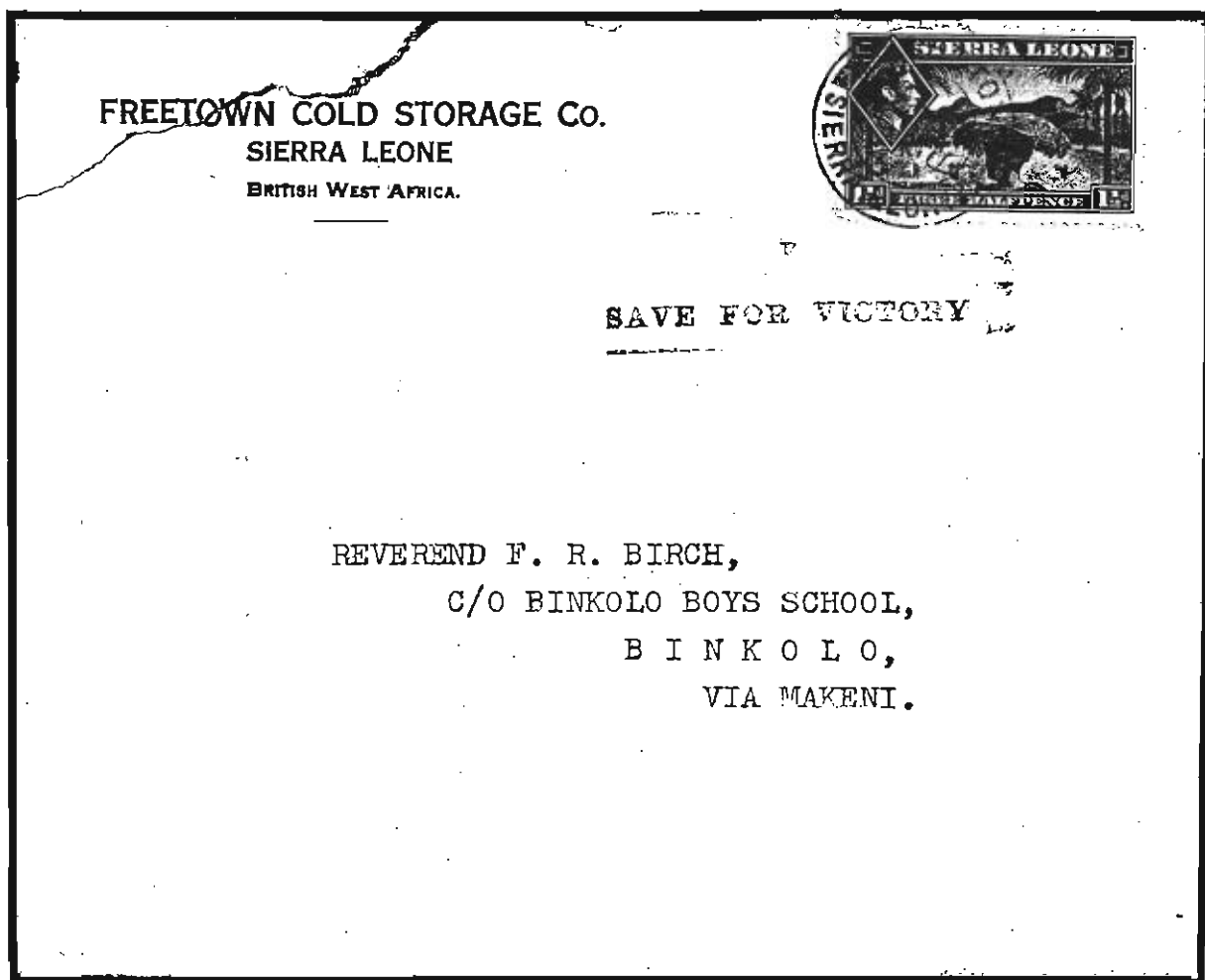


# CAMEO



The Journal of the West Africa Study Circle



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### Front Cover

This red "SAVE FOR VICTORY" hand-stamp 48 x 3 mm, found by Jeremy Martin on a local cover from Freetown 6 AU 41 and back-stamped Makene 9 AU 41 has not been reported before

# Editorial

I am pleased to report that the Committee has approved for *Cameo* to move from its present two to three issues per annum from January 2003. The planned publication dates now become January, May and September each year. At the same time we have agreed with the editor of the *St Helena and Ascension Supplement*, Barry Burns, that their area of interest should come into the main-stream of WASC interests, reflected as full *Cameo* content. The September issue each year will therefore have predominantly a *St Helena and Ascension* emphasis and will be edited by Barry, whilst I will continue to edit the more general content of the January and May issues. The January *St Helena and Ascension Supplement* is expected to be the last.

Between us we will be trying to adopt best practices from both journals over the next few months, and in particular will be looking at introducing a limited amount of colour printing.

The May *Cameo* will be Number 6 and the last of Volume 7, and so will include the volume index. I will aim to update Frank's cumulative index during the summer for publication in similar booklet form. However it seems to me that the index would be a great advertisement for the Study Circle and for *Cameo* if it could also be published on our web-site.

Apropos which, I understand that the web-site has been out of use for a year or so. Peter Richards is trying to get it running with more developed content during the Christmas break. Is there any other member who has the time and knowledge to help? This is a role that can well be undertaken by a non-UK based member, so if anyone feels like volunteering, please let our secretary, John Powell, know.

Mike Roberts' report on the auction of the *Len Weldhen Gambia* in this issue, page 232, shows surprisingly little movement in the value of the classic rarities over the last 12 years. The twentieth century issues that have been more studied in recent years have continued to move forward. I am puzzled that the value of rare or unique classics have not kept ahead of inflation, as would be the case in the market for antiques or vehicles. Maybe today's buyers will prove to have bought bargains, but it is a little sad that it cost Len the value of inflation plus the auction commission to hold these unique historic items in trust for all of us for the last 12 years.

Enclosed with this issue is a monograph by Bob Maddocks, which publishes new information about the early days of the Nigerian postal administration of the British Cameroons following the success of Anglo-French military operations against the Germans. No second edition of Bob's joint work with Marty Bratzel "The Postmarks and Postal History of the Cameroons under British Administration 1916-1961" is planned, so it is hoped that members will find this a convenient way to append these new chapters.

Rob May



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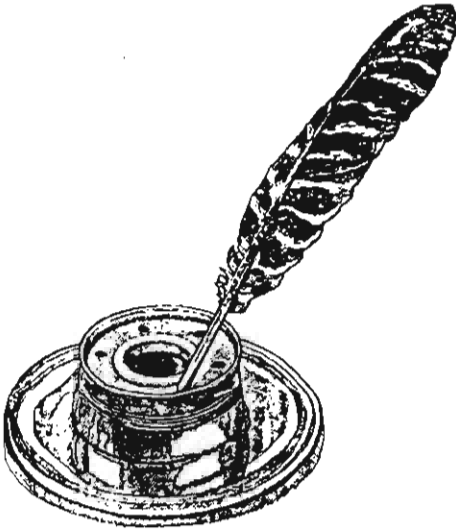
Printed in England on archival quality paper to ISO9706.

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

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

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# Letters to the Editor



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

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

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

*Rob May*



## Gold Coast Travelling Post Office

Dear Rob,

Re Peter Newroth's article in Cameo Vol 7 No 4 July 2002, page 203, I have two observations.

Firstly, examples of mail to Germany from either the Gold Coast or Togo marked via Southampton I consider to be difficult. I have only one example of Togo mail with the Southampton arrival cancel, and I have seen one or two others from other West African countries. By 1914 Woermann Line ships called twice-monthly at Southampton on their homeward runs, but did not call on the outward run as far as I know.

Secondly the date of this card is significant; 13 July 1914. The last Woermann ship to call at Accra before the War was, according to Czimmek, the "Lucie Woermann" which put in on 14 July; one day after this card was posted. The ship docked at Hamburg a few days before war was declared, on 1 August, having called at Southampton on 28 July.

Subsequently, Woermann ships ran for cover to various ports, and while delayed mail is often seen, I suggest mail by the last boat is also elusive. I have one or two items from Togo, but this is the first I have seen from the Gold Coast.

John Mayne  
Bridgnorth



## Togo Postal Stationery cards – Correction

Dear Rob,

Re my article in Cameo Vol 7 no 4, page 205, I should have said "the only example of this card I have seen USED is illustrated by Martin & Walton."

John Mayne  
Bridgnorth



## Chief Censor in Gambia

Dear Rob,

In his note "Chief Censor in Gambia" (Cameo Vol 7 No 4, July 2002, page 193) Stewart Duncan illustrates an interesting cover to the Director of Postal & Telegraph Censorship, London. He mentioned other similar covers in the lot he had acquired. Marked "Secret", one can speculate what the contents were, but perhaps these covers contained material similar to the following.


The Centre des Archives d'Outre-Mer in Aix-en-Provence, France has an interesting file (Series Geographiques, Cart 29, dos 256, CAOM) dating from early 1940. The documents, reports marked "Par avion" and "secret", were sent from the local censors in French Cameroun to the authorities in Paris. The reports contain extracts from censored letters and telegrams sent by resident Europeans, indigenous Camerounians, military personnel, companies, individuals and internees. The contents address politics, morale, economy (availability and price of goods) - rather wide ranging indeed. Clearly the authorities were concerned about loyalties and any disgruntlement which could be to the detriment of the war effort.

Size and time precluded copying anything more than representative pages, but at least we know where the file resides, for future reference. The CAOM has a second file which, at the time of my visit, was still sealed and therefore not available for examination.

Thanks again to Stewart for sharing his recent acquisition.

Marty Bratzel  
Winsor, Ont, Canada

PS. I am now expertising Cameroun stamps, ahead of my retirement scheduled for 2004.

 **Sierra Leone – answers to queries**

Dear Frank,

I think I can help you with possible answers to your queries in the last *Cameo* (Vol 7 No 4 July 2002).

Page 189 – Certificate of Posting.

This one is easy. The item was sent by Dr Marilyn Birch who was stationed at our mission house in Sierra Leone at that time. The addressee was a dear friend of Dr Birch who lived in Ohio. I have a number of airmail sheets with this same information along with letters Dr Birch wrote to her friend. Both were stamp collectors and Marilyn sent her a lot of first day covers, some of which I have.

Page 207 – Liberian mail via SL.

This one is a little harder but I think I am on the right track. Bethany House, near Freetown, was a UBC mission rest home as I recall. The UBC missionary society also had work in Liberia and I am told it was not uncommon for their missionaries to visit back and forth between Liberia and Sierra Leone. My take on this matter is that the letter was mailed by someone who had been to Bethany House, acquired some of their stationery and mailed the letter in Liberia near the border. It may be that Liberian mail was easier to send over the border via Sierra Leone than to the US directly out of Liberia. Lois (*Olsen – see book review page 233 - ed*) could possibly give us a spin on this. I will ask her when I get a chance.

Don Carter

 **Kumba Parcel Postmark**

Dear Rob,

I read with interest the note in *Cameo* Vol No 4, July 2002, page 201, as I have one in my postmark collection, which was in a rather messy heap of Nigerian stamps which I bought locally.

The postmark, in violet, is nearly complete on a KGV pictorial 1/- sage green. This dates it after 1 February 1936 and, I would suggest, before mid-1938. It is a Jones type PP4.

With best wishes

Martin Broadbridge  
Barton-on-Humber

 **Narrow Gauge Railways in West Africa**

Dear Rob,

I refer to the article in *Cameo* Vol 7 No 4, July 2002, page 216 by Alan Peachey.

As some members may be aware the 2ft.6in. rail gauge was used for certain rail projects elsewhere in Africa around 1900 or a few years later, presumably on grounds of economy both in construction and operating costs. Notably in Northern Nigeria this gauge was used when, in 1902, Lugard moved his administrative HQ from Lokoja, on the River Niger, to Zungeru, to be more centrally located. The new location was reached upstream from Lokoja, thence along the River Kaduna to Barijuko, but then some 30 miles overland from the river.

Construction of a narrow gauge railway from Barijuko was authorised and implemented, called the Wushishi Tramway. However in 1911 the Provincial Administration was again moved, this time to Kaduna. So the rails and other equipment was removed and re-used in the construction of a line from Zaria (on the main line to Lagos) to Rahama, at the foot of the escarpment of the Bauchi Plateau, then later extended up the escarpment to Jos and Bukuru (the Bauchi Light Railway). The main reason for the railway on this route was to facilitate the transport of tin ores from the Plateau mines.

Jack Ince  
Stirling, Ont, Canada

 **Book wanted for loan or purchase**

Dear Rob,

I shall be grateful for your help please, via *Cameo*. Last autumn I received a schedule from Stanley Gibbons of various philatelic literature on offer, which included

“The Postal History of Togo 1914/1922 – an Account of the Allied Occupation from a British Standpoint,” by C E Kidd, at the modest cost of £6. When I wrote at once, I was told it is out of stock and further supplies are not likely to be available.

I would welcome the opportunity to borrow a copy and will be happy to undertake to meet postage costs and return it within 10 days.

John Mayne  
Bridgnorth

## Cameroun 1961 Sterling Surcharges

Dear Rob,

Since the articles in Cameo regarding this issue (Vol. 6 pp 248-252, January 2000 and Vol. 6 pp 330 –331, July 2000) Michel and Scott have issued new catalogues.

Michel still has an error. They divide the values from 2/6 to £1 into two types; (1961) attributed to the Government Printer, Buea, and the other (1962) to the State printer in Paris. For the 2/6, 5/- and 10/- they correctly illustrate (and give measurements for) the small figures of value as the 1961 issue and the large figures of value as the 1962 issue. For the £1, however, they illustrate (and measure) the second printing with the wide inscription as Type 1 and the first printing with the narrow inscription as Type 2. We know this is wrong, from FDCs and the availability.

Whether we should suggest that their valuations are also inappropriate, I am not sure; they show type 1 as much dearer than type 2, and the same mint and used. In my experience the true type 1 stamps are dearer mint than the type 2 (particularly the 10/-), but the type 2 stamps are much dearer used.

A translation of the various Michel catalogue texts would be useful, which will include a warning of forgeries of the re-unification commemorative set. Michel have dropped any attempt to separate different printings of the values up to 1/-, which is the conclusion the authors of the previous Cameo articles came to.

Incidentally, a Ceres auction catalogue I have recently seen wrongly described the re-unification commemoratives as NON EMIS. I have tried to put them right, but with no response yet. I also asked them whether the un-overprinted set were withdrawn and if so when? Michel states that all the sterling stamps were invalid after 30/4/62.

Neither Michel nor Scott list any of the plate varieties which appear in Yvert, Gibbons or the Cameo articles.

Michael St J Wright  
London

## Gold Coast 1928 Artwork

Dear Rob,

I was delighted that Frank Walton passed on the news that we have recently acquired this 1928 artwork for the Crown Agents Philatelic and Security Printing Archive. I did not know that the ever-helpful Frank was to forward my note, and so

did not include the information that “we” is the British Library, Philatelic Collections. Should any researcher wish to examine this new item or anything in the Philatelic Collections please make contact with us as shown below.

Congratulations on the splendid Cameo, always a pleasure to see

David Beech  
Head of the Philatelic Collections  
The British Library  
96, Euston Road  
London NW1 2DB  
Telephone; 020 7412 7635  
[www.bl.uk/collections/philatelic](http://www.bl.uk/collections/philatelic)  
E-mail; [philatelic@bl.uk](mailto:philatelic@bl.uk)

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

- **Airmails – Barbara Priddy**
- **Ascension – Bernard Hughes**
- **Biafra – Dudley Prestedge**
- **Cameroons – Marty Bratzel**
- **Gambia – Oliver Andrew**
- **Ghana – Ian Anderson**
- **Gold Coast – vacant**
- **Lagos – John Sacher**
- **Maritime – John Knight**
- **Nigerias to 1914 – John Sacher**
- **Nigeria post 1914 – Neville Jones**
- **St. Helena – Bernard Mabbett**
- **Sierra Leone – Philip Beale & Peter Rolfe**
- **Togo – Jeremy Martin**



## French West Africa north of the Niger.

Dear Rob,

Many thanks to Jack Ince for his kind comments and to many others who have encouraged me in this field, still relatively new to me.

Jack's comments with regard to the benefits of a postal link between Kano and Zinder are very helpful and go towards clearing up this point. (*see also Cameo vol 6 pp88-89, July 1998-ed*) The question of this postal link were further discussed at the recent Salisbury meeting, prompted by a later example of mail having followed this route. This letter is illustrated on page 81 of *West African Airmails*, edited by Barbara Priddy (*see book review on page 234 of this Cameo – ed*). It is a 1936 letter from Nguru sent privately from Kano to Zinder bound for Liverpool. Thanks to Barbara for her advice and comments.

I discovered a further example myself recently; a 1938 letter from France to an official of S.C.O.A (Societe Commerciale de l'Ouest Africaine) at Zinder with the manuscript instruction mark in the same handwriting *Pour Kano*. There are no transit marks apart from the Zinder arrival date stamp.

There is therefore evidence of mail using this route moving in both directions and over a long period. The absence of any postal markings covering the journey between Zinder and Kano requires further explanation; either the mail was sent in closed bags or packets as the volume of mail would have been small, or, this part of the journey was carried out privately.

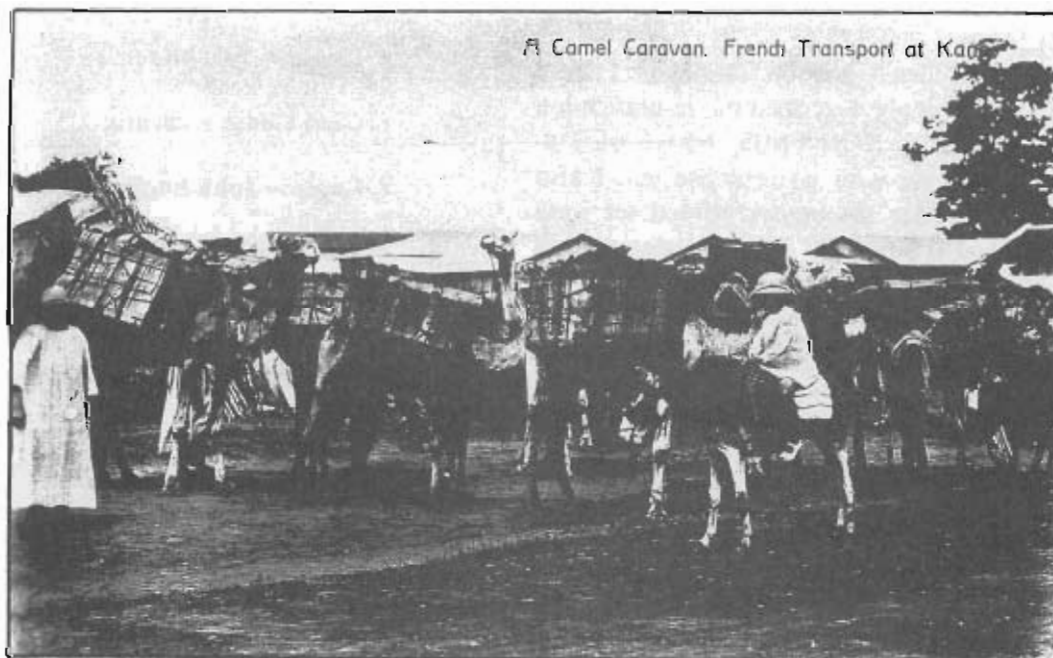
The question of the postal tariff also needs to be examined on incoming mail from France because a letter to Zinder would be franked at the French inland and colonial rate whilst a letter to Kano would be at the foreign rate if it was carried through the correct postal channels.

Finally, I am glad to be able to report that I have managed to obtain a good deal of further background information on communications in French West Africa which will allow me to further develop aspects of my last article. Watch this space!

P.R.A.Kelly.  
Bristol

Dear Rob,

Following the article by Peter Kelly and the letter from Jack Ince, I thought you might like to use the enclosed copy view-card entitled "A Camel Caravan; French Transport at Kano". The original photograph was dated 9 July 1918 and the card was produced by Frank Peyton Ryff Co. Ltd., Kano. Mails arriving in Kano by rail from the south, and destined for Niamey and Zinder, were transferred to the French Transport Officer who arranged forwarding by camel train.



Bob Maddocks, Oswestry

 **By Woermann Line from Gold Coast**

Dear Rob,

A question, please, for WASC members.

Collectors of West Africa will know the Woermann Line Ovalstempel applied to mail handed in aboard ship ahead of arrival at Hamburg. I have examples on loose stamps from all countries where Woermann ships called, from Kamerun to Senegal.

Woermann ships collected mail for Germany in the Gold Coast, but British ships called more frequently, and logically all mail to England was collected by the latter. I suspect, and would like to prove, the only mail collected in the Gold Coast to receive the Woermann strike would be mail to Germany.

I have seen one Gold Coast cover cancelled by the Woermann line, that had the two line boxed Hamburg arrival strike "Aus Westafrika". To date I have seen only one loose Gold Coast stamp with this cancel; that a QV Id value.

I would welcome feedback from other Gold Coast collectors with loose stamps or covers cancelled by the Ovalstempel; I have formed the opinion they are scarcer than one would think.

John Mayne  
Bridgnorth

 **Book on Gambian postmarks**

Dear Rob,

We are in the throes of compiling a complete list of Gambian postmarks, including instructional marks, Express and Registration labels, slogans etc. We would be grateful to hear from members who have any marks, or dates of use, which they consider interesting, unusual or unrecorded. We would also like reproducible examples of the special F.D.C. postmarks occasionally used by the Gambia Post Office.

Oliver Andrew  
Brighton  
& Stewart Duncan  
Peterhead

 **Nigeria 50 Naira "Rock Bridge**

Dear Rob,

Can anyone confirm whether this feature is natural or man-made and where it can be found? A speleologist friend thinks it may be a cave feature, and a collector of Bridges on Stamps has also asked me about it Any clues will be appreciated.

Rudolf Lazar  
Koeln, Germany



## 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 3, September 2002

"Yvert & Tellier Catalogue 2002, Tome 2, 2eme partie" - a review by Michael Round, highlighting a number of ex-French colonial new issues that have been missed out by the compiler.

**Journal of the France & Colonies Philatelic Society** Volume 52 No 4, December 2002

"Benin and Mail from Togoland" by John Sacher

"Postage Due Stamps and Usages of French Colonies" by R. G. Stone (reprint of an article that originally appeared in the American Philatelic Congress Book, 1970, and posthumously republished in the F&CPS Journal as a memorial). Covers the application of postage due in the "French World" from before 1850 to 1970.

"World War II French Naval Post – the Bâtiment de Ligne "Richelieu"" by Bill Mitchell. Reviews a philatelic/bogus issue of overprinted stamps and covers purporting to emanate from the crew of this vessel, using stamps of French West African countries such as Senegal and Mauretania, amongst others.

**WASC St Helena and Ascension Supplement** No 38, July 2002

"King Edward VII Dented Frame variety" by Richard Maisel and James Podger. This is an edited version of an article that appeared in full in The London Philatelist Volume 109, June 2000, focussing on St Helena's usage of this key-type. The variety appears on the same key-type for Gambia as well, and members interested in Gambia are recommended to refer back to the article in its original form.



# Auction Report

## Len Weldhen's Gambia Bonhams, 11 October 2002



**Mike Roberts**

One of my last conversations with Len was after he displayed part of his magnificent collection at a London meeting a couple of years ago. He asked which of the items on display would fit nicely into my collection, adding that eventually I would have the opportunity to acquire some. "I hope that you get what you want, Mike, and that you make my executors very happy"

The opportunity arose far sooner than any of us would have wished and there were some eight or nine of our members at Bonhams; indeed a few had been with Len at sales past when he had acquired many of his gems. Len's wishes as expressed to me at the Royal were, I think, largely fulfilled.

Pre-stamp covers sold generally at or a little below estimate, but as soon as the imperforate cameos were offered prices took off. The four 1869 die proofs in black and issued colours each sold for £2100 to Taylor. They had realised between £1600 and £2000 at the 1990 Dale Lichenstein sale. The complete sheets of the two values with Cancelled overprints were acquired by the same buyer for £5200 apiece having sold for £5000 and £5500 twelve years earlier. A good run of issued imperforate cameos sold generally in line with estimate. Len had acquired many of the more important pieces at the Dale Lichenstein sale. The unique complete sheets of the 1874 issue had cost Len £8000 each; on this occasion the 4d sold for the same price and the 6d for £10500 both to Taylor. A stunning front to France bearing a single 4d value of the same issue was surely under-priced at £1550 to the same buyer having fallen to Len in the room for £2000 in 1990.

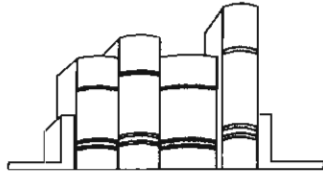
Highlights in the first perforated cameo issue included complete sheets of the ½d (£300 & £240), 1d (£210), 2d (£290), 3d (£600) & 6d (£1800) including several to telephone bidders and two blocks of the 1/- at £900 apiece. The second issue commenced with essays and proofs with the set of eight marginal imperf plate proofs selling for £7200 (£900 each at the Dale Lichenstein sale) and the unique essay for the 2½d value made from the first issue 3d at £1000 (£1200 in 1990). Basic stamps (particularly in complete sheets) sold very well although the used 1d maroon of which only three are recorded failed to find a buyer at £6000. A good run of covers were generally selling well above the upper estimates.

If prices for cameos did not indicate much of an advance in the last decade or so the key plate and GV Elephant & Palms issue told a different story. The former, and in particular unusual proof and specimen material, was in great demand although basic duty plate die proofs for all three reigns could be had at between £120 and £170 each. Contrast this with the £1850 paid for an Edward VII master die proof of the head and frame plate marked Before Hardening and the set of eight 2/- imperf colour trials from the De La Rue archives at £2700. Issued stamps, in particular in blocks, were in heavy demand with an 1898 1/- block of 30 at £400 and a block of 18 of the 1909 1/6d (one with Glover flaw) at £520.

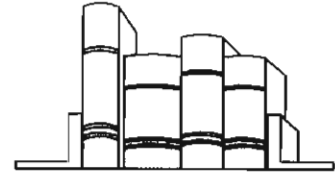
Every lot of the Elephant & Palms issue sold to an overseas telephone bidder with the proofs selling particularly well. The stunning high value colour composite die proofs used to publicise the auction each sold for £2100 and a trio of low value colour die proofs (originally offered with two other items at the Dale Lichenstein sale and selling for £1400 the lot) made £780 each. Even a mint example of the "scarce" 3/- (albeit a corner copy) realised £250. Later issues achieved generally healthy results with a well known Scottish collector carrying off the two final lots (selections of cameo forgeries) at £280 and £190 respectively.

In retrospect prices for the earlier gems in the collection seemed quite reasonable with several bargains to be had. Possibly powder was being kept dry for the 20th Century material which has certainly increased substantially in popularity and price in the last decade.

NB To the hammer price should be added 17.5% buyers' premium and 17.5% VAT on the premium.



## 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.*

Members should find a flyer enclosed with this issue of *Cameo* for “*The Postal Services of the Gold Coast to 1901*” by Philip Beale, Michael Ensor, Jeremy Martin, Peter Newroth and John Sacher, edited by John Sacher, which should be reviewed in the next issue.

Philip Beale has also advised that a book on Gambia postmarks is proposed. See also page 272 of this issue for news of a possible book on the Sierra Leone Government Railway.



!!! **Pan Africa – Across the Sahara in 1941 with Pan Am** by Tom Culbert and Andy Dawson. Published 1999 by the Paladwr Press ISBN 0-888962-12-7. Hard bound with dust wrapper, 186 pages. Available from Andy Dawson, 111 Royal North Devon, Williamsburg, VA 23188-7473, USA. Price \$30 US, plus \$3 shipping. Cheques to be made payable to PAA-Africa, Ltd. Review by Jack Ince

Pan American Airlines was effectively in the war even before the US armed forces entered the fray after Pearl harbour in December 1941. Following a meeting between Churchill and Roosevelt earlier in 1941, it was agreed, in conjunction with Juan Trippe of Pan Am, to upgrade the pre-war trans-Africa route pioneered by Imperial Airways, as a means to re-inforce the British forces in Egypt (see also *Cameo* July 2002 page 180 and page 242 of this issue).

The genesis of this book was an informal group of ex-PAA Africa employees, including Andy Dawson, who met in 1994 with Tom Culbert, ex-USAAF, and recognised their common interest. The whole book is of interest to WASC members, dealing as it does with our part of the world and with a period of rapid growth of air traffic. I purchased this book in anticipation that light might be shed on some airmail and philatelic questions, but was disappointed, as the authors are clearly not postal historians. Nevertheless it is, for background, a good read and collates recollections and private documentary material that would otherwise have been lost as the participants pass away.

!!! **Contentment is Great Gain: A Missionary Midwife in Sierra Leone** by Lois Olsen. Published in 1996 by Leone Press, Milwaukee, USA. 246 pages, paperback. Price \$10.42 plus postage and packing. Available from the author at 1840 N. Prospect Ave. #722, Milwaukee, WI 3202, USA. Reviewed by Frank Walton. [*Frank has offered to handle the dollar transactions for any members wishing to pay in sterling*].

This charming book, written by a member of the WASC, tells the story of Lois's experiences whilst living in Tiama, Sierra Leone between 1952 and 1963. Most of the book relates to her role as a midwife, although there are comments relating to journeys on the railway and also passing observations about the postal service. I have read many books on Sierra Leone, but I cannot recall another covering the decade of the 1950s. Thoroughly recommended for anyone who wishes to learn more about the people and their way of life in Africa in this period.



**West African Airmails; The McCaig and Porter Collections** edited by Barbara Priddy.

168 A4 pages, hardbound. Published by the West Africa Study Circle. ISBN 0-9537474-4-1. Available from Richard Payne (address p 231) Price £34 (non-members) or £18 to WASC members. Postage and packing £4 UK, £10 airmail or £7 surface mail world-wide. Reviewed by Tony Plumbe.

Interest in aero-philately grows apace and West Africa is no exception. For West African enthusiasts with an interest in anything from pigeon post to catapult mail, from Junkers to Argonauts, and from Compagnie Generale des Entreprises Aeronautique to UAT Aeromaritime, this is a valuable reference publication.

The idea for this book germinated when the owner of the Porter and McCaig airmail collections, which had not been broken up since Colin McCaig's death in 1979, offered them for sale, inviting the West Africa Study Circle to act as broker. As this might mean breaking up the collections the opportunity was taken to publish the material with Porter and McCaig's own writing up and with a general introduction by the editor. The Introduction offers a guide to key aerophilatelic developments, research completed since these Collections were assembled, and some insights into the conflicts arising from the development of airmail services notably by the obstructive attitude of the Nigerian administration.

The McCaig Collection largely incorporated the Porter Collection but the treatment of the two collections is quite different in this publication. As Porter recorded much contemporaneous information alongside his covers, his Collection is presented here as the sequence of notes on his album pages without illustrations. In contrast, the McCaig Collection is presented as a series of photocopies of his covers with associated manuscript write-ups on album pages. This forms the bulk of this publication and documents almost comprehensively the development of West African airmail services. The Additional McCaig material comprises covers from his collection that were not written up: these enrich the value of this publication and include a 1943 North African RAF plane crash carrying West African mails. The two Collections are cross-referenced. While McCaig's manuscript notation alongside his covers gives authenticity, the quality of this publication would have been improved by that write-up being word processed and printed. There is also the usual problem of black and white photocopies of dark coloured envelopes, though all pages are readable.


The coverage is from the first flights through to the mid- or late-1950s period, but strangely the FAM 18

service, airgraphs, and wartime transit mail through West Africa attract scant attention. Collectors of the Cameroons, the Gambia, Gold Coast, Nigeria, Sierra Leone, Togo, and pan-West Africa material will find plenty of interest in this publication. Routes covered include the French and German routes via Dakar and Bathurst to Latin America with their connections to Sierra Leone, the Sabena/ Regie Air Afrique route via Kano to the Congos, and the coastal services ranging from the experimental 1931 flight from Lagos to Tiko, through to the 1937 Aeromaritime Dakar to Cotonou/Lagos flights and the Elders Colonial Airways services from Freetown to Bathurst and Takoradi to Lagos. The Imperial Airways feeder service to Khartoum, a variety of wartime services including the PAA Cape Town Clipper service, and a rather eclectic selection of post-war services up to about 1956 are included. Intriguing insight is gained into the integration of boat and train services with the movement of mail by air: somehow the knack of integrated transport has subsequently been lost in West Africa and elsewhere! Route development would have been enhanced by the maps depicting routes for each decade rather than just place names. Nevertheless thanks are due to the Stuart Rossiter Trust for grant aid to produce these maps and to publish this heavily-illustrated book.

It would have been desirable to have found more content on postal airmail rates and Post and Telegraphs Notices concerning airmail services, but perhaps that awaits the drafting of a more comprehensive book on West African airmail services. Additionally the Further Reading needs attention: references are in a non-standard form and are incomplete. The WASC Publications Committee should adopt one of the standard international forms of referencing (eg. Harvard) and make sure contributors adhere to it.

This book is produced in the high quality hardback format of recent WASC publications. It is most welcome in making widely available the pictorial and written information contained in the McCaig and Porter airmail Collections and is recommended for your personal libraries.

It is also a pleasure to be able to report that these collections have since been sold intact.

 **St. Helena The Postal, Instructional and Censor Markings 1815-2000.** First Edition 2002. Compiled and edited by Bernard Mabbett. 190 A4 pages. Hardbound. ISBN 0-9537474-5-X. Published by the West Africa Study Circle and available from Richard Payne, (address p 231). Price £34 (£18 to WASC members). Postage and packing £4 UK, £10 airmail or £7 surface mail world-wide.

Reviewed by Barry Burns.

This is the first major publication concerned with the philately of St Helena since Edward Hibbert's "*ST. HELENA Postal History and Stamps*" was published in 1979. This hardbound book, in the now familiar style adopted by the Circle of a blue binding without dust jacket, was therefore eagerly awaited. I must express a slight disappointment at the rather odd layout of the text upon the pages. On the original print run this had been set rather high, such that the page numbers appear a full four centimetres above the bottom of the page. This, together with a rather blurred font for some of the headings, made the book somewhat less attractive than other recent publications for the Circle. The lack of colour illustrations was also a noticeable feature. If only some of the covers illustrated on pages 11 to 25, for instance, could have been reproduced on colour plates it would have improved the presentation considerably. But enough of the packaging, what about the content?

After a brief introduction and short history of the Island (necessary for an understanding of subsequent Postal events), Bernard tackles the various markings in a logical sequence. Starting with the Packet Letter hand-stamp of 1816, of which all known instances of use are listed, there follows a detailed look at the Forwarding Agents and Consular Mail. The oval date stamp, first introduced in 1855, is followed by a complete listing of the circular date stamps – including those for the Sub Post Offices – which usefully includes references to those numbers adopted by Hibbert, West and Skavaril. Then follows a thorough survey of the Dumb Cancellations, and here Bernard has (sensibly) broken away from Hibbert's practice of trying to classify by date. These are now listed by type, for instance Group 1 – Dots and Blocks; Group 2 – Letters and Numbers, etc. This is a welcome development and, as they are all illustrated with periods of use given where known, simplifies identification. Cross-references with Hibbert's classification are given in the Appendix.

Further chapters deal with The Castle and Post Office hand-stamps, Registration, Instructional Markings and other miscellaneous hand-stamps. Censorship during the Anglo-Boer War and the two World Wars receives detailed coverage, including Censor's initials and earliest and latest dates known. Although well illustrated, these listings would have


benefited from the use of differing fonts or italicisation, to clarify the information on pages 90 – 98 for example. A total of twenty-six pages are required to cover the numerous Departmental Cachets. These are listed according to style of hand-stamp – a sensible precaution, as there are likely to be further discoveries in this difficult collecting area. Chapters on the RMS St Helena and Diana's Peak cachets complete the main body of the work.

Appendices cover the U.S. and Swedish-Norwegian Consuls, the Remainder Obliteration and Forged Cancels, and various Military Markings. A simplified but extremely useful listing of Postal Rates to Decimalisation in 1971 is included, and there are Addenda, Bibliography and Index. In addition to the 462 (yes 462!) illustrations, there is a map of the Island showing the location of the Sub Post Offices, and a photograph of the Main Office in Jamestown.

There are a few errors noticed: page 80, Type 5 refers to Types IM 7 and IM 9 instead of Types 2 and 4; page 163, 1898 (1 October) should be 1896 (re The Castle Notice of 29th Sept. 1896); page 164, the 2d rate for 1916 (1 September), although announced to take place on this date on 17th July was repealed on 1st September 1916. The same order, however, confirmed the War Tax of 1d. for letters to the British Empire, so such letters were indeed rated at 2d. from 9 September 1916 as stated. Also, on page 165, the rate from 1940 (14 February) remained at 3d for the first oz to the U.K. and British Possessions and not reduced to 1½d as shown. These appear to be proof reading errors, and do not detract from the quality of research undertaken by Bernard Mabbett, Roger West and others.

For any user of *Hibbert* who may have the idea that this is an unnecessary purchase, I will just quote a few statistics. For the circular date stamps, Hibbert listed 6, Mabbett lists 14; Dumb cancellations Hibbert 55, Mabbett 104; Castle handstamps Hibbert 3, Mabbett 14. Need I go on?

For collectors (and dealers!) with even a casual interest in the workings of the Post Office of this popular country, this publication is a must. For the serious collector or student it will become a constant companion. I understand the initial print run may have already sold out, and the very limited reprint is sure to be in great demand so I fully recommend its immediate purchase.

 **Airmail Directional Handstamps** by Ian McQueen. 370 A4 pages, in two volumes, hardbound. Published by and available from the author at 55, Albany, Bournemouth, BH1 3EJ. Price £35, including UK surface postage. For Europe price 60 Euros including surface postage. For the rest of the world, price US\$ 60, including surface postage; if airmail add \$10 (for Euro or US\$ please send cash. However Euro cheques are acceptable provided they are drawn on a French bank). Expected January 2003. The following is extracted from the author's publicity; a full book review should appear in the next issue.

Volume One is a catalogue on a country-by-country basis, with the hand-stamps illustrated, and noted as far as possible with their places of origin, dates of use and colours of strikes. Then, with Volume Two, comes an alphabetical section, by place names (of destination, transit or origin) and shorter sections covering such aspects as marking of individual airlines, trans-ocean directions, air cancel styles, registration types and aircraft illustrations. Quite deliberately, first flight cachets and other souvenir hand-stamps have been omitted, so as to concentrate on the ordinary markings for commercial airmail.

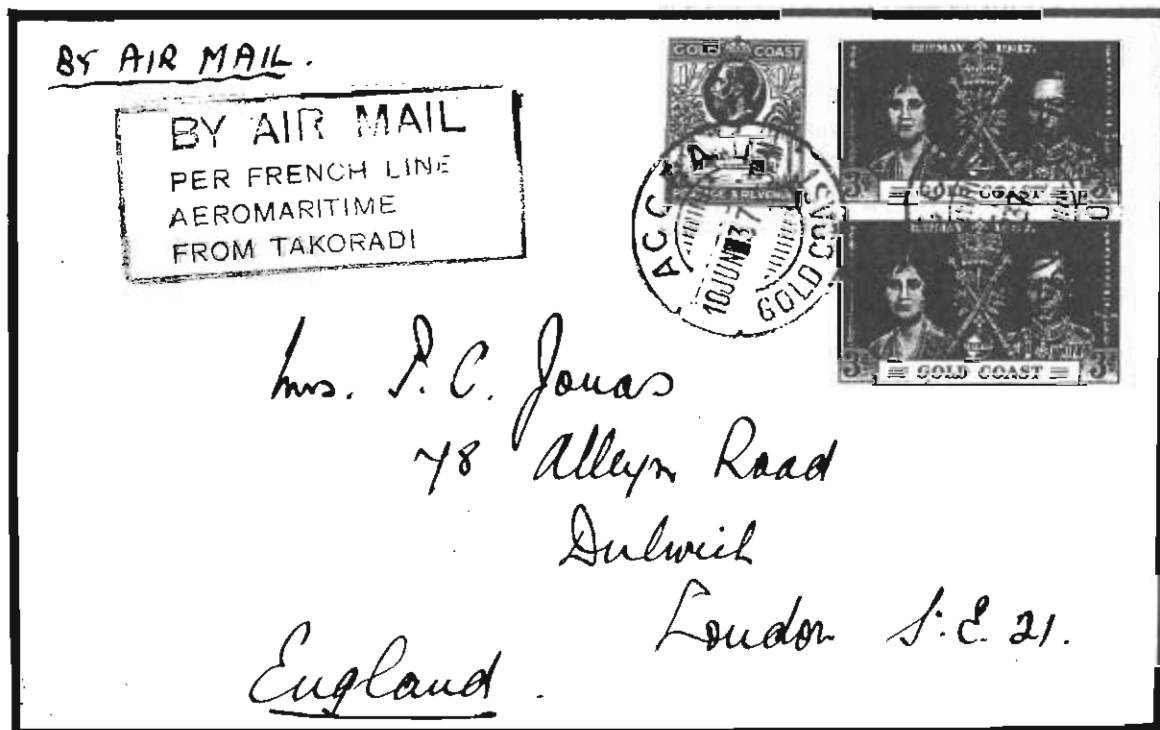
The hand-stamps are covered by 2,600 different illustrations, and have been given catalogue numbers, for future reference and to assist collector's when writing up specific items. The details are certain to be capable of expansion, but the author says "if one waited to publish until one was sure of having included everything, one would never publish at all". Despite the inevitable errors and omissions the author hopes the book will be favourably received.



## Air Mail .....From Takoradi

Ian McQueen, via Jeremy Martin

Ian McQueen is continuing to find new airmail cachets, and the book publicised above will emerge with a supplement, which includes the cachet illustrated below, which Jeremy comments he has not seen before.



The directional hand-stamp for the French airmail service has been struck in violet but not on the cover itself. It was struck on a piece of paper which was then glued onto the envelope.

The Accra date-stamp is ACCRA 10 Jun 37 and there is a SEKONDI 11 Jun 37 back-stamp. Has anyone seen a similar cachet?

# More on Those Dahomey Bisects

Bill Mitchell

I found Chris May's articles in *Cameo* 56 and 57 (January and July 2002, pages 115 and 177) most interesting because I thought I could add a couple of items to his list - only to find that they are already on it (nos. 10 and 12; the latter, incidentally, can be dated to early November 1920 by the 9 November receiver on the reverse). I can, however, add to the list from French sources. As the 1920 covers recorded in Chris's first article have been allocated numbers I will carry on from where he left off, beginning with the additional item already recorded in these pages, which is included here for the sake of completeness. (There is also, of course, a later 1929 bisect which I will discuss later.)

13. 19 October 1921 (note the late date) 2c, 4c and 45c(SG 43, 44 and 53) all bisected diagonally used BOHICON, giving a franking value of 25 1/2c, excessive by 1/2c. I agree with John Mayne in thinking that this example is philatelic: the fancy arrangement of the stamps raises suspicions but this is not my only, or even my main, reason.

Now for the additions.

In *Timbroscopie Magazine* No 111 (March 1994)

14. No date legible 50c (SG 54) bisected diagonally used COTONOU. Commercial use on a printed envelope of the Compagnie Francaise de Chemins de Fer au Dahomey.

In *COL.FRA Bulletin* No 70 (2<sup>eme</sup> trimestre 1995)

15. 10 Sept 1920 50c (SG 54) used GRAND-POPO  
16. 13 Oct 1920 50c (SG 54) used COTONOU  
17. 4 Nov 1920 50c postage due (SG D64) bisected horizontally used PORTO-NOVO  
18. 24 Dec 1920 40c (SG 52) used BOHICON with unspecified additional stamps  
19. 6 Jan 1921 50c (SG 54) used PORTO-NOVO

Unfortunately only No 17 is illustrated and the contributor does not say how the others are bisected; hopefully they have been cut either diagonally or vertically. As I will show shortly, Nos. 17, 18 and probably 19 are contrived; the others may well have been used on commercial mail.

In *COL.FRA Bulletin* No 74 (2<sup>eme</sup> trimestre 1996)

20. 15 Nov 1920 30c (SG 50)-bisected diagonally used BOHICON with 2 x 1c (SG 42) and 2 x 4c (SG 44) to make the 25c rate  
21. 15 Nov 1920 40c (SG 52) bisected diagonally used BOHICON with 4c (SG 44) and 2c (SG 43) bisected vertically to make the 25c rate

The owner of these covers says that he owns a dozen altogether, sent by pupils and the headmaster from a school to the same address in Dijon. They are clearly contrived.

Lugdunum Philatelie auction 43, 23 September 2002

22. 1? October 1920 50c (SG 54) bisected vertically addressed locally at GRAND- POPO (lot 267, part of the cover - stamp and cancel only- is illustrated at Fig.1)



There is an interesting, if somewhat ambiguously worded, account of these bisects on page 92 of a six part COL.FRA Bulletin hors-serie (No 14-1 to 6) on the stamps and postal history of Dahomey, published in 1997. The anonymous author first quotes the Yvert Specialised catalogue of 1936 (the last edition to include the colonies, long out of print and now very rare) as saying that "in 1920 the 10c stamp (SG 46) was bisected vertically and used as a 5c. stamp at the Save post office. The 50c. stamp (SG 54) was likewise bisected to create a 25c stamp at Cotonou in November 1920. In 1921 the 50c stamp bisected vertically or diagonally was used as a 25c stamp for a few days at Paouignan."

He then adds some comments. "As regards bisected stamps, stocks - of the 25c value only - became exhausted in five or six Dahomey post offices between the end of September and mid-November 1920. (25c was the current basic letter rate under the tariff of 1 October 1907 - "lettre simple, tarif du 1 Octobre 1907"). On this one occasion, this practice (of bisecting) was specifically authorised by the post office administration, and the U.P.U. was informed of it. It was accepted that each half stamp obtained in this way retained exactly the same properties as a whole stamp". He concludes that "all bisects used outside those dates should be considered as contrived and of no interest ("on peut sans doute considerer toute autre moitié de timbre, en dehors de ces dates, comme des fantaisies sans interet").

Here are a few comments of my own. The illustrations show how each half stamp "retained exactly the same properties as a whole stamp". The postage stamp can be halved vertically or diagonally (but not horizontally) leaving a complete figure of value, so making the value of each half perfectly clear. This cannot be done with the postage due stamp, and in any case its use as a postage stamp would, I think, have had to be specifically authorised. There is no evidence that this was ever done. Chris's No 1 (the 50c postage due stamp; the cover referred to in SG), dating apparently from the earliest days of the shortage, may be an example of the local postmaster using his initiative, but the November item cited by SG must I think be contrived. Nos. 1 and 2 suggest that the shortage of 25c stamps may date from early, not late, September.

Gibbons' statement that bisects are known until November 1921 is incorrect, certainly so far as officially authorised examples are concerned. I suspect that an un-noticed printers' error, "1921" for "1920", may have been carried forward from edition to edition.

The author of the COL.FRA article does not mention that 25c had been and was still the basic foreign letter rate. It had applied from as long ago as 1 October 1881; the 1907 tariff merely amended the charge for letters weighing more than the basic 15 grams. Nor does he mention the fact that the basic internal rate had been increased, also to 25c, on 1 April 1920; the extra demand thus created was no doubt the immediate cause of the shortage of 25c stamps from September of that year.

Most regrettably, too, he does not quote his authority for saying that these 50c (25c) bisects were officially authorised and notified to the U.P.U. However, the extracts regarding a similar stamp shortage in Cameroun in the following year, 1921, reproduced in Rob May's note on page 186 of *Cameo* 57 (July 2002) suggest that the *Journal Officiel du Dahomey* probably printed arrêtés authorising the bisecting and then cancelling the arrangement. If they, and the report to the U.P.U, could be traced which Marty Bratzel believes may be done through the Library of Congress, Washington DC, doubt would obviously be cast on many, but not all, of the other bisects. For that author is, I think, a little hard in rejecting out of hand as "fantaisies" everything from outside these dates and by implication not franked at 25c by means of one half of a 50c stamp.

I have photocopies of the 1929 cover mentioned towards the end of Chris's first article and of a further example, also sent from Bopa to Grand-Popo on 8 January, which has since come to light (Figs, 2 and 3) They appear to bear the two halves of the same stamp, but without being able to compare the originals I cannot be sure of this. They do not look at all contrived.

Both the handwriting and the addressees are quite different and they are convincingly franked by one half of a single stamp. 50c (1/2 x 1 franc) was the current French group basic letter rate and had been since 9 August 1926, and what I think happened was this. The stock of 50c stamps at Bopa became exhausted (presumably new stocks were on order and were delayed) and instead of applying his "P.P." (port paye) handstamp, as I believe his instructions required him to do, the post clerk simply halved 1 franc stamps. The correct category for these covers is, I consider, "unauthorised usage", not "by favour", and such items are not totally "sans interet". Although not strictly relevant to this particular question because of the numerous examples of apparently correct usage that are on record, even contrived "fantaisies" are of interest if, as sometimes happens, they are our only source of information about postal services at or from remote places (First World War covers from small towns in Occupied Togo, for example).

The 1/2 x 20c stamp, bisected vertically on a postcard of 12 October 1920 (no 9) is something of a problem. I have a photocopy of this, too, and while it is clearly un-authorized it does not look contrived, but it is difficult to account for it on any other basis. It was actually sent to, not from, Nikki (probably from Cotonou but the cancel is indistinct) on 9 October, 12 October being the date of receipt. It is addressed to "Monsieur Kossoko/Salami commercant/(Pres la Mosque)/à Nikki" and bears a short message in Arabic probably falling within the terms of the "5 words" concession which enabled very brief messages to be sent at a reduced rate. The problem is that the 10c rate apparently obtained by bisecting the 20c stamp cannot be accounted for. At this date the postcard rate which, like the letter rate, had been increased on the previous 1 April, was in fact 20c and the "5 words" rate was 15c. I cannot find any other reason for a shortage of 10c stamps. A possible explanation is that stocks of the 20c were dwindling and the post clerks handling the card, which was not taxed, assumed incorrectly that the bisecting created two 20c (not 10c) stamps. This, if correct, would at least secure a place in the "un-authorized use" category for the card.

I agree that the officially authorised bisects deserve catalogue status, but I doubt whether catalogue editors would go further than this.

I am grateful to Mick Bister, the current President of the France & Colonies P.S. of Great Britain, for considering my (rather free) translation from the French and for drawing my attention to one or two misconceptions on my part. Michael Ensor, too, has made several helpful suggestions. Details of French postage rates have been taken from Derek Richardson's "Tables of French Postage Rates 1849 to Date", published by the France & Colonies P.S. of Great Britain in 1996. Sections A1 (internal letters), A6 (internal postcards) and B1 (foreign letters and postcards) have been consulted. The dates quoted apply to metropolitan France; there was normally a delay of some weeks in bringing them into force in the colonies. So far as French West Africa is concerned, the important (for the purposes of this exercise) metropolitan 25c and 10c rates of 1 April 1920 were given effect two months later, on 1 June, by an arrêté of the Governor-General dated 21 April. The 50c rate of 9 August 1926 applied from 1 November of that year (arrêté of the Governor-General dated 31 August). Bob Picirilli has kindly sent me photocopies of extracts from the Journal Officiel de la Côte d'Ivoire in which these arrêtés were reprinted.

Hopefully a search for the relevant arrêtés in the Journal Officiel du Dahomey will enable us to put the status of 1920 bisects beyond doubt once and for all.

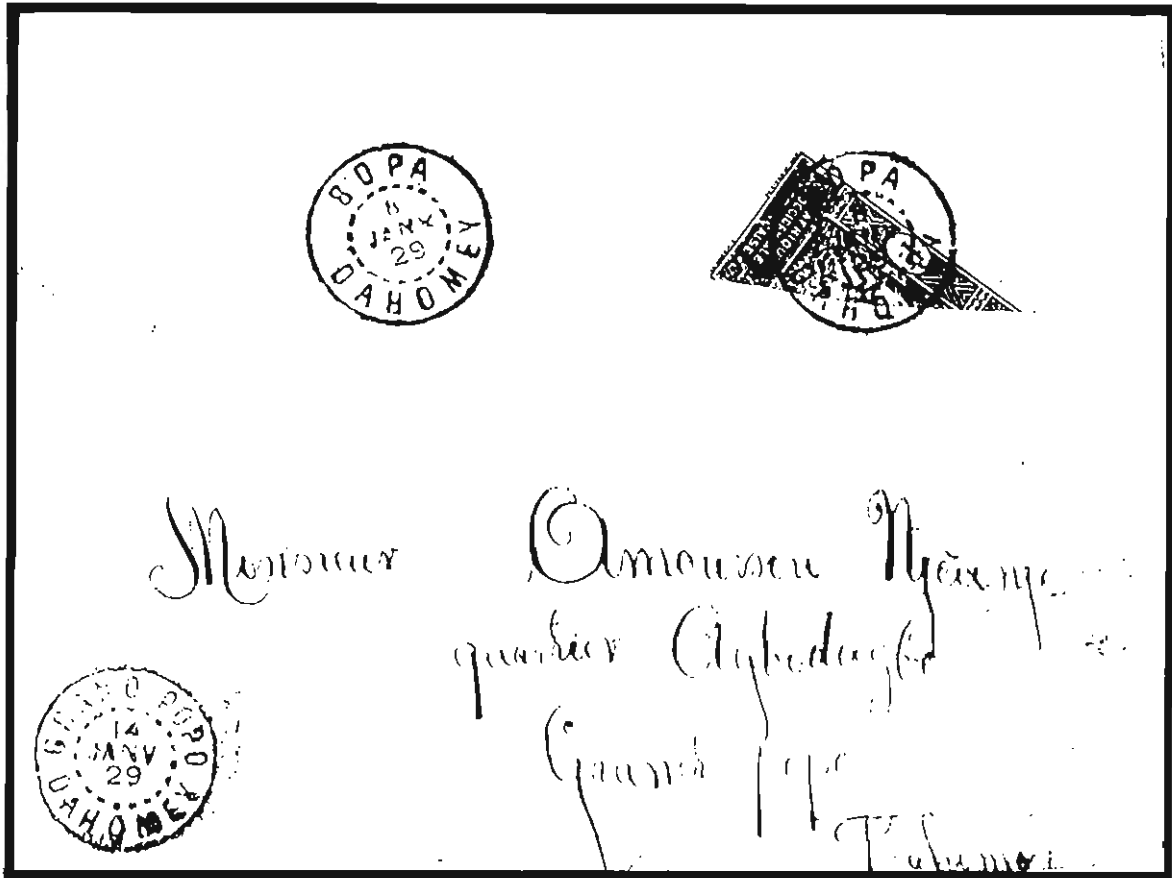


Figure 2

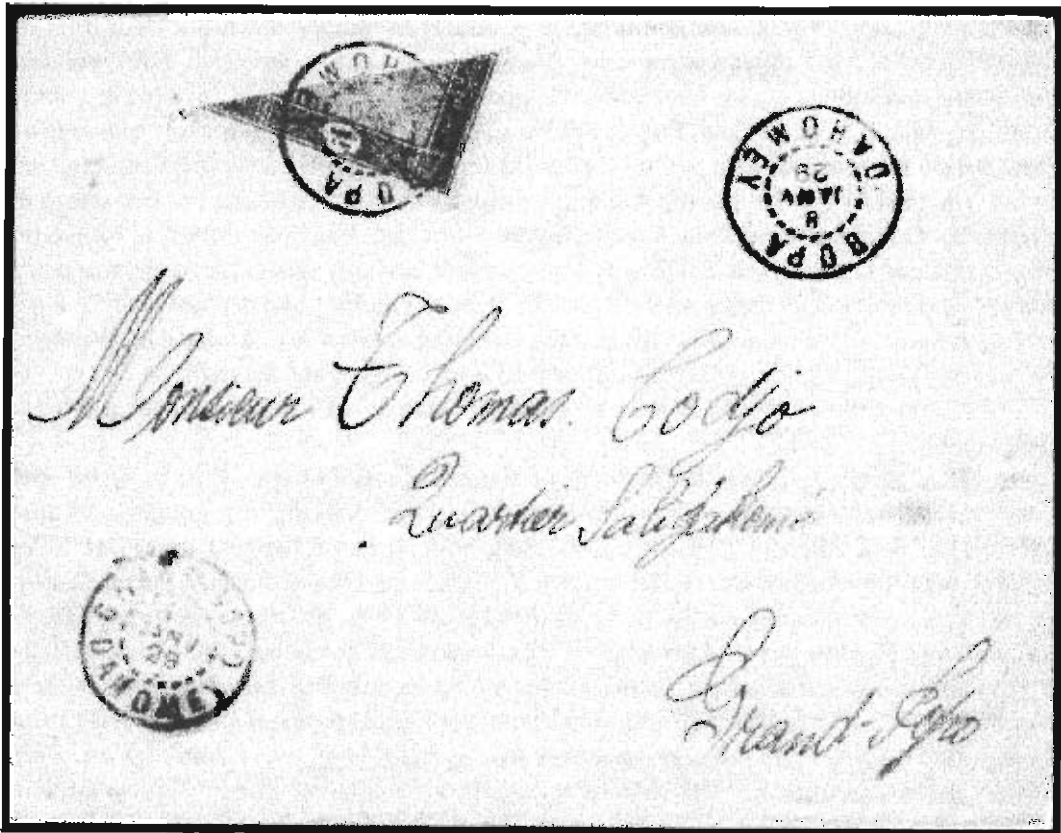


Figure 3



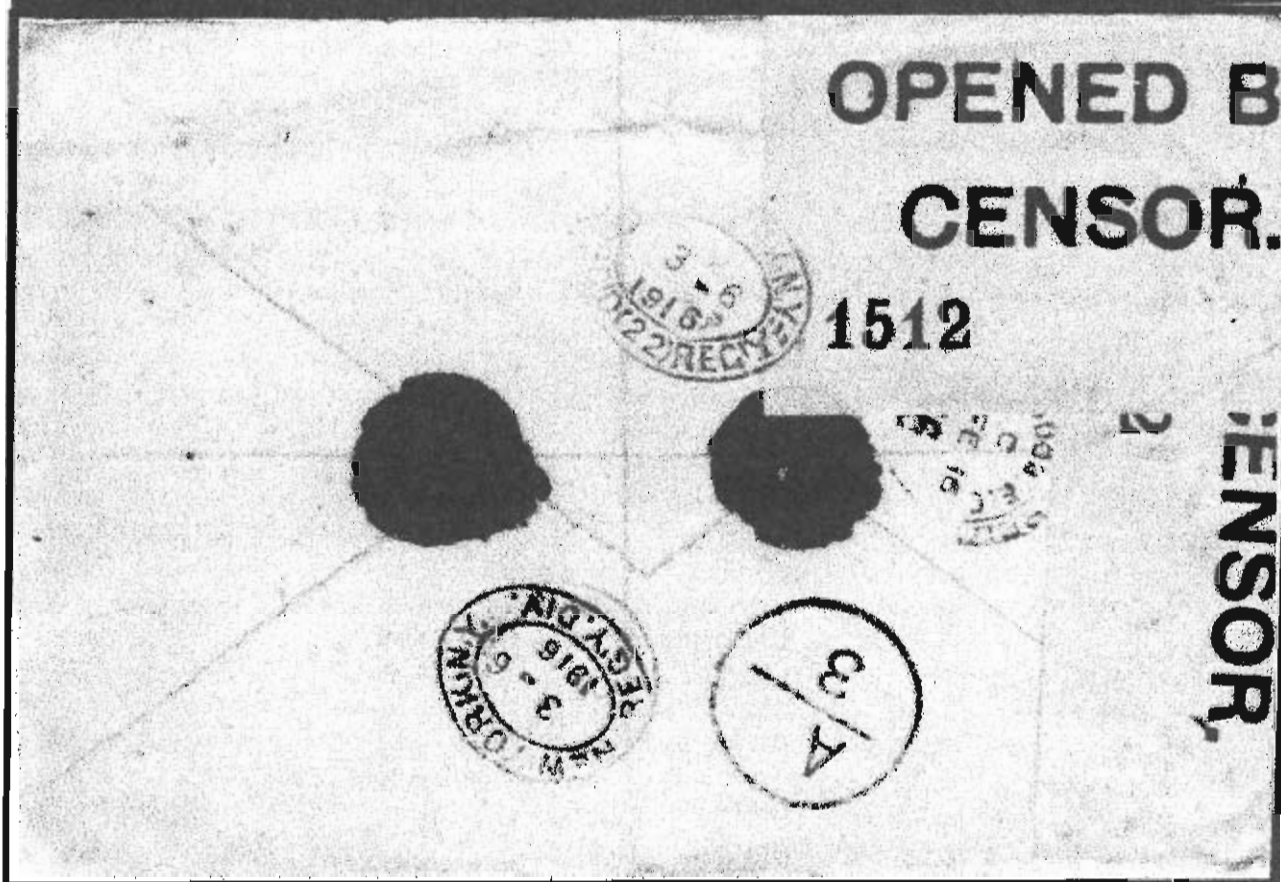
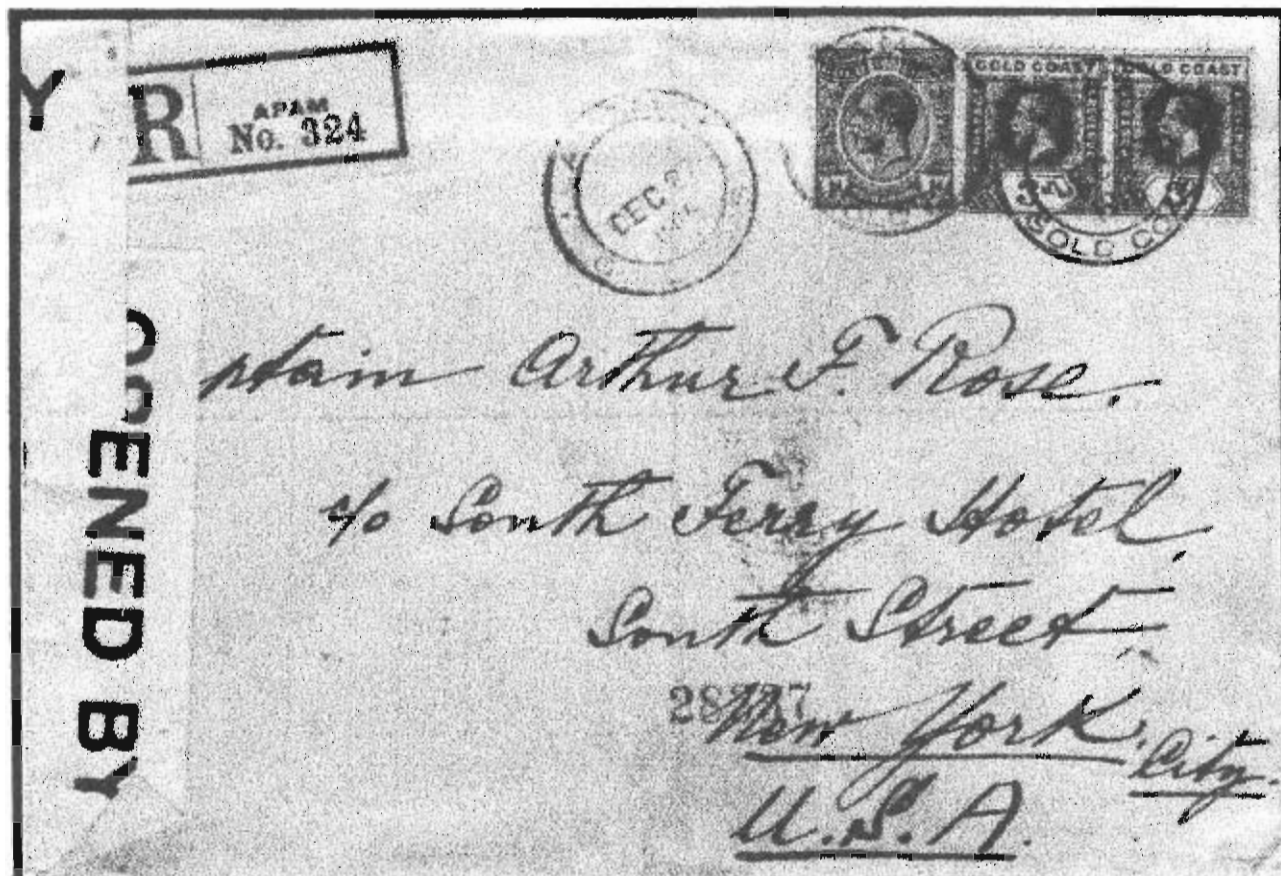
## Another Appam Cover

Michael Ensor

The north-bound voyage of the SS "Appam", its capture by a German auxilliary cruiser and the fate of the mail for Britain have been described in articles by Philip Beale (Ref. 1), John Mayne (Ref. 2), Bob Maddocks (Ref. 3) and Marty Bratzel (Ref. 4). The cover illustrated opposite has features not previously discussed. This is because it was addressed to the USA, at a time when that country was still neutral.

It originated in Apam and was registered on 27 December 1915. There is a faint trace on the reverse that may be a Cape Coast transit mark of 30 December. As such the cover would, like the rest of the mail carried by the "Appam", have been in an un-opened bag consigned to Britain that was off-loaded at Newport News in America when the vessel was interned. The cover carries no sign of having been censored in the Gold Coast or having been tampered with by the German prize crew. On reaching London registered items had a back-stamp applied there; which on this cover is the same date as previously described; 18 February 1916. It has also been re-sealed by British censorship tape, numbered 1512, and carries an unfamiliar divided circle A/3 mark.

Through the kindness of Graham Mark, the Librarian of the Civil Censorship Study Group (*which has also recently published this article – ed*), it has been established that these last two features were added in Liverpool, whither some of London's censorship function as to mail to the USA, had been transferred in late 1915. Although the censors in London were still responsible for mail in transit they had not opened this letter, perhaps because it had already twice crossed the Atlantic and passed through German hands. A censor in Liverpool, doubtless unaware of this, would have followed the instruction to open mail to the USA for examination.



References

1. Beale, P., "SS Appam", *Cameo*, Volume 3 p262, WASC, July 1989
2. Mayne, J., "SS Appam", *Cameo*, Volume 4 p1, WASC, January 1990
3. Maddocks, R., "SS Appam", *Cameo*, Volume 4 p56, WASC, January 1991
4. Bratzel, M., "SS Appam Query - Delayed Mail", *Cameo*, Volume 7, p135-137, WASC, January 2002

## F.A.M. 22 during W.W.II (Part 2)

Jack Ince

Part 1 of this article was published in *Cameo* Volume 7 No. 4, July 2002, pp 180-182. The two parts should be considered as one complete article, including sources.

Trans-Atlantic airmail was in its infancy when hostilities broke out in the fall of 1939, and the trans-Atlantic services of the French, Germans and Italians, confined for the most part to the South Atlantic, progressively ceased. Wartime priorities led to a withdrawal of the British service over the North Atlantic. Only the Americans, with their Boeing 314 flying boats, were left to maintain a service. The U.S Postal Administration had before the war awarded Pan American the contract for the carriage of airmail over the Northern and Middle Atlantic i.e. via Bermuda and the Azores, which was titled Foreign Airmail Contract No.18, i.e. F.A.M.18.

Following the fall of France in 1940, the subsequent entry of Italy on the Axis side, and then the capture by Rommel of most of the North African coast, the sea routes via the Mediterranean became closed to the Allies. At the same time the sea routes to the East via Durban, South Africa became extremely hazardous due to U-boat activities. Of more immediate concern to the U.S.A and its military strategists was the vulnerability of the West African coastline to capture by Axis forces and the subsequent threat to the American hemisphere.

Thus it was that urgent discussions during 1941 between the U.K and U.S.A governments culminated in the secret meeting between Churchill and Roosevelt on H.M.S Prince of Wales off the coast of Maine on 10 August 1941. As a result, plans were expedited for the establishment of a major supply route by air from Brazil to West Africa, and thence across Central Africa to Khartoum following, and upgrading, the route pioneered by Imperial Airways in the 1930's. The plans envisaged a route which divided at Khartoum, one branch following the River Nile north to Cairo, North Africa and the Middle East, the other continuing due east across Eritrea to the Arabian Gulf and on to India.

The U.S Army Air Corps became increasingly interested in the benefits of an African air route at a time when the Corps was being requested to expand its world wide operations to support the ever greater demands being made upon it, together with those likely in the event of the U.S being drawn into the war (The attack on Pearl Harbour was only a few months away). It is of interest to record that, in spite of the military situation, the British during these negotiations were at pains to preserve for B.O.A.C. the commercial aviation opportunities post-war in an area largely unknown to the Americans and in which "in their own backyards" the British had largely explored the aerial routes. However, due to the overriding need to combat the immediate dangers in Africa, these potential difficulties did not derail the negotiations. In due course, Pan Am, being the U.S Government's designated contractor, had signed the requisite contracts and "inter alia" Pan Am was authorised to carry the commercial mail on a route numbered F.A.M. 22.

In order to meet its obligations Pan Am formed a wholly-owned subsidiary company, Pan Am Africa, which was given the onus for the organisation and operation of an air transport service over the trans-Africa route from W.Africa via Khartoum, Basra, Tehran to the U.S.S.R! A further subsidiary company was formed, Pan Am Air Ferries, which had the task of ferrying aircraft via Miami and Brazil to West Africa. . . "to one or more points on the trans-Africa or Singapore routes".

Five contracts, including one with the British Govt., were signed on 12 Aug 1941. Not surprisingly some later modifications had to be incorporated. The main Pan Am Africa bases established were at Freetown, Accra, Lagos, Kano and Maiduguri, and later, at Fisherman's Lake in Liberia. The latter became the African terminus for the Pan Am flying boats while an airport for the later large land planes was created at Roberts Field. Takoradi and Lagos were the main designated ports of entry for supplies shipped by sea while the HQ of Pan Am Africa was established at Accra.

Once the U.S became a participant in the hostilities, operations along the whole route from Miami increasingly assumed a military character and it is not surprising that before the end of 1942 both Pan Am Africa and Pan Am Ferries were militarized and came under the operating control of U.S Air Transport Command (ATC). While Pan Am and the trans-Atlantic FAM 22 continued in their civilian role they were increasingly subject to overriding demands by the military, especially as to cargo space available for commercial mail. In fact the records show that between 26 May and 16 June 1942 the service from Miami

under contract FAM 22 was suspended.

Due largely to the representations by the British during the original contractual negotiations, commercial mail which originated within the continent of Africa and from the Middle East, India and the Orient was carried to Lagos by B.O.A.C and its associates, for on-carriage across the South Atlantic by Pan Am. This preserved for B.O.A.C., Sabena and others the exclusive right to carry the mail to Lagos, or other points of departure across the South Atlantic. However, examples do exist of civilian airmail which appears to have been transported at least initially, by Pan Am Africa aircraft before being placed in the civilian mail post.

It is the wide variety of countries from which this mail originates that has made study of the relevant covers attractive for the postal historian. Due to wartime security it is only registered covers which have received transit stamps en route. A hand stamp of Miami is irrefutable evidence of carriage on FAM 22 but censorship tapes can be misleading. For example, while a Miami censorship number should in itself be adequate proof, there is good evidence to support the belief that some mail arriving at Miami, for on-carriage, was left for the much larger censor dept. in New York to handle, providing of course transit was destined via New York. In the same way, while a Bermuda censor tape would normally be an indication of carriage on FAM 18, mail addressed to the U.K. might be left over for attention until arrival there.

As the tide of war turned in favour of the Allies, so were old air routes re-opened or new ones created "for the duration". A classic example of this occurred following the Allied victories in North Africa which enabled a much shorter air route to be opened to the U.K via Gibraltar: and connections to be made at Lisbon with FAM 18.

A knowledge of these vagaries becomes essential to enable a full understanding of any cover of the period. Usually a check on postage paid is also desirable as, where this has been clearly under-paid, the odds are that carriage would have been effected by sea. Yet again, there is a qualification! Quite a few covers from India may have been stamped for carriage by air to South Africa only (on the Horseshoe Route) and thence by sea; while there seems to have been an incomplete knowledge at many post offices throughout that sub-continent as to the correct postage applicable to air mail. Often in these cases the under-payment is quite small and no taxation has been raised on arrival.

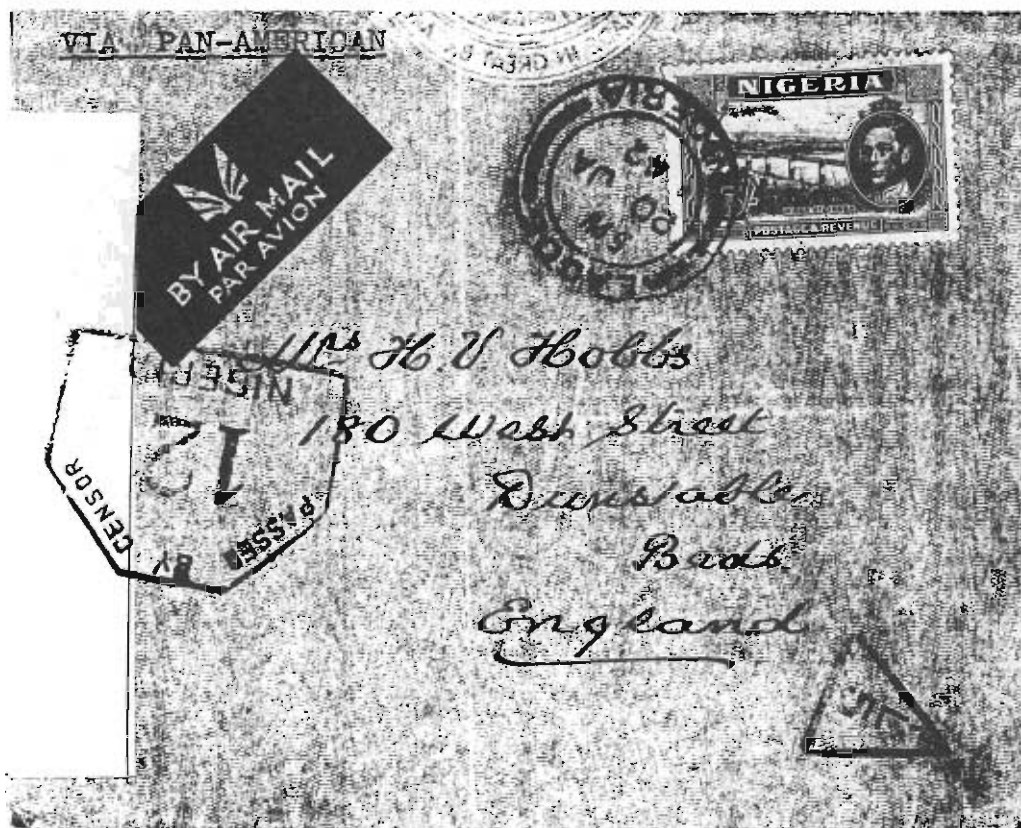


Figure 1: Cover from Nigeria to England, Jan 1942 via FAM 22 and FAM 18, censored at Lagos (the double Atlantic crossing)

The volume of published works either in the form of books or articles on the mysteries of FAM 22 has, on balance, been small; that is until Boyle's magnum opus "Airmail Operations during W.W II" was published by The American Air Mail Society in 1998.

There are a number of gaps in this major work (and an occasional error) but it is indispensable to anyone seeking answers to any cover acquired. A series of articles published in The Air Post Journal by The American Air Mail Society between 1997 to 1999 also go far to helping a reader. These were written by Richard Beith, Robert Wilcsek and Franz van Beveren.



Figure 2: Regd. Cover from Brazzaville to New York 26 Sept 1942. Transit stamps on reverse Miami 7 October and New York 9 October. Censored in Miami.

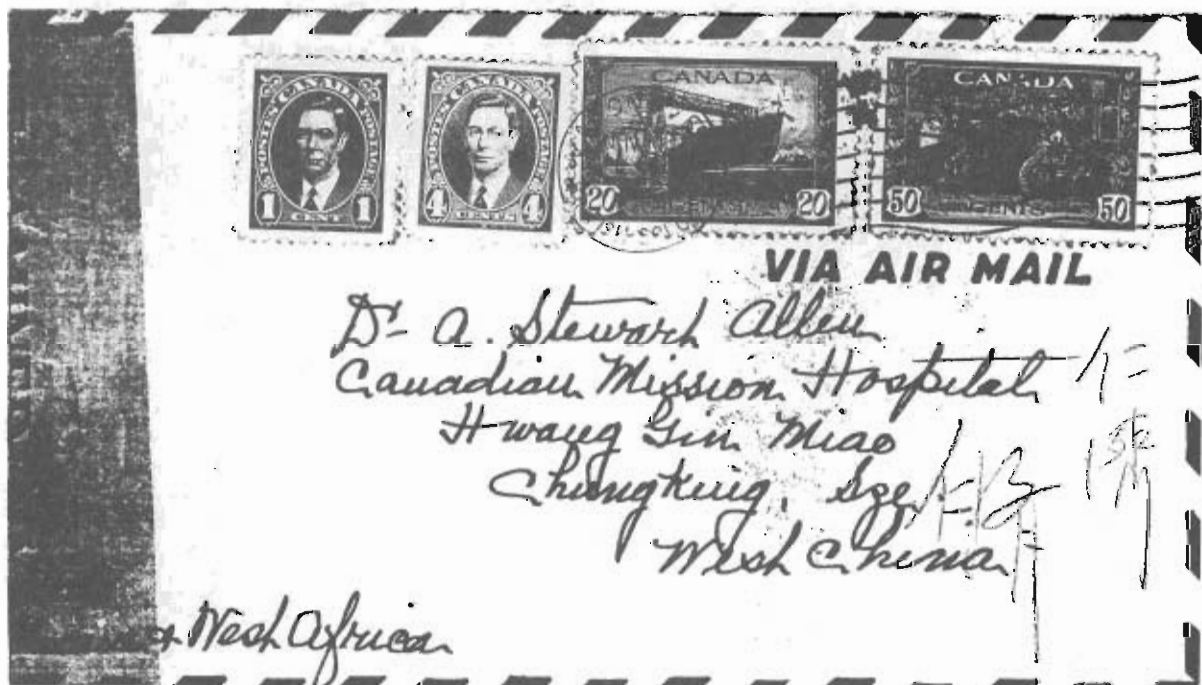


Figure 3: Cover from Vancouver to Chungking 4 November 1942, arriving 28 November. Censored in Canada



Figure 4: Cover from Syria (via Beirut) to San Francisco 20 October 1943. Censored in Beirut by the Free French, in Cairo by the British and by the US in Miami.

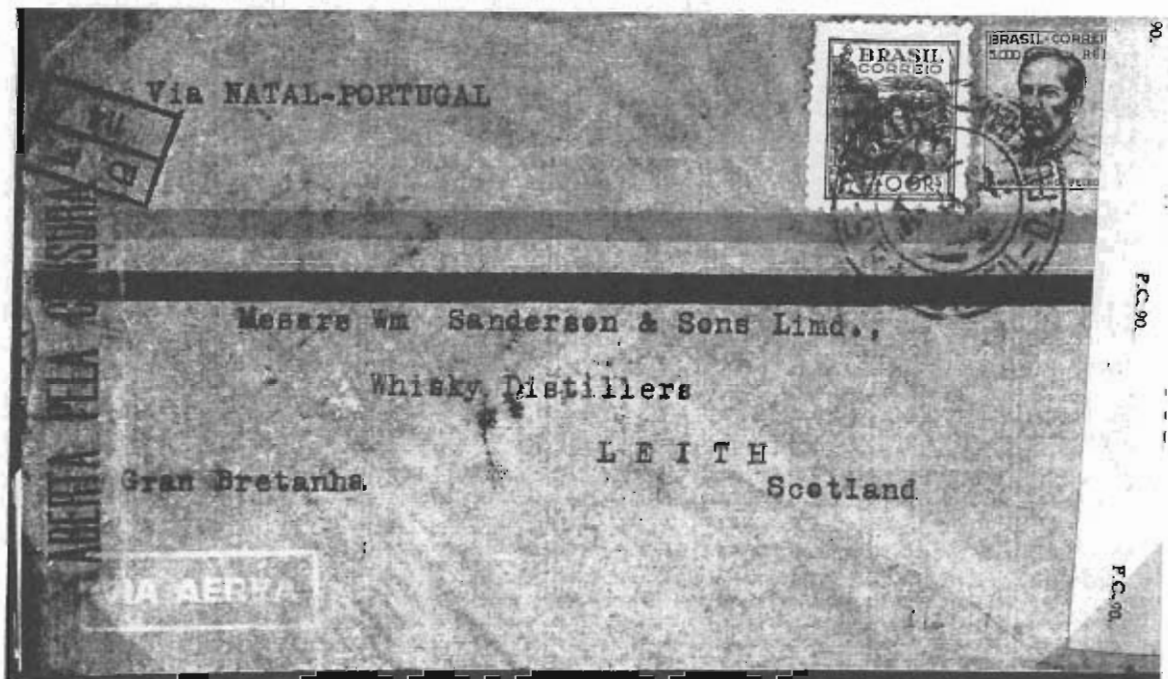


Figure 5: Cover from Brazil to Scotland 22 March 1944. Censored at Rio de Janeiro and in the UK



Figure 6: Regd. Cover from India to California 1 May 1944. Transit stamps on reverse Miami 1 June, Glendale 5 June. Censored in India twice in Bombay.



## Unusual Use of Sierra Leone Civil Censor Mark

Mike Roberts



Between the publication of the two editions of Martin & Walton (Ref. 1) a type 3 cachet with number 9 was recorded with a date of 14 September 1940.

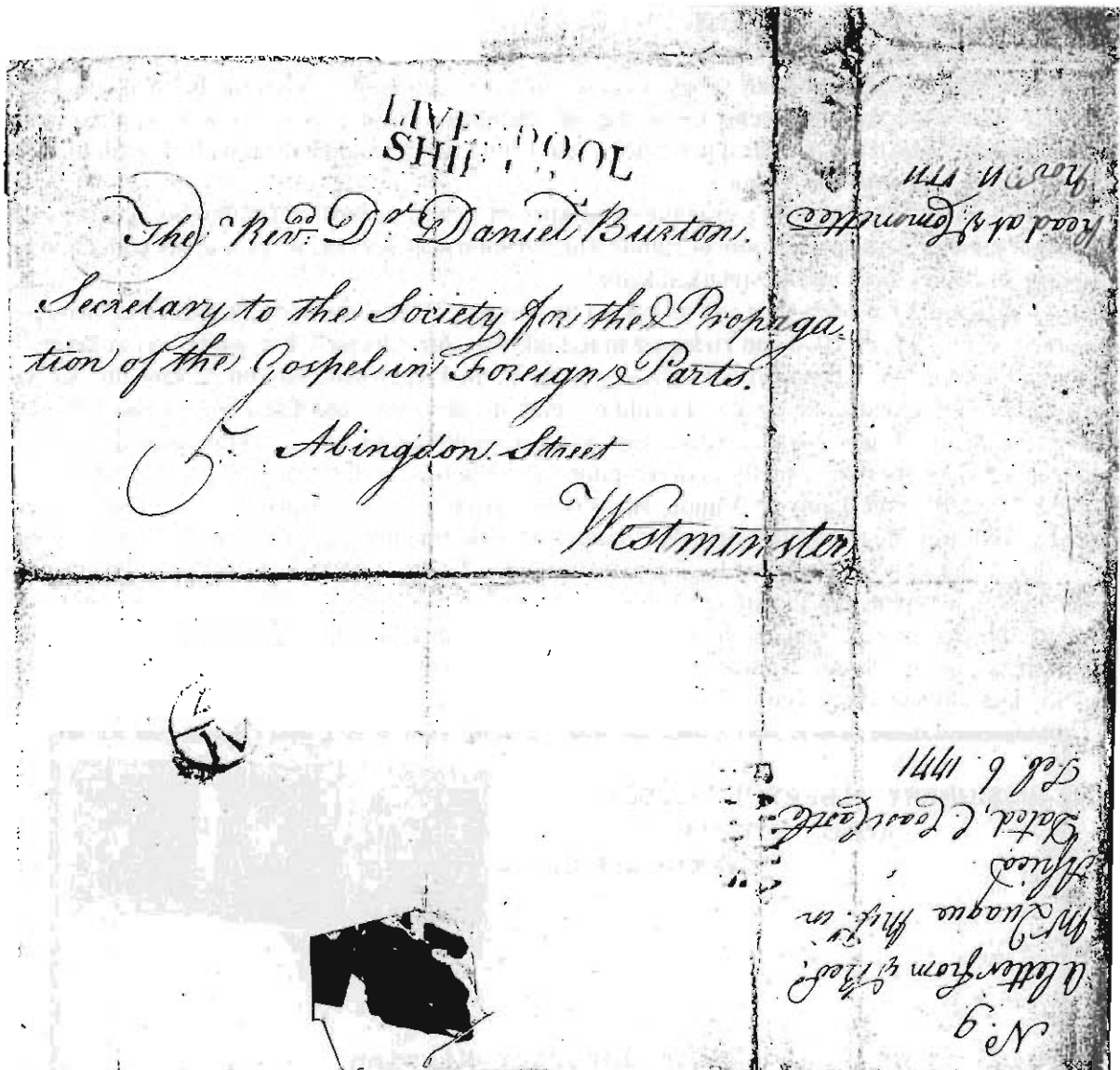
I have recently discovered a second example, illustrated, on a cover from the Sierra Leone Development Company Ltd at Freetown to England, endorsed for air mail and rated 1/3d. The unusual feature is that the adhesives have no Freetown postmark and, as well as sealing the flap on the reverse with this cachet the stamps have clearly been cancelled by the censor. There is no date-stamp and the machine cancellation applied in London is unclear. I would be interested to hear of any other examples of this usage.

Reference

1. Martin J.J. & Walton F.L., *West African Censorship*, p92, WASC, Dronfield 2<sup>nd</sup> Edition 1999

# Gold Coast to England via Barbadoes, 1771

M. Fitz Roett



I returned from vacation in October to be greeted by the Bonham's sale of the Len Weldhen collection of Gambia. I do not collect this area (my philatelic interests are limited to Barbados pre-1882) but noted in the catalogue that the earliest pre-adhesive cover was dated 1838.

The illustration shows a Gold Coast cover in my collection (unfortunately without its enclosure). It is docketed "No.9/ A cover from Rev. McQuague Miss'y in Africa/ Dated C. Coast Castle Feb 6, 1771". From Africa, it was sent across the Atlantic, probably in a slave ship or naval vessel, to Barbados where the Clarke et al, type A2 marking was applied in transit. It was then forwarded by private ship, arriving at Liverpool for final transmission to London. There is an unclear Bishop mark and further docketing "Read at Committee/ Nov 11, 1771"

Comments from West Africa Study Circle members would be welcome. Is this one of the earliest letters from the Gold Coast?

# Nigeria – Censor 21 at Kano

Peter Richards and Rob May

Neville Jones' piece in the last *Cameo* (Ref. 1) relating to the Nigerian Civil Censor number 21 set Peter thinking about a cover that appears in the new WASC book "West African Airmails" (Ref. 2). That cover was posted at Kano on 6 June 1940 to the UK and endorsed "Air Afrique" implying that it was meant to be sent via the French Trans-Sahara service. The cover is struck with the censor 21 mark. Martin & Walton (Ref. 3) state that number 19 of this series is known to have been used in Victoria, but make no claim for number 21. Our understanding seems to be that all other numbers in this series were applied at Lagos. However, to have joined the Air Afrique service a letter from Kano would have travelled north to Zinder or Fort Lamy, rather than south to Lagos.

We note with interest that Neville's example of number 21 is also postmarked Kano. So, is there a case to suggest that number 21 was used only at Kano? The question sent Rob off to look at his collection to find two censor 21 covers, both also postmarked Kano.

The cover at figure 2 has been seen and discussed by some WASC members interested in airmails. It is postmarked Kano 28 June 1940 and endorsed in red ink "via Air Afrique". It is addressed to Pointe Noire with a typed routing "via Leopoldville Fort Lamy". Due to the French surrender on 22 June the Air Afrique service had been suspended, so the cover could not take its intended route direct from Kano to Fort Lamy to connect with that flight. No alternative scheduled air mail service was available at that time and the cover seems to have passed casually between pilots on ferry trips, collecting back-stamps at Jos 17 July, Maiduguri 21 July, Fort Lamy 2 August, Brazzaville 26 August and Pointe Noire 28 August. It may eventually have travelled overland from Fort Lamy to its destination. The significance for the censor 21 issue is that it shows no evidence of having passed through Lagos, even though that would probably have been the best route in the unusual circumstances.

The cover shown at figure 1 takes the clock forward to 7 February 1942 and a surface mail letter from Kano to the USA, which must have passed through Lagos. Censor 21 could have been applied in either place. So, does anyone have a censor 21 that can be shown NOT to have any connection with Kano?

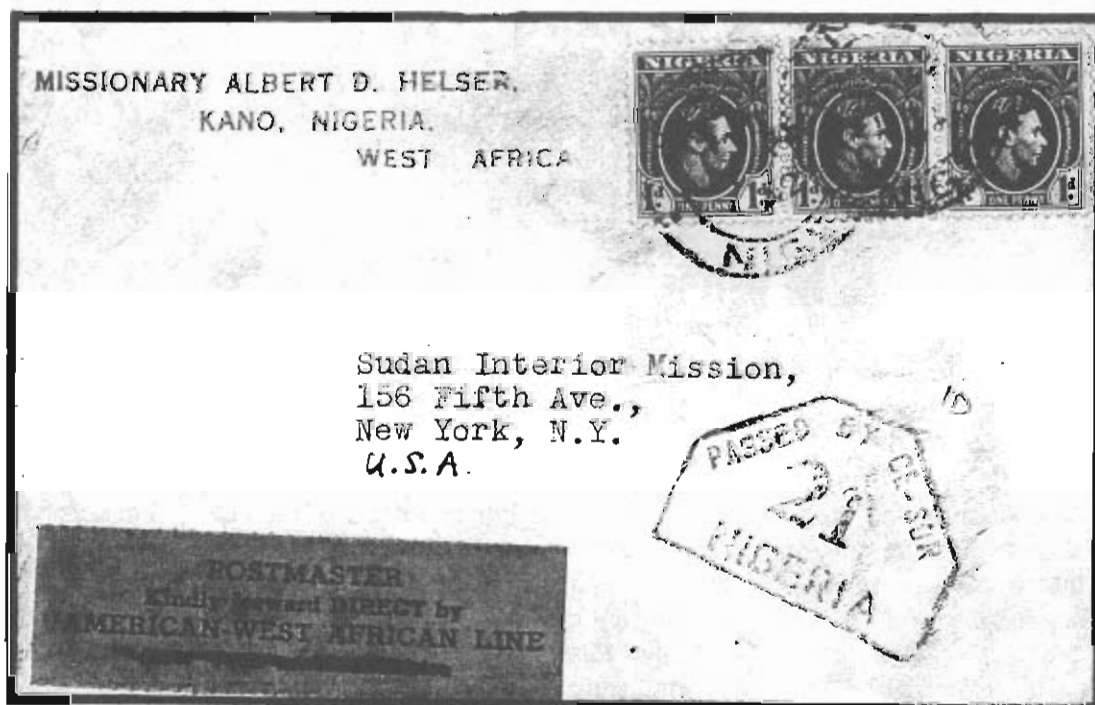
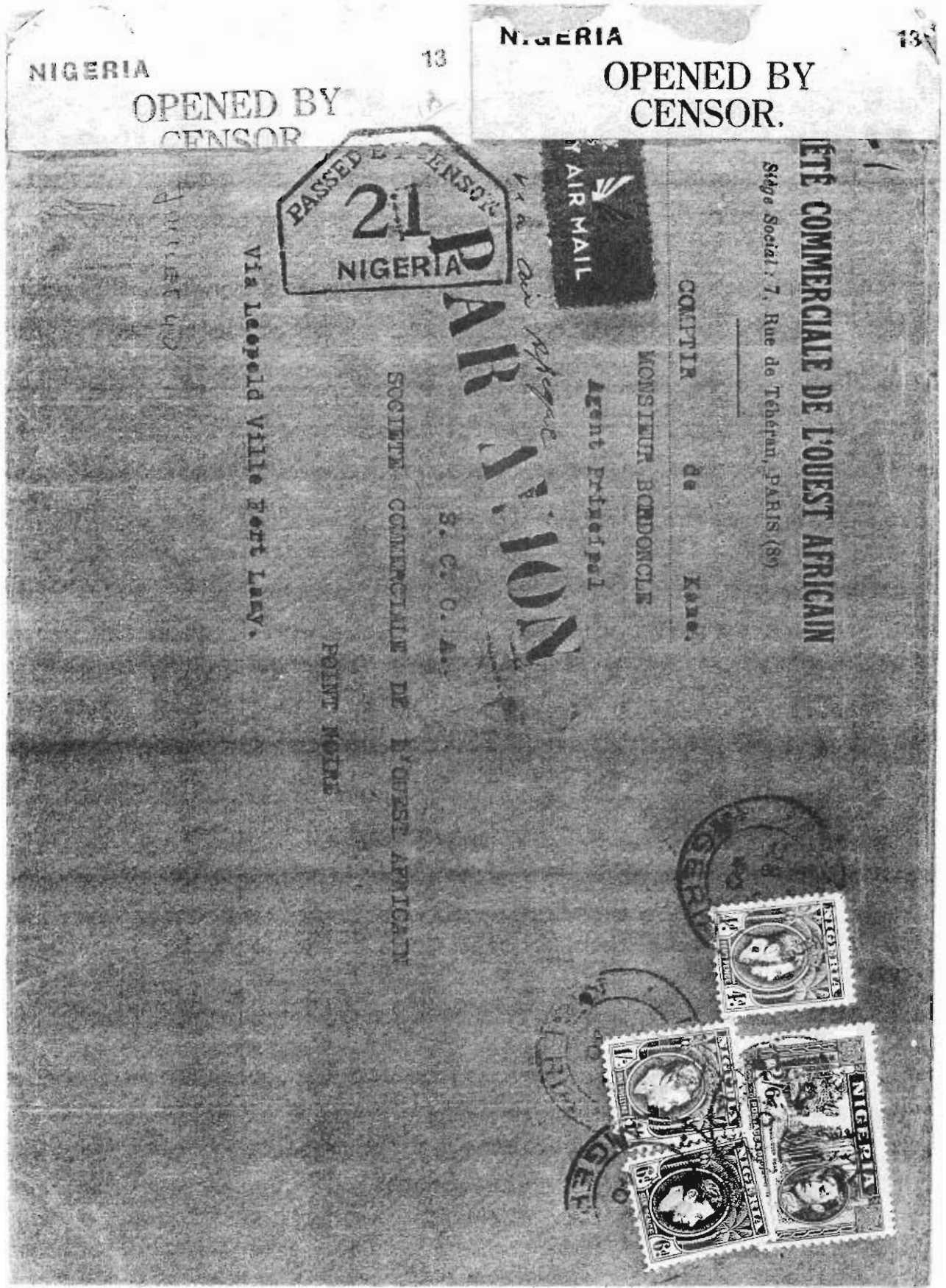


Figure 1

## References

1. Jones N., "Nigeria – Censor 21", *Cameo*, Volume 7 p210, WASC, July 2002
2. Priddy B., *West African Airmails*, p120, WASC, Dronfield, 2002
3. Martin J.J. & Walton F.L., *West African Censorship*, pp55-59, WASC, Dronfield 2<sup>nd</sup> Edition 1999



NIGERIA

13

NIGERIA

13

OPENED BY  
CENSOR

OPENED BY  
CENSOR.

PASSED BY CENSOR  
21  
NIGERIA

AIR MAIL

LETE COMMERCIALE DE L'OUEST AFRICAINE  
Séjour Social, 7, Rue de Téhéran, PARIS (8<sup>e</sup>)

COMITE de Kono.

MONSIEUR BORDONCLE

Agent Principal

PAR AVION

S. C. O. A.

SOCIETE COMMERCIALE DE L'OUEST AFRICAINE

POINTE NOIRE

Via Leopoldville Fort Lamy.



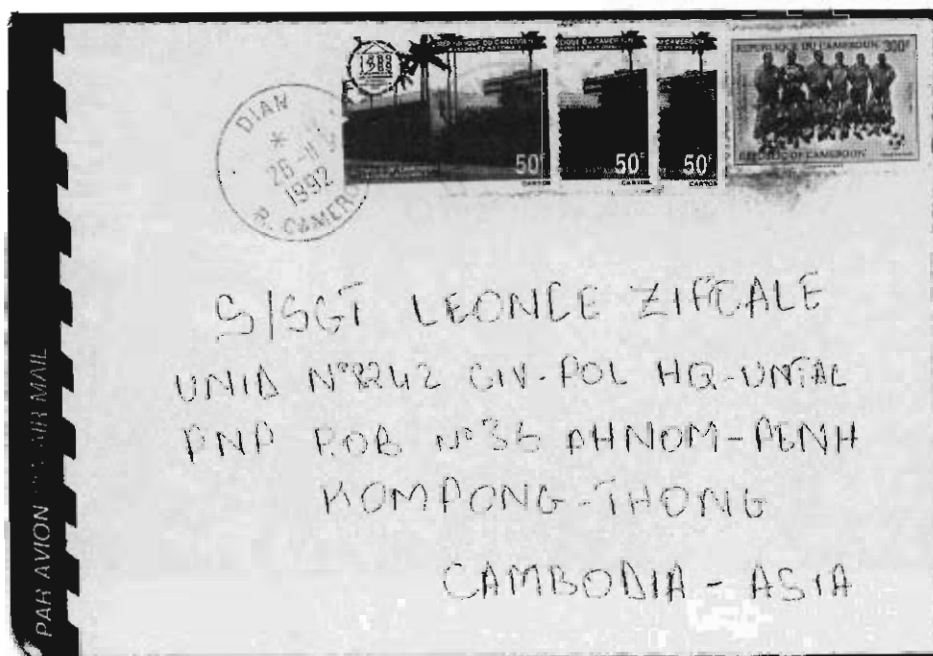
Figure 2

# UN Ghanaian and Cameroun Troops

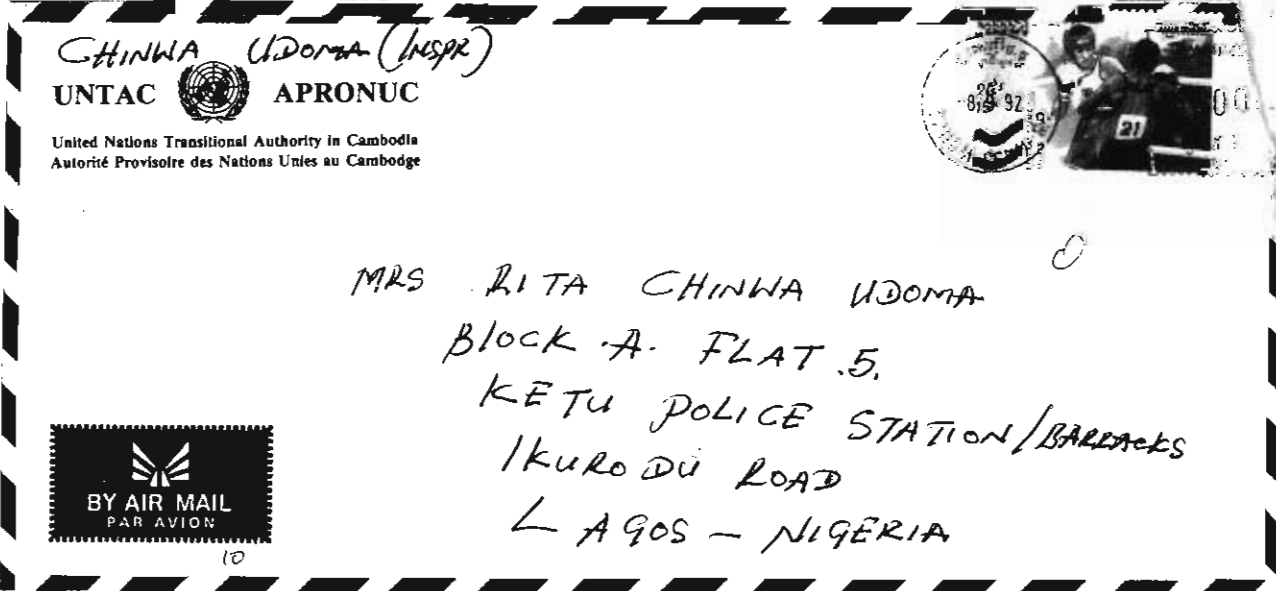
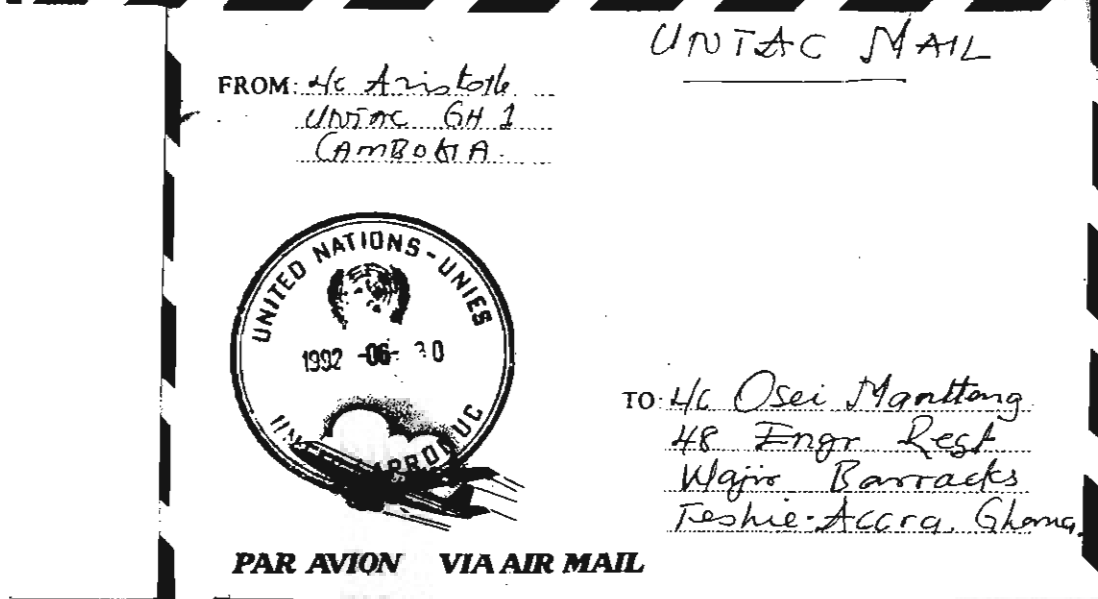
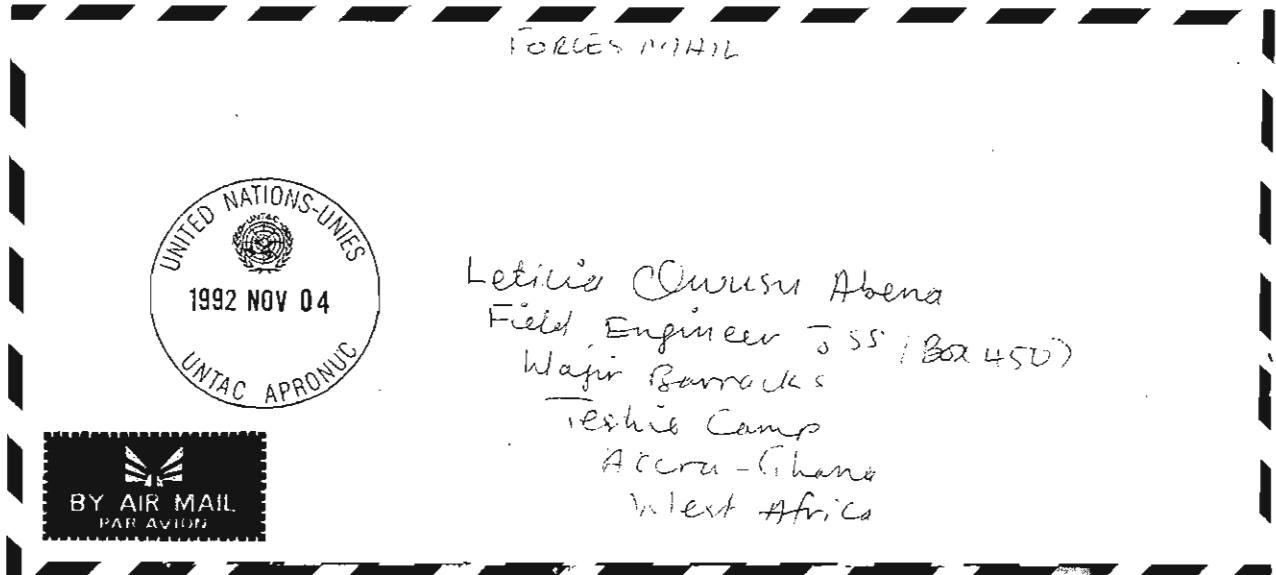
Marc Parren

With much interest I read the latest Cameo and I am responding to the contribution by Tony Plumbe on UN troops (Ref.1). He is right to say that postal evidence is rare. I am collecting such material myself, since a Ghanaian teacher friend worked in a military camp in Teshie, Accra, and brought me some covers of Ghanaian troops participating in UNIFIL (Lebanon).

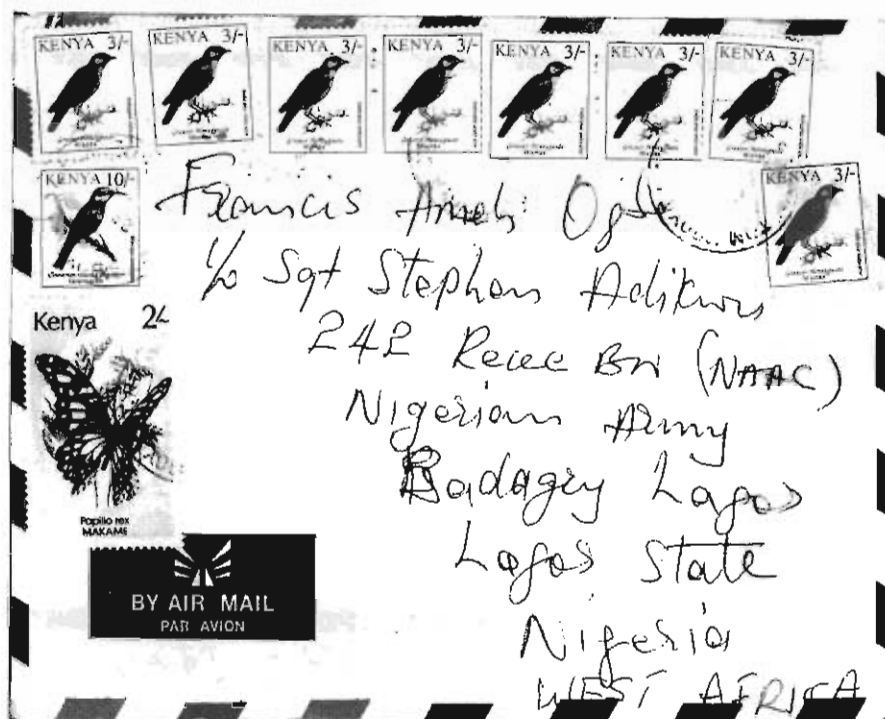
When I worked in Cameroun in the early 1990s I had the opportunity to meet a police officer serving in Ebolowa, who carried the blue UN badge on his shoulder. I found out that he formed part of a very small police contingent to serve in Cambodia during UNTAC operations in 1992/3. This is the only UN operation Cameroun has been involved in so far, and I illustrate photocopies (at 75% of original size) of an incoming and outgoing letter. The incoming Express letter was dated 2 July 1993 at Ghbar Ampeou, Cambodia with Abong-Mbang, Cameroun 15 Sept 1993 arrival mark.



In addition I have a UNAMIC (Cambodia) cover with no postal marks at all, to Ghana during the installation phase (not illustrated) and shown below, an un-franked UNTAC Ghana cover with single ring UN mark, dated 4 November 1992, an unfranked UNTAC Ghana cover with a different double ring UN mark dated 30 June 1992 and a franked UNTAC Nigeria cover dated 8 September 1992 from Phnom Penh. I can find out where and in what sector of Cambodia these West African troops served.



Of the UNOSOM (Somalia) operation I can illustrate a franked cover from NIBATT III, UNOSOM II with a postal address in Nairobi, and posted there 29 August 1994, reaching Badagry, Nigeria 10 September 1994.



This is most fascinating modern postal history, and hard to find.

#### Reference

1. Plumbe A., "UN Nigerian Troops in Cambodia and Somalia", *Cameo*, Volume 7 p208, WASC, July 2002



## UN Nigerian Troops in Croatia and Rwanda

Tony Plumbe

Further to my previous article in *Cameo* (Ref. 1) I have also found a second airmail cover from Somalia, with contents, dated 6 December 1993.

Nigerian troops also formed part of the UN peace-keeping forces despatched to Croatia in 1992. The standard dark blue on light blue aerogramme at Figure 1 was sent by a Corporal serving with UNPROFOR and concerned the care of his children. It is cancelled with a United Nations Protection Force 15 January 1993 circular cachet in blue, measuring 48mm. Inside, the address is given as "AS USUAL/ 15-01-92" (sic). There are no transit or receipt cancellations.

Nigeria also agreed to station troops under UN command in Rwanda in 1995 after the genocide there. The second standard aerogramme illustrated in Figure 2 is ultramarine on light ultramarine and cancelled in violet by a 31mm double ring cachet for UNAMIR which is undated. The date of the letter is 21 July 1995, and the sender's address is given as "UNAMIR, NIBATT II HQ, (Nyundo Camp), PO Box 30888, City Square PO, Nairobi, Kenya". The letter reveals that the Nigerian Battalion had moved from Byumba to Nyundo near the Zaire border on 15 July 1995. It is written by a Corporal to a family relative who was authorised to draw some of his salary and enquires as to the well-being of several family members. There are no transit or receipt cancellations. Details of other known covers would be most welcome to the editor or to the author.

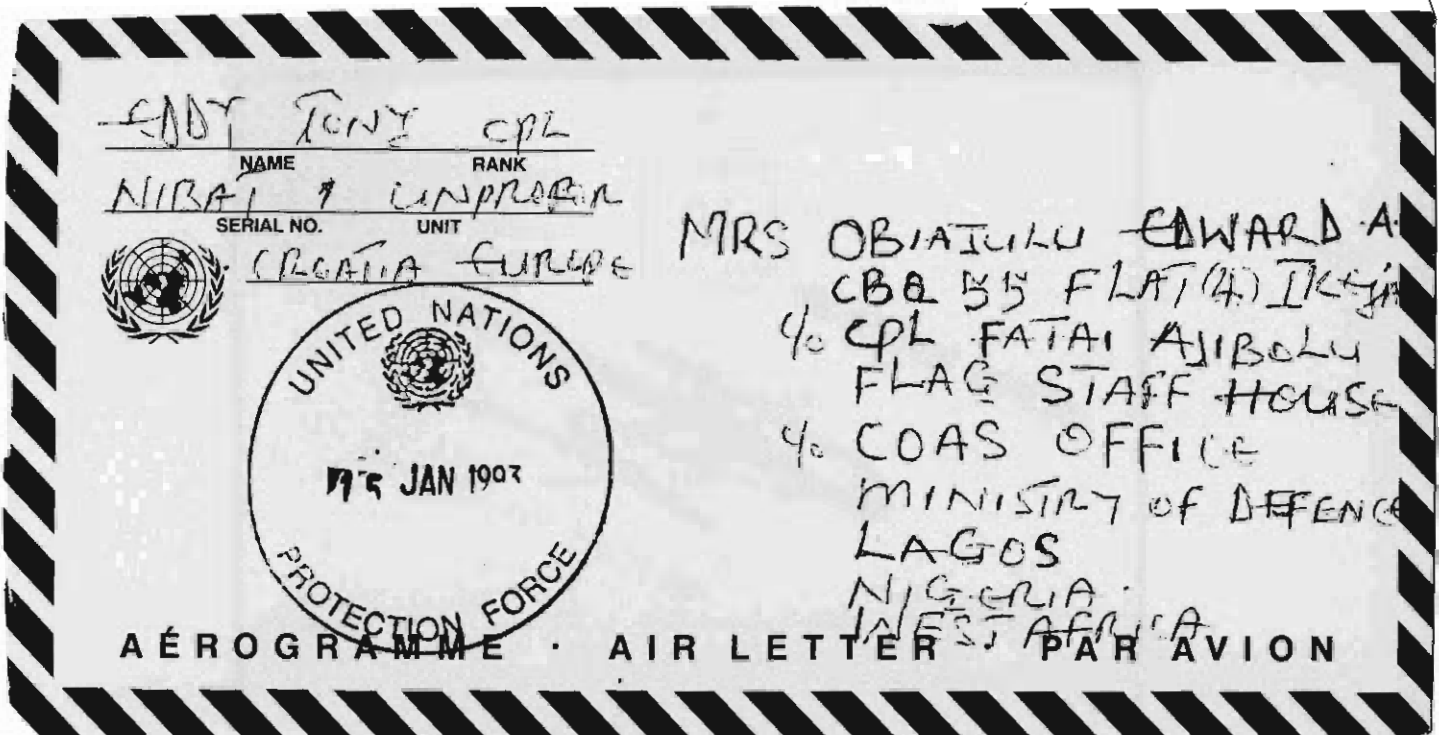


Figure 1

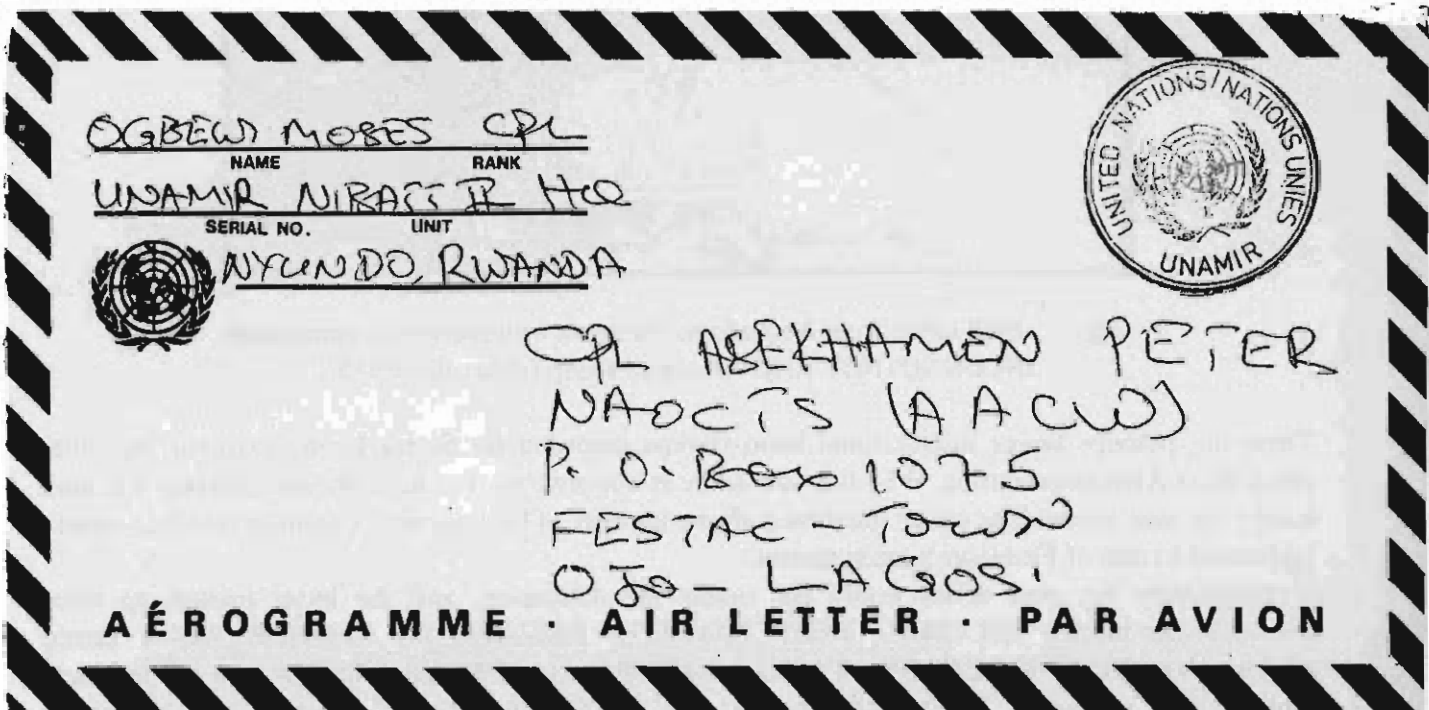


Figure 2

Reference

1. Plumbe A., "UN Nigerian Troops in Cambodia and Somalia", *Cameo*, Volume 7 p208, WASC, July 2002

# Sierra Leone INCONNU (NOT KNOWN) Instructional Mark

Frank Walton

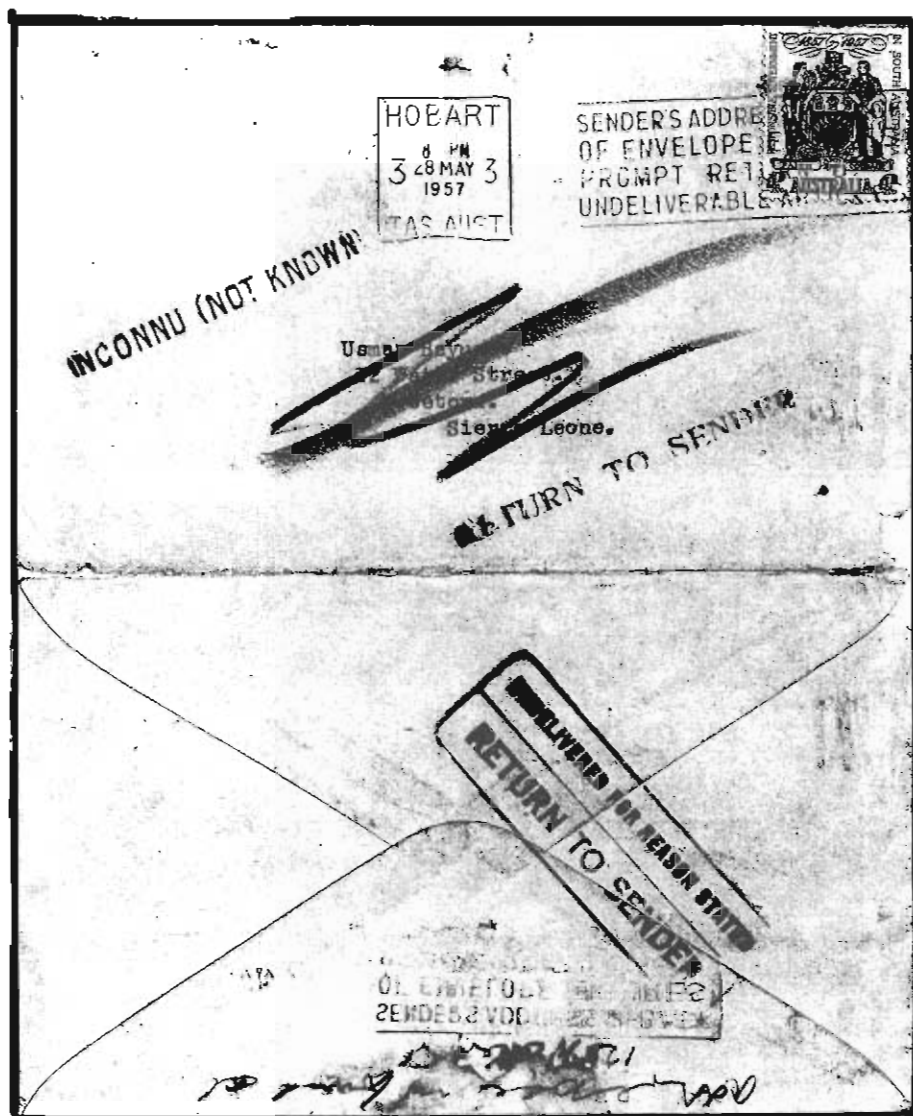


Fig. 1. - 1957 Letter from Australia to Freetown with previously unrecorded INCONNU (NOT KNOWN) hand-stamp (reduced to 81%)

There are perhaps fewer instructional hand-stamps recorded for Sierra Leone than for the other main West African countries. Why this should be is not obvious, but nevertheless it makes me look harder for new items! The cover illustrated above appears to be a genuine commercial letter, neatly addressed to one of Freetown's main streets.

Unfortunately the post office could not locate the addressee, and the letter picked up three instructional marks: INCONNU (NOT KNOWN), RETURN TO SENDER and a boxed UNDELIVERED FOR REASON STATED / RETURN TO SENDER. The first two are in black, and the third in purple. Additionally there is a manuscript comment "Addressee not found at 12 Water St". None of these are listed in any of the books on the postal markings of Sierra Leone.

It seems to me that they were probably struck in Freetown but, before they are allocated Type numbers, I would welcome comments from other members.


The slogan postmark struck in Australia adds a touch of irony, as it asks all senders to add their own address in case a letter is undeliverable - but unfortunately this sender didn't do so.

# Another Sierra Leone Telegram

Jeremy Martin

Following Frank Walton's telegram illustrated in the last Cameo (Ref. 1) I can illustrate a later design of Sierra Leone telegram (reduced at 63%) with a similar sad message. This was sent in 1916, using a design dated 1915 which includes a map showing the routes of the submarine cables.

Receiving Form (1916).



THE AFRICAN DIRECT TELEGRAPH CO., LTD.  
THE WEST AFRICAN TELEGRAPH CO., LTD.

SIERRA LEONE STATION.

No. AND CIRCUIT. 17

REMARKS.

The following TELEGRAM received at 6:21/2  
From Pinxton  
Foreign No. No. of Words  
Dated 2: Time 1:56pm

CLEAR'S SIGNATURE  
J. J. Elba  
2: 3: 16

To Major Litchford  
Sierra Leone

nother worse come salmond

Telegrams for Europe and beyond should be marked "Via St. Vincent-Eastern" to ensure transmission by the direct cable route.  
This form must accompany any enquiry respecting this telegram.  
Waterbury and Sons Limited, London, London Waterbury.

## Reference

1. Walton, Frank, "Sierra Leone Telegram", *Cameo*, Volume 7 p214, WASC, July 2002

# Sierra Leone – WWII Civil Censor Type 8 Handstamps

Nigel Lutwyche

In the Sierra Leone World War II section of chapter 9 of their book (Ref 1) Martin & Walton list the type 8 “Q.Q. <number>” hand-stamps as being used principally on the type 2 censor tapes. These were the tapes printed in red on dark or light blue paper. The hand-stamps, struck in violet, measure approximately 10.5 x 2.5 mm and are known with the numbers 14 to 18 and 21. They are recorded as being in use between November 1941 and December 1942. This article illustrates the use of these, and extends the listing. For illustrative purposes, I show in figure 2 an example of type 8 “Q.Q. 18” hand-stamp, recorded by Martin & Walton as “exists”.

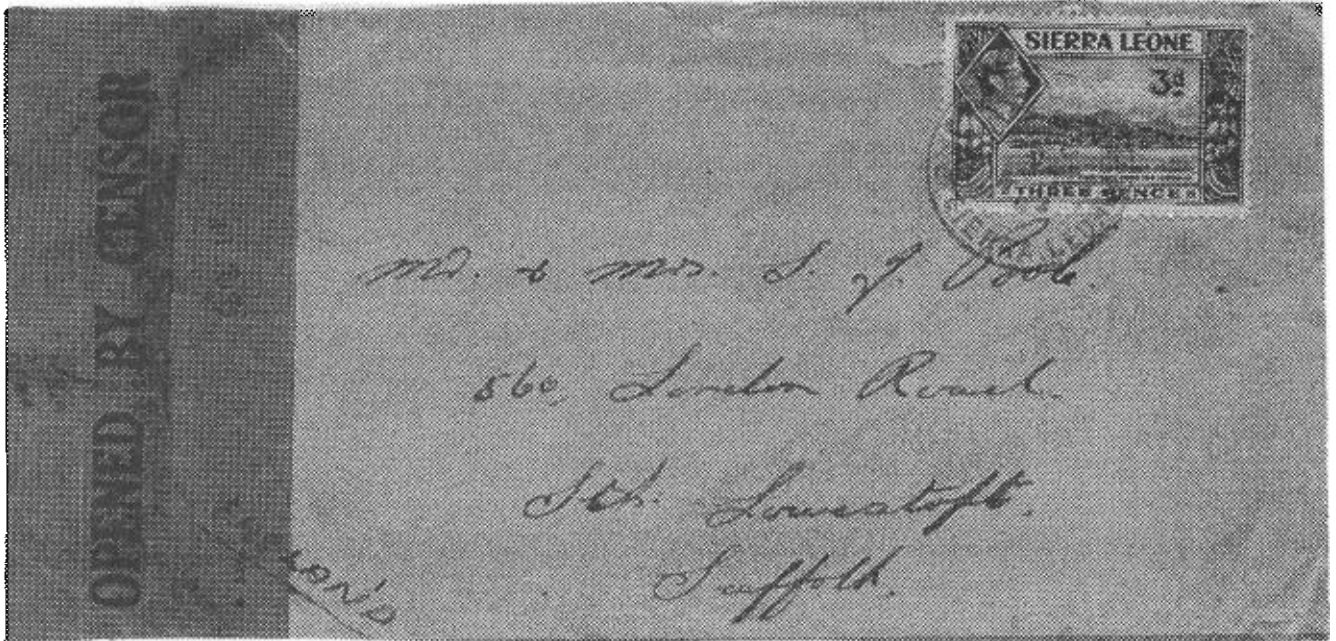


Figure 1; Cover posted at Freetown on 4 July 1942 showing an example of usage of type 8 “Q.Q.10” hand-stamp, hitherto unrecorded. In this example the hand-stamp is used on dark blue tape

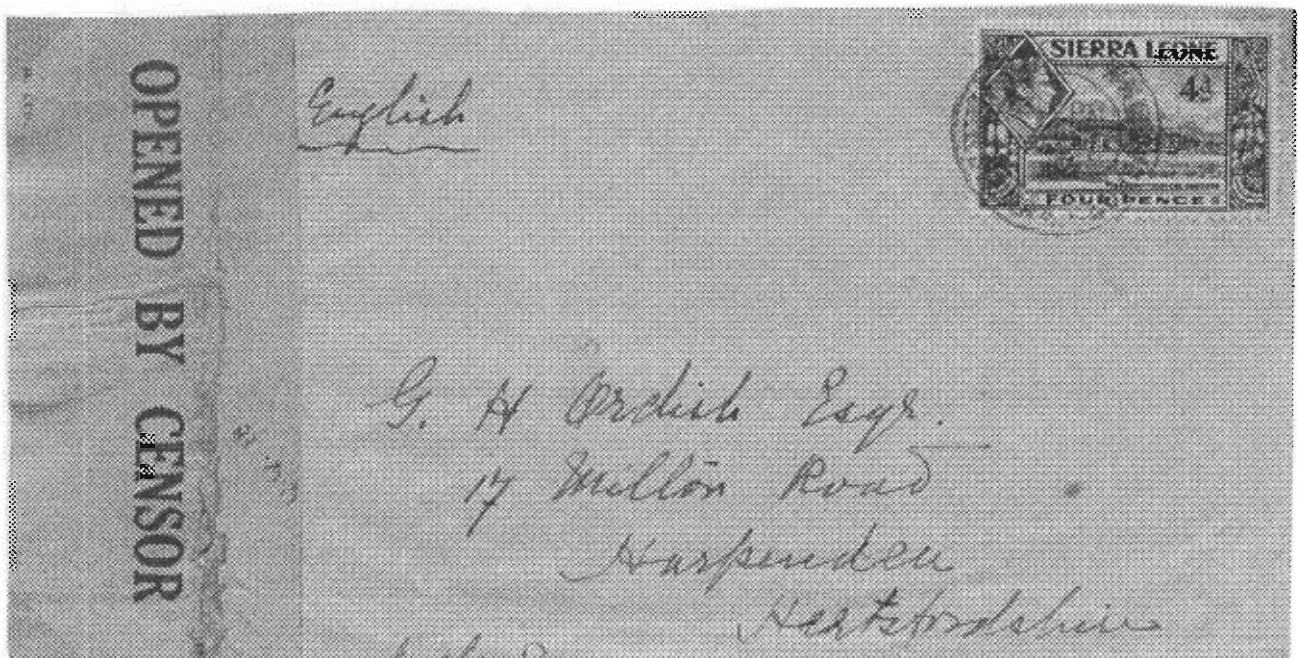


Figure 2; Cover from Freetown 31 July 1942, the QQ 18 hand-stamp used unusually on a type 1d black on white censor tape, recorded as type 1db tape. The numeral is indistinct, overlapping the air mail label.

I have also found that, in addition to using these small type 8 hand-stamps on the light blue and dark blue tapes, the censors were, for about a year, using these hand-stamps under the type 3 censor tapes. Type 3 tapes are those black on white "OPENED BY EXAMINER" tapes with the QQ numbers running from 10 to 19 and 21, with the imprint "WT 9948/L58 20M 4/42" at the bottom. On the covers in my collection, the hand-stamp is placed parallel with and close to the edge of the envelope, virtually always the left one, which the censor had slit open in order to examine the contents. On the examples that I have no other censor hand-stamps were used. Figure 3 shows the face and reverse of a typical example.



Figure 3; Face and reverse, showing "Q.Q.15" under a type 3 "QQ/15" tape. Posted at Cline Town on 5 July 1943, with a Freetown transit mark of the same date. Where mail emanates from outstations, as in this case, I have recorded the date of censorship as being the Freetown transit date, not the date when the cover was posted at the outstation.

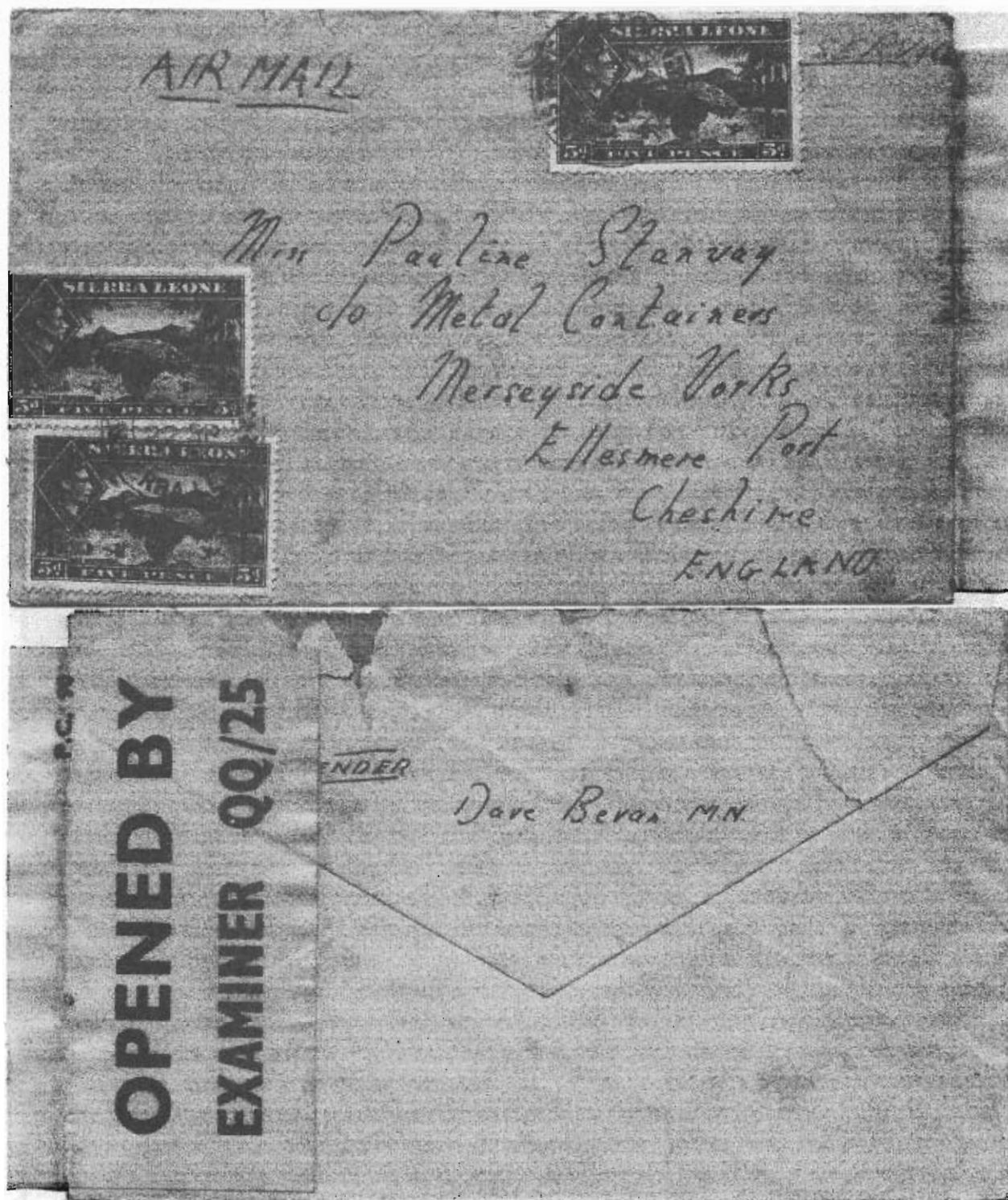


Figure 4; My only example opened at the right of the envelope. "Q.Q.21" under a type 4 "QQ/25" tape, which does not have the imprint at the bottom). Posted at Freetown on 22 September 1943.

My list of recorded examples is as follows;

Q.Q.14 under a type 3 QQ/14 tape, posted at Freetown on 22nd of either July or August 1943 to Glasgow, Johannesburg. Incorrectly addressed and re-directed within Johannesburg on 27 August 1943

Q.Q.15 under a type 3 QQ/15 tape. Posted on the train at Segbwemba on 11 September 1942, addressed to USA. It reached Freetown on 13 September where, after the transit mark was applied to the reverse, the cover would have been passed to the censor.

Q.Q.15 under a type 3 QQ/15 tape, illustrated at figure 3, censored 5 July 1943

Q.Q.16 under a type 3 QQ/16 tape, posted and censored at Freetown 29 August 1942

Q.Q.16 under a type 3 QQ/16 tape, posted and censored at Freetown 11 August 1943

Q.Q.19 under a type 3 QQ/19 tape. Posted and censored at Freetown 8 October 1942

Q.Q.21 under a type 4 QQ/25 tape. Posted and censored at Freetown 22 September 1943. Illustrated fig 4.

This listing may also extend the known dates of usage for QQ/15, QQ/16 and QQ/19 type 3 tapes.

I suspect that the use of these hand-stamps under the type 3 tapes was quite common between August 1942 and August 1943 in those instances where no other hand-stamp was used. If members who collect this material were to study their collections and report their findings to Jeremy Martin, Frank Walton, or the editor, I am sure that within a couple of years we could have a comprehensive listing of the hand-stamps so used and their periods of usage. I think we will find there was a greater usage of the hand-stamps under the type 3 tapes rather than on the type 2 dark and light blue tapes. I must admit that, at the moment, I can think of no other instance in the Empire (as was) where censors deliberately placed their hand-stamps in such a way that they would be covered by the tape.

I have no doubt Jeremy Martin and Frank Walton will decide and announce how they will allocate these hand-stamps, once they have sufficient information from members.

#### Reference

1. Martin J.J. & Walton F.L., *West African Censorship*, pp 94-96, WASC, Dronfield, 2<sup>nd</sup> Edition 1999



## Anthrax Alert at the BBC

Jeremy Martin

Following the 11 September 2001 terrorist attacks in New York and Washington, anthrax appeared to have been sent by post to a number of addresses in the USA.

There was an anthrax scare at the BBC in London on 17 October, when one of the staff in the department that deals with incoming mail from overseas noticed some powder which, upon analysis, turned out not to be dangerous. So the BBC arranged for incoming mail to be taken to a specialist company for checks for harmful substances. The mail was opened, inspected then resealed using a white self-adhesive label.

Each inspected envelope then received a cachet. I have seen three different designs of cachet, illustrated full size, on mail from The Gambia and Nigeria

Figure 1 CHECKED in hollow letters in red

Figure 2 CHECKED/ number in large letters and figure –red 1,3, 4, 5  
-blue 1, 2, 3, 5, 6

Figure 3 CHECKED/ number in smaller letters and figure – red 7, 8, 9  
-blue 7, 9



Figure 1



Figure 2



Figure 3

# Some Postmarks of Sierra Leone after Independence

Philip Quirk

While the books by Beale (Ref. 1), Walton (Ref. 2) and Proud (Ref. 3) give excellent treatment to pre-independence postmarks of Sierra Leone, a review of the Cameo Cumulative Index for 1975-2000 suggests that little has been published concerning later marks. I would like to present some observations on postmarks of the 1960s and 70s. The terminology of the WASC and Walton will be used. I would be delighted to hear from any member who can add to this story.

New post offices continued to open during this period. I have postmarks from seven, but there will doubtless be others. Using the search engine at <http://www.google.com>, I have endeavoured to locate each office as accurately as possible. Valuable websites for this purpose included:

[http://www.embassyworld.com/maps/Maps\\_Of\\_Sierra\\_Leone.html](http://www.embassyworld.com/maps/Maps_Of_Sierra_Leone.html)

[http://www.reliefweb.int/w/fullMaps\\_Af.nsf/luFullMap/D761CA99A7CFD03E85256A5B00650CF9/\\$File/chief.jpg](http://www.reliefweb.int/w/fullMaps_Af.nsf/luFullMap/D761CA99A7CFD03E85256A5B00650CF9/$File/chief.jpg) (a map of 150 chiefdoms)

<http://www.sierra-leone.org/chiefdoms.html>

<http://www.statistics-sierra-leone.org>

Despite these efforts, I have yet to see some of the places marked on any map.

FAIRO / SA. LEONE, type 44, 24mm, code \*, 8 NO 67 and 31 DE 69. Location: headquarters of the Soro Gbema chiefdom, Pujehun District, Southern Province, about 20 miles NE of Sulima.

FALLA / SIERRA LEONE, type 42, 24mm, code \*, 30 AP 68. Location: headquarters of the Wandor chiefdom, Kenema District, Eastern Province, about 10 miles NW of Boajibu.

JOJOIMA / SIERRA LEONE, type 42, 24mm, code \*, 21 OC 69. Location: headquarters of the Malema chiefdom, Kailahun District, Eastern Province; not seen on map but chiefdom covers an area approximately 15 miles E of Daru. (Figure 1)

MASINGBI / SIERRA LEONE, type 42, 24mm, code \*, JU 10 75 (75 inverted), cover to USA, Magburaka backstamp. Location: headquarters of the Konike Sande chiefdom, Tonkolili District, Northern Province, about 30 miles SE of Magburaka.

MOBAI / SIERRA LEONE, type 43, 30mm, no date or code can be seen, but on 20c Fourah Bay College anniversary stamp, SG 600, issued 19.12.77. Location: headquarters of the Mandu chiefdom, Kailahun District, Eastern Province, 7 miles E of Daru.

NGALU BAGBWE / (SIERRA L)EONE, type 42, 24mm, code \*, 25 MY 70, partial strike. Location: headquarters of the Bagbwe chiefdom, Bo District, Southern Province; not seen on map, but chiefdom covers an area approximately 20 miles NE of Bo.

SAVAGE SQUARE / SIERRA LEONE, type 43, 30mm, code \*, 6 MY 68. Location: part of the town of Makeni.

In addition to the skeleton postmarks for Mobai and Savage Square, described above, I have type 43 postmarks for Levuma (31mm, April 1969) and Wilberforce (30mm, partial strike on SG424, year missing but probably 1967 or 68).

Two spelling variations may also be noted. During 1969, Kassiri was using a type 42, 24mm, code \*, KASSIRI / SIERRA LEONE. As noted by Beale, this is probably the same place as Kasseri.

Segbwema introduced a type 42, 23mm, code \*, inscribed SEGBWEME / SIERRA LEONE. Dates seen between 9 DE 67 and 13 NO 73. That Segbweme is the same place as Segbwema is shown by use of the cancel on a registered cover with SEGBWEMA registration etiquette. The type 44 SEGBWEMA / SA. LEONE. Walton 141.04, continued in use alongside the Segbweme postmark, at least until March 1972.

Proud notes the occasional postal use during the 1950s of single circle cancels inscribed TELS, presumably intended for telegrams. Offices recorded are Hangha, Kenema, Magburaka and Moyamba. I have examples of similar devices from Makeni and Port Loko cancelling stamps: MAKENI TELS (no dots), 24mm, no code, 18 SP 67; PORT LOKO TELS. (dot after Tels), 24mm, code \*, several dates between 18 NO 69 and 27 AP 7 (1977) (Figure 2). The Port Loko cancel was concurrent with a PORT LOKO / SIERRA LEONE type 42. Both are noted by Walton (chapter 9), but without descriptions or dates of use.

To conclude, I would like to mention the postmark of Jaiama-Nimi.Yema, Walton 055.01. Although the device was sent to Sierra Leone in October 1958, the opening of this office is not recorded, at least prior to independence in April 1961. However, the postmark was certainly in use before the end of the year, as figure 3 shows the type 42, 23mm, code \*, dated 29 NO 61, on a commercial cover to Chicago, USA, routed via Koidu Town (backstamp, same date). The question arises as to whether Jaiama-Nimi.Yema could be the same office as Jaiama, opened in 1954, but geographical evidence suggests not. There are two chiefdoms, the Nimikoro and the Nimiya, both in the Kono District, Eastern Province, and both having headquarters in towns called Jaiama (or Njaiama). The Nimiya chiefdom lies immediately to the west of the Nimikoro. According to Proud, the 1954 opening was of Jaiama Nimikoro (approx. 5 miles SW of Yengema), and it is therefore reasonable to suggest that the Jaiama-Nimi.Yema cancel was used in the "other" Jaiama (approx. 15 miles SW of Yengema) when this office finally opened. The town now appears to be known as Njaiama-Sewafe.

(References

- 1 Beale, P.O., 1988, The Postal Service of Sierra Leone, RPSL
- 2 Walton, F.L., 1990, The Postmarks of Sierra Leone 1854-1961, WASC
- 3 Proud, E.B., 1994, The Postal History of Sierra Leone, Proud-Bailey

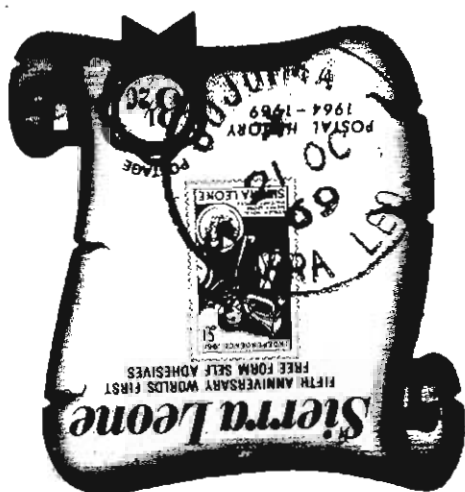


Figure 1; Jojoima 21 October 1969



Figure 2; Port Loko Tels 29 November 1969

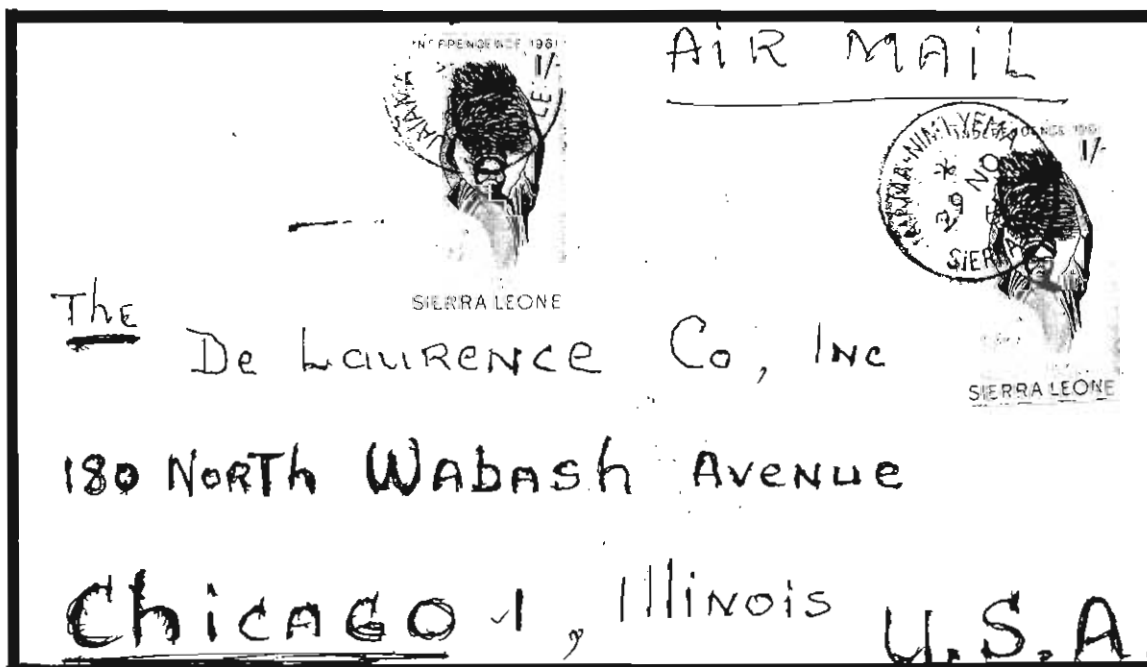


Figure 3; Jaiama – Nimi.yema 29 November 1961 on a de Lawrence cover to Chicago

# Sierra Leone New Discovery. A Double Overprint on the 1893 Provisional

Philip Beale

The Expert Committee of the Royal Philatelic Society has recently examined a doubly overprinted stamp of the 1893 provisional overprint issue, and has described it as genuine. It is believed that this is the first time that a doubly overprinted stamp from this issue has been authenticated.

The 1893 provisional issue is described in detail in Chapter 11 of my book *The Postal Services of Sierra Leone* (Ref. 1) and a complete setting of the overprint is shown on page 140. Tom Butlin wrote about the issue in *Cameo* January 2000 (Ref. 2). The stamp was required when there was a shortage of halfpenny stamps in early January 1893. As the Colony had a good supply of the penny halfpenny stamps it was decided to overprint some panes of them with the words HALF PENNY in two lines. The first overprinting was made on 18 January with a further one on 25 January. In March a third overprinting was made to enable the Colony to supply 720 stamps to the Universal Postal Union. They were not overprinted Specimen and, as there is no evidence that they were despatched to Berne, it is possible that these stamps were subsequently sold.

Sufficient examples of type were available for an overprint forme of sixty overprints to be made. Two complete panes of these overprints have survived, the panes comprising ten rows of six stamps. On these two panes the overprints differ in some respects. Identical overprints occur on rows one to six but differ on rows seven to ten. It is likely that the forme was being dismantled when a further overprinting was requested and so the overprints for the lower four rows were replaced but in a different order.

It is now considered that on some occasions the bar used to delete the value tablet was applied separately using a separate forme. Often a bar missed the place intended and second or even third bars were added, in some cases by using a pen or brush.

Small varieties in the letters of the overprints occur and, under magnification, it is possible to identify their positions. A study of them shows how the double overprint could have occurred. The stamp with the double overprint shows the overprint used for the stamp on row 3 number 2 and also that from row 4 number 2. The sequence of events that caused this was possibly as follows. On one occasion during the overprinting, the overprint forme was laid out of position on the pane of stamps with the result that the top row of stamps did not receive the overprints. Thus, for example, the second row received the overprints normally applied to row one. When this was noticed, it was decided to overprint the top row. The type on the overprint forme was cleaned and partly inked. It was then applied to the pane. The result was that the top row was overprinted correctly and there was sufficient ink for some other rows to be overprinted a second time. An analysis of the ink used for the double overprint was undertaken by the Expert Committee which shows that ink of the same composition was used for each of the overprints.

At one time the 1893 double overprint was listed by Stanley Gibbons in their catalogue but this was questioned by John Marriott when he showed the Royal collection of Sierra Leone to the Royal Philatelic Society in 1969. He observed that the only double recorded was in the Montresor collection. Montresor was a member of the original Gambia Study Circle. Marriott surmised that the double was either a kiss print or so described because the bars cancelling the value were doubled. In the Montresor sale a pair of creased stamps, one with trimmed perforations, was described as a double. Marriott's comments led to the removal of the double from the catalogue. Later in 1978 Harold Macmillan, for many years the WASC secretary and a Sierra Leone

specialist, wrote in *The London Philatelist* that he had never seen a double print of this issue. Obviously, like Marriott, he did not reckon Montresor had a double overprint. Harold read the Chapter 11 in my book before he died and we were agreed that at that time no double overprint had been approved.

I have always resisted describing the stamp as having a surcharge, because that word typically refers to an additional charge. In fact the charge is reduced. Quite properly, the Post Office chose a stamp of a higher value on which to apply the HALF PENNY overprint, thus deterring any forger. To the best of my knowledge the British Post Office has always used the word surcharge to refer to an extra payment such as is applied to underpaid or unpaid mail. It seems best to describe the issue as a provisional one and the change of value as an overprint.

The double overprint has now been accepted by Mr D. Aggersberg, Editor of the Stanley Gibbons catalogues, and he tells me it will be listed under Sierra Leone as 39c. It is certainly most intriguing when a new discovery like this is made and a new item appears over a hundred years after its printing.

#### References

1. Beale P.O., *The Postal Service of Sierra Leone...* , pp140-144, RPSL, London 1988
2. Butlin T., "Sierra Leone Half Penny Provisional Overprint", *Cameo*, Volume 6 p238, WASC, January 2000



## Sierra Leone Embossed Stamp Duty Impressions

Frank Walton

In 1884 the Sierra Leone authorities wished to use stamps for fiscal purposes; Philip Beale (Ref. 1) provides the background to this change. At the time, the highest value adhesive stamp available was just 1s which was clearly not enough. Before deciding on the large vertical format Stamp Duty adhesives, essays were produced for embossed revenue stamps. These are illustrated in Beale, who mentions that proof drawings on tracing paper were submitted for values of 1d, 3d, 6d, 1s, 2s, 5s, £1 and £10. Until very recently I had never seen any of these embossed handstamps - indeed I had never even seen a reference to any of them actually been used. Later in 1884 the Crown Agents did produce Stamp Duty adhesives for each of the values listed above, apart from the £10, B&H 5 to 11 (Ref. 2).

I now have the front page of a will, which bears the embossed impression of 35 strikes of the £10 and seven strikes of the £1 die, ie a total fee of £357. Unfortunately as these are simply impressions on a white piece of paper, attempts to illustrate the piece were futile! There are very few clues to the date of the page; the only wording 'CERTIFIED TRUE COPY OF WILL' is crudely type-written and the paper has a watermark DOMINION BOND. The issuing of the £2 and £5 postage & revenue adhesives in 1912 presumably marked the beginning of the end of use of the embossed handstamp, but I would guess that my item dates from the 1920s or 1930s.

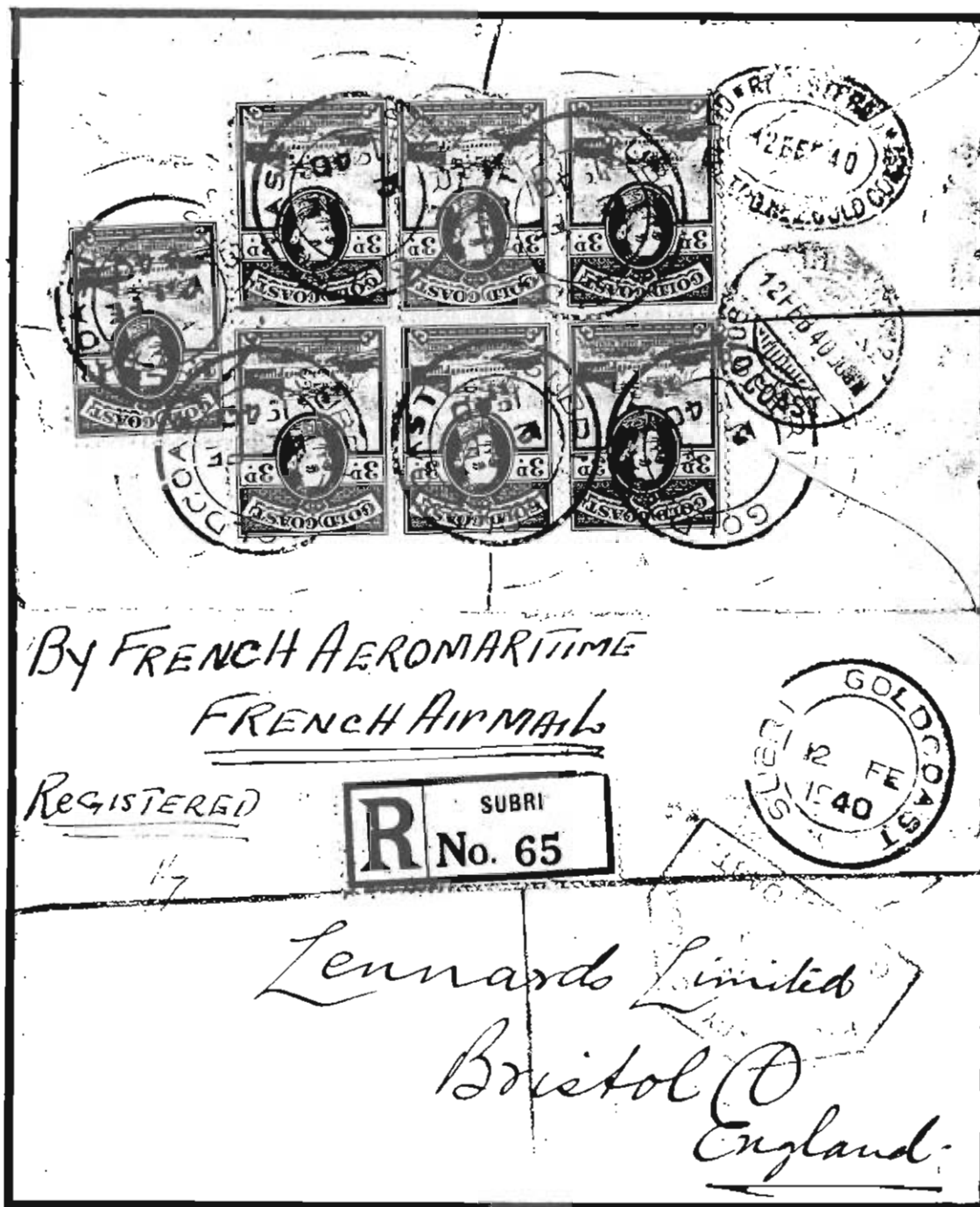
If anyone can provide any further information about the values actually produced or dates of usage I would be delighted to hear from them.

#### References

1. Beale P.O., *The Postal Service of Sierra Leone...* , pp145-147, RPSL, London 1988
2. Barefoot J. & Hall A., *British Commonwealth Revenues*, p122, Barefoot, York 1980

# Subri, Gold Coast – Previously Unrecorded Postmark

Philip Levine



This registered letter was sent to England from Subri on 12 February 1940 by the French Aeromaritime service. Transit marks of the Central and Eastern TPOs are applied to the front of the cover, which has been opened (previously) for display. The Subri type 19b postmark is not previously recorded in either Mackin (Ref.1) or Proud (Ref 2).

#### References

1. Mackin M.T., *The Gold Coast ... Cancellations 1875-1957*, WASC, Revised edition 1990
2. Proud E.B., *The Postal History of the Gold Coast*, Postal History Publications Co., Heathfield 1995

# A 1912 Postcard from Kunso, Sierra Leone

Philip Quirk, Frank Walton and Don Carter

Philip Quirk writes;

The illustrations at Figures 1 and 2 show a postcard I recently purchased on eBay.

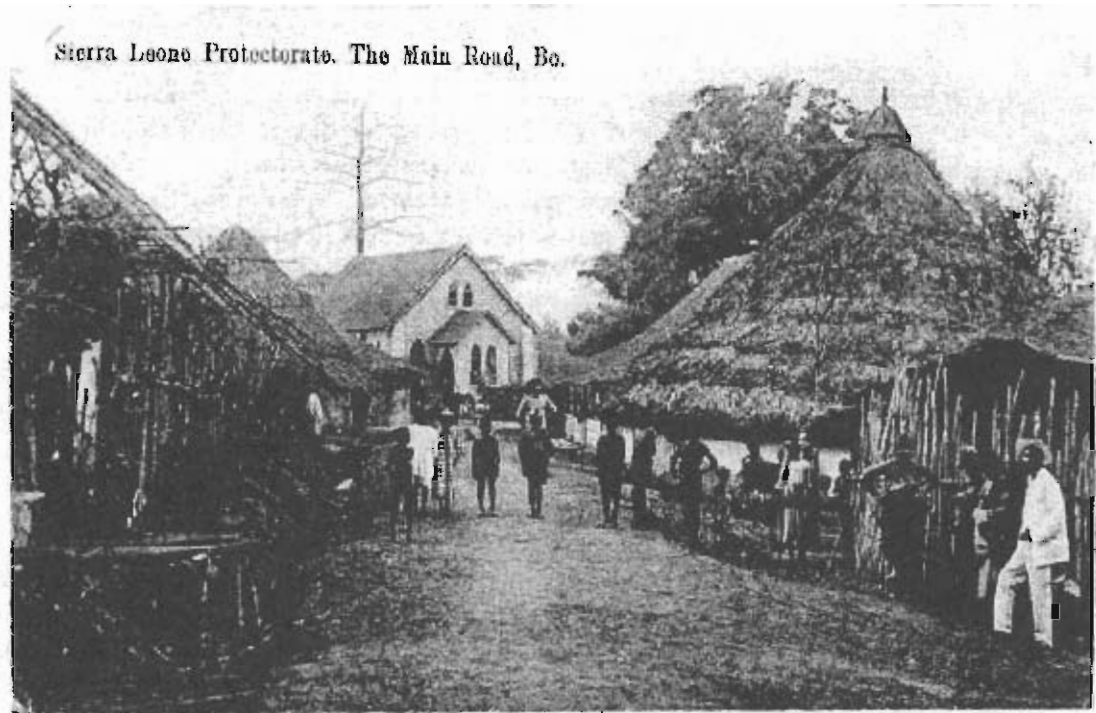


Figure 1 – picture side, depicting a photograph of Main St, Bo.

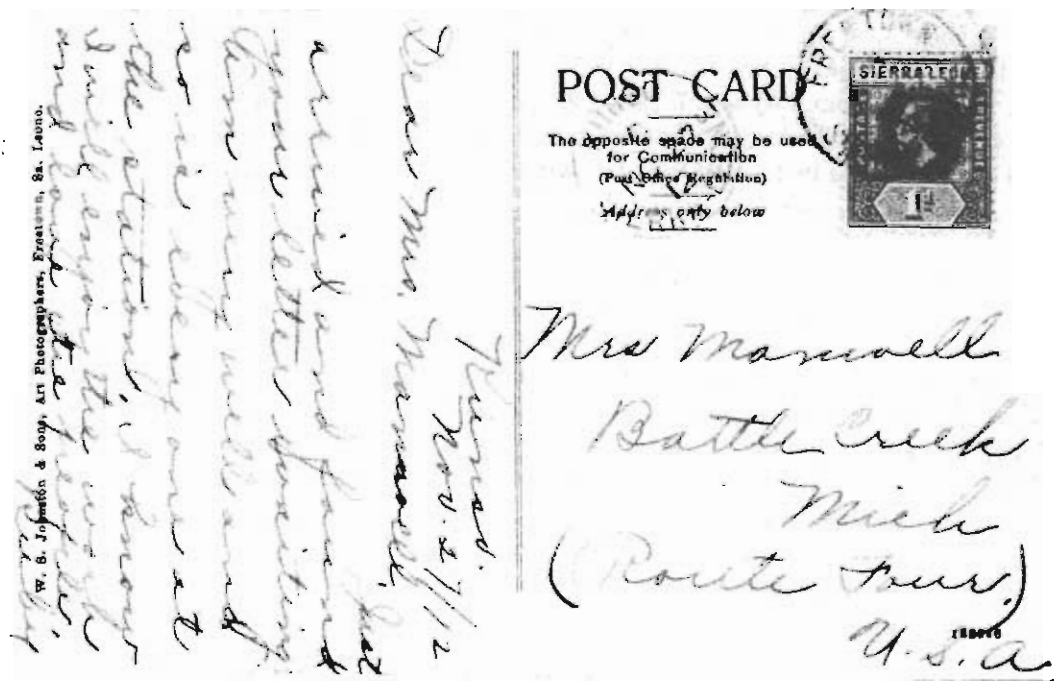


Figure 2 – message side, addressed to Battle Creek, Michigan, USA. Alongside the stamp is a clear strike of the 22 mm diameter, WASC type 20 cancel, KUNSO / SIERRA-LEONE, NO 27/ 12 with code C, as recorded for earlier years (Proud D2, Walton 081.01). As usual, the stamp is cancelled at Freetown, in this case on 3 December 1912.

The text of the card reads: "Kunso, Nov. 27 / 12. Dear Mrs. Manwell, Just arrived and found your letter waiting. Am very well and so is every one at the station. I know I will enjoy the work and love the people. Ruby".

Kunso is situated in the Karene District of Sierra Leone. A post office was opened in December 1899 (Refs. 1&2), closed sometime after January 1906, and reopened in June 1907. After a further closure early in 1908, the office was listed in the Blue Book for 1909 but not the following year (Ref. 3). Postmarks from this office are scarce.

The Postal History Auctions sale of 5 November 1999 included four Kunso items, lots 1217-1220 (assuming "Kunsu" in lot 1220 to be a typographical error). These were envelopes with Mission corner cards dated October and November 1904, and postcards dated 3 January 1908 and 19 May 1910, the latter being the latest date recorded by Proud (Ref. 1). Harmer's Sale 4689 (14 December, 2000) included a further postcard from Kunso, lot 1785, dated 2 December 1909. The descriptions of all five items indicate that the Kunso postmark was applied alongside the stamps, which were cancelled at Freetown.

The "station" in the message on this card is most probably the same Mission from which the 1904 covers originated. The US destinations suggest that it may have been an American foundation. A further American connection with the area is indicated by the burial records of Clarksville Cemetery, Ionia County, Michigan, (Ref. 4) which include an entry for: "Danner, John F. Rev, died 12-18-1901, Mission work buried Kunso, Africa." Clarksville is only about 30 miles north of Battle Creek.

If the Kunso post office did close shortly after May 1910, it clearly must have reopened by 27 November 1912. I would be most interested to hear if there is any material in "Cameo" readers' collections that might further delineate the openings and closures of this office. In the meantime, this card allows the latest recorded date to be moved forward by thirty months.

### **Frank Walton responds**

I know a lot about this Kunso card – as I was the underbidder! The reason I wanted it is not mentioned by Philip. It is a very early use of a George V definitive; indeed only the second one I have seen used in 1912.

I already have another Kunso item. It is from Lulu Tanner, who was from the same missionary background as Ruby Payne. Mine is also a postcard (picture of a Freetown scene), dated in manuscript 1 Dec 1909, postmarked Kunso 2 Dec 1909 (a Thursday) with the stamps cancelled 8 Dec 1909 at Freetown. It is addressed to Houghton, NY, USA to a family known to also be involved in the mission.

The route from Kunso to Freetown was by canoe/ carrier as far as Port Lokko, and then by weekly launch to Freetown. We know from Proud (Ref. 1, p90) that the weekly service from Freetown to Port Lokko and district was finalised at 3pm on Saturdays from February 1906.

By the way, Don Carter's mother is still alive (she is over 100) and was in Sierra Leone in the 1920's. Don was born there in 1929. She still remembers her missionary colleagues and can relate stories with great clarity. You may be aware that Lois Olsen has written a book on missionary life in Sierra Leone (*ed – see book review on page 233 of this issue*)

### **Don Carter writes**

I also came across this item on eBay and did some research. Kunso was one of the Wesleyan Mission's early mission stations, and a very bad location for a station. We lost a number of missionaries there from fevers until the government closed the station down in 1915 because of the large number of deaths there. (*ed – could this also explain the erratic pattern of openings and closings of the post office?*)

The lady who wrote the card was Dr. Ruby Helen Payne M.D. of Iowa who went to Africa as a Wesleyan medical missionary in 1912. She must have been sent first to Kunso station according to the card. Dr Payne was a single lady and spent three terms in Africa; Oct 1912 – June 1915, May 1918 – Jan 1921 and Dec 1921 – Dec 1924. Her skill as a physician made her reputation as a missionary both with the natives and the British government, so she was well known.

I have no idea who Mrs. Manuwell might have been. I do know, however, that the Payne family were well known in our church society, producing a college president, a nuclear scientist and several other very bright people. I knew some of the younger Paynes when I was at Houghton. Dr. Steve Payne was the president of Houghton College and Dr. Hugh Payne was the nuclear scientist. Their father was an eccentric old man who drove about town in a classic old RR Silver Ghost. They had two other brothers, Hank who was nutty as a fruitcake and another brother who was in High School with me.

My father has a section on Dr Payne in the book he wrote on the history of the Wesleyan Missions and I

also contacted C.C. Decker's son James to see if he knew anything more about her. It turns out that she was the missionary that delivered him at Kambia Wesleyan Hospital in 1923! Jim said that she was well-known in Sierra Leone in those days.

#### References

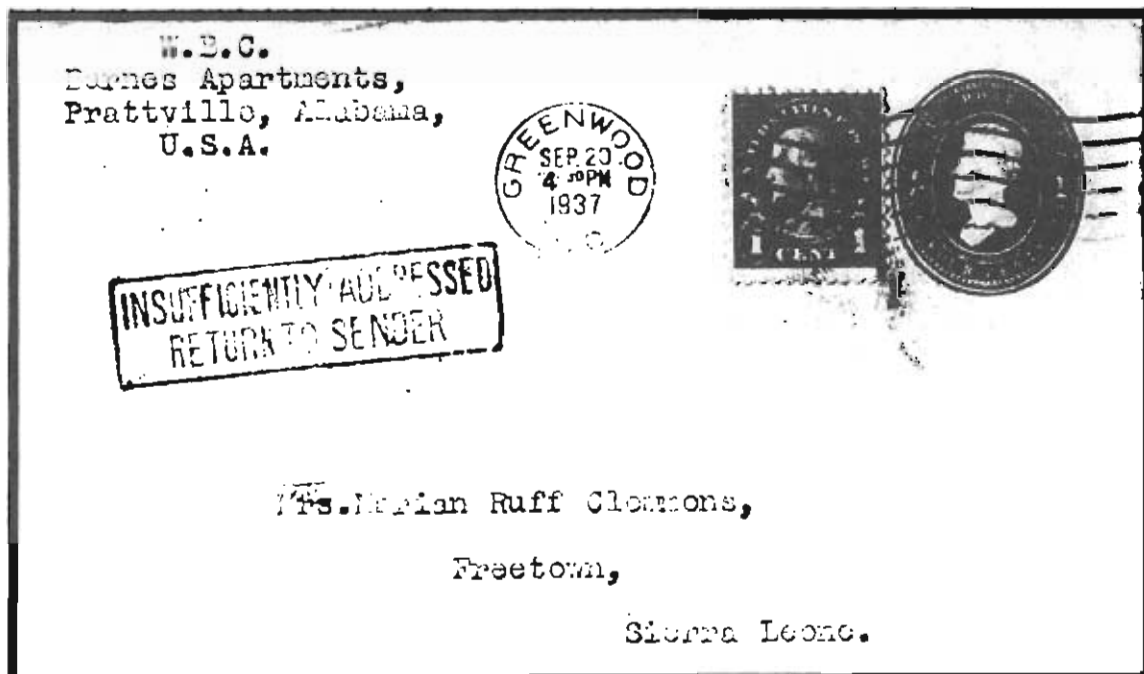
1. Proud E.B., *The Postal History of Sierra Leone*, Proud Bailey, Heathfield 1994
2. Walton F.L., *The Postmarks of Sierra Leone 1854-1961*, WASC, Sheffield 1990
3. Beale P.O., *The Postal Service of Sierra Leone...*, RPSL, London 1988
4. [Http://homepages.rootsweb.com/~camprowl/clarksville.txt](http://homepages.rootsweb.com/~camprowl/clarksville.txt)



## Sierra Leone “Insufficiently Addressed“

Ray Revell

I refer to an item by Frank Walton in *Cameo* (Ref. 1) concerning a cover sent from Sierra Leone to Gambia (illustrated at the time) bearing the two-line boxed instructional mark “INSUFFICIENTLY ADDRESSED/ RETURN TO SENDER” and including some discussion as to where this may have been applied. I have recently acquired an example of this mark on a cover from the USA, which seems to show conclusively that it was applied at Freetown.



The cover bears a cds of Greenwood S.C. dated 20 Sept 1937; an arrival cds of Freetown dated 16 Oct 1937 on the reverse; together with a Returned Letter Branch hand-stamp (Beale type M19 – Ref. 2) dated 9 Nov 1937.

Referring back to Frank's original article, it is possible that Bathurst was using an identical hand-stamp, but from his illustration the two are remarkably similar – even to the rounded bottom right-hand corner! Without Frank's Cumulative index 1975 to 2000 I would never have found his original article!

#### References

1. Walton F., “Insufficiently Addressed – Return to Sender”, *Cameo*, Volume 4 p104, WASC, July 1991
2. Beale P.O., *The Postal Service of Sierra Leone...*, p84 RPSL, London 1988

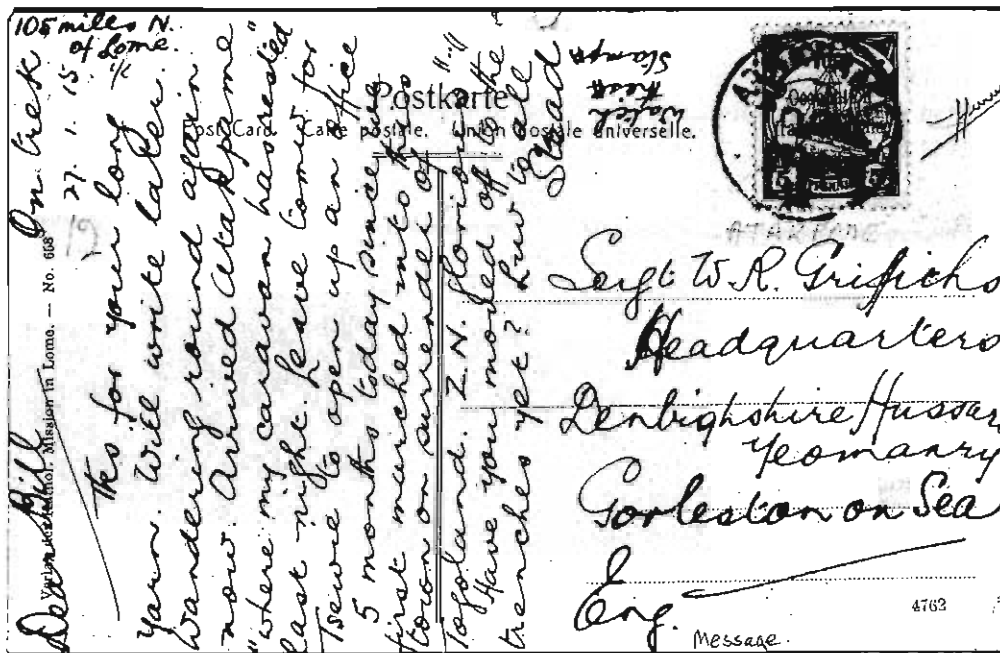
# Togo – Tsewie Post Office

John Mayne

In July 2000 I previously wrote in *Cameo* (Ref. 1) about a German un-overprinted 5pfg postal stationery card and two postcards sent by Stead Pope, a member of the Post Office and Telegraph staff sent to Togo from Accra.

The German cancel for Tsewie is not recorded after August 1914. The earliest occupation item recorded from this office is dated 29 August 1915. The town is 20 miles north of Lome on the railway to Atakpame and the post office was under British control until 1 October 1920.

Martin & Walton (Ref. 2) advise that H. Brooks, a postal official at Lome, was sent to Ho in January 1916 to review the benefits of re-opening the post office there, but there is no record of similar enquiries being made at other towns.



The above postcard recently acquired makes interesting reading. It is franked with a German Yacht overprinted for French use at 10c to meet the French foreign postcard rate. This is again from Stead Pope to a Sergeant with the Denbighshire Hussars Yeomanry at Gorleston-on-Sea. Written at Atakpame, and posted there on 27 January 1915, he mentions that he was at Atakpame the day before and leaves tomorrow to open up an office at Tsewie. He adds that it is five months to the day since he marched into Atakpame upon the surrender of Togoland.

These comments suggest that if the post office at Tsewie did re-open as stated, then either the German cancel may have been used, or it was destroyed or lost, in which case the first British cancel should be found used earlier than so far recorded. There is an eight month interval between the date of Pope's postcard and the earliest known use of any kind of Tsewie cancel.

## References

1. Mayne J., "Togo: Atakpame Post Office", *Cameo*, Volume 6 p322, WASC, July 2000
2. Martin J.J. & Walton F.L., *Togo : The Postal History of the Anglo-French Occupation 1914-1922*, P54, WASC, Sheffield 1995

# Togo – From the “Occupation” Overprints to the “Mandate” Issue

Bill Mitchell

*This article combines a new contribution from Bill on the withdrawal of the Occupation overprints with republication of an article by him on the 1921 “Mandate” issue that first appeared in the Journal of the France & Colonies PS, September 2002, Vol. 52 p 114, with permission of the editor of that Journal*

In his first article on the Dahomey bisects (Ref 1) Chris May recalls a note, possibly in an old SG catalogue, to the effect that the 1916 “Occupation” overprints for Togo on stamps of Dahomey were withdrawn in early 1919. A note in a recent issue of the COL.FRA Bulletin (Ref. 2) explains why such a note no longer appears in the catalogues.

It is by Constant Bouérat, a former senior official of the PTT in the Ivory Coast who has written extensively on the postal history of the colonies that formed the old French West Africa. He says that the two issues – and indeed un-overprinted stamps of Dahomey – were on sale concurrently until remaining stocks of both the basic stamps and the “Occupation” overprints were incinerated on 28 December 1923.

M. Bouérat goes on to refer to a 1961 article by Henri Tristant (Ref. 3) which mentions that overprinted Gold Coast stamps continued in use at post offices in the cercles of Klouto and Lome after their transfer to the French in 1920, the latest recorded date being at Assahun on 24 August 1921. M. Bouérat’s view is that these stamps were in the hands of the public at the time of the transfer and continued to be accepted, but were not on sale at post offices. He adds that he has been unable to trace the documentation demonetising or withdrawing these overprinted Gold Coast stamps from sale.

In a joint article published in the Journal of the France & Colonies PS (Ref. 4) Jeremy Martin and I described briefly the background to the “Mandate” issue, ascribed by the catalogues to various dates between “1921” and “1922-25”, and listed the earliest recorded dates of use. Readers were invited to assist with the preparation of an updated list in connection with the forthcoming book on the stamps of the Anglo-French Occupation of Togo, 1914-1922, which is to be published by the West Africa Study Circle.

Thanks to the co-operation of fellow collectors of this territory I can now provide the following updated list of earliest recorded dates (revisions are marked with an \*)

	<u>Yvert/Ceres</u>	<u>SG</u>	<u>Value</u>	<u>Earliest Date</u>
Postage	101	37	1c	5 October 1922
	102	38	2c	19 August 1922
	103	39	4c	6 July 1922*
	104	40	5c	3 February 1922
	105	41	10c	27 July 1921
	106	42	15c	29 April 1922
	107	43	20c	6 September 1922*
	108	44	25c	24 January 1922
	109	45	30c	5 October 1921*
	110	46	35c	28 April 1923*
	111	47	40c	2 September 1923*
	112	48	45c	? ???? 1921*
	113	49	50c	24? July 1922*
	114	57	60/75c	18 July 1922*
	115	50	75c	12 January 1923*
	116	51	1F	? October 1921*
	117	52	2F	16 January 1923*
	118	53	5F	13 February 1923*
Dues	T1	D54	5c	6 August 1923
	T2	D55	10c	29 August 1922
	T3	D56	15c	6 August 1923
	T4	D57	20c	29 December 1922*
	T5	D58	30c	? ???? 1922*
	T6	D59	50c	? ???? 1923
	T7	D60	60c	6 August 1923
	T8	D61	1F	13 January 1926 (CTO)

Similar requests have been made in the United States and France; Jeremy and I are grateful to the following collectors for responding to this enquiry — Barbara Priddy and Messrs Paul Blanchard, Greg Cykman, Hervé Drye, Jean-Marie Dupas, Michael Ensor, Henri Guillermain, John Mayne and Michael Round.

In our previous article we commented on the fact that only one value (the 10c) of the postage set, and none of the dues, had been recorded as used in 1921, the official year of issue of all but the 60/75c. Even now, after more than 80 years this number has only been extended to four of the postage set; the earliest recorded use of a due stamp remains 12 April 1922, over a year after the probable date of release in Paris as recorded by Stanley Gibbons — and, as we pointed out, there was no previous issue to be replaced.

In drafting my contribution to the article, I noted that although the stamps (apart from the 60/75c) were put on sale in Paris, probably on 15 July 1921, the earliest recorded use covered a lengthy period of some 4½ years (27 July 1921 to 13 January 1926). This led me to conclude that stocks were held in Paris until required locally because of diminishing stocks of the previous “Occupation franco-anglaise” issue. Following correspondence with Michael Ensor, who has considerable personal experience of the Gold Coast and Togo border region, I am now inclined to think that, notwithstanding the humidity, the whole printing was probably sent out to Togo shortly after printing and stored there, at Lomé.

#### References


1. May, C. F., “The 1920-21 Bisects of Dahomey and Togo”, *Cameo*, Volume 7 p115, WASC, January 2002
2. Bouérat C., “Réponse 101-8 à question 97-1 – Togo, série d’usage courant de 1921”, *Bulletin COL. FRA*, No. 101 p23, 3ème trimestre 2002
3. Tristant H., *La documentation philatelique No 30*, 1961
4. Mitchell W. & Martin J., “Togo; the 1921 “Mandate” Issue, *Journal of the France & Colonies PS*, Volume 51 p149, December 2001



## Belgium - France - Congo Airmail Leaflet

Jeremy Martin

The following leaflet illustrated at reduced size, written in French, was probably issued in November 1936 when the Air Afrique / Sabena joint service started. Of particular interest is the stated connection to “Nigeria Anglaise”, taking four days in transit.



**Ouverture de la Ligne Aérienne hebdomadaire  
Belgique-France-Congo au transport de la poste surtaxée**

**ENVOYEZ DÉSORMAIS VOS LETTRES PAR AVION**

En Afrique Occidentale (Gao, Niamey, Zinder et correspondance)	<b>en 3 jours</b>
En Nigeria Anglaise	<b>en 4 jours</b>
En Afrique Equatoriale	<b>en 5 jours</b>
Au Congo Belge	<b>en 6 jours</b>

**Escales : Aoulef, Gao, Niamey, Zinder, Fort-Lamy, Fort-Archambault  
Bangui, Coquilhatville, Brazzaville (Léopoldville)**

*A partir de ces divers points les correspondances sont acheminées par la voie ordinaire la plus rapide*

**SERVICE ASSURÉ PAR LA RÉGIE FRANÇAISE “AIR AFRIQUE” ET LA SOCIÉTÉ BELGE “SABENA”**

**Surtaxe aérienne :**

Lettres : **2 francs par 5 grammes** -- Autres objets : **2 francs par 25 grammes**  
en plus de l'affranchissement normal

**Départ de Paris tous les Jueidis ; heure de levée, 15 h. 45**

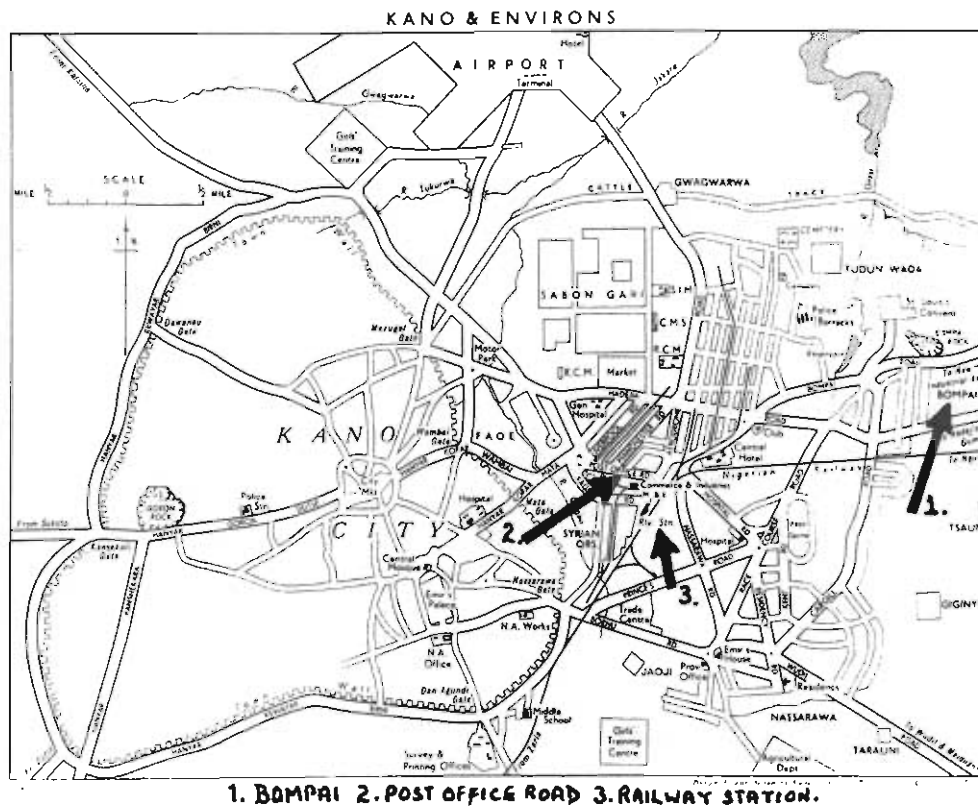
# Postal Facilities at Bompai, Kano, Northern Nigeria

Bob Maddocks

The first, and so far only, reference to Bompai in all known philatelic studies of Nigeria published to date is to be found in "The Cancellations and Postmarks of Nigeria 1914 - 1980" by N Jones (Ref. 1). Therein the author included Bompai, Kano as a postal agency with an earliest recorded date of usage of its date stamp being 25 January 1979. But it appears that there was a much earlier postal facility there, going back to the time when Kano was first occupied by the British in 1903.

In this respect I extracted the following detail from a Military Report on Nigeria dated 1929 (Ref. 2):-

"Kano — the Government Quarter comprises of the eastern part of the township; it is called Bompai and includes the European Hospital and, in the north east corner, the barracks of the R.W.A.F.F. and the Police. Telegraph, Telephone and Postal: there are **two** (my emphasis) post offices with telephone exchanges: a small brick building at Bompai and a large stone house near the railway station." (see map below)



Map of Kano, showing Kano City and Bompai and the Commercial Township. NB: This map is, however, taken from a much later publication of 1957 (Ref. 3) here used for general orientation purposes only.

It is indeed strange to find mention of two post offices in Kano in 1929, in particular one at Bompai, since according to informed postal history sources only one post office has been recorded as having existed in the city and environs from 1903 to 1937, when postal agencies were opened in Kano City itself, i.e. the walled city, and Kano Sabongari without. Indeed, during that interim period the only postal date stamps seen used were "Kano/Northern Nigeria" and "Kano/Nigeria".

The British after their arrival first took up residence outside the walled city of Kano at Nsarawa but then in 1905 moved to nearby Bompai where the Headquarters of the Colonial Administration in Kano Province were developed. As well as the military and police barracks here too was the telegraph office, also no doubt the first post office — all being initially to serve the British interests and not the Emir of Kano's own Native Administration.

Yet whilst the expatriates living and working there apparently generally referred to the post office by its geographical place name Bompai, it was officially listed as Kano Post Office. This was a situation similar to that of Jimeta/Yola Post Office about which I have previously written in 'Cameo' (Ref. 4)

But what is more intriguing is the presence of a second and unnamed post office mentioned in the 1929 Report being near the railway station, but without any details. By March 1911 the Western Railway Line from Lagos had reached Kano and around the terminus and outside of the walled city a new commercial township sprang up. In due course it obviously became expedient for its inhabitants to have access to postal facilities closer to hand than those at Bompai, the Government station. But were they provided before or after 1929? And which was the controlling office?

Perhaps at the time of the Military Report the office at the railway station was merely a receiving and dispatching mail sorting depot operating as an annexe to Bompai. This would explain why no separate relevant postal date stamp has been recorded to indicate any other independent postal facility in Kano.

Nevertheless it is probable that at some stage after that Report, the roles were changed with the 'large stone building' in the vicinity of the railway terminus becoming the principal Kano Post Office whilst the hitherto post office, Bompai, was closed down, resurfacing as a postal agency many years later, though the exact date is as yet unknown.

It is quite likely that other post offices, established by the British in Northern Nigeria under "Indirect Rule", were locally referred to by the name of the site of the respective Government Administration, whilst officially it was called after the nearby capital city of the emirate in which it was situated.

#### References

1. Jones N.M., *The Cancellations and Postmarks of Nigeria 1914-1980*, p48, WASC, Dronfield Second Edition 1999
2. Military report on Nigeria – Prepared by the General Staff, War Office, London, HMSO 1929
- 3 Handbook of Commerce and industry in Nigeria; Nigeria Government, Lagos, 1957
4. Maddocks, R., "Postal facilities at Sabongari and Jimeta, Northern Nigeria", *Cameo*, Volume 6 p253, WASC, January 2000



## **The Sierra Leone Railway – Possible Book**

**Philip Beale**

I have been asked by the Middleton Press if we would collaborate on a publication. They specialise in books about railways. It seems an excellent idea. Their books are all very well illustrated and so we will need plenty of photographs like those included in the article by Alan Peachey in the July 2002 issue of *Cameo*. I will ask that the Travelling Post Office is well covered. Any spectacular envelopes could be illustrated.

Would members who have memories of travelling on the railway and those who have photographs or postcards please let me know what they could contribute? We have very detailed information about the railway until 1950, and knowledge of the vehicles that are now in Wales, but information about the railway during its decline and closure would be particularly welcome.

# Nigeria - 1973-1986 10k “Cheetah” definitives

Rob May

These stamps are listed by Gibbons as SG 283, 296 and 344. The acquisition of a large hoard of covers has provided the opportunity to look again at the further varieties of this stamp, continuing a study that the author shelved some years ago. Reference has been made to a book by Jeremy Martin, which has yet to be published, on the post-independence definitives of Nigeria.

The 10k cheetahs stamp first appeared in January 1973 printed by photogravure (Figure 1). This plate features the left hand imprint 5.25 mm long, and shows no lines of detail in the left hand end of the log the cheetahs are standing on. The stamp appears in a consistent strong lilac background colour. In the accumulation of covers now researched the latest dated example of use of this stamp is 1 April 1976.



Figure 1; Photogravure printing SG 283

Figure 2; Lithography printing SG 296

In August 1973 the same value appeared as a litho printing (Figure 2). The left hand imprint is now 6 mm long and the log is finely detailed including two horizontal lines at the left end. The background shades are either the same strong lilac, or a pale lilac. From dateable covers the pale lilac appears midway in the life of the stamp, about 1974/1975, with very early printings and late printings in the stronger shade. This stamp went through very many printings in enormous numbers, as it was the basic rate for internal letters. The litho stones will have been given a lot of wear, but the quality of printing remained good until about April 1979. From April 1976 this value is found on watermarked paper (SG 344), but as this article is based on analysis of stamps on cover, I am not able to re-check the earliest date for the paper change.

In late 1978 a decision seems to have been made to change the background shade to reddish mauve, a stronger colour that could be used to disguise deterioration of the litho stones. There are no transitional shades. I have found one copy with an indistinct date in 1978, but the earliest full date I have is 24 Jan 1979. These stamps show all the same design features as the litho stamp in lilac.



Figure 3; block of the litho printing on watermarked paper, showing the lines in the left of the log missing from two stamps and damaged on the other two (courtesy of Jeremy Martin)

The very familiar deep purple shade first appears on a cover dated 25 October 1979. In the case of this shade a transition can be seen, with the ink getting darker as time goes on. By this time the deterioration of the black parts of the design becomes obvious, including progressive loss of the two lines at the left end of the log (Figure 3). This leads to a period when all covers show stamps without any detail at the left of the log, between May 1980 and 1 June 1981. (Figure 4)

There are two possible explanations for this. Either it represents deterioration of the litho stone as suggested above, or it could represent re-use of the photogravure design and process to extend the life of the design. I have ruled out the latter hypothesis because these stamps always have left hand imprints that are 6 mm long and because of the examples of progressive states of damage that can be found, as shown in figure 3. Using a powerful glass to try to distinguish litho and photo techniques using the clues listed by Stanley Gibbons after Johore SG 187 has been unproductive because the printing is very poor by this date! Quoting Stanley Gibbons;

“Stamps from the photogravure printings can easily be identified by the appearance of certain features....Stamps printed by lithography show straight edges to letters and figures, but when those produced by photogravure are examined under a magnifying glass it will be seen that these edges are broken by the photogravure screen. In addition the backgrounds and portraits of those stamps of this series printed by lithography show a regular screen of dots, a feature not visible on those printed by the photogravure process.”

The latest date seen for use of one of these stamps with the damaged stone is 19 February 1982.



Figure 4; The “worn stone”



Figure 5; The possible replacement stone

Starting from 1 June 1981 the design re-appeared, still in the deep purple shade, with fuller detail at the left end of the log (Figure 5). After parallel use until early 1982, all later copies show no damage in this area. How was this achieved? Was a replacement litho stone introduced for the black parts of the design, until the replacement 10k value became available; or could this have been achieved by exerting greater pressure, when printing from the old stone? The results became more consistent after 1981, so I prefer the new stone as an explanation. It is already known that the next definitive set was delivered very much later than wanted, so the printers had to extend the life of this design. It is also significant that the 10k value of the 1986 set is known postmarked from 14 October 1985, having been released ahead of most other values.

Throughout the remaining life of the cheetahs design, inking of the background colour remains intense, sometimes resulting in a rough surface due to ink being raised off the surface of the stamp whilst still “tacky”. The last use of the cheetahs in this accumulation is 13 January 1986.

This brief summary is intended to highlight the major sequence of shades and design. The stamp was printed in a three-colour process of black, lilac/mauve/purple and yellow/orange. The last colour also varies considerably, but much more randomly, during the life of this design, and the resulting mixtures of the two colours in the log create widely varying shades of brown.

Finally a postal forgery has been seen. It is just as well that it was wrongly perforated as gauge 11 instead of 14, as otherwise it might have been hard to identify it from print quality alone!

#### Summary of significant dates for the litho printings

August 1973 and 1975-78 – strong lilac background

1974-75 – pale lilac background

1978 – reddish mauve

Oct 1979 – deep purple, with progressive damage to the black stone

May 1980 – June 1981. The eroded stone, with no detail at the left end of the log

1 June 1981 – very deep purple, but now with detail re-instated at the left end of the log.

# Cameroun Stamps since 1995 – a Provisional Listing

Michael Wright and Michael Round

Stanley Gibbons have listed no stamp issues from the Republic of Cameroun in their Part I catalogue since Cameroun joined the Commonwealth in November 1995. At the International Show at Earl's Court almost three years ago David Aggersberg, the Stanley Gibbons Catalogue Editor, showed Michael Wright a letter he had from the Cameroun Postal Authorities denying that they had issued any new stamps!

Michael Round, the Paris-based collector of Francophone Africa, has kindly sent photocopies of the relevant pages from the Michel and Scott catalogues, and in the Journal of the France & Colonies PS for September 2002 (Volume 52 No. 3, pages 105-107) he has reviewed the latest Yvert catalogue covering Independent Africa, which again does not list any Cameroun stamps after 1995.

The Cameroun Postal Authorities have scant regard for philatelists, and long may that continue to be reflected in their very conservative policy on stamp issues. They have been producing no more than three sets a year since 1995, with no miniature sheets and no philatelic marketing such as First Day Covers, so far as we are aware. Mail arriving in Europe shows that the commemorative issues are kept on sale for long periods of time, and effectively used as if they are definitive stamps. The 1998 tourism set is arguably the only current definitive issue on sale at present.

The following table provides the best listing we are able to create from all sources

Issue Date	Stamp Design	Face value	Michel	Scott
14 Sep 1995	Papal Visit	55F	1214	898
		125F	1215	899
24 Oct 1995	UNO 50th Anniv	200F	1216	900
		250F	1217	901
1995	Parrot	125F	1218	897
1996	Olympic games	125F	1219	904
		250F	1220	905
1996(and 1997*)	OAU Conference	125F	1221	902
		*200F	1222	902A
		*250F	1223	902B
		410F	1224	903
1998	Tourism; Pineapple	100F	1225	929
	do	125F	1226	930
	Coffee	150F	1227	930A
	Crane	175F	1228	930B
	Baboon	200F	1229	931
	Coffee	250F	1230	932
1998	Bird (Shrike)	410F	1231	934
		125F	1232	926
1998	World Cup Football	125F	1233	922
		250F	1234	923
1999	CEMAC	125F	1235	
		225F	1236	
2000	Peace, Work	125F		935

Most of these issues are printed by Cartor and are perf 13, but the Tourism set has imprint GHF and is perf 14 by 14.5 in vertical format.

The Scott numbering shows the problems you get if you try to keep up to date with partial evidence. They say several times that they suspect further stamps have been issued (for which they have sometimes left space) and appeal for more evidence.

Michael Round has sent copies of a 50th Anniversary of the Declaration of Human Rights stamp 1948/1998 (but when was it issued?) of 370F face value, postmarked April 2002, and a stamp issued in 2001 of 125F inscribed "Ensemble, luttons contre les Suffrances".

Can members add any further records?



## German Stamps used in Lagos

John Mayne

The leading authority on the German colonies, Friedmann (Ref 1), confirms that German merchants in the Gold Coast used German stamps on outgoing mail, contrary to UPU regulations. The German authorities instructed this practice to cease in late 1890.

Pursers on Woermann ships were instructed to annotate mail with the point of collection and Figures 1 and 2 confirm this practice in February 1888 and May 1890 – both collected at Quittah, Gold Coast.

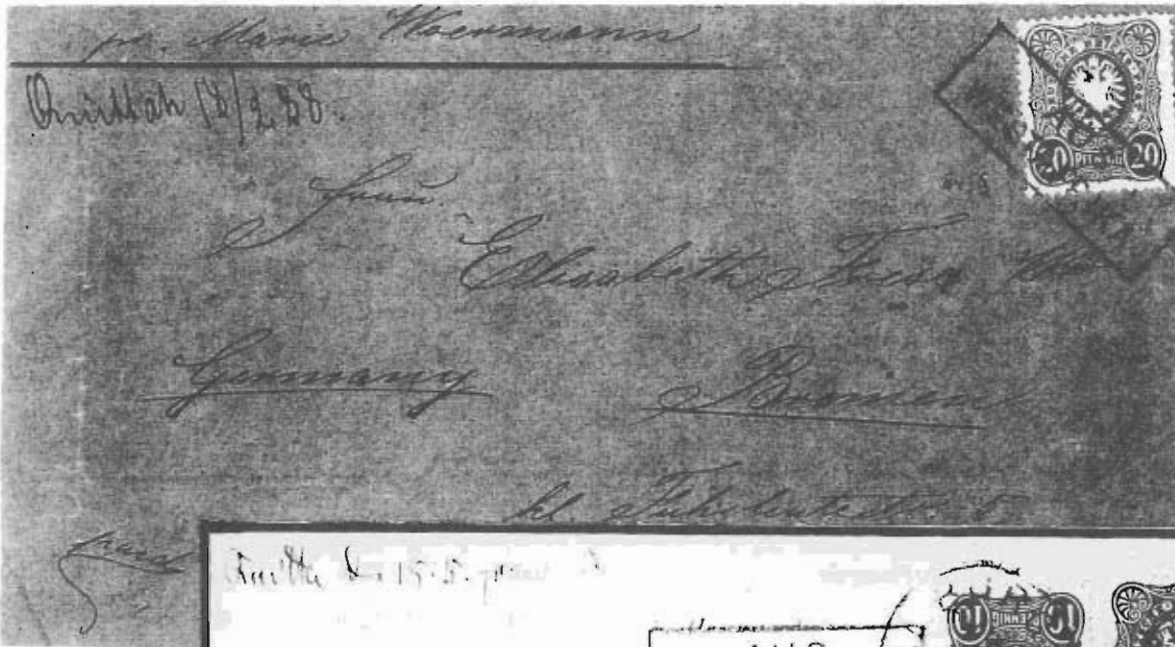


Figure 1

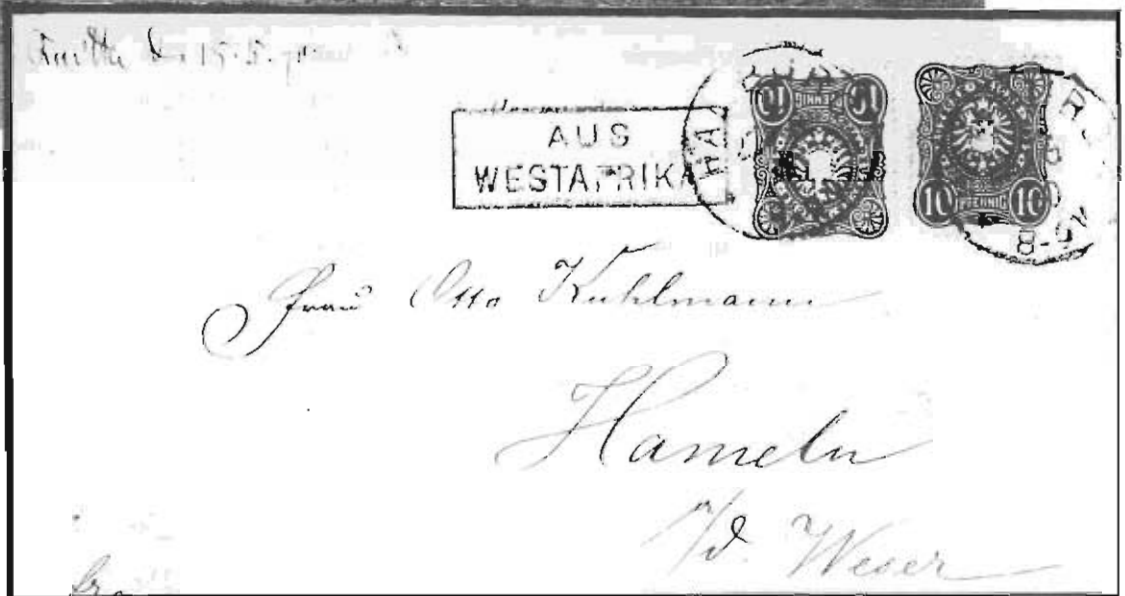
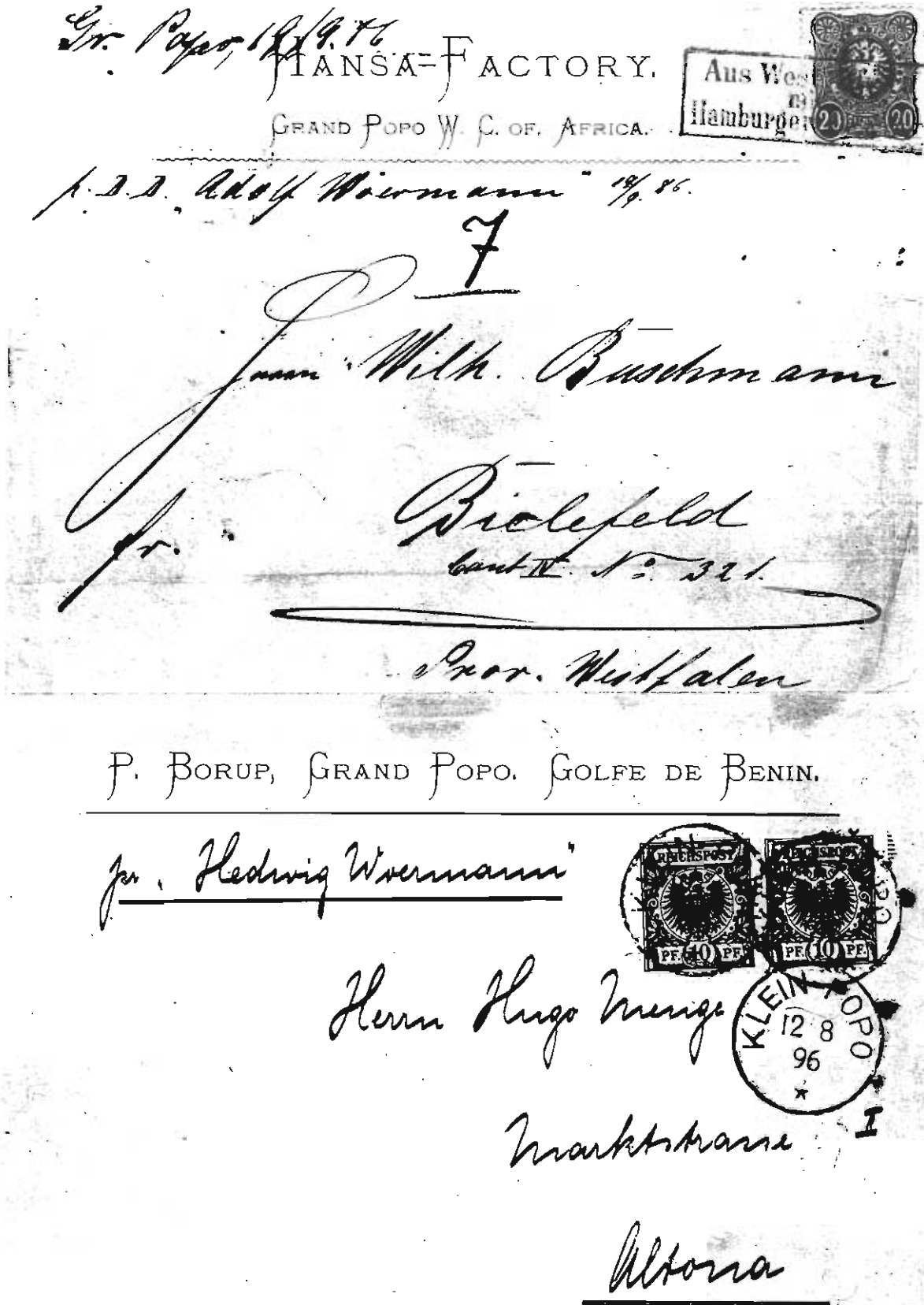
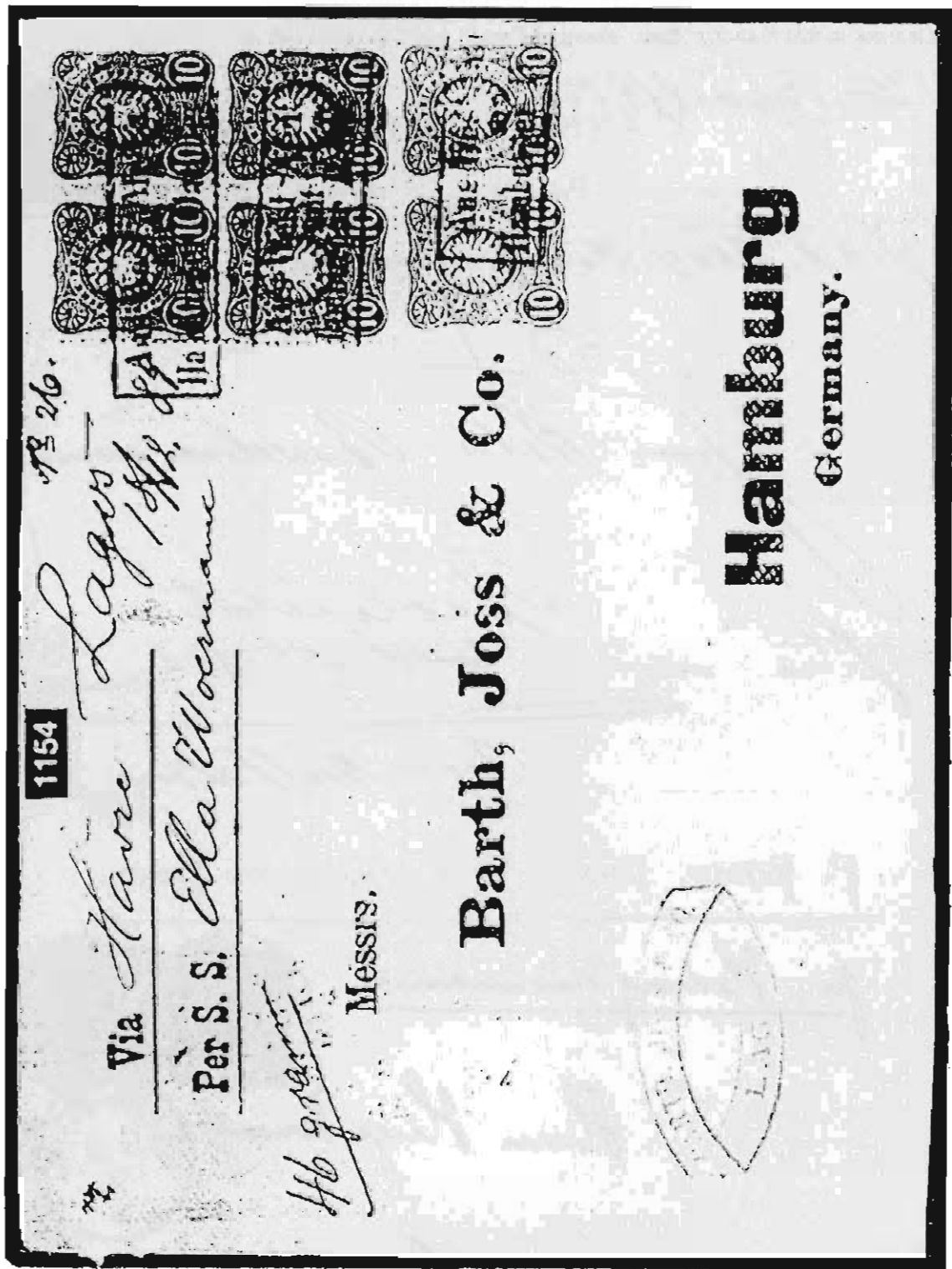


Figure 2

Friedmann makes no mention of German merchants in Benin following the same practice, but the cover illustrated below, sent from the Hansa factory at Grand-Popo; collected there 19 Sept 1886 confirms use of German stamps in that French colony, ahead of French colonial issues becoming available in 1892.



The next cover from P. Borup of Grand Popo, whilst collected by a Woermann Line ship, may have been taken first across the water to Klein Popo, Togo where the cover was cancelled 12 August 1896



The final cover is copied from the auction catalogue of H.B.A., Hamburg, May 2002, where it was sold for 310 Euros. It is from the local office of Barth Joss & Co, using German stamps on mail from Lagos on 18 December 1889, 15 years after Lagos first issued its own stamps. It would be interesting to know if the post office in Lagos was aware of the practice and made similar representation as their opposite numbers in the Gold Coast.

#### References

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

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| CW 1a   | 1938 ½d perf 13½. VFM example, R2/2 re-entry to right frame.  | £35  |
| SG 38b  | 1944-53 ½d perf 13. VFM TR corner block of 6, R2/6 scratch right of 'Georgetown'.   | £8   |
| CW 14   | 1944-53 ½d perf 13. VFUM example showing thick, fuzzy vignette, normal for comparison.  | £20  |
| CW 14a  | 1944-53 ½d perf 13. VFM, R2/2 re-entered right frame.   | £15  |
| CW 16a  | 1949 1d Three Sisters. VFUM corner block of 10 R4/6 frame re-entry  | £25  |
| SG 40b  | 1944 1½d perf 13. VFUM positional block of 8, R5/6 medallion re-entry and 6/6 re-entered shed.                                | £12  |
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| SG 40ba | 1944 1½d perf 13. VFM example, R5/1 'davit' flaw.   | £48  |
| SG 40ba | 1944 1½d perf 13. VFUM positional block of 10, R5/1 'davit' flaw. R3/1 cut mast and railings absent, therefore 1944 printing. | £60  |
| SG 40db | 1949 1½d perf 14 black and carmine. VFU example with R5/1 davit flaw.   | £130 |
| CW 28ab | 1949 1½d perf 14. VFUM example, R3/1 'cut mast and railings' flaw.  | £38  |
| CW 19b  | 1950 3d black and grey-black. VFM positional block of 12, R7/4 doubling in TL corner.   | £18  |

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