

CAMEO



The Journal of the West Africa Study Circle



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West Africa Study Circle

President : Peter Duggan

Joint CAMEO Editors

Barry Burns (South Atlantic Edition)
20 Tanton Rd., Stokesley
MIDDLESBROUGH TS9 5HP
☎ 01642 710636
bmburns@20tanton.freemove.co.uk

Robert May
Longdown Farm Cottage, Cadsden
PRINCES RISBOROUGH
HP27 0NF, UK
☎ Home 01844 344336
☎ Office 01844 262031
robmay@freenet.co.uk

Hon. Secretary

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

Hon. Treasurer

Ian Anderson, 57 Manse Rd.,
EDINBURGH EH12 7SR
☎ 0131 334 7866
ghanastampman@aol.com

Hon. Membership Secretary

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

Hon. Auctioneer

John Smith, 52 Eastway
GREASBY, Wirral CH49 2NT
☎ 01516 786201
stamps.johnsmith@btinternet.com

Hon. Advertising Manager

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

Hon. Librarian

Oliver Andrew, 52 Valley Drive
BRIGHTON, W. Sussex
BN1 5FA
☎ 01273 564908

North American Representative

Peter Newroth, 33-520 Marssett Place
VICTORIA BC, V8Z 7J1, Canada
pnew@shaw.ca

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Editorial

Welcome to the first Cameo of 2005, with the usual wide range of contributions. This is the end of volume 8—index to follow with the next issue. I am particularly pleased that contributions from our non-Anglophone members are increasing, with items this time from two German contributors and one Japanese.

I am also very pleased to publish a note from Marty Bratzel as the Cameroons Study Editor setting out a range of target areas which are ripe for further study, urging collaboration between WASC members and members of other study circles with overlapping interests. Tony Plumbe has just taken on the mantle of Study Editor for Nigeria since 1913, an enormous field for study, and he has also started by identifying a range of topics which are already being studied by members, or where little has so far been researched or published, and has circulated a note to relevant members. I am happy to offer space in Cameo to any other Study editors to update members of work in progress and gaps in our combined knowledge.

Members may wonder whether the content of Cameo reflects any editorial bias. Certainly there is less Sierra Leone material than when Frank Walton was editor but, apart from the deliberate policy to have an Atlantic issue each Autumn, the content reflects quite accurately what is sent for publication. It is possible the editors will tend to generate more material in their own areas of interest because they are always in touch with their like-minded members. On the other hand I can confirm that I have used 80% of what has been sent to me since the June 2004 issue—and mainly held back yet more material on the French Airmail routes and on Togo. So the paucity of articles on Gambia and Gold Coast is simply due to lack of new material reaching me as a result of research activity or authorship in those previously well-ploughed fields. I wonder whether members are put off by the excellence of the books published by WASC and RPSL on each of the former British territories in West Africa in the last 15 years?

If so, please do not be reticent; short items are always welcome for Cameo, but even more welcome would be some major articles, up to say 16 pages, collating and revising material that may have appeared piecemeal in Cameo and other journals.

Since 2001 Cameo has been a required deposit publication for the UK copyright libraries, recognising the quality of the contributions to it. For the last four years Barry Burns and I have been improving the style, print quality and IT back-up to match this standard and we now feel we have reached an optimum point, beyond which costs would escalate for little extra benefit. We hope you agree.

Our next step is to review the advertising rates, last changed exactly 15 years ago! So, it is more vital than ever to ensure that any leads advertisers get from our journal are acknowledged. Please remember to tell dealers when you have bought from them as a result of advertising in Cameo.

Rob May



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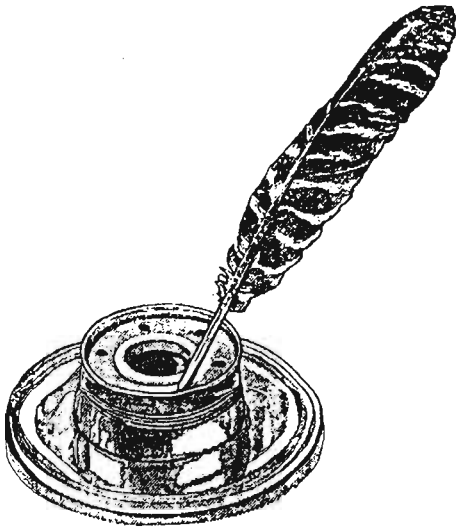
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Access to the internet? Then please try visiting the re-launched

West Africa Study Circle Web Site at :

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

Webmaster is Ray Harris; contact harris6@which.net



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.

The joint editors' addresses are listed on the front page of all Cameo issues.

Rob May

☰ Niger Coast Surcharged Provisionals and Bisects — Request for Help

Dear Rob,

I am conducting a thorough investigation and update of the previously published data on these issues of the 1893-94 period. This is partly following the interest created a while ago by the publication of Jack Ince's and my book *The Postal Services of the British Nigeria Region* and partly because of discussions I have been having with the RPSL and BPA Expert Committees. So far I have examined the RPSL Expert Committee records, the BPA records and all the sales catalogues in the RPSL Library.

From these photographic records I have been able to identify 3,330 individual stamps, including 103 covers and large fronts. Some of these stamps have occurred several times. I am trying to trace more of the certified items and to add any stamps that I may not have seen.

I would greatly appreciate the opportunity to correspond in strictest confidence with any members who have some of this material, however large or small their holdings may be.

John Sacher
London

☰ AR - Advice of Receipt

Dear Rob,

I will be grateful if you can put a brief note in Cameo in connection with my review of the AR book by David Handelman in the October issue (Cameo Vol 8 No 4 p191). He can now be contacted by e-mail at rochelle2@sympatico.ca or, if using snail-mail, at his private address—287, Second Avenue, Ottawa, Ont K1S 2H8, Canada.

Bill Mitchell
London

☰ Neville Jones Nigerias

Dear Rob,

I was appalled at the inadequate, or uninformed, or cost-controlled lotting of some items in this sale, having spent many happy hours over the years at Neville's dining room table discussing the items in his collection. The shortcomings in the outcome confirm my own unhappy experience.

My advice to others is to dispose of the bulk of their collections while they are still in a position to comment on any draft catalogue, or to effect sale by treaty.

My congratulations to Tony Plumbe on assuming the role of study editor for Nigeria post 1913 (surely not post 1914?). I firmly endorse his encouragement of interim piecemeal (bite-size) studies in Cameo. It took me years of prodding to persuade Neville to publish his drafts as a study: it was always "on-going".

All good wishes

Jack Ince
Stirling, Canada

Ed—I entirely endorse Jack's concerns about the way deceased estates can be mishandled. Another good solution is to nominate an "expert executor" in your will, whose role is to act alongside the family executor/s to maximise the value of specialist assets like these. A good starting point would be to contact WASC member, Mike Roberts.

Front Cover

**Essikuma, Gold Coast type 16
postmark dated 28 Dec 1925:
not listed by Mackin.
See page 289**



"Insufficiently prepaid for transmission by air" - Nigeria & Cameroons hand-stamps

Dear Rob,

Vis-à-vis your article in Cameo May 2003 and Marty Bratzel's rejoinder in the January 2004 issue, I would like to add the criteria for non-transmission by air of designated airmail which has not been sufficiently franked.

According to the Post office Guide, where a letter for transmission by air bears 75% of its correct prepaid rate, it is forwarded by air and charged on delivery with double the deficiency. Where less than 75% is affixed then the letter is forwarded by surface route. It follows therefore that the hand-stamp was not in restrictive use.

Regarding your request for a list of post offices despatching international air mails, to the best of my knowledge and belief at least up to 1960, Jos and Port Harcourt were not international airports, nor was Tiko. These airports were, as with other major cities in Nigeria, served by the national carrier W.A.A.C. / Nigeria Airways. For a short time after unification with Cameroun, Tiko in West Cameroun was technically "international" through its continued air link with Nigeria until Douala took over.

By way of interest I enclose a photocopy of a UK to Kumba airmail cover franked 6d and postmarked London 8 April 1963. The "Via Airmail" has been cancelled in red with a boxed cachet "Insufficiently Prepaid / for Transmission by Air" added, also in red. It was back-stamped Kumba 11 May 1963, after over four weeks in transit, before being re-addressed back to England with an additional Cameroun franking.

Bob Maddocks
Oswestry

- 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 1913 - Tony Plumbe
 - St. Helena - Bernard Mabbett
 - Sierra Leone - Philip Beale & Peter Rolfe
 - Togo - Jeremy Martin





Modern Cameroun Stamp Issues

Dear Rob,

Responding to the letter from Nicholas Pertwee in Cameo June 2004 page 125 I have been pleased to have acquired all the issues so far known mostly directly from Cameroun. And I can confirm there are no stamps printed with the word "Poste" in the design except for the three values issued for the 40th anniversary of Independence in 2000. But an interesting development is the use of the word "Posts" on the latest reported stamps from 2002. The World Cup 2002 show both English and French as "Postes 2002 Posts" (Michel 1244-1246) and this also appears on the Interpol Assembly stamp, Michel 1247. On the sheet margin of that stamp there is also the date "Le 08 Octobre 2002".

Reverting to the 1994 World Cup USA issue, these stamps were issued in a booklet with some general information about Cameroun, sold in Cameroun, USA and France as the price on the back reads "5US\$ - 25FF - 2500 FCFA". The folder is full of mistakes in the text, which shows that the people responsible did very poor work. Either they had no idea of names of geographical interest or they were just careless. For instance 'Lake Chab' instead of 'Lake Chad', 'Raroua' instead of 'Maroua' and 'Swiden' instead of 'Sweden'. They were

Camerounians, without doubt, as they did not forget to put the name BAKASSI on the disputed Bakassi peninsula to show to the USA and the world their political point.

The whole booklet is in English except the lowest line on the front page, reading "CAMEROUN POSTAGE STAMPS Les Timbres-poste du CAMEROUN". So, in my view the stamp issue was made for the US market, and therefore completely in English. No catering for West Cameroun sensitivities at that time, but possibly now being seen to grow with the wording of the 2002 issues.

Hans Peter Hauschild
Ebsftorf



English Agents in Togo for Cadbury's

Dear Rob,

Regarding the June 2004 Cameo and Robert Seaman's article "A Visit to West Africa in 1915/16", pages 132-135, I have a postcard by C.C.Davies of Lome, Togo. It was sent from Lome to Cadbury Bros in April 1903 and is the earliest evidence I have that English buyers may have been active in Togo.

John Mayne
Bridgnorth

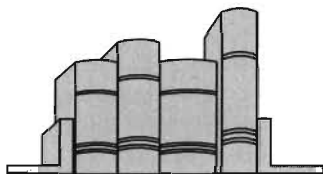


Obituary Ken Macrae I.S.O.

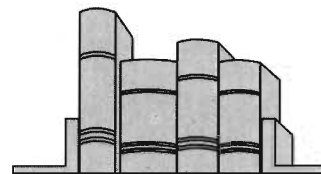
Philip Beale

Ken was one of the first people to join the Study Circle when its membership was extended in stages from *The Gambia Study Circle* to include all the former British colonies in West Africa. He took over as Treasurer and then as President. His interest in the Gold Coast began during the war when he was there as an officer for West African troops bound for Burma. The opportunity he had to travel inland started his interest in the Post Offices. His collection and study of the postmarks and handstamps was an important stage in our publications on the subject. In those days the Circle sent out Bulletins around the membership and, as Gold Coast Editor, he dealt with the early listings for Gold Coast. I still have a copy of the 28 page listing he circulated in October 1971. He acknowledged that this built upon the work of Campbell Cameron in the 1950s. Eventually it was to lead to Mike Mackin's *The Gold Coast The Post Offices Agencies and their Cancellations 1875-1957* published in 1990 which is the standard work on the subject. He worked for the London Customs and enjoyed beekeeping.


Ken was a most regular attendee at the Society's meetings and Jeremy Martin, John Powell, Michael Wright and I remember him from the 1960s. He was good company and very ready to share his knowledge of the country, its stamps and postmarks. He must have supported almost all our meetings for some thirty years until illness obliged him to sell his collection. We have missed him and have told his wife and daughter how much he was appreciated by his friends and also something of what he did for our Circle in its early days.



Bookshelf



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


 *Togo—Overprints on Stamps of the Gold Coast 1915-1920* by Peter Duggan. 140 pages, 16 colour illustrations, hardbound. To be published in early 2005 by the West Africa Study Circle, orders to be sent to Ian Anderson, the treasurer. Price £27 (US\$50) members, £35 (US\$65) non-members. Postage & packing UK & Europe £3, Overseas — airmail £8 (US\$15).

Peter Duggan has extensively researched these difficult overprints produced by the Government Printing Press Accra and later by De La Rue in London. No two positions of the Accra overprint are the same and for each there is an enlarged illustration and a clear description of the main characteristics.

The book sets out to explain why and how so many errors occurred and describes how to

- distinguish quickly and easily between the Accra and London overprints
- distinguish between the three settings of the Accra overprint
- allocate pairs, blocks and many singles to the correct position on the pane
- recognise and allocate correctly “no hyphen” and “two hyphen” examples
- recognise with certainty genuine examples of the listed varieties and to protect against forgeries.

A full book review will appear in the next *Cameo*.


 *Cameroun in the Great War - Volume 1 The Military Handstamps and the Early Handstamps* by Dudley Cobb. Bilingual edition; 60 pages in English, 60 pages in French, with monochrome illustrations and 12 colour plates. Available from Albion Bookshop, Broadstairs (albionbooks@hotmail.com) and Roumet, Paris (roumet@roumet.fr) Price £26 or €39. Review by Rob May.

Dudley Cobb has done it again! After his excellent dual French/English language book on the 1940 overprints of Cameroun he has tackled with his customary skill and thoroughness the almost equally complicated French Cameroun World War I issues and postal arrangements, again in both French and English. After crediting the equally skilful researches of Robert Gibbs, Bob Maddocks and Wolfgang Herterich, covering the British and German standpoints, he highlights that the French overprints have been comparatively neglected, and that some aspects of the way French military mail were handled during the Anglo-French campaign add to the knowledge available in Bob Maddocks' book. In particular it would appear that the French successfully separated much of their mail from the official sea route via Lagos and Liverpool, and also that the circular handstamps “Tresor et Postes aux Armées” and “Tresor et Postes aux Armées / Cameroun” were probably often pre-cancelled, rather than cancelled when the sender submitted the item for postage.

The first of the two major topics in this book is the five types of handstamps used by the main French contingent of the Joint Expeditionary Force between October 1914 and March 1916. Their use, when and where, is significantly clarified and the accepted wisdom about their use much challenged, if not in some cases completely over-turned.

The second topic, and for me the “meat” of the book, is a detailed study of the plating of the first “Corps Expéditionnaire” set which enables the owner of such material not only to plate their own stamps but also to identify the many types of forgeries. A depressing exercise! Another set of French overprints was prepared but not issued, and is virtually unknown. The postal availability of some individual values of the issued stamps is also questioned, using evidence of the combinations of stamps used on commercial mails.

This book is highly recommended for anyone interested in wartime provisional issues, the postal history of Cameroun and even those with German Colonies philatelic interests. This WWI campaign continues to satisfy the philatelic researcher and Dudley highlights several more topics for his further studies—including the second and third French stamp issues and the French postal arrangements after the end of the military campaign. I am looking forward to his next work.

 *British South American Airways 1946-1949* by Richard Beith. A4 64 pages, 4 pages of colour illustrations and coloured card covers. Published by the author and available from him at 14 Middlecroft, Guilden Sutton, Chester, CH3 7HF, UK. Payment by cheque or bankers draft in £ Sterling or in US\$ or Euro banknotes calculated at current exchange rate and sent at remitter's risk or by registered mail. No credit cards. Price £16.50 inc UK P&P, £17.00 by surface mail worldwide or £18.50 by air mail small packet to Europe. Reviewed by Jeremy Martin.

I have been collecting airmails to and from the former British territories of West Africa for many years. A few years ago I realised that, just after the end of WWII, B.S.A.A. began operating flights to South America that were routed via Bathurst in the Gambia.

This started me adding B.S.A.A. covers to my collection but I found there was a problem getting information. For example, I knew that there were six proving flights but did not know the exact dates.

Richard Beith has provided the answers in this new book which gives much background detail and also includes information on the aircraft used, crashes and ephemera.

This book is a worth-while addition to the aero-philatelists library. I will be making much use of the information that Richard has researched and consider it to be excellent value for money.

Articles of Interest Published in Other Journals

Members are invited to contact either editor by e-mail, post or telephone when they notice any article they feel might be of interest to other members.

Journal of the France & Colonies Philatelic Society Volume 54 No 4, December 2004

Senegal—the 1915 Red Cross Stamp Commercially Used by Bill Mitchell

France & Colonies Philatelist Vol 60 No 3, July 2004

Postal Censorship and Control during World War II—Cameroun and St Pierre & Miquelon by Marty Bratzel Jr.

Timbres Magazine, No 49, Sep 2004

Le courrier des internés en AEF by Chauvin

Timbres Magazine, No 50, Oct 2004

Hommages philatéliques à Felix Eboué by Chauvin



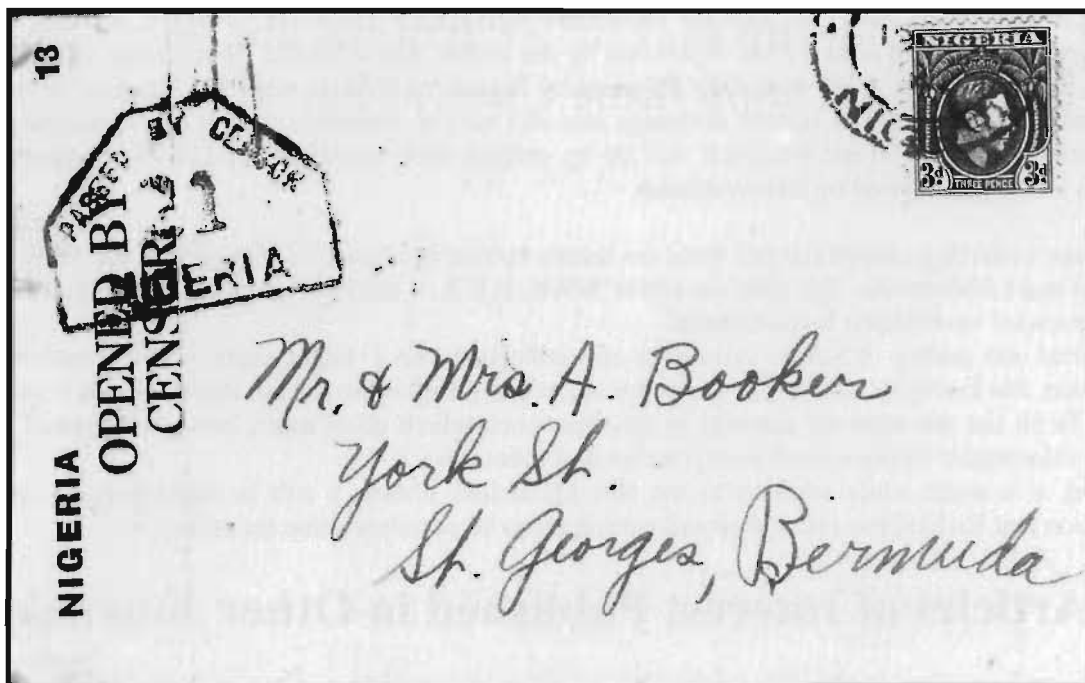
Missent to Bamenda

Bob Maddocks

Illustrated overleaf is the front and reverse of a 1942 cover to Bermuda from which, given its sender's address on the reverse as Kano, Nigeria, it is logical to assume that city was the original point of mailing. This assumption is made because the postal date-stamp cancelling the 3d franking overlaps the cover and thus the office of posting is not shown. The date itself is obscure but appears to be 19 Feb 1942.

The cover was opened for censorship and re-sealed with a tape reading "Nigeria 13 / Opened By / Censor" which has been tied on the front with the hexagonal cachet in violet "Passed by Censor 21 Nigeria" (without serifs). On the reverse, it has been tied with an Enugu, Nigeria 26 Feb 1942 postal date-stamp but this is an incidental mail transit back-stamp.

But why is there the Enugu transit stamp on an overseas mailing from Kano? In fact there is a later-dated one as well, that of 17 March 1942. To confound matters there is also a further "local" back-stamp, that of Bamenda, Cameroons under British Mandate 4 March 1942.



It is probable that after censorship at Kano the postal sorting staff misread Bermuda as Bamenda and sent the cover to Enugu for forwarding on via the Ikom overland route to the Cameroons. As there would surely have been a re-bagging of mails at Enugu, it is strange that the postal staff there should have compounded the original error. The cover reached Lagos on 21 March 1942 for surface mailing to Bermuda: there are no final receiving marks.

Incidentally, mails between Nigeria and the British Cameroons and vice-versa were not subject to censorship.

Cameroun — Early Airmails and the Aeromaritime Coastal Service

Bill Mitchell

Following Bob Maddocks' interesting article "Cameroun Airmails up to 1939" in *Cameo* for January 2004 I have checked my sources for French airmail routes and rates in West Africa. It is quite true that early in 1936 mail could be sent from Cameroun to France by air, but not by means of the Aeromaritime service via Cotonou and Dakar. As is shown by a superabundance of first flight covers, the extension from Dakar to Cotonou did not begin until 1 March 1937, not so long before the line was extended to Pointe Noire on 17–20 May. The endorsement and cachet on the illustrated cover (Fig 1) from Coquilhatville in the Belgian Congo, intended for the first Aeromaritime return flight from Cotonou of 5–7 March, show how this could be done

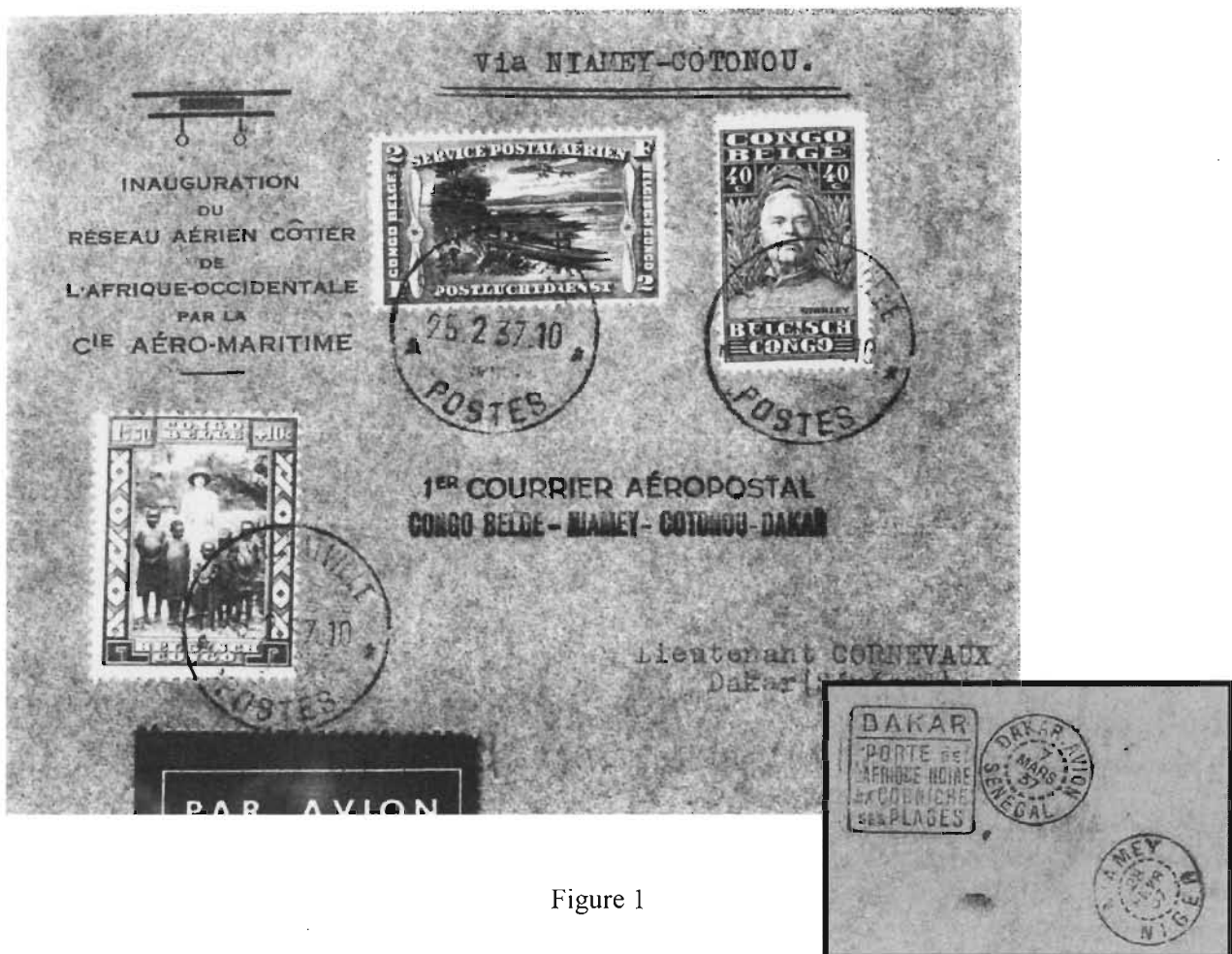


Figure 1

Coquilhatville was a port of call on the existing Trans-Sahara route from Madagascar to France. This service was itself in its infancy and was also completed in two stages. The first regular service from Alger to Brazzaville via Bangui was on 27 April to 9 May 1935, and the first through flight to Tananarive followed on 9 to 17 November of the same year. These flights are listed by Saulgrain (see ref 1) as Algeria nos. 1935-211 and 1935-219 respectively. This service also called at Niamey, which was linked to Cotonou by a spur operated (in 1936 and 1937) by Aeromaritime. The spur route had been opened as early as 30 November 1934, when it was operated by the Compagnie Generale Transsaharienne; Aeromaritime took over on 8 July 1935 (Ref 1). So Bob's 1936 Douala—Manchester air cover (his Fig 2) was indeed taken by sea to Cotonou, but from there it will have been flown across the Sahara, not via Dakar but by means of the Niamey spur and the existing Madagascar—France service.

The rather high franking (10.25 francs) can be explained. In fact it plugs a gap in our knowledge. Bob Picirilli has shown that at this time there were two different airmail surtaxes from French West Africa to France - 3 francs per 10 grams on the Dakar—Marseille service and 2 francs per 5 grams on the trans—Sahara route (Ref 2). More recently he has also shown that these surtaxes also applied to airmail from French Equatorial Africa (Ref 3). He writes:

“The one cover in his database franked at 3f50 is marked ‘Via Dakar’. Of the ten covers apparently using a 2f/5g rate, only three have any kind of routing markings on them, but all three of those indicate a routing up the ‘eastern’ route via Alger (rather than via Dakar). One says ‘Congo—Alger— Franc [— ‘France’ meant?];’ the other two say ‘Transsaharienne’ — another way of indicating this route.”

For Cameroun there were three covers, one decidedly philatelic. The other two were franked at 3f.50 and both had Dakar transit markings. We now have confirmation of a 2 francs per 5 grams surtax on the trans-Sahara route. The franking on Bob (Maddocks)’s cover can be accounted for as follows —

Weight	15 – 20 grams
Basic foreign rate (to 20 grams)	1.50 franc
Surtax to France (2 francs x 4)	8.00
Surtax France to U.K. (75 centimes per 20 grams)	.75
Total	10.25 francs

(for mail addressed to France the surface rate at this time was 50 centimes for the first 20 grams so the first four steps would be 2.50, 4.50, 6.50 and 8.50 francs).

Although it is unwise as a general rule to be dogmatic on the strength of a single cover, this is business correspondence and there seems to be no reason to doubt its correctness. If anyone has covers which corroborate it, do please get in touch with me at 41, Graemesdyke Avenue, East Sheen, London SW14 7BH.

The aborted Douala — Libreville flight of 7 August 1928 mentioned at the end of Bob’s article and in Rob May’s shorter piece which follows it was apparently preceded by another, although only very sketchy details are to hand. Saulgrain (see Ref 1) lists it thus -

“1927—01 21—23 Janvier: GAROUA — FORT ARCHAMBAULT — E.GUILBAUD —
expérience postale: 3(?) plis transportes”. (Guilbaud was the pilot.)

He has no corresponding entry under Tchad, possibly through an oversight - he records an “02” in 1925 and an “04” in 1927, but no “03”. This flight is not mentioned by Collot & Cornu (Ref 4), presumably because it does not qualify as a “vol postal”.

To revert to the extensions of the Aeromaritime service along the coast south and east from Dakar, it seems that they took much longer to come into operation than was at first anticipated. In the course of his researches Bob Picirilli has obtained sets of extracts from the Journaux Officiels of the Ivory Coast and French Equatorial Africa, and he has kindly copied them for me. The former shows that as early as 28 March 1935 a Convention was signed in Paris by, among others, the Minister of Posts, Telegraphs and Telephones relating to the sending of the posts on “la ligne aérienne Dakar - Brazzaville” which determined the surtaxes to be imposed on the proposed route. These were given effect by an Arrêté (No 2613 S.E.) of the Governor—General dated 20 November 1935 (Fig 4), some 15 months before the line was actually opened; the delay was presumably due to problems which were either not anticipated or proved to be more difficult than had been expected. Curiously, there seems to have been no provision for the reverse direction, at any rate there is nothing on the subject in the French Equatorial Africa Journal extracts of this period.

The French West Africa surtaxes remained in force until another Arrêté (No 1221 S.E.) of the Governor—General, dated 14 May 1937, in time for the extension of the Aeromaritime route but not confined to it, brought about certain changes (Fig 5). The surtaxes for the Dakar - Cotonou section remained unchanged at 1 franc per 5 grams, but those for the Pointe Noire extension (including, of course, Cameroun) were reduced from 2 francs to 1.50 franc, also per 5 grams. The new rates applied to all mail addressed to the “Interieur de l’A.O.F. et Togo”, so the 25 centimes per 5 grams rate which had applied to mail flown only on the Niamey - Cotonou spur disappeared, as did another local rate of 50 centimes per 10 grams for mail flown only between Mauritania and Senegal and vice versa. The Arrêté also shows that at the same time the surtax to France was standardised at 2 francs per 5 grams.

1113 s. e. — ARRÊTÉ fixant les surtaxes à appliquer aux correspondances à acheminer par la voie aérienne.

LE GOUVERNEUR GÉNÉRAL p. i. DE L'AFRIQUE OCCIDENTALE FRANÇAISE, OFFICIER DE LA LÉGIION D'HONNEUR,

Vu le décret du 18 octobre 1904, réorganisant le Gouvernement général de l'Afrique occidentale française ;
Vu l'arrêté du 1^{er} août 1929, fixant les surtaxes applicables aux correspondances à acheminer par voie aérienne ;
Vu le décret du 22 février 1935, publié au Journal officiel de l'Afrique occidentale française du 30 mars 1935 ;
Vu les lettres des 17 et 20 avril 1935, de la Compagnie « Air-France ».

ARRÊTE :

Article premier. — Les correspondances officielles ou privées à acheminer par voie aérienne acquittent obligatoirement et d'avance en sus des taxes postales ordinaires de toute nature, une surtaxe spéciale fixée comme suit :

I. — Lettres, cartes-postales et paquets clos.

DÉPART A. O. F. A DESTINATION DE	POIDS UNITAIRE	SURTAXE	OBSERVATIONS
France, Etranger...	10 gr. ou fraction de 10 gr.	3 »	(1) Les lettres et cartes-postales adressées à des militaires ou marins du corps d'occupation du Maroc ne quittent jusqu'à 10 grammes 1 fr. 60. Au-dessus de 10 gr. 2 fr. par 10 grammes ou fraction de 10 gr.
Maroc (I), Algérie, Tunisie...	—	2 »	
Mauritanie, Sénégal...	—	0 50	
Amérique du Sud...	5 gr. ou fraction de 5 gr.	7 »	
Porto-Rico (Iles du Cap-Vert)	10 gr. ou fraction de 10 gr.	1 »	

II. — Autres objets de correspondance.

DÉPART A. O. F. A DESTINATION DE	POIDS UNITAIRE	SURTAXE	OBSERVATIONS
France, Etranger...	25 gr. ou fraction de 25 gr.	1 50	
Maroc, Algérie, Tunisie...	—	1 »	
Mauritanie, Sénégal...	—	0 25	
Amérique du Sud...	—	7 »	
Porto-Rico (Iles du Cap-Vert)	—	0 50	

Art. 2. — Sont abrogées toutes les dispositions antérieures contraires, notamment celles de l'arrêté du 1^{er} août 1929.

Art. 3. — Le présent arrêté sera enregistré, publié et communiqué partout où besoin sera.

Dakar, le 16 mai 1935.

BOISSON.

Figure 2

COURRIER AVION

Ligne Dakar-Pointe-Noire

Le public est informé qu'à partir du 17 mai 1937, sauf imprévus, un service postal par avion sera assuré hebdomadairement entre Dakar et Pointe-Noire.

Les escales seront les suivantes :

Ziguinchor (Sénégal) ;
Conakry (Guinée Française) ;
Monrovia (Libéria) ;
Abidjan (Côte-d'Ivoire) ;
Takoradi (Gold Coast) ;
Cotonou (Dahomey) ;
Lagos (Nigéria) ;
Douala (Cameroun) ;
Libreville (Gabon), facultatif ;
Port-Gentil (Gabon) ;
Pointe-Noire.

L'avion arrivera à Pointe-Noire le jeudi et repartira le vendredi.

Le courrier pour l'Europe et la Côte d'ivoire sera posté à Brazzaville le mardi avant 17 h. 15 pour le courrier ordinaire, et le même jour avant 15 h. 30 pour les objets recommandés.

Le tarif des surtaxes d'affranchissement sera le suivant à titre provisoire :

1^o A. E. F. (Gabon), Guinée Espagnole, Cameroun, ile Fernando-Po :

Lettres et cartes postales : 1 franc par 5 grammes ou fraction de 5 grammes.
Autres objets : 1 franc par 25 grammes ou fraction de 25 grammes.

2^o Nigéria, Dahomey, Togo, Gold Coast, Côte-d'Ivoire, Libéria, Sierra-Léone, Guinée Française, Guinée Portugaise, Sénégal, Mauritanie :

Lettres et cartes postales : 1 fr. 50 par 5 grammes ou fraction de 5 grammes.
Autres objets : 1 fr. 50 par 25 grammes ou fraction de 25 grammes.

3^o Maroc, France :

Lettres et cartes postales : 2 francs par 5 grammes ou fraction de 5 grammes.
Autres objets : 2 francs par 25 grammes ou fraction de 25 grammes.

Les correspondances transmises à l'occasion de la première liaison seront revêtues d'une griffe spéciale le constatant.

Figure 3

This time the public in French Equatorial Africa was made aware of the existence of the service and how much they would have to pay to use it. On 15 May a notice was published reading "The public is informed that as from 17 May 1937, subject to unforeseen problems, a weekly postal service will be operated between Dakar and Pointe Noire....The aeroplane will arrive at Pointe Noire on Thursdays and return on Fridays" (Fig 3). The surtaxes were the reverse of those that applied in French West Africa – 1 franc per 5 grams for French Equatorial Africa (Gabon) and Cameroun and 1.50 franc for French West Africa (except for French Soudan which had no air connection with the coast, and Niger, which did). The rate to France by this route was fixed at 2 francs per 5 grams; as we have seen, this was the rate already in force for the trans-Sahara service. The formal Arrêté (No 1798) was signed by or on behalf of the Governor-General on 5 June (not illustrated). Curiously it omits the surtax on airmail to France, which I imagine was promulgated separately although I cannot find the relevant Arrêté in Bob Picirilli's extracts. Presumably the file he consulted was incomplete.

The extracts referred to above are illustrated here as they are printed in French. The rates I have quoted, incidentally, are for letters and postcards only: as the extracts show there were different rates for "autres objets".

2613 s. E. — ARRÊTÉ fixant les surtaxes aériennes.

LE GOUVERNEUR GÉNÉRAL P. L. DE L'AFRIQUE OCCIDENTALE FRANÇAISE, OFFICIER DE LA LÉGIION D'HONNEUR,

Vu le décret du 18 octobre 1901, réorganisant le Gouvernement général de l'Afrique occidentale française;

Vu la Convention signée à Paris le 28 mars 1935 entre le Ministre des Postes, Télégraphes et Téléphones et le Ministre de l'Air d'une part et la Compagnie Marseille de Navigation à vapeur (Compagnie Fraissinet), la Compagnie Générale de Navigation à vapeur Cyp. Faïme, d'autre part, relative au transport des dépêches postales sur la ligne aérienne Dakar-Brazzaville;

Vu l'arrêté du 13 avril 1935 à la dite convention.

ARRÊTÉ :

Article premier. — Les correspondances officielles ou privées, originaires des colonies de l'Afrique occidentale française, à destination des colonies françaises de l'Afrique occidentale française et de l'Afrique équatoriale française, ainsi que les correspondances à destination des territoires sous mandat et des colonies étrangères du continent africain, transportées sur la ligne Dakar-Brazzaville acquittent obligatoirement et d'avance, en sus des taxes postales de toute nature, une surtaxe aérienne fixée aux taux indiqués ci-après :

1^o Correspondances à destination des colonies de l'Afrique occidentale française (y compris le Niger), du Togo ou des colonies étrangères comprises entre Dakar et Colonou :

a) Lettres et cartes..... 1 fr. par 5 grammes.
b) Autres objets..... 1 fr. par 25 grammes.

2^o Correspondances transportées au delà de Colonou jusqu'à Brazzaville :

a) Lettres et cartes..... 2 fr. par 5 grammes.
b) Autres objets..... 2 fr. par 25 grammes.

3^o Correspondances n'empruntant la ligne aérienne que pour le parcours Niamey-Colonou ou vice versa :

a) Lettres et cartes..... 0 fr. 25 par 5 grammes.
b) Autres objets..... 0 fr. 25 par 25 grammes.

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

Dakar, le 20 novembre 1935. BOISSON.

Figure 4

* 1221 s. E. — Par arrêté du Gouverneur général en date du 14 mai 1937, les correspondances avion à destination des pays désignés au tableau ci-après acquittent obligatoirement, au départ de l'Afrique occidentale française, en sus des taxes postales ordinaires de toute nature, les surtaxes aériennes fixées comme suit.

Départ A. O. F. à destination de	Lettres, cartes postales et paquets clos	Autres objets
	Par 5 grammes ou fraction de 5 gr.	Par 25 grammes ou fraction de 25 gr.
Intérieur de l'A. O. F. et Togo.....	1 franc.	1 franc.
France et Corse.....	2 francs.	2 francs.
Espagne.....	2 —	2 —
Portugal.....	2 —	2 —
Maroc, Algérie, Tunisie.....	1 fr. 50	1 fr. 50
Bésil.....	—	—
Uruguay.....	—	—
Argentine.....	—	—
Falkland (Iles).....	7 francs.	7 francs.
Bolivie.....	—	—
Paraguay.....	—	—
Chili.....	—	—
Iles du Cap-Vert.....	1 franc.	1 franc.
Congo belge.....	1 fr. 50	1 fr. 50
Congo français.....	1 fr. 50	1 fr. 50
Cameroon.....	1 fr. 50	1 fr. 50
Madagascar.....	2 fr. 50	2 fr. 50
Mozambique.....	2 francs.	2 francs.
Rhodésie.....	2 —	2 —
Colonies étrangères situées sur parcours aérien Dakar-Colonou.....	1 franc.	1 franc.
Colonies étrangères situées sur parcours aérien Colonou-Brazzaville.....	1 fr. 50	1 fr. 50

Figure 5

References

- 1 Saulgrain P., "Le Service Postal Aerien dans les Pays d'Expression Francaises", Editions Roumet, Paris 1996, lists first flight details as follows
from Dahomey, no 1934-01 (by C.G.T.); no 1935-13 (by A.M.) and
from Niger, no 1934-30 (by C.G.T.); no 1935-43 (by A.M.)
- 2 Picirilli R., "Colonies Airmail Rates Study Group Newsletter 5, November 1997, page 2. See also his article "Airmail Letter Rates from French West Africa to France to 1945" published jointly in the Journal of the France & Colonies PS of Great Britain for June 1999 (Vol 49 No 2) and the France & Colonies Philatelist (USA) for July 1999 (Vol 55 No 3)
- 3 Ibid, "Colonies Airmail Rates Study group Newsletter 14, September 2001, pages 3-5
- 4 Collot G & Cornu A, "Lignes Africaines, Histoire aérophilatelique, Tome 1—Les défricheurs: 1911-1931", Editions Bertrand Sinais, Paris, 1999.



March 1937 Aeromaritime First Flight

Jeremy Martin

Recently I purchased a First Flight Cover from Paris to the Gold Coast, figure 1, despatched by The United Africa Company Ltd of London. A bonus was the letter inside, figure 2, which shows the concern of the business community in the speeding up of communications with West Africa.

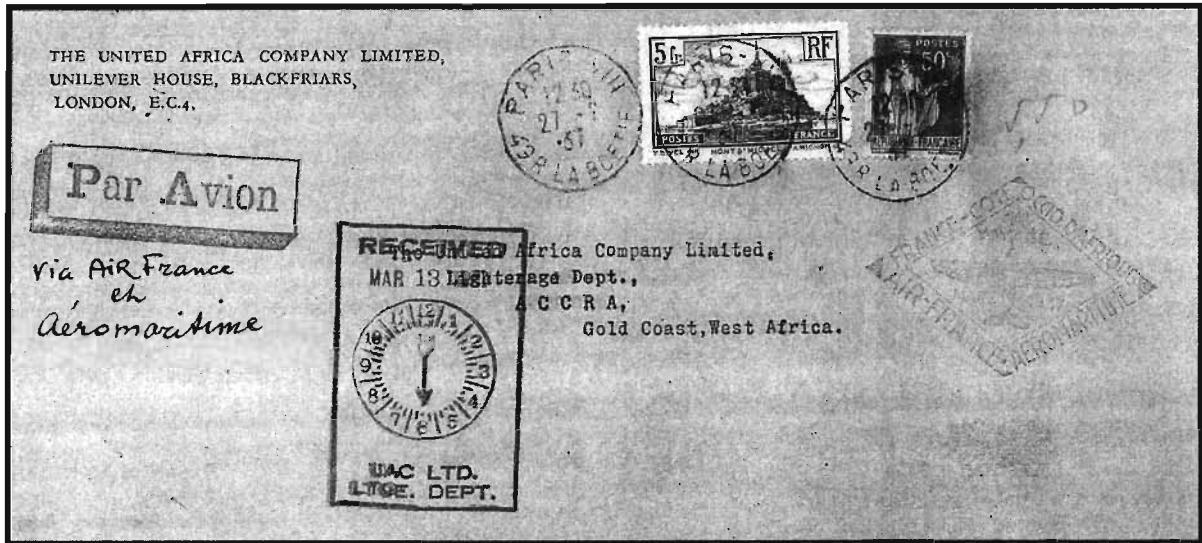


Figure 1

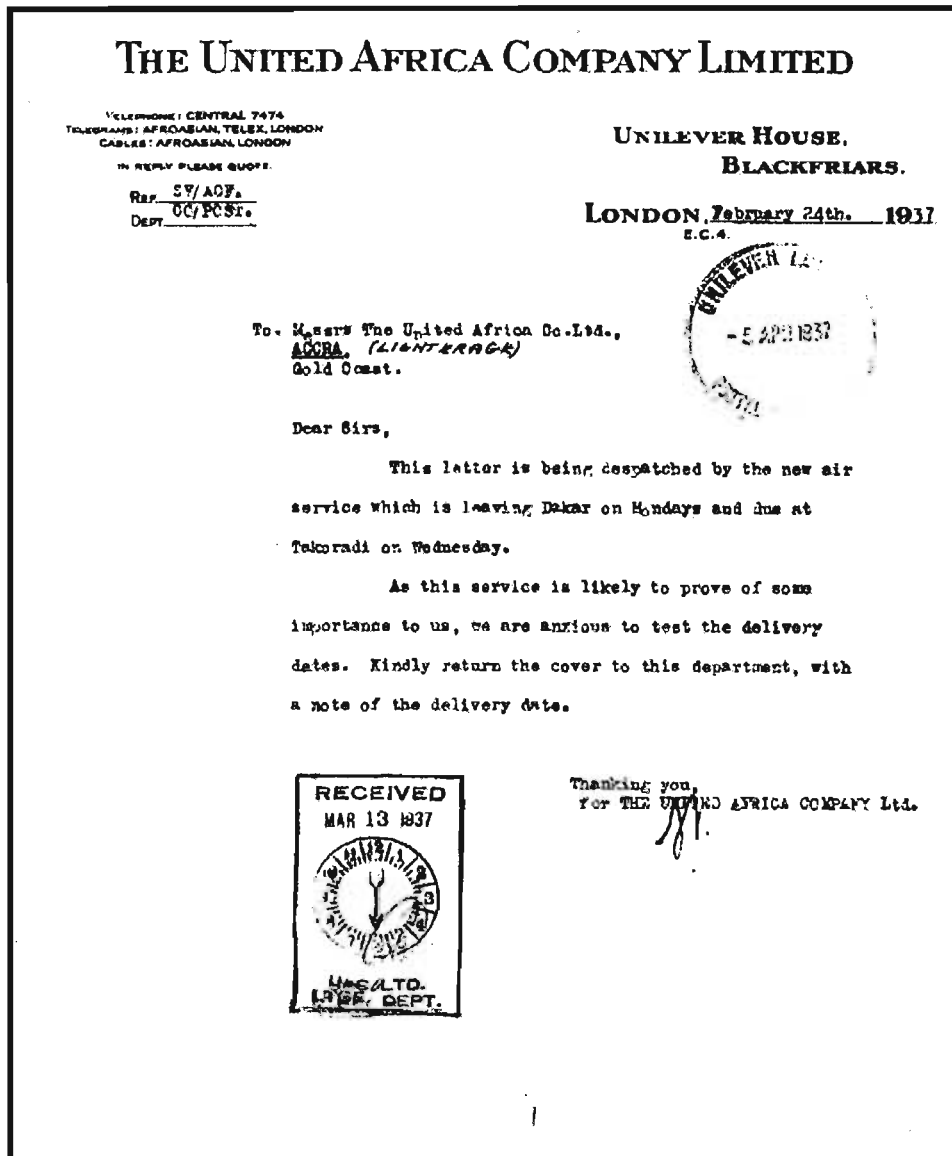
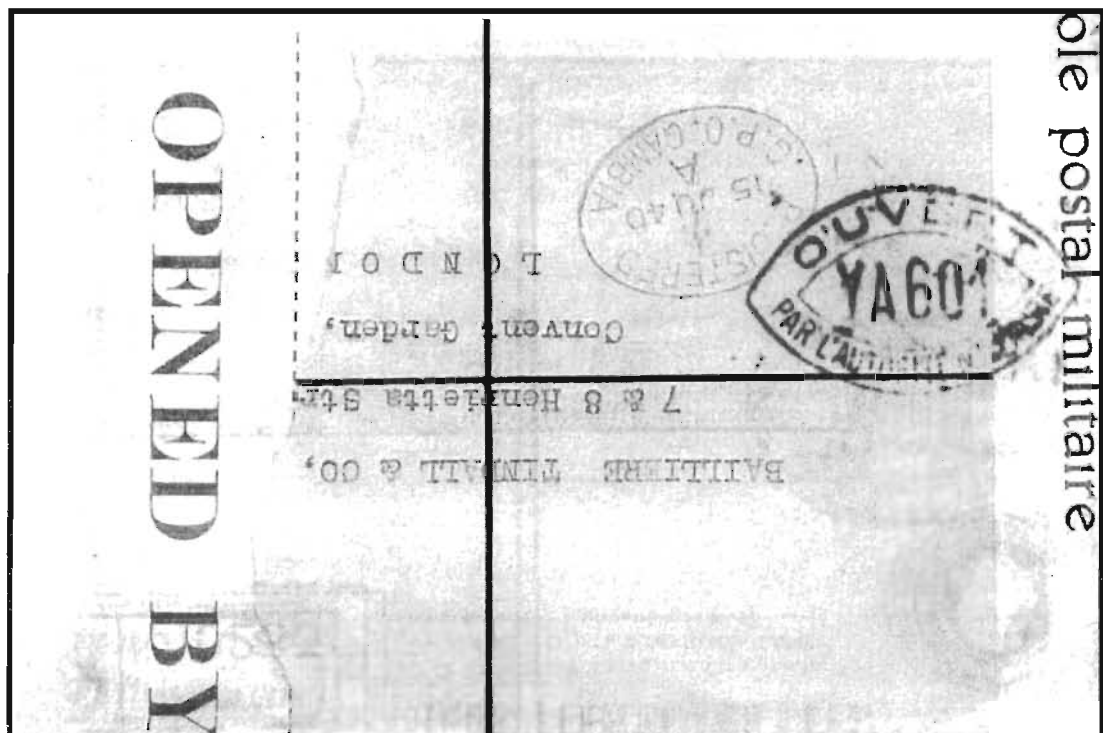
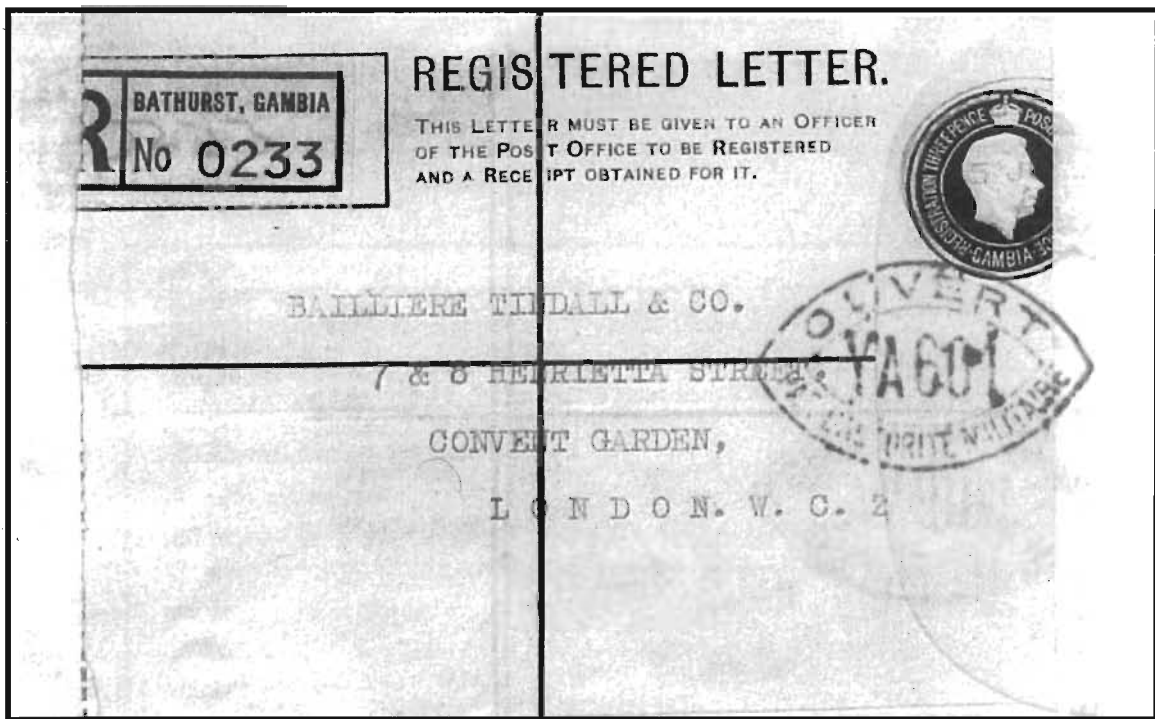


Figure 2

Bathurst to London with French Censor

Stewart Duncan

Ed—the illustrated item was copied to Frank Walton by Stewart Duncan in 1998 and has been held in the editors' pending file without a text, ever since. In view of the several articles on French airmails and French censorship in this issue now seems as good a time as any to publish it for an explanation by the greater experts in the Study Circle. The mailing date (15 June 1940) and the date of the fall of France (16 June 1940) are likely to be significant in where and how this censorship was applied.

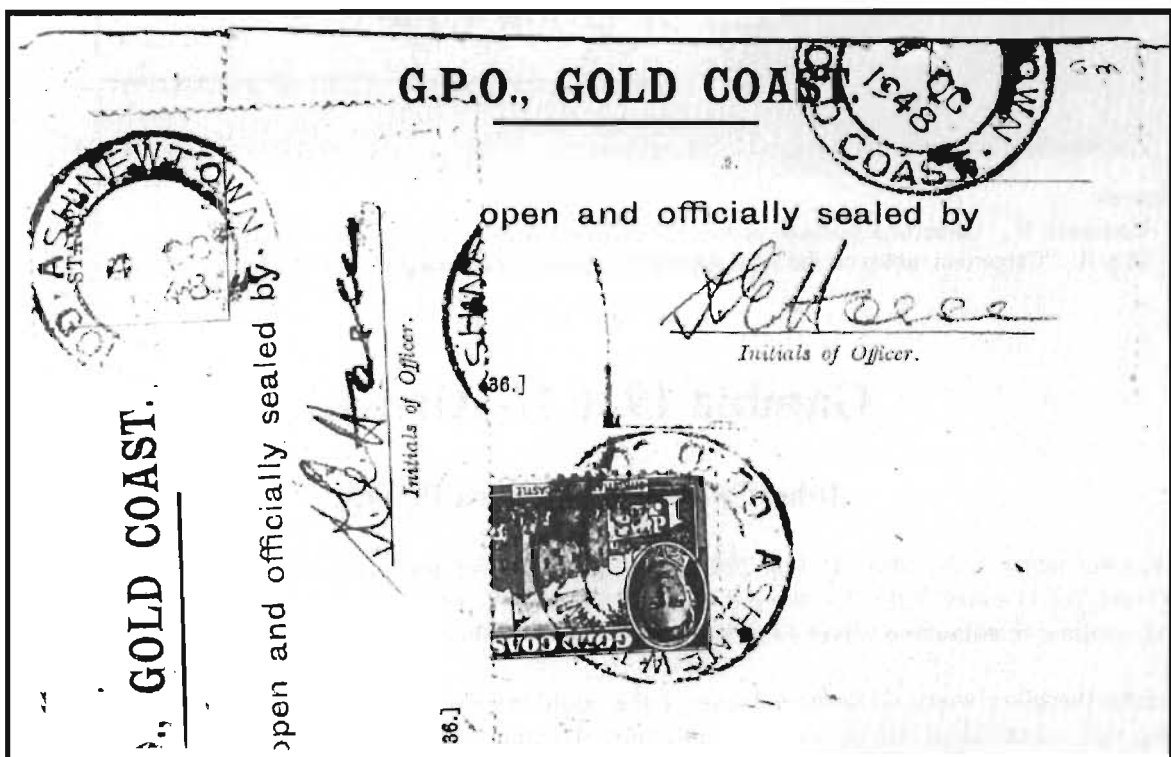
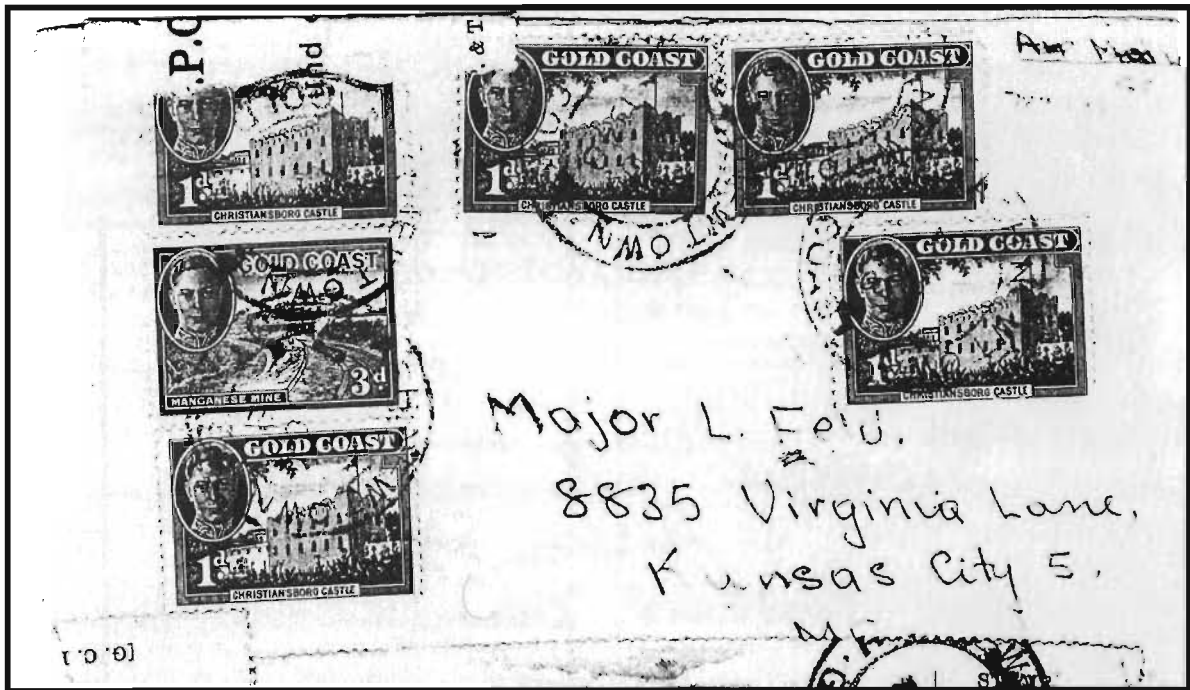


Gold Coast—a Repair Job

Michael Ensor & Fritz Kemme

The cover, both sides of which are illustrated below, comes from Fritz Kemme. It appears to have been open on two sides when it reached the official in the Ashanti Newtown post office who handled outgoing mail. To repair the cover he used a post office form which we believe has not been reported previously. How the envelope came to be open and whether such forms were held at all main post offices we can only speculate.

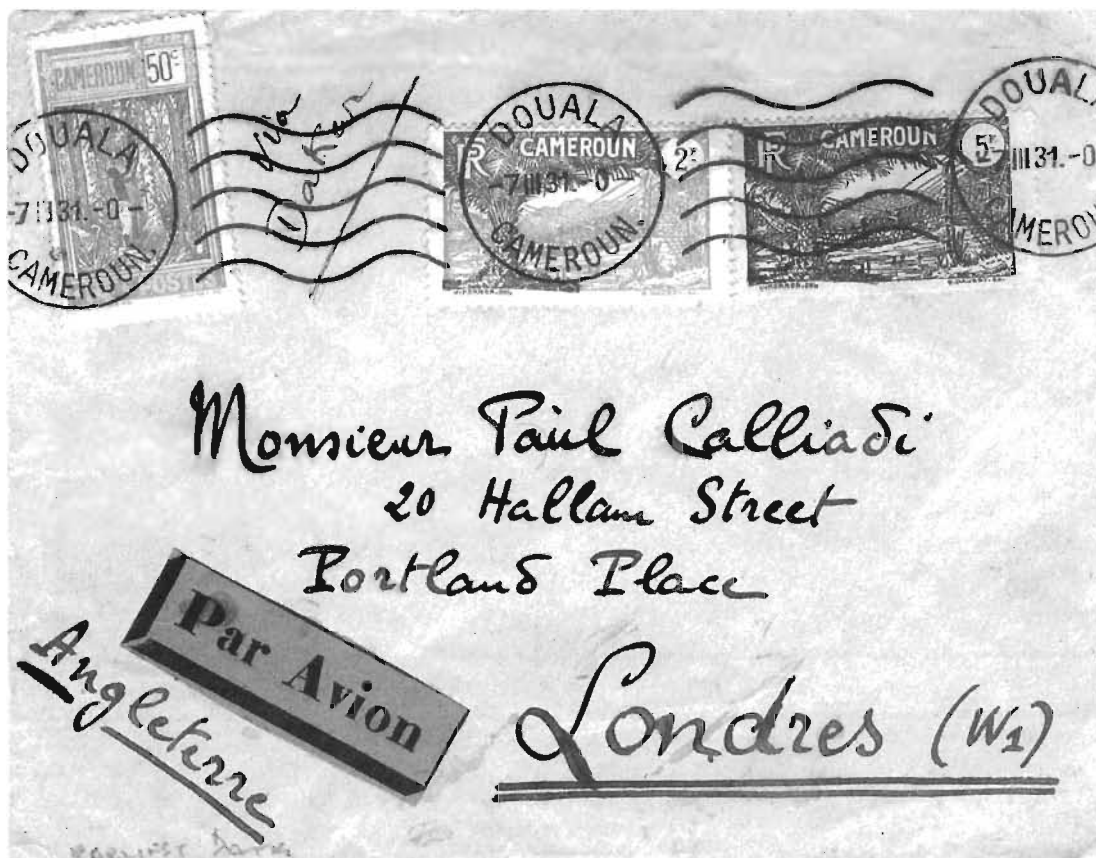
(ed - the resealing form seems to have been postmarked before the cover was resealed with it)



Cameroun earliest Air Mail Acceptance?

Rob May

Further to Bob Maddocks article on airmails from Cameroun (Ref 1), my previous article on the abortive trial flight of 1928 (Ref 2) and the article by Bill Mitchell in this issue, page 257, I illustrate a cover showing an airmail acceptance at Douala dated 7 March 1931, endorsed "via Dakar", to London. There are no back-stamps but, at this date, the nearest point to Douala for entry into an air mail service was Dakar, from where Aéropostale operated to Toulouse via Casablanca. The rate is 7fr50c, but I have seen no documentary background to be able to tell whether this rate had been publicly advertised in Cameroun. Does anyone know of any earlier commercial airmail acceptance from Cameroun?



References

- 1 Maddocks R, "Cameroun Airmails up to 1939", *Cameo*, Volume 8 p92, WASC, January 2004
- 2 May R., "Cameroun: notes on the 1928 Airmail", *Cameo*, Volume 8 p97, WASC, January 2004



Gambia 1936 1/- Airmail

John Cooper & Barbara Priddy

John Cooper wrote to the editor in July 2004 querying the rate on the cover illustrated opposite, saying that Ted Proud (ref 1) states that a 1/- rate did not exist until 1937, and asking if any light could be shed on it. John specialises in collecting Silver Jubilees on cover, preferably paying a correct commercial rate.

The editor therefore wrote to Barbara asking if she could respond, recalling that there were in the *Cameo* pending file unpublished articles on 1/- airmail rates, which the editor intends to collate in the next issue.



Figure 1: cover dated 5 August from Kunta-ur, Gambia to Scotland franked by the 1/- KGV Silver Jubilee

Barbara Priddy responds

I have had a look through my literature and covers, and it does look as if everyone is agreed, and the covers support them, that the Gambia 1/- rate took effect on 30 October 1937. The normal route at this time would have been by DLH.

The 1935 Silver Jubilee issue turns up regularly on Gambian covers, usually in complete sets, and usually not on the first day of issue. These are obviously philatelic covers, but the 1/- also turns up regularly on commercial covers pre-1937 with a definitive 1d to make up the correct airmail rate. Further, there are what can only be described as semi-philatelic covers, slightly over-franked, where the Jubilee 1/- is used and the Jubilee three-halfpenny is added as being the nearest of the set to make up the rate.

The Jubilee 1/- by itself would not have been enough for the airmail service before October 1937, by which time there were probably few if any left in the country (ref 1), and indeed the covers I have at this rate bear the KGV 1/-, 4 x Coronation 3d, or the KGV1 1/-.

I can think of three possible explanations for this cover. One is that it was a very heavy letter at three-halfpence an ounce (or a rather lighter one philatelically over-franked) and did not go by airmail. The absence of the flamboyant Gambian airmail cachet may support that, although it around this the summer of 1936 that the cachet seems to be falling out of use (can anyone supply an exact date?) and the printed etiquette has not been cancelled, but the usual British absence of back-stamps means there is no evidence. The second possibility is that the sender, or the postal clerk at Kunta-Ur, made a mistake in the airmail rate, which when one considers the amount of incorrectly-rated philatelic mail that was sent from the Gambia is quite likely, and that no-one picked up the error along the way. Finally it may simply have been cancelled by favour and never been through the postal system.

Reference

1. Andrew J.O. (Ed), *The Stamps and Postal History of The Gambia*, p76, Christie's Robson Lowe with the West Africa Study Circle, 1985



Cameroun Stamps Website

Marty Bratzel

When they have a chance, Cameroun collectors might like to look at a UPU-supported website that lists postage stamps officially authorised by the Cameroun Government; <http://www.wnsstamps.ch>, but when I looked there were only four stamps listed.

The “British West Africa Route” of WWII

Bob Wilcsek

This article was first published in the Airpost Journal July 2001 pp253-257 and is reproduced with permission. Two illustrations from the original article have been omitted.

A bit of confusion arises when the term “British West Africa Route” is used to describe commercial airmail routes of World War II. This confusion is probably found more on the American side of the Atlantic than in the UK. Endorsements abound on mail stating, “By BOAC to Lagos, then by PAA to Destination”; however Iraq consistently used the term “West Africa” in its endorsement. Mail posted from as far east as China and the Dutch East Indies made use of the route, which connected at Cairo and then headed south along the Nile Valley to Khartoum and eventually on to Durban (“the Horseshoe Route”)

The route forked at Khartoum and headed west with stops at El Fasher, El Geneina, Ft. Lamy, Maiduguri, Kano and Lagos, then continued to Accra and Takoradi. This route was flown with slight variations throughout the war by BOAC using a variety of land-based aircraft, mostly Lockheed 14 “Lodestars”, on a schedule of at least once a week, but increased to two or three times weekly by 1941. The route was supplemented by subcontractors making additional flights on a variety of schedules, some of which made additional stops which altered the route slightly.

Figure 1
Khartoum -Lagos route

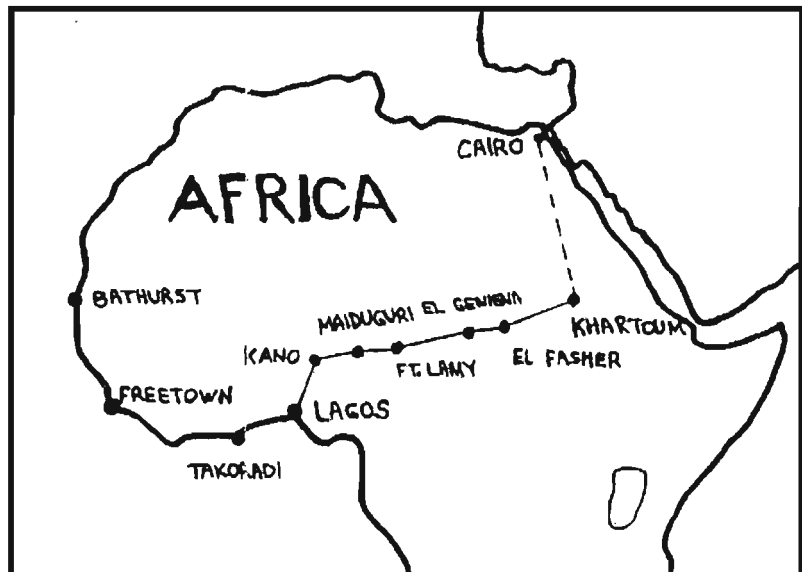
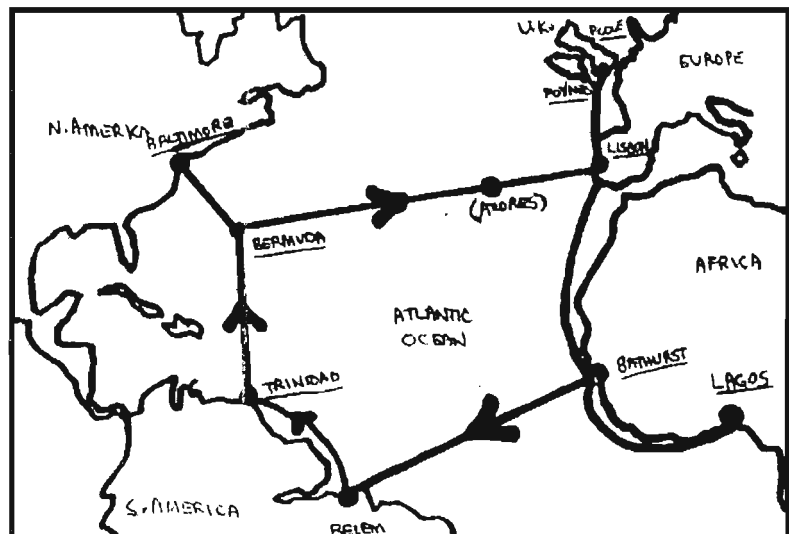


Figure 2
BOAC return route for Boeing A-314 aircraft from Lagos to Foynes



However, this was not the only British flight route in West Africa. Many maps also show an air route heading south from England to Lisbon, then proceeding along the west coast of Northern Africa to Bathurst, Gambia. This route was developed experimentally and erratically after June 1940 as a replacement for the trans-Mediterranean route from Athens to Cairo which was terminated when Italy entered the war and France capitulated. The idea was to form a link with the Lagos-Khartoum-Cairo route by connection at Lagos. The first flight was made on 6 August 1940 by a Short S-30 "C" class flying boat, "Clyde", piloted by Capt A.C. Loraine, which departed Poole and made stops at Lisbon, Bathurst, Freetown and Lagos. This initial flight continued to Leopoldville, in the Belgian Congo, where "Clyde" became the first flying boat to land on the Congo River. Initially there was no fixed schedule for this route and service was erratic until 19 October 1940 when regular flights were attempted at 10-day intervals flown by the Short S-30s "Clyde" and "Clare". Unfortunately these two aircraft were the only ones in the BOAC inventory with the necessary range, but they also had to serve on the BOAC North Atlantic route to America in the summer months. This acute shortage of aircraft is a much under-appreciated fact. It is important to note just how precious every single aeroplane was in the world of intercontinental aviation in 1940.

On 15 February 1941 "Clyde" was lost in a storm at Lisbon, resulting in reduced schedules being flown until the Consolidated PBY "Guba" was pressed into service in March. Two more S-30s, "Cathay" and "Champion" were added to the route in April and June. The first Boeing 314 entered service in May and two additional Boeings were added in June and July. Another PBY Catalina was also added in July for a total of eight aircraft flying the route by mid-1941, all of which were flying boats. The Boeings made their northern terminal at Foynes and omitted the stop at Freetown.

The return Lagos-Lisbon route was flown directly in reverse order by the Short and Consolidated aircraft and initially by the Boeings. Unfortunately it was determined that the Boeings could only fly 120 hours before major maintenance was required due to excessive engine valve scaling and there were no proper facilities to service these aircraft on the eastern side of the Atlantic. For that reason, a route was developed in October 1941 where the Boeings continued across the Atlantic from Bathurst to Belem (Belize), Trinidad, Bermuda, Baltimore, Bermuda (again), Lisbon and Foynes. This meant the Boeings flew their route in a clockwise loop, twice across the Atlantic, and every lap included an extended layover at the pan Am maintenance facility in Baltimore. It should be noted that, contrary to previous erroneous speculation, range (or lack thereof) of the Boeings had nothing to do with the circuitous westward route to North America from Europe. The Boeings easily flew the westbound North Atlantic route (FAM18) to America. African and Brazilian stops were a matter of military utility.

Ten flights were made over the Lisbon-Bathurst route in 1941 up to 25 May, then three flights per fortnight were flown until 30 October 1941. Service was terminated for the S-30s and PBYs in late October as these aircraft were used to establish a new trans-Mediterranean route Lisbon-Gibraltar-Malta-Cairo on 12 October 1941. The Boeings would not be used in such a hot war zone and they alone continued service to West Africa from Lisbon into 1942. In February 1942 the S-30s were returned to the Lisbon-Lagos route to rejoin the Boeings (the PBYs remained on the trans-Mediterranean route) and on 14 September 1942 "Clare" was lost in a crash at Bathurst. November 1942 added two more PBYs and five land-based Consolidated Liberator aircraft to the route. This allowed for the schedule to be increased to three flights per week by the end of 1942.

What this discussion reveals is that two routes legitimately qualify as the "British West Africa Route" of World War II. This term has been used without hesitation to describe both the Khartoum-Lagos route as well as the Lisbon-Lagos route. There are, however, major differences between the two routes that leave only one legitimate candidate for the term. It is very clear in documents, both historical and official, that the Lisbon-Lagos route was never a commercial mail route. It was a freight route used to carry war materiel, official documents, airgraphs (soldier's mail transferred to microfilm) and, on rare occasions, personnel. The S-30s and PBYs had sparse load capacity. The Boeings did have substantial capacity; however part of the terms for their last-minute sale to BOAC under the Lend-Lease Agreement was that they would not be used to carry commercial mail.

The reasons for this limitation are simple and understandable, The treaty between England and the USA to inaugurate trans-Atlantic (FAM18) service was contentious and was delayed for perhaps two years due to

bickering and a lack of adequate aircraft in the BOAC inventory. Pan Am was prepared to fly the Atlantic as early as 1937 with Martin M-130 flying boats but political realities in the form of a lack of landing rights delayed the inauguration until the Spring of 1939, after the first Boeings were delivered to Pan Am. After the war began on 1 September 1939 an agreement was reached to sell three Boeings built for Pan Am to BOAC, but not without some particulars: a concession that these planes would not carry commercial mail and thus not become competitors of Pan Am. It might be argued that the remnants of this animosity may be seen in the first so-called “first flight” covers posted by Pan Am employees from Cairo to the USA in May 1942. There is no good evidence that this was a new, legitimate air route and it may have been nothing more than an attempt to tweak BOAC on their established Cairo-Khartoum-Lagos route which they had been flying since 1936.

Since the only mail carried on the Lisbon-Lagos route was official, military or soldiers’ airgraphs, it seems to be a misnomer to label this route “commercial”. What this leaves is the Khartoum-Lagos route as the only commercial route that may lay claim to the term “British West Africa Route” of World War II.

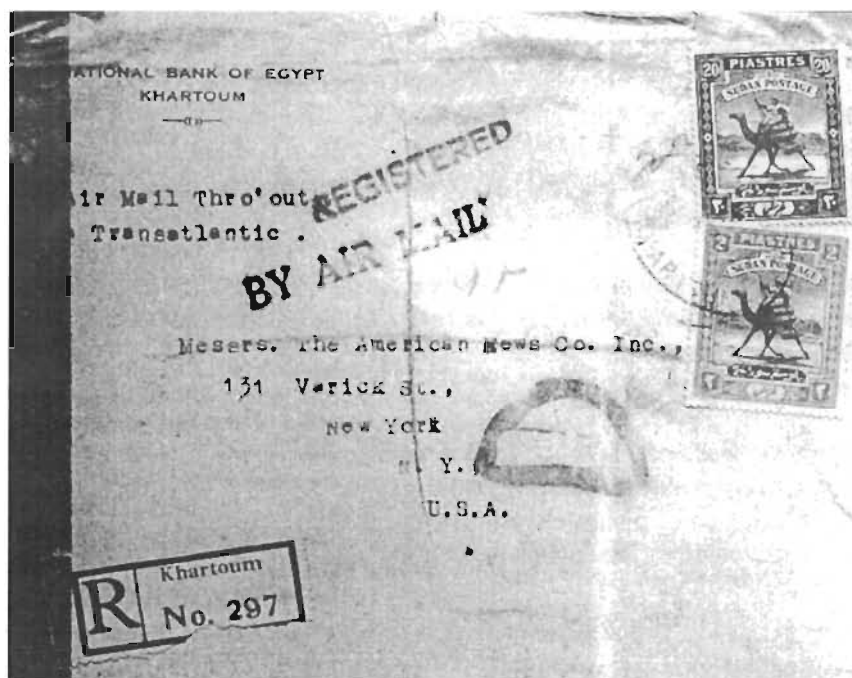


Figure 3: Cover posted Khartoum 27 April 1943 to New York. Double weight 2x10 Piasters + 2 Piasters registration = 22 Piasters. Endorsed “By air mail Thro’out/ Via Transatlantic”. Note purple half moon Nigerian censor stamp below address. Backstamped Lagos 12 May 1943, Miami 27, 28 May 1943 and New York 29 May 1943. US censor number is 4030 (Miami)

The following list of references have been added by this editor

1. Boyle T. H. Jr., *Air Mail Operations during World War II*, American Air Mail Society, Mineola NJ, 1998
2. Anon, “Atlantic Bridge”, HMSO, 1945.
3. Ince J., “FAM22 during World War II (Part 1)”, *Cameo*, Volume 7 p180, WASC, July 2002
4. Ince J., “FAM22 during World War II (Part 2)”, *Cameo*, Volume 7 p242, WASC, January 2003
5. Ince J., “Pan American FAM18 in WW II”, *Cameo*, Volume 7 p62, WASC, July 2001
6. Maddocks R., “West African Airmails during World War II from the Gambia Prospective (sic)”, *Cameo*, Volume 5 p202, WASC, January 1997
7. Sanford K.C., “The BOAC “Clare” crash off Bathurst 1942”, *Cameo*, Volume 4 p64, WASC, January 1991 (note the reference to PO mails having been lost in this crash)
8. Warn I.m., “World War II Airmail Routes Through West Africa”, *Cameo*, Volume 2 p82, WASC, July 1981
9. Beale P., “Unofficial Mail on West African Flying Boat Services”, *Cameo*, Volume 3 p137 WASC, July 1987
10. Beith R., “Twice Across the Atlantic to the UK”, *Cameo*, Volume 5 p156, WASC, July 1996

The French Operation in Nigeria 1942 – 1943

John Daynes & Jeremy Martin

French troops in Africa were, from the capitulation of France, divided between loyalty to Marshall Petain and the desire to continue the struggle on the Allied side in response to the call from de Gaulle. It was not until November 1942 that Admiral Darlan officially brought French Africa into the war on the Allied side. Meanwhile, some people had continued to abide by the terms of the Armistice of June 1940 by which France had undertaken to take no further part in the struggle against the Third Reich.

At the start of 1942 the *Public Force* was concentrated in the southern Congo to form an Expeditionary Corps intended to operate in Nigeria. Thirteen thousand men were thus embarked at Matadi in the second half of 1942 (some in July, some in September) with the aim of defending the line of communications which went from Lagos, via Fort Lamy and Khartoum to Egypt.

At the end of October the Expeditionary Corps was deployed to attack the Vichy forces in Dahomey. But these forces went over to de Gaulle on 13 November at the instigation of Darlan, who was to be assassinated on 24 December 1942 and replaced by General Giraud. As the presence of the *Public Force* was no longer justified, the troops were transferred to the Middle East.

At the time of the re-grouping of the *Public Force* at the beginning of 1942, a military post office was opened and set up at Leopoldville. It used the circular date-stamp which had served in Abyssinia but very quickly received its own date-stamp bearing the number '1'. The two date-stamps were used simultaneously in Leopoldville until the departure of the Expeditionary Corps to Nigeria. At that point number '3' accompanied the troops while number '1' stayed in Leopoldville. It was to serve there until March 1943 (Fig 1). As for post office number '3', which was placed under the control of Adjutant Galliard, it was set up first at Ibadan, then at Lagos in December 1942 before returning to the Congo in March 1943.

Taken from "Le Congo Belge 1940-45" by J. Oth, published 1992, in Belgian, and translated from the French.

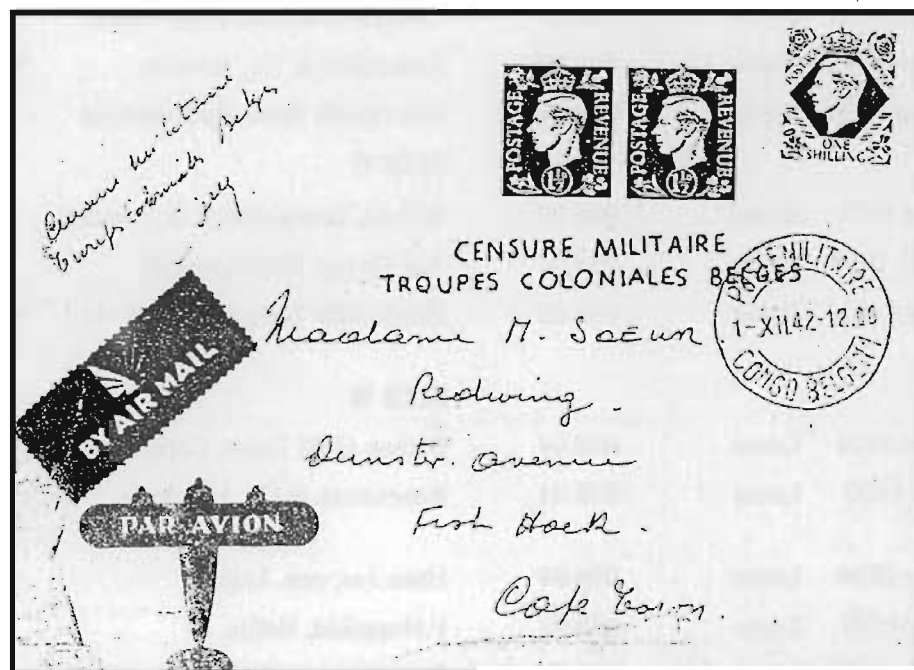


Figure 1: Sent by a soldier of the Belgian Colonial Forces franked with British stamps for airmail surcharge, date-stamped POSTE MILITAIRE No 1 of 1 December 1942, to Cape Town, South Africa.

Censorship in manuscript at top left with signature and two-line cachet "CENSURE MILITAIRE/ TROUPES COLONIALES BELGES" and on reverse, South Africa censor label tied by South African coat of arms hand-stamp. Transit date-stamp of Elizabethville 10 December 1942 on reverse. Note the stamps have not been cancelled.

Gold Coast Registered Envelopes Overprinted for Togo

John Mayne

At the 2004 Philatex I came across four of the Gold Coast registered envelopes overprinted for use in Togo commercially used, three with Chris Rainey and one with an American dealer, both of whom have kindly supplied photocopies. All were priced between £375 and £525, implying that they may not be as easy to find as the number available at Philatex might imply. I have incorporated these records, and another recently seen on ebay offered in Malaya, into a literature search database I have been compiling which I now offer to members for anything they can add from examination of their collections.

Martin & Walton (Ref 1) list King George V registered envelopes in sizes F,G and H issued 1916, but no dates of first recorded use are given. I have recorded the lists opposite, in date order and with cancellations referenced per Martin & Walton.

Reference

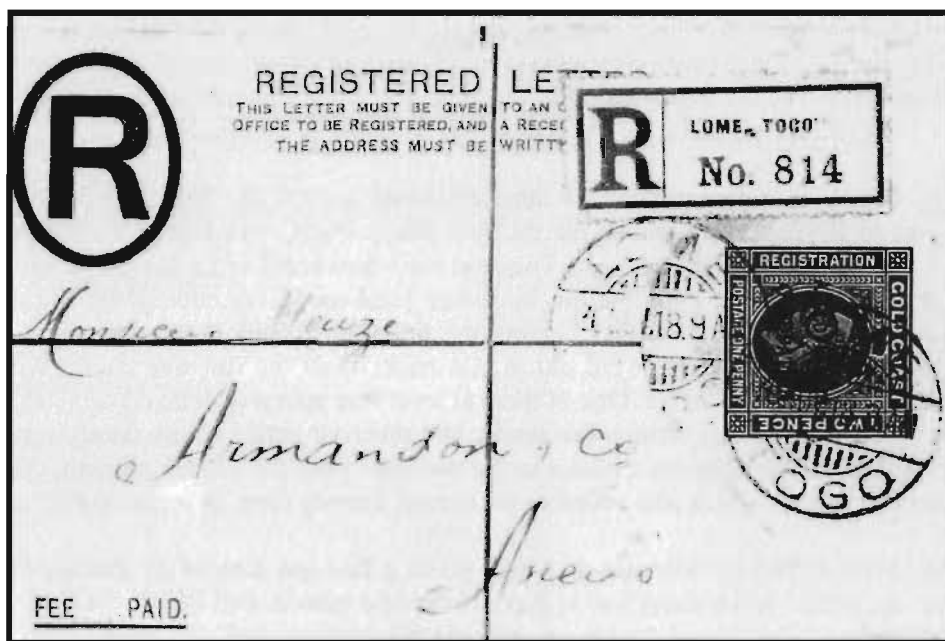
1. Martin J.J. & Walton F.L., *Togo : The Postal History of the Anglo-French Occupation 1914-1922*, p37, WASC, Sheffield 1995

Ref	Posted date	Origin	Cancellation	Addressed to	Notes
SIZE F					
1	24 Jul 1916	Lome	008.02	Brooks, Dunmow	Philatelic
2	24 Jul 1916	Lome	008.02	Brooks, Dunmow	Philatelic
3	26 Jul 1916	Tsewie	015.02	Brooks, Dunmow	Philatelic
4	30 Nov 1916	Lome	008.02	H.Busch, Keetmanshoop, SWA	See note 1
5	15 Aug 1918	Tsewie	005.02	Brooks, Dunmow	Philatelic
6	11 Nov 1918	Lome	008.04	Catholic Mission, Cape Coast	
7	30 Nov 1918	Lome	008.02	Armandon & Co, Anecho	See note 2
8	18 Aug 1920	Lome	008.02	Hinchcliffe Bros, Huddersfield	
SIZE G					
9	28 Jun 1917	Lome	008.02	Wilson, Gracechurch St, London	
10	20 Mar 1918	Lome	008.04	A.E.Davey, Peterborough	
11	26 May 1920	Lome	008.02	Hinchcliffe Bros, Huddersfield	Via Accra 29 May 1920
SIZE H					
12	13 Feb 1920	Lome	008.04	Bishop Gold Coast, Cape Coast	
13	6 Mar 1920	Lome	008.04	Rosenstern & Co, Hamburg	Censored in Germany
14	19 Jun 1920	Lome	008.04	Hans Josppen, Leipzig	
15	1 Sept 1920	Lome	008.02	F.Huppfeld, Berlin	
16	30 Sept 1920	Lome	008.04	Post Director, Berlin	

Notes

- 1 Item 4 has Lome (Togo) Postamt hand-stamp 101.02 of 27 Nov 1916 with purple circular "Passed Censor" hand-stamp 24mm diameter with 'Passed censor in the upper half and $\frac{5}{99}$ described when sold as a Cape Town Circular Censor Hand-stamp. (*ed—see figure 3 page 273 for a mark '7/99' in an oval. Is it connected?*)

2. Item 7 is, I think the first example to date of a Gold Coast KGV Registered overprinted envelope correctly used between the British and the French sectors, the front of which is illustrated below.



◆ ◆ ◆ ◆

Cameroun : the French hand-stamps on an Early Correspondence

Dudley Cobb

A sequence of items sent from Cameroun to the same persons, at various addresses in France and often forwarded, between October 1914 and January 1915, illustrates the entire range of postal hand-stamps used by Colonel Mayer's column of the Allied Expeditionary Force at that time.

The surname of the addressee has in all cases been inked over, separately from the re-addressing, and sometimes it has been disguised as well. But the sender can, I believe, be identified as Commandant Jung, chief of staff to Colonel Mayer, and the card and letters are to his wife and daughter.



Figure 1

The hand-stamps are, in chronological order :

1. A *first two-line hand-stamp*, not listed in reference 1, described by Maddocks in ref. 2 and illustrated in Figure 1. The first two items in the Jung correspondence, the card shown by Maddocks and this black-edged envelope, are the sole pieces with this hand-stamp known to me at present. Both are to a Bergerac address, and forwarded to rue St Paul, Paris. Taken together, their itinerary can be reconstituted thus: Douala 1 October 1914 (dateline), Dakar 12 October (cds), Bergerac 22 October (cds).

2. A *three-liner*, n°386 in reference 1 and also described in ref. 2. The next two items in the correspondence, one to Bergerac and one to rue du Petit Musc, Paris - see Figure 2 overleaf - have cds arrival marks of 7 and 9 December respectively. They too were forwarded to Le Havre. References 1 and 2 give a first-use date of 8 October 1914 for the three-line hand-stamp, as attested by the dateline on a postcard. That card, and a number of covers bearing the three-liner, have Paris cds arrival marks of 31 October. But neither of the Jung covers went out in that mail; of all the dateable covers with this hand-stamp, in fact, they are the latest to arrive. One of them at least was probably delayed somewhere along the route, and by the time the other was written the sender had received notice of his family's move to Paris. Along with other evidence, this suggests a hiatus in the mailings from the French column, connected with its advance eastwards to Edea - which also added to the overall journey time, as mails in 1915 soon show.

3. A *second two-liner*, n°387 in reference 1, which gives a first-use date of 25 December 1914. That seems far too late; use of this hand-stamp had in fact in my view ceased well before then. It is also shown by Maddocks in reference 2 (his Figure 3). I have seen just three covers with this hand-stamp, and on each it is accompanied by a circular mark. Two of them combine the second two-liner with TPA : one has a French arrival mark of 20 January 1915, the Jung item, addressed to rue du Petit Musc, Paris, and forwarded to Le Havre, bears no French dating. This item (Figure 3) hence also shows:

4. the *large circular Trésor et Postes aux Armées handstamp*, or *TPA*. This is n°388 in reference 1, with a first-use date of 17 November 1914 attested by a postcard dateline. On the cover described and illustrated by Maddocks, the second two-liner is accompanied by

5. the *circular Trésor et Postes aux Armées Cameroun datestamp*, or *TPAC*. This is n°389 in reference 1. On that cover it has the date in three lines : 11/JANV/19. The latest letter in the Jung correspondence - addressed directly to Le Havre - is the one which Maddocks illustrates in reference 3 (p.61). That cover has TPAC alone, with the date in four lines : 3/JANV/19/15, along with a Le Havre arrival mark of 2 February. It is the earliest use of TPAC so far recorded.

The Jung correspondence is no doubt incomplete as presented here, but the combination of datings and re-addressings on these items provides a valuable picture of these five hand-stamps, and of their chronology, at the start of the Cameroun campaign. For the rectangular hand-stamps, what this sequence and other research show is that the first two-liner was available as soon as troops landed. It was quickly superseded, still in Douala, by the three-liner. That hand-stamp is sometimes said to have moved up to Edea with Colonel Mayer, and been used there as well. The second two-liner is regularly said to have been used in Edea, and there alone (see Note 4).

I want to suggest that there is no clear evidence that Mayer's column took the three-liner to Edea. Some envelopes with this hand-stamp seem to have been marked in advance. More particularly, I want to suggest that there is no evidence that the strikes with the second two-liner were made at Edea. All three covers with this hand-stamp were, in my view, marked in advance. That is why two of them also carry TPA (at Edea in November-December), and why the third also carries TPAC (at Edea in January).

I have not been able, so far, to find any connection between mailings and shipping movements. At the same time, the mailings do not seem to tally with the CEF (British) ones announced in reference 3.

My book on this and related subjects has now been published after some delays. (ref 5). My thanks go to a number of WASC and COL.FRA members for their assistance, as credited in the book.

References

1. Bratzel M.P., Kraja H. & Maddocks R.J., "Les Obliterations du Cameroun 1914-1960", pp82-83, MPB Canada, 1990.
2. Maddocks R.J., "French Military Postal Franchise Cachets used in the Cameroons Campaign", *Cameo*, Volume 7 p187, WASC, July 2002
3. Maddocks R.J., *The Postal Arrangements of the Anglo-French Cameroons Expeditionary Force 1914-1916*, Author, Oswestry 1996
4. This is stated in references 1, 2 and 3 for instance, and goes back to 1958 at least with Wall's articles in *Les Feuilles Marcophiles*.
5. Cobb D, "Cameroun in the Great War, Vol 1 -The Military Handstamps and the Early Overprints", Author, France, 2004

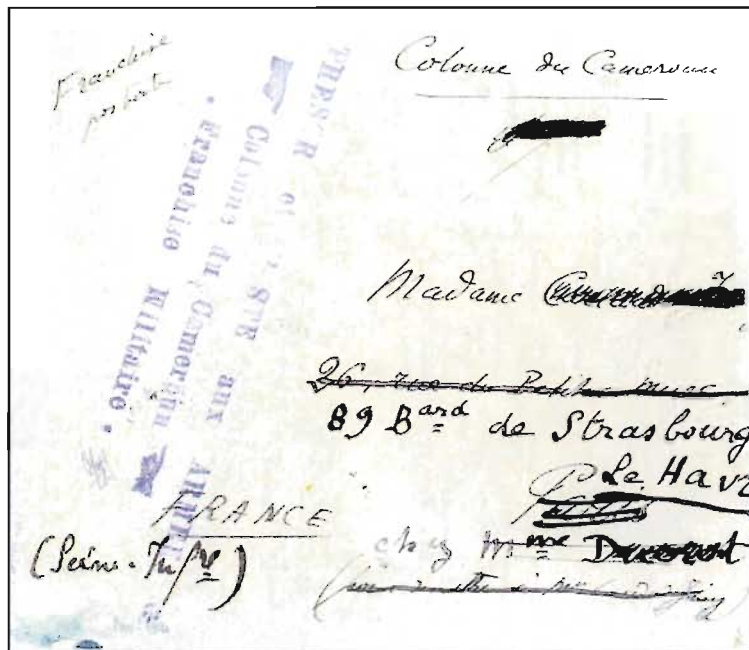


Figure 2

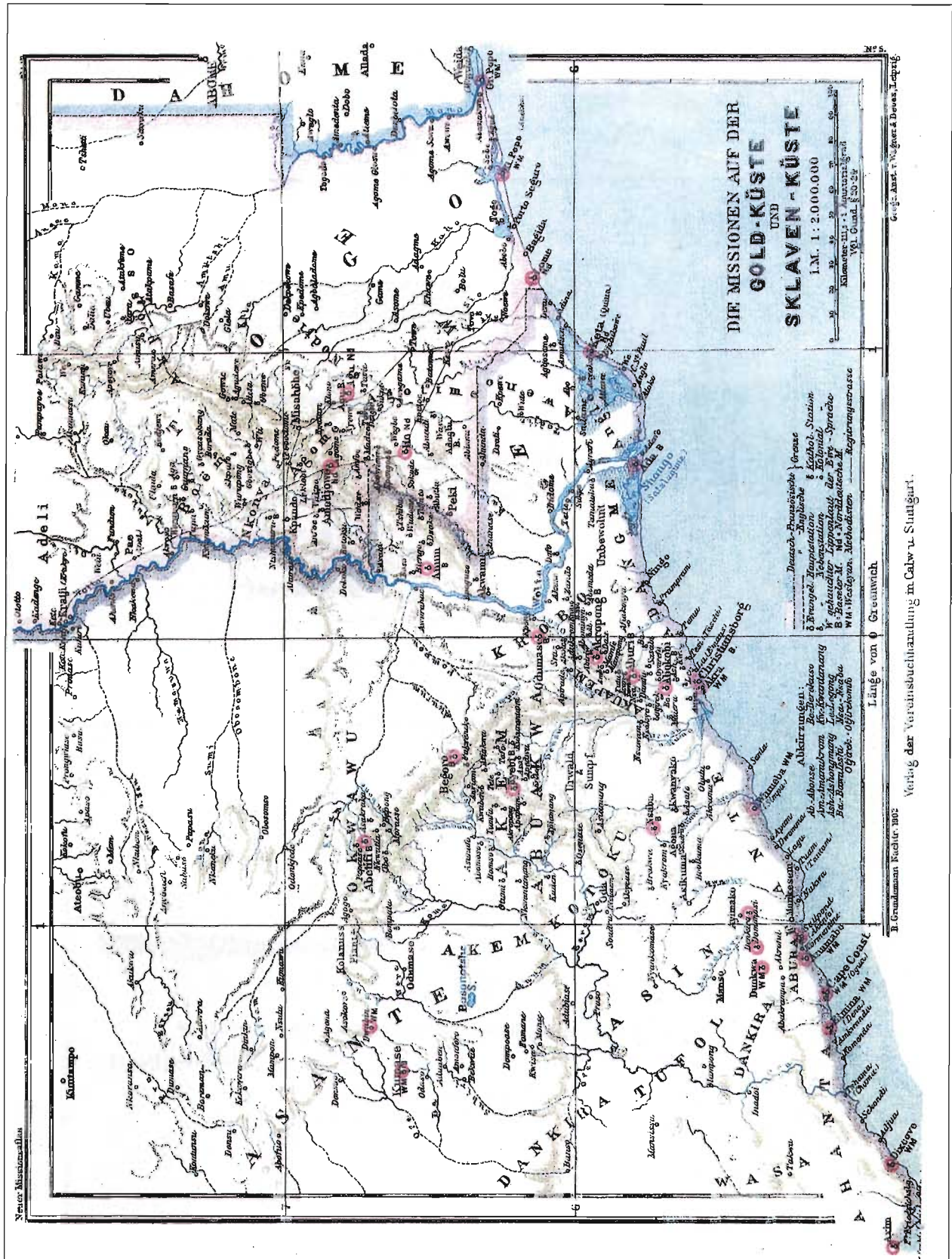


Figure 3

Ho and other Missions in Togo and Gold Coast

John Mayne

A friend has kindly sent me a copy of a German map dated 1902 showing missions in Togo and Gold Coast, which is reproduced below in reduced format (not to scale).



The German flag was first raised in Togo at Bagida on 5 July 1884 and the next day along the coast at Lome. Gradually the area controlled by Germany was enlarged to the boundaries shown on this map.

Ho is a settlement close to the Gold Coast border which had a mission. Over the years I have acquired four Gold Coast Queen Victoria postal stationery cards with messages from Ho, and recorded one other. It had a post office only from 19 August 1907. Until then it appears to have been easier to acquire Gold Coast stationery, and no German stationery has been recorded from Ho before that date.

All the recorded cards were sent to Germany, probably from Ho Mission. In later years all mail from the interior of Togo was routed via Lome or Anecho, but these all passed direct to the Gold Coast via Quittah and Accra. Two were collected by Woermann Line boats and two can be confirmed to have travelled by British boats, having Liverpool transit stamps. The fifth probably passed via Liverpool as well, but there is no transit stamp.

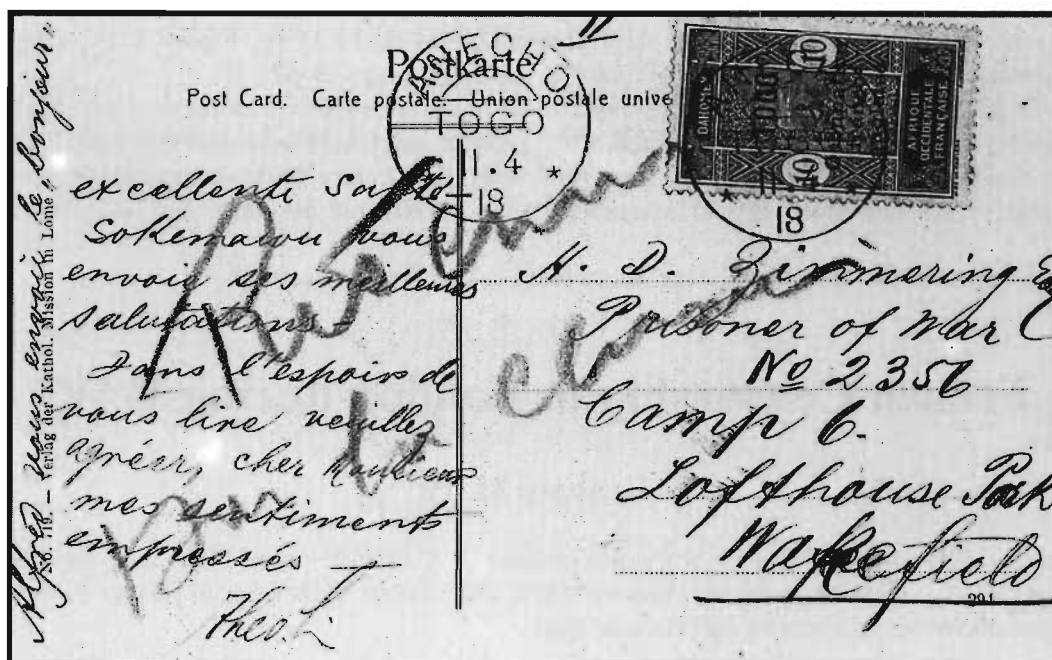
The messages are dated 27 Jan 1891, 20 Dec 1891, 13 June 1892, 28 Oct 1895 and 12 Oct 1896. I am indebted to the same friend for translating the messages into English. The most interesting message is that of 13 June 1892, when Klein-Popo was Togo's head post office, which asks for mail from Germany to be addressed via Keta (otherwise spelt "Quittah"), NOT via Klein-Popo.

Whilst on holiday I missed a sixth and earlier card offered on ebay. That one was dated 20 Oct 1890 and includes a message that the German flag was raised for the first time at Ho two days earlier by First Lieutenant Herold.



French Censorship in Togo

Jeremy Martin

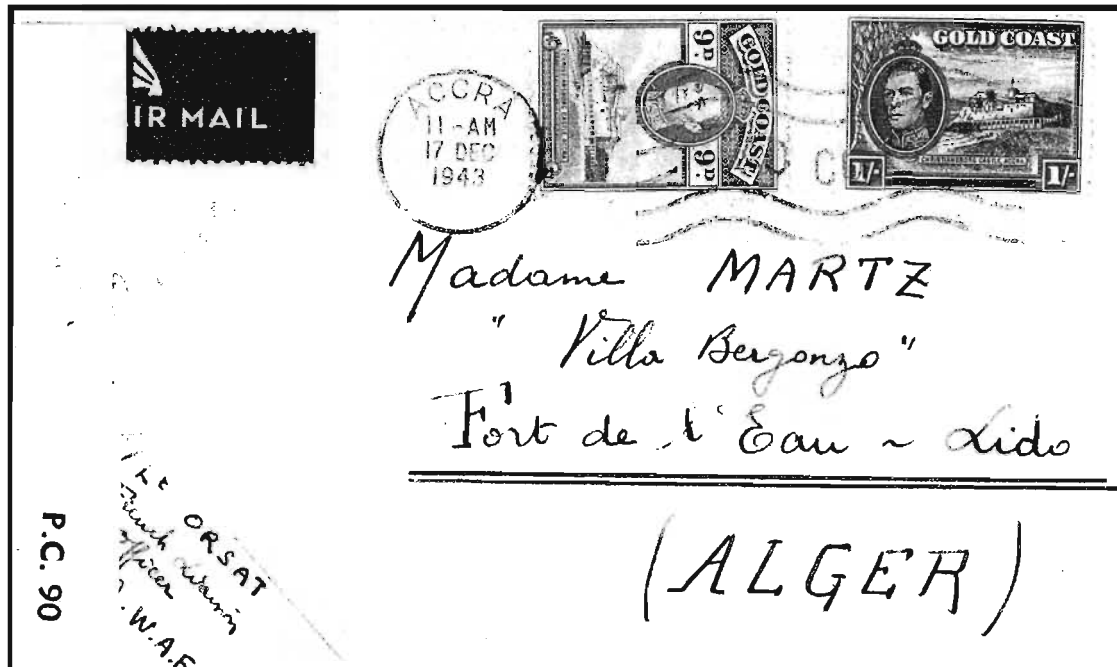


In France recently I purchased two postcards each franked with a French Togo 10c stamp. The cards are similar, both postmarked at Anecho on 11 April 1918 and addressed to a German POW at Lofthouse Park Camp, Wakefield. The message continues on both cards and concerns matters philatelic.

Both cards also have a blue crayon "Retourné par la censure" which I do not recall seeing before. I illustrate the second card. The question is, of course, were the cards prepared especially to "see what would happen" or were they genuinely intended to reach a prisoner of war? The war had not yet ended, which is presumably the reason the censor rejected them—it is hard to see what the censor could take exception to in the message.

French Liaison Officer, Gold Coast

Jeremy Martin



The illustrated 1943 cover from Accra to Algeria was sent by S. Lt. Orsat, French Liaison Officer, HQ W.A.F. The cover has a P.C.90 OO/36 Gold Coast censor label in grey, type L4A.

By late 1943 good relations between British and French West Africa had been restored and the main Free French Mission in the Gold Coast had departed. Only a minor role would have been left for a liaison officer at military headquarters, probably mainly concerned with the military convoys travelling from the Gold Coast through Togo and Dahomey to assembly points in Nigeria for units destined for the Burma Campaign.

My thanks are due to Michael Ensor for the information in the second paragraph.



French Censorship in London during WWI

Graham Mark

Ed—Following John Mayne's query in Cameo volume 7 pp300-303, May 2003, and Graham Mark's response in Cameo volume 8 pp98-99, January 2004, the authors have been in further correspondence between them and more information has come to light

I have realised that there is rather more to the covers described in Cameo by John Mayne (Ref 1) than I wrote about in Cameo myself (Ref 2). The *Civil Censorship Study Group Bulletin* has carried a previous article a few years ago giving an example of French condemnation of mail, complete with an illustration of a slip from the censor giving details of the condemnation.

John Mayne's three philatelic covers all left Lome on the same day, and all have blue crayon numbers on them: 13362 (the one previously illustrated in Cameo), 13372 (illustrated here as figure 2, p279) and 13376. Each cover has the octagonal "Saisi par l'autorité militaire" and circular "Ministère de la Guerre / Controle Postale Dieppe" neither of which strikes contain a date. On the reverse the circular cachet and crayon numbers are repeated, and all are indistinctly back-stamped with red London registered strikes of 15 Feb 1917. There are no arrival stamps for their final destination, Berne, Switzerland, but one cover has a

Berne Censor strike.

So I decided to look into a large volume I found some years ago on the floor of a bookshop in Hay-on-Wye, entitled "Who's who in relation to War Trade, index of entries in issues I to XXXI", compiled by the War Trade Intelligence Dept, London, 1918. Unfortunately I have not been able to find the actual publications at the Public Record Office, but knowing how difficult it can be to find things in their complex index systems, I reckon that one day I shall stumble across something. The index volume I have is 1000 pages of names, with references to the issue number and page of any entry relating to that name. The addressee of these three covers Fréd. Reinhard was listed in V,135 and XXIV,136. I cannot say what sort of comment may have been made about this man but I have found that most addresses of condemned mail can be found in this index. In this case there is a possibility he was found, through his correspondence, to have been dealing with, or on behalf of, Germans.

Fréd. Reinhard was a philatelist and one-time editor of *Philatelique de Berne* and one-time co-editor of *Schweitzer Briefmarken Zeitung*. He was born in 1871 and the 1916 *Who's who in Philately* gave his address as 41 Bantigerstrasse, Berne, as on these covers.

The slip illustrated below (Figure 1) is the example that appeared in *CCSG Bulletin*, Vol. 13 p54 of April 1986. It was gummed onto a registered cover from Malaga, Spain, to Copenhagen, Denmark. The explanation followed in *CCSG Bulletin* Vol. 15, p35 in February 1988, written by Col. René Raynaud and the text is reproduced overleaf:

Office CMCP London	C.M.C.P. Londres
Registered number 134	N° de recommandation 134
Town of origin Malaga	Ville d'origine Malaga
Date of posting 19 June 17	Date d'expédition 18/6/17
Name and address Of the sender	Nom et adresse de l'expéditeur Loos et Gompels Malaga
Name and address of the destination - A bank in Copenhagen	Nom et adresse du destinataire Den Danske Land- mandsbank - Copenhague
Contents of the envelope	Contenu de l'enveloppe 14 569 lettre c. l. 5 connaissements 5 traites
Reference number	Date d'envoi à S. E. 20 JUL 1920
Date forwarded to S.E. 20 July 1920	MILITAIRE MILITAIRE

Figure 1

“The French ‘Commission Militaire de Controle Postale de Londres’ was set up in London along with a British Censorship Office for joint examination of mail confiscated (‘Saisi’) at sea by the British Navy from neutral ships, especially Dutch, Spanish, Danish, Norwegian and Swedish. The creation of this Commission seems to date from the end of 1915, and followed an increase in the volume of important mails confiscated at sea due to the maritime superiority of the UK Navy. (*see note 2 below*)

First period

The personnel and the censor devices for the Commission in London were provided initially by the Dieppe Commission; this was a very important office, and was closest to London. The devices used were:

1 For Normal Censorship

a) the censor hand-stamp: the ‘seated goddess’ type with ‘MINISTERE DE LA GUERRE / CONTROLE POSTALE DIEPPE’. This 36/26 mm double circle hand-stamp (*ed-as seen on John Mayne’s covers*) was the first uniform type to be used in France Metropolitaine. It was brought in to use at Dieppe following the use up to mid-1915 of several hand-stamps of various types.

It was replaced early in 1916 by the double-oval hand-stamp of the Second general Issue. This 40 x 28mm device has ‘OUVERT / PAR L’AUTHORITE MILITAIRE’ between the two oval rings, and in the centre has a number in the range 0-50. These Dieppe hand-stamps seem to have been seldom used in London; instead, hand-stamps of the same type but numbered 901 to 925 were used in the London Commission from mid-1916 onward.

b) the censor tapes: two types, small and large, printed with ‘CONTROLE POSTAL MILITAIRE’ were used by the Dieppe Commission (and by the other Metropolitan France Commissions).

c) a sealing wax hand-stamp, intended to be used on registered mail. This is a circular mark, approx 20mm diameter, with a large ‘D’ (Dieppe) in the centre and ‘CONTROLE POSTALE’ around this.

2 On covers which were ‘SAISI’ (condemned) after censorship

a) a ‘SAISI’ hand-stamp, octagonal with ‘SAISI PAR/ L’AUTHORITE MILITAIRE’ in the frame. (*ed—again as seen on John Mayne’s covers*)

b) a ‘condemned’ form around 10.5 by 12.5 cm, with—at the top—‘C.M.C.P. Dieppe’. The form is printed by hectography in the normal blue ink, with headings to insert information regarding the postal item: reason for condemning, file number, date deposited in archives etc. The form was pinned onto, or glued onto, the letter. (similar to figure 1 but with ‘Dieppe’ in the title).

Second Period

All the material from the initial period was gradually replaced with material specific to the London Commission.

1 For Normal Censorship

a) A censor hand-stamp of the ‘seated goddess’ type with no place indicator: text ‘MINISTERE DE LA GUERRE/ CONTROLE POSTALE MILITAIRE’

b) Hand-stamps of the double oval type with numbers 900 to 920, along with 925. The hand-stamp numbered 925 has not been seen by the author, but was apparently ‘CONTROLE POSTALE / ACHEMINE SANS CONTROLE’ (ie. ‘passed without opening’) instead of the normal ‘OUVERT/ PAR L’AUTHORITE MILITAIRE’

c) A new censor tape appeared in 1918, similar to the small type used previously; it can be recognised by the VERY white paper used and the different form of the letters ‘R’ and ‘M’.

d) There is no record of any different type of wax seal.

2 ‘Condemned’ Mail

a) A new type of ‘SAISI’ hand-stamp about 1917 (probably earlier). This new handstamp is easily distinguished from the previous type, since its’ frame is a square with cut corners, instead of a regular octagon.

b) The early Dieppe ‘Saisi’ form was replaced by one with ‘Londres’ in the title (See figure 1). Later a new form was printed by the London Commission to replace the early hectographed form. The new form was larger (10.5 x 17 cm.) to allow more information to be recorded. The first printing was around mid-1916, with the printers imprint at the bottom of the form: ‘W 1034—343—5000—5/ 16—HWV-P689’. 5/16 = May 1916. The earliest recorded use is somewhat later. “HWV” = printers Hazell Watson & Viney.

Post-War

The 'Condemned' forms attached to the seized documents have initials to indicate their distribution ('SE', 'SCT', 'SCR, etc.), the meaning of which is not yet known, but which probably refer to the files where they were stored. However, it is almost certain that the vast majority of condemned documents were not released at the end of the war but were destroyed."



Figure 2: the one of three covers from sent from Lome 28 Dec 1916 which was censored on arrival at Berne, also showing one stamp having been lost in transit. Otherwise with the same range of hand-stamps denoting condemnation at London by the French censors seconded there from Dieppe Controle Postale

All the marks were applied at CMCP London. Unfortunately no censor number is evident but I expect it was in the 900-925 series. The three covers have a large pencilled number on both face and reverse in the usual blue pencil. Note the 4200 difference in the number between January 1917 (John Mayne's three covers) and late June (the condemned form at fig. 1). I am unsure of what section or service 'SE' might be, but "Secteur Economique" has been suggested. If the handstamped date on fig. 1 relates to the eventual release of the item it seems quite late to me. Mail condemned by the British censors was released in August/September 1919 and anything which was not released was destroyed at that time. John Mayne's covers carry no "scars" of a slip being pasted on the back - so maybe they were released and the relevant slips were kept in the censorship office, while condemned covers which were not released had the slip gummed to the back, and the few that are now in collectors' hands escaped from the furnace, or the waste paper merchant.

I have recorded twelve covers with London 901-920 censor numbers, dated between 7 May 1916 and 9 June 1919. the first two, dated May 1916, are sealed with British censor's labels, with the numbers cut off. The French censors probably arrived from Dieppe with a quantity of their own stationery and hand-stamps, but no doubt the supplies they brought rapidly dwindled.

Notes

- 1: The Commission was set up in 1916 (not the end of 1915 as mentioned by Raynaud)
- 2: In fact the Royal Navy never seized mail on the high seas. Neutral vessels were directed to call at, or escorted into, British ports. Once there, the mails were unloaded and sent to the censorship in London.

References

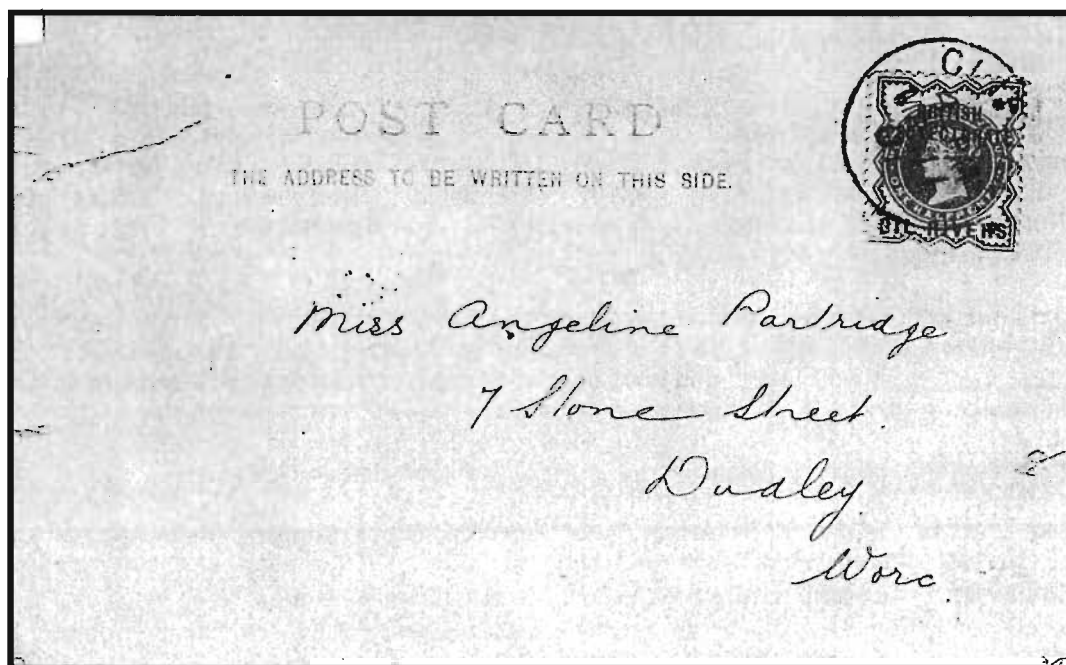
1. Mayne J., "Togo—Censorship in the French Sector", *Cameo*, Volume 7 pp300-303, WASC, May 2003
2. Mark G., "French Censorship in London during WWI", *Cameo*, Volume 8 pp98-99, WASC, January 2004

Use of GB Overprints Within Great Britain

Tony Stanford (from a query by Tony Cassidy)

This item stems from an extended chain of collaboration. Tony Cassidy, on behalf of Die Harfe (The Harp) the journal of the F.A.I.—the German Society for Irish philately, lodged an enquiry on the WASC web address in May 2004, which Frank forwarded to me. I passed it on to the editor of "Overprinter", the journal of the GB Overprints Society. They have now published the following article in their Christmas Edition 4/2004, which has also been returned by e-mail to Tony Cassidy.

John Davies, referred to in this article, a long-time GBOS member, was employed at the National Postal Museum from 1973 to 1985, and has extensively researched their archives.—ed



Having been asked about the usage of the Oil Rivers half-penny QV Jubilee on a Postcard from Ireland to Dudley earlier this year, I contacted John Davies to enquire about the validity. After some correspondence we concluded that such usage was not authorized at the time and that a collector was 'trying it on' and probably hoping to produce an interesting item by inducing usage of a postage due or unusual cachet.

John was quite correct in his assumption. There was a coded message on the back of the postcard, which has been decoded by the original enquirer, to reveal that it was evidently sent by a philatelist, Mr. W. Reginald Gray, 'in order to see if it will pass'.

In our correspondence on this subject, John provided a lot of interesting detail which, with his agreement I have summarized below, as much of this information has not previously appeared in the Overprinter.

Because Britain issued stamps for its overseas Post Offices, they had to be available within the UK and the 'Overseas Mails Branch' was set up in Armour House, near the main London 'Chief Post Office' sometime around 1913. A successor to the long-established 'Foreign Office', the role of the 'Overseas Mails Branch' was to control overprinted and surcharged stamps and to service the philatelic trade and it comprised three main sections. One section was concerned with postal services and general administration, another with supplying stamps to postal administrations and dealers and the third was the Accountant General's Department dealing with financial matters.

On 23 August 1950 a GPO circular stated that all overprinted sterling stamps (ie non-surcharged overprints) could be used within GB. In all probability this was due to the gradual closing down of the overseas Post Offices and the desire to reduce the large stock of overprinted stamps that were surplus to requirement. It was felt that releasing the sterling overprinted stamps would encourage dealers to buy up 'dead' stock and

thereby both reduce the amount which would eventually have to be officially destroyed and provide some revenue. The use of surcharged overprints has never been authorized.

At that time, according to the 1949 Post Office Guide, the GB stamps of Queen Victoria and King Edward VII were obsolete and no longer valid for postage. When Queen Elizabeth's reign began in February 1952, the GB stamps of King George V became invalid, those of King Edward VIII and King George VI remaining valid.

When researching the archives John discovered an official Government Department called 'The Trading with the Enemy' Department which was set up during World War II at 28 Kingsway, London WC2. From a philatelic point of view the department imported the aniline dies required for printing the KGVI definitives. When supplies from Germany began to be limited, the dies available were diluted, resulting in the pale colours issued in 1941-2.

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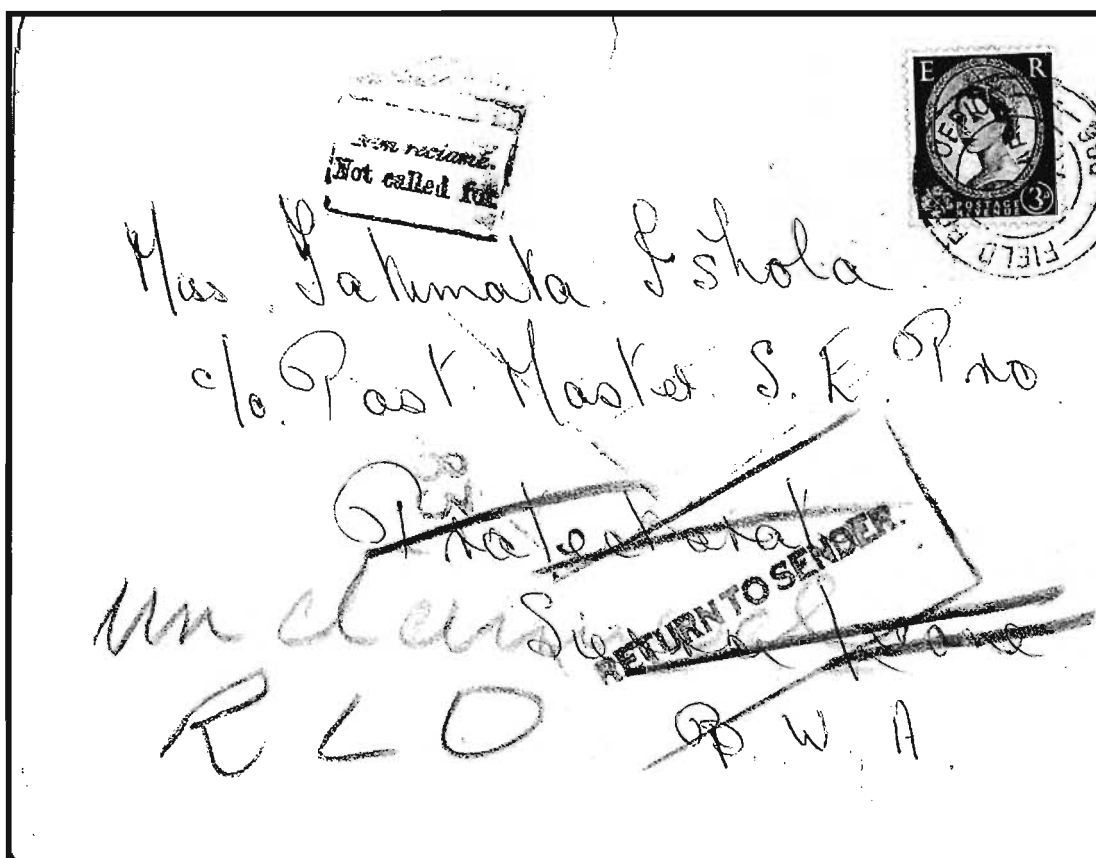
Sierra Leone "Not called for"

Jeremy Martin

This cover, from FPO 996 in BAOR (British Army of the Rhine), was addressed to "Postmaster S.E. Pro., Protectorate, Sierra Leone". There is a Kenema code C back-stamp, Walton type 072.06 dated 16 MY 1960. (Ref Walton F.L. "The Postmarks of Sierra Leone 1854 to 1961, p38, WASC 1990)

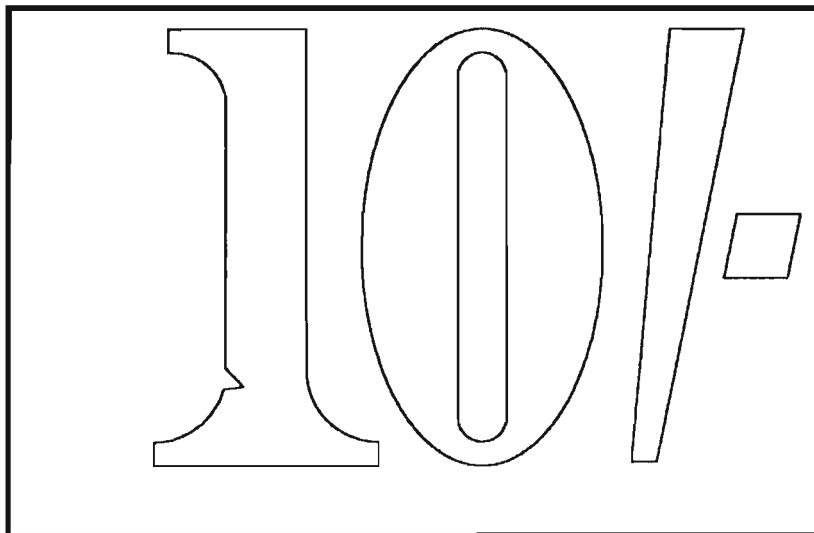
The cover received a black 24x28mm rectangular framed cachet "Non reclame/ Not called for", which is Proud type I5. His only recorded date is 18 May 1942, but Nigel Lutwyche has examples of 2? Feb 1938 and 17 Aug 1942. Frank Walton suggests allocating WASC type M29, and ref 729.01 in a future edition of "The Postmarks of Sierra Leone".

The cover is also struck with a 52.5mm x 28mm "RETURN TO SENDER", which may also need a new type and reference number if it is a Sierra Leone marking.



Gambia 1938 KGVI 10/-

Maurice Tozer



Earlier this year I was approached by a fellow member of the Witwatersrand Philatelic Society who pointed out to me an inconsistency in the left hand radius of the foot of the figure 1 in the 10/- value tablet, as above. He wanted to know if this is a constant flaw.

I have been in contact with Oliver Andrew who has made enquiries in the UK. He has sent me a photocopy of the whole set for sale in blocks of four. Although the image is small and coarse, with a magnifier a similar inconsistency can be observed in the RIGHT-HAND radius!

I am writing this as a query in Cameo in the hope that members will be able to examine their collections to ascertain if we have come up with one or two constant varieties.



Togo Mail Collected by Belgian Ship

John Mayne

Before August 1914 Togo mail was handled in Togo by German ships, in the Gold Coast by British and German ships and in Benin/Dahomey by French ships.

With subjects of other European powers having commercial interests in West Africa I have sought to establish if ships of other countries handled Togo mail before August 1914 in any of these countries, but to no avail. Enquiries of the Spanish Study Circle drew a blank as did an enquiry of a member of the Belgian Congo Study Circle. To date I have had no joy with Portuguese ships.

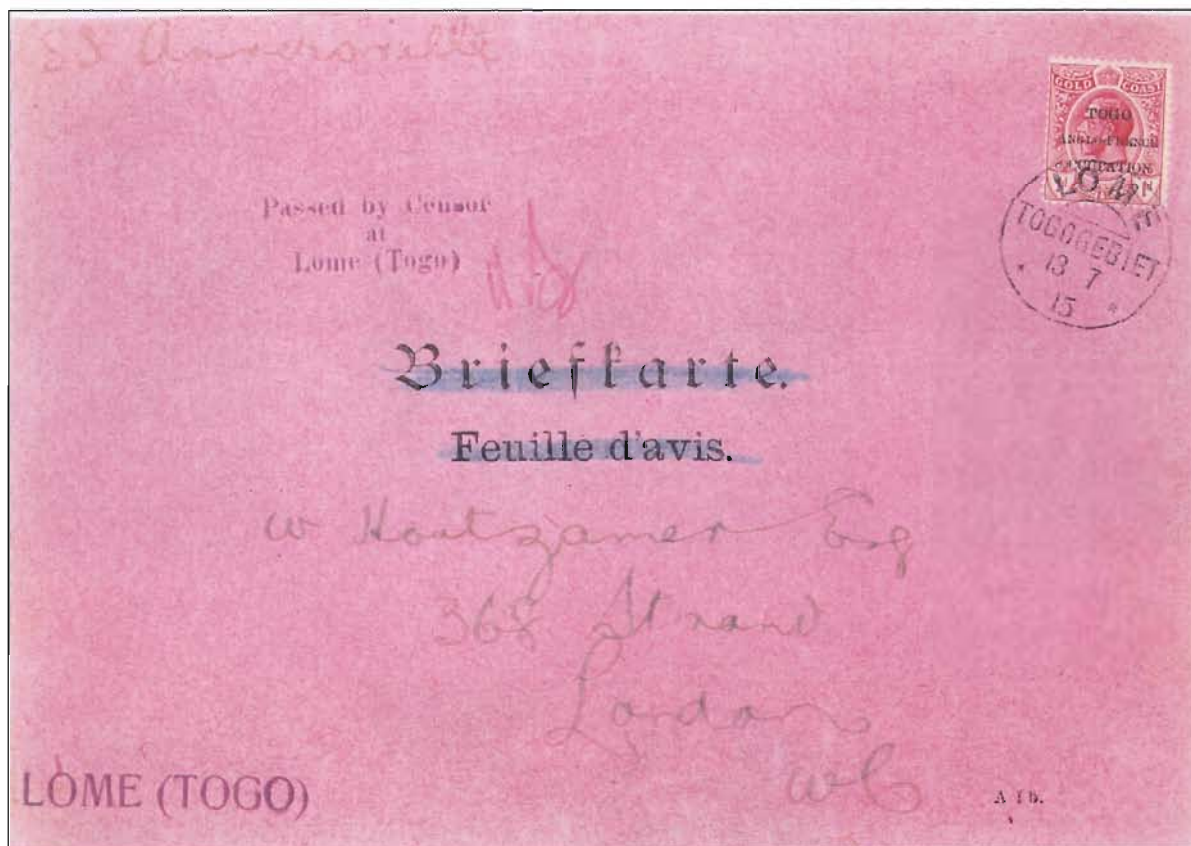
Recently my eye was taken by a cover dated 13 July 1915, which I nearly overlooked because it is from "Brooks" and so likely to be philatelic. It is illustrated opposite (Fig 1). It bears the straight LOME (TOGO) hand-stamp which has Martin & Walton reference 102.02, which they have recorded on OHMS envelopes from 21 November 1915 to 22 May 1916. The three line censorship hand-stamp reference 200.01, first recorded 6 April 1915, is added with Brooks' initials. Of greater interest to me is the manuscript endorsement "S.S. Anversville".

Abbe G. Gudenkauf (Ref 2) states, under the heading Belgian Mail Boats—“During the Great War British and French ports were used, especially Falmouth for passengers and Hull for cargo”. Previously the Belgian ships operating the Antwerp—Boma—Matadi route by-passed Benin, Togo and Gold Coast. Gudenkauf also quotes “Anvers-Congo ou Grande Aventure” by E & M Deneumostier who list “Anversville” (2nd) of 8,400 tons operating the Antwerp—Boma—Matadi route from 24 August 1912 to the end of 1938.

Pages 12 to 84 of this book detail ALL ships docking at Banana, Boma, Libreville or Matadi from 1879 to 1922 with details of their return home port, but the author stresses the listing is “far from complete”. He gives his prime reference source as “Le Mouvement Geographique”; an “important weekly publication from 1884 to 1914 and 1919 to 1922”. So, by the author’s admission, there is a lack of information for the war years. The schedules list “Anversville” dockings in 1914 and in 1916 to 1922 inclusive, but not 1915!

There are no back-stamps on the cover, which was no doubt collected in the Gold Coast (Martin & Walton state the first direct mail to Liverpool from Togoland left 4 May 1918—Ref 3) and in spite of the endorsement there is no evidence to confirm the item was handled by a Belgian ship. Even so, it is the first Togo mail I have seen endorsed for collection by a Belgian ship and I would be grateful if members could check their collections to see if any others can be found.

In subsequent correspondence with Michael Ensor he has suggested that we should consider whether “S.S. Anversville” may have been chartered to the British.



References

1. Martin J.J. & Walton F.L., *Togo : The Postal History of the Anglo-French Occupation 1914-1922*, p71, WASC, Sheffield 1995
2. Gudenkauf Abbe G., “*Mailboat Services from Europe to the Belgian Congo (1879-1922)*”, p3, Cockrill Series Booklet No 41, 1982.
3. Martin J.J. & Walton F.L., *Togo : The Postal History of the Anglo-French Occupation 1914-1922*, p30, WASC, Sheffield 1995



A



C



B



D



E + H.



F



J.



L.



L.*

Sierra Leone—Freetown Alphabetical Postmarks

Peter Rolfe

This article covers circular date-stamp postmarks of Freetown with the addition of a letter of the alphabet. The earliest examples start in the 1890s and are well described in "The Postmarks of Sierra Leone" by Frank Walton (Ref 1), so are not covered here.

The usage was revived in 1936 and carried forwards, more or less continuously to about 1994, when it was gradually superseded by the Salpost cancellations. Throughout the period, other forms of circular date stamp postmarks were also in use at Freetown. The listing below should not be considered as definitive and is based solely on examples seen by me. I would be pleased to hear of others, particularly "G" and "K".

FREETOWN A —First recorded by Frank Walton (035.32) as 26mm diameter in 1936, the letter "A" reappears in 1961 as 23mm diameter in use on items. Earliest date is 27 April 1961 and latest 12 May 1967.

FREETOWN B —Recorded by Frank Walton (035.31) at 25.5mm diameter in 1945, this letter also reappears as 23mm diameter in 1953 on philatelic items. Earliest date is 2 June 1953 and latest 19 May 1967, but a further example has been seen dated 25 October 1978 on a philatelic First Flight cover.

FREETOWN C —Recorded by Frank Walton (035.32) at 26mm diameter in 1937 to 1945, it reappeared at 23.5mm diameter on a philatelic cover dated 28 November 1977. No further examples have been seen.

FREETOWN D —The most extensively used of the series, this cancellation was in general use for nearly three years. The first example seen is dated 2 January 1965 and the latest 14 May 1968.

FREETOWN E —Only seen on philatelic examples on the 1969 Scouts issue, but dated 1 October 1973, in conjunction with "H".

FREETOWN F —Only seen on philatelic material. Earliest date seen is 10 February 1964 and latest 6 September 1965.

FREETOWN G —Not seen at all.

FREETOWN H.—Only seen on philatelic material in conjunction with "E". This cancellation has a revised layout with the letter "H" on the upper part of the ring rather than being in the centre above the date, The "E" appears above the date, as well. All subsequent cancellations use this layout.

FREETOWN J.*—This cancellation was in general use for a while, with the earliest date seen as 16 February 1994 and the latest 18 August 1994.

FREETOWN K —Not seen at all.

FREETOWN L.—Only seen on registered covers, with the earliest date of 22 October 1969 and the latest 2 October 1971.

FREETOWN L.*—Similar to the above but with the addition of an asterisk above the date. Earliest date is 7 October 1969 and latest 15 June 1970.

Peter Rolfe is working on a write-up of Post-Independence Sierra Leone 1961-1971 and would like to hear from anyone who may have any odd or interesting material. If you have anything out of the ordinary or a good variety to include in the write up, please contact Peter Rolfe at the address given on the contents page.

Reference

1. Walton F.L., *The Postmarks of Sierra Leone 1854-1961*, pp24-25, WASC, Sheffield 1990

Cameroons U.K.T.T. Stamp Availability in Northern Cameroons

John Daynes

In 1961 I corresponded with the Colonial Office and some of the Postmasters in the Northern Cameroons about the availability of the Cameroons U.K.T.T. postage stamps and the following information may be of interest.

In a letter dated 21 April 1961 the Colonial Office in London stated:

“Until it was separated off from Nigeria, the Northern Cameroons had never had a separate administration of its own, but the Southern Cameroons had had something very much like a separate administration. It was not therefore very difficult to establish certain administrative agencies (e.g., the Post Office) in the Southern Cameroons as separate entities, although the Nigerian Government lent us certain facilities for which we paid. In Northern Cameroons this would have been impossible. This explains why a separate issue of stamps was made in Southern Cameroons, i.e. the old Nigerian stamps overprinted, whereas in the Northern Cameroons people just went on using the stamps of Nigeria, including the new issue.”

Meanwhile I had written to the Postmasters of the three Post Offices that I knew about in Northern Cameroons asking what postage stamps were on sale at their offices. I received the following replies:

Mubi “From 1 October 1960 till 31 May 1961 the overprinted U.K.T.T. stamps were on sale. Mubi became part of Nigeria on 1 June 1961.

Other Postal agencies, Gembu, GANYE, Jalingo”

Bama “U.K.T.T. stamps:- ½d; 1d; 2d; 3d; 6d; 1/-

Other types (Old Nigerian types):- 1½d, 4d, 2/6d, 5/-, 10/-, £1”

Gwoza “U.K.T.T. stamps ½d, 1d, 1½d, 2d, 3d, 4d, 6d, £1”

My enquires to Mubi and Gwoza were accompanied by a British Postal Order to pay the cost of return air mail postage. Gwoza used a 3d and 1/- U.K.T.T. stamps. The Mubi postmaster was thoughtful and used the following postage stamps;

U.K.T.T. ½d, 2 x 1½d, 2d, 3d, 6d, Old Nigeria; ½d, 4d, New Nigeria 1d



In the light of this information I wrote again to the Colonial Office and the reply was:

“As regards the inquiry in your letter of 20 June, we understood that the overprinted stamps would be on sale in the Southern Cameroons only. Supplies of them were, however, delivered to the Federal Nigerian Department of Posts and Telegraphs who continued to provide postal services to us for both the Northern and Southern Cameroons. It is possible, therefore, that supplies of the overprinted stamps were issued to Post Offices in the Northern Cameroons also. There was no reason why they should not have been put on sale there and no instructions were issued saying that this should not be done.”

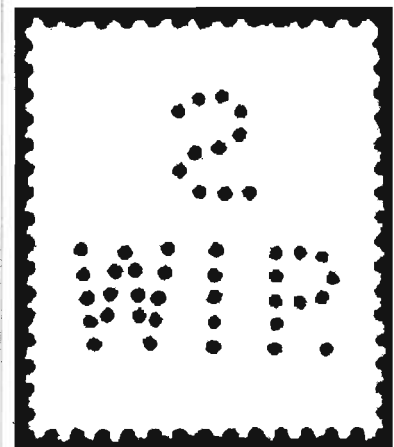
It may well be that the Nigerian Post Office thought that as the overprint was Cameroons and not Southern Cameroons the stamps should be and were issued to Post Offices in both Northern and Southern Cameroons.



Sierra Leone WIR / 2 Perfin

Frank Walton

Stamps with the WIR / 2 perfin of the 2nd West India Regiment are difficult to find, but the example illustrated is the first one I have seen that has damaged pins. There is one pin missing from each of the '2' and the 'R'. This is a late usage of the perforating die as it is on an Edward VII stamp, postmarked June 1903. Any similar reports would be welcomed.



Pre-1900 Missionary Letter from Sierra Leone

Ray Revell

The cover illustrated contains its original letter - a real bonus! It is franked with an 1884 4d brown, the correct rate for 'foreign places' at the time, and cancelled with a B31 killer. On the reverse are:

Freetown cds 3 Sept 1891

New York duplex 26 Sept 1891

Greenville received 28 Sept 1891

The letter reads;

“Rotufunk (now Rotifunk) West Africa
August 25th 1891

Mr Ril. T. Taylor

Dear Sir,

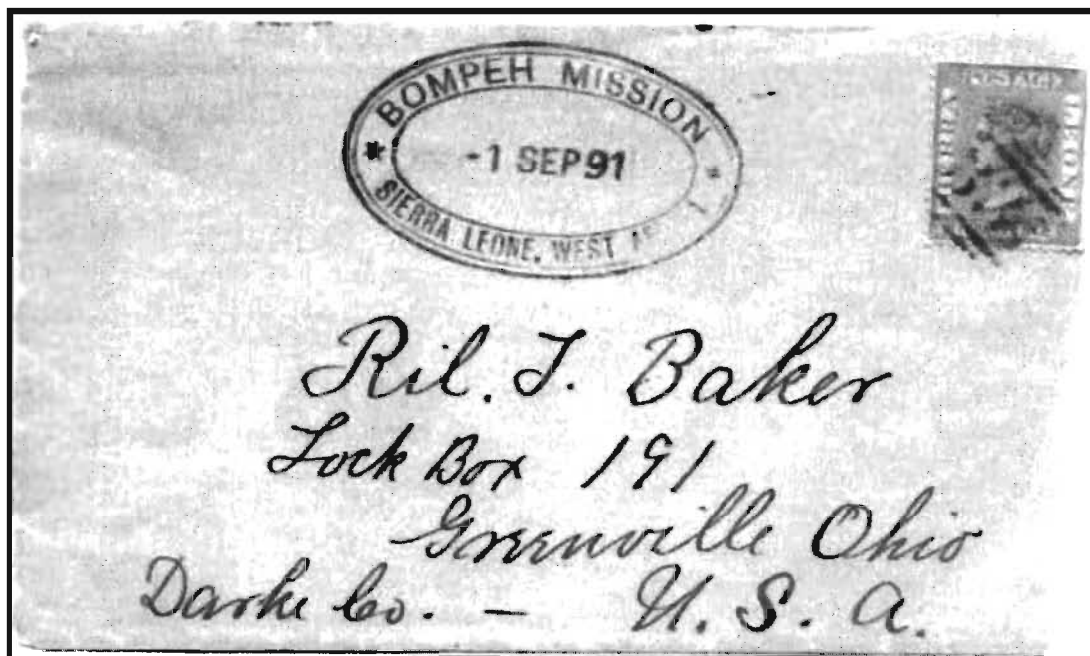
Yours of July 2nd reached us a few days ago. And although you are a stranger to us, we are glad to hear from Old Greenville our home. We are living in the British colony of 'Sierra Leone' which means 'Lion Mountains'. Our stamps are all of English dimensions ie penny - 2 penny - ½ penny etc. I think there are about a dozen different kinds. But while they have the Queen of England's image on them, they are only good in Sierra Leone. If you want them, please send me a new One Dollar Bill which I would prefer to a postal money order.

We get our mail here once a month which is brought out from Freetown, (our nearest post office) 100 miles by private messenger at our expense. Our P.O. box in town costs us 10 dollars per year. This is but one of the inconveniences of missionary life in Africa. Please convey our best wishes to Mrs. & Mr. Hacket & believe me dear Sir to be Your Obedient Servant.

Jacob Miller Jr.

Superintendent of Bompeh Mission

Address Box 23, Freetown, Sierra, West Coast Africa”

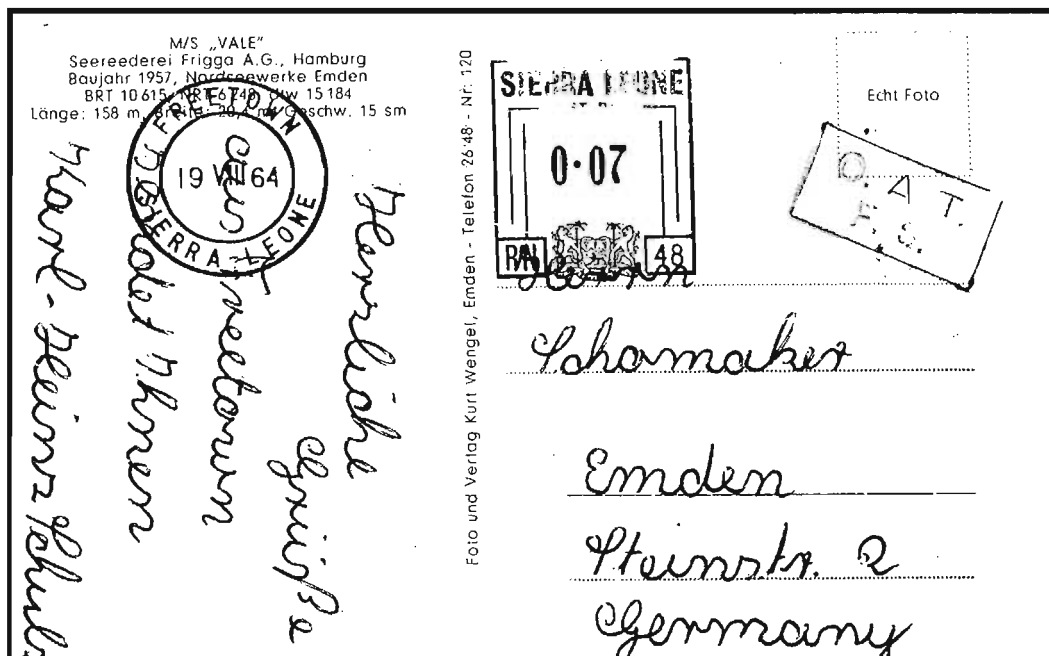


Bompeh Mission is located at Rotifunk, a town some 100 miles up country from Freetown, and without a post office or rail communication with the capital at that time. The 'private messenger' mentioned in the text would therefore have had a long walk with the outgoing and incoming mails - a horse is possible but not very likely.

Most of the letter concerns the mail and stamps and may be of interest to members; I particularly like the 'English dimensions'.

Sierra Leone—late use of O.A.T. Hand-stamp

Jeremy Martin



The O.A.T. (Onward Air Transmission hand-stamps are not often seen on West African mail. The 1964 example illustrated above is a late form. It is Heifetz type XIX (ref 1) known between 28 July 1963 and 5 Oct 1970.

This postcard has a Freetown machine cancel of 19 August 1964 but no airmail label. It is likely that it was taken by sea to London, where the Foreign Section (F.S.) at the GPO applied the violet hand-stamp for the remainder of the journey to Germany by air.

I believe I am right in saying that most mail by this date was forwarded by air within Europe, whether or not it was so designated.

Reference

1. Heifetz M., *OAT and AV2 Markings*, p50, American Air Mail Society, Mineola, New York, 1997



Gold Coast—new Postmark Discoveries

Ian Anderson

I can illustrate two postmarks that are not recorded in Mackin (Ref 1). The first is Essikuma, type 16, dated 28 Dec 1925, shown on the front cover of this issue, and the other is a type 19 postmark for Accra which, though incomplete, would clearly read “PARCEL POST ACCRA” dated 15 Nov 1927. All the other parcel postmarks listed in the 1990 revision of Mackin are type 16.



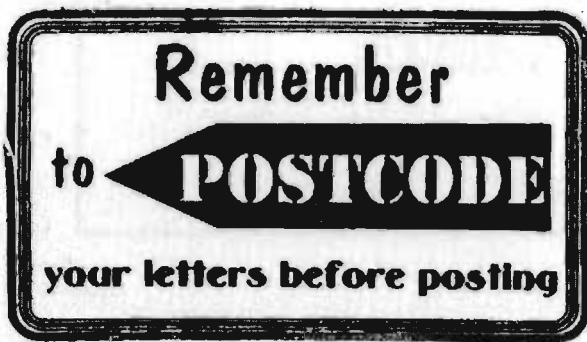
Reference

1. Mackin M.T., *The Gold Coast ... Cancellations 1875-1957*, WASC, Revised edition 1990

Nigeria Postcode Directory

Allan Deeds

I have found the June edition of *Cameo* and your article about Nigerian postcode labels (Ref. 1). It prompted me to look through my material. I found a copy of 'Without / POSTCODE / your letters may / suffer delay' (fig 1 in your article) with the words 'Postcode Door Sticker' written on the back in manuscript, although I suppose it could also be stuck onto a counter. I also found that I have a sticker with 'Remember / to POSTCODE / your letters before posting' also described on the back as 'Postcode Door Sticker' and on Adespan Italy backing foil. In addition I have a label printed in mirror writing, on Adestor backing foil with 'MAIL DELIVERY / IS FASTER WITH / POSTCODE / DON'T FORGET TO / WRITE IT' This is described as a 'Postcode Car Sticker' Both are illustrated below.



I am also aware of two versions of a leaflet "User's Guide to the Nigerian Postcode System" published in about 2000, the larger, three-fold version of which is reproduced overleaf. It sets out how postcodes are to be correctly used, and also describes the range of delivery services.

Finally I have a copy of the Nigerian Postcode Directory. The first edition appears to have been issued late in 2000 or early in 2001. On visiting Nigeria in 2002, I found that post offices, if they had a copy of the Directory at all, had only one copy and, of course, I could not take that away. However, I managed to contact the National Postcode Coordinator, Mr Joel O. Olaşunkanmi, in Abuja, who kindly sent me one by post to the UK and I have been browsing through it ever since.

The country is divided into nine Postcode Zones, numbered 1 to 9, starting from 1 (Lagos and Ogun states) and running roughly in an anticlockwise spiral that finishes at the centre with 9. All the postcodes consist of six digits. The Zone Number forms the first digit, the next two digits indicate the Despatch District, of which there are 261 in all and the last three digits form the delivery component.

Some of the postcodes, especially the rural ones, cover fairly large areas. For example, the small town of Onire in Kwara State has the postcode 240106, but the Directory also names 289 surrounding locations with the same post-code. On the other hand, the village of Uba, which is cut in two by the state boundary between Adamawa and Borno, lies in different postcodes: 601104 for the Borno part and 650103 for the Adamawa part. Urban areas, have post-codes that are much more focussed; a town such as Kaduna, for instance, is covered by fourteen postcodes.

USER'S GUIDE TO THE NIGERIAN POST CODE SYSTEM

Introduction

The Nigerian Postcode is designed to facilitate processing and delivery of mails within Nigeria.

It is made up of six digit codes of the form: 234125 where the first three digits represent the despatch component and the last three digits represent the delivery component.

The Postcode System divides Nigeria into nine *postcode Zones*, each of which is identified by figures one to nine in the first digit. A postcode zone is further divided into *Postcode Area* each of which is identified by a postcode. These postcode areas exhaust the Country spatially and exclusively. Thus every part of the Country is identified by some postcode. The Postcode Directory therefore contains all the postcodes that have been allocated.

Using the Postcode Directory

NIPOST presently undertakes the following forms of mail delivery:

- Delivery at Post Offices and postal facilities e.g. post boxes, private mail bags etc.
- Town delivery i.e. Postmen delivery in large towns
- Rural delivery i.e. Delivery in rural areas.

The structure of the Nigerian Postcode System makes adequate provision for each of the recognised modes of mail delivery. Accordingly the following system of addressing mails *are valid and should be strictly adhered to:*

Post Office Delivery:

Mr. Ben Osa
P.O. Box 20345 Or Mr. Ben Osa
Benin 300001 Adesuwa St. P.A.
Edo State, Nigeria Benin 300001
Edo State, Nigeria

Delivery At Clusters of Boxes:

Mr. Ben Tal
P.O. Box 25
Jos 930331
Plateau State, Nigeria

Town Delivery:

Mr. Ben Tal
No 1234 Bauchi Road, Yelwa
Jos 930383
Plateau State, Nigeria

Rural Delivery:

Mr. Ben Tal
Tal's Compound
Ghoh 931104
Plateau State, Nigeria

On the other hand, the Nigerian Postcode System does not recognise the combination of local and postal address on the same mail. Consequently, the following mode of addressing mail is strictly NOT VALID for mail delivery i.e.

Mr. Chukwu Eze
No 33 Agbani Road, New Era Layout
P.O. Box 20345
Enugu
Enugu State, Nigeria.

However, where the address appears as

Mr. Chukwu Eze
No 33 Agbani Road
P.O. Box 230345
*Enugu 400001
Enugu State, Nigeria

Then the postcode which is for postal address will be delivered to the post office box.

Where the address appears as

Mr. Chukwu Eze
No 33 Agbani Road, New Era
P.O. Box 20345
*Enugu 400242
Enugu State, Nigeria.

Then the postcode which is for the location address will be delivered to the house.

Furthermore, business address could be of the form

The Managing Director
Ade Oyeleye and Co Limited
No 234 Adebiyi Street, Iyaganku
Ibadan 200261
Oyo State, Nigeria

Or

The Managing Director
Ade Oyeleye and Co Limited
P.O. Box 20345
Ibadan 200001
Oyo State, Nigeria.

In all modes of addressing mails, the last three lines would be interpreted in descending order as:

- delivery area
- delivery town, postcode
- state, country

The search for the postcode can then proceed in the following order:

- a. State
- b. Delivery town/local government area
- c. Delivery/postcode area
- d. Postcode

where the delivery/postcode area could be:

- a. A district/administrative area in most of the northern states and Ogun, Lagos, Bayelsa and Rivers States
- b. An autonomous community in the case of Anambra, Ebonyi, Enugu, Imo and Abia States
- c. Clans/wards in the case of Benue, Cross River, Akwa Ibom, Edo and Delta States
- d. Ward/principal town in the case of Ekiti, Oyo, Osun and Ondo States
- e. Post Office/cluster of boxes located outside post office premises, if delivery is through a postal facility like boxes, private mail bags, etc.

In the case of a large town which has multiple postcode then a delivery / postcode area is a subdivision of the town.

The postcode maps show at a glance, the postcode allocated to each area while the listings provide the details of the settlements constituting each postcode area.

*Nigerian Postal Service
Abuja 900001*

For further information or enquiries contact :-

Postcode Unit
Operation Planning Division
NIPOST Headquarters
Abuja 900001
Tel: 09 - 2347745

or

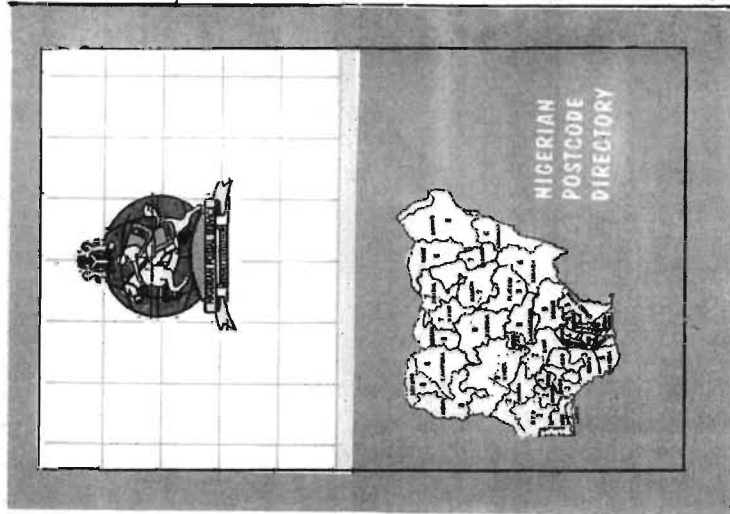
The State Capitals

or

The nearest Postmaster to you

Published by The Postcode Unit, NIPOST, Abuja.

THE NIGERIAN POST CODE



INFORMATION BULLETIN

NIGERIAN POSTAL SERVICE

The Directory, which runs to 448 pages, is a mine of information. It has maps showing the LGA boundaries within each state, skeleton street maps of most state capitals and some of the minor towns, long lists of wards, villages and hamlets and, most importantly for the stamp collector, alphabetical lists of post offices and postal agencies in each state. From these lists, the huge disparities between the various parts of the country become immediately apparent. The Lagos conurbation alone has 41 post offices (including 19 HOs and 3 sub-offices) and 213 postal agencies. At the other extreme, in the whole of Zamfara State, there are only 11 post offices (including the HO) and 3 postal agencies.

It is a pity that the printers, Daily Graphics, did not bother to equip themselves with the extra characters (dotted letters and hooked letters) required to represent Nigerian town names. If they had done so, they would have been able to write names like Ogbomoṣo and Haḍeḷia correctly.

Sadly, on examining the part of the Directory dealing with the area of Nigeria that I know best: Adamawa State (in particular, Yola), I find it to be replete with spelling mistakes, omissions, duplications and other inaccuracies, which all makes me wonder just how reliable the rest of the Directory is. In its defence, the compiler states in the Preface:

“The compilation ... [has been] done under major constraints of lack of adequate data on existing settlements, lack of detailed and well scaled town, local government and state maps,

So, maybe, if there is ever a second edition, some of these faults will have been corrected. It would also be appreciated if the printers could improve on the rather shoddy binding.

Most mail in Nigeria is sent through post office boxes and Private Mail Bags and, until 2000, delivery to house addresses was limited to small areas near to the main post offices (except for Lagos and Abuja, where house delivery covered much of those two cities). I imagine that the introduction of postcodes was thought of as a prelude to a country-wide system of delivery to house addresses.

Outside Yola Head Post Office, there were posters exhorting people to use the new postcodes. I went to see the Head Postmaster and told him that I was interested in learning about Nigerian post-codes and in finding out how the house delivery was coming on. He took me into the sorting office and proudly showed me the pigeon-holes being used for house delivery, each of which did, indeed, contain several letters. However, there were only 6 pigeon-holes and Yola is divided into nine postcodes. I noticed also that the pigeon-holes were labelled with the ward names and not with postcode numbers. I pointed this out to the Postmaster and he replied that they “hadn’t got round to it yet.” So much for their exhortations to use postcodes!

The most unfortunate aspect of Nigerian postcodes is that virtually nobody seems to use them, or even to be aware that they exist. Most of the Nigerians that I have spoken to are frankly sceptical of their existence and I have yet to meet anyone – other than myself – who actually uses them. Many initiatives have been thought up by Nigerians to try to modernise the country (Universal Primary Education, War Against Indiscipline and so on) but most of them eventually peter out through a failure of follow-through and lack of attention to detail. In the case of the Nigerian postcode system, it seems clear that the scheme never even got off the ground in any practical sense.

Reference

1. May R., “Nigerian Postcode Labels”, *Cameo* Vol 8 pp 170-172, June 2004

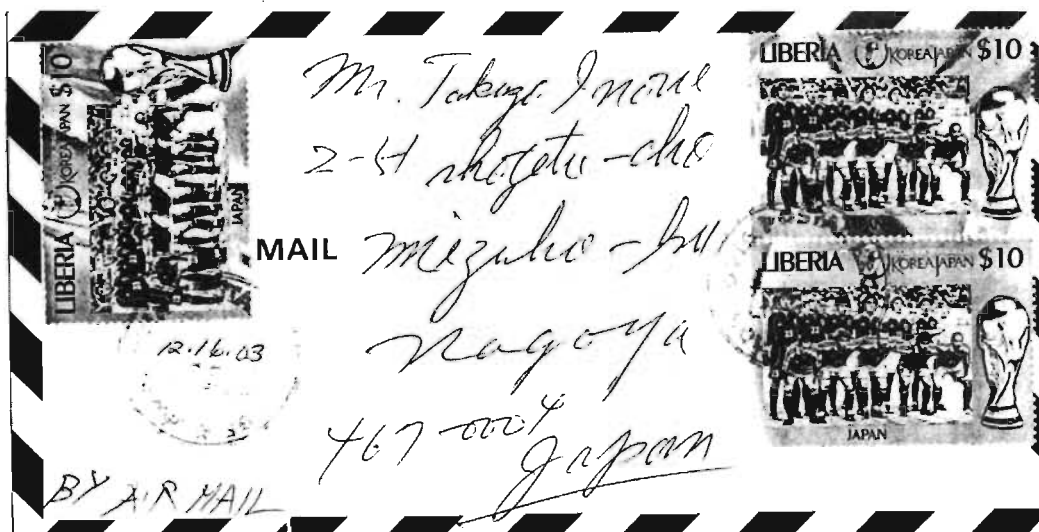
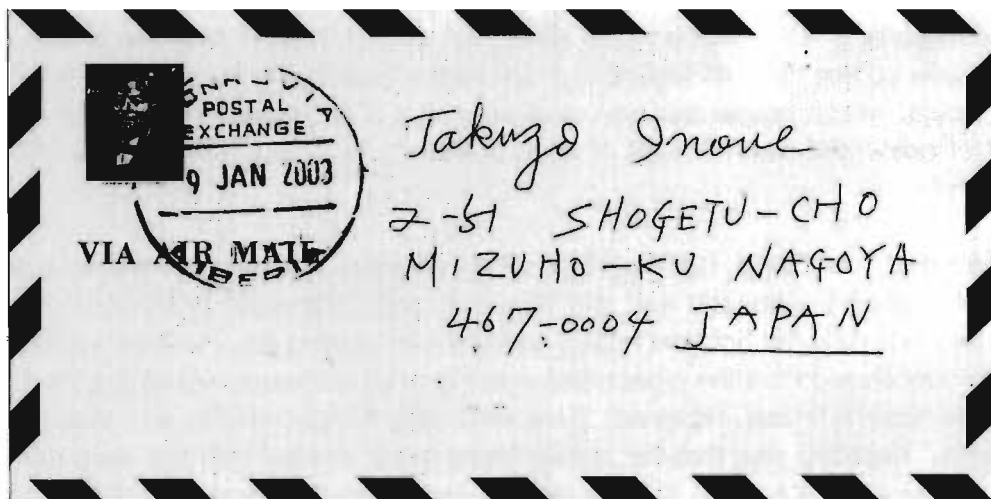
Postal Situation in Liberia from 1989

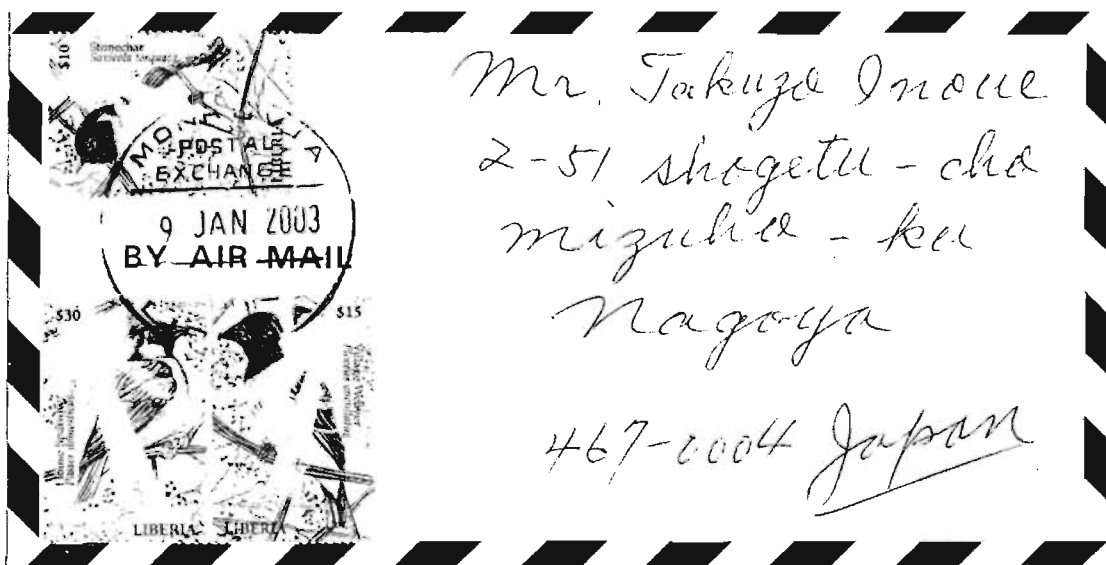
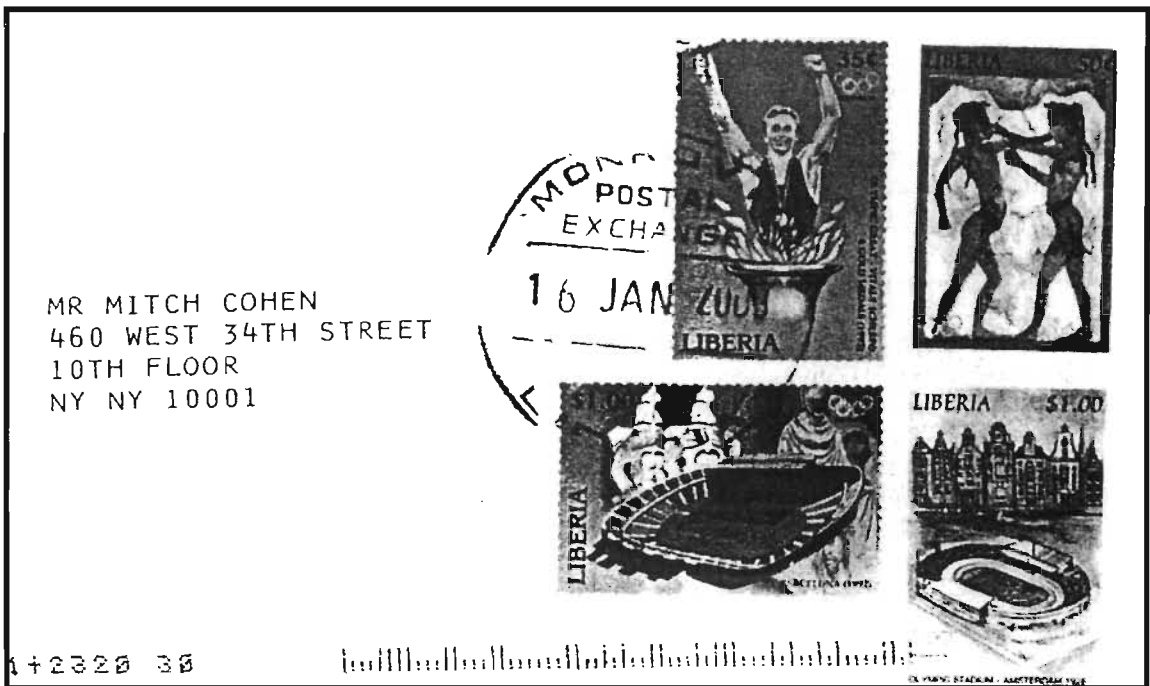
Takuzo Inoue

On Christmas Eve 1989 several hundred rebels led by Charles Taylor invaded Liberia from Cote d'Ivoire. Liberia lay in ruins and refugees streamed into neighbouring countries. Following an election on 19 July 1996 that Charles Taylor won, the civil war ended by negotiation, with general disarmament and demobilisation. However the political and tribal relationships continued to be fragile.

The following notes on the postal situation are taken from articles by Mr. J.E. Kloetzel in the Journal of the Liberian Philatelic Society between January and April 2004.

- 1) The editor of the Scott catalogue received missionary reports in 2001 stating that there had not been a postal service in Liberia for at least 10 years previous. The editor had had no success whatever in getting information about the posts until early 1999, when he received a letter from the then-current Minister of Posts, Melvin A. Doghandi Jr.
- 2) Anecdotal evidence available from diplomatic, missionary and other sources suggest that the postal service has been sporadic in Liberia for many years.
- 3) Since January 2003 some letters have been emerging from Liberia to myself, other members of the Liberia Philatelic Society, and to the Inter-Governmental Philatelic Corporation, New York, who are sole agents for new stamp issues by Liberia. They are all postmarked "Monrovia Postal Exchange", in two different versions, as illustrated below. It seems from the frankings that at least small quantities of the many new stamp issues, including miniature sheets, are getting as far as Monrovia for postal use, and three examples are shown opposite. There seems little logic in the postal rates!





Cameroun Postal History Projects and Proposals

Marty Bratzel

Ed—This note has also been published in both the France & Colonies Philatelist (U.S.) and the Journal of the France & Colonies Philatelic Society (U.K.). There is a similar unpublished review of current research activity in the field of Nigeria post-1913 and I would be happy to commence a column for study editors to promote collaborative research via Cameo if there is the demand.

Modern Cameroun Postal History

Members of our respective societies may wish to participate in a collaborative project to compile postal history and postmark information for Cameroun since independence in 1960 and reunification in 1961. We are following a format similar to that used to present information about the territory under the earlier German, French, and British administrations. (Refs 1-3) Specifically, we will:

- List all post offices, their dates of opening and closure, and their classification, e.g. full service, agency.
- Illustrate all postmarks and their observed dates of use.
- Document forged, backdated, and CTO postmarks.
- Describe postal services.
- Compile and illustrate ancillary postal markings, e.g. registration and postage due.
- And more!

Our format is open ended, in order to accommodate information about new post offices and new postmarks. The present working draft includes more than 200 post offices and 500 different postmarks. We expect these numbers to approach 300 and 1500, respectively. Among the observations thus far:

Postmarks with letters excised, e.g. Rep. Fed. Cameroun changed to Rep. Cameroun or just Cameroun, and R.U. Cameroun altered to R. Cameroun.

Postmarks with interesting locations, e.g. Bamenda Up Station, C.R.C.P., Fouban Poste Auto Route, Mbalmayo C.I.G.R., Poste Auto Rurale CS.

Postmarks indicating services or function, e.g. Arrivee, Depart, Chargements, Guichet, Ouverture and Transbordement.

We welcome collaboration. Our goal is to prepare a revised draft by the end of 2005. For the cost of photocopying and postage, we can provide a copy of our working draft, or members can submit photocopies of intriguing postmarks and covers. All contributions will be acknowledged.

Cameroun Postal History during French Administration

As a companion to the book about Cameroun post offices and postmarks during French administration, (Ref 2) I am also preparing companion volumes about Cameroun postal tariffs, postal routes, and maritime connections for the period 1916-1960. Much of the information is drawn from official documents such as the *Journal officiel du Cameroun*. These activities are well in hand, and only moral support and encouragement are requested.

Postal History for other French Colonies

The compilation of Cameroun postal history information is the product of almost 20 years' research (admittedly off and on, as time dictated) at the U.S. Library of Congress, Washington, D.C.; the Centre des Archives d'Outre-Mer, Aix-en-Provence; the United Nations Library, New York; and a half dozen other libraries / archives on three continents. During this time, we have photocopied or microfilmed more than 3,000 pages related to French Cameroun alone.

Robert Picirilli is leading a complementary project through the Study Group for Airmail Rates in French Colonies to 1945, again trolling the *Journaux officiels*, postal publications, newspapers, and other documents for elusive information. Bob and his group clearly demonstrate the benefits of collaboration. They have met with considerable success, and the reports published to date are most useful, but there is still much to do.

These two projects have led to the observation that there are TONNES of postal history information for French colonies and overseas territories, just waiting to be tapped!

One cannot begin to appreciate the wealth of information available, e.g. definitive dates of post office opening / closure; postal tariffs (often different from French rates and with some rates unique for the colony); postal routes; postal organization, operations, and personnel; and so much more. Although authors of many fine publications over the years have drawn information from official documents, *these materials have never been systematically mined*. The challenge — or opportunity — that we lay out for the membership is to systematically and comprehensively review official documents and prepare definitive postal history accounts for French colonies and overseas territories (in addition to Cameroun and colonial tariffs), before the primary information sources are lost, as many are in abysmal condition.

For those interested in undertaking studies for a particular colony or territory, we would be most pleased to share information about available documents, their location, and techniques to make the research most enjoyable and rewarding. This offer also pertains to research into former colonies and territories, now independent. Some work is under way into independent Niger and other countries in equatorial and west Africa, and interested participants are welcome.

Terminology

In the course of our research, we have encountered a number of terms and acronyms used in a postal context. In some cases, we can make an educated guess about the acronym and the services and functions implied by the term. But too often we are at sea.

Your editor and I consulted the following: *Glossary of English Equivalents of Terms Commonly Used in French Auctions, Catalogues and Stamp Trade* (France & Colonies Philatelic Society, reprinted 1994); *Lexique Philatélique / Dictionary of Philatelic Terms* (Roger Stroh, 1971); *The Philatelic Dictionary, English-French-German* (Eric Singer, 1946); *Timbrodico* (Timbropresse, 1990); and Patrick Lavenas' rendition of acronyms for modern French date stamps, published serially in the *F&CP*. However, we met with only limited success. Clearly, terminology used by modern postal services worldwide is changing rapidly.

This leads to the question — Is there any interest in preparing an updated glossary of postal acronyms and terminology used throughout the French community, and including an explanation of the services provided?

To share your views or to express an interest in participating in any of these projects, please contact the journal editor.

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- 1 Albert Friedemann. *Die Postwertzeichen und Entwertungen der deutschen Postanstalten in den Schutzgebieten und im Ausland*. 3. Auflage, Dr. Wittmann Verlag, Munich, 1967. Kamerun in Volume 2.
- 2 M.P. Bratzel, Jr., H. Kraja, and R.J. Maddocks. *Les oblitérations du Cameroun 1914-1960*. MPB Canada, 1990. 83 pp. ISBN 0-9694026-0-0.
- 3 R.J. Maddocks and M.P. Bratzel, Jr. *The Postmarks and Postal History of the Cameroons under British Administration 1916-1961*. MPB Canada, 1994. 136 pp. ISBN 0-9694026-1-9.



Cameroun 1961 2/6 Large Format Surcharge

Rob May

Further to earlier articles in *Cameo* and to the ongoing collaboration to plate these surcharges, led by Marty Bratzel, I have now obtained a complete sheet of the large format 2/6 surcharge illustrated opposite. It is a well executed over-printing forme, with no clear plate varieties at all, but the vermilion ink did not bind well to the brown parts of the stamp design, so that over half the stamps show the final 'E' wholly or partly missing. The SG catalogue states that this version was executed by a different printer and at a later date than the small format surcharge but members have still not seen any documentary evidence of where either of these surcharges were carried out. It also, to no-one's surprise, confirms that the type II surcharges on the high values are a completely separate printing, not a plate variety of either type I or type III.



References

1. May R, Wright M, Smith J and Lythgoe B, "Cameroun 1961 Sterling Surcharges", *Cameo*, Vol 6, pp 248-252, January 2000.
2. May R, "Cameroun 1961 Sterling Surcharges Reprised", *Cameo* Vol 6, pp330-331, July 2000.
3. Bratzel M, Lythgoe B, May R and Carter N, "Cameroun—plating the Sterling Issue of 1961: the 1½ and 3d Stamps", *Cameo* Vol 8 pp144-150, June 2004.

Nigeria: the 1969-73 N.S.P.&M. definitives

Jeremy Martin

Our member, Roger West of Phoenix International Auctions has recently acquired and resold several imperforate plate proofs from this set. A complete sheet of 3d, previously un-recorded, but lacking the bottom margin and therefore lacking plate numbers and printers imprint, has been found and now broken up for sale. A large part sheet of the 6d plate 1B (in five colours) including the part illustrated at figure 1 includes the black plate number showing an extra printers block between the '1' and 'B'.

Plate blocks of 10 of each of the 1/3d and 2/6d values imperforate have also passed through his hands and are shown at figures 2 and 3. I can report that the 2/6d value plate 1B illustrated is in the dark brown shade, whilst an imperforate plate 1A already in my hands is in the lighter brown shade.

The entire list of known imperforate values of this set is now 1d, 2d, 3d, 6d, 1/-, 2/6d, 10/- and £1.



Figure 1 (reduced)



Figure 2 (reduced)



Figure 3 (reduced)

Nigeria 1/3d F.G.N. overprint postally used

Rob May

At a stamp fair earlier this year Malcom Lacey showed me the illustrated cover that had just been secured from him by another lucky WASC member. The cover is from Habib and Sons Real Estates Ltd Head Office at Broad Street, Lagos, back-stamped with registered ovals of Kingsway Stores, Lagos on 15 May 1969 and Lagos 9 dated 16 May 1969. It is (mis-) addressed to Barclays Bank at Oxford Street, London and sent Registered and Express, bearing two copies of the 1/3d F.G.N. overprint.

Clearly it would be under-franked mail if only the 6d value had been treated as valid by the counter clerk when this cover was put into the postal system over the counter (there is nothing to indicate it has been "Posted out of Course"). The Stanley Gibbons catalogue footnote states that the 1/3d value was previously known on commercial mail to Manchester in May 1969. This item fits that description perfectly except that it is addressed to London, therefore a new discovery which may be worth an amendment to that footnote.



Nigeria £1 Buffalo with the 'Fievét' Flaw

Jeremy Martin

The £1 value SG185 on row 4, stamp 2 shows a flaw where the 'ET' of the designer's imprint 'Fievét' is damaged. I can now report finding the same flaw on the stamps overprinted 'F.G.N.'. See the footnote in the Stanley Gibbons catalogue following the listing of the Harrison and Delrieu printings of the animals set, SG 172-185

First Day Covers of Nigerian 1973 definitives

Michael Wright

I have accumulated a number of these, which seem to have been prepared at different times at and after the first day of issue of the stamps. All the unstamped covers seem to be from a single printing.

The cover I assume to have been the earliest to be prepared has photogravure stamps for 1k, 2k, 5k, 10k, and 50k, with "Delacryl", the De La Rue offset-lithography process, for the rest. This corresponds with the double-page stiffener inscribed TECHNICAL DATA SHEET I have in 'later' covers (unfortunately my 'earliest' one has lost its stiffener, if it ever had one). There is no reference to the fact that some of the basic designs, all in photogravure, had been on sale for three months already, or that the remaining photogravure ones would be reprinted in Delacryl. The shades on the 1k, 5k and 50k are the ones listed by Stanley Gibbons as issued on 2nd April 1973. The First Day cancellation is 25mm. diameter and is inscribed FIRST DAY OF ISSUE at the top and G.P.O.LAGOS at the bottom, dated 1 APR 1973.

It is very similar to Neville Jones's SPEC 18 on page 280 of his book (Ref 1), but that came into use in about 1976, and I think he did not record this one. It seems to have been also used on the previous Nigeria Drives Right and All-African Arts Festival sets of 1972 and the subsequent Second All-Africa Games and 10th Anniversary of the O.A.U. sets of 1973; it appears distorted on the last, and was withdrawn. I think it was a rubber stamp, which may explain its short life.

I have two other covers (with stiffeners as above) on which the 2k and 5k stamps are printed in Delacryl. According to Stanley Gibbons the 2k was not distributed by the Crown Agents until 11.9.75, although postmarks on it are reported from 27.6.74; the 5k is reported from 2.74. They have a 28mm. diameter First Day cancel inscribed FIRST DAY OF ISSUE at the top, and LAGOS G. P. O. (note the order, and how it is spaced out) at the bottom. The type-face is also different from my 'earliest' cover, particularly the date; there is also a dash in front of the 1 of 1 APR 1973. This cancel (or indeed type-face on the date) does not appear in Jones's book, and I have not seen it used on any other FDCs.

I also have a cover with the same stiffener and cancellation, but with another selection of printings. Although of course one cannot examine the stamps for presence or otherwise of a watermark, I suspect that some of the stamps are from the 'third' issue of these designs, with a watermark, which began appearing in September 1975. Certainly the 2k, 3k, 5k, 10k and 20k have the blurred impressions (most obvious in the printer's imprint and designer's name) that characterised later printings of these designs, and darker shades (except on the 20k, which is pink salmon. Ironically the two covers mentioned above have this value with the surely later red salmon, of which probably the largest effect is to make the glass jars grey rather than blue). The only photogravure stamps are the 50k (which never had a Delacryl printing on un-watermarked paper) and, most unexpectedly, the N1, with its traffic sign on the left-hand carriageway!

Please report any other combinations of printings, or different cancellations.

Reference

1. Jones N.M., *The Cancellations and Postmarks of Nigeria 1914-1980*, p280, WASC, Dronfield 2nd Edition 1999

Ed- I can report that my only one of these is similar to Michael's third cover. It has the second type of cancellation and the N1 value from the photogravure set, plus the 50k value, with new colours, SG288a, that was issued at the same time as the Delacryl set. The main difference is that the appearance of all the other stamps except the 5k is consistent with the early litho printings, except that the one indicator of post-dating is the 20k value which has the turquoise blue liquid in the flasks that indicates the watermarked stamp, SG 348, issued in 1975.

Nigeria Imperial Reply Coupon

Bob Maddocks



Here illustrated as figure 1 (reduced to 60%) is the first Nigeria Imperial Reply Coupon which went on sale in the territory in 1927. According to the 1925 Annual report of the Nigeria P&T Dept a scheme of Imperial Reply Coupons was accepted during that year but was not inaugurated as no word was received from the GPO in London.

In 1927, however, that year's annual report advised that Imperial Reply Coupons were placed on sale at all Post Offices in Nigeria (which would have included the British Cameroons) on 1 May 1927. They were sold at 2½d each at Empire Post Offices and exchanged for a 2d stamp (local) allowing the postage on a standard weight letter to be pre-paid throughout the Empire.

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TOGO. 1915 10pf carmine. Very fine used with ANECHO c.d.s. BPA Cert. SG H31. £75

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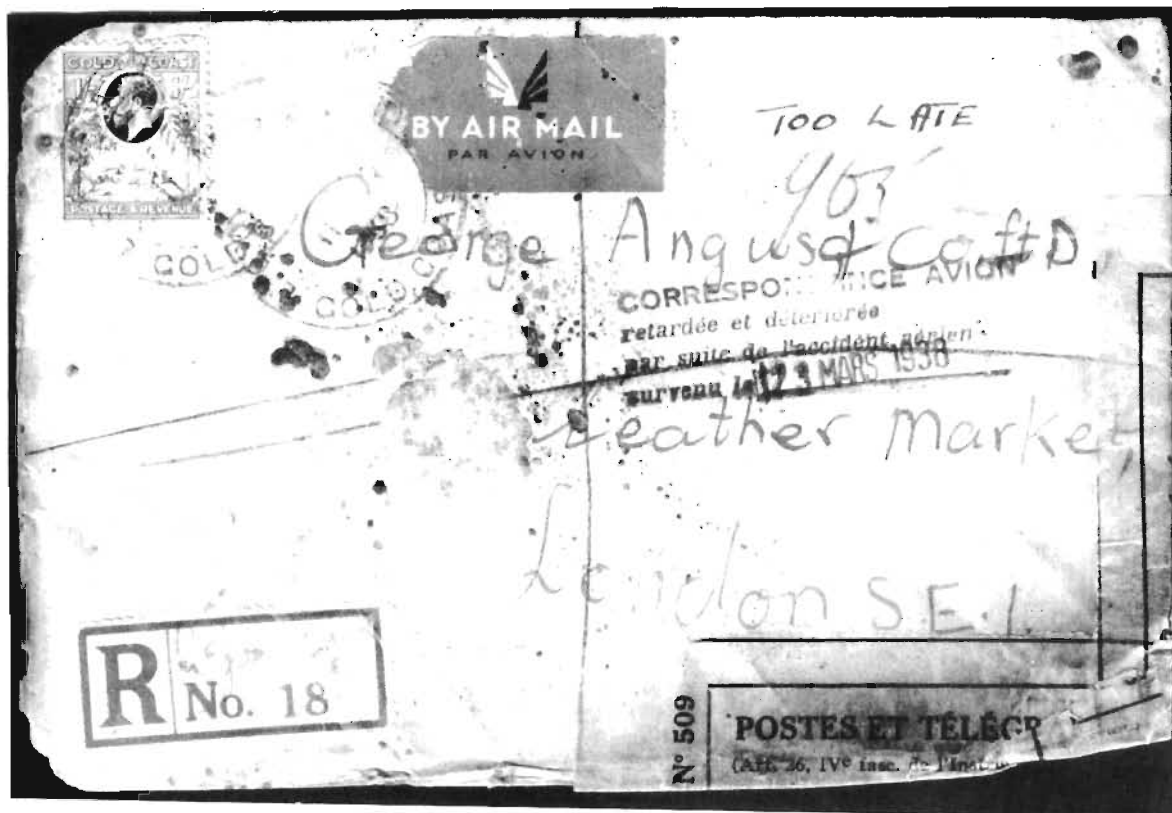
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