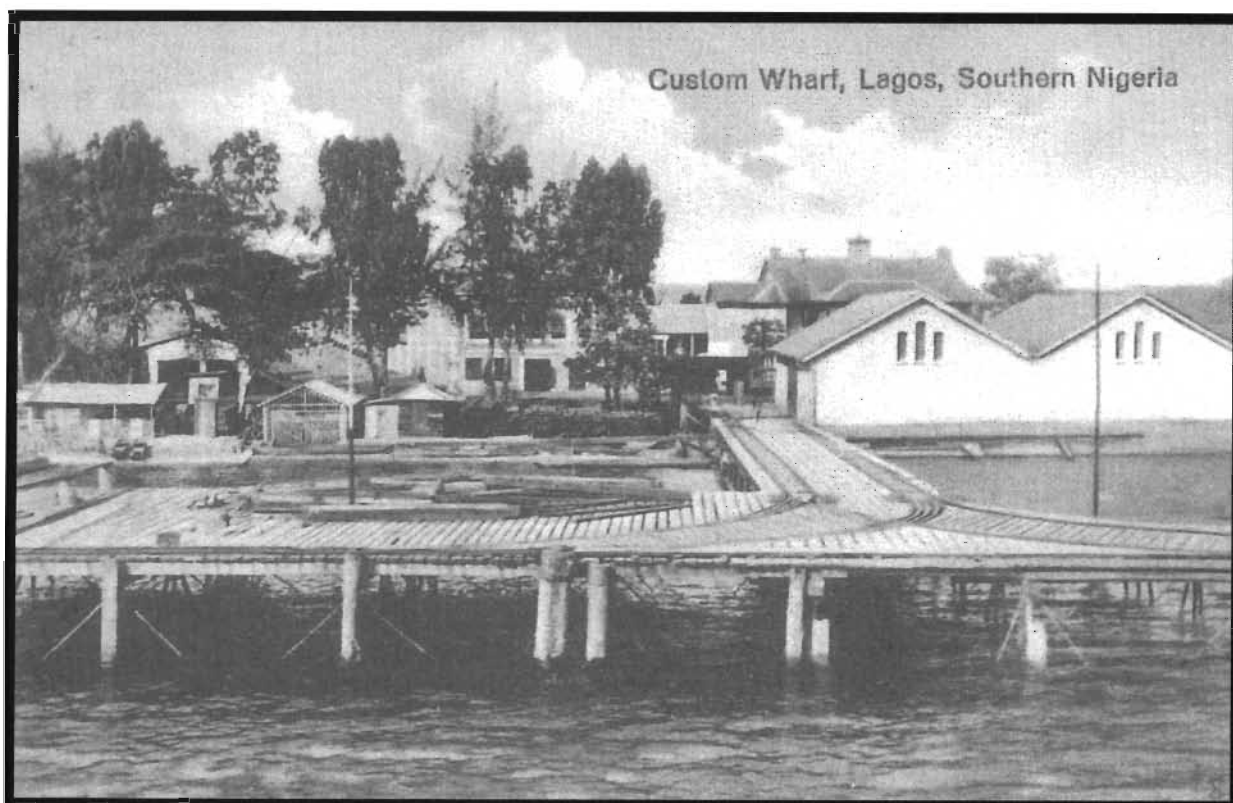


# CAMEO



The Journal of the West Africa Study Circle



VOLUME 8 NUMBER 2  
WHOLE NUMBER 61

JANUARY 2004



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### Front Cover

Pre-1915 postcard view of Custom Wharf Lagos

Published G Wright, Liverpool

Posted en route to Duala. See pages 87-89.

# Obituary

There is no editorial as such this time.

In September, just before the Conference, we heard the sad news that Neville Jones had died. Members attending the conference recalled him in a moment's silence, and I would like to add my personal recollections of him.

When I first attended WASC meetings in the early 1990s Neville was one of the first to welcome me, and was delighted to find a new member interested in unfashionable 20th century Nigeria; though he then proudly announced to me that he did not collect stamps! Little did I know then the sheer scope of the challenge he had taken on – to catalogue and publish the postmarks of this vast, populous and chaotic country from Federation in 1914. His lack of interest in the stamps had some odd effects; I well recall buying a WASC auction lot where he was the vendor, which was the remainder of a postmark collection of Northern Nigeria from which he had taken the scarcer postmarks. I was able to fill five quite costly gaps in my Northern Nigeria stamps from it!

Lunches during London meetings are another happy memory. Neville had strong views about “foreign food” and was very pleased when a scouting expedition found the Greene King pub in a back street down the road from Devonshire Place where he could order egg and chips. Nonetheless Neville had travelled, and he once very briefly mentioned his wartime sojourn as a “guest” of the Japanese – not an experience I felt I should ask him to elaborate upon.

I was fortunate to have reason to phone him a couple of weeks before he died. He told me he was recovering from a couple of minor strokes, but he was as lucid and actively interested in philately as ever – so to the end he was the Neville we all knew. When it is time to go, we could none of us hope for better.

Neville's legacy is the two editions of *The Cancellations and Postmarks of Nigeria 1914-1980*. The huge differences between the listings in the two editions illustrated the size of the project he had taken on; but someone had to do it! The second edition will be referred to by students of Nigerian philately for years to come but Neville did not expect even the second edition to be the last word. He had been actively accumulating amendments right to the end. It would be fitting to his memory that it continues to be developed to an eventual third edition so that his study remains a living thing for the benefit of future WASC members and others.

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 Poo. The mainland countries covered in most depth are The Gambia, Gold Coast, The Nigerias, Sierra Leone, Camerouns and Togo.

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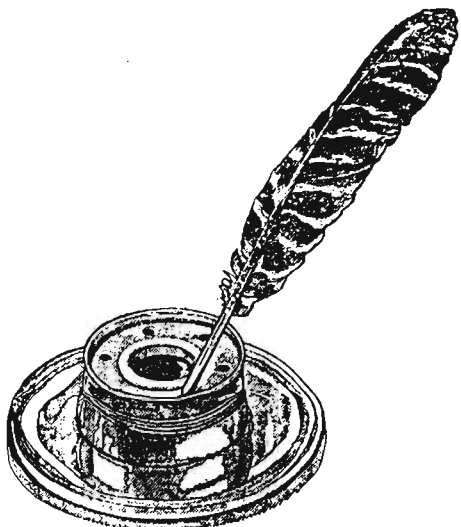
£14 for UK members, and £16 for overseas members. There is no entry fee. The subscription term is for calendar years.

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

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

<http://www.wasc.org.uk>

Webmaster is Ray Harris; contact [harris6@which.net](mailto:harris6@which.net)



## 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*

### Stamp Export Permits WWII

Dear Rob,

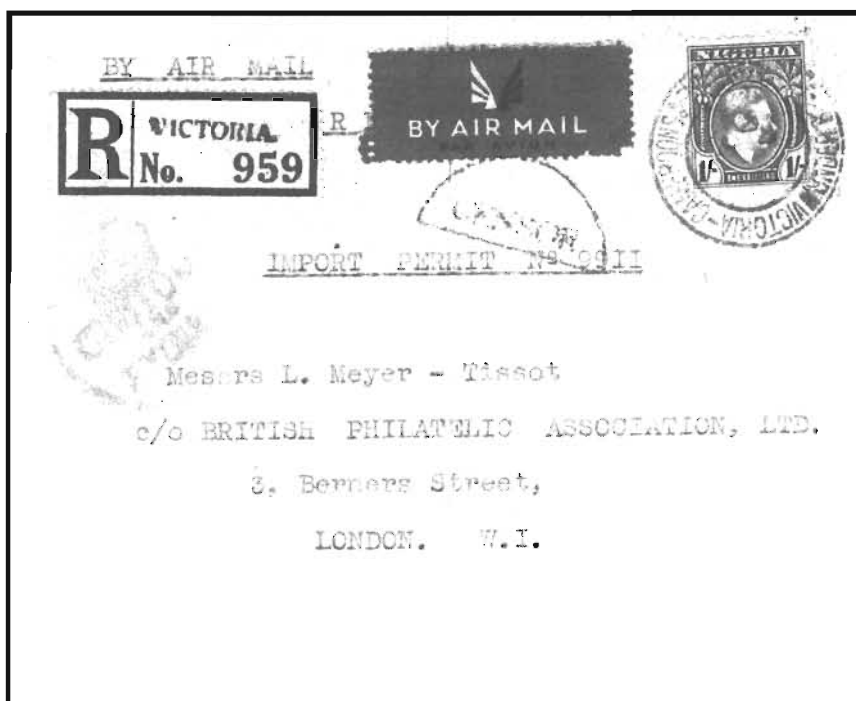
Re Gerry Mobbs' letter to the editor in Cameo May 2003 page 288 on the endorsement "Licence No. 228" he found on a Sierra Leone WWII envelope, I would suggest this relates to the contents, which were likely to have been mint postage stamps, and to exchange control regulations.

Several Nigeria/Cameroun covers in my collection addressed to Mr L Meyer-Tissot c/o British Philatelic Association, London bear "Permit" and a number (as below). The export of mint postage stamps was permitted up to the value of 5/- from Nigeria, or up to any limit of value set by the local currency board. Given that there was one common currency (British West Africa Pound) such controls would have applied equally to Nigeria, British Cameroun, Gold Coast, Gambia and Sierra Leone.

Also, since Free French Cameroun was then within the Sterling financial area, despite using the franc, the territory had similar controls. In 1943 (Nov 3rd) there was a notice in the Journal Officiel, referring to a decree of 20 May 1940 (not seen by me) which stated that the export of mint postage stamps may be allowed only by permit from the Bureau de l'Economie General, Douala. It added that the exchange of Cameroun stamps against foreign stamps was acceptable without licence except their amount/value should be submitted for the prior approval of the Director, Office Locale des Charges, Douala. My covers to known American philatelists do not, however, show any indication of approval.

Bob Maddocks  
Oswestry

*These rules commenced 16 July 1940. For more detail see Robert Johnson in Civil Censorship Study Group Bulletin Vol 30 No 4 p 147, Oct 2003 – ed.*





## Togo Postal Orders

Dear Sir,

It has been suggested I contact you with the following question, with the idea that some member or members of the West Africa Study Circle may have an answer. I am contacting you in your position as editor of the *Cameo*.

I collect a very narrow specialised area: Postal Orders, Postal Notes & Money Orders (I am a member of the UK based Postal Order Society) and related to that I would like to ask:

Were any Gold Coast or British Postal Orders/Notes overprinted and used in Togo during the occupation 1914-1922 as far as you know? Since this was an 8 year occupation I would expect some form of money transfer would need to have been available for postal patrons to use. Any info or reference info would be of interest.

My question is the result of an article on the Accra Overprints on Gold Coast Stamps (used in Togo 1914-1922) published in the Oct. 2003 issue of the *American Philatelist* by Steven J. Sensibar. He suggested I contact you as the question is out of his knowledge range.

Thanks and Best Wishes;

Jim Noll APS 174741, POS, etc.  
San Diego Area CA, USA



## African Mystery Stamps

Dear Rob,

I only recently saw the article concerning Cameroun's stamps since 1995. As the new issues editor for the *Scott Catalogue*, I know how very difficult it is trying to update the listings for countries that don't seem to have any regard for philatelists. Cameroun is not the only African country where philatelic information is hard to come by. The statement in the article about how the *Scott* numbering shows "the problems you get if you try to keep up to date with partial evidence" is rather something of an understatement. We receive absolutely no information from Cameroun about their new stamps. Our sources of information on new stamps are solely collectors showing us stamps we haven't listed yet, as I don't recall any Cameroun stamps coming from dealers any time recently. Since the new stamps are coming from collectors, they are usually showing up on covers they happen to get.

As such, stamps do not necessarily come to us in a chronological order. We don't have a clue as to how big sets might be, or what face values of individual stamps are within the set. We only can

guess as best as we can. We are trying to get discoveries of new items out there as quickly as possible, however.

We would like to see from any source the 50th Anniversary of the Declaration of Human Rights Stamp (1948-1998) that Mr. Round reported on in the article, and the 1999 125 fr CEMAC stamp. We have listed the 225fr of the CEMAC set as No. 928, but that appears in our 2004 Catalogue which was not published when the January 2003 *Cameo* was edited. The 125fr "Ensemble, luttons contre les Suffrances" stamp that Mr. Round reported on appears to be what we have listed as No. 939. This stamp appears to be part of a Campaign Against AIDS set, for which we have also listed a 250fr value as No. 941. Mr. Bob Maddocks reported in a letter in the May 2003 *Cameo* that he had two additional stamps. The 200fr stamp in his letter is *Scott* 936 and the 250fr is No. 937.

Since the 2004 *Scott Catalogue* was issued we have listed No. 944, a 250fr stamp commemorating the Indomitable Lions soccer team. If anybody has come across anything else of recent vintage that is not mentioned in the January article or this letter, we'd like to see it as well.

While Cameroun seems to be the only country the West Africa Study Circle covers that has been giving new issues editors fits (I suspect that all new issues editors are experiencing the same problems), there are plenty of other African countries where we have encountered similar "mystery stamps." Most of the ex-French colonies fall into this category. If any of your readers who are collecting modern stamps and/or covers from these countries encounter stamps on cover that haven't been listed by *Scott* or other catalogues, please share it with the rest of the philatelic community. Many of the articles I have written over the past number of years for our magazine, the *Scott Stamp Monthly*, have dealt with what I call "African Mystery Stamps" - stamps that are used for postage but seldom get into the philatelic marketplace. They seem to come mostly from ex-French colonies, but there have been a few from other parts of Africa.

Please send any information or queries about new items to me at the address below. Thank you very much, in advance, for your assistance.

Martin J. Frankevicz  
New Issues Editor  
Scott Publishing Co.  
PO Box 828  
Sidney OH 45365 USA

☰ Sierra Leone – F J Welsh

Dear Rob,

I refer to Frank Walton's book ; Sierra Leone King George VI Definitive Stamps, page 12, where Frank discussed the participation of F J Welsh. (*see also Alan Stone at Cameo Vol 7 No 3 p125- ed*)

I think I can shed a little more light as I have recently found a copy of the 6d value, endorsed "F J Welsh Designer's compliments" in the same handwriting as on Frank's cover, as illustrated.

Many thanks for Cameo, a most informative publication especially for people like me who spent many years "on the coast".



Roy Wickham  
Fenwick, Ayrshire

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 - Peter Newroth
- Lagos - John Sacher
- Maritime - John Knight
- Nigerias to 1914 - John Sacher
- Nigeria post 1914 - vacant
- St. Helena - Bernard Mabbett
- Sierra Leone - Philip Beale & Peter Rolfe
- Togo - Jeremy Martin

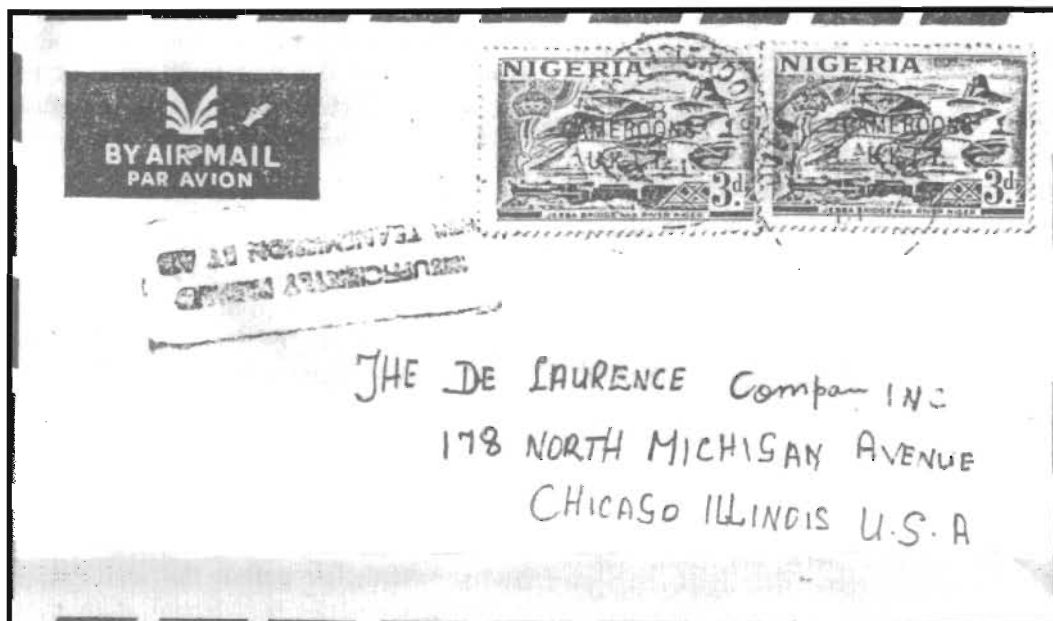


Figure 1



Figure 2 (cut down)

☐ **“Insufficiently prepaid”**

Dear Rob

This letter is in response to your article, “Nigeria Insufficiently Prepaid”, published in *Cameo* Vol 7 No 6 pp 324-328, May 2003. I can report two more versions in use in Cameroons.

The first (Fig. 1 previous page) is postmarked Buea ? JA 61 and has a boxed ‘insufficiently prepaid/ for transmission by air hand-stamp. (*now allocated IP 03.04 – ed*) Bob Maddocks has a second cover, posted at Victoria, 17 March 1961 with the identical hand-stamp. Since sorting of outbound overseas mail was probably done at Victoria, Bob and I are of the opinion that the handstamp was applied there.

The second version (Fig 2) a straight line hand-stamp in purple similar to your type IP01.09 but measuring 94 x 5mm (*now allocated IP 01.10 – ed*) used on cover postmarked Bali 6 JA 59. The controlling post office for the Bali postal agency was Bamenda, and I am of the opinion that the hand-stamp was applied there.

The cover in your article, page 325, postmarked Tombel 15 SP 1958, also has straight line hand-stamp different from the one on the Bali cover. The controlling post office for the Tombel postal agency was Kumba, and I am of the opinion that the hand-stamp on that cover was applied there.

These Cameroons covers indicate that these hand-stamps were more widely held than you surmised; not just at main post offices that despatched international air mails but probably at all post offices

wherever sorting for outward bound mail (domestic and international, surface and air) was done. I do not think the marks would have been held by postal agencies.

Thanks for an interesting article. I trust that you will receive sufficient responses for a future update.

Marty Bratzel  
Windsor, Ont, Canada



📖 **“Civil Aviation in Somaliland Protectorate 1935-1960, by Germain Mentgen.** Price £12.50 plus postage UK £1.25, Europe £2.25, Rest of the World £4.50 airmail, £2 surface.

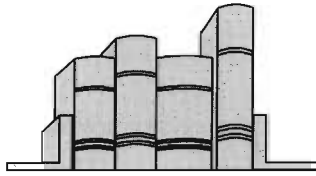
Dear Rob,

We would be grateful if you could advise your members about this new publication of peripheral interest to collectors of West African postal history, recently published by and available from Murray Payne.

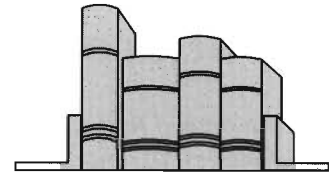
Germain traces the historical development of airmail rates and schedules through Berbera, Hargeisa and Mogadishu, which is also relevant to other countries on the routes, notably Egypt, Sudan and Kenya. Much of the book is taken up by reproductions of timetables, analysis of routes and information on air mail rates (which were high). There are instructions on how to trace the route of flown covers, and examples are given.

There were some technical difficulties in production and some of the illustrations are a little grainy. Nonetheless putting this scarce material and information together is a “labour of love”.

Murray Payne Ltd



# Bookshelf



*Distribution of West Africa Study Circle publications has been changed. Please send orders and payments to the Treasurer (address on page 285). Authors will distribute their own new publications to members, whilst distribution of purchases from older stocks is arranged via the Treasurer.*

📖 *The Postal Services of the Gold Coast to 1901* by Philip Beale, Michael Ensor, Jeremy Martin, Peter Newroth and John Sacher 254 pages 215x305mm, hardbound with illustrated dustjacket. Published by The Royal Philatelic Society London (RPSL) ISBN 0-900631-52-X, and available from RPSL, 41 Devonshire Place, London, W1G 6JY. Price £70, or £63 to members of RPSL or WASC. Postage £7.50 in UK and Europe. For overseas P&P please enquire. Reviewed by Ashley Lawrence. *(This review first appeared in Gibbons Stamp Monthly January 2004. It is reproduced with permission of editor and author)*

Like the previous works published by RPSL on Sierra Leone and the British Nigeria Region, this study of the postal history and stamps of the Gold Coast to 1901 owes much to the research carried out by past and present members of the West Africa Study Circle (WASC).

Chapter 1 provides an historical account of the discovery and settlement of the Gold Coast by the Portuguese towards the end of the 15th century, to be followed by the Dutch, the Scandinavians and other European explorers. There are helpful maps and illustrations of the various settlements, and a summary of the eight Ashanti Wars of the 19th century which ensured eventual British domination of the territory now known as Ghana. This account covers the period to the end of the Victorian era: the later history is described in a companion volume, *The Postal Services of the Gold Coast, 1901 – 1957*, by Michael Ensor, published by WASC.

After this introduction, the book divides into two sections. Section 1 deals with the postal history of the Gold Coast, and includes detailed accounts and illustrations of the earliest recorded ship letters and missionary society correspondence, relations with neighbouring French and German territories, military mail, the packet service, hand- and date-stamps, postage rates and accountancy marks. Copies of the relevant Post Office notices are set out in appendices to this section.

In addition to numerous black and white illustrations, there are 16 pages of colour plates, which separate the two sections. These include engravings of two fine drawings by G Webster, published in 1806, showing the British settlement at Dixcove, and the Danish settlement at Christiansborg. Colour illustrations of significant covers, essays and stamps further illuminate the text.

Section 2 concentrates on stamps and postal stationery, and describes the Gold Coast key-plate issue of 1875 and the subsequent issues of 1876-91. There are chapters on the Universal Unified Key-plate, on provisional issues, bisects, and the different forms of postal stationery. Here too, the information is supplemented by appendices dealing with such subjects as frame plate flaws, overprints, forgeries by Sperati and others, and applicable GPO notices. For completeness, the authors have added a comprehensive bibliography, and selected auction and source references.

Early Gold Coast postal material is scarce. Before 1900, fewer than 600 Europeans lived in the territory, and few of its 1.5 million African inhabitants wrote letters. Of the surviving correspondence, only three covers are known bearing the first issue of stamps.

The authors and RPSL are to be congratulated for having produced an excellent account of this scarce material. The information is clearly presented and indexed, and the text is enhanced by well-chosen illustrations (including items from the Royal Philatelic Collection) and maps. Though the price is high, this is a book to treasure. It will become the standard work of reference for collectors. It will also appeal to anyone who is interested in the history and politics of the European scramble for Africa, and in the development of postal services during the 19th century.

## 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 53 No 3, September 2003

“WWII Gabon cover with Croix de Lorraine” by Georges Barot (to which a response by Bill Mitchell appears in the December 2003 issue)

**Journal of the France & Colonies Philatelic Society** Volume 53 No 4, December 2003

“Après le Départ Marks used Overseas” by Colin Spong

**Canadian Philatelist** Sept 2003 and Nov – Dec 2003

“Gold Coast” by Peter Newroth. Parts 3 and 4 of this series will appear in the same journal in 2004

**Civil Censorship Study Group Bulletin** Volume 30, No 4, October 2003

“WWII – GB – Philatelic permits” by Robert Johnson

**Stamp Magazine** February 2003

“Stamp Printing – Written on stone” by James Mackay. A good summary of lithographic printing.

**American Philatelist** July 2003

“Cameroun; the Postage Meter Stamps” by Marty Bratzel and Richard Stambaugh.

**American Revenuer** Volume 57 No 3 May-June 2003

“The Cameroun emblem revenue stamps – issues since 1964” by Marty Bratzel and Michael Wright.

Donald Duston had published “French Colonies Revenues Part I”, covering North Africa and the Middle East, but sadly died before Part II was compiled, which would have included the rest of Africa. This significant article publishes the section for Cameroun, research for which was ready. If space allows it may be reproduced in or with *Cameo* in future. In the meantime a copy has been placed in the Library.

**Jean de Sperati, l’homme qui copiait les timbres** by Lucette Blanc-Girardet: 127 pages in colour, price 35 Euros, available from Ed. Pachtaft, 15 impasse du Marais, 73100 Mouxy, France. A richly illustrated biography of the famous forger.



## Auction Report

London Stamp Exchange Ltd auctioned the following Togo lots on 7th November 2003. All prices exclude buyer’s premium of 15% plus VAT.

- Lot 1678 Pre-printed, no postage paid, post office cover from Lome Post Office to Swakopmund Post Office, D.S.W.A. 4 July 1914 returned to Lome 30 March 1915 endorsed by three-line strike, top line larger type than lines two and three “UNDELIVERABLE / (ENEMY COUNTRY) /RETURN TO SENDER” German cancel M&W 008.02 once on departure, twice on return. Mail between German Post Offices was not charged. Start £325, Sold £500
- Lot 1679 cover Anecho 4 July 1914 to a company at Luderitzbucht, D.S.W.A. with the same three line strike and return date, franked by 10pfg “Yacht” stamp. Our reporter does not recall seeing such returned mail to Togo in 30 years collecting. Start £375, Sold £800
- Lot 1681 Selection of 40 stamps and seals 1914/15 including 3 of 10pfg Yachts cancelled Sansane-Mangu, the rarest cancel, also Kete-Kratschi, Nuatjä, Porto Seguro and Sokode. Also noted a cancel of Lome 6 August 1914, the day before the invasion, and German 5pfg postal stationery card cancelled Atakpame 15 August 1914, the nearest post office to the Kamina signal station Start £350, Sold £400
- Lot 1682 registered cover Anecho 10 Feb 1915 to Stead Pope, District Surveyor, Lome with Gold Coast 2½d meeting French foreign letter rate of 25c. Possibly philatelic but a rare example of a Gold Coast value used alone in the French sector. Start £100, Sold £120
- Lot 1685 Dahomey 10c over-printed PS card from Anecho 1 Oct 1920, with additional 10c Dahomey over-printed stamp, to Stead Pope with genuine message from Post and Telegraphs Office, Anecho. Redirected to North Wales, Pope’s parents’ address. Start £30, Sold £60

# Fournier's Forgeries

Jeremy Martin

I am indebted to Alan Wood for the introduction to this article

Francois Fournier, an ex-soldier from the Franco-Prussian War of 1870-71, created a thriving business trading in facsimiles of world-wide postage stamps. His business premises were in Geneva where, by 1910, he was advertising in his own magazine, "Le Fac Similé". His 1914 price list of 64 pages offered 3671 different reproductions. During World War I censorship of mail severely disrupted this predominantly postal business.

Following the death of Fournier in 1917 the facsimiles continued to be sold, for a while, by one of his former employees, E. Hirschburger but, when he died in 1927, the Philatelic Union of Geneva stepped in and purchased the entire business and its stock.

Printing equipment and tools used to manufacture the 'wares' went to a Geneva museum. The reproductions were, in the main, either marked 'FAUX' on the front or 'FACSIMILE' on the reverse. Students from the Geneva School of Arts and Crafts were employed to mount the facsimiles in a total of 480 specially-printed albums, dated 1928, which were numbered and sold to reputable dealers and philatelic societies. Apart from a reference collection retained for its library by L'Union Philatelique de Geneve, the remainder of the stock was incinerated.

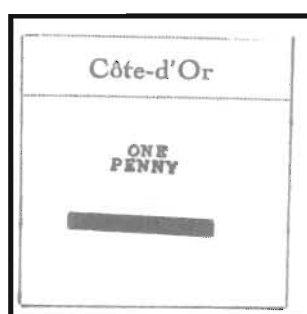
As time went by many of these collections were broken up into single country selections; of great interest to collectors of individual countries but it means that fewer complete collections now exist. This article is based on album number 206 which has survived complete and was offered for sale by auction in Paris in April 2003. The album contains about 2750 pieces plus many reproductions of cancellations.

I have included British, French and German colonies plus Liberia and the Spanish Possession of Fernando Poo. To try to keep the article to a reasonable size I have omitted the Azores and the Cape Verde Islands. In some cases I have added SG numbers. I have used abbreviations "c.d.s." for circular date stamp and "imperf" for imperforate.

## British Colonies

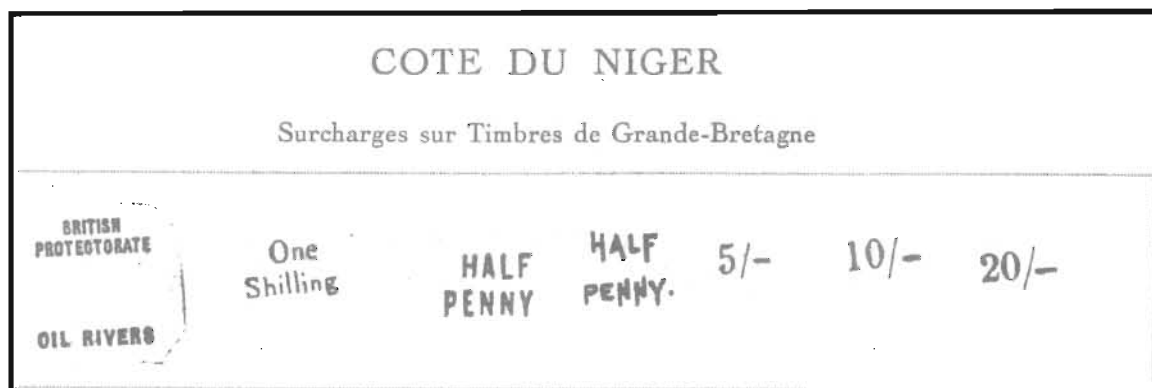
Gold Coast

The 'ONE/PENNY' and bar surcharge of 1889 (SG 20).



Oil Rivers Protectorate

Overprint and various surcharges.



St. Helena 1856 6d blue, imperf, used with bars cancel (SG 1)  
6d red in the same design, imperf  
By this value is a note "forgeries made in Italy 1920-21 by La Maison V.E.U. at Genoa by a new process". Offered for sale by Fournier.

### French Colonies

I have used French names for territories.

The first item is an 1892 composite proof sheet of one franc values 6 x 5, imperf, for 30 colonies including

Golfe de Benin	Benin	Cote d'Ivoire
Dahomey et Dependances	Gabon	Guinée Francaise
Senegal et Dependances	Senegambia et Niger	Soudan Francaise

#### Benin

5 straight line BENIN overprints. These would have been for use on, probably genuine, 1892 Peace and Commerce issues

#### Cote d'Ivoire

1892 25c black on rose Peace and Commerce  
1892 40c red and blue on yellow paper Peace and Commerce  
1892 50c red and blue on buff paper Peace and Commerce  
1912 red 05 surcharge on 15c grey and red Peace and Commerce  
1903 50c, 1fr and 4fr Parcel Post surcharges, usually for use on genuine stamps

#### Gabon

1889 15c black on pink, imperf, used with a c.d.s. Single and a block of six (SG 14)  
1889 25c black on green, imperf. Used single with c.d.s., and unused block of six (SG 15)  
Overprints for the 1886 and 1888 issues:

'GAB' with six dots  
'GABON / TIMBRE / 15  
'GABON / TIMBRE' all in black

#### Guinée Francaise

1892 1fr black and red on yellow Peace and Commerce

#### Senegal

Fourteen different surcharges of 5c, 10c, 15c, 75c and 1fr values, with some variety of fonts, presumably for use on Peace and Commerce stamps.

In addition the album contains examples of c.d.s. "cancellations"

COTONOU / 17/NOV/92 / BENIN  
GRAND POPO / 7/NOV/92 / BENIN  
GRAND-BASSAM / \* / 25/MARS/15 / COTE D'IVOIRE  
PORTO NOVO / blank centre / DAHOMEY  
LIBREVILLE / 13/NOV/92 / GABON CONGO (two examples)  
LIBREVILLE / 6/AOUT/86 / GABON  
CONAKRY / 29/NOV/10 / GUINEE FRANCAISE  
BAMAKO – KOULOUSA/ 6/JANV/11 / HAUT – SENEGAL NIGER  
ST LOUIS Á DAKAR / 4/JUIN// SENEGAL 'convoyeur', a strip of four cancels

SENEGAL / 2/SEPT/92 / ST LOUIS  
\* DAKAR \* / 11/SEPT/92 / SENEGAL  
\* ST LOUIS \* / 12/SEPT/92 / SENEGAL

### German Colonies

#### Kamerun

1897 'Kamerun' overprint for use on genuine German stamps  
1900 10pfg 'Yacht' used with KAMERUN / 3 2/ year not shown c.d.s. (SG Y9)

#### Togo

1897 'Togo' overprint for use on genuine German stamps  
1897 25pfg orange overprinted 'Togo' diagonally cancelled KLEIN POPO/ 5 11/98/\*  
(SG 5)  
1900 3pfg brown 'Yacht' stamp used with KLEIN POPO cancel. Date indecipherable.  
(SG 7)

Two postmark examples are included

KAMERUN / 3 2/ 98 / \*  
KLEIN-POPO / 5 11 / 98 / \*

### Liberia

1864 - 69 issues only, as follows;

12c yellow, imperf, used with MONROVIA / 17/JAN/.... c.d.s.  
24c green, imperf, unused  
24c red, imperf, unused  
24c green, perforated, used with MONROVIA c.d.s., date unclear

Plus unused horizontal pairs

6c red, two pairs	12c blue, two pairs	24c green, two pairs
1c pale blue	2c carmine	6c lilac
12c yellow	24c red	
6c lilac, strip of three	12c yellow, strip of three	

### Spanish Colonies

#### Fernando Poo

1868 20c brown, imperf, unused pair  
1899 60c black, unused, perforated  
1899 60c black, unused vertical pair, imperf  
1899 80c brown, unused vertical pair, imperf  
1899 1p green, unused vertical pair, imperf  
1900 2m black, used, perforated.  
'5/CEN' black surcharge in oval, for use on 1894-99 stamps

Two postmark examples are included

CABOLE SAN JUAN / 17 MAY 00/ FENANDO POO (bridge type)  
SANTA ISABEL / 21 APR 99 / FERNANDO POO (bridge type)

### General

Fournier's 1914 price list (Ref 1) details facsimiles available at that time. There are three categories;

First choice  
2nd choice i.e. poorer quality  
surcharged and overprinted stamps

I have listed those items on the 1914 price list that are not included in the album above, in alphabetical order

First choice - Liberia

1860 6 to 24 cents (3 values)  
1864-69 6 to 24 cents (3 values)  
1867 6 to 24 cents (3 values)  
1867 6 to 24 cents, imperf (3 values)  
1880 6 to 24 cents (5 values)

Second choice - Fernando Po

1899 60c to 2 pesos (4 values)  
1900 1 to 5m (5 values)  
1900 2 to 8c (4 values)

Second choice - Liberia

1860 6, 12 and 24c, perforated  
1881 3c

Second choice - St Helena

1864-70 1d - 5s (6 values)

Second choice - Sierra Leone

1876-77 1d - 1s (7 values) (SG 16-22)

Surcharges and Overprints

Niger Coast

1892 ½d - 1s (6 values) (SG 1- 6)

Benin

1892 1c - 1fr (13 values)  
1892 5c and 15c, surcharged in blue and red  
1892 1c - 1fr, surcharge inverted (13 values)  
1892 5c - 40c, surcharge double (6 values)  
1892 1c, 40c, 75c surcharged 15c and 5c (4 values)  
1894 5c - 30c postage dues (4 values)

Gabon

1886 5c - 75c surcharged 15c and 20c (5 values)  
1888-89 15c and 25c surcharged 5c - 1fr (5 values)  
1889 15c and 25c surcharged 5c - 20c postage dues (3 values)

Senegal

1887 5c, all the types (9 values)  
1887 10c, all the types (12 values)  
1887 15c, all the types (10 values)  
1892 75c and 1fr, surcharged in red and black (4 values)

Soudan Francaise

1894 5c and 25c (two values)

Togo

1897 3pfg - 50 pfg (6 values)

References

- 1 Garrett-Adams & Co, H "Fournier's 1914 Price List of Philatelic Forgeries", Fourth Reprint Edition, published 1958.
- 2 Robineau, J, sale number 172, 8 April 2003, Paris, lot 1390.
- 3 Tyler, V.E. "Philatelic Forgers. Their Lives and Works", published by Robson Lowe Ltd, London, 1976.
- 4 Williams, L.N. and M., "The Postage Stamp - its History and Recognition", published by Penguin Books, London, 1956.

# Benin and Mail from Togoland

John Sacher

*This article and the next two form a series first published in the Journal of the France & Colonies Philatelic Society between December 2002 and December 2003, which have become increasingly interesting to students of sea mail routings, and which are therefore now reproduced with permission of the editor.*



John Mayne writing in F&CPS journal 225 of September 2002, page 117 refers to the evidence of the establishment of a French postal service in Benin and also to German mail from the Gold Coast and Togoland. The first French item that I have from Benin bears an ochre on yellow 25c adhesive stamp of France (SG52) cancelled PROTECTORAT FRANCAIS DU GOLFE DE BENIN AGHWEY ET GRAND POPOLE LE RÉSIDENT in purple and re-cancelled with one of two strikes of UNION MARSEILLE 23 JUN 88 en route to Paris. My earliest item with an 1892 BENIN overprint has a 25c stamp (SG 8) cancelled at Porto Novo on 17 October 1892 and sent via Marseille to Germany.

Earlier mail from Benin was sent out via Lagos and I have two examples originating in Porto Novo and dated 1870.

Later, once the French steamers started to call regularly at Cotonou, that offered an alternative route to and from Togoland in addition to the one via Quittah (Kwitta) in the Gold Coast. I have examples to and from Klein Popo dated 5 November 1895 and 17 August 1897 via Agoué, Whydah and Cotonou to Holland and in the reverse direction. Overseas mails to and from Klein Popo and Lomé were also served via the route through Quittah and Accra which was formally established on a bi-weekly basis from 1 May 1889. There had however been an earlier private service by haussapost and then run by Messrs F M Vietor. I have several examples from 27 December 1889 onwards and also of mail directed to places in the Gold Coast. For the record, John Mayne also mentions German residents in the Gold Coast using German stamps to send letters via German steamers. This practice was against Colonial Post Office regulations but was apparently quite common at least from 1885 onwards.

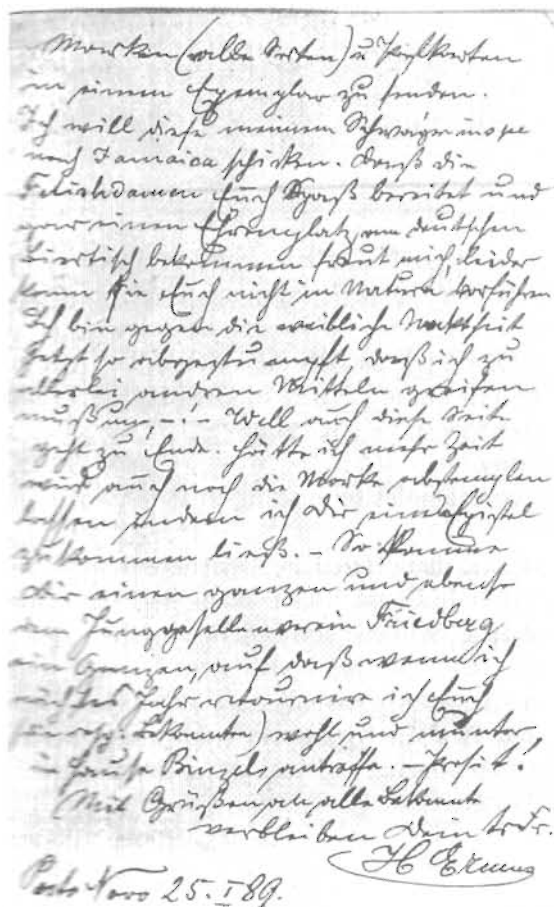
Further details can be found in the recently-published book "The Postal Services of the Gold Coast to 1901" by Beale, Ensor, Martin and Newroth, edited Sacher, and published by RPSL, 2003, ISBN 0-900631-52-X.

# Benin and Mail from Togo

John Mayne



Figs 1 & 2; Front and reverse of PS card from Porto Novo to Germany, written 25 January 1889



John Sacher's article on Togo mail (reproduced on page 72) is most helpful and interesting. By coincidence I recently purchased the illustrated postal stationery card.

The schedule of Benin/ Dahomey Post offices (Ref. 1) gives three dates for Porto Novo, from three separate sources, the earliest 1 July 1894.

When I saw this item my first thought was that, with it routed from Benin to Germany via Liverpool, it had passed through Togo for collection by a British ship in the Gold Coast. However, the illustration shows a strike beneath the Friedberg arrival cancel reading "W. Africa". Referring to Proud (Ref 2) it is apparent that the cancels for Gold Coast did not embody "W. Africa", whilst those of Lagos did.

So the French colonies 10c single postal stationery card with message written at Porto Novo 25 January 1889 was cancelled there on 1 February, probably the day the mail left by hand for Lagos, in line with John Sacher's statement "Earlier mail from Benin was sent out via Lagos" - both examples mentioned by him being some years ahead of this one.

The service to West Africa operated by Chargeurs Réunis and Fraissenet et Cie (according to Salles II) commenced with the departure of *Ville Maranhao* from Bordeaux on 10 July 1889, which probably called at Cotonou on 2 August, six months after this card was posted.

## References

1. Mitchell B & Lambert L, "The Post Offices of French West Africa", *Journal of F&CPS*, Volume 50 p4, March 2000
2. Proud E.B., *The Postal History of the Gold Coast*, Postal History Publications Co., Heathfield 1995

# Benin – the Early Years

Bill Mitchell and Laurence Lambert

In his interesting articles on the use of German stamps on late 19th Century mail from German traders in the French Protectorate of Benin, (F&CPS Journal 216 Volume 50 No 2, page 56, June 2000 and page 73 of this Cameo) John Mayne casts doubt on the statement in our article on the post offices of Benin/Dahomey (Ref 1) that a rudimentary postal service – the availability of stamps – was established there late in 1886. If we have understood him correctly, John believes that this date, taken from a French source, is incorrect and should be somewhat later. He cites in particular (a) a cover sent to Bielefeld from the German Hansa factory at Grand-Popo on 19 September 1886 and (b) the fact that the earliest example of Benin use of a General Issues Type Dubois stamp (obviously the only ones available in the colonies, occasionally overprinted locally, in 1886) in his collection is dated 22 October 1889.

Since our article was completed we have acquired further source material, and this enables us to clarify the position, to some extent at any rate. We have been unable to find out exactly what is meant by “late 1886,” but we do now have the source of this reference, which we attributed to Hervé Drye in the COL.FRA Bulletin 66 (1994). He in his turn relied on a 1959 article “Bénin — les surcharges de 1892” by P-L Pannetier. Although he is primarily concerned with the first, provisional, stamps of Benin, M. Pannetier begins with a brief historical note, and he plunges straight into his account thus:

“The first stamps of the General Issue were sent to Benin by the Trésorier-Payeur du Sénégal following the décret of 16 June 1886 which placed the Protectorate of Porto-Novo, the Territories of Kotonou, Grand-Popo, Agoué, etc (called collectively les Etablissements du Golfe de Guinée) subordinate to the Governor of Sénégal.”

One of our sources (R Crombez *et al* - source 4 for Table 2) is in fact rather more specific than “late 1886” for Kotonou and Porto-Novo; he actually says “*fin 1886*,” and he implies the same for Grand-Popo. We see no reason to doubt that it took some time to implement the décret of 16 June, and we believe that John’s 19 September cover was posted before stamps became available to the general public (such as it was) and is not evidence that MM. Pannetier and Drye are wrong. The earliest recorded example of a Type Dubois used in Benin that we are aware of is dated 18 June 1888 (see Ref 1 footnote # on page 4), but it is quite possible that somewhere an earlier date is still awaiting discovery.

A second new acquisition (“*La Poste et le Télégraphe en Afrique Occidentale Française (A. O. F.) des Origines à 1920*” by Amos Hongla, which is an unpublished thesis (University of Provence 1994-95)) is of particular

interest in relation to John’s comments about the availability of German stamps to German traders. In his account of the early posts in Dahomey (then called Benin), Dr Hongla says that an arrêté of 22 September 1889 established a postal monopoly and prohibited existing “*voies parallèles*”. These presumably included the arrangements for the Hansa Factory (the source of John’s earlier covers), and the 1896 cover illustrated by John Mayne in F&CPS Journal 216 shows that the Germans cheerfully ignored the new monopoly. It is doubtful whether by doing so they seriously damaged the colony’s economy. In the note cited above M. Drye records that according to the census of 1 October 1890 there were (apart from military personnel) only 55 French citizens resident in the colony to which, we suppose, must be added a handful of Germans and other foreign nationals. The total postal traffic cannot have been great.

Our reading has highlighted some more interesting facts about postal services in Benin as the 19th Century drew towards its close. Dr Hongla records that a post office was opened (at Porto-Novo?) on 1 December 1889 (yet another date; could it be an error for “1886”?) in the business premises of a firm called Agostinos Campos, the local customs official being appointed *agent central des postes*. At the same time a mail service linking Porto-Novo, Kotonou and Lagos was established. Incoming mail was distributed to the public two hours after arrival. He also cites the *Journal Officiel du Bénin* of 1 January 1893 as evidence of post offices at Porto-Novo and Godomey at that date, and suggests that the increasing military control of the colony from 1892 onwards may have led to the establishment of temporary post offices at Abomey, Zagnanado and Savalou, whose permanent offices date from 1897. Readers may care to annotate Table 2 in Ref 1 accordingly.

An article by Constant Bouérat adds some flesh to the bare bones of Dr Hongla’s reference to a Porto-Novo – Kotonou - Lagos mail service. He quotes the following from a contemporary source (Ref 2):

“There is no postal service. Mail for Europe is carried by local tribesmen who accomplish their task with varying degrees of competence. They travel the whole length of Dahomey. From Grand-Popo they reach Wydah (Ouidah) by pirogue (a dug-out canoe), from Wydah to Kotonou and from Kotonou to Porto-Novo they go on foot. An irregular service of small steamships conveys the mail from there to Lagos where it is transferred to British liners. It can take a month for a letter to travel from Grand-Popo to Lagos” This service by runners can be brought to a halt.

This happened in May 1887, when the King of Dahomey caused all the roads in his kingdom to be closed; this led to communications being interrupted for a month.

“As for (French) ships calling at Grand-Popo en route for Senegal, they are very rare. Only German liners maintain a regular monthly service. British liners sometimes put in on their way from Europe to discharge cargo but never on their return journeys” (Ref 3)

This comes from a book published in 1890 which must, as the reference to events in 1887 shows, have been written during the previous year or so. It is perhaps small wonder that German traders preferred to ignore such postal services as were provided by the French at this time.

But it was at about this time that the French services improved dramatically. Salles states that a West Africa Coast mail service from Bordeaux and Marseille in alternate months and operated by Compagnie des Chargeurs Réunis was established by the law of 15 March 1889, and he reports that three departures from both French ports have been recorded in that year. The port of call in Benin was Kotonou, sailings for France being on 10<sup>th</sup> or 11<sup>th</sup> of each month (Ref 4). Pannetier, writing a few years before Salles, appears, in a somewhat ambiguous passage, to date this from January 1890. He does, however, give details of the services that were actually available:

Mail for the scheduled service from Kotonou left Porto-Novo at 8am on 4<sup>th</sup> of every month, and a daily dispatch of mail by *pirogue de service*, also departing at 8am, made it possible for some late mail to reach Kotonou before the departure of the Chargeur Réunis paquebot.

Mail for Europe via Lagos (to the east) and Liverpool left Porto-Novo at 8am every Thursday by *pirogue spéciale*.

West-bound local mail for the coastal towns of Grand-Popo and Agoué in Benin, Petit-Popo, Porto-Séguro and Lomé in Togo, and Quittah in Gold Coast was sent by pirogue as far as Kotonou every Tuesday and Friday. From there it was carried on foot, leaving on Wednesdays and Saturdays”. Petit-Popo, known to the Germans as Klein Popo, was renamed Anecho on 1 January 1905. (Ref 5)

“Mail for Kotonou left Agoué at 7am every Sunday and Wednesday, and Grand-Popo on Mondays and Thursdays, also at 7am.”

Notwithstanding these improvements, German traders continued to ignore UPU regulations for some years, certainly at least until 1896.

#### References

1. Mitchell B & Lambert L, “The Post Offices of French West Africa”, *Journal of F&CPS*, Volume 50 p4, March 2000
2. Bouérat, Constant, *Les Origines des Postes et Télégraphes au Dahomey (1890-1908)*, Société Internationale d’Histoire Postale, Grenoble – Bulletin No 16/17, 1970, pp33-34.
3. Colonel Frey, *Cote Occidentale d’Afrique*, Marpon et Flammarion, Paris, 1890, pp301-2.
4. Salles, *La Poste Maritime Francaise, Tome III – Les paquebots de L’Atlantique sud, Bresil-Plata, Cote Occidentale d’Afrique*, Paris, 1963, pp 167, 168, 174 and 199
5. Martin J.J. & Walton F.L., *Togo : The Postal History of the Anglo-French Occupation 1914-1922*, p50, WASC, Sheffield 1995



## 1898 Woermann Line Mail

### John Mayne

John Sacher’s recent excellent book (Ref 1) illustrates strikes known on Gold Coast mail handled by Woermann ships. He shows a two-line boxed ‘Aus Westafrika’ strike, G4, and Woermann Ovalstempel, G10.

The G4 strike applied to mail landed at Hamburg is first recorded by Gottspen & Grimmer (Ref 2) on cover from Lagos to Germany 11 March 1886. The strike was in regular use to late 1894, then it is recorded once in 1896, twice in 1897 and three times in 1898. It is not recorded again until 1912.

The same reference also gives a first Ovalstempel date of 18 Dec 1894 on a German postal stationery card from Kamerun cancelled with code I., carried by *Aline Woermann*. By 1898 officials handling mail at Hamburg should have been familiar with the Ovalstempels.

I hold (Fig 1) a German 10pfg single postal stationery card written at Grand Batanga, Kamerun. It was the first item I had seen with both the Ovalstempel and the G4 strike. Cancelled 14 April 1898 by Ovalstempel VIII., carried by *Melita Bohlen*, the card may have been written 1 April 1898 and reached Berlin 7 May 1898. It is not recorded by Gottspen & Grimmer.

I have just found a similar item (Fig 2) - a picture postcard addressed to Bockenem where it arrived 7 May

1898. Postage was met by Lagos Id stamp (SG 22) tied by a faint Woermann Ovalstempel VIII., also dated 14 April 1898, and also showing the two lined boxed strike, G4. The message on this card is clearly dated 1 April 1898. This card is listed by Gottspen & Grimmer, and is one of the three items recorded with the boxed strike in 1898. The other two items are from Station Kpandu, Togo arriving Germany 12 March 1898, without the Ovalstempel, and another picture postcard carried by *Melita Bohlen*, this time from Monrovia to Vegesack, where it arrived 7 May 1898.

I conclude that it may have been only mail carried by *Melita Bohlen* arriving at Hamburg on 6 May 1898 which received both strikes.



Figure 1

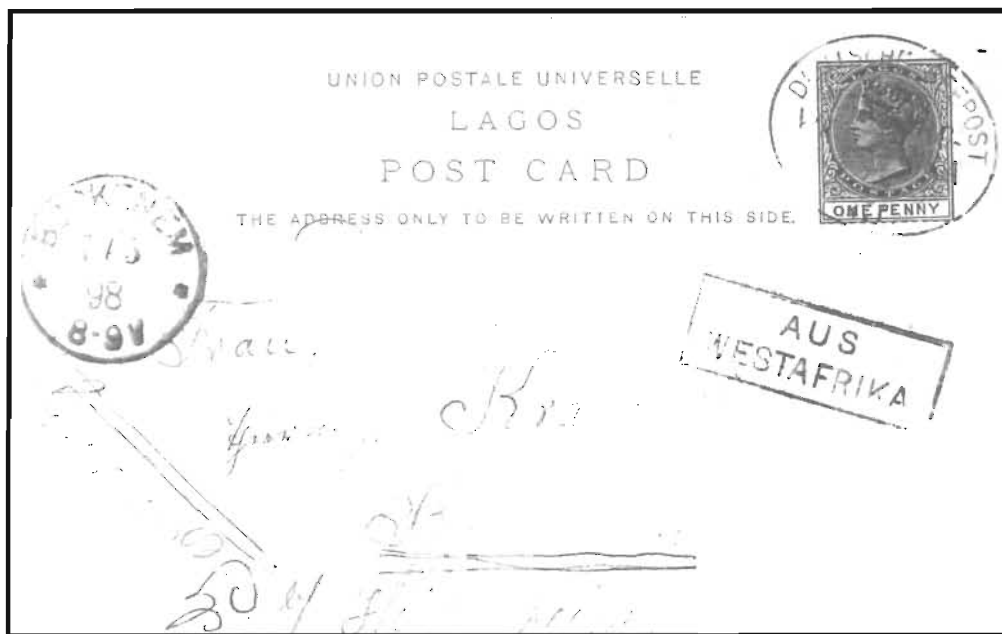


Figure 2

References

1. Sacher J.(ed), Beale P., Ensor M., Martin J. and Newroth P., *The Postal Services of the Gold Coast to 1901*, RPSL, London, 2003

See also John Mayne's articles "German Stamps used in Lagos" *Cameo* Vol 7, page 276, January 2003 and "Togo Mail via the Gold Coast", *Cameo* Vol 7 page 204, July 2002..

# Use of Lagos and German Stamps Together

John Sacher FRPSL

*The following article and the response to it from Paul Larsen were first published in the London Philatelist in July/August 2003 and October 2003 respectively. They are reproduced here with permission.*

Prompted by Jochen Heddergott's display of Indian mail in which there were letters franked with both local stamps and GB ones to pay the postage on arrival in the UK. I have looked again at two later covers of 1893 and 1898 bearing Lagos and German stamps. Both are paid with 2½d of Lagos and 20pf of German stamps and addressed to Germany.

I have also re-read an article by Jack Ince in *Cameo* (Ref. 1). I quote:

“Under the Treaty of Berlin 1885, the waterways of the Niger and its main Tributary the Benue were internationalized,....to provide the French and Germans with a route up the Niger and thence the Benue beyond Yola to their territories...., ‘Niger’ and Chad, and German Kamerun.

Postal Usage — Undoubtedly....these routes were used....for the carriage of mails which would of course mostly have been transported through Nigeria in sealed bags, so far as mail for adjacent territories was concerned. Thus items within the sealed bags would have received no transit handstamp.

Since Northern Nigeria was not a member of the UPU.... payment for passage through (that country) and acceptance into the British Imperial Postal Service was required. It is not certain if postage was levied on sealed bags and, if so, how it was paid.

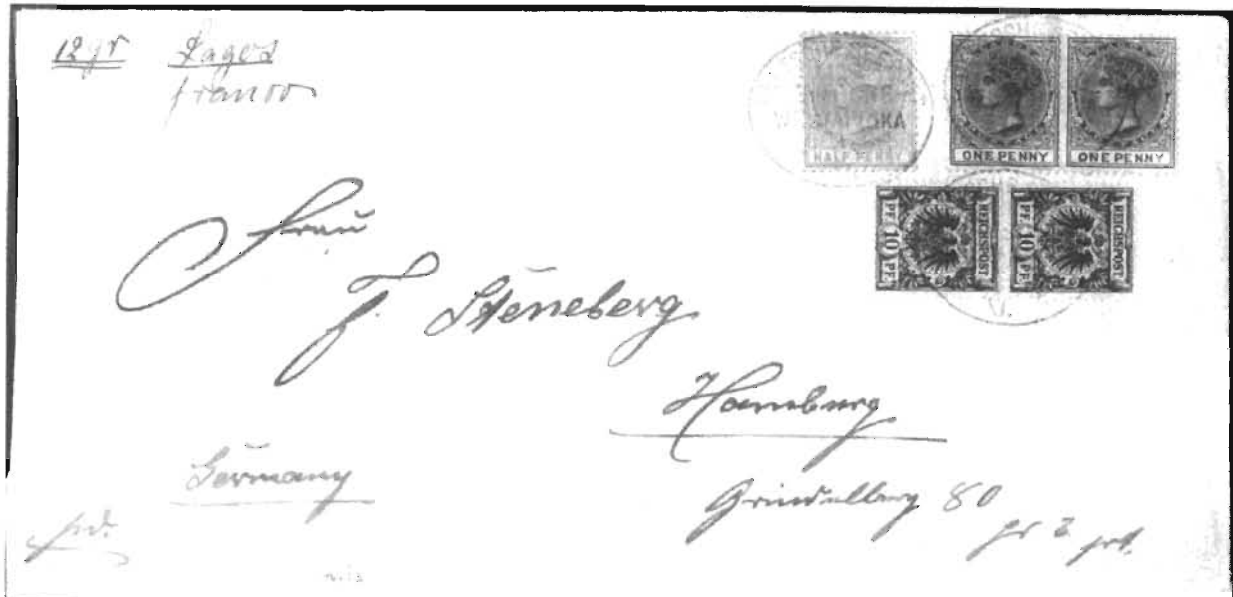
*Payne's West Africa Year Book*, until it finally ceased publication in 1894, records the existence, intermittently, of German....Mail Packet Agents in Lagos. The function of these agents may well have included responsibility for arranging transport of incoming mail upstream to the interior, and outgoing mail coming downstream being passed to the appropriate mail boat.

We know that elsewhere, for example from German Togoland, mail was sent out via Quittah in the Gold Coast, but both of these were UPU members and the German stamps could pay carriage to overseas destinations. Here a problem would have existed because the Royal Niger Company's Territories, later Northern Nigeria, and, I think, at this stage the interior of Kamerun were not part of the UPU. However, it is also possible that these letters originated with German traders in the interior of the Company's territories.

Either way transport was likely to have been arranged to Lagos, but perhaps payment by means of Lagos stamps indicated on balance that the origin was further away outside the Company's preserve as British stamps were authorised for use there. Either way payment onward from Lagos would have needed something more. Both these letters were sent through the German post to Europe and 20 pf would have been the appropriate 20 gram rate. Indeed one cover is endorsed in the instructed German fashion ‘Lagos’ with the addition, unusually, of ‘franco’. The earlier item was landed at Verviers and sent by the fast TPO to Cologne, the other received ‘Deutsche Seepost’ mark of the Woermann Line.

The only other Lagos-Kamerun mixed franking that I have seen is to be found in the same article by Jack Ince. It is on a much later 1908 postcard with a Kamerun 5pf stamp cancelled in manuscript ‘NSSKG/15.III.08’ at Nsanakang. The Lagos 3d stamp was cancelled at Calabar on 6 April. Here the explanation has to be quite different as Southern Nigeria was a member of the UPU. Maybe someone paid the excess rate for the under-stamping in this way.

There must be other covers similar in nature and it would be a pleasure to see them. Perhaps they would help to throw more light on this theory.



August 1893 and March 1898, letters from German West Africa with mixed frankings, via Lagos

Reference

1. Jack Ince, "Early Nigeria Foreign Mail for the Hinterland 1885-1914", *Cameo*, Volume 4 pp 121 - 6, West Africa Study Circle, January 1992

**Response by Paul Larsen FRPSL**

I refer to John Sacher's article on the combined use of Lagos and German stamps in *London Philatelist* Vol 112 p226 (reproduced above). The upper cover, addressed to Pankow, Germany is rated in upper left at 20 grams. This is a double foreign rate letter and needed to be paid at rate of 20 pf per 15 grams (1/2 oz equivalent) or fraction. This foreign rate was effective until 1 Oct 1907 when the weight step was increased to 20 grams.

The CÖLN - VERVIERS 21.8.93 railway cancel confirms that the letter was likely picked up at Lagos by a vessel of the Woermann Hamburg-Westafrika Line. The port of posting and date were supposed to have been indicated; however, as with this letter, it was not always done. Letter weight indication was often shown.

There may be more than one possible franking scenario. If the letter was picked up in Lagos waters the

2½d Lagos franking would (if properly rated) have been sufficient. Development of shipboard posting regulations had only begun at the 1891 UPU Congress in Vienna so this might be open to further discussion. If the ship's purser determines letter weight exceeds 15 grams how should it be handled if already partially franked? The equivalent German 20 pf Crown & Eagle stamp would have been in his postal stock and could easily have been applied upon payment of additional charge. I think this would have been a practical solution.

According to the membership listing in James Bendon's book, *UPU Specimen Stamps*, German Kamerun was a UPU member from 1 June 1887.

One further thought referring to the 1898 letter to Hamburg. While I admit that the manuscript weight in the upper left looks like 12 grams, what if the "2" was actually a "9"? What looks like the tail at the foot of a "9" might have been produced by an old style pen being dragged down to the underlines. The 1898 envelope is also larger in size and the contents would have had to be fairly minimal in order to not exceed 12 grams (0.43 oz). Anything over 15 but less than 30 grams would again give us a double foreign rate letter. A solution might then be the same as I suggested for the 1893 letter. This is, perhaps, more of a stretch but handwriting can sometimes be tricky to decipher accurately.



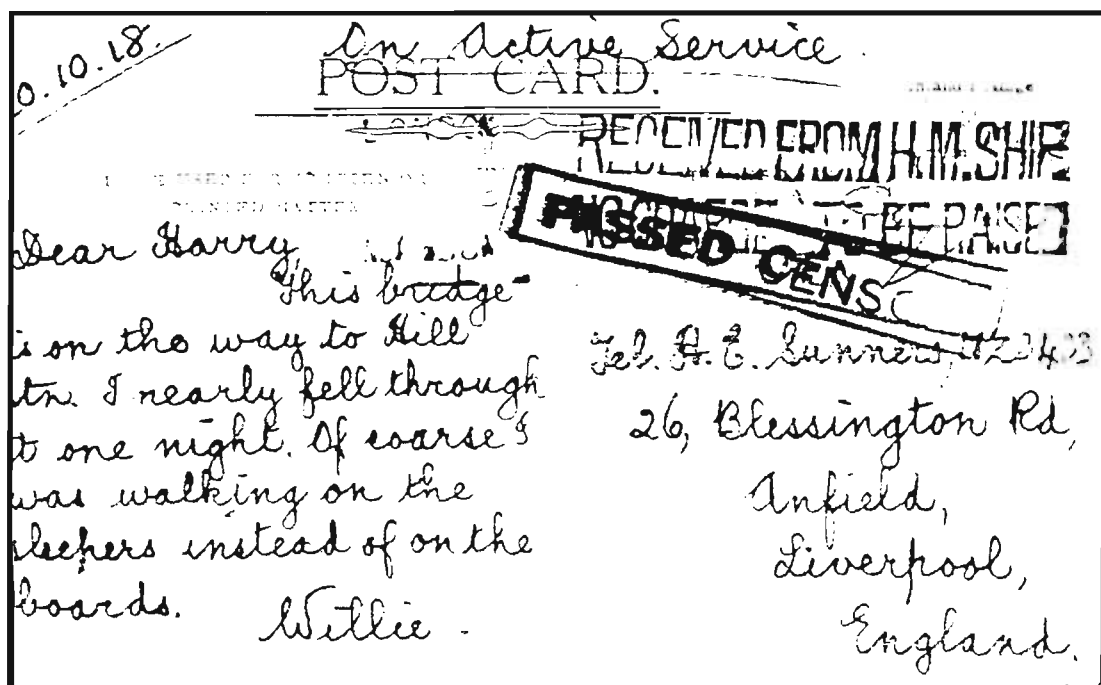
## WWI Censored Postcards from H M Ships

Roy Wickham

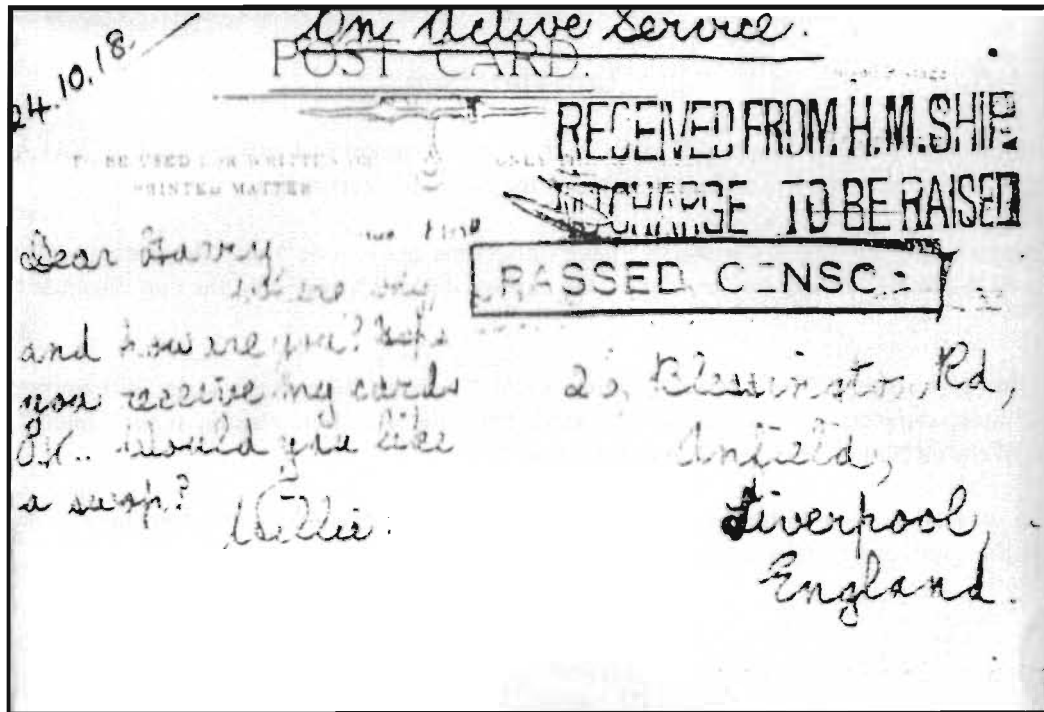
I illustrate copies of three postcards (*ed – originally four but one is too feint to scan satisfactorily. It is dated 16 Sept 1918, has the same Censor marking but no two-line cachet*) of Sierra Leone views posted during World War I (1918) and hope members can give me further information.

Firstly, I can find no similar "Passed Censor" strike in Martin & Walton (Ref 1) - so can it be assumed this was applied in the UK? The content of the postcards certainly implies that they were written in Sierra Leone, by a land-based serviceman, so how did three of them come to be treated as received from HM Ships? The last-dated postcard was not struck with the censor marking – is this significant?

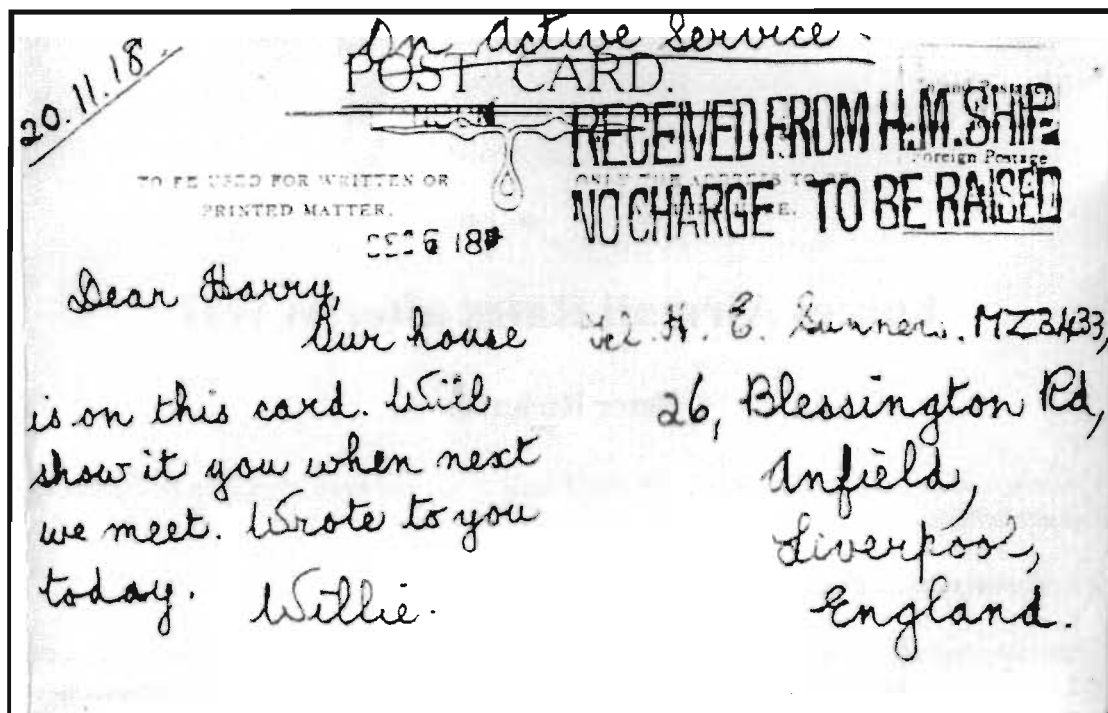
Secondly, although Proud (Ref 2) states that mail was carried by the Royal Navy during World War 1, no mention was made of the two-line "Received from HM Ship / No charge to be raised" which I believe is a UK arrival marking.



Card illustrates Congo Bridge, Mountain Railway, dated 20 Oct 1918



Card illustration is of Central View Freetown



Card illustration is of Susan's Bay, Freetown. All the cards are printed by Lisk Carew Brothers

References

1. Martin J.J. & Walton F.L., *West African Censorship*, pp87-91, WASC, Dronfield 2<sup>nd</sup> Edition 1999
2. Proud E.B., *The Postal History of Sierra Leone*, Proud Bailey, Heathfield 1994

# Ghana – Type 22 Postmark

Ian Anderson

Postmark collectors of Gold Coast will know that a limited number of offices, such as SALAGA, used a circular date-stamp that referred to their location in the Northern Territories.

In compiling a listing of Ghana postmarks I have only come across one town that refers to Northern Ghana and that is KUSAWGU. I have two examples, the earliest dated 9 MR 63 and the one illustrated dated 2 AU 67.

They are similar to type 21\* of Mike Mackin's Gold Coast listing and this c.d.s. did continue for many years after independence. To distinguish this mark from the common version with "Ghana" only in the lower half of the circle I have designated this as type 22.

I would be pleased to hear from any other member who has discovered similar postmarks or who would like to join the small group who are contributing to the Ghana listing.



## Forces Airmail Rates after WWII

Peter Richards

*Ed -This item has been held on file since 1999 and I hope it has not been overtaken by information in any subsequent publication.*

May I pick members brains on the subject of Forces Airmail Rates?

My understanding has always been that from the end of World War II until Independence forces personnel could send letters by airmail at a concessionary rate of 2½d. In about 1998 I bought a correspondence of 18 letters from a Major serving with the Sierra Leone Regiment. They are dated between September 1947 and August 1948. The first 15 are all at the rate of 1½d but the last three, the earliest being dated 6 April 1948, are at 2½d.

Also I have another cover dated 18 December 1954 again at 1½d rate. This looks like it contained a Christmas card and I feel it may have been a Christmas concession. However, nowhere can I find any reference to a 1½d forces airmail rate, so do members have any ideas?

# Insured Mail from the Gold Coast

Peter Newroth

Our “Study Circle” approach provides opportunities to present articles and share with other members – responses also may generate new information. I am pleased that my earlier article about a 1914 Gold Coast Railway cover resulted in a response that significantly enhanced my knowledge!

I hope for success again by recording the 1910 Insured Mail cover illustrated below. It intrigued me on first sight as I could not recall seeing an Insured Mail item from Gold Coast. By chance, I happened to mention this cover to another WASC member, who also became enthusiastic about it.



The envelope is addressed to South Croydon and bears six One Penny stamps (one on reverse). It is postmarked Victoriaborg, May 11, 1910, with a Victoriaborg Registration and the reverse has Plymouth and Croydon Registration marks dated May 29 and 30 respectively. On the front “Insured for £10 - (Ten pounds)” is written in red ink and the reverse has “(5)” in blue pencil. Both sides of the envelope bear maroon coloured etiquette labels inscribed in black “INSURED. VALEUR DÉCLARÉE”.

Proud (Ref 1) and Ensor (Ref 2) recorded that in 1903 the UPU Insured Letter Agreement regulations were applied to the Gold Coast, with a fee of 5d for compensation and registration up to £12. The item described here is appropriately rated for this fee and the back is sealed in accord with 1903 Regulations for insured letters in Proud; indeed everything conforms!

The notation at top left, “Per S.S. Akabo”, allowed me to check the passage for this Elder Dempster line ship. Using data from records in Royal Mail archive collections, I verified that mail was received at Accra/Victoriaborg by the “Akabo” on 11 May, 1910. This information is part of a major project in collaboration with John Knight to record mail shipments from West Coast of Africa in 1852-1952.

On checking back in *Cameo*, R. Johnson illustrated (Ref 3 Volume 3, July 1985) another Insured Mail item dated October 1917. This was insured for a declared amount of £36, and is a larger (and possibly heavier) envelope. The etiquettes also were different, with "G.C.P." and "T.40" added to the text on the red labels.

I am pleased to acknowledge assistance from Royal Mail for providing access to shipping information, the Julian Chapman Memorial Scholarship and Michael Ensor in preparing this article.

References:

1. Proud E.B., *The Postal History of the Gold Coast*, pp41-43, Postal History Publications Co., Heathfield 1995
2. Ensor M. (Ed), *The Postal Services of the Gold Coast 1901-1957*, pp84 & 97, WASC, Dronfield 1998
3. Johnson R, "Gold Coast Insured Mail", *Cameo*, Volume 3 p41, WASC, July 1985



## An Italian Internee in the Gold Coast

Jeremy Martin



This cover left Parma on 8 April 1940 when Italy was still neutral. It was censored in South Africa, with no date-stamp applied, and then censored again on arrival in the Gold Coast. A type 1A number 3 censor was used (in red, which is unusual) and the cover was re-sealed with a Type L1A label (Ref 1).

The recipient, Luigi Scandella, was working in the Bibiani Mine. The cover arrived at Bibiani on 13 June 1940. Italy had declared war on the Allies on 10 June, which may explain why Luigi's address had become "c/o Police, Dunkwa" - it seems likely that he had been interned.

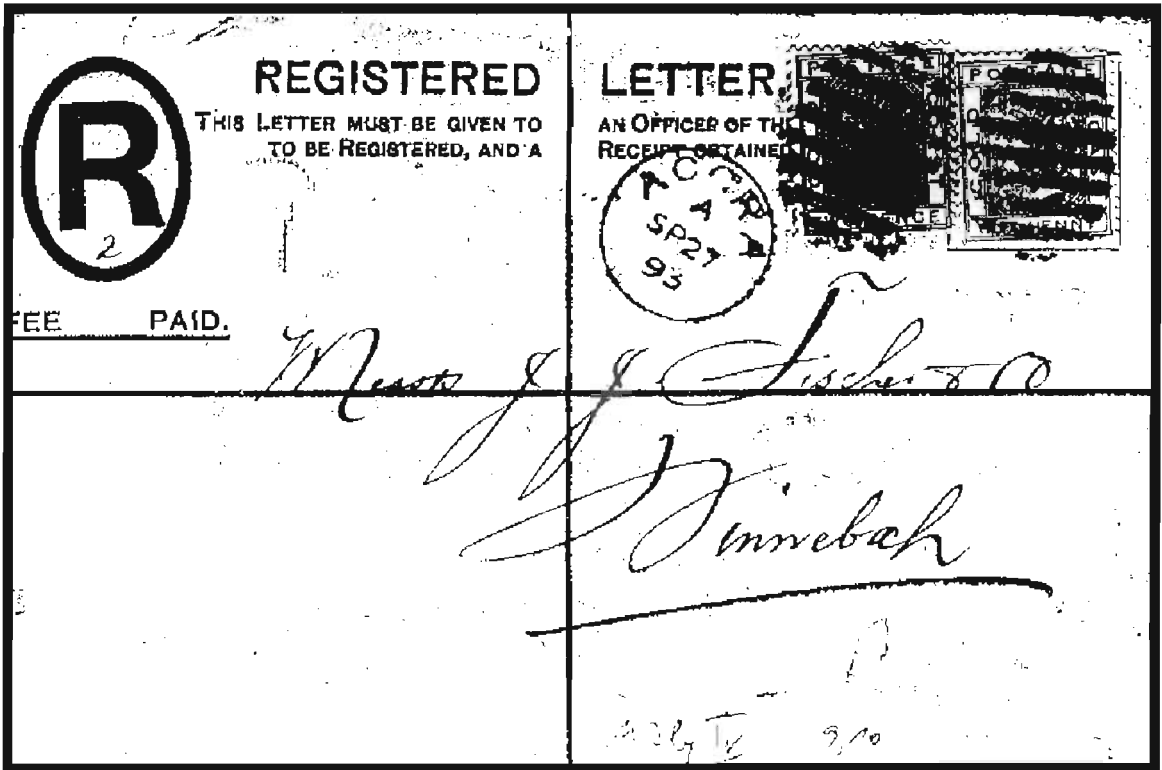
Reference

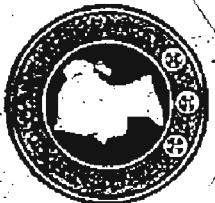
1. Martin J.J. & Walton F.L., *West African Censorship*, p41, WASC, Dronfield 2<sup>nd</sup> Edition 1999

# Gold Coast – Unusual QV Registration Envelope

Michael Ensor & Fritz Kemme

Fritz Kemme has reported the unrecorded registration envelope illustrated below.



<p><b>GOLD COAST COLONY.</b></p> 	<p><b>Inland</b></p>	<p>Compensation for loss or damage in respect of Inland Registered Packets of all kinds, according to the fees set forth in the following table—</p> <table border="1"> <thead> <tr> <th>Fee</th> <th>Limit of Compensation</th> </tr> </thead> <tbody> <tr> <td>2d.</td> <td>£5.</td> </tr> <tr> <td>3d.</td> <td>£10.</td> </tr> <tr> <td>4d.</td> <td>£15.</td> </tr> <tr> <td>5d.</td> <td>£20.</td> </tr> <tr> <td>6d.</td> <td>£25.</td> </tr> </tbody> </table> <p>Subject to the Conditions in to Registration of</p>	Fee	Limit of Compensation	2d.	£5.	3d.	£10.	4d.	£15.	5d.	£20.	6d.	£25.
	Fee	Limit of Compensation												
2d.	£5.													
3d.	£10.													
4d.	£15.													
5d.	£20.													
6d.	£25.													
<p><b>Registration</b></p>	<p>loss or damage is given Registered Packets of the following table— which include the ordinary registration fee of 2d.:—</p> <table border="1"> <thead> <tr> <th>Fee</th> <th>Limit of Compensation</th> </tr> </thead> <tbody> <tr> <td>7d.</td> <td>£30.</td> </tr> <tr> <td>8d.</td> <td>£35.</td> </tr> <tr> <td>9d.</td> <td>£40.</td> </tr> <tr> <td>10d.</td> <td>£45.</td> </tr> <tr> <td>11d.</td> <td>£50.</td> </tr> </tbody> </table> <p>the published Regulations as Inland Letters, &amp;c.</p>	Fee	Limit of Compensation	7d.	£30.	8d.	£35.	9d.	£40.	10d.	£45.	11d.	£50.	
Fee	Limit of Compensation													
7d.	£30.													
8d.	£35.													
9d.	£40.													
10d.	£45.													
11d.	£50.													

Like others of Queen Victoria's reign it was designed for use in Britain, then overprinted 'GOLD COAST COLONY'. It has features in common with size G envelopes of the second issue: the rosette has five large dots and the manufacturer's imprint under the flap is on two lines. But the 65 mm. overprint has the larger lettering of the third issue. More importantly, two features distinguish it from both these issues. On the front it carries the words 'FEE PAID', and on the reverse a table of compensation for loss or damage to inland mail. Uncommonly and doubtless coincidentally, it was used for inland mail, being posted at Accra and addressed to Winnebah.

While the quantities forming consignments of postal stationery to the Gold Coast in 1892/3 have not been found, later despatches of size G envelopes consisted of at least 100 dozen. There is no sign that the Gold Coast government wanted a separate type of envelope for inland mail. Had there been a whole despatch of this type other examples would surely by now have come to light. So was this one of a small number included, perhaps by error, in one of the supplies that Inland Revenue made available for overprinting? Or perhaps there was only one.



## Gold Coast - Three Un-recorded Datestamps

**Michael Ensor and Fritz Kemme**

Fritz Kemme has found in his collection three datestamp marks not recorded by Mackin or Proud. The first (Fig 1), of type 16, which features on a 2s. adhesive of the 1928 issue, reads 'Keta Parcels' in two lines, like Mackin's Coomassie Parcels mark.



Figure 1; Keta parcels type 16 (*ed - enhanced*)

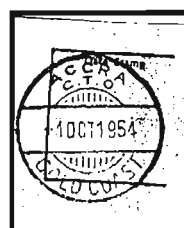


Figure 4: Accra C.T.O. (Telegraph) type 16

The second is a version of Keta's oval registered mark smaller than that illustrated by Mackin and Proud. The comparison is shown in figs 2 and 3 below. This new mark continued in use for several months after Ghana's independence.

The third mark, of Type 16 reading 'Accra C.T.O.', appears, admittedly, on a telegram form - see fig.4. Proud includes no telegraph marks. Mackin lists three for Accra, illustrating only one. The much later year of use, 1954, of Kemme's example suggests it is not one of Mackin's.

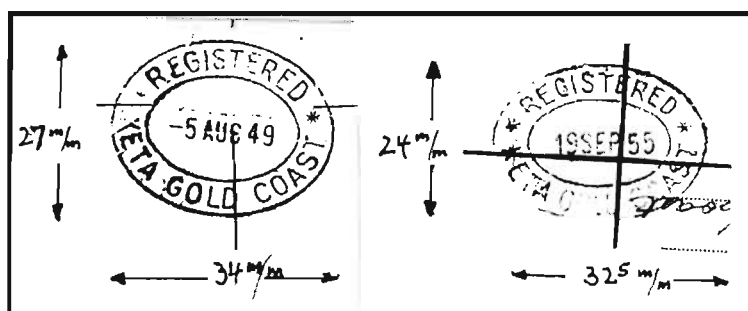


Figure 2: Proud Type R7

Figure 3: Keta Registered oval - smaller version

# En Route to the Cameroons in WWI

## Mail from French and British Personnel of the C.E.F.

Marty Bratzel & Bob Maddocks

En route mailings in respect of Anglo-French military personnel taking part in the Cameroons campaign centred on Duala have always been a probable find as the respective national troop transports made their way down the West African coast from the Gambia and Senegal, putting in at various colonial ports to embark more troops and/or supplies. However, none had come to light - at least had not been recognised for their significance - until recently, when each of us independently came across a picture postcard emanating from a different national sailing to join the C.E.F. at Duala. Both sides of these cards are illustrated (Figs. 1, 2 and front cover).

The first card (Fig 1 from MPB) is the earliest pre-Cameroons campaign mailing so far encountered by us. It has a fine view of the Customs and Post Office at Calabar, Southern Nigeria (rebuilt after the disastrous fire of November 1895) and was addressed to Ruoms, Ardeche, France. The sender, a Frenchman, whose signature cannot be read, gave a Calabar 23 September 1914 dateline, being on board the *Niemen* and merely conveyed his best wishes to the addressee.

The card is franked on the view side with two Southern Nigeria Geo. V adhesive postage stamps to value of 1½ d, each postmarked "Calabar, Southern Nigeria / A / SP 23 / 14", four days prior to the fall of Duala. Being then in Nigeria, the writer would not have been able to claim free franking privileges as he was not yet a combatant.

The *Niemen* was a transport in the French convoy carrying French and Senegalese troops from Dakar to the Cameroons; it had put into Calabar for fresh water and supplies. Details about this vessel could probably be gleaned from records compiled by Lloyd's Register of Shipping, London. It was probably not a French naval vessel but an auxiliary under charter as it only gets a fleeting mention in the official (British) campaign history (Ref. 1) as one of a flotilla of small vessels sent up the Sanaga River in October 1914 to attack Edea.

Perhaps ironically, the postcard was of German origin, having been published by Hermann Rampendahl, Hamburg.

The second card (Fig 2 and front cover, from RJM) was not from anyone aboard the original invading force's transports. It was mailed the following year by a British officer who was being sent out as part of additional support forces. The view is of the Customs Wharf, Lagos and the card was addressed to Mrs. Frank Hinsley in London without any dateline, place name or signature / name of sender. The message reads: - "Dearest, another week of this life will see the end of this trip. So far there are only 2 other officers for Duala, but the others may get orders to go on when they get to Lagos." The card was franked with a British Geo. V 1d postage stamp which bears a heavily smudged, indistinct cancellation and was also struck with a "Paquebot" cachet in mauve. Again, the sender would not have been entitled to free franking as he was not yet on active service.

If, as the message implies, this card was written before the writer reached Lagos, there is the question as to how it was obtained. Since the card was published by G. Wright, Liverpool, it could have been purchased prior to sailing from England, or available on board a ship operating regularly on this route.

There is also the question as to where the card was first put ashore into the mailing system, if not at Lagos itself. Concerning the "Paquebot" cachet, no such example is listed used along the West Africa coast by Edwin Drechsel (Ref. 2). A cachet of this type and dimension (Studd A15) was used at Liverpool in 1915 (Ref. 3), but the indistinct strike precludes definitive confirmation. If the cachet was applied at Liverpool, then the postcard could have been handed over directly to someone aboard a homeward bound vessel, with entry into the postal system upon arrival in England.

The identity of the sender has been determined from earlier research notes which Bob had made for his book on the Postal Arrangements of the C.E.F. (Ref. 4). Lt. Frank Hinsley went onto the Nominal Roll of the C.E.F. on 30 June 1915 according to General Routine Order No. 291 of 3 July 1915. He was posted for duty first under the Chief Engineer, Duala and then a month later he took over control of all engineering works at Victoria, Soppo and Buea. After disbandment of the C.E.F. he was seconded to help the incoming French Administration at Duala with effect from 1 April 1916.

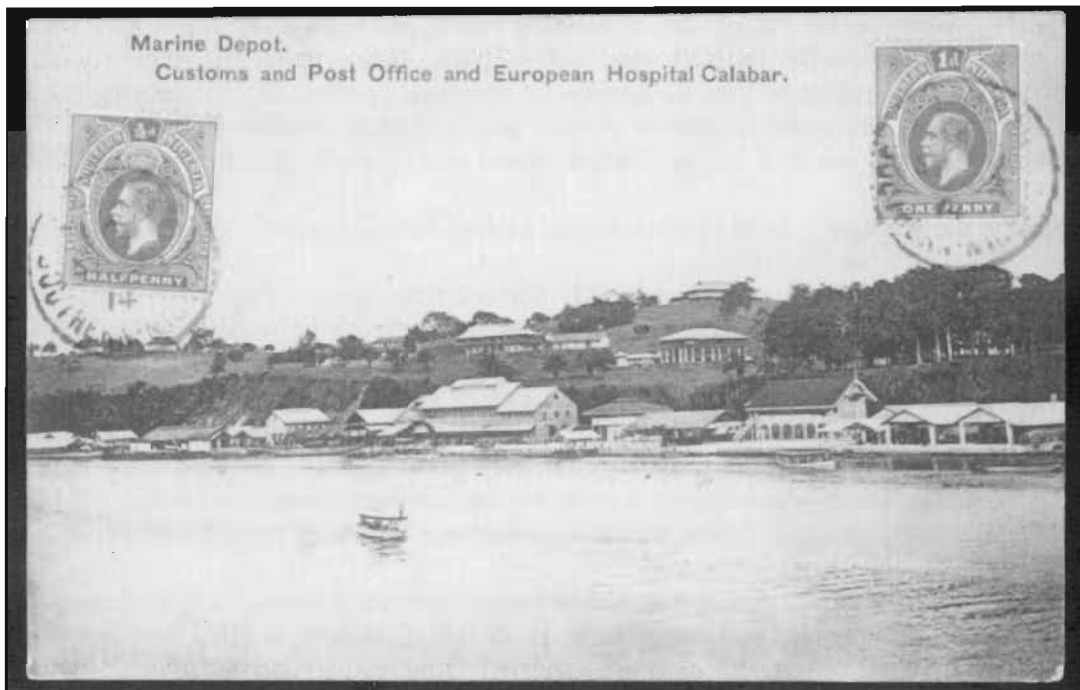
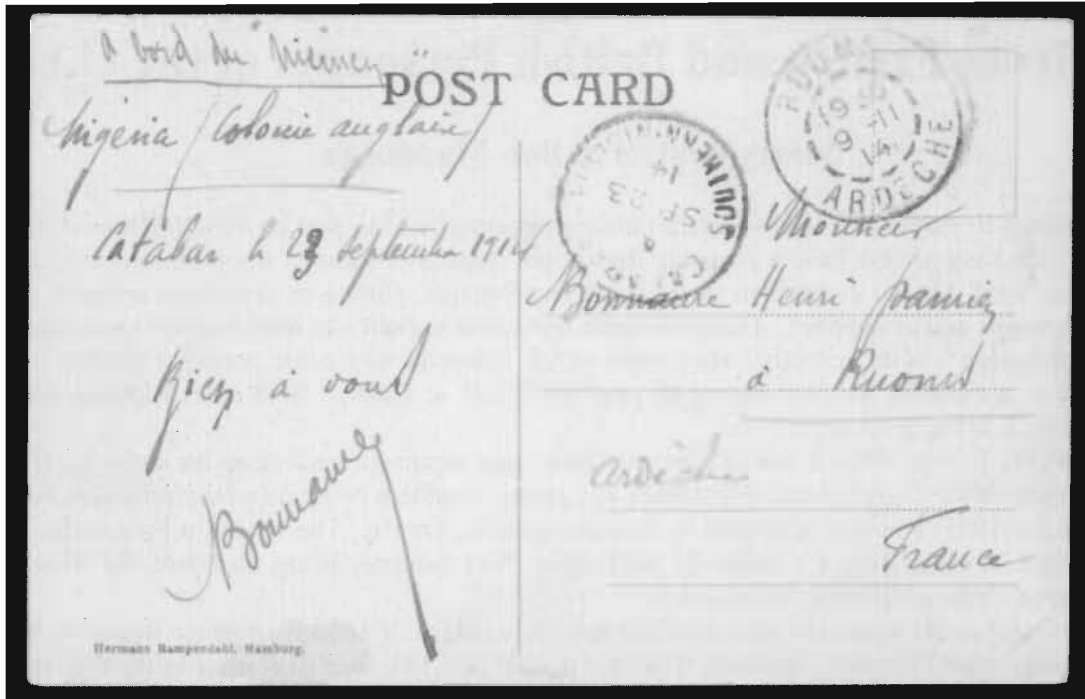


Figure 1: obverse and front of postcard of Calabar, sent 23 Sept 1914

Hinsley, in all probability, arrived in Duala aboard the SS *Anversville* on 16 June 1915. G.R.O. No. 275 of 17 June 1915 announced the ship's arrival "with Force members", including Col. C.C.J. Pery of the Royal Engineers, who became Chief Engineer. The *Anversville*, which belonged to Compagnie Belge Maritime du Congo, was probably on charter from Liverpool where the Agents were Elder Dempster & Co. Ltd. Since her home port, Antwerp was in German hands, England became her base for resumed sailings to the Congo, as it did for her sister ships *Albertville* and *Elizabethville*, from March 1915 onwards.

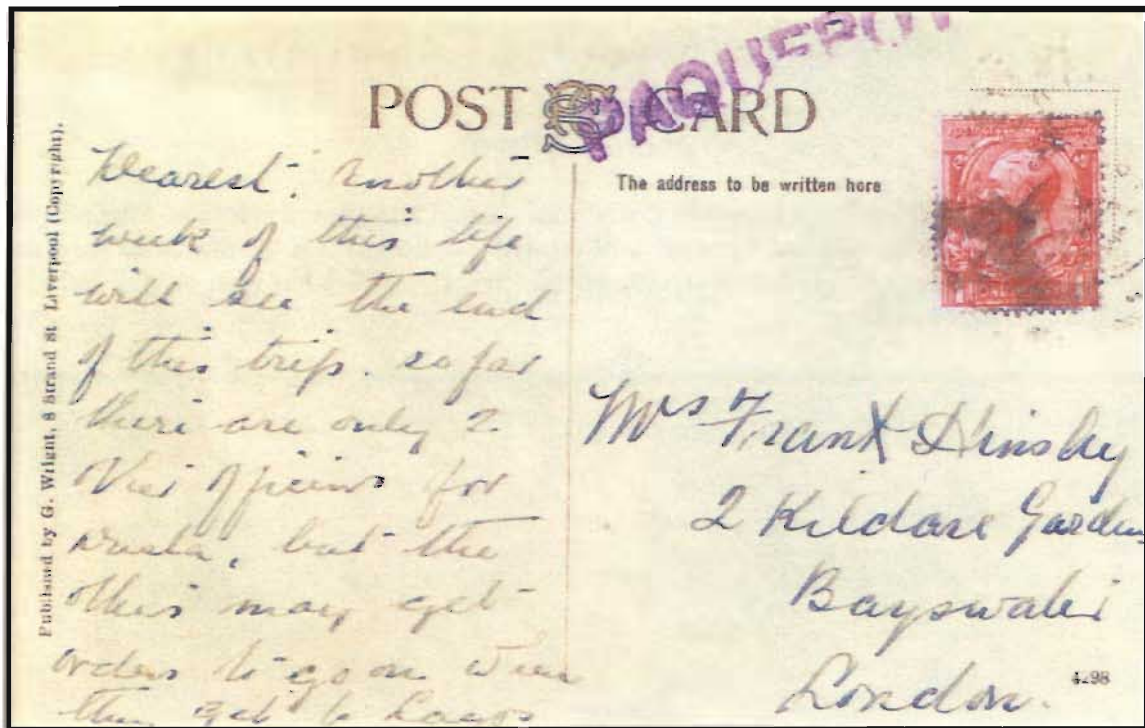


Figure 2: message side of postcard from Lt Frank Hinsley en route to Duala in 1915.  
For picture side see front cover

#### References

1. Brig-Gen. F.J. Moberly. *Military Operations: Togoland and the Cameroons, 1914-1916*. London, HM Stationery Office, 1931.
2. E. Drechsel. *The Paquebot Marks of Africa, the Mediterranean Countries, and their Islands*. London, Robson Lowe, 1980. ISBN 0-85397-187-4.
3. M.A. Studd. "Paquebot" and Ship Letter" *Cancellations of the World 1894-1951*. London, Robson Lowe, 1953.
4. R.J. Maddocks. *The Postal Arrangements of the Anglo-French Cameroons Expeditionary Force 1914-1916*. RJM, 1996. ISBN 0-9529487-0-2.



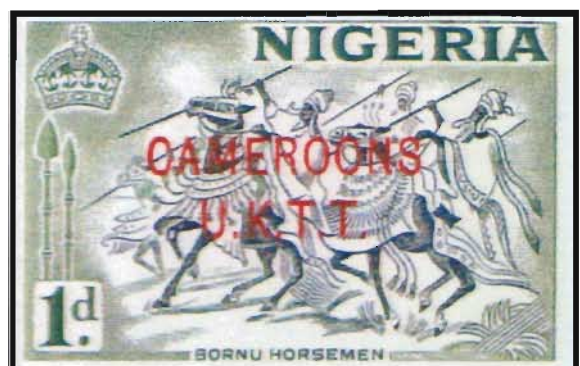
## 1961 Cameroons UKTT 1d value

### Rob May

The earlier article in *Cameo* regarding these overprints (Ref 1) confirmed that some of the overprints were created on 1d and 2d stamps returned from Nigeria. A few such identifiable 2d values have been found. By submitting the attached illustration of the 1d "lance flaw" on a "UKTT 1d value, Jeremy Martin has reminded me that all known 1d values are on these Belgian rotary printings, die Ia. The SG Elizabethan catalogue states that the 1d and 3d die I were formally withdrawn on 30 August 1958. It is therefore unlikely that any UKTT over-prints will be found on these flat bed Bradbury Wilkinson printings – unless anyone knows different?

#### Reference

1. May R. & Wright M, "Southern Cameroons Provisional UKTT Overprints", *Cameo*, Volume 5 p176, WASC, July 1996



# 1948 Silver Wedding Colour Trials

Jeremy Martin

At the Stamp Show 2000 the Royal Philatelic Collections showed artwork and proofs of, inter alia, the 1948 Royal Silver Wedding high values. Of interest to West Africa collectors was the illustrated sheet of colour trials allocated in manuscript to each of the participating territories, which has been waiting since 2000 for space in a colour page of Cameo.



# Gambia 1965 Independence Proofs

Malcolm Lacey

I illustrate below a set of four proofs that I believe may be previously unrecorded. They are by Harrison, in the issued colours, imperforate and mounted on cream-coloured presentation cards.



# Biafra – Inbound mail by the official Route

**Dudley Prestedge**

The Official Route via Biafran offices as described in the Biafra book (Ref 1), although documented and confirmed as being in regular operation, has never produced a really good example of the service in action. This is probably due to the fact that an ordinary, apparently internally used, 2/6d stamp on cover would cause no special interest.

The cover illustrated below followed the official instructions.



It had been handed in to a Biafran overseas office where a 2/6d stamped was affixed which was conveniently tied to the cover with the oval cachet of the Special Representative. It would then have been carried into Biafra via an officially chartered aircraft. It is safe to assume that the cover arrived at Uli airstrip where it was censored and handed over to the postal authorities.



The usual double ring hand stamp of Umuahia was applied over the top of the cachet. Although I have examined the image by enlargement and filtering, I have been unable to decipher the office of origin. There is what may be a B and an N visible so perhaps this item started its journey in Lisbon, Portugal being a favourite collating point for many of the churches relief activities.

## Reference

1. Prestedge D., *The Stamps, History and Postal History of the Rebel State during the Nigerian Civil War*, WASC, Dronfield 2000

# Cameroun Airmails up to 1939

Bob Maddocks

Generally speaking any research and discussion on early Cameroun airmails and first flights have so far centred on Douala, as the collecting and despatching centre, being the country's principal commercial sea and only international airport.

The first regular and direct air service to and from French Cameroun began on 21 May 1937 when Aeromaritime extended its Dakar (Senegal) — Cotonou (Dahomey) flight down the West Coast of Africa through Douala to Point Noire in the French Congo. On 22 May the return flight mails for Europe were carried to Dakar, thence to France by Air France. (Fig. 1, below)



Prior to this, however, in early 1936, and quite probably even in 1935, Cameroun Air Mails were fed into the aforementioned Dakar-Cotonou return flight at Cotonou. These mails, pre-franked to include the relevant airmail surcharge, went for the first part of their journey by sea to Cotonou under arrangements of the Cameroun Postal Authorities. The cover opposite (Fig 2) to Manchester, England is one such example. It was mailed from Douala on 12 May 1936, super-scribed "Per S.S. Touareg 12.5.36 & Par Avion label (stuck-on label used) de Cotonou jusqu'a destination". The high franking of 10fr 25c indicates a heavy mailing and would have included the airmail surcharge normally fixed at 2fr per 5 grams but perhaps increased as the letter was going beyond Metropolitan France. In transit, the cover was back-stamped at Cotonou (16 May 36) and Le Bourget-Port Aerien (22 May 36).

However, although I have seen no such covers, I have heard mention that prior to using Cotonou the Cameroun authorities, perhaps as early as 1931, used Dakar for the same purpose during the time that Aeromaritime flights came no further south.

In early 1939 and, as evidenced by three other covers in my collection, it is apparent that there were alternative arrangements for airmails originating from certain post offices in the "Bec du Cameroun", in the



Figure 2: Combined sea/air cover Douala to Manchester 12 May 1936



Figure 3: "Par Avion via Fort Lamy" requested cover Mokolo to Paris 13 March 1939

far north of the country. This entailed making use of Trans-Sahara flights, which serviced Fort Lamy in the neighbouring territory of Tchad.

In this respect, the first of these covers was clearly inscribed by the sender that it should be dispatched via the Fort Lamy air service to Europe. This cover (Fig 3) originated from Mokolo in North Cameroun on 13 March 1939, addressed to Paris. A "Par Avion" label has been glued onto the envelope and beneath it is typed "Via Fort Lamy". The franking, according to the penciled notation, amounted to 3fr 90c (then the rate for a 5 gram letter, plus 3fr airmail surcharge) but the high value stamp has since been detached. Yet, it failed to travel according to the sender's instructions for whatever reason, by accident or design, as the transit backstamps of Maroua (14 March 1939) and Yaounde (22 March 1939) indicate that the Douala - Dakar - Paris route was taken instead. Maroua Post Office, being on the Yaounde - Fort Foureau / Fort Lamy motor road may well be where this decision was taken; either overlooking the instruction, or not being aware that any such routing arrangement existed, not having been officially notified of it from Cameroun P&T Head Office.



Fig 4 “Par Avion” cover Fort Foureau - Paris 22 April 1939

A month later, on 22 April 1939, the second cover with pre-printed “Par Avion” (Fig. 4) was airmailed to the same Paris address but this time from Fort Foureau. Quite remarkably, despite no routing instructions inscribed on the envelope by the sender, this letter did travel via Fort Lamy, taking 5 days in transit. Franking was again 3fr 90c in Cameroun stamps. It is back-stamped “Fort Lamy / A.E.F. 22 April 39” and “Paris VII/Rue Cler 27 April 39” evidencing carriage by a Trans-Sahara flight from Tchad.

The third cover (not illustrated) of the same franking, origin and destination left Fort Foureau on 17 May 39 via Fort Lamy (same day) and arrived in Paris on 20 May 39, just three days in transit. Fort Foureau (formerly the German Kamerun Station of Kuseri) is situated at the confluence of the Logone and Shari rivers on the bank opposite Fort Lamy, the capital of Tchad.

Fort Lamy was at that time (1939) served by the French airline, Regie Air Afrique and also the Belgian line, Sabena, both of which had been operating since 1935. The former flew Algiers - Gao - Niamey - Zinder - Fort Lamy - Bangui and Elisabethville; the return flight called at Fort Lamy on Saturday weekly and departed Sunday. From Algiers the connection to Paris was by Air France. Sabena flew from Brussels to the Belgian Congo over much the same route; its scheduled stops at Fort Lamy on the return leg were on Wednesdays, departing Thursdays. However, as far as can be ascertained from the flown covers so far noted emanating from Cameroun via Fort Lamy, only the French service was utilised for obvious reasons. No doubt exceptions are likely to be found!

What I had not expected to find, however, as subsequent research revealed, was that this routing of Northern Cameroun airmail, more particularly by Fort Foureau P.O., actually began with the introduction of the Alger-Congo service by Regie Air Afrique at the beginning of 1935. This was two years before the Aeromaritime service connected with Douala on the West Coast of Africa route. In an exchange of correspondence with fellow member Marty Bratzel, he kindly sent me a photocopy of a cover from Fort Foureau postmarked as early as 12 January 1935, addressed to Algiers and inscribed “Par Avion : Alger-Congo”. This is back-stamped Fort Lamy 12 Jan 35 and Alger 18 (16?) Jan 35. He also has another cover from Fort Foureau postmarked 2 October 1937 via Fort Lamy (2 Oct 37) to Paris (\* Oct 37) to confirm the 1935 initiative continued.

Given the very close proximity of Fort Foureau and Fort Lamy, it obviously would have been more expedient for airmail correspondence from this northern-most town in Cameroun to be dispatched via the international airport just across the border in Tchad, rather than first having to take the 800 or so overland

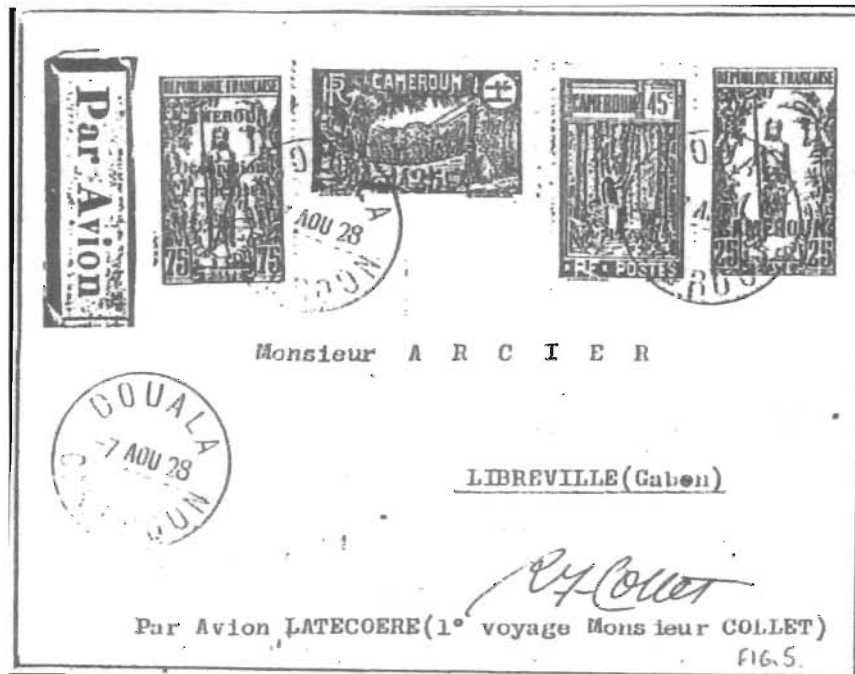


Fig 5 First Flight cover Douala — Libreville (Gabon) 7 August 1928 (prepared but not flown)

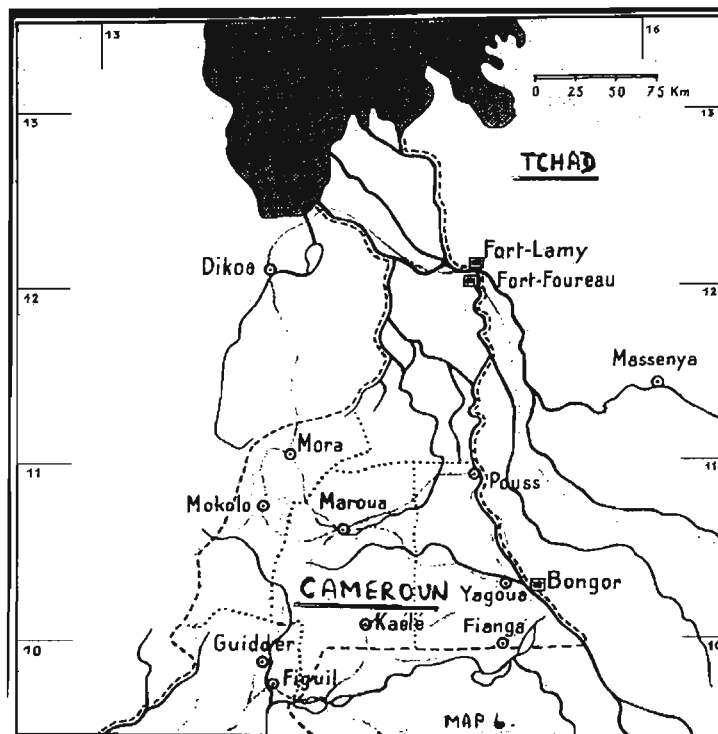


Figure 6: Map of the border area between Cameroun and Tchad

miles to Douala on the Atlantic coast. Whether this practice was initiated on an official basis by the Cameroun P&T Department or de facto by the Postmaster at Fort Foureau is unknown; the “Journal Officiel du Cameroun” is, apparently, not forthcoming about this. Perhaps Fort Foureau alone was given authorization. The matter remains one for further research.

Finally I conclude with a comment on a putative very first flight cover from Cameroun – namely that from Douala to Libreville, Gabon postmarked Douala 7 August 1928 (Fig 5). The cover is inscribed “Par avion Latecoere (1<sup>st</sup> Voyage – Monsieur Collet)”, but the flight did not, in fact, take place.

Two pilots of Latecoere, Henri Guillaumet and Robert Collet, had set out in two Breguet 14 aeroplanes from Dakar, Senegal to make survey flights of French West and Equatorial Africa. When they landed at Douala, Guillaumet wrecked his plane on the very bad airstrip. Whilst Collet had expected to continue on his own, he received orders to return to Dakar with his colleague as it was considered too risky for one person to fly alone over uncharted equatorial terrain. Though the Douala — Libreville flight was thus aborted, Collet had already prepared an unknown quantity of first flight covers and had signed a few of them (again number not known) as souvenirs, which have ultimately found their way onto the philatelic market.

My thanks to Bill Mitchell and Barbara Priddy for their kind input of information on the Trans-Sahara air service schedules and to Marty Bratzel for details of the early flight covers. No doubt a check of other collections of contemporary airmail covers from Cameroun post offices in the “Duck’s Beak” area such as Maroua, Mokolo, Mora and Yagoua would reveal more detailed information as to the usage of the air service via Fort Lamy (see map Fig. 6).



## Sierra Leone in Harrison Collection at the British Library

**Frank Walton**

On the way home from one of my weekly business trips to London, I annoyingly missed my hoped for train by two minutes. As my terminus in London is St Pancras, I decided to take the opportunity to kill the 58 minutes available to me by visiting the standing displays in the foyer at the British Library next door.

I have browsed the excellent Sierra Leone holdings in both the Tapling and Mosely collections on several occasions but I could not recall looking at the Harrison collection before. This is a major display of the engraving work of J.A.C. Harrison between 1922 and 1937, covering many countries. The material was given to the Library by H.W.P. Harrison in 1963. The following Sierra Leone proofs are on display:

Colour	Description	Manuscript Annotation
<b>George V Small Format Rice Field</b>		
Black	Completed frame & wording, with King’s portrait but no fields or value	11.9.31
Blue	Complete except no outer frame or value	17.9.31
Blue	Finished but with blank value tablet	19 Sep 31
Green	Finished but with blank value tablet	21/9/31 4 for colours 2
Brown	Finished but with blank value tablet	21/9/31 4 for colours 1
Purple	Finished but with blank value tablet	
Deep Blue	Finished but with blank value tablet	
<b>George VI Rice Harvesting</b>		
Black	Completed frame & scene with blank value	7870 17.12.37 Dup

All of these items are on off-white paper approximately 10 x 6 cm. The George VI item is very similar to the proof illustrated in my book on this issue (Ref. 1). I got so engrossed in looking at this beautiful material and making notes that I almost missed the next train as well!

### Reference

- Walton F.L., *Sierra Leone King George VI Definitive Stamps*, p13, WASC, Dronfield 2001

# Cameroun : Notes on the 1928 “Airmail”

Rob May

Several years ago Barbara Priddy and I found that we had in our collections identical airmail covers with Cameroun stamps, dated Douala 7 August 1928, pilot-signed by M. Collet, about which we knew very little. They are very similar to the cover illustrated by Bob Maddocks on page 95 of this Cameo.

A French source, Collot and Cornu (Ref. 1) tells a slightly different story of this aborted flight from Bob Maddocks' version. According to them the two Breguet 14 aircraft got as far as Lagos, flying around the coast from Dakar, when Collet destroyed his aircraft, F-AHEL, in a crash at Lagos on 9 July 1928. The other pilot, Henri Guillaumet, flew on to Douala on his own, with Collet reaching Douala later by boat. As there was no further aircraft available Guillaumet and his mechanic returned to France. Collet, trying to continue with just one aircraft and accompanied by Henriot, his mechanic, took off from Douala after three days delay due to rain, but force landed this aircraft back at Douala shortly after take-off.

As it was impossible to continue the flight Collet left by sea for the Congo, abandoning the second plane. This source also states that these covers are generally pilot-signed by Collet.

Has anyone seen any flown mail from Lagos to Douala, as this would be the first genuinely completed Cameroun airmail flight?

Proud (Ref. 2) also has further information about these flights in the form of a letter quoted below in full, sent to the Secretary of State for the Colonies (Proud does not say who sent it).

*“20 July 1928*

*Sir,*

*I have the honour to inform you that Monsieur R. J. Collet, Pilot Aviator and Inspector of the Compagnie General Aeropostale of Paris, who recently visited Lagos on a flight to survey the Dakar– Belgian Congo air route, has suggested the possibilities of an Air Mail Service from the West African Colonies to Dakar to connect with the existing Dakar Toulouse air service.*

*According to Monsieur Collet, if such a service were instituted, the journey from Lagos to London would take approximately four and a half days. It would thus appear feasible, assigning a maximum duration for the journey of five or six days, to obtain an acceleration of from eight to nine days over the mail steamer service.*

*I have no data (sic – should read ‘data’) available from which to calculate the rates which should be charged for such a mail service; these would of course depend on the extent to which the service was used.*

*I shall be glad, therefore, if the Secretary of General Post Office, London, may be required to furnish all the information at his disposal regarding the rates that should be charged, on the proposal in general and as to the status of the Company concerned*

*I am, sir  
Your Obedient Servant”*

Whilst couched in diplomatic language this is an enthusiastic letter. At the time it was written, before the Douala mishap and the abandonment of the trial flight, the writer would have known of the accident at Lagos, but fails to mention it! Collet had clearly done a good promotional job, and presumably did the same at Douala. In the event, it seems the UK authorities did not warm to the suggestions in this letter but from Bob's article it seems the Cameroun P&T Department were more positive about this routing.

It is also worth noting that the implied doubt about the status of Aeropostale proved to be well founded – it went into liquidation in 1933, and became absorbed into the new Air France.

## References

1. Collot G & Cornu A., *Lignes Africaines Histoire Aerophilatelique Tome I les Défricheurs 1911-1931*, p113, Editions Bernard Sinais, Paris, 1999
2. Proud E.B., *The Postal History of Nigeria*, p137, Proud Bailey, Heathfield 1995

# French Censorship in London during WWI

## “Commission Militaire de Controle Postal de Londres”

Graham Mark

In response to John Mayne’s article in *Cameo* (Ref 1) I offer the following notes which might assist understanding of the “CMCP Londres” - the French censorship in London during the First World War.

In the British official history of postal censorship during WWI, (Ref 2) at section 67, we read that at a conference in Paris during April 1916, a scheme was agreed whereby the British and French postal censors would co-operate so that the linguistic and other resources of the two organisations could be better utilised. Initially mails in the following categories, lifted from neutral ships when they called at British ports, were handed over by the British censors to their French colleagues for examination:

- (1) All mails to Switzerland
- (2) All mails from Switzerland
- (3) All mails to Spain, Portugal and Greece
- (4) All mails from Spain, Portugal and Greece

later in 1916, some additional mails were added to the list:

- (5) Mails to Austria—Hungary and Bulgaria
- (6) Part of the mails to and from South America

Categories 2, 4 and 6 were examined by a team of French censors in London, whereas the remainder was generally sent to Dieppe in France for censorship. Only parts of the South American mails (6) were passed to the French; this was simply to ease the pressure on the British examiners.

In John Mayne’s fig 1 he has said it travelled via Dahomey and possibly it was carried to France on a French mail-boat. If it had been loaded on an Elder-Dempster vessel it would have come to Britain and probably would have been passed to the French under the new arrangements.

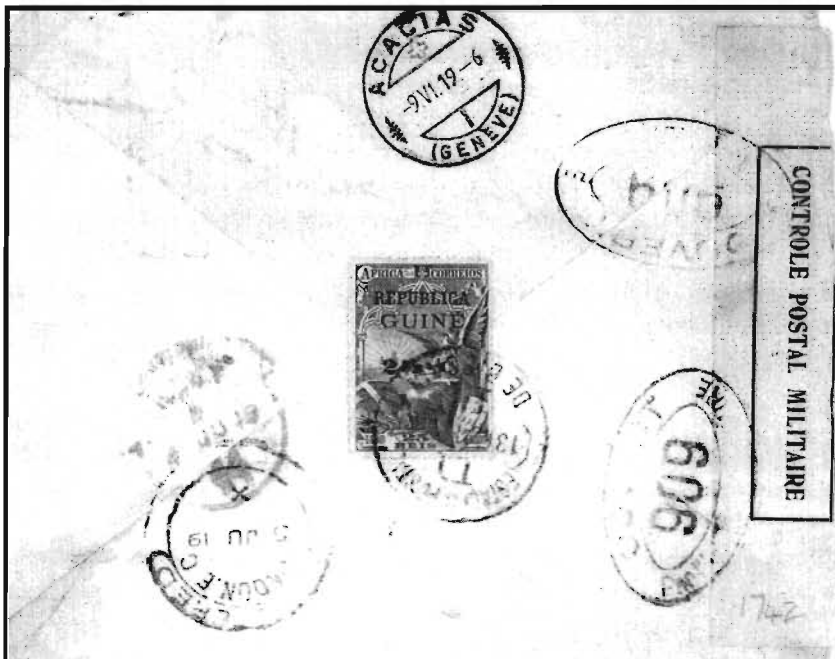
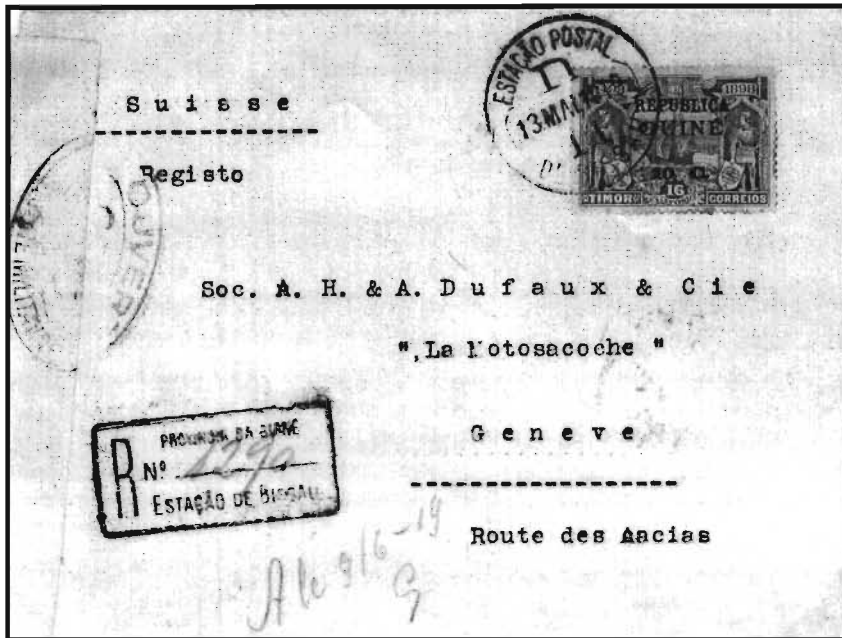
We know from the writings of Col. Raynaud (Ref 3) that the double oval hand-stamps numbered 900-925 were used in London, so fig 2 was definitely examined in London by the French although Farquharson stated that such mail would have been sent to Dieppe. Possibly the system changed slightly.

Fig 3 does seem to have been sent from London to Dieppe, where it was condemned, but that cover is of an earlier date. Is there a date-stamp indicating eventual release? If the item had been carried direct to France, it would be unlikely to have passed through Dieppe; Bordeaux or Marseilles would appear more likely.

Fig 4, with a censor’s (?) number 978 is interesting. Wolter (Ref 4) and Deloste (Ref 5) both allocate numbers up to 960, but neither author mentioned any censorship by the French in Togo. 951 to 960 were used at Port Said, but I have no indication as to when those numbers were used. Small batches of numbers higher than 960 could have been issued to colonial or occupied territories by March 1917 which would fit with this cover. Further information will need to be gathered.

I have a small number of items censored by the French CMCP in London, but only one with a West African interest — registered from Bissau 13 May 1919 to Geneva, as illustrated opposite. Censored by 909 in London, with London transit marks 4 and 5 June, and received at Geneva on 9 June 1919, this was examined during the last month of censorship in London.

Incidentally the French system of numbers for their censorship differed from the British. The British numbered their examiners individually and did not re-issue numbers when someone left the service; these numbers appeared on the closure labels from the end of September 1914. The French numbered their tables as well as their people. The “Ouvert” handstamps show the table numbers (Farquharson p271).



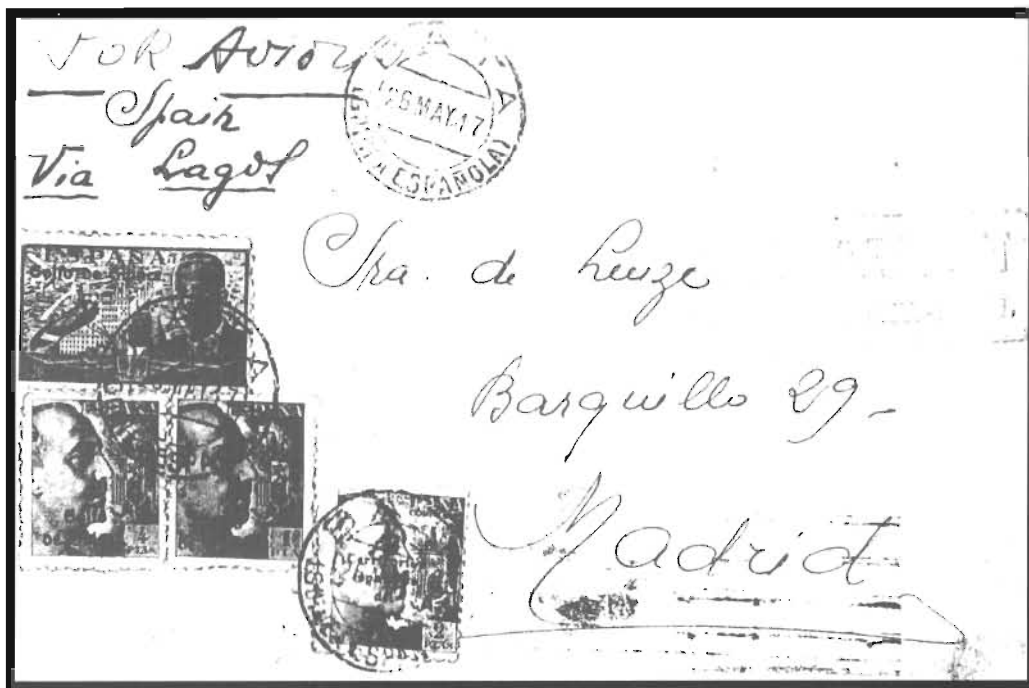
Registered cover from Bissau 13 May 1919 to Geneva, paid 12 ½c. Censored in London by the French team, using a French CPM label, tied by OUVERT hand-stamp 909. London transit marks 4 and 5 June. Received at Geneva 9 June 1919, taking 27 days in all.

#### References

1. Mayne J., "Togo – Censorship in the French Sector", *Cameo*, Volume 7 pp300-303, WASC, May 2003
2. Farquharson LtCol ASL: *Report on Postal Censorship during the Great War (1914-1919)*, War Office paper 63/2/661 (1920), PRO ref DEFE1/131, Postal Archives ref POST56/57.
3. Col. Raynaud, *Civil Censorship Study Group Bulletin*, Volume 15 pp35-40, CCSG.
4. Deloste C: *Histoire Postale et Militaire de la Guerre de 1914-1918*, (no date, no publisher shown)
5. Wolter KK: *Die Postzensur*, band I, pub 1965, Georg Amm, Munich

# Airmail Bata to Spain, via Lagos, 1947

Tony Simmonds



Front of cover

Airmail cachet  
enlarged and enhanced



Reverse of cover



I enclose a scanned copy of an envelope from Bata, Spanish Guinea to Madrid, dated 13 June 1947. It is marked at the top in manuscript "POR Avion / Spain / Via Lagos" and has a hand-stamp "POR AVION / VIA LAGOS AIR-MAIL". The sender is a Captain of the Colonial Police in Bata.

I have had this query put aside for quite a while now, and it is time I did something about it as it was given to me by an acquaintance at a local Federation meeting. As far as I can remember he enquired if this letter would have been flown on both legs, to and from Lagos, or would it have been transferred to Lagos by sea first? The hand-stamp has been reproduced separately and enhanced as it is very feint on the cover.

Any information about these arrangements would be much appreciated by myself and the owner of this item.

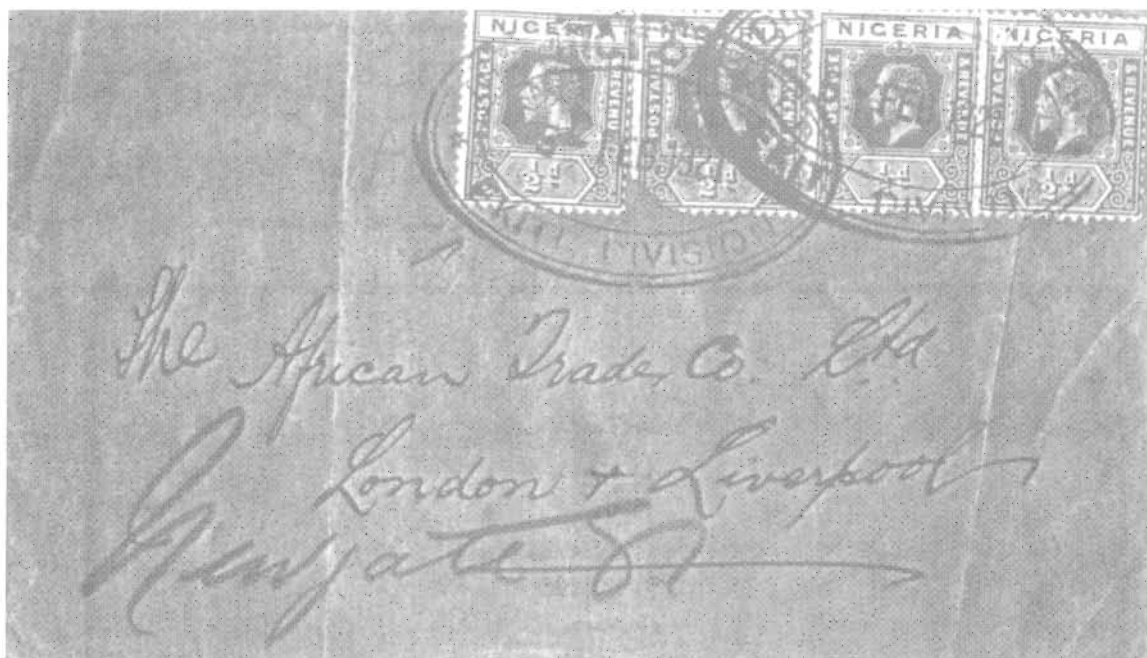
*Ed – This hand-stamp appears in Ian McQueen's book "Airmail Directional handstamps", published by the author, 2003 at page 195 of Volume 1. The enhancement may be misleading as Spanish Guinea type 1 is a version with "POR AVION" in outlined letters, whilst type 2 has filled letters. The feint version on the front of the cover as illustrated looks like the one with outlined letters. McQueen notes type 1 at Santa Isabel (Fernando Poo) and type 2 at Santa Isabel and Rio Benito, both in 1948. This cover extends both the date and the range of offices. Interestingly, there is also a "Via Douala" cachet recorded for 1950, showing why such Air Mail routing instructions may have been felt necessary at the time.*



## Nigeria "Ekiti Division" Hand-stamp

Malcolm Lacey and Rob May

Some months ago Malcolm Lacey showed me the cover illustrated below (a poor scan from brown paper), franked 2d using four KGV ½d values and addressed to the UK. The stamps are cancelled with a purple oval hand-stamp dated 5 Feb 1921, and there are no other postal markings.



Proud (Ref. 1) shows a hand-stamp very like this under Ado Ekiti, type D1, with identical date. His illustration shows the text in the top ellipse as "DISTRICT OF NIGER". I am sure the one illustrated reads "DISTRICT OFFICER". I suspect the Proud record is of this same cover, and that the Proud illustration is in error. I also suspect this is not a postal marking at all. It seems to me that a District officer, dispensing justice "up-country", has used his official seal to secure this letter whilst in the care of a runner to the nearest Post Office. The surprise to us is that there is no post office hand-stamp to record its receipt there.

### Reference

1. Proud E.B., *The Postal History of Nigeria*, p212, Proud Bailey, Heathfield 1995

# Communication in Sierra Leone in 1958

Frank Walton

The following information is reproduced directly from the Sierra Leone 1958 annual report (Ref. 1).

## RAILWAY

The main line of the Sierra Leone railway runs in an easterly direction from Freetown to Pendembu, a distance of 227½ miles. A branch line from Bauya Junction, 64¼ miles from Freetown, runs north-east to Makeni in the Northern Province for a distance of 83¾ miles. The railway is of 2 ft 6 in. gauge and was originally constructed as a development railway to open up trade in the hinterland. It follows a devious course throughout its length and this, combined with heavy gradients and river crossings, is responsible for its exceptionally high operating costs.

Much of the permanent way was between 40 and 50 years old and was in need of complete renewal. 180 miles of new 35 lb and 40 lb plain track material was ordered between 1951 and 1957 and approximately 133 miles had been relaid up to the end of 1958.

During the year the implementation of a plan of dieselisation began with the delivery of 8 main line diesel hydraulic locomotives for passenger train working. Complete dieselisation and conversion of Garratt locomotives from coal to oil burning is the eventual aim and a further 8 diesel hydraulic locomotives will be delivered in the first half of 1959, to be followed by 8 main line and 5 diesel shunting locomotives.

During 1958 the railway carried approximately 110,000 tons of paying traffic compared with 127,282 tons in 1957. The ton mileage of goods traffic was approximately 17,000,000 compared with 20,028,105 tons in the previous year and goods revenue amounted to £353,378 against £402,544 in 1957.

The number of passenger journeys was 1,596,332 compared with 1,438,313 in 1957 and the passenger miles 42,302,551 as against 43,397,858.

Gross receipts were £1,103,130, a decrease of £42,760 from the previous year, and gross expenditure, including expenditure on capital and non-recurrent works, amounted to £1,810,000, compared with £1,257,709 railway and £375,263 port in 1957. The percentage of working expenditure to gross receipts was 156.83 as against 132.51 in 1957.

A private railway, owned by Sierra Leone Development Company Limited, runs from Pepel to Marampa, a distance of 57½ miles. It is of 3 ft 6 in. gauge and carries all the iron ore mined by the Company; it is not available for use by the public.

## AIR

Freetown Airport, Lungi, is the international customs airport of the territory. It is sited on the northern bank of the Sierra Leone River opposite to Freetown and access to the capital is by launch and bus. The airport is available for use in daylight hours during which period air traffic control services are provided. Night facilities are available on request. Meteorological and aeronautical fixed telecommunication services are maintained continuously. Long range HF R/T on 8,820 and 6,642 Kc/s is provided for aircraft.

The reconstructed runway provides for 6,500 feet length and 150 feet width to International Civil Aviation Organisation category C5.

Work on the extensions and reconstruction of the aircraft parking apron continued and it is anticipated that the apron will be completed by the end of 1959, with a hydrant fuelling system.

Aerial and ground surveys of the non-customs aerodromes in the territory were carried out and work put in hand to effect the necessary improvements before the inauguration of the Government internal air service with Rapide aircraft on 30th January 1958. The aerodromes concerned were Hastings, Bo, Kenema, Daru, Port Loko and Magburaka. Yengema and Tongo landing strips continued to be maintained and used by the Beaver aircraft of the Sierra Leone Selection Trust and the Diamond Corporation of Sierra Leone.

Aerial photographic surveys of the territory for mapping purposes were carried out at the beginning of the year and a similar survey contract was begun at the end of the year, with both aircraft and personnel based temporarily at Freetown Airport.

Pilgrims' flights to Mecca were operated by Sabena using DC4 aircraft from Freetown. There were two flights in each direction, each carrying 66 passengers.

Scheduled aircraft services were operated during the year from Freetown Airport as follows:  
*Sierra Leone Airways*. Rapide aircraft provided regular passenger and mail services to Bo, Kenema, Daru, Magburaka and Port Loko from Hastings Aerodrome, 16 miles from the centre of Freetown. This Government airline is operated by W.A.A.C. (Nigeria) Limited under contract on behalf of the Sierra Leone Government.

*West African Airways Corporation*. D.C.3 aircraft. Lagos / Accra / Abidjan / Robertsfield / Freetown / Bathurst / Dakar, twice weekly in each direction. Lagos / Accra / Abidjan / Robertsfield / Freetown, once weekly in each direction. These services provided connections from Dakar to Europe and connections at Robertsfield and Accra by various airlines. On 1st October 1958, W.A.A.C. was dissolved, and from that date W.A.A.C. (Nigeria) Ltd. and Ghana Airways each provided a service up the coast once a week.

*Air France*. D.C.3 aircraft. Conakry / Freetown / Robertsfield and/or Monrovia, two or three times weekly in each direction. These services are connected at Conakry with Super Constellations to Europe.

*Hunting-Clan and Airwork "Safari"*. Viking aircraft. These two airlines operated alternately a weekly service between the United Kingdom and Ghana via Tangier, Bathurst and Freetown.

*Union Aeromaritime de Transport (U.A.T.)*. Heron aircraft. Conakry / Freetown twice weekly in each direction, provided connections with D.C.6 B aircraft to Paris (Le Bourget) and Beirut.

Details of aircraft movements, and of passengers and freight handled at Freetown Airport for the year 1958 are as follows:

(a) *Aircraft Movements*

Scheduled Services	1,730
Non-Scheduled Services	355
Private Aircraft	698
R.A.F. and other Military	32
Test Flights, Training, Delivery and Survey Flights	<u>129</u>
	2,944

(b) *Passengers Handled on Scheduled Services*

Embarking	6,073
Disembarking	5,908
Transit	<u>4,365</u>
	16,346

(c) *Freight*

Loaded	9,569 kg
Unloaded	43,061 kg
Transit	<u>29,589 kg</u>
	82,219 kg

## POSTAL SERVICES

Air mail services to and from the United Kingdom and Europe were exchanged four times weekly via Dakar. Regular fortnightly mailboat sailings to and from Liverpool were maintained, and also to and from London every four weeks. Direct air and sea mails were exchanged with British and other West African territories, the U.S.A., South Africa and European countries. Internal air, rail, road, river and carrier mail services were satisfactorily maintained and extended to serve new postal agencies. An internal air mail service, conveying all first class mail without surcharge, was introduced with effect from 1st September 1958. One hundred and sixteen post offices and postal agencies were open for business at the end of the year.

### Reference

1. Sierra Leone: Report for the Year 1958, pp87-91, HMSO, London 1960

# “The Train for Bo...”

Via Bob Maddocks

Readers may recall an item in *Cameo* by Alan Peachey (Ref. 1) that revealed there were still relics of the Sierra Leone Government Railway to be found in the old workshops at Cline Town. Following the latest “peace” in Sierra Leone the *Daily Telegraph* published a news report on a reporter’s visit to the workshops during summer 2003 (Ref 2). The reporter found the relics in much the same state as reported by Alan Peachey three years earlier, but the yard outside “had become home to thousands of penniless refugees, living under plastic sheets in hovels overwhelmed by seasonal rain”. The interviewee, a 69 year old named Mohammed Bangura (a man with 30 years service on the railway), obviously cares about these relics and is doing what he can to protect them.

Entertainingly, the article then flushed out three responses from “old coasters” to the *Daily Telegraph* giving various words for the song “The train for Bo”.

Sir,

Your report on the demise of the Royal train in Sierra Leone brings back memories of the song sung by children in Freetown, to the tune of “She’ll be coming round the mountain”.

The words were as follows:

*The train for Bo, he no agree for go,*

*The train for Bo, he no agree for go,*

*The train for Bo, he tire,*

*Because he got no fire.,*

*The train for Bo, he no agree for go,*

Longer serving colonialists can no doubt supply further verses.

Mark Havery

Newcastle-upon-Tyne

I would like to amend Mark Havery’s version of the song;

*The train for Bo, he no agree for go,*

*The train for Bo, he no agree for go,*

*The engine man dun tire,*

*The engine no catch fire.,*

*The train for Bo, he no agree for go,*

Marian Webb

Arundel, W. Sussex

Sir,

As I recall it, the song went:

*Dem train for Bo, he no fit go,*

*De engine he done tire*

*For lack o’ plenty fire,*

*Fire, fire, fire day com,*

*Fire, fire, fire day com.*

Back in the 1950’s the Bo train actually did run out of fire – or more accurately, coal. The ship I was serving on had to bring 3000 tons from America to get it going again.

Christopher Seaton

Sidmouth, Devon

## References

1. Peachey A N, “Sierra Leone Railways“, *Cameo*, Volume 7 p216-8, WASC, July 2002
2. Butcher T, “Royal Train’s Sad Decline Reflects Decay of a Nation“, *Daily Telegraph*, 23 August 2003



## Nigeria KGVI flaw on 1d SG 50

Murray Payne’s excellent magazine “Sixth Sense” reports new flaws on KGVI Commonwealth stamps in almost every issue. In the December 2003 edition this flaw large line across the King’s cheek and neck on Nigeria SG50 (CW2) 1d carmine was illustrated and placed at R10/9. For such a large flaw to go previously unreported seems to imply that it is a one-off: unless any member can find another?



# Further Thoughts on a Campaign Cover from a Member of the French Contingent in Cameroons

Bob Maddocks

Illustrated below (fig 1) is a stampless WWI Cameroons cover which was first shown in my book on the postal arrangements of the Anglo-French Cameroons Expeditionary Force (Ref 1, page vii) It originated from a member of the French Contingent in Allied Occupied Kamerun in early 1915 addressed to Neuilly, France where it was backstamped on 20th March 1915. The sender's name is not given but according to the official seal struck on the reverse of the cover he was serving with the Senegalese Infantry Regiment. On the top left of the address side he had written "Via Lagos — Liverpool/Corps exp. fr. ang. du Cameroun / W. African expeditionary force." At top right the French large circular and undated military cachet "Tresor et Poste aux Armees" was struck by way of free franking.



Of particular note, however, is what I took to be at the time the likely signature of one "H. Rebut", which appears in different handwriting between the above mentioned superscription and the addressee's name and address. It seemed to me that this had likely been added by a responsible military officer to validate the sender's entitlement to free franking in accordance with the practice laid down in the C.E.F.'s General Routine Orders (Ref 1, pages 54/55). But, as I have since noted from other of their mailings, members of

the French Contingent for whatever reason did not follow that practice. Hence my conjecture as to the signature itself came to be questioned by an interested correspondent. He kindly suggested that, as an alternative, this was an annotation meaning, in translation and with likely reference to the “TPA” cachet, that it was discarded/not in working order, i.e. literally on the scrap heap.

To me this interpretation did not ring true since the cachet is seen used throughout 1915 and in subsequent years. Nonetheless I was duly motivated to further research the matter and do now agree that “H. Rebut” is not a signature but a postal annotation. Recourse to several French-English dictionaries added other meanings to “Rebut”, namely “out of order/unauthorised/scum”, etc and also in current French Canadian parlance, simply, “litter”. More appropriately, in the case here in question, one older publication gave it to mean “dead or returned letter” — a postal context found at last!

On enlarging the annotation on the cover (fig 2) it is seen that this in fact reads “N° Rebut”, i.e. “Numero Rebut” and thus from its positioning it clearly refers to the number 122 given in the address. Apparently no house of this number was found for postal delivery purposes (perhaps a war casualty?) and the letter was thus treated as a dead letter. The cover though, provides no indication that it was ever returned to sender. (*Ed – or could it be that 122 has been written twice and the postman noted that there was not a flat 122 in building 122?*)

Of further and final interest is the sender’s prescribed routing of this letter to France via Lagos and Liverpool and the lack of evidence by way of transit back-stamps that it and other French mail actually travelled via the United Kingdom. In this respect, given some voiced doubts, I can only quote from a situation report dated 18 August 1915 covering British activity at Duala from Colonel Mayer, the officer commanding the French Contingent then based at Edea. It was addressed to the Minister of the Colonies in Dakar, Senegal where he (Mayer) had previously been stationed. The relevant section reads in translation as follows:

“Post, Telegraph, Telephones

The captain in command of the Depot des Isoles of Duala assisted by a telegraph soldier employed by the postal service, who has recently arrived, is in charge of the French post. His service is limited to the direct receipt and despatch of French mail on French steamers and through the intermediary of the British post, the receipt and despatch of sacks of French mail conveyed on British ships. (Emphasis made by Mayer himself — RJM). He neither carries out franking nor handles registered or recorded-delivery items, and only the British postal service keeps and sells stamps (surcharged German stamps of Kamerun). He does not issue postal orders, which are within the remit of the French Paymaster. Postal revenues are therefore in the hands of the British, no doubt with a view to subsequent distribution which escapes French control.”

Mayer seemingly ignored the fact that although the British had set up and were operating the C.E.F. Post Office in Duala it was to service the French Contingent as well as the British. As he admitted elsewhere, the French did not have the necessary administrative expertise and personnel. Moreover the postal revenues collected by the British were most certainly fully taken into the published official accounts of the Allied Civil Administration of the Cameroons (Ref 1, p.106). French warships patrolling Cameroon offshore waters — land-based naval activity was entirely British — may well have been used on occasion as expedient to carry the early mails to and from (say) Dakar, Senegal to connect with French merchant vessels there; similarly mails on regular sailings of British ships may have transhipped at Lagos for the same connection. However, French steamers on the French Congo service are not believed to have started making scheduled calls at Suellaba (for Duala) until mid-1915, shortly before Mayer made his report.

#### Reference

I.Maddocks R.J., *The Postal Arrangements of the Anglo-French Cameroons Expeditionary Force 1914-1916*, Author, Oswestry 1996

# Sierra Leone: Payment of Advice of Receipt Fee

Frank Walton

Following a conversation with Jeremy Martin, I started looking a little more closely at some Advice of Receipt (AR) covers that I had in my collection. Including some from Jeremy, a total of six were examined:

Date	From	To	Paid	Rate	Notes
14 Jan 1932	Freetown	UK	6d	3d surface + 3d registration	
15 Oct 1941	Freetown	UK	6d	3d surface + 3d registration	
22 May 1945	Freetown	UK	1s 6d	1s 3d airmail + 3d registration	
30 Jan 1947	Freetown	Nigeria	1s 6d	1s 3d airmail + 3d registration	Red and blue crosses
18 Apr 1948	Kailahun	UK	1s 3d	1s airmail + 3d registration	Manuscript AR
26 Aug 1955	Freetown	USA	2s 4d	2s airmail + 4d registration	

The startling fact that jumps out from these examples is that no fee appears to have been charged. The official records are sketchy but every documented rates sheet I have seen suggests that AR fee was 2½d until 1920 and 3d thereafter.

Both myself and Jeremy thought that it was possible that the AR fee was waived for registered mail, but Rob May helpfully intervened with his editorial pen and asked whether any of the covers "had holes in them". An investigation followed, and much to our surprise five out of the six items did indeed have a pair of pin holes, usually in the top left corner of the front.

Rob explained that, as far as he is aware, the normal practice for AR was to affix adhesives covering the value of the fee to a separate card which was then pinned to the original letter. Presumably this was detached by the post office when the item was delivered and then returned to the originator. None of us has ever seen such an Advice of Receipt return mailing; so can anyone offer one to illustrate? Any further information on this subject would be most welcomed.

The fact that it is Jeremy Martin, myself and Rob May involved in this item led me to muse over what the collective noun for a group of editors? Any ideas? (*Ed - a compilation? Or maybe a paste!*)



## Nigeria - Temporary and Re-allocated Registration Labels

Bob Maddocks

Illustrated overleaf (Fig 1) are two registered covers to England from Buea, Cameroons (21 Oct 1946) and Burutu, Nigeria (18 Dec 1954) respectively. They each bear the usual perforated blue registration labels from coils, with the large letter 'R' and a serial number printed thereon, but without any postal location. Accordingly the name of the post office has had to be added at the time of posting; by hand-stamp for Buea and in manuscript for Burutu.

Each has the apparent reference "Pmrs 403" in the top of the box, so what does this indicate and were such labels intended for specific usage? Most blank registration labels do not have this code - the coded ones are seldom seen. "Pmrs" is probably an abbreviation for "Postmaster's" and "403" may well be just a postal stationery stock reference for re-ordering.

As to a possible specific usage? Perhaps such labels were originally not intended for routine counter use but primarily in the back office by the Postmaster himself for official returns and maybe registration of mail posted out of course by the general public. However, this last is not borne out by various "P.O.C." notated covers so far seen (Ref 1). A more obvious conclusion is that these labels were intended to be held in stock



Figure 1



Figure 2

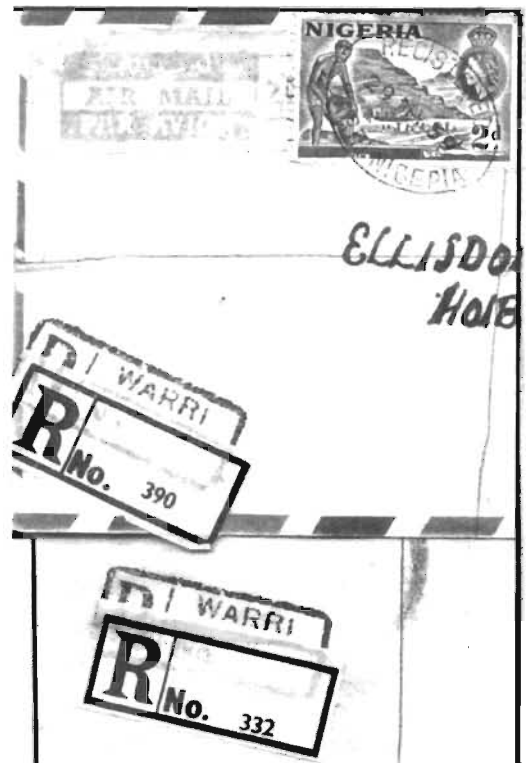


Figure 3

for temporary / emergency use when labels pre-printed with the office location had run out (Fig. 2). They would also be available to stock low-throughput postal agencies and newly– opened postal facilities, which were yet to be supplied with their pre-printed labels. But then it was also not uncommon to relocate labels with a printed office identity to other locations, giving rise to labels with one office name struck out and another hand-stamped or written in by hand (Fig. 3).

Any clarification of the Rules and Regulations for these labels would be welcome. Or did offices just “make do” as the occasion arose? Any other comments on “Pmrs 403” would be welcomed.

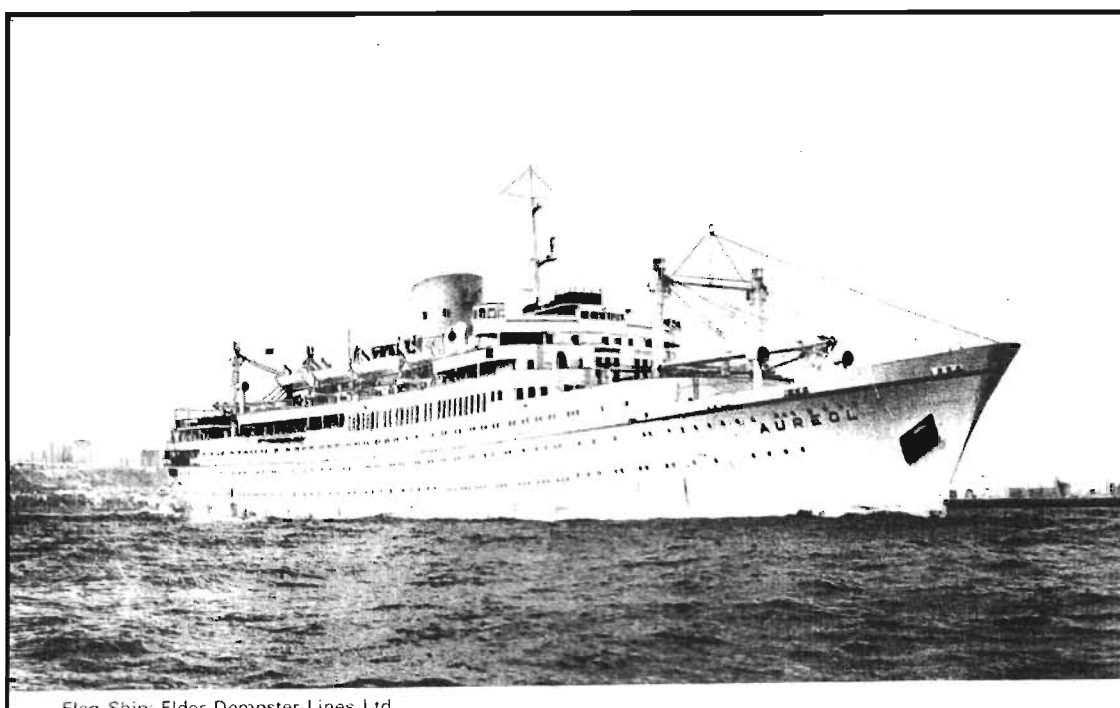
#### Reference

1. Maddocks R J, “P.O.C – Another Manuscript Postal Marking on Nigerian Mail”, *Cameo*, Volume 5 p115 WASC, January 1996

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## R.M.M.V. “Aureol”

Jeremy Martin



Colonial reports always make interesting reading and that for Nigeria, 1951 is no exception. It gives details of Elder Dempster Lines’ latest ship.

“In November 1951, the RMMV ‘Auriol’ (sic), a new 15,000 ton liner of Elder Dempster Lines Limited, made her maiden voyage to Lagos. With this reinforcement to their fleet, Elder Dempster Lines now maintain a regular fortnightly ocean mail service between Lagos, Takoradi, Freetown, Las Palmas and Liverpool. The voyage between Lagos and Liverpool takes 13 days. They also have a small passenger vessel operating between Lagos and Cape Town, and frequent cargo and intermediate services connecting Nigeria with Canada, the United States, the United Kingdom and Europe. Three United States shipping lines maintain regular connections between Nigeria, the Belgian Congo, Loanda and the USA; French and Dutch firms also provide cargo passenger services. The United Africa Company and John Holt and Company have regular intermediate freighters trading between the United Kingdom and Europe and West African ports. Elders & Fyffes Limited operate a service of ships fitted for carrying bananas between Tiko and Liverpool; the journey takes 11 days.

Government vessels maintained a weekly sailing between Lagos and Port Harcourt, fortnightly sailings connecting Lagos with Calabar and Victoria, and various services in the Niger creeks. Regular coastal services are also operated by Elder Dempster Lines and the United Africa Company.”

The ship’s name should have been spelt “Aureol”. I will now be looking for first voyage covers.

# Location of Nigerian Censors during WWII

Tony Plumbe

A contribution in a recent issue of *Cameo* (Ref. 1) has raised the question as to where censors might have been located and in particular the location of censor number 21. Based upon having examined a substantial number of Nigerian censored covers over the past 30 years and my own collection, the following deductions may be reached.

A number of Civilian Type 1 and Type 6 censor cachets were located at towns and cities other than Lagos although the majority were located in Lagos. With a reasonable degree of certainty it is likely that the locations were as listed below. Where too few examples have been seen, a question mark (?) precedes the possible location, or the range of locations are given at which different covers indicate the censor cachet could have been applied.

Type 1 Nos.	Location
10	Lagos
11	Lagos (usually on politically sensitive covers)
12	Lagos
13	Kaduna
14	Port Harcourt
15	Zaria
16	?Burutu?Sapele?Warri?Lagos
17	Maiduguri
18	?Yola
19	Victoria(Cameroons)
20	Calabar
21	Kano
22	?
23	?Ibadan?Jos?Lagos
24	Enugu
25	?Enugu
26	Not seen
27	Lagos
28	Not seen
29	?Lagos?Zaria
30	Lagos
Type 6 Nos.	Location
14	Port Harcourt
20	Calabar
21	Kano

All Type 5 and 7 censor cachets seen so far were used in Lagos. It appears that Types 1 and 6 were the only types of censor cachets distributed outside Lagos. For quite a few censor numbers too few examples are known with clearly associated postmarks to conclude as to where they were used, but Lagos is usually the prime candidate. The evidence to hand suggests that sub-types of particular Type 1 censor numbers were all used at the same location. Only one censor cachet number is associated with each particular location outside Lagos. Of the censor types and numbers that we are fairly certain as to their locations, all but the use of Type 1 No.13 at Kaduna, Type 1 No.15 at Zaria, and Type 1 No.24 at Enugu are associated with locations that had direct overseas air or sea or land connections. The most common censor cachets are Type 1 numbers 12, 13 and 14: these are associated respectively with Lagos, Kaduna and Port Harcourt.

It appears that after an initial fairly widespread distribution of Type 1 censor cachets, most ‘up-country’ censor operations were shut down with only Type 6 censor cachets continuing at Calabar, Kano and Port Harcourt The Type 1 censor cachet continued in use throughout at Victoria.

Turning to the Military censors, it is usually only the Army Type A1300/A1301/A1302/A1303/A1304 Unit Censor cachet that can be associated with a postmark indicating its likely place of censorship. As all covers with this type of censor cachet are scarce, often only very small numbers have been seen. The number of covers recorded as seen with particular associated postmarks are given in brackets after each location below. Those censor cachet numbers so far identifiable are:

Type A1300 -1304 Nos.	Location
2	Lagos(1)
3	Kaduna(1)
9	Lagos (4)
10	Victoria (2, more exist)
11a	Lagos (4 + one in combination with No.14 + one in combination with No.17) (11a is the smaller lettering version)
11b	Lagos (2) (11b is the larger lettering type)
13	Enugu(1)
14	Enugu or Port Harcourt (1), Enugu or Lagos (5), Lagos (2)
15	Maiduguri or Kano (1)
16	Sokoto (1), Calabar (2), Lagos (1)
17	Lagos (1 in combination with No. 11a), Ibadan (1 in combination with civilian Type 1 No.27)
18	Lagos (1) ?Bukuru (1)
19	Lagos (1)
22	Kaduna (1)
27	Port Harcourt (2, one in combination with civilian Type 2)
28	Lagos (1)
30	Kano or Lagos (1)
32	Kaduna (1)

Reference

1. Richards P. and May, R., “Nigeria – Censor 21 at Kano”, *Cameo*, Volume 7 p248, WASC, January 2003



## Nigerian National Savings Stamp Misused Postally

**Bob Maddocks**

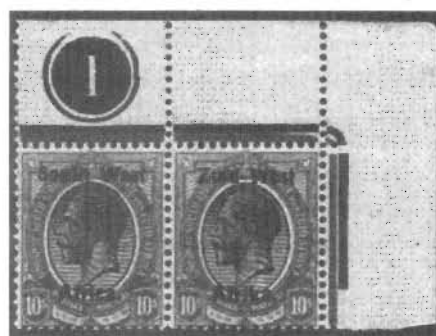
This illustration shows a 1961 1/3d postage stamp tied together on piece with a 1/- National Savings stamp by Aba date-stamp of 27 Dec 1962. The combined rate of 2/3 could represent an airmailing of 1/9d, say to USA, plus registration fee of 6d. Whilst National Savings stamps were not, quite obviously, intended for use in the pre-payment of postage, such use was not proscribed in the Nigerian Post Office Guide of the time.



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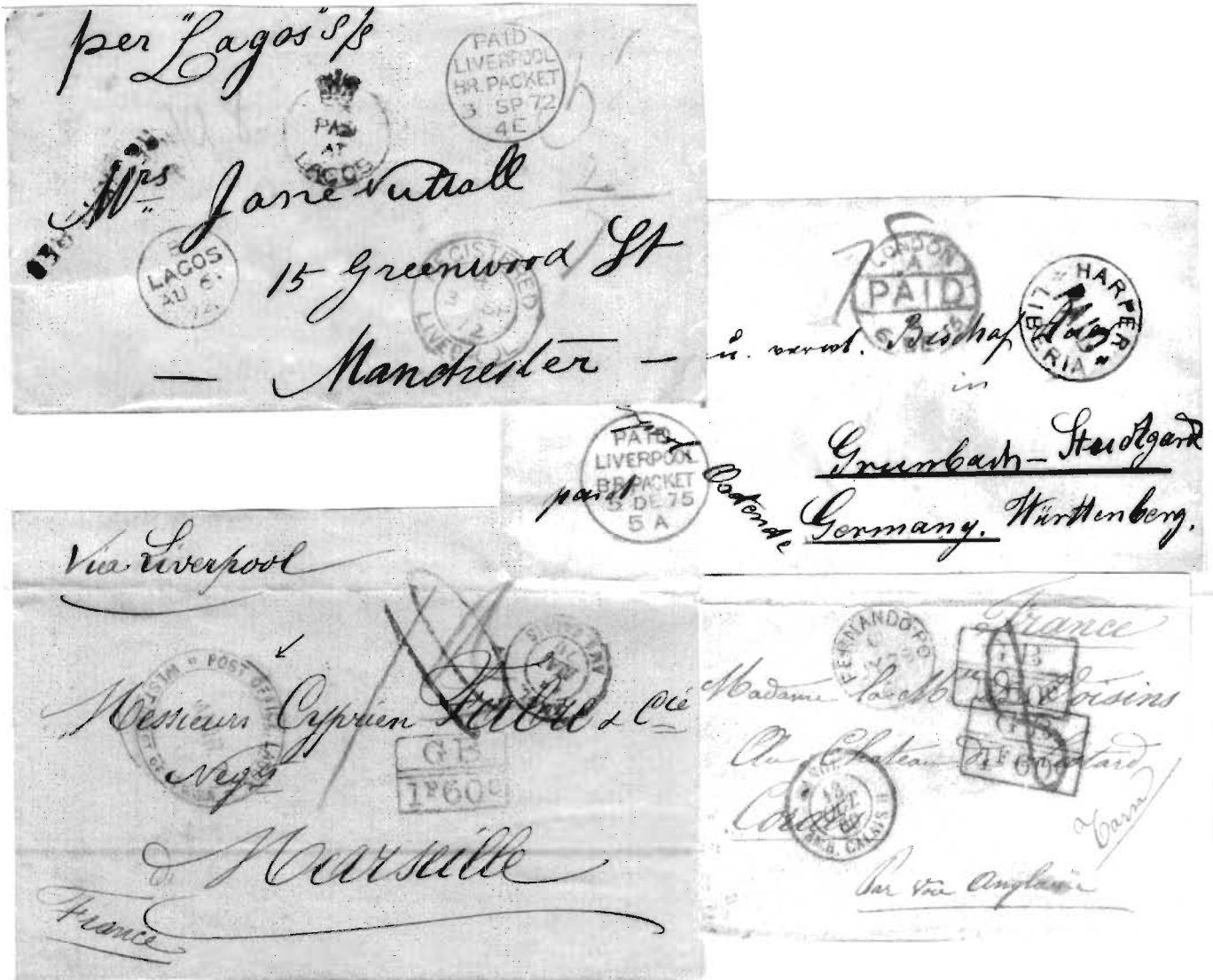
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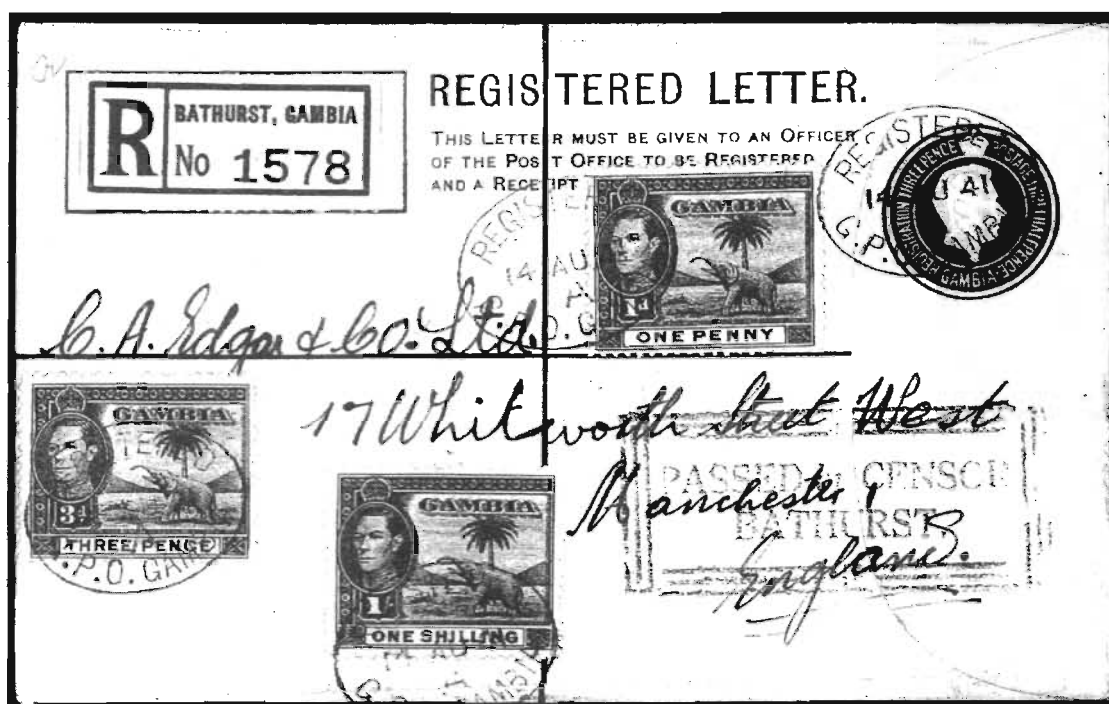
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