs
2 November Lufthansa first flight Libreville – Lagos – Frankfurt by McDonnell Douglas DC10, Flight No. LH559

1987

- 1 April Lufthansa first flight Frankfurt – Lagos – Libreville by Airbus A300, Flight No. LH558, also embodied in green cachet “4, Marz 1962/ 25 Jahre/ LH 720 Frankfurt-Lagos”
1 April Lufthansa first flight Libreville - Lagos – Frankfurt by Airbus A300, Flight No. LH559
1 April SABENA first flight Brussels – Kano by Airbus A310
1 April SABENA first flight Lome – Kano by Airbus A310
1 April SABENA first flight Cotonou – Kano by Airbus A310

1992

- 7 January Lufthansa first flight Douala – Lagos by Airbus A310, Flight No. LH558. Endorsed on back with boxed “Arrived ob Camair Flight” and b/s Lafiaji Lagos B.O.3 460

1994

- 24 January KLM first scheduled flight Amsterdam – Lagos by McDonnell Douglas MD11, b/s documentation LFAO Ikeja

2000

- 31 October Lufthansa first flight Frankfurt – Abidjan – Lagos by Airbus A340, Flight No. LH560, endorsed in red on face “RA 229 Royal Nepal Airlines/ Kathmandu – Frankfurt/ Boeing B757-200 on 22 SEP 2000”, and 45mm diameter Nepal Philatelic Bureau Kathmandu 22 SEP 2000 postmark on Rs15 adhesive.

With many thanks to Tony Plumbe, who has supplied all these flight details.

Abbreviations

- KLM Koninklijke Luchvaart Maatschappij
SABENA Socite Anonyme Belge d'Exploitation de la Navigation Aerienne
SAS Scandinavian Airways System

References

- 1 Martin J.J., “*West African First Flights*”, Cameo Vol. 6, pp194-5, 228-9 and 304-5; Vol. 7 pp8-9, 58-59 and 116-9; WASC July 1999, January 2000, July 2000, January 2001, July 2001 and January 2002.

POW Camps in West Africa in WW2 - Part 2

Jeremy Martin

Previously in Cameo (Ref 1) I wrote about camps in the Gold Coast, Nigeria and Sierra Leone. Martin Morger of the Comité Internationale de la Croix-Rouge (ICRC) has kindly forwarded further information

“The ICRC file about camps in Afrique Occidentale Francaise (ACKR B G 17/AOF) contains, besides material about camps in Algeria and Morocco, documents relating to Sebikotane (Senegal), housing first German prisoners, later British prisoners, and to Koulikoro in former French Sudan. There is also mention of a camp in Timbuktu in correspondence with the British Red Cross Society”

Martin Morger enclosed copies of documents from the file;

28 March 1940, German Consulate, Geneva to ICRC

This letter from the German Consulate handed a report to the ICRC concerning the conditions in the Dakar Camp (Senegal) and the treatment of the Germans interned there. The report was titled “Report on the French Internment Camp at Sebikhotane (sic) near Dakar (Senegal)” and was dated 20 February 1940. It states that “There are accommodated in Sebikhotane the crews of the three German ships “Halle”, “Santa Fe” and “Jun”, and 34 other Germans brought from various other ships. By virtue of an old French law Germans, including civilians, who are captured on the high seas are considered prisoners of war, whereas Germans who were taken off ships in Dakar harbour are considered civilian prisoners. The difference in their treatment on the part of the French is simply this; prisoners of war receive a paltry payment of 15 francs a month while civilians get absolutely nothing. All have to work”

The report goes on to complain about the poor accommodation, deficient medical treatment and inadequate catering. “The hygiene conditions in the camp defy all description. Two washbasins and four lavatories for 160 men!” One prisoner, Theo Möller, died. There were, apparently, in Sebikhotane, 9 Germans over 50 and 8 under 16, and a request was made for their immediate release.

At the end of January 1940 two Germans tried to escape but were re-captured after three days.

28 May 1940 Ministère des Affaires étrangères, Paris to ICRC

This brief report from Paris advised that the German civilian internees at Sebikotane are accommodated in new and well-ventilated buildings. Their food is the equivalent to that of European-based troops stationed in Senegal. Theo Möller died following a serious attack of malaria

17 November 1941 Croix-Rouge Francaise, Vichy, to ICRC

This report was from General Verdier in the “Zone Libre”, Vichy. Much of the report concerns the sending of parcels to French internees in French Equatorial Africa.

PRISONERS of AEF and ENGLISH COLONIES

A branch of the British Red Cross had been opened in Bathurst, Gambia. “We have made contact with Bathurst; we have besides always maintained relations with the Red Cross Committee of Gambia and have been at one in providing Red Cross services. We have communicated this agreement to the military, maritime and civil authorities in Dakar. I have offered to pass on under the auspices of the Red Cross all mail addressed to the prisoners.”

“As for ... parcels, I can tell you that a first set of five parcels for each camp in the south is ready for despatch within the week” “Parcels will be specially marked and are addressed to the British Red Cross at Gambia and accompanied by a letter from our Committee”

“ ENGLISH PRISONERS

The English internees are still at Koulikoro, Sudan; they are few in number and receive parcels and letters from Gambia passed on by us. We have sent them books and the Committee in Sudan looks after their comfort. Here we have had several survivors of torpedoings. Madame Lanes has been to visit the victims and provided them with basic necessities. The sick are well looked-after, and we remain in contact with them. In Conakry the Committee has distributed approximately 25000 francs of food, linen and medicine to survivors. We have particularly stressed to the authorities our role as the Red Cross, and every assistance will be given to the Committee so that its supervision bears fruit. We ourselves

often lack vital items such as mattresses, mosquito nets and quinine. I have written to Bathurst asking them to send certain vital products that our swollen population forces us to ration.

“BELGIAN INTERNEES

Some thirty Belgians are interned at the present time in a camp near Dakar. We have been to visit the, and have caused improvement work to be undertaken on the camp; we have brought food, newspapers and books and we keep an eye on their needs. Similarly with the ships in the road, we have made known the actions of the Red Cross – material help, sending messages, health checks.”

11 August 1942 British Red Cross, London to ICRC

This letter includes a report on the conditions of the British internees detained by the Vichy French. “I expect you are aware that discussions have been going on through the Protecting Power in regard to arrangements for both the British internees in the hands of the Vichy Government and the French internees in our hands, referring particularly to those British internees detained in tropical Africa.”

“Enclosed; extracts from Report on British Subjects interned in Timbuktu” . Those extracts are missing.

Summary

Camps at; near Dakar, Senegal for Belgian internees

Koulikoro, French Sudan for British internees

Sebikotane, or Sebikhotane, near Dakar, Senegal for first German, later British, prisoners

Timbuktu, French West Africa, for British internees

The camps near Dakar may, of course, be one and the same

My thanks again to Mr Martin Morger of the IRC, Geneva for his help and also to my brother Roger who translated the reports.

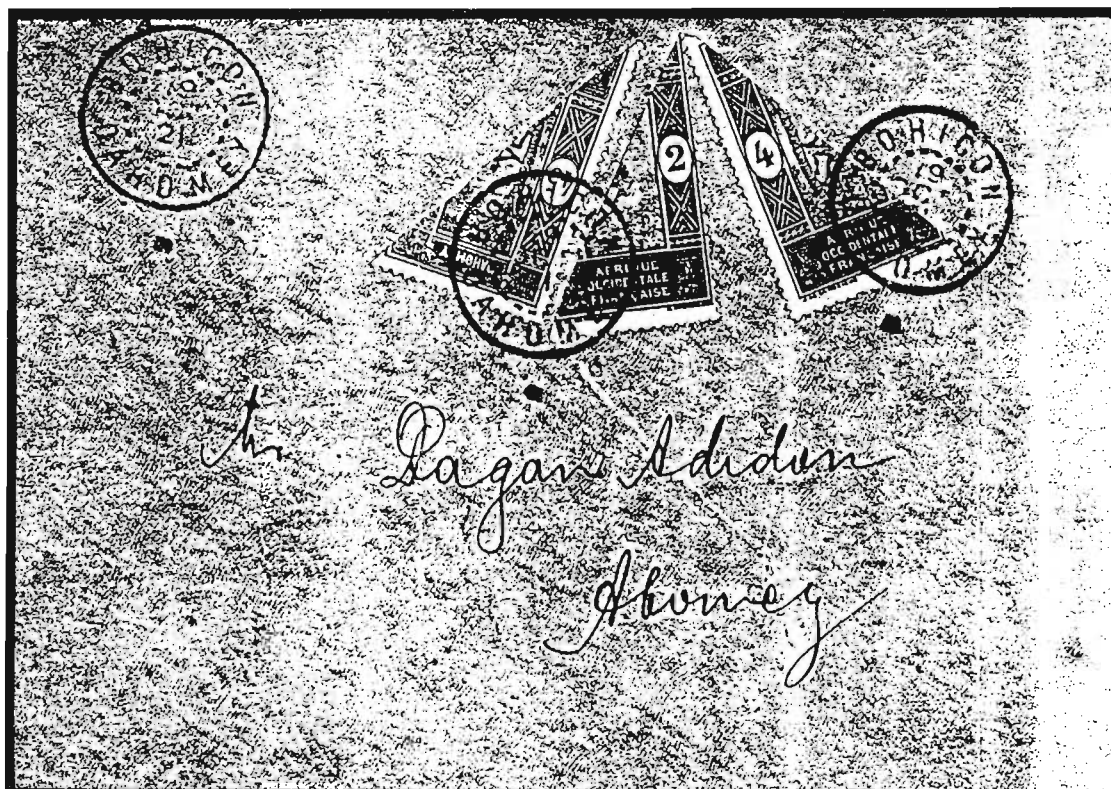


Figure 1

The 1920-21 Bisects of Dahomey and Togo – Part 2

Chris May

Following my earlier article in *Cameo* (Ref 1), John Mayne wrote to me firstly confirming that the Togo bisect seems so far to be unique and asking why I find its date of 19 April 1921 interesting.

I think we need to link this to Jeremy Martin's article on Togo postmarks in *The France & Colonies PS Journal* (Ref 2) and consider that the 1916 Togo overprints are based on the 1913 Dahomey issue, all of which were printed in Paris and also, I am assuming, overprinted there (Martin & Walton – Ref. 3 – is silent on this point).

Now how did Paris arrive at the relevant quantities of stamps of the various denominations needed in 1916 for Dahomey and (overprinted) for Togo? The impact of the war on manpower and supplies at the printing works cannot be ignored, nor the difficulties in meeting changing demands for stamps, nor finally the problems in transporting them to the Colonies. We know from Jeremy Martin (Ref. 3) that the next issue for Togo had a nominal issue date of July 1921, but that earliest known dates vary widely and my experience is also that the 1921 issue came into use as stocks of each value of the 1916 issue were exhausted. It would be worthwhile to follow Jeremy Martin's lead and compare LKD for the various values of the 1916 issue with EKD for the equivalent values of the 1921 issue.

We also know that the un-overprinted Dahomey 1913 issue were in use in Togo in 1915 – 1917 and I also have a copy used in 1921 in conjunction with Togo overprinted stamps. So, in this period post offices including Anecho and Atakpame were supplied with these stamps, surely from Dahomey rather than via a fresh supply from Paris. It would help if we can confirm this and to establish whether this was officially authorised. This could well have led to a shortage of stamps of the commonly used denominations in Dahomey by 1920, before the 1921 issue date – hence the lengthening list of commercially used late 1920 bisects. The nearer we get to the "1921" issue date for Dahomey, the more likely it is that the shortage of stamps will become evident, first in Dahomey and only later in Togo, if at all.

Hence my view that the comparatively late date of the Togo bisect compared with the dates of the Dahomey ones is of some interest, as also is the apparently greater need for provisional use of bisected stamps in Dahomey. It would help to find and record other Togo bisects – I keep looking!

John Mayne has also shown me a newly discovered cover with three different values bisected at Bohicon, Dahomey. (Fig 1, previous page). It is very late dated (19 Oct 1921) and he feels it must be philatelic, but the total value of 25½ cents is very close to the normal 25c rate for an internal letter.

References

- 1 May C. F., "The 1920-21 Bisects of Dahomey and Togo", *Cameo*, Volume 7 p115, WASC, January 2002
- 2 Martin J. J., "Togo: the 1921 "Mandate" issue", *Journal of the F&CPS*, Volume 51 p149, December 2001
- 3 Martin J.J. & Walton F.L., *Togo : The Postal History of the Anglo-French Occupation 1914-1922*, p35, WASC, Sheffield 1995



1961 Cameroun Sterling Surcharge error

Rob May



I illustrate a lot from Nutmeg Mail Auctions sale on 26 March 2002 which is a used pair of the 1½d on 5fr value with surcharge inverted, as far as I know previously unrecorded. The postmark is the correct current Victoria– Cameroons UUKA double ring dated November 1961 (day indistinct). I was not the successful bidder, but I hope another WASC member was! It sold for US\$ 270.

Nigeria 1925 RAF Pioneer Flight Kano to Cairo

Bob Maddocks

In October-November 1925 a R.A.F. squadron of three DH9A bombers commanded by Squadron Leader Arthur Coningham made airmail history with an experimental flight from Cairo to Kano and return. The outward journey left Cairo on 27 October with, according to J.C.W. Field (Ref. 1) souvenir mail of a private nature consisting of 65 letters. These were inscribed "Experimental Flight, Cairo to Kano" and each was initialled "A.C." by Coningham in the lower left-hand corner. They were posted on arrival in Kano on 3 November 1925.

The return flight left Kano on 13 November; this time carrying 85 souvenir items, inscribed "Return Experimental Flight, Kano to Cairo" and also initialled by Coningham (Fig 2). They were posted on arrival in Egypt at Hilwan les Bains on 20 November 1925 with Egyptian franking. Field also mentions that six official "On His Majesty's Service" headed envelopes inscribed "By Air, Cairo-Kano Flight" and postmarked at each stop on the return journey were carried, too, for souvenir purposes but whether as part of or in addition to the mentioned 85 items is not clarified. (Fig 1 reproduced from Field)

Moreover, Field does not mention any covers for the return journey being postmarked to evidence actual mailing at Kano, indeed even being franked there. This cover (fig 3) is one such item very much personalised by Coningham, being self-addressed to him at the R.A.F. base, Hilwan and inscribed "By Special Air Mail Kano-Cairo". Of particular interest, however, is the fact that it has been franked with a contemporary King George V 3d adhesive stamp overprinted in black "KANO/TO/CAIRO/BY AIR" duly tied by Kano postal date stamp 11 No 25. The Hilwan arrival postmark was applied on the reverse on 20 November 1925. The overprint though obviously genuine was, as far as I can ascertain, equally obviously of an unofficial nature. Apparently, it is not known who undertook the overprinting and how many stamps were so treated — or whether any exist in mint state.

Squadron Leader Coningham became one of the famous military leaders in WWII, attaining the rank of Air Chief Marshal. He was a passenger in the British South American Airways "Star Tiger" which, during the night of 29 January 1948, went missing on a flight between the Azores and Bermuda.

Reference

- 1) J.C.W. Field "Nigeria" (Aero Field 1952)

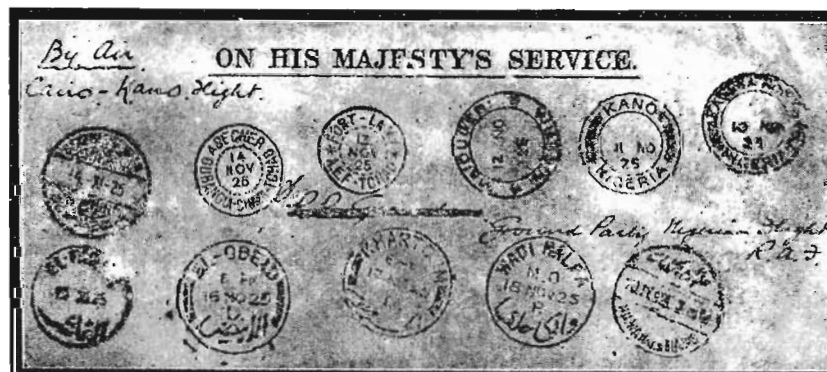


Figure 1; Stamp-less OHMS cover Cairo – Kano flight souvenir postmarked at each stop on return route.

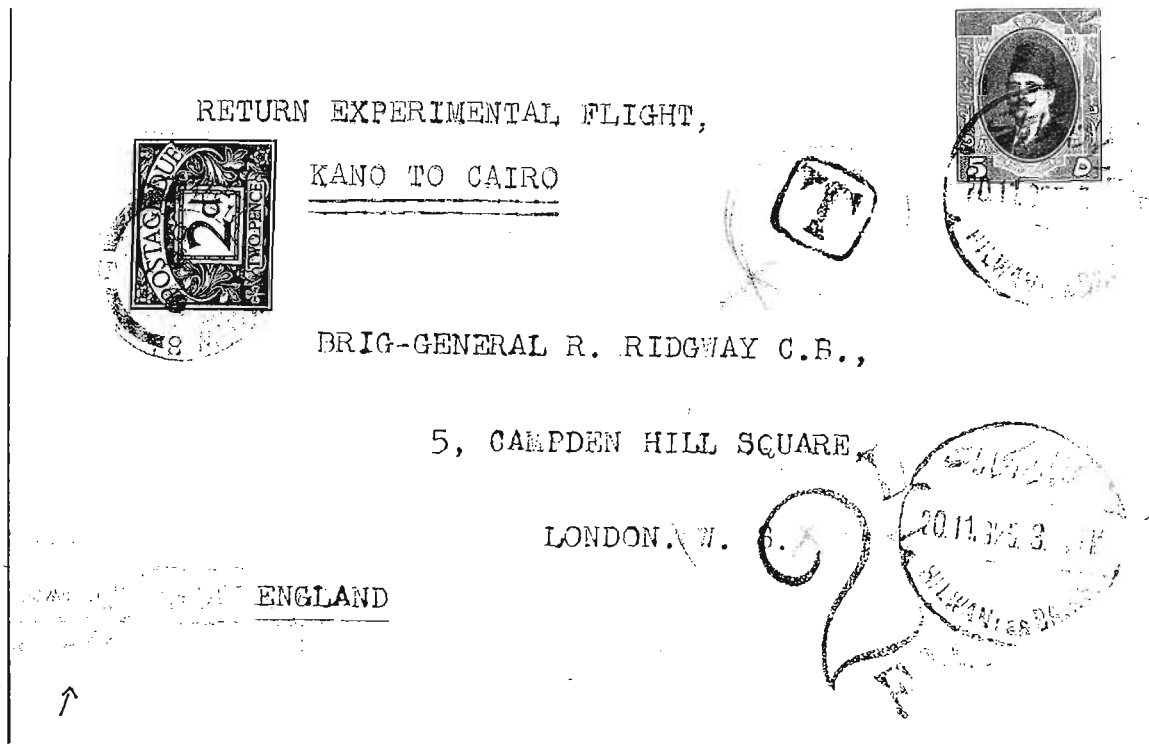


Figure 2; Return RAF pioneer flight Kano – Cairo arriving 19 November 1925, showing initials “AC” in bottom left corner, addressed to London, franked and postmarked at Hilwan 20 November 1925. Taxed at 2d with boxed T cachet and 2d postage due adhesive added, cancelled in London.

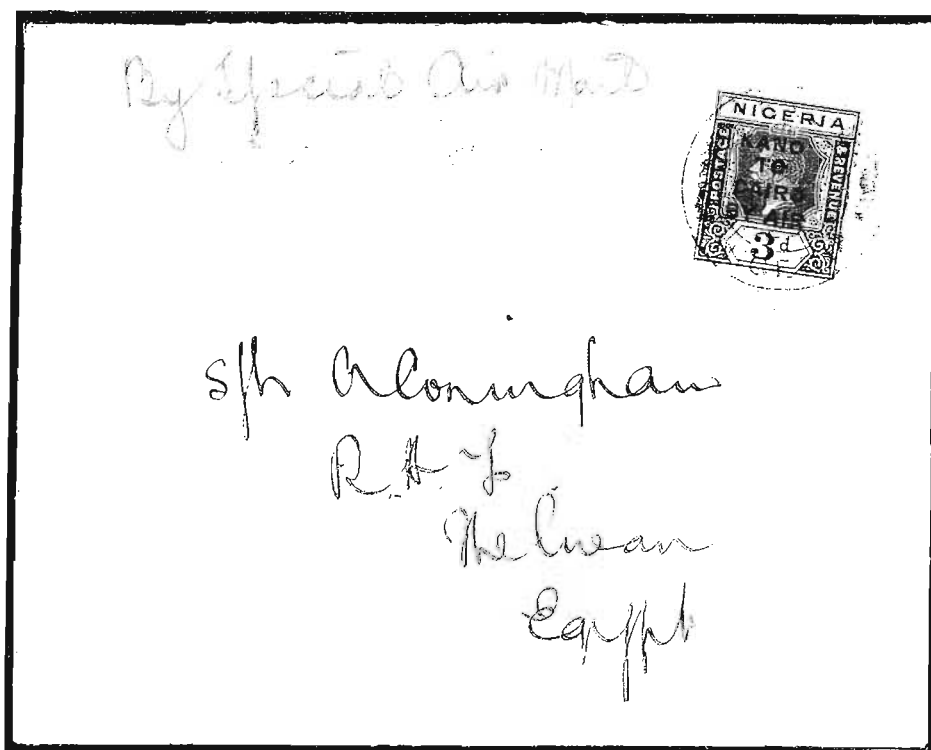
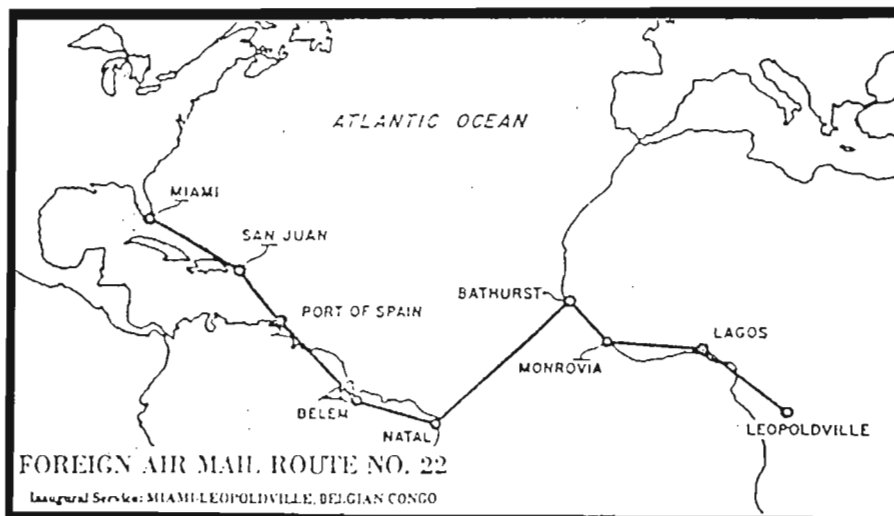


Figure 3; S/L Coningham’s personally addressed cover carried by his return flight Kano – Cairo franked with Nigeria 3d stamp un-officially overprinted, backstamped Hilwan 20 November 1925.

F.A.M. 22 during WWII (Part 1)

Jack Ince



Although the U.S.A remained neutral until 7th Dec 1941 when the Japanese carried out their unprovoked assault on Pearl Harbour, President Roosevelt had been concerned to assist the Allies as much as practicable without alienating the powerful isolationist element in the American electorate. Especially following the closure of the Mediterranean and the Allied reverses in North Africa, he became anxious to protect the strategic interests of the U.S.A should the west coast of Africa fall into German hands.

Following consultation with Winston Churchill, in Sept 1941 he requested Pan American Airways, America's only real international airline at that time, to reconnoitre and to establish an air link with the Allies in West Africa through which aid could be channeled, not only to North Africa, but also to the Middle East and further. Incredibly, within 3 months a route was opened with a first commercial flight on 6th December from New York via Miami and Natal (Brazil) to Bathurst (Gambia) and thence Lagos (Nigeria) to Leopoldville (Belgian Congo) with some 2000 ground staff being in position as far as Cairo, following the pre-war trans-African route pioneered by Imperial Airways.

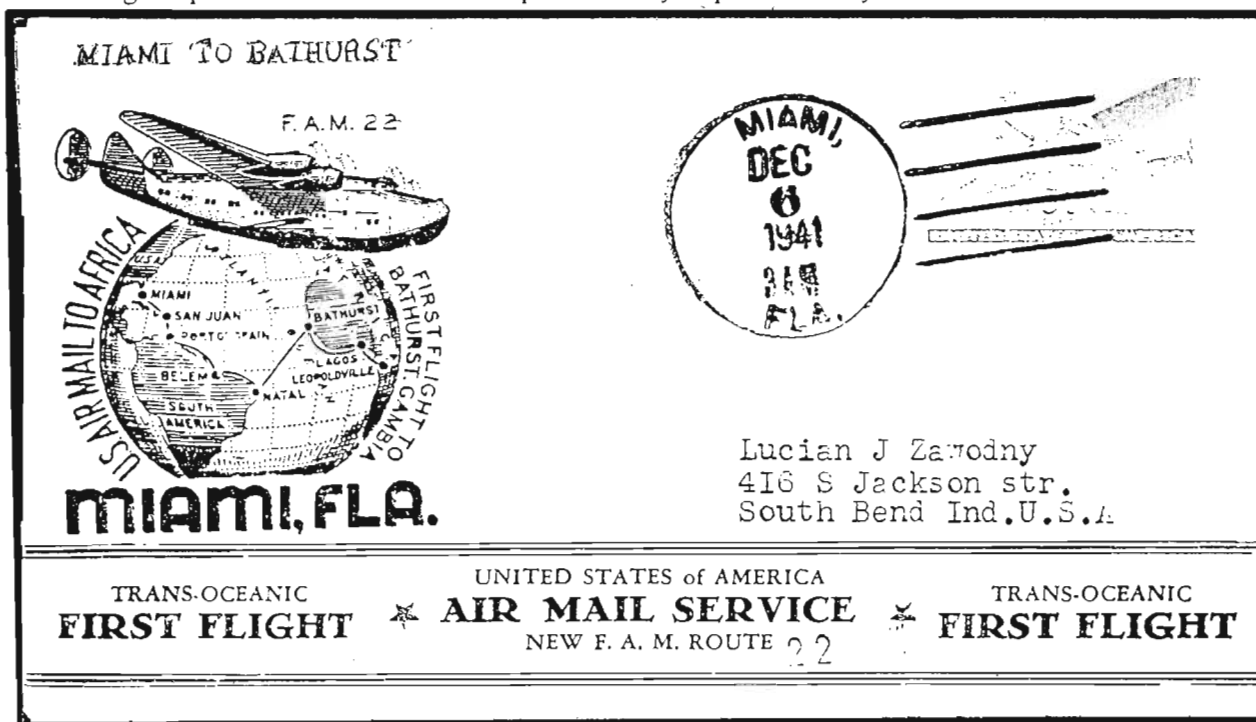
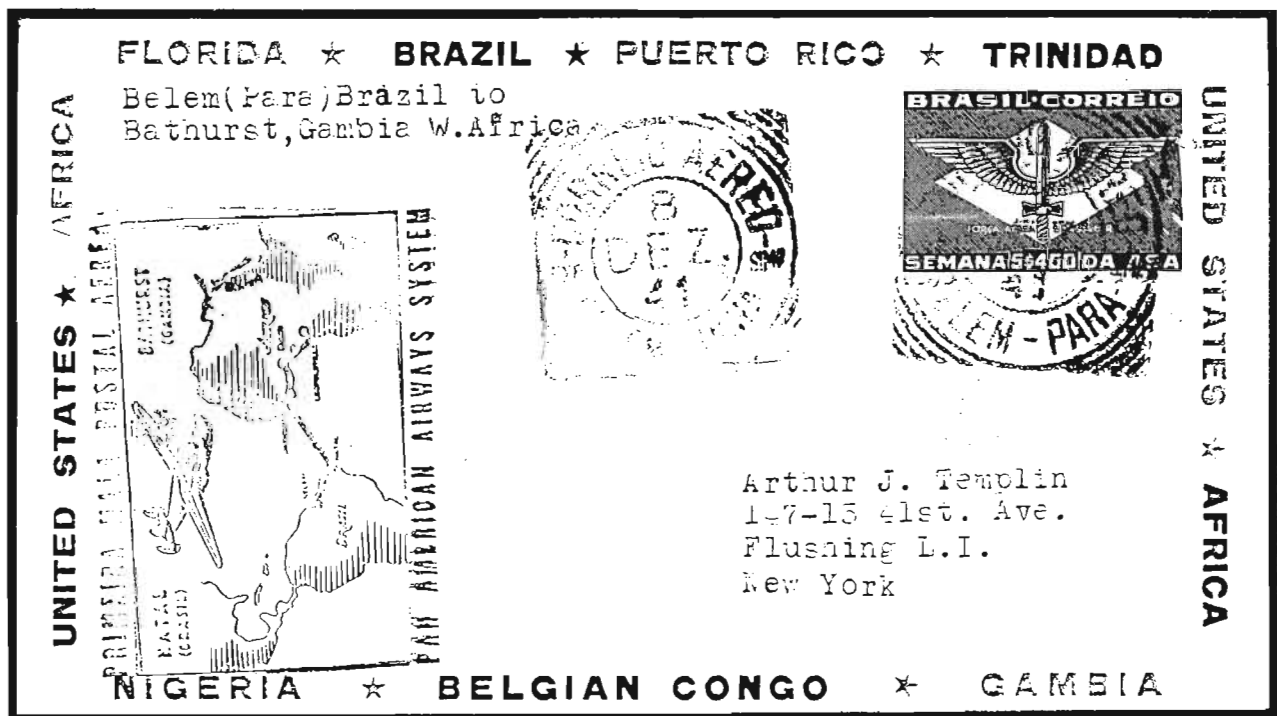


Figure 1

As with Pan Am's Trans-Pacific and Trans-Atlantic routes (FAM19 & FAM18 respectively), the introduction of the ubiquitous Boeing flying boat, the B314, had made these trans-oceanic flights practicable. For the ocean crossing between Brazil and West Africa, the aircraft had a carrying capacity, after a full fuel load, of 10,000lbs. With the recent introduction of the B314A with its greater power and strengthened hull the capacity was enhanced (Figure 1). The first commercial service, undertaken by the Capetown Clipper, departed New York on 6 December flying via Bermuda direct to San Juan, and, after a delay of 24 hours in Brazil, reached Leopoldville on the 12th. The return flight commenced on the following day but, in view of possible security risks from Vichy-controlled Senegal following the entry of the U.S.A into the war on 8 December, it was decided to land at Fisherman's Lake, near Monrovia, Liberia, in preference to Gambia. As a result all Bathurst "return first flight" mail was retained at Leopoldville until the second return flight which called at Bathurst on 30 December, this mail still being date stamped 14 December. Later, it was decided to use Fisherman's Lake on a permanent basis, in lieu of Bathurst, as soon as adequate facilities were installed (Figure 2 below)



In addition, mail carried on this second flight, originating in Bathurst and destined for Natal (Brazil) was over-carried in error through to the terminus at Miami. Pan Am offered to have this mail returned to Natal to receive the back-stamp.

Meanwhile on the first return flight, due presumably to operating requirements, a decision had been taken to over-fly San Juan. As a result mail for that stage was off-loaded at Port of Spain whence it was carried on the following day by Pan Am FAM 6, service and dated that day (Fig 3- next page).

All covers carried on the outward service bearing addresses for their return to destinations outside the U.S. A, were returned by sea. Although FAM 22 was introduced primarily for the transport of urgently needed supplies and personnel for the Allied war effort, and priority was given to fulfillment of this role, civilian passengers and air mail were carried as space permitted. This service did provide a valuable alternative route (rather than the sea route) for mail emanating from Africa and countries to the east, so much so that Pan Am extended their links to reach the Middle East, India and un-occupied China.

Acknowledgments:

1. Sundry articles in The Airport Journal, published by The American Air Mail Society, and in particular Beith, Richard – issues in 1997,1998, Wilcsek, Robert - issues in 1999 and VanBeveren,Francis – issues in 1998.
2. Correspondence with Richard Beith, and Robert Wilcsek.
3. Berry, Peter - Journal, American Aviation Historical Society, Summer 2000
4. American Air Mail Society Catalogue Vol 5 1977

Covers known include

FROM	TO	FROM	TO
Nigeria	UK*	Belgian Congo	Canada
Gambia	UK*	Belgian Congo	USA
Gambia	USA	Madagascar	USA
Gold Coast	UK*	Canada	India
Liberia	USA	Gold Coast	USA
USA	Turkey	Nigeria	USA
Palestine	UK*	South Africa	Canada
Palestine	USA	S. Rhodesia	USA
China	UK*	South Africa	USA
China	USA	Kenya	USA
India	USA	N. Rhodesia	Brazil
Egypt	Canada	Sudan	USA
Fr. Congo	USA	Ethiopia	USA
Fr., Cameroun	USA	Lebanon	USA
Canada	China	Brazil	Scotland

* denotes double Atlantic crossing, both East and West

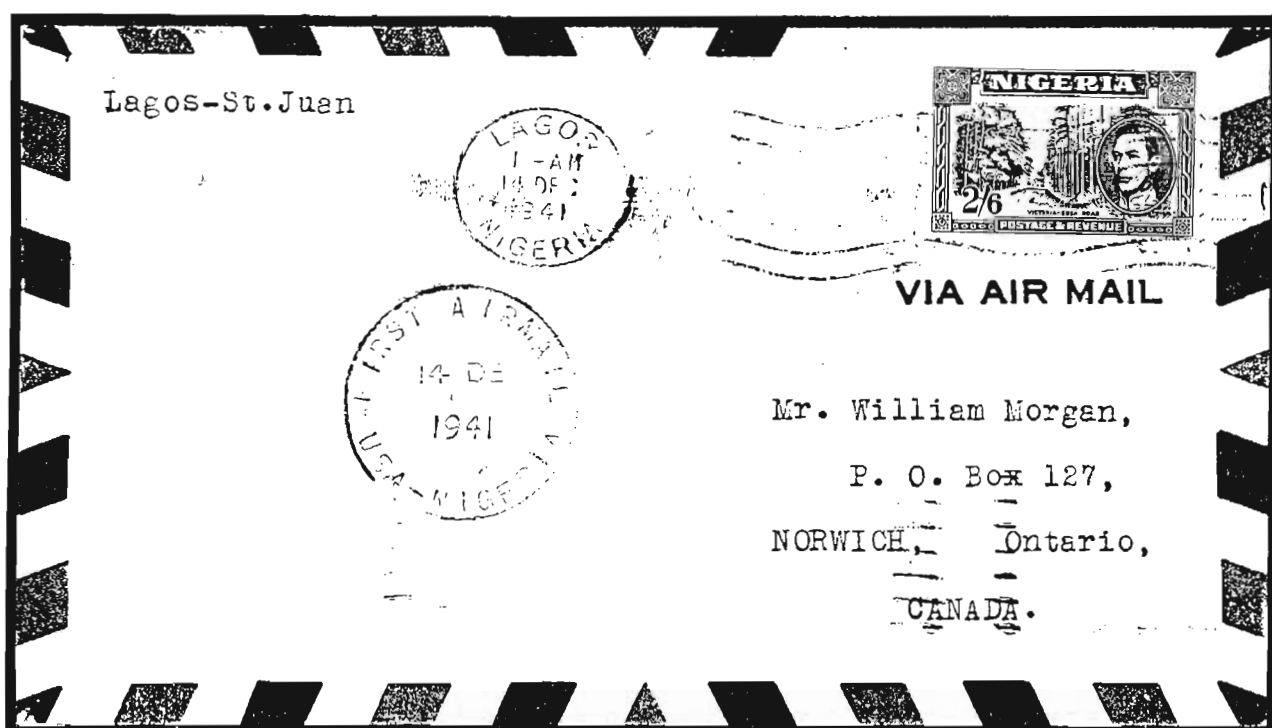
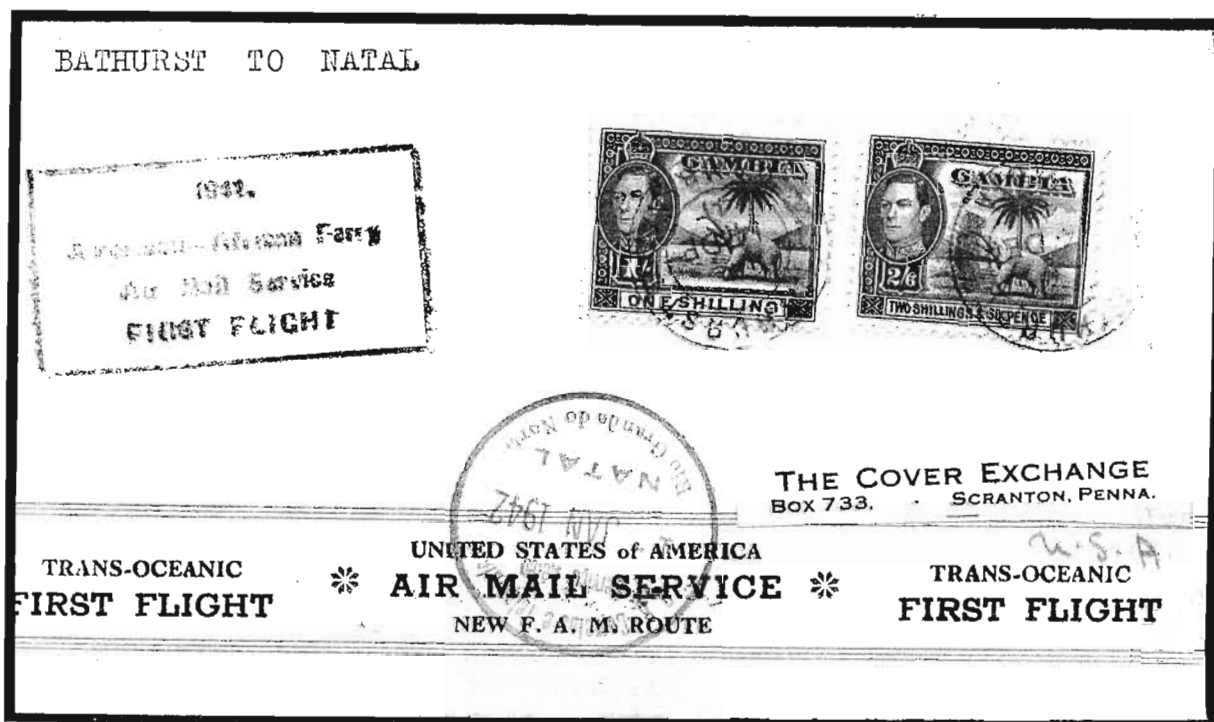


Figure 3

FAM 22 – First Flight from Bathurst

Stewart Duncan

A cover illustrating the delay in flying the first mails from Bathurst referred to in Jack Ince's article was sent to the editor by Stewart Duncan a few years ago and never previously published. It is postmarked Bathurst 14 December 1941 and dated on arrival at Natal 1 January 1942.



Sierra Leone War Tax Stamp

Mike Roberts

Philip Beale states (Ref 1) that “as the [Great] War came to its conclusion the Executive Council discussed at a meeting in July 1918 whether to impose a War Tax of a penny on letters and six pence on parcels, to be paid by the issue of a special stamp. It was decided instead to raise the postage to 1½d, excepting military and naval mail, and not to print a new stamp”.

I illustrate a War Tax overprint on a used George V one penny adhesive. The irregular letters with large serifs are a little over 3mm in height. Although I would like to think it is an essay or trial overprint I suspect it is an entirely bogus concoction. It came from a small collection of colonial forgeries bought at auction many years ago. Do any of our members know of other examples?



Reference

1. Beale P.O., *The Postal Service of Sierra Leone.*, p13, RPSL, London 1988

Star Glow - a light-hearted look at a darling little crash cover

Barbara Priddy

This article first appeared in "Air Mail News", February 2001, and is reprinted here with the kind permission of the editor of that journal

I have many bad philatelic habits: inter alia, I buy a lot of cheap covers (i.e. under £1) at fairs without really checking them out, I then leave them to accumulate for far too long, and when I do sort them out I just tuck them in with mounted covers roughly where they are going to go when I get around to mounting and writing-up.

Now, as my friends have seen and heard ad nauseam, I collect West African aero-philately. However, I do go off at tangents, one of which goes across the South Atlantic. Immediately after the war, Britain's first airmail service to South America was doing just that. British South American Airways flew via Bathurst in the Gambia (or later Dakar in Senegal) across the South Atlantic to South America (and later the West Indies). Their fleet consisted of Lancastrians, Yorks and Tudors, and they suffered three serious crashes in West Africa: 30 August 1946 at Bathurst, 7 September 1946 at Bathurst, 13 April 1947 at Dakar. Mail from these crashes does not seem to be circulating in the aero-philatelic world as crash mail usually does, and I have long fancied finding some. The form this fancy has in practice taken has been buying all covers I could find marked 'Via BSAA', most of which are very tatty and lie around in dealers' cheap boxes.

At a fairly recent local society meeting, the subject for the evening was members' displays of the letters A and B. I accordingly fished out my written-up sheets of BSAA, removed from in among them the un-mounted covers, and put these on one side. Now to the point: when I got around to putting the un-mounted covers back in position, instead of just bunging them in anywhere, I decided to take a good look in case any of them could usefully have anything to add to the display (all 10 sheets and a timetable of it). To this end I looked at the backs for what I can only surmise was the first time (or the first time with brain in gear).

Most of them are from Argentina to the UK, and have no back-stamps. But one stopped me in my

tracks. It is from Ireland to Argentina, rated 1/6, posted at Baile Atha Cliath (Dublin) on 28 August 1946 (Fig 1). The reverse has a sort of machine roller cancel using two different cds of Buenos Aires of 1 September 1946 alternating with AVION ATRASADO, and machine arrival cancel of Bahia Blanca 2 September (Fig 2).

AVION ATRASADO!! Could they really have made up a machine cancel for delayed (possibly crash) mail?? Yes, they could. Convinced for some reason that I had a Star Leader cover (probably because some years ago I wrote an article for Cameo about the well-known Star Leader Jamaica covers) I dashed to the crash Bible (no, not Nierinck, who doesn't mention it, but Terry Denham's World Directory of Airliner Crashes) to make sure. No, I hadn't - but a few entries earlier there was the first BSAA crash, the Lancastrian G-AGWJ, on 30 August, at Bathurst on its take-off for South America. Perfect. Treading on air, I did a little jig to the heavenly choirs' version of 'Fame'. Coming back to earth, where to go for more information? Extensive search among the BAeF library books and periodicals and my own modest collection produced very little result. There were my notes from Jackson's British Civil Aircraft - G-AGWJ was the Star Glow, yes, crashed at Bathurst 30.8.46. And surely I've seen something in Air Mail News? Yes, number 167, Richard Beith's additional references to John Field's history of BSAA in number 166 and to his article in Airpost Journal, June 1994. There it is, giving the circumstances of the crash as 'an aborted take-off', and his reference as the article by DL Brawn in Air Pictorial also mentioned in Air Mail News 167. So, I write to Richard Beith and Richard very kindly sends me a beautiful copy of this article.

Now, why not call the man with the original files - Mr. Huntley at British Airways Archives? And Mr. Huntley very kindly looks through the old BSAA files and reads me the original report on the accident.

From the Air Pictorial article and the BSAA Star Glow file, it appears that the aborted take-off was caused by a combination of the runway and pilot error. The runway was comparatively narrow, and, says Brown, consisted of 'perforated strips of metal laid transversely and joined together' over loose sand. The BSAA file says only that the runway was narrow and there was planking at one side. The accounts agree that the pilot veered or swung to one side on take-off: Brown says that this caused the metal strips to roll up and stopped the aircraft so abruptly that the undercarriage broke. The BSAA file says that the pilot over-corrected, went off the other side of the runway and struck a drain, causing damage to the wing and engine. Whatever the damage, it was too expensive to repair, so poor Star Glow was left to die quietly at Bathurst. Fortunately no-one was seriously hurt: the only injuries, says the BSAA file, were to one passenger, whose finger was injured by a splinter through the fuselage, and to a person on the runway injured by flying debris. But what of the mail, I hear you ask - well, I asked that myself. Here comes the mystery. The BSAA file mentions some freight lost, and says 'pilferage cannot be ruled out', but does not speak of any loss of mail or alternative arrangements to forward it. The Air Pictorial article says that a replacement

aircraft was flown out with which the service continued, but does not identify this aircraft, say when it arrived at Bathurst, or mention the mail at all.

Surely Postal Heritage, formerly known as the Post Office Archives, will have something to say on the subject? Bright-eyed and bushy-tailed, I headed for Phoenix Place. An hour or so later, I returned home dull of eye and bedraggled of tail. The very helpful assistants had found me a wonderful register with all sorts of lovely files listed in it, among them 'Plane Crashes 1946'. But its name was all that was left of it. Some archivist, of a vicious breed I have encountered before, had on some evil day weeded the file and consigned it to the same fate as Star Glow.

When I recover, I shall make the journey to the Public Record Office at Kew or the newspaper archives at Colindale. Perhaps in one of these all will be revealed. But I don't feel very sanguine.

Meanwhile, I still think that my little Irish cover was on Star Glow, and was forwarded by the replacement aircraft. After all, given the dates, how else could it have made the journey except by the service its sender endorsed it for and paid for?

But if you know different.....

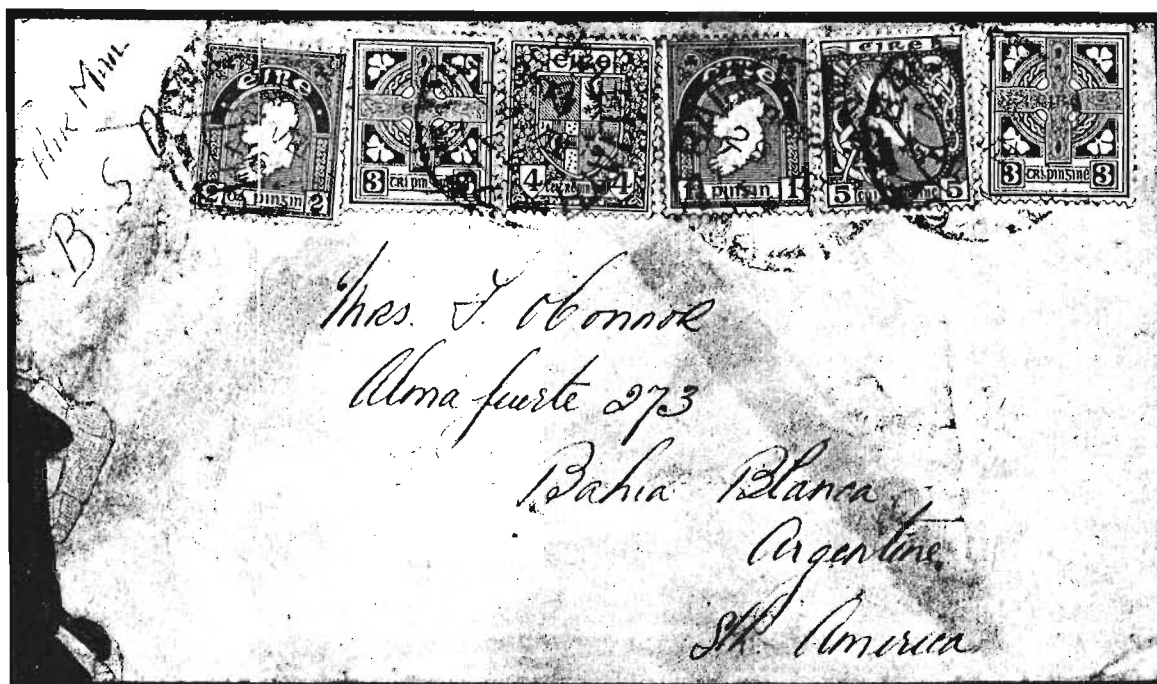


Figure 1



Figure 2



1921 use of Gabon and Congo stamps in Cameroun

Rob May

During a stamp shortage in 1921, the 5c and 10c Gabon definitives, SG 52 and 53, and the 5c and 10c Middle Congo, SG 4 and 5, are found used un-overprinted but with Cameroun postmarks. Marty Bratzel has passed me copies of two Arrêtés published in the "Journal Officiel des Territoires Occupés de l'Ancien Cameroun". The first, dated Douala, 15 February 1921, relates to the provisional validation of two stamps of values 5 and 10 centimes of AEF Gabon for postage to all destinations until receipt of stamps of Cameroun colony.

The second, dated Yaounde 12 May 1921 translates "The 5c and 10c stamps of Gabon and of Middle Congo that have been in use by authority of the Arrêtés dated 15 February and 11 March 1921 will no longer be valid after 1 June 1921." Both are copied in the original French herewith. The validation is not limited to any particular post offices.

I do not have a copy of the 11 March Arrêté but its content can be deduced to authorise use of the current Middle Congo 5c and 10c values.

ARRÊTÉ relatif à l'affranchissement provisoire des correspondances pour toutes destinations avec les figurines 5 et 10 centimes A. E. F. Gabon.

LE COMMISSAIRE DE LA RÉPUBLIQUE FRANÇAISE
AU CAMEROUN,
CHEVALIER DE LA LÉGIION D'HONNEUR;

ARRÊTE :

Article premier. — Provisoirement et jusqu'à réception de timbres-poste de la Colonie, les figurines 5 centimes et 10 centimes Afrique Equatoriale Gabon seront utilisées au Cameroun pour l'affranchissement des correspondances pour toutes destinations.

Art. 2. — Le présent arrêté sera enregistré, publié et communiqué partout où besoin sera.

Douala, le 15 février 1921.
BONNECARRÈRE.

ARRÊTÉ supprimant l'emploi des timbres-poste de 5 et 10 centimes du Gabon et du Moyen-Congo à dater du 1^{er} juin 1921.

LE COMMISSAIRE DE LA RÉPUBLIQUE FRANÇAISE
AU CAMEROUN,
CHEVALIER DE LA LÉGIION D'HONNEUR;

ARRÊTE :

Article premier. — Les timbres poste de 5 et 10 centimes du Gabon et du Moyen-Congo, dont l'emploi a été autorisé par arrêtés des 15 février et 11 mars 1921, n'auront plus cours à dater du 1^{er} juin 1921.

Art. 2. — Le présent arrêté sera enregistré et communiqué partout où besoin sera.

Yaoundé, le 12 mai 1921.
BONNECARRÈRE.

French Military Postal Franchise Cachets used in the Cameroons Campaign

Bob Maddocks

Illustrated here are four stampless covers to France from members of the French military serving in the 1914-1916 Cameroons Campaign. Three came from the French Contingent of the Anglo – French Expeditionary Force, which invaded Kamerun from the sea at Duala; the other from one of the columns of the independent French force under General Aymerich, which attacked Southern Kamerun overland from his base at Brazzaville (Middle Congo) in French Equatorial Africa. Each bears a strike of a different and quite rare French military postal franchise cachet all of similar text with significant variations, in either two or three straight lines.

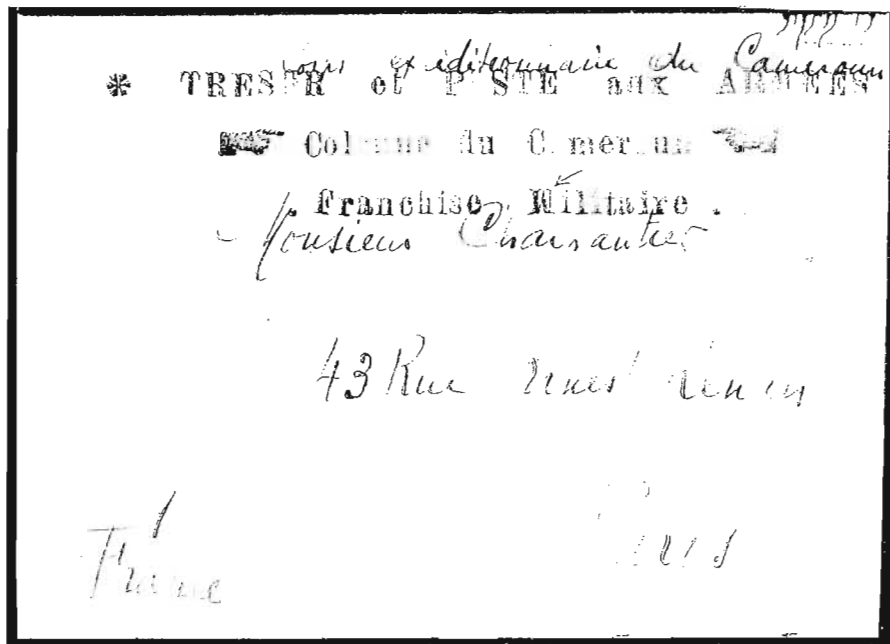


Figure 1

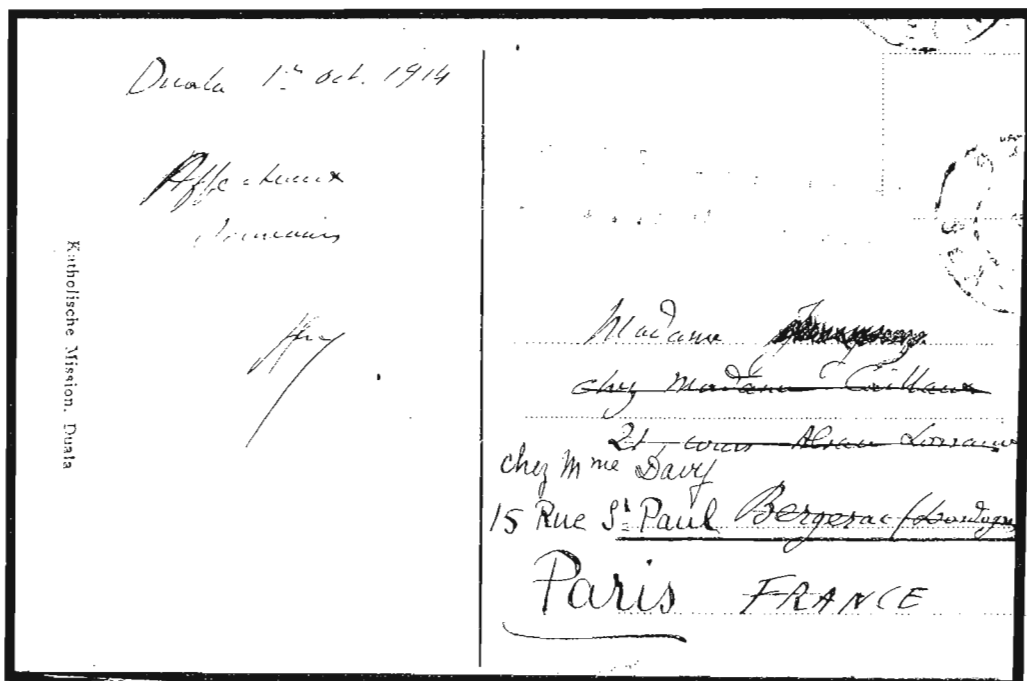


Figure 2



Figure 3

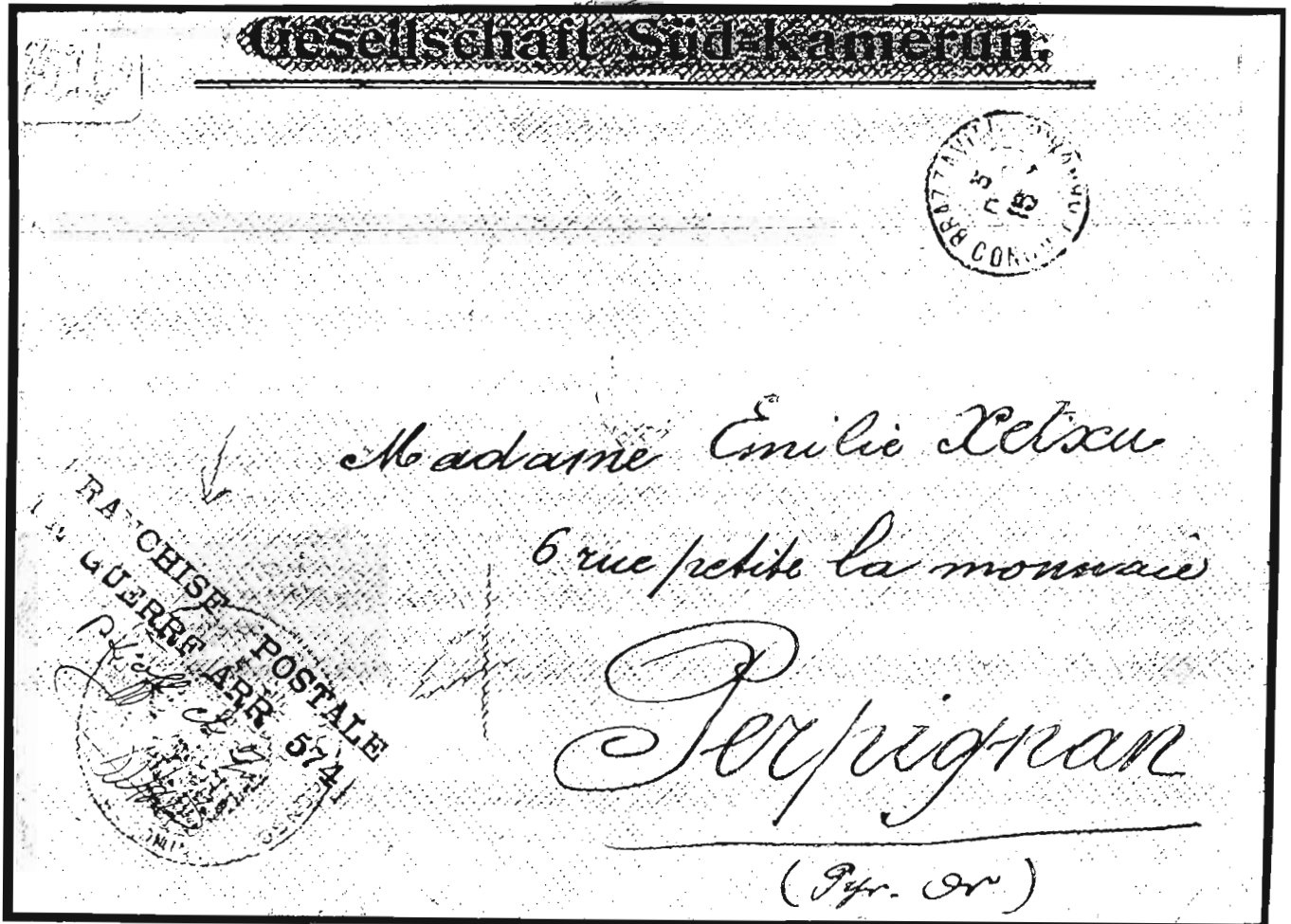


Figure 4

Figure 1 3-line
 TRESOR ET POSTES AUX ARMEES
 COLONNE DU CAMEROUN
 FRANCHISE MILITAIRE

Struck in mauve at Duala
 "M" in "Militaire" inverted
 Reported first used in October 1914

Figure 2 2-line
 POSTE AVX ARMEES
 COLONNE DU CAMEROUN

Struck in mauve at Duala
 "V" for "U" in AUX
 Dateline 1 Oct 14; transit stamp "Dakar, Senegal 12 Oct [14]"

Figure 3 2-line
 COLONNE DU CAMEROUN
 FRANCHISE MILITAIRE

Struck in blue-green at Edea (French contingent, under Col. Meyer, made its base at Edea after capturing it on 28 Oct 1914)
 TPAC cds in blue-green 11/JAN/19 with 15 omitted; an earlier dated strike was set out in four lines, thus 3/JAN/19/15
 Backstamped B??MNE/PAS DE CALAIS 12 Feb 1915.

Figure 4 2-line
 FRANCHISE POSTALE
 LA (?) GUERRF ARR. 574

Struck in blue on captured German envelope and used at a forward position. Postmarked "Brazzaville 3 Dec 15. Indistinct official cachet of the "Commandant", with indistinct signature.
 "ARR" = ARRÊTÉ, the decree by which military free frank was introduced in the war. I have not yet ascertained the date of it. French military free franchise is believed to have continued in Cameroun up to the time the conquered territory became mandated in 1922.



Sierra Leone Certificate of Posting

Frank Walton

Airmail

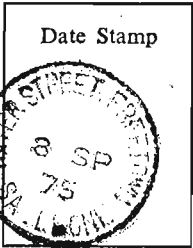
No. ~~198~~333

POST OFFICE, SIERRA LEONE
CERTIFICATE OF POSTING – PARCELS

A Parcel prepaid *10/-* and addressed as under, has been posted here this day :—

R.A. Kuster
2225 The Bixby RD
Cambridge MA
U.S.A.

Sender's name and address. } *Kamakwie Wesleyan Hospital*
Kamakrona via Makron
Sierra Leone West Africa

Date Stamp


Demasine Postmaster's Signature.

Although this parcels certificate of posting on thin pink paper was not used until 1975, the text refers to shillings and pence, thus indicating a much earlier introduction. Can anybody provide information about its usage?

“Damaged by Seawater” again

Stewart Duncan and others

Following my item in Cameo (Ref. 1) a number of other members have written to me and I can provide an update. From the following contributions a number of queries can be dispensed with;

Charles Leonard’s Army 3477 and David Bell’s 3260 (ERD by 11 months) covers with DBSW lower frame missing and John Rose’s 5922 (ERD by 1 year) discount the theory that they were allocated to different arms of the services, as pointed out by David Rose, and we all agree the cachets were applied in the UK, probably London (Ball register 6 Official Paid)

Charles Leonard’s auction listing 1 Dec 42 = Ball register 6

Comment was made as by whom or where the manuscript dates were applied. The reverse of my cover shows the manuscript date to have been applied either before closure or after opening of the letter as it falls half under the flap. My vote goes to the “Mrs”.

Since the numbering is sequential a backlog of mail accumulated in West Africa resulting in it being uplifted on or shortly after 16 December 1942

This still leaves a number of queries to be answered.

Who was he? - since he was able to send a “pocket diary” by OAS mail (see Barbara Priddy’s comments)

If this West Africa incident is related to the contemporaneous Malta one, was the common point of uplift Lisbon?

If Lisbon was the communal pick-up point, had two incidents taken place before then?

Why were so many covers allowed to be sent to this same address without stamps? Why have a PO Notice at all?

Was this an under-cover address?

Barbara has prepared an article for publication in “La Catastrophe”, the Journal of the Wreck and Crash Mail Society to try to elucidate more information from their membership. She points out in her summary of these covers for her article that mail of this period from Sierra Leone was annotated as received on 11 January 1943. A vessel sailing from Sierra Leone via Gambia would take about 14 days – 10 days to Lisbon? - which would put it in Lisbon on or around 25/26 December 1942 if No. 190 was the last of this batch of correspondence. We are therefore looking for an incident between 16 December 1942 and 7 January 1943 (up to 25/26 December from West Africa to Lisbon, or a single incident involving WA and Malta mail between Lisbon and UK from 26 December to 7th January).

John Rose writes

“I have just read your DBSW article in Cameo. I have three examples of the strike in my collection. These are;

RAF censor 84, FPO 109 A, 29 November 42, from Politeyan with m/s 166 on the reverse. (also purchased at Spring 2001 Philatex)

Army censor 5922 type A500, FPO 109 A, 23 November 42, with a different type of m/s 101 in a circle on the face side (illustrated figure 1).

Civilian censor NN/3 type 4A, BATHURST 17 September 43, with no manuscript markings. With this date, clearly from a different incident.

Of these covers only the last shows any sign of having been damp. I have not previously attempted to link the 1942 covers with a wreck as they are clearly undamaged by seawater. I have to say I am more than a bit suspicious of the 1942 sequence of covers”

Charles Leonard writes

“Herewith photocopies of Politeyan cover no 143 dated (I am fairly sure 8 November 1942 (*ed – not illustrated here*)). Also an auction description of another dated 1 December 1942, but not referring to the sequence number.

I also have another cover (Figure 2) not from the same correspondence, and with a different type of cachet, but clearly within the same date span. Was it on the same vessel?”

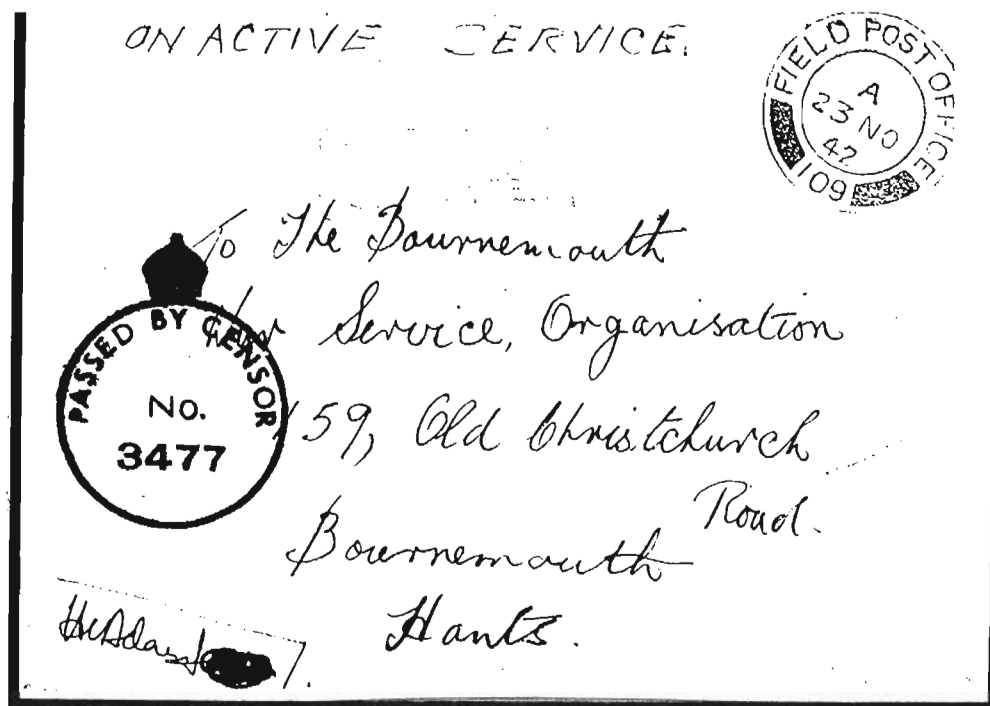


Figure 1

David Ball writes, enclosing a copy of his article from the FPHS newsletter regarding the Malta covers;

“These hand-stamps were applied on arrival in London. In Malta all the mail went through the Valetta GPO, being bagged there, unlike the usage of FPOs in West Africa, and there is no evidence that the hand-stamps recognised the source of the mail. In Malta at this time they were clearing mail by any available means, ie aircraft, and that letters were OAS stamped or franked for Surface Mail did not preclude them from being air-lifted.

There my factual assistance ends, but the following comments may or may not be helpful:

- 1) Cargo Liberators were introduced in Oct 1942. We looked in the Gibraltar books through November and found no other accident. December was not looked at as I did not know of these later dates.
- 2) Flying boats carried mail, but I know of no flying boat disaster at that time. I have looked for local Southampton news but the local paper was destroyed by bombing in 1943, and anyway landings could have been elsewhere, eg Poole or Milford Haven.
- 3) Ed. Proud suggested a ship sinking, but how often is mail salvaged under wartime conditions – maybe a beaching is a possibility
- 4) I looked up Hopkins, who reported one (Ref 2) and Neirinck who as far as I remember added nothing.
- 5) Many servicemen did write home every day, but Mrs Politeyen does seem unfortunate to have picked up at least four DBSWs – or maybe she had the hand-stamp!

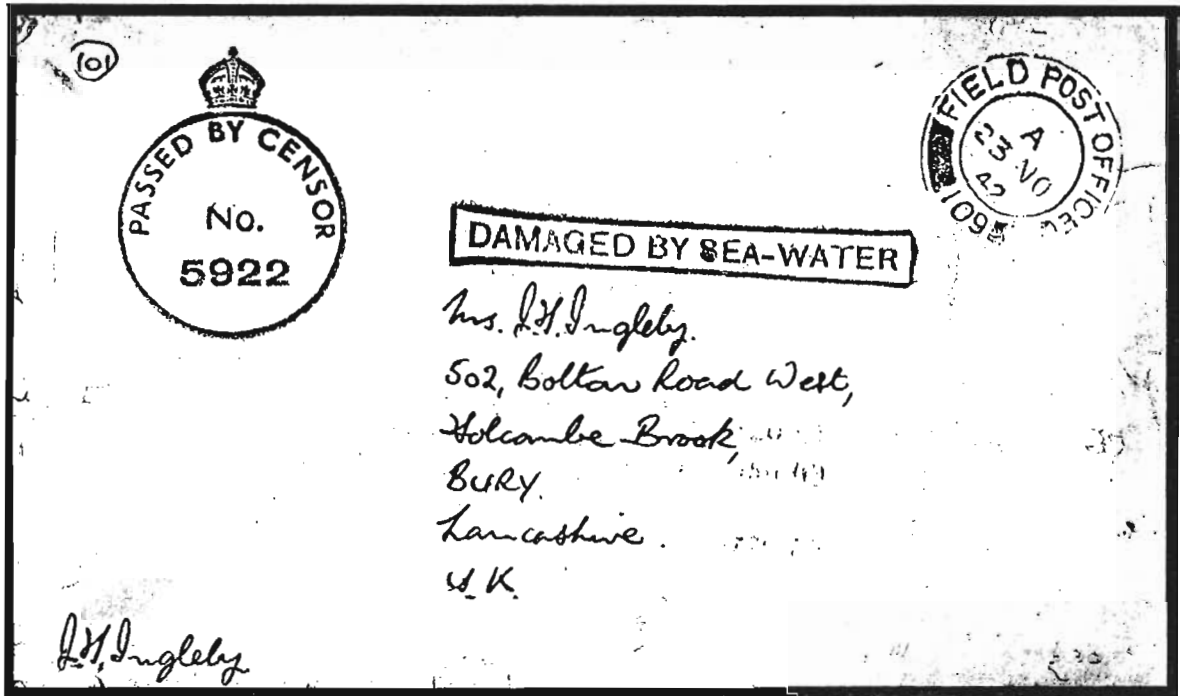


Figure 2

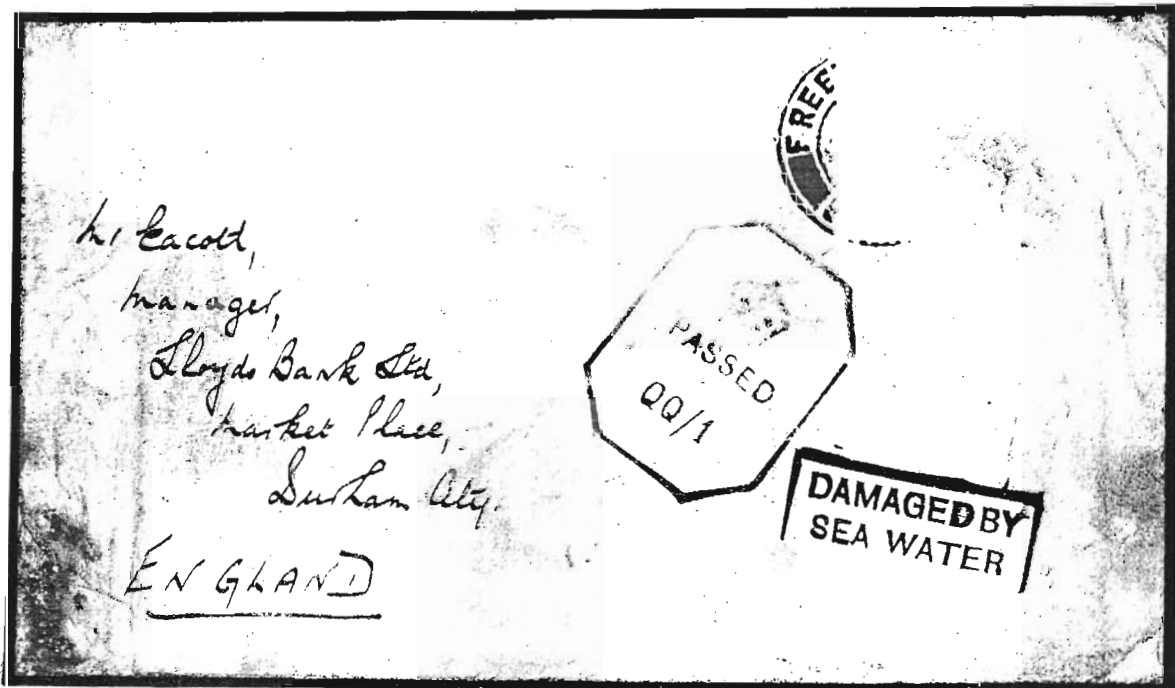


Figure 3

Barbara Priddy writes

"I was very interested to read your article in the recent *Cameo*. A number of S/L Politeyan's covers seem to have surfaced in the last few months, and I enclose copies of one with the boxed single-line cachet which I purchased at a Surrey Federation Convention and Fair, and Politeyan number 167 which was offered to me by Paul Styllis at almost twice the price! The former cover, numbered 160, (*ed - not illustrated here*) has a manuscript note on it in Politeyan's hand "Pocket Diary Enclosed" - the mind boggles as to what pull he must have had or what job he was doing to be able to send that by free franchise.

I also have a front with the better-known two-line cachet, of which I also enclose a copy (*ed- in this case the stamp is washed off - reassurance of John Rose's doubts?*) (Figure 3)

References

1. Duncan, Stewart, "Damaged by Seawater", *Cameo*, Volume 7 p153, WASC, January 2002
2. Hopkins, A.E., "A History of Wreck Covers", p104, Robson Lowe



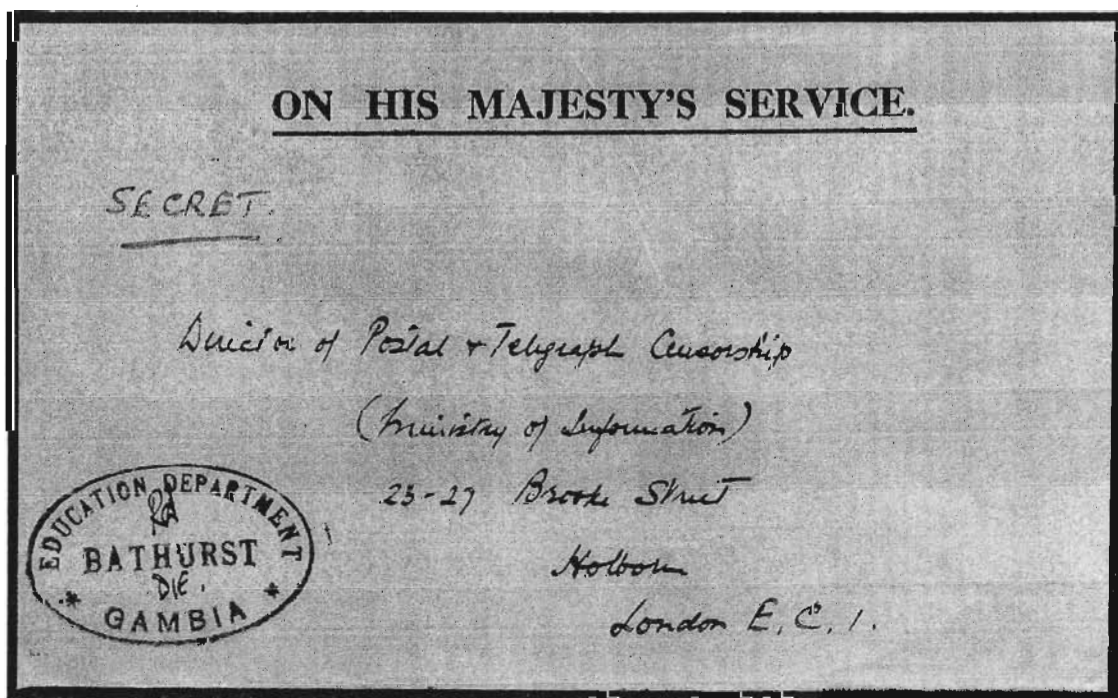
Chief Censor in Gambia

Stewart Duncan

A stamp fair dealer offered me this OHMS cover from a job lot.

The manuscript "SECRET" in red, no date cancel (diplomatic bag job?) and the address intrigued me, as did the others in the lot which were from other parts of the British Empire (some registered, requiring stamps on the OHMS envelope) but all to the Director of Postal and Telegraph Censorship and most bearing the cachet of the Chief Censor. Thanks to the excellent article by Bob Maddocks (Ref. 1) I have been able to approximately date this cover.

The Education Department cachet has been initialled RA D/E and the reverse bears the wax seal of the Department. Mr. R.C. Allen was the Director of Education and Information Officer in 1939 and on the outbreak of war was appointed Chief censor, relinquishing the position in December 1942. This cover would have been sent sometime between those dates.



Reference

1. Maddocks R, "Local & Imperial WWII Censorship in Gambia", *Cameo*, Volume 5 pp253 – 255, WASC, July 1997

Illustrated here are two covers which purport to have been sent by registered mail from Farrafeni to Banjul in the Gambia. One has been franked D1.70, the other D1.85 and yet whilst each has also been affixed with an official postal registration etiquette — nos. 8556 and 8563 respectively — there are no postal date stamps, cachets or other markings whatsoever on either sides of the envelopes to indicate that they had been delivered through the Gambia postal system.

The sender's name and address were not given on either cover; both were addressed in the same hand to the same addressee. There is no telling when the "mailing" took place and one can only guess that they were prepared sometime between mid-1990 and mid-1991. The 20 butut stamp showing President Jawara was issued on 14 June 1990 and the envelopes were found by me in May 1991 on a miscellaneous file in Banjul when it was about to be destroyed by the addressee. There were no accompanying contents to indicate a date of origin.

How then had the covers reached their destination? Quite apparently, not through the post. In the early 1990s the internal up-country postal service in the Gambia had virtually come to a halt through long neglect and inefficiency on the part of the GPO's Central Administration. In particular, the once weekly round trip delivery and collection of mail between Banjul and up-country post offices and agencies had broken down through lack of official transport. Moreover offices at various times came to lack postage stamps, date stamps (and date/year slugs for those that had cancellers), ink pads and/or ink for same (Ref 1). Consequently, the public became completely disenchanted with the Post Office and found that the only reliable way to send their letters was by the hands of travelling friends or, in the case of commercial concerns, by in-house couriers.

Given the general mayhem at the time one might hazard a guess that these two covers might have initially been processed at the counter of Farrafeni Post Office but not proceeded with because there were no means of official delivery to Banjul. Accordingly, the sender could have been told to take back the covers and arrange for their private dispatch. Such discretion by the Post Office would have been quite irregular, though given the unusual circumstances which were compounded and prolonged over the next year or so, common sense improvisation could have prevailed.

The most probable explanation, however, is that, in this particular case, the sender and not the Post Office had affixed the stamps and the registration etiquettes. Where a customer had a heavy flow of outward registered mail he was able to complete the registration procedures in-house prior to official acceptance of such mail at the Post Office counter. In this respect the P.O. would provide a roll of pre-numbered, pre-domiciled registration etiquettes and a book of pre-printed forms on which were to be listed in numerical sequence all those registered items to be dispatched in any bulk sending on any one date. The form was in triplicate: the original and duplicate accompanied the listed registered items already franked by the sender to the PO for checking and acceptance. The duplicate was duly returned to the sender as acknowledgement of receipt. The triplicate was the "fast" copy.

In these above mentioned Farrafeni cases, to account for the complete absence of any postal markings, I believe that, after having prepared the mail for registration in the usual way — likely both items on the same day given the closeness of the etiquette numbers — the sender became aware that normal official postal collection/delivery services between Farrafeni and other up-country offices and Banjul had suddenly ceased. As the PO was in likely disarray and not accepting mail — at least with any certainty of delivery — the sender thus made alternative arrangements through their own or a private courier to Banjul. This practice was still in force in 1992 and commonplace.

Reference

1. "A Disney Quest in the Gambia" by Mickey the Coaster (GSM October 1993)

Where is Kumbo? A Cameroons Identity Problem

R J Maddocks



The New Post Office at Kumbo

This photograph (Fig.1) of the new Post Office at Kumbo will undoubtedly perplex the uninitiated Cameroons and/or Nigeria postal historian for no such office will be found to have been listed in the Nigeria Posts and Telegraphs Guide nor indeed has any postal date stamp been known to have been made up with this place name. Yet the photo's caption as seen given in the publication "Nigeria" in 1949 is technically correct for such a locale did exist in the Cameroons before and during the British administration of that part of the former German colony after WWI.

Moreover KUMBO was not unlike KUMBU, as seen printed on certain registration labels (Fig 2) in the 1950s, a further example of misspelling of KUMBA the name of the largest town in the Cameroons under British Mandate/United Kingdom Trusteeship. Whilst KUMBA was situated in the rain forests around the base of Mount Cameroon some 60 miles from Victoria on the Atlantic Coast, KUMBO lay some 200 miles further inland to the north east in the Grassfields of Bamenda Province. Kumba with a population of around 38,000 (1960s), was the most populated and busiest commercial centre in Southern Cameroons, whilst Kumbo was considerably smaller with some 5,000 inhabitants who were engaged mainly in agricultural activities.

The story best begins, however with KUMBA

In 1916 following the capture and division of German Kamerun by the occupying Anglo-French Military Forces during WWI, Kumba under its former German name of Johann-Albrechtshohe (as more particularly the Government Station was called) came within the British sphere. The change of name was immediate, basically to eliminate the Germanic connection but also, I suspect, judging from the official files of the

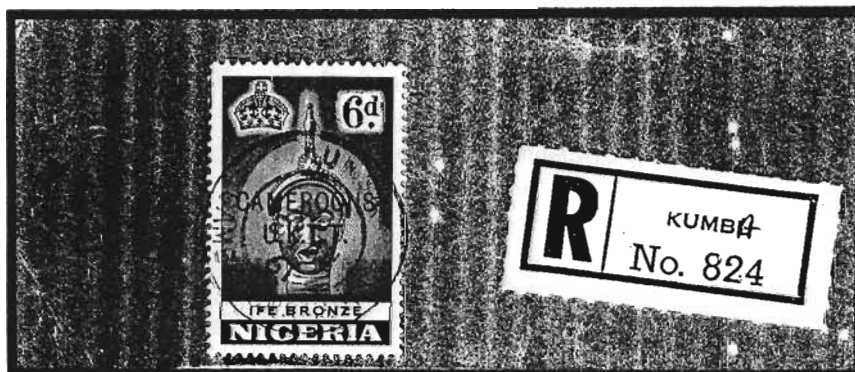
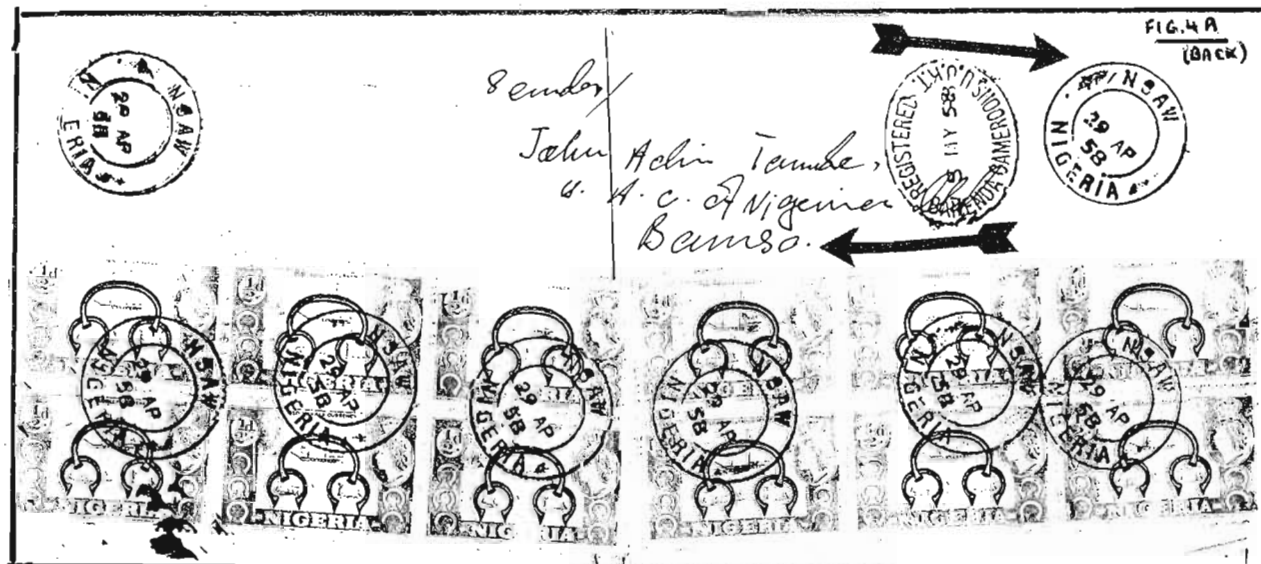
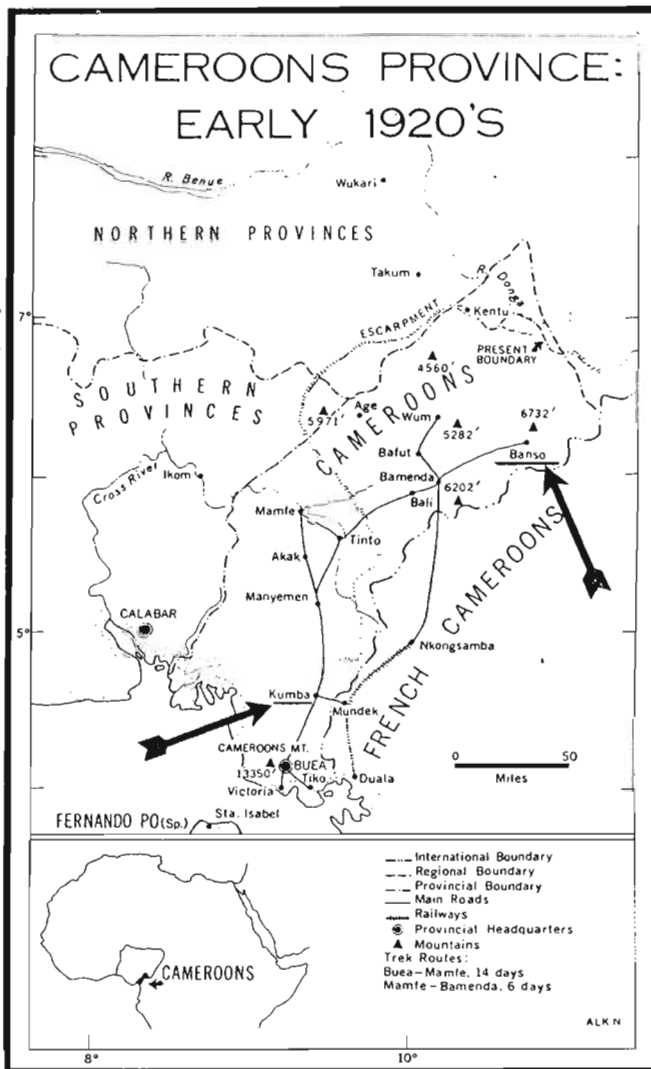


Figure 2

period, because the local government officers of the incoming British Administration dreaded the thought of having to write repeatedly such a long winded name in their ongoing local situation reports to central government. Indeed, relief was so indicated in one report on the said change and a pencilled query alongside it "Confusion with Kumbo?" apparently raised no consternation at the time; that confusion, however, did come about in due course. The former German Post Office, which had been used by the British Forces as a Telegraph Office only since 1916, was reopened as Kumba Post Office in around 1920 within the Nigeria P&T system.

KUMBO, on the other hand, was shown on German maps of Kamerun as a native township some 70 miles north-east of Bamenda Military Station from which a road had been completed in 1907. A Catholic mission, the Society of the Sacred Heart of Jesus, was established there in 1910 and a short time after the Telschoft brothers were the first European traders to move into the area; they came by ox wagon trek to set up a store and to purchase cattle for disposal in Duala. The native inhabitants belong to the Tikar tribal group, the most populous ethnic peoples in Bamenda Province known as Ba-Nso (Ba = people of; Nso being the clan). Following the reduction of Kamerun in WWI the incoming British administration thus began almost from the beginning of their government to use this clan name, Bansa, for the town itself to avoid confusion with Kumba (map figure 3).

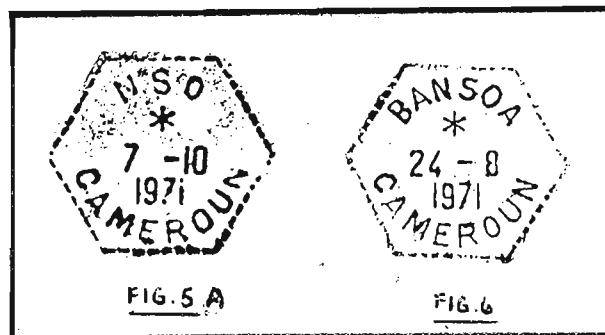
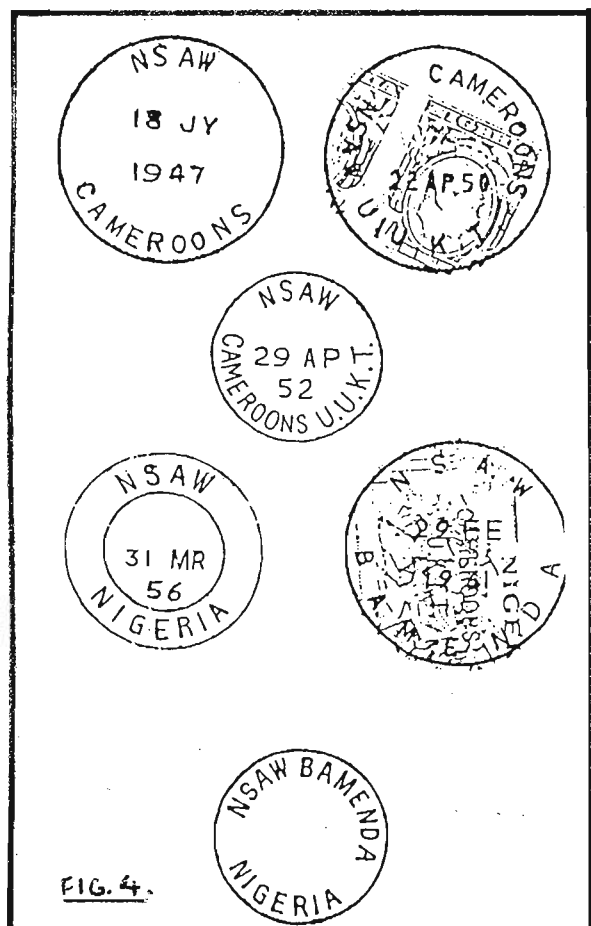
Local government in Bamenda Province was duly organised according to ethnic groups into 23 Native Authorities, each headed by the respective paramount chief of the area. Bansa N.A. was set up in the Fon of Bansa's compound at Kumbo. To confuse matters further, Bansa in the vernacular becomes Bansa and Kumba, Kimbaw — the local practice of freely interchanging all four names for the one and the same township. The "non-Graffi" Cameroonians and the expatriates almost invariably referred to it as Bansa, following Government practice (figure 4 below)



However, when a postal facility was opened in Banso on 1st February 1943 it was called Nsaw Postal Agency and all date stamps used throughout the period of the British Administration were made up accordingly (Ref. 1). Only in the 1950s was the name of the Native Authority changed from Banso to Nsaw.

Sometime in the decade after the Southern Cameroons and the former French Cameroun were, in October 1961, united to form the Federal Republic of Cameroon, local government changes, which saw the demise of Native Authorities, created the Department of Nso with Kumbo its chief town. Kumbo's Postal Agency (Nsaw) was accordingly renamed Nso but the 'NSAW' canceller was not replaced simultaneously (Fig 5). The first 'NSO' canceller recorded by me is dated 7 October 71 (Fig 5A).

Just for a further good measure of confusion, round about the same time a new postal agency was opened at BANSOA, yet another Grasslands township in nearby East Cameroon, the former French Cameroun territory (Fig 6).



Finally, the postal stationery card illustrated opposite (Fig 7) has a Kumbo 25 Oct 13 dateline with the main message on the reverse written in French by Father P. Lennartz of the Catholic Mission, Kumbo. A second message, this time in German, has been written on the address side by another Catholic priest at Kumbo. The card was posted at Bamenda, the nearest postal facility, on the same day — Fr. Lennartz and/or his colleague was probably visiting there at that time. In 1915 Fr. Lennartz was taken by the British on capturing Kumbo during the Cameroons Campaign and marched out overland via Ibi to internment at Lagos, Nigeria. He was subsequently transferred to England where he spent most of his time trying to claim compensation for the loss of his personal possessions in the war. His tin despatch box was eventually sent to London by the S.S. 'Karma' on 23 Feb 1917.

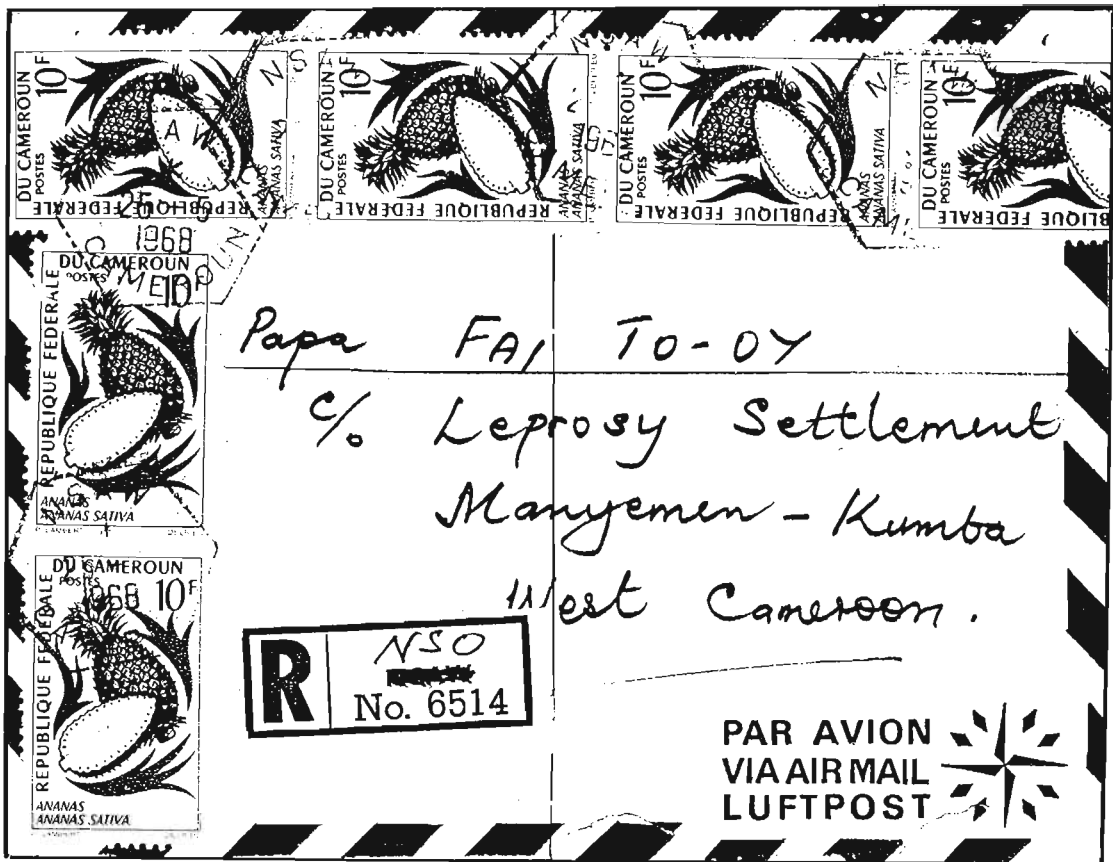


Figure 5

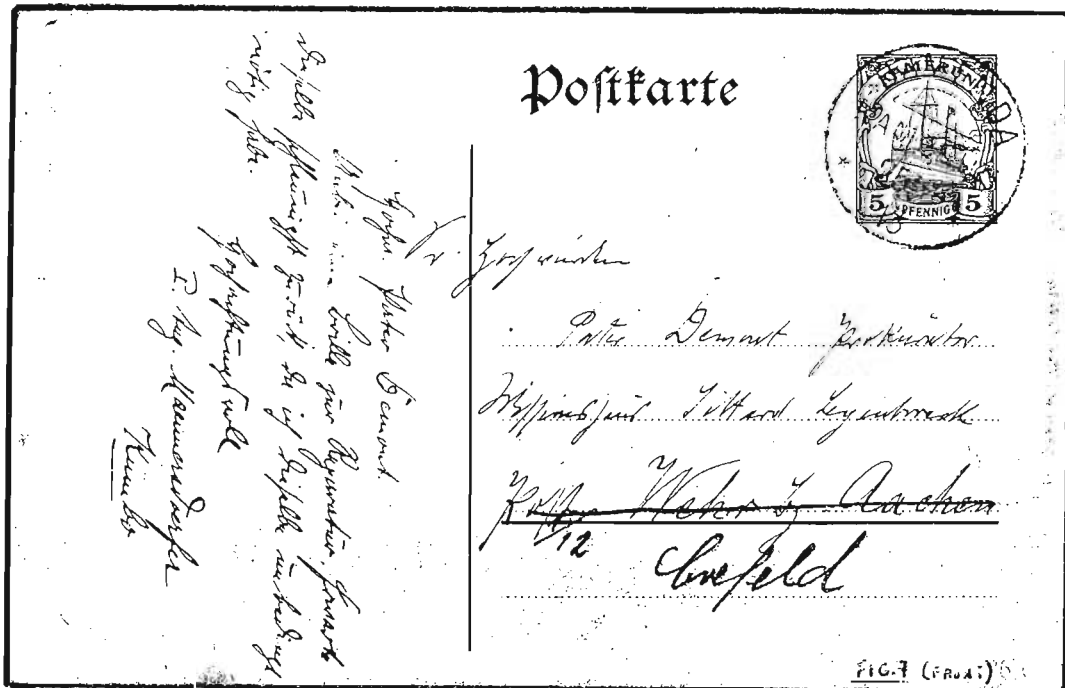


Figure 7 (front)

References

- 1: R J Maddocks and M P Bratzel, "The Postal History of the Cameroons Under British Administration 1916-1961", pp64-65, MPB Canada, 1994.
- 2: "But Always as Friends" by B Sharwood-Smith, 1969.

Cameroons – another Tombel postmark

Marty Bratzel

Recently Bob Maddocks illustrated a Cameroons skeleton postmark reading “AM TUS TOMBEL/ KUMBA (Ref. 1). To add to the mystery, here is another (Fig. 1), reading TOMBEL/ KUMBA and dated 9 JU 1961. This is quite similar to the postmark previously assigned No. 140-2, also illustrated for comparison (Fig.2). The differences are – the new postmark has the letters of TOMBEL shifted one space to the left, KUMBA is skewed two spaces to the left, and the M of KUMBA is inverted.

For more than six years, from early February 1954 to December 1960, the skeleton date-stamp read TOMBEL PA/ NIGERIA, with no recorded variants.

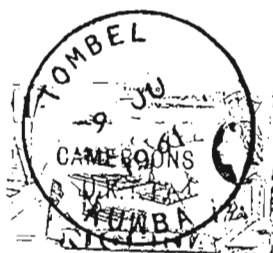


Figure 1

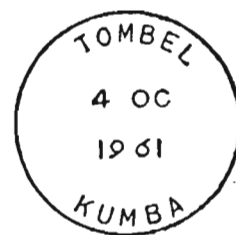


Figure 2

Then at least four more settings are recorded in less than one year

No. 140-1	TOMBEL/ KUMBA (spacing between letters)	14 FE 1961
—	AM TUS TOMBEL/ KUMBA	28 FE 1961
—	TOMBEL/ KUWBA (skewed)	9 JU 1961
No 140-2	TOMBEL/ KUMBA (symmetrical)	7 JY 1961 – 4 OC 1961

This latest discovery was found as part of a scan of a large batch of stamps being offered on ebay, under Nigeria. What other surprises might be out there?

References

1. Maddocks R.J, “Tombel, Cameroons Postmark Poser”, *Cameo*, Volume 7 p125, WASC, January 2002
2. Maddocks R.J. & Bratzel M.P., *The Postmarks and Postal History of the Cameroons Under British Administration 1916-1961*, p72, MPB Canada 1994



“Portuguese” Gambia material

Oliver Andrew

In a pile of documentary Gambia material which came to me recently from former member F. G. Howe, via Jeremy Martin, was a 1969 letter from stamp dealer E. M. Berry. It seems to have been the answer to a query about Portuguese markings on Gambia stamps, probably on cover.

“...I am afraid there has nothing (sic) survived of my old correspondence: when all is said it is nearly 25 years ago and though – as I told you – I did amuse myself by mailing odd lots of covers to myself from remoter spots, villages etc that I visited in my tours round, I found that they were mostly taken by runner to the District headquarters and received Basse (very often), Georgetown and similar markings. Though I was a bit shaken by one lot that received a Portuguese postmark as it indicated we had strayed over the frontier into the Portuguese territory which was a frightful thing to have done. I stopped eventually as I got into a bit of hot water through getting round the postal clerk of one of the river steamers, postmarking my own covers into which I had slipped some bisected “fancies”.... The covers were confiscated. The row even got up to the Governor who was very pontifical about it with me and we eventually got an order that Service personnel had not to use the Colonial PO...”

Many collectors must have covers sent by Mr. Berry to himself. It is a pity he does not record the “remoter spots, villages etc” that he mailed letters from; and he is surely being disingenuous in claiming that any letters “indicated we had strayed over the frontier...” - the frontier of Portuguese Guinea was and is 60km from the Gambia, across the Casamance. Have any of these “Portuguese” covers survived, or any others of Mr. Berry’s “fancies” ?

A Different Victorian Gold Coast Book Post Wrapper

Peter Newroth



In CAMEO (Ref. 1) I illustrated a Book Post wrapper manufactured by Waterlow and Sons. I have seen several similar wrappers, but they show a different style of the blue embossed text panel and do not describe the manufacturer. The example illustrated was marked in Accra 4 Jan 1894 and marked on arrival at Saltpond Jan 12.

There are other variations. The example described in 1989 is 137mm long, with the gummed flap cut at 45 degrees at both ends (making a 28mm long angle). The one illustrated here is 139 mm long and the gummed flap is cut at 22.5 degrees from the long axis (making a 45mm long angle).

Reference

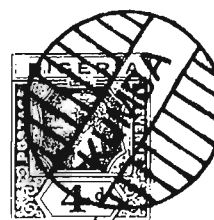
1. Newroth P., "Gold Coast; Book Post Wrapper", *Cameo*, Volume 3 p252, WASC, July 1989



Kumba, Cameroons – Parcel Postmark

Rob May

Three values of the Nigeria KGV script CA definitives turned up recently in a general collection bearing partial strikes of a violet parcel postmark of Kumba. The postmark does not appear in Maddocks & Bratzel (Ref. 1) and having checked with Marty Bratzel he confirms this is a new discovery, now allocated No. 64A in their listing. It is undateable off cover. Marty has prepared a composite, reproduced here.

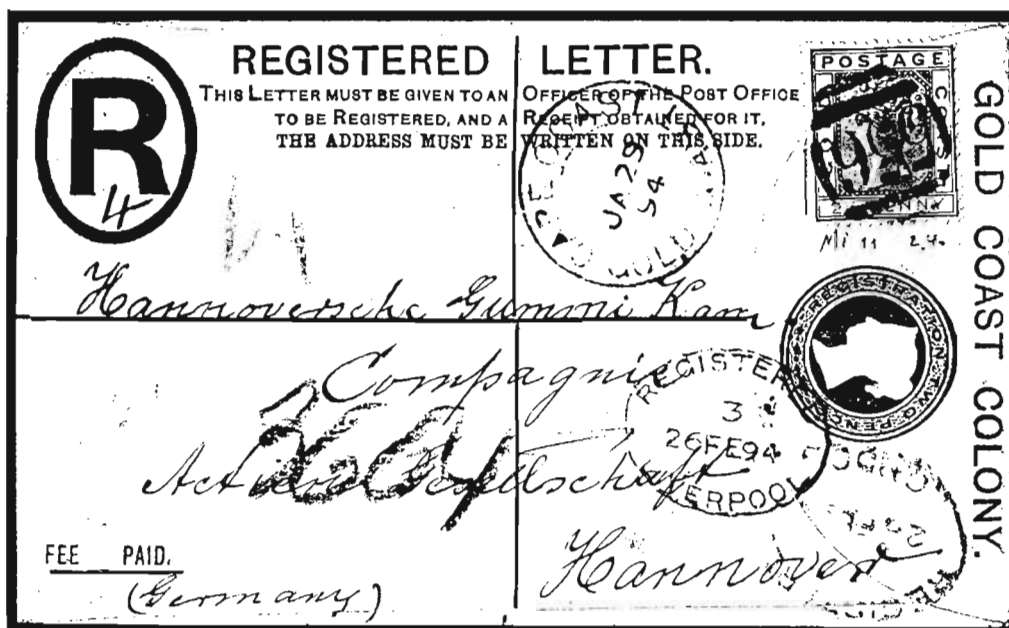


Reference

1. Maddocks R.J. & Bratzel M.P., *The Postmarks and Postal History of the Cameroons Under British Administration 1916-1961*, p49-52, MPB Canada 1994

Used Example of Registered Envelope H&G 5 (1894)

Peter Newroth



My experience shows that preparation of philatelic exhibits encourages detailed study which may lead to interesting discoveries. In preparing Gold Coast postal history for HAFNIA 01, I discovered a used example of an unusual Queen Victoria Registered envelope described in the S.G. Ashanti sale (Lot 756).

It was described and illustrated by Jeremy Martin in CAMEO (Ref. 1). Both the unused Ashanti and my used envelopes share serified lettering of the text "THE ADDRESS MUST BE WRITTEN ON THIS SIDE". Normal envelopes use sanserifed lettering throughout. The mint example was the only one seen during the study of Gold Coast registered envelopes by Francis Kiddle. Used examples have not been previously described. The example illustrated here was sent from Cape Coast (dated 29 Jan 1894) via Liverpool and London to Hanover.

Victorian Gold Coast Registered Envelopes were produced by overprinting Gold Coast Colony in various ways on envelopes produced for use in Britain. Recently, I consulted the 1970 standard handbook by Alan Huggins (British Postal Stationery) and corresponded with him about this variety. Dr Huggins kindly responded that he had not seen an un-overprinted example (the normal GB form), although it should exist.

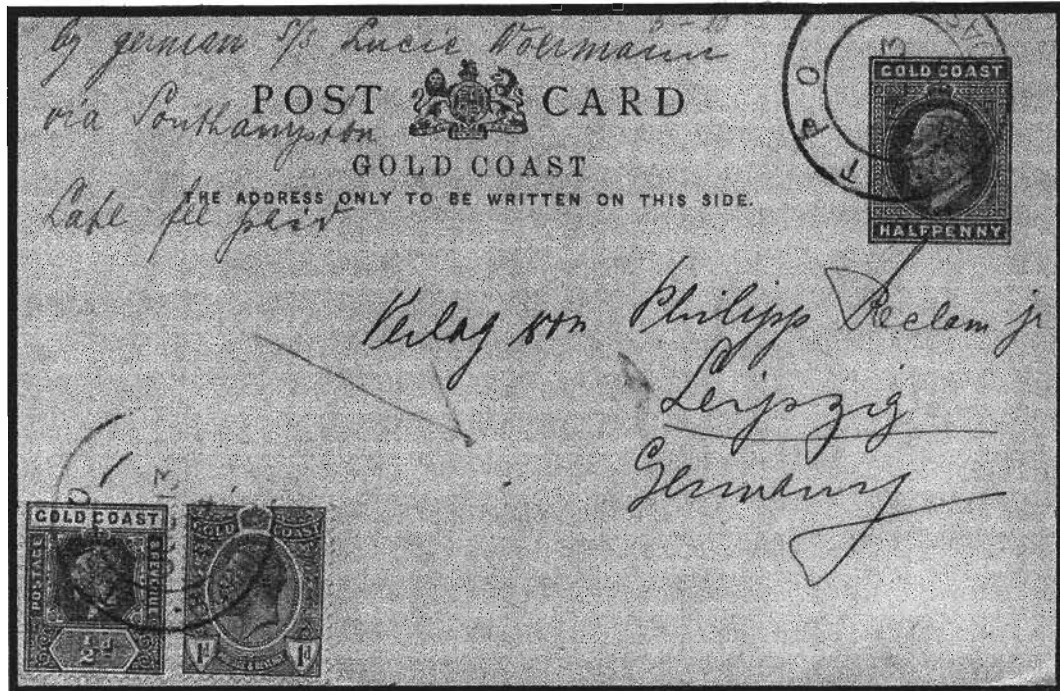
I encourage other Study Circle members to have a careful look at their collections – there should be more of these!

Reference

1. Martin J.J., "Ashanti Gold Coast sale", *Cameo*, Volume 4 p89, WASC, July 1991

Gold Coast Travelling Post Office – 1914

Peter Newroth



The 1/2d King Edward VII postcard illustrated shows two strikes of “TPO / Gold Coast / Jul 13/ 1914”. On the back the card indicates it originated from Heinrich Blumberg, “Coomassie” and was being sent via Secondi. The front is marked in red ink: “by German s/s Lucie Woermann / via Southampton/ Late fee paid” with address to Leipzig, Germany.

I reviewed Michael Ensor (Ref 1) for TPOs and this card does not conform in several ways. The double circle TPO markings in black appear to be a variation of Type W1a, but without the “U” – perhaps this is because the card was used in the “DOWN” direction on the Western Line.

Also, the additional franking by 1 1/2d requires some interpretation. I believe the overseas foreign postcard rate at the time was 1d, so presumably 1/2d was added to up-rate the card. But then the 1d applied falls far short of the 3d required as late fee payment for overseas mail. Unfortunately, I found no other illustrations of early cards or letters with TPO marks that might help interpret this!

Reference

1. Ensor M. (Ed), *The Postal Services of the Gold Coast 1901-1957*, pp86 and 143, WASC, Dronfield 1998



Nigeria – Another Postal Forgery

Rudolf Lazar

I have found a note and this illustration of an older Nigerian forgery, of the 1985 OPEC 50k commemorative perf. 11 instead of 14, on the web under “www.raster.it/stefano”, which is a private site exchanging notes on stamp queries. It appears to be one of the much scarcer postal forgeries that were accepted through the Nigeria post office as the postmark looks genuine. The fraud letter forgeries usually have forged postmarks. The lower stamp is a genuine one for comparison.



Togo Mail via the Gold Coast 1899

John Mayne

Albert Friedemann (Ref. 1), states the double ring PAQUEBOT / LIVERPOOL cancel can be found on German Togo stamps and gives an example of the cancel alone dated 22 July 1899. He therefore implies it may be found on the overprinted German issues released in the colony in 1897 and on later yacht issues released November 1900. I have never seen the strike on either issue on German stamps and feel the premium Friedemann suggests, 40%, is most conservative.



Recently a series of picture postcards have been noted at German auctions, all part of a correspondence to a member of the staff at Mission Factory at Akkra. I acquired one of these and missed out on a second endorsed 'Per Overland Route' at an auction in the United States; my bid delayed in the post in the aftermath of September 11th. All the cards were redirected from Akkra to Akusi. The card I acquired was posted at Lome 10 May 1899. It unusually carries the cachet of C.Oswald, Missionary Quitta and may have been applied at the mission factory. This card reached Akusi 18 May.

Another card has now come to light, which I illustrate. This was also posted at Lome on 10 May 1899 and like the card above reached Accra on 16 May and Akusi two days later. This card was then further redirected, this time to Koppigen Switzerland. Interestingly on this redirection two Queen Victoria Gold Coast ½d values have been added both cancelled by the Liverpool Paquebot cancel on 25 June 1899. The card reached its final destination on 27 July.

The postage rate in May 1899 for mail from Togo to countries outside the German postal area was 10pfg, i. e. the correct rate was paid on each card. I understand the postcard rate from the Gold Coast to Switzerland was 1d, which equates to 10pfg. I am puzzled as to why it was thought necessary to pay further postage in the Gold Coast when the correct postage had been paid in Togo. if any member has an explanation I would be grateful as I am under the impression the Gold Coast issues were unnecessarily applied.

Irrespective of whether additional postage was due, this is the only example I have seen of the "Liverpool Paquebot" strike on German Togo mail, albeit it was applied to Gold Coast and not Togo stamps.

Reference

1. Friedemann A., *The Stamps and cancels of the German Colonies and the German Post Offices Abroad*, Section XIII Togo, German Colonies Collectors Group translation 1979

German Postal Stationery used in Togo – an update

John Mayne

Cameo (Ref. 1) included an article from me detailing German cards, un-overprinted and overprinted, held in my collection.

Used Un-overprinted

Cameo (Ref 2) has also included an article on Atakpame Post Office and on the German Taxe Mark, both showing examples of further un-overprinted cards. To date only 5pfg single and reply cards have been reported found un-overprinted, all except one from the British sector.

A 10pfg single card has now come to light, cancelled Station Palime 29 Sept 1915 and correctly up-rated by Gold Coast ½d overprinted issue of that year to meet the internal rate. Whilst addressed to Palime, the message in French appears genuine.

Used Overprinted

Gibbs (Ref 3) gives the briefest information on these cards and was unable to quote numbers. He states they are very scarce to rare unused or with “by favour” cancels, and they are very rare “properly” used. He suggests the One Penny on 10pfg single card is very rare with probably less than ten possible. The only example I have seen of this card is illustrated by Martin and Walton (Ref. 4).

Regarding the 10pfg reply card, Gibbs states “This card must be extremely rare, I have never seen one, although I have recorded a used example of the reply half” and he suggests less than five maybe possible. I hold a complete copy used sent to Col. Bryant, Commanding Officer Lome.

While Gibbs does not categorically state this, the number of French cards issued should match the English with the Yacht stamps and stationery having been shared equally.

In 1998 I acquired an example of the 10pfg single card overprinted for the French, cancelled par complaisance at Anecho on 11 August 1915. In July 2001 I acquired a water damaged copy used internally posted at Anecho a day earlier and addressed to Lome. The one other example I have seen of this card was addressed to Buchs-aarau, believed philatelic, sent registered post and uprated by Gold Coast 3d value overprinted; the stamp and card both cancelled by German Lome belted cancel on 13 December 1916.

References

1. Mayne J., “Togo Postal Stationery Cards”, *Cameo*, Volume 5 pp97-100, WASC, January 1996
2. Mayne J., “Togo; Atakpame Post Office“, *Cameo*, Volume 6 pp322-324, WASC, July 2000
3. Gibbs R.M., *G.R.I. The Postage Stamps of the German Colonies occupied by the British 1914-1918.*, Christie's Robson Lowe, London 1987
4. Martin J.J. & Walton F.L., *Togo : The Postal History of the Anglo-French Occupation 1914-1922*, p37, WASC, Sheffield 1995



Togo Taxe Markings

John Mayne

For German Togo from 1884 to 1914 I find the boxed “T” tax mark elusive, but I have seen examples from Lome and Anecho. It is even more difficult to find for the occupation period from 1914 to 1922.

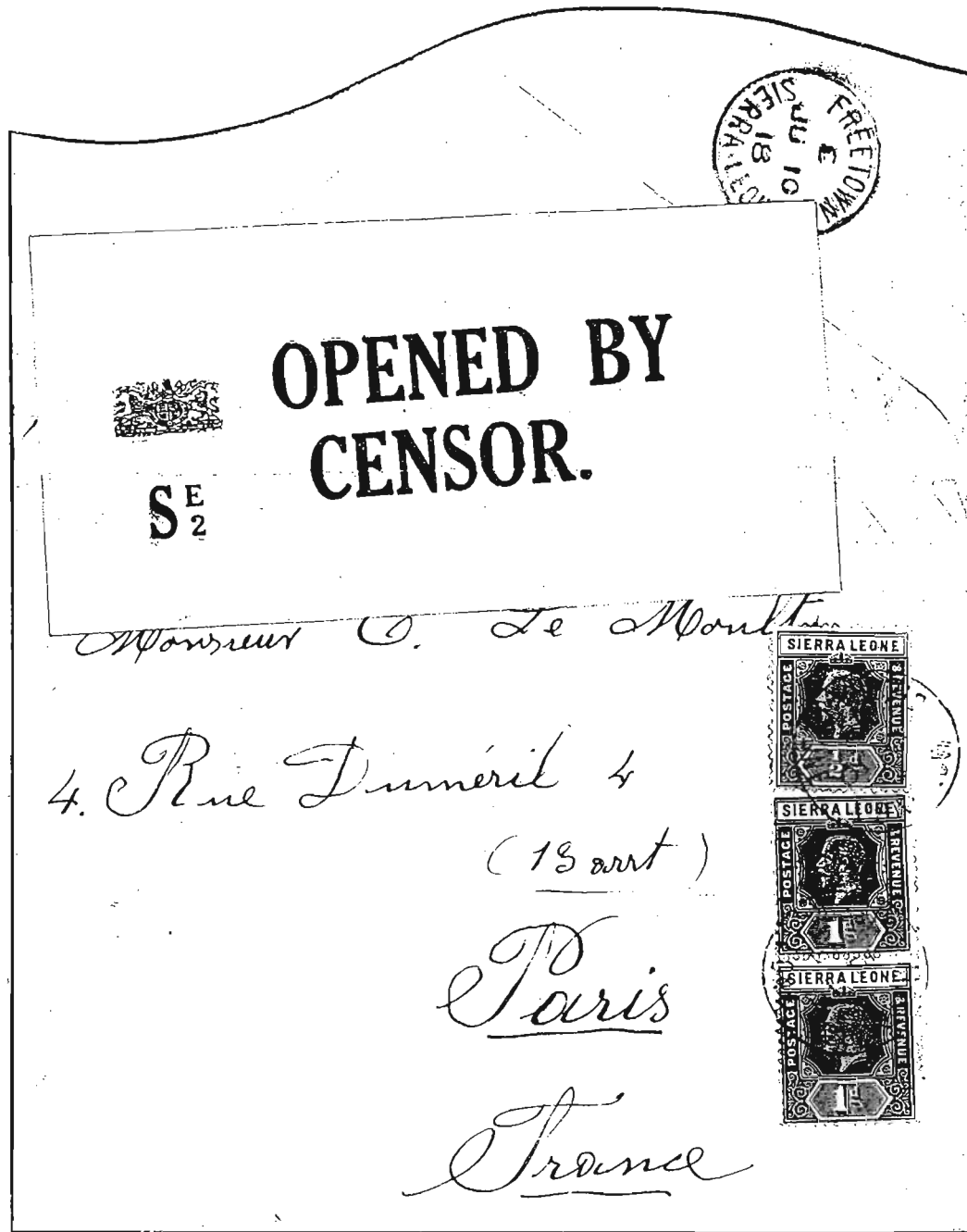
Vorlaufer whole number 120 of Sept 2000 included an example on a German 5pfg postal stationery card used incorrectly internally at Lome whilst it was in the British sector on 2 Sept 1915. This item was also featured in *Cameo* Vol 6 p325 in July 2000.

This tax mark was until now unrecorded in the French sector, A similar example has come to light, but it is far from perfect. It is struck on the face of a picture postcard alongside the German-type Anecho cancel for 5 May 1920, addressed to D.S. (District Surveyor?) at Lome GPO, but without any message. There is no postage stamp and it appears philatelic. Whilst it is possible the “T” mark could have been applied at Lome, by the British administration, I think it more likely to have been applied at Anecho when the clerk noticed no postage had been paid. If so, this will be the first example applied to mail from the French sector.

Sierra Leone WW1 Censorship

Jeremy Martin & Frank Walton

This article first appeared in the Civil Censorship Study Group Bulletin of April 2002 (Vol 29, No 2, p54) and is reproduced with permission of the editor



Freetown, Sierra Leone, 10 June 1918, to Paris, France.

The scarce censorship label, on the cover illustrated, has been recorded on only four Sierra Leone covers:

<u>Code</u>	<u>Date of posting</u>	<u>From</u>	<u>To</u>
SE/1	20 Feb 1918		
SE/2	27 Feb 1918		
SE/2	10 Jun 1918	Freetown	Paris
SE/3	19 Apr 1918	Blama	Berne

The label has been allocated “Sierra Leone WWI civil ‘tape’ type 3” by the West African Study Circle (Ref. 1). Note that although full details of two covers are not currently available, the four covers recorded were all addressed to non-UK destinations.

In Graham Mark’s excellent book (Ref.2), he commented (pp 118-9) on the requirement that neutral vessels sailing to, or from, neutral ports in north-west Europe had to call at a British port for examination. When ships called, any mails they carried were sent to the censorship in London, except for certain classes of mail. Following the German declaration of unrestricted submarine warfare in February 1917, Britain agreed to transfer the compulsory calls to more distant ports. In that case, these neutral vessels were not permitted to carry ordinary mail, but the privileged categories could still be carried (p165). So that these privileged mails could be examined censors were sent from Britain to strengthen the local censorships.

One of the approved ports was Freetown, Sierra Leone, and Farquharson (Ref. 3) stated that, upon setting up the scheme for neutral ships to call, two officers were sent out from Britain, at War Office expense, to oversee that part of the censorship. Subsequently these two were absorbed into the local structure. As the type 3 labels have only been found used in 1918, it is possible that this style was only adopted when the two Londoners joined the local team and, as this style has only been recorded on mail to non-UK destinations, it is likely that the contents of the letters were in languages other than English. It seems more likely than not that the two sent from London would have had some linguistic skills, so would have been well placed to deal with foreign languages, and possibly were better qualified than the local colonial administration staff who were brought into censorship duties.

Does anybody have any information on this topic - or further examples of this style of label?

References:

1. Martin JJ & Walton FL: *West African Censorship*, p90, WASC, Dronfield, 2nd edition 1999.
2. Mark G.: *British Censorship of Civil Mails during World War I, 1914-1919*, SRT, Bristol, 2000
3. Farquharson ASL: *Report on Postal Censorship during the Great War 1914-1919*, p258, War Office, 1920.



Liberian Mail via Sierra Leone

Frank Walton

Letters from northern Liberia travelling via the Sierra Leone postal system have been challenging several members over the past few months (Ref 1). I have discovered another cover which went this way. It is an envelope franked with Liberia 2c and 3c adhesives addressed to the USA. The envelope has a pre-printed address on the back “House of Bethany/ Cape Mount Sulima/ Sierra Leone West Africa” .

The stamps are cancelled with a Robertsport postmark (date not legible) as well as a Sulima/ Sierra Leone date-stamp of 24 May 1946. On the back are other Sierra Leone transit marks of Pujehun (29 May) and Freetown (30 May). These transits themselves beg an explanation as Pujehun is only 30 miles from Sulima, whereas Freetown is 50 miles cross-country plus 100 miles on the railway from Pujehun.

Can anyone offer explanation or provide further examples?

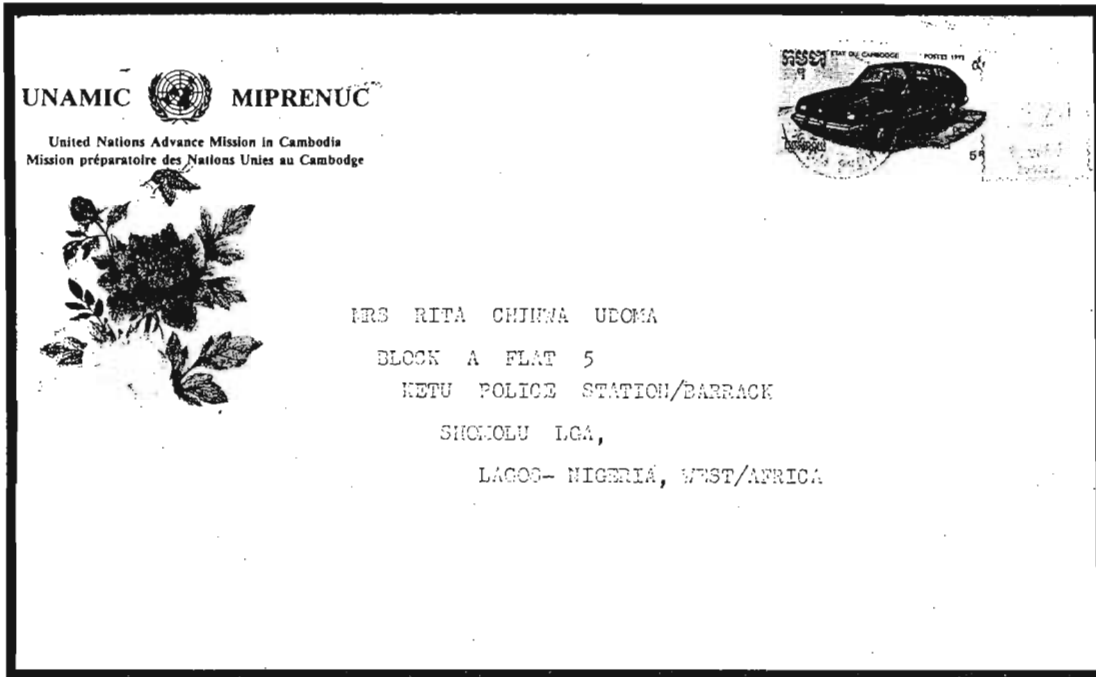
Reference

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

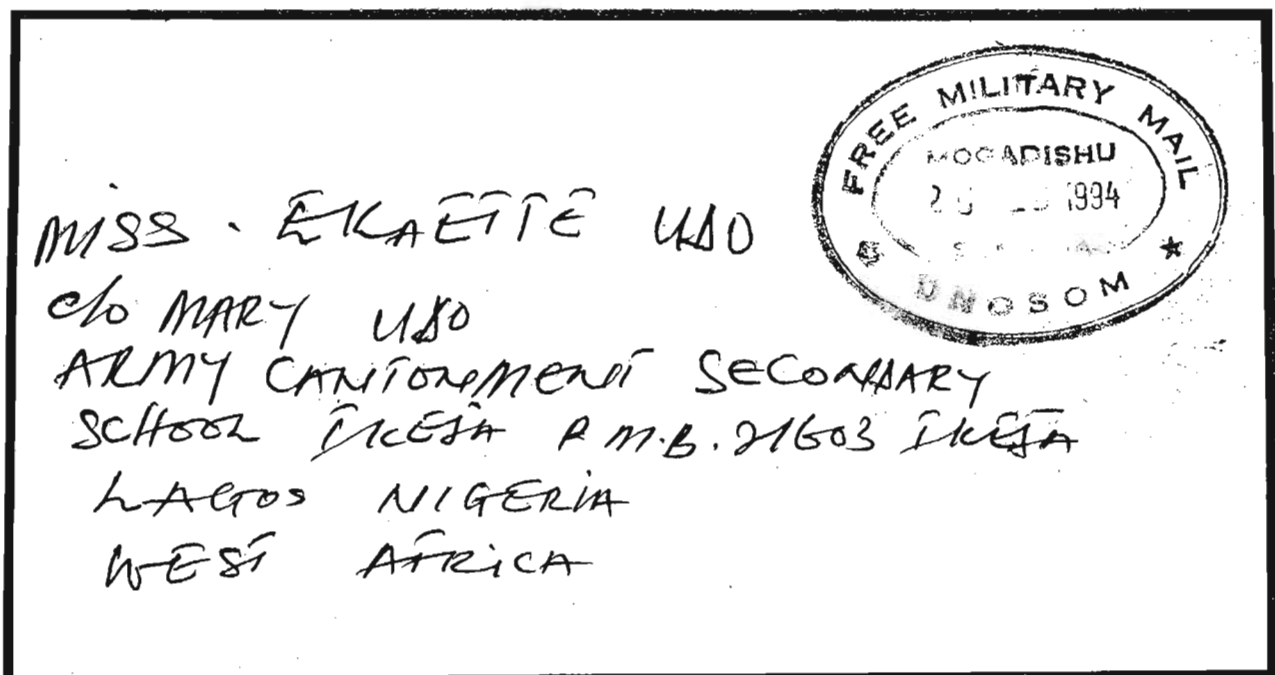
UN Nigerian Troops in Cambodia and Somalia

Tony Plumbe

Nigeria supplied some members to the Advance Mission in Cambodia in 1993 but postal evidence is distinctly scarce. Figure 1 is a cover sent to Ketu Police Station / Barrack, Lagos, cancelled by a weak Phnom Penh meter mark reading "1520". "UNAMIC etc" is an imprint but the flower arrangement is pasted on. The envelope contained a Christmas card.

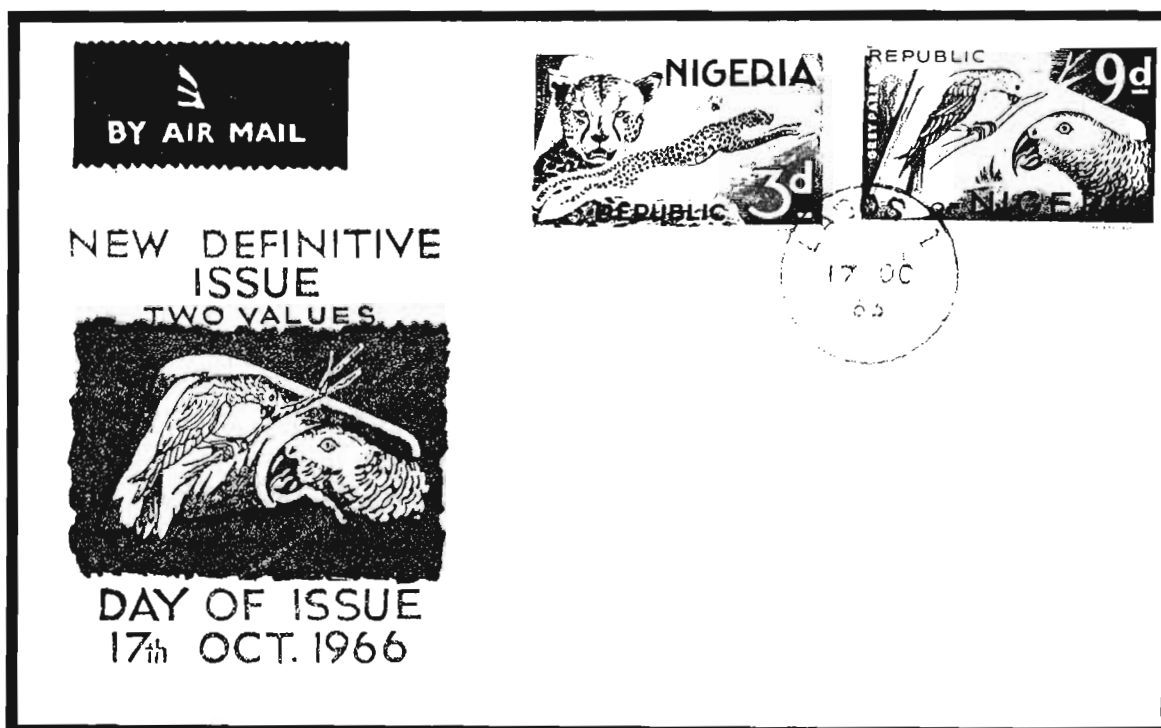


Nigerian troops also featured among the multi-national UN peace-keeping force in Somalia after the US invasion in 1993. On the cover below, the UNOSOM Free Military Mail oval cachet in violet was applied in Mogadishu on 25 Feb 1994. Faintly below the date it reads "Somalia". The sender was Corporal J. Udo and his address on the reverse is "NABAT II UNOSOM, c/o PO Box 48246, Nairobi, Kenya, E/Africa". There are no transit or receipt cancellations. Details of other types of UN mails would be welcome.



Nigeria 1966 Illustrated FDC

Neville Jones



NIGERIAN PHILATELIC SERVICES, G.P.O. BUILDINGS, MARINA, LAGOS

The two stamps affixed to the cover featuring animal and bird of Nigeria are part of the fourteen denominations of the new definitive stamps. The two stamps were designed by Maurice Fievet, a famous French Artist and were both printed in photogravure by Messrs Harrisons and Sons, 7 Cavendish Square, London.

The stamps can be obtained, as usual, from our philatelic agencies in New York London and Brussels. They are also obtainable direct from the Head Postmaster, G.P.O. Marina, Lagos on application accompanied by appropriate remittance to cover cost of stamps plus postage by Registered Air Mail.

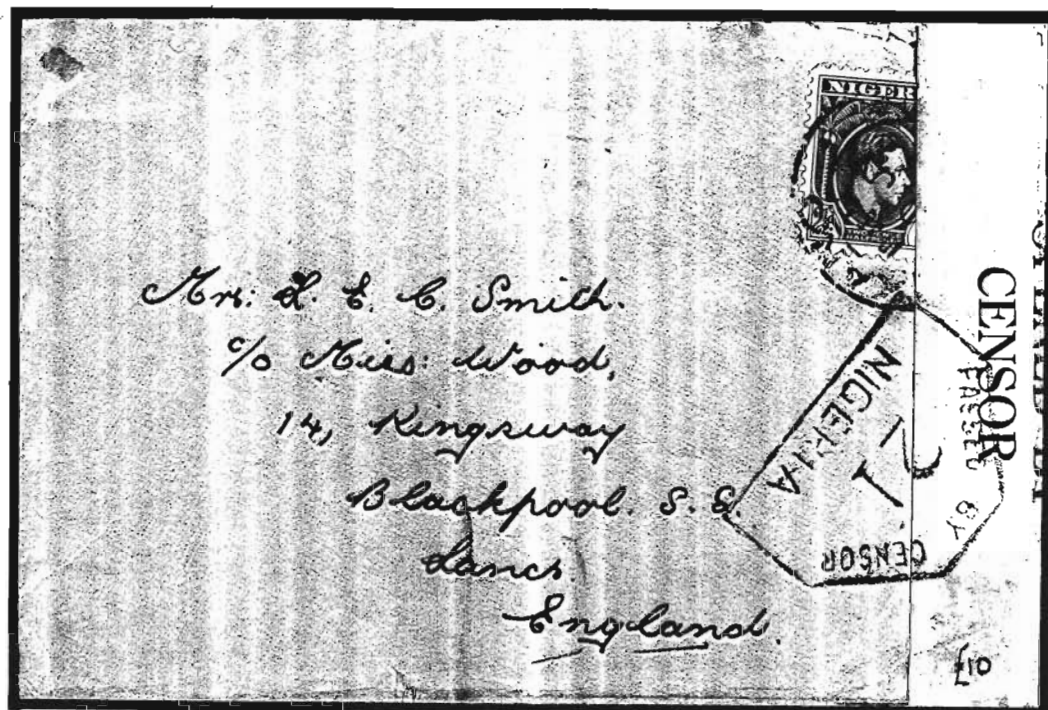
Each official cover is sold for 2s-6d and the release date is 17th October, 1966.

I found the above cover and enclosure at a recent stamp fair. At first I thought it was a "home-made" effort, but when I found the printed contents I realised it must be an official illustrated First Day Cover. The envelope is un-addressed, so it must either have been bought over the counter, or sent in another envelope.

This seems not to have been recorded before and any other information would be welcome. Has any other member seen one?

Nigeria – Censor 21

Neville Jones



I purchased the above cover at Philatex. The thin figures of 21 without serifs caught my attention. I felt sure that this was different from the Censor 21 I already possessed. That proved to be correct, but it also differs from the recorded style of Type 1M Censor 21 recorded by Martin & Walton (Ref 1). Its measurements are 38.5mm x 27.5mm and the date, though partly covered by the Type 3A censor tape, seems to be 10 or 20 July 1942.

Reference

1. Martin J.J. & Walton F.L., *West African Censorship*, p57-59, WASC, Dronfield 2nd Edition 1999



Nigeria – Perforations of the Latest Issues

Rudolf Lazar

Whilst sorting recent covers I have noticed that two different perforation types have been appearing on Nigeria's latest definitive and commemorative issues. The perforations are perf 14 (comb, and possibly also now line), or perf. 13 (line).

This has now been confirmed by Michel, whose journal "Michel Rundschau" of April 2002 lists the following issues with both perforations:

8 Sept 2000: Olympic Games, Sydney N20 and N40

15 Jan 2001: Indigenous Fruits, N30 and N40

25 June 2001: Definitive N30 Preuss's Guenon

The 2001 "Animals" definitive set appeared in perf. 14 for all values but I have now seen the N20 and N30 used values perf 13. More can be expected.

The commemorative issues so far seen by me with both perforations on at least some values are:

2001 Indigenous Fruits, the whole set of N20, N30, N40 and N50 have been seen used, with both perforations. The new issues services have provided two sets to me with three values perf 14, but the N40 perf 13. Rob May has had the same experience.

2000 Sydney Olympics. The N10 has appeared used with perf. 13.

2000 40th Anniversary of Independence. The N10 and N20 have appeared used with perf 13.

The usual comb perforating machines up to the end of 1996 were comb perforators of 14 gauge. With effect from the 1998 Football World Cup issue a new perforating machine has been in parallel use. Stanley Gibbons 2002 catalogue listed some values in both perforations, being the 1998 World Cup N5 value and the 1999 Federal Environment Protection Agency N5 and N30.

Rob May has checked his collection and reports his mint sets, from a new issues service show
2000 Conservation: N5, N20, N30 perf 13 whilst the N10 is perf 14
2000 40th Anniversary of Independence: all perf 13 except N50 is perf 14
2001 Nigeria Times newspaper: all perf 13

Michael Wright reports that the 2000 Return to Democracy set was printed by Questa. Is this possibly the origin of these "second perforation" values? I have no knowledge of the background to this change; as usual records are hard to obtain as also are the relevant stamps in mint condition. My message to other collectors of modern Nigeria is to check your sources of recent mail, and please report any new discoveries, as I am compiling a listing.



The 2nd West India Regiment in West Africa

Bob Maddocks

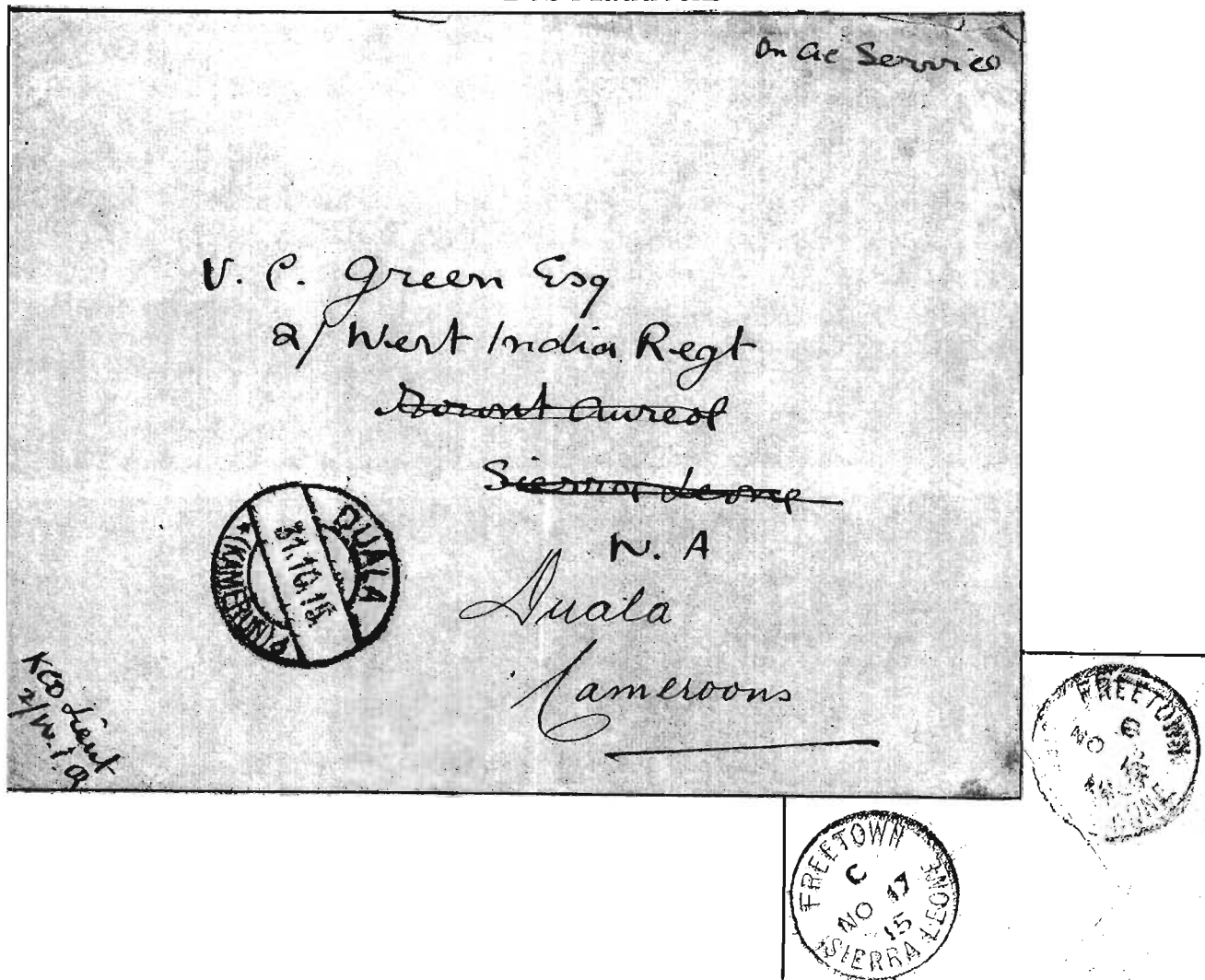


Figure 1: Stampless "On Active Service" cover addressed to a member of the WIR Freetown from a colleague serving with the CEF in Duala, postmarked 31 Oct 1915. When it reached Freetown on 15 or 16 Nov 1915 it was re-addressed back to Duala as the addressee had meantime been sent to the Cameroons

The West Indian Regiment was raised in 1795 as a Line Regiment of the British Army. The purpose was to defend British West Indies territories against the French and also against the insurgent Carib population. It was recruited from both owned/bonded and freed African slaves as they were deemed to be better suited than white troops in the local tropical climate and conditions.

In 1819 the 2nd W.I.R. was sent to garrison Freetown, Sierra Leone and in due course went on to serve in the Gambia and the Gold Coast in the furtherance of British colonial interests against the French as well as troublesome native tribal leaders. It was somewhat ironic that the former African slaves, now as West Indies soldiers, were back on their home continent to help in the pacification of the hinterland and in the suppression of the slave trade.

Following the outbreak of WWI, detachments of the 2nd W.I.R. were, at different times, sent from Sierra Leone to serve with the British Contingent of the Cameroons Expeditionary Force in Kamerun against the Germans (Fig 1). When that campaign ended in early 1916, they were transferred to fight in German East Africa. In both Campaigns they gained Battle Honours for their Regimental Colours. Thereafter they went on to Egypt and Palestine before returning home to the West Indies in 1919, meeting up with the rest of the Regiment which had remained at Freetown until withdrawn from there in 1915. The Regiment was finally disbanded in 1927.

Of particular interest is the origin of the Regiment's resplendent "Zouave" uniform. It was first seen in Barbados in 1858 on a parade of St Anne's Fort, having been adopted especially for the W.I.R. on the suggestion of Queen Victoria. She had been greatly impressed by the very smart uniform of the French African soldiers of the period and thought something similar would be more befitting the natives than the usual British Military attire. The term "Zouave" originally referred to members of the French Light Infantry recruited from the Zouave tribe in Algeria, North Africa and distinguished for their physique, dash, bravery and pride.

This full dress uniform consisted of a braided scarlet tunic worn over a white, long-sleeved jacket with a braided front and twenty brass buttons. The baggy trousers were of dark blue colour with gold stripes on each leg and were accompanied by white stockings, white gaiters and black shoes. The head-dress consisted of a bright red fez, around which was wrapped a white turban.

After WWII, when the Barbados Voluntary Force was resuscitated and renamed the Barbados Regiment, it was decided to adopt the Zouave uniform as the ceremonial dress of the Corps of Drums; it is still worn by the Regiment's Military band at the present time. In 1995 Barbados issued a set of five stamps to commemorate the 200th Anniversary of the formation of the W.I.R. They depicted the various uniforms worn, including the Zouave. (Fig 2)



Figure 2 ; one of the set of five stamps issued by Barbados in 1995 to commemorate the 200th anniversary of the formation of the West India Regiment.

To conclude, illustrated below are two postcards portraying the WIR in Sierra Leone, which were printed in Germany for Paris & Co, Freetown before WWI.

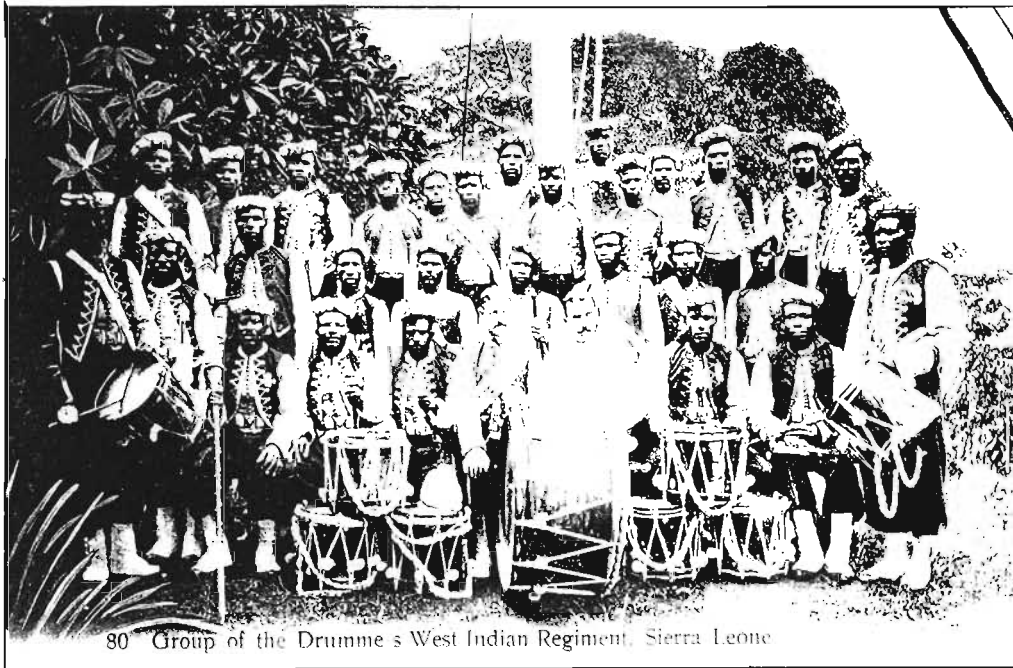


Figure 3; early 1900s view-card of the WIR drummers.

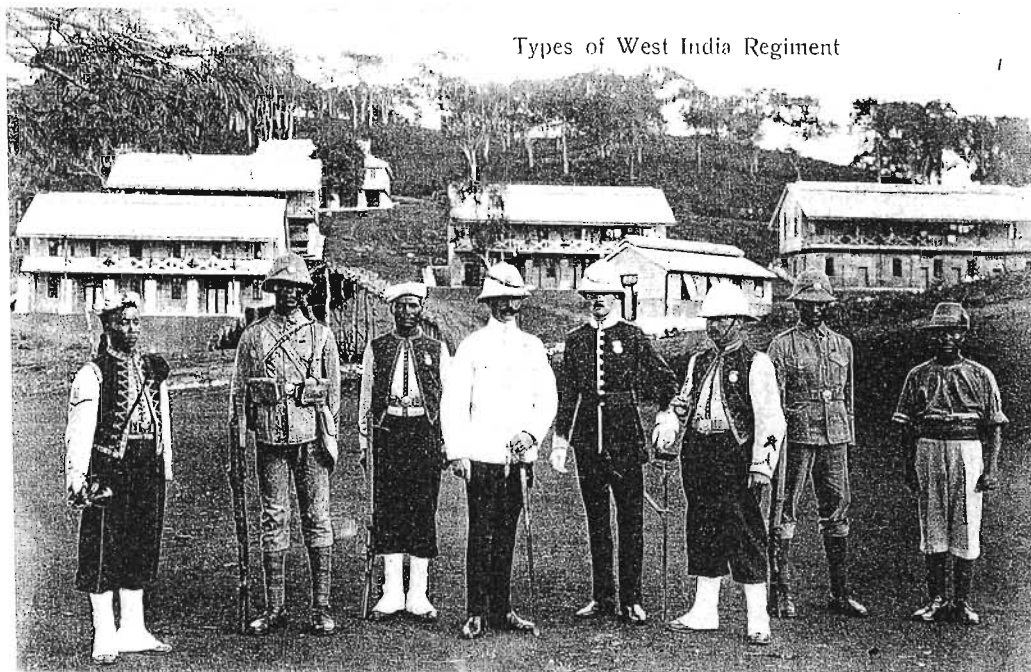


Figure 4; early 1900s view-card of the different WIR uniforms worn by the soldiers

Sierra Leone Telegram

Frank Walton

The telegram illustrated was offered for sale last year by Trevor Davis and includes the Telegram Envelope used from Freetown 11 May 1896 to Sherbro 23 May 1896, franked with three 1d adhesives cancelled B31 killer, illustrated as Figure 2, containing the telegraph form illustrated at Figure 1. Judging by the time taken to get to Sherbro it seems doubtful the message had its intended effect!

(Form 2.)

Receiving Form.	THE AFRICAN DIRECT TELEGRAPH COMPANY, LIMITED.	
Inst. From <i>BNI</i>	SIERRA LEONE STATION.	
Foreign No. <i>310</i>	No. <i>3</i>	
No. of Words <i>5</i>	At <i>11</i> .. <i>10a.m.</i> on <i>9th</i> of <i>May</i> 189 <i>6</i>	
REMARKS.	Received the following TELEGRAM:	
<i>cg Jfe</i>	From <i>Berne</i>	dated <i>8</i> Time <i>9 45p.m.</i>
	To	<i>Riff Sherbro</i>
Clerk's Initials <i>SRC</i>	Address	<i>Freetown Sierra Leone</i>

Rentre vite

No Inquiry respecting this Telegram can be attended to without the production of this Paper.
The Public are expressly requested to take Notice that Messages are only forwarded by this Company on the condition that no responsibility is incurred for delay in transmission or delivery, or for non-transmission or non-delivery, or for mistakes from whatever cause they may arise.

Waterlow and Sons Limited, Printers, London Wall, London.

Figure 1 (size reduced)

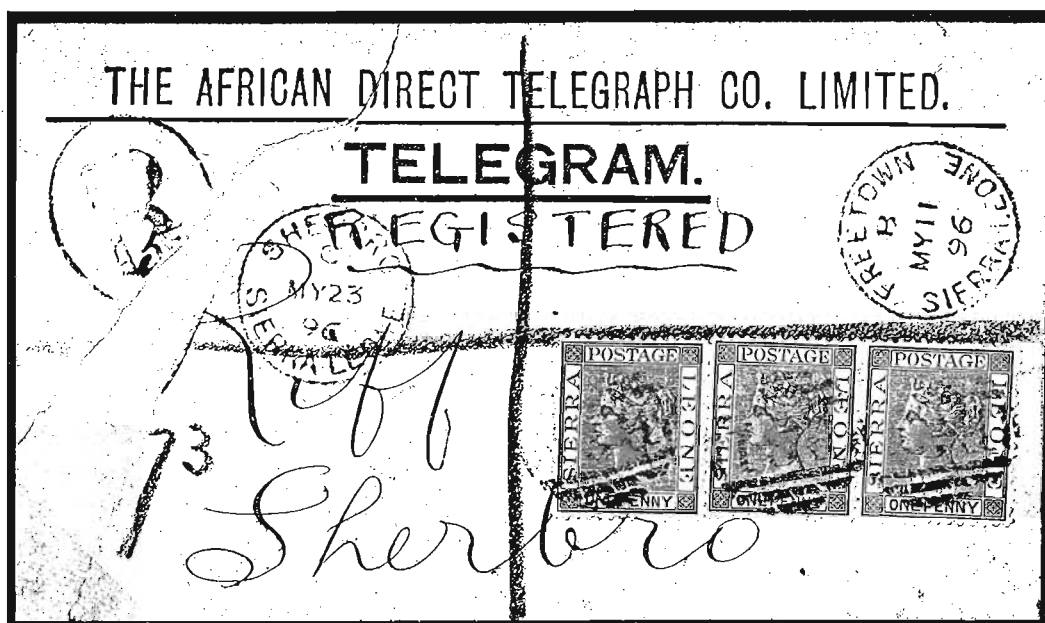


Figure 2

◆ ◆ ◆ ◆

Render unto Caesar – an 1846 letter from Fernando Po

Bob Maddocks

The text of a letter written at Clarence, Fernando Po in 1846 by the Island's Acting Governor, James Lynslager, to the Rev. John Clarke is set out below;

“Clarence, Fernando Po
April 3rd 1846

Revd J. Clarke

Sir

I have to apprise you in the name of the Queen of Spain respecting the several conduct of Lynders Byle, also his interference with government here.

I have therefore for such conduct to acquaint you and that you will know from this date that ten days notice is given to the above named to quit this island, if not I shall have to use the power vested in me by placing him in the guard house.

You will further observe that his conduct to me yesterday in the presence of strangers shewed directly what an impertinent fellow he is. Why! Calling me a liar!

I am, sir

Your most humble and obedient (servant?)

(Signed) J. N. B. Lynslager

Acting Governor”

The writer was James Lynslager, a British businessman of Dutch origin. He was assistant to John Beecroft, British Governor of the Island since 1834 and also, since 1840, British Consul and General Agent for the Bights of Benin and Biafra in the Gulf of Guinea. When Spain took over political control of Fernando Po in 1843 Beecroft was retained as governor, and Lynslager acted in that role during his absence, becoming substantive on the former's death in 1854. In 1862 he gave the 21 year old John Holt his first employment in West Africa – the beginnings of the well-known merchant and shipping company John Holt & Co (Liverpool) Ltd.

The addressee was Rev. John Clarke of the London Baptist Mission. He had first arrived in Fernando Po in 1841 from Jamaica to ascertain its suitability as a home for freed slaves. After reporting back, he returned in 1843 to establish a mission, first in the island and then at Bimbia on the mainland opposite. He left in 1847. As mission head he would have had ultimate responsibility for the conduct of other mission staff, but unfortunately no information has emerged about the errant Lynders Byle, who must have been an expatriate with the mission.

Sierra Leone Railways

Alan N Peachey

The following article appeared in "The Narrow Gauge", March 2002, and is reproduced with permission of the editor. "The Narrow Gauge is published by the Narrow Gauge Railway Society. All pictures by Alan Peachey.

The 2ft 6in gauge Sierra Leone Railway closed in sections between 1971 and 1974. Thirty years after the demise of the railway, three steam locomotives, four Hudswell Clarke diesel mechanical locomotives and half a dozen passenger coaches still survive in one of the original workshop buildings at Cline Town in the suburbs of Freetown. Clearly some far-sighted person thought it might be a good idea to retain some relics for the benefit of future generations.

I was able to view the relics during a recent visit to Freetown and confirm that these are;

Beyer-Garratt 4-8-2+2-8-4 No 73

Built Beyer Peacock 1955/56

Manning Wardle 0-6-0 Tank locomotive

Un-numbered; I was told that this was the first locomotive delivered to the country in the 1890's and was used in the construction of the railway.

Hunslet 2-6-2 Tank Locomotive

Works number 3398 of 1947. The SLR running number could not be identified.

Rail Motor Inspection Car

Running number could not be identified

Hudswell Clarke Diesel Mechanical Locomotives

2-10-2 Nos 105 and 107 of 1959(?)

Hudswell Clarke Diesel Mechanical Locomotives

2-10-2 Nos 123 and 133 of 1958

Unfortunately the works building was invaded by rebels in 2000 and the (aluminium) panelling of most of the passenger coaches was stripped. The only coach that appears to have been untouched is the Governor General's white-painted coach, and this was because it is wooden-bodied. Presumably the rebels did not want the wood. Similarly, considerable damage appears to have been done to the engine compartments of the diesel locomotives, also presumably because the rebels stripped any electrical parts they thought might be of use. The good news is that the Garratt appears to have been untouched and is in remarkably good condition.

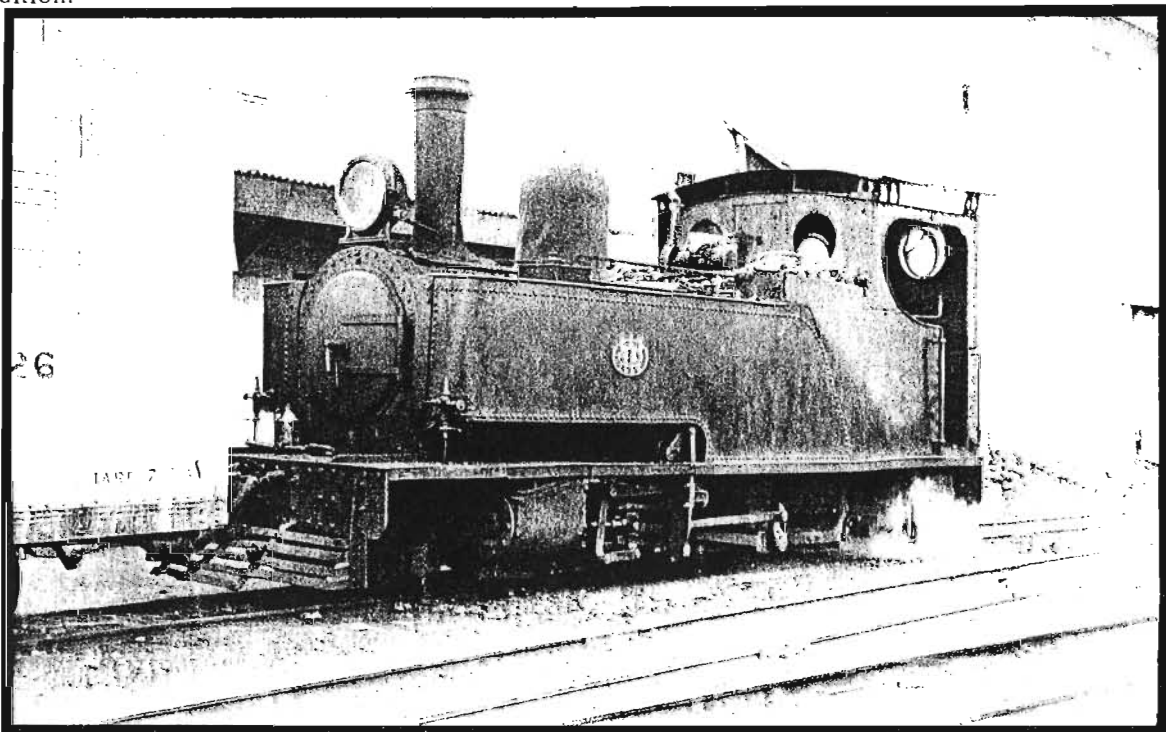


Figure 1; 2-6-2 Tank locomotive 46 shunting at Water Street, Freetown, 1964. Similar to No. 85 which is now preserved on the Welshpool & Llanfair Railway in mid-Wales

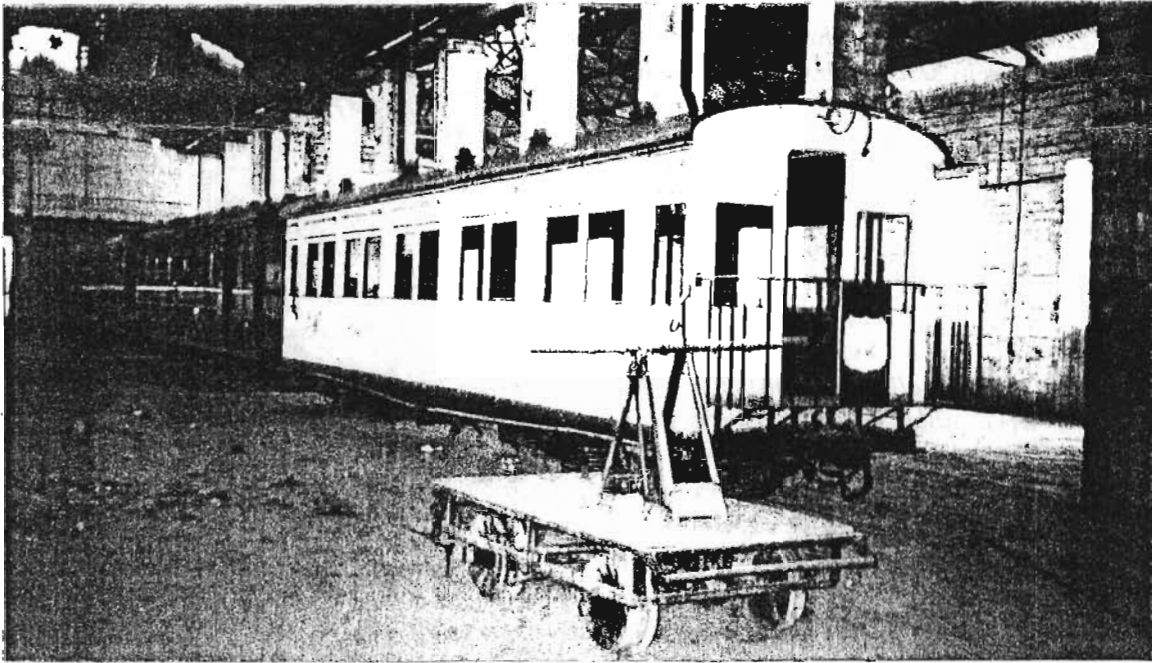


Figure 2; the shell of the Governor General's coach , of 1900 vintage, preserved in the Government Railway workshops at Kissy since the 1970s

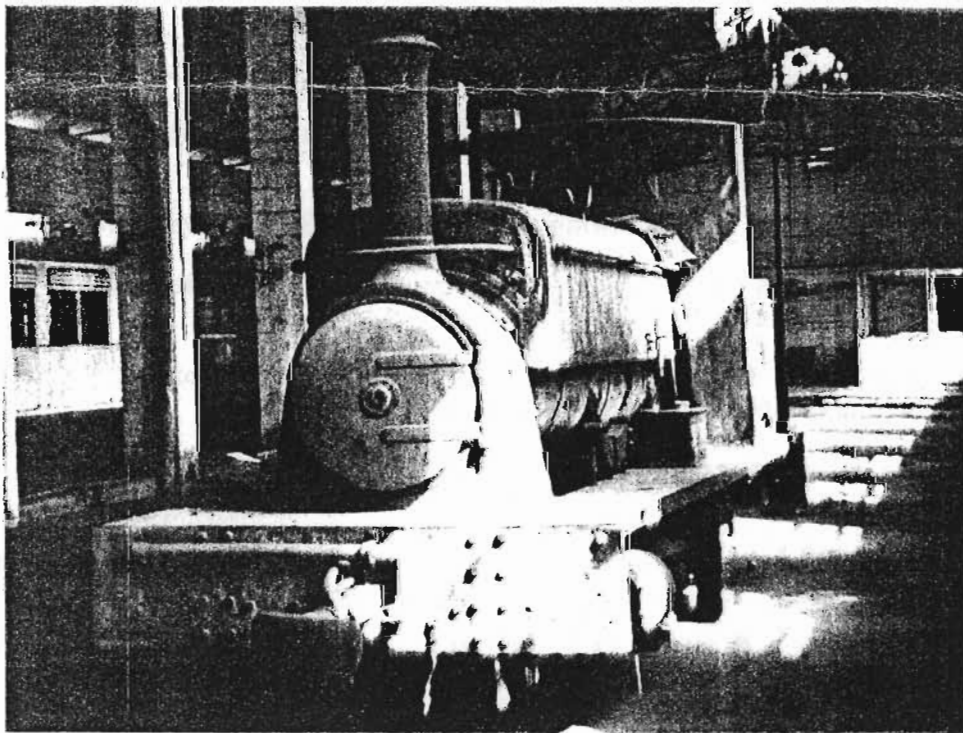


Figure 3; The mystery Manning Wardle, said to be the first locomotive and also photographed in the workshop building in 2001

There is no published book solely relating to the Sierra Leone Railway, but Philip Beale found an unpublished work in the Library of the Commonwealth Institute which he refers to in his book.

The Welshpool & Llanfair Railway would be interested to help sell any booklet that could be published. I am in touch with one of their volunteers who is also a member of the Narrow Gauge Railway Society to try to find a writer with enough expertise on railways. I believe that our members should be able to provide a wealth of postcard and other photographs, documentary evidence, personal reminiscences, and local or historical knowledge. I recall, for instance, that members were able to find references to another Mr. May, no relation, whose name appeared on a postcard from the UK that I sold through the Study Circle auction a few years ago.

Does any member know how these relics came to be held back from the scrap merchants when the railway closed? - ed

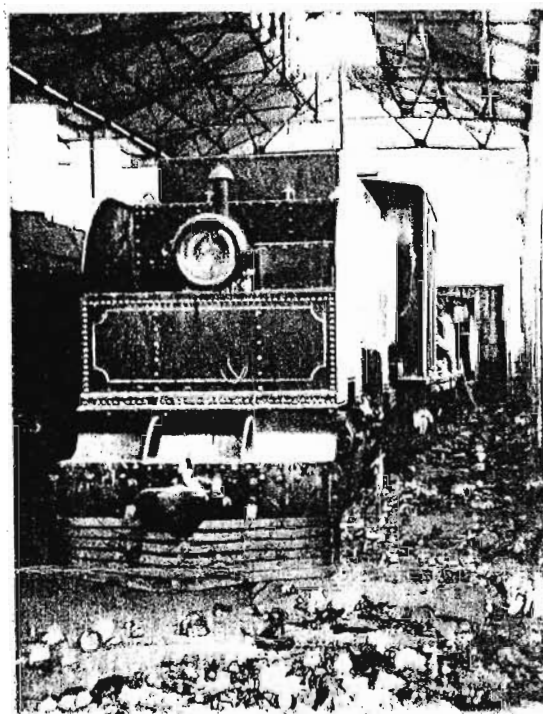


Figure 4; the Beyer Garratt No 73 as preserved in the Government Railway workshops

OFFERS FROM STOCK

TENERIFFE 1858. An Entire Letter from Santa Cruz, Teneriffe to Lisbon, backstamped with double-arc datestamp of the British P.O., and blue "P. TRANSATLANTICO" arrival datestamp and "840" charge mark.

£750

GAMBIA 1898-1902. 2d to 1s. plate number singles, (plate 2) and 1d pair plate 3, fine mint. (7 items, 8 stamps).

£45

GAMBIA 1904-06. 1/2d to 2s. set (SG 57-68), the 1/2d to 10d in pairs, some marginal, very fresh, a few unmounted.

£100

GAMBIA 1912. 1d black on green, showing variety "Split A" (SG 97b), very fine, fresh mint.

£75

NIGER COAST 1897-98. Waterlow & Sons die proof of QV 2/6 value, in black on wove paper, Die number in ink manuscript at top.

£850

NORTHERN NIGERIA 1901. Cover to London franked QV 1d carmine & purple, with manuscript "Post office / Jebba" in red ink. Paddington backstamp.

£500

NIGERIA 1926. A 3d registration envelope, size H2, franked 1d x 2, cancelled "KWALE / NIGERIA" skeleton datestamps.

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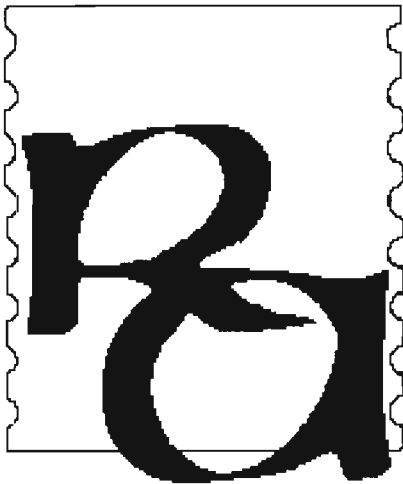


King George VI



Ascension		SG 121a	1940-44 1d comb perf. FUM (folded) sheet of 60. Unnumbered plate.	£15	
	SG 29-30 1934 Pictorial 2/6d and 5/-. 'Used' example with bogus cancellations, the 2/6d with a blunt corner.	£20	SG D1-4	1923-51 Postage Due set of 4. VFUM.	£34
CW 14a	1944-53 ½d perf 13. VFUM block of 4, R2/2 re-entry.	£25	SG D1	1923-51 ½d Postage Due. VFM block of 12 (2 rows of sheet), about half unmounted. #8 has notch in fraction bar.	£85
CW 16a	1949 1d Three Sisters. VFUM block of 4, LR stamp with R4/6 doubled left frame.	£25	Nigeria		
CW 26	1949 1d perf 14. VFUM sheet of 60, R4/4 mountaineer flaw.	£40	SG 46	1937 1d Coronation. VFUM complete sheet of 60.	£12
SG 48-49	1946 Victory. VFUM sheets of 60.	£30	CW 17a	1946 2/6d perf 13½, blackish frame. VFM block of 4, hinged on top pair only. Scarce block.	£125
Gold Coast		£15	SG 60	1946 1½d Victory. VFUM marginal block of 4, R3/1-2 'tadpole' flaw.	£12
SG 120a	1940-44 ½d comb perf. FUM (folded) sheet of 60.				

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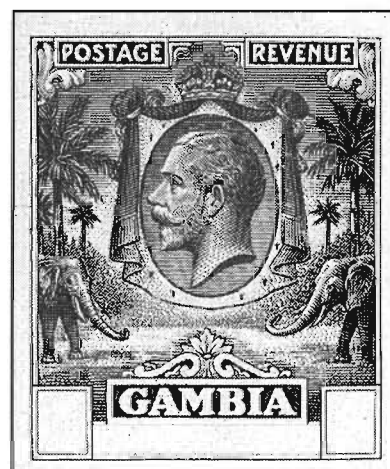
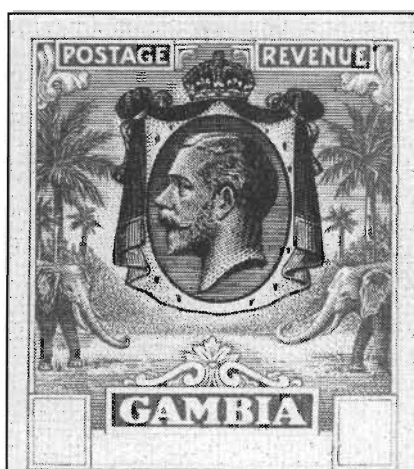
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