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The Journal of the West Africa Study Circle



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WHOLE NUMBER 75

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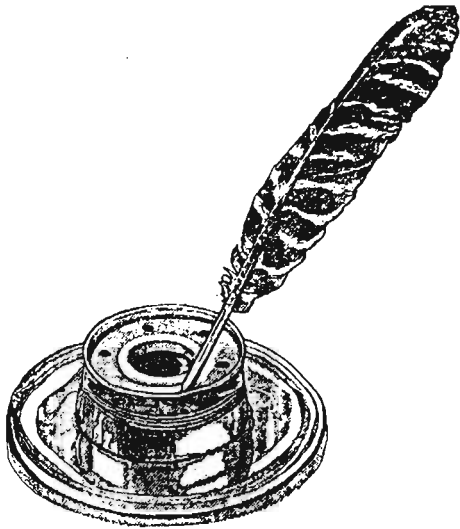
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Front Cover

Cover from the Camp for Boer Prisoners at
Broad Bottom, St Helena, to Germany
Censor Mark initialled 'AWP'

See page 355



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 & Barry Burns

Sierra Leone Aerogramme Rates

Dear Barry and Rob

Peter Rolfe and Jerry Kasper's article on Sierra Leone air letter rates and usage (*Cameo* 73, pp232-3) prompted me to dig through about 100 that I have for the years 1963 through 1974. Most are letters I sent home in 1963-65 when I taught secondary school history in Freetown. The balance are from students with whom I corresponded for several years. I have shared with Peter and Jerry the 'raw data' that I found, including a 1964 rate increase that is not mentioned in their listing. Following their response, I would like to prepare an article that presents information based on my air letter 'collection' which compliments what is known about Sierra Leone air letter usage.

Kevin Lowther
Springfield, Virginia

Hermann Norman

Dear Barry and Rob

I recently obtained an envelope mailed in October 1918 from San Diego, California, to Mr. Hermann A.D. Norman, 41 Kissy Street, Freetown. It was in transit 40 days to Freetown. Pencilled on the cover is the notation *wants exchange, not so desirable*. This suggests that Norman may have been a stamp collector or otherwise known to at least one stamp collector in San Diego. Norman is a surname found in Sierra Leone, but the same Hermann Norman rang no bells for a Sierra Leonean friend in Freetown or the historian Christopher Fyfe. I have searched the Internet in vain for any trace of Hermann Norman, but thought it worth querying the WASC membership on the odd chance that someone else has run across covers to/from Mr. Norman.

Kevin Lowther
Springfield, Virginia

French West African Censor Marks

Dear Editor,

Thank you for publishing Barbara Priddy's article on the identification of French West African Censorship marks (*Cameo* 74, p290). This expands my list of these considerably. I too have not seen or even heard of the 'higher' letters. You may be interested to know that Cameroun, after the fall of France, introduced a Commission C, which is occasionally seen with a mark vaguely like A and B, but with the Cross of Lorraine between the two rings. It was used in Ebolowa.

Michael Wright
London

Gesellschaft Nordwest Kamerun

Dear Barry

Although I am a very recent recruit to the Study Circle I have been collecting German Kamerun for 40 years or more. I am also a long standing member of the colonial study circle (ARGE) in Germany and it is the editor of that group's Reports and Newsletter, Phillip Ruge, who has asked me if I can transmit his query to appropriate collectors in the UK. Phillip is also a specialist Kamerun collector.

In 1900, because of considerable disturbances and violence from the native population the Gesellschaft Nordwest Kamerun which was formed to exploit that part of the colony transferred its main office from Kamerun to Old Calabar. What we are looking for is correspondence of any sort which must have emanated from this office. It would of course have been franked with either British stamps used by the Niger River Protectorate or later with Southern Nigeria stamps and would probably only be recognisable either because the use of the Nordwest company's own printed letterheads, as illustrated in the attachment herewith, or possibly

by having been addressed to Germany. It is not known when the Old Calabar office closed.

If any such correspondence is known to you I should be very grateful to learn of it. Perhaps you could also suggest anyone else I might approach in this connection.

Harry Stadler
UK



GB Late Victorian stamps used in W.A.

Dear Barry

I have a decades-long collecting passion in British stamps used in Africa, having come to it via the GB Overprints Society route. I have recently joined the Circle, and am writing this letter at Peter Duggan's suggestions because my focus covers the entire world, but is very narrow in scope. You will quickly note that being stretched so widely, I am very thin in knowledge of any one colony or usage.

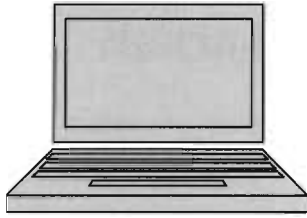
I am focused on the worldwide usage of the GB Penny Lilac and Victoria Jubilees and am finally complete (to the extent of my checkbook) for the overprinted usages in Oil Rivers, Zululand, and the Bechuanalands. However, the Niger Territories and Ascension have led me into the non-overprinted usages and from there to paquebot, diplomatic, naval, and military usages. Recent correspondence with some Circle members about rate implications on letters from a naval commander operating in Accra, St. Helena, and Ascension area (a double rate cover from Accra to England) made me realise that Circle members might well have interests that crossed mine at some points. While I am particularly searching for sources to complete the set from Ascension, I only have a reasonable amount of trading material from Oil Rivers. Would like very much to hear from any members with overlapping interests who are interested in corresponding. Living in the United States, I rarely get to GB to share personally.

Morris Taber
morris@taber.net

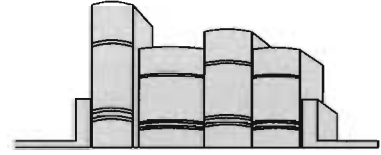
WASC Study Editors are also available for queries and to help edit articles

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


Access to the internet? Then please try visiting the
West Africa Study Circle Web Site at : <http://www.wasc.org.uk>
Webmaster is Ray Harris; contact harris6@which.net



Sources



For all WASC book orders and payments please contact 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.

 *Intercontinental Airmails, Volume 1 Transatlantic and Pacific*, by Edward B. Proud, published by Proud Publications Ltd., PO Box 74, Heathfield, E. Sussex TN21 8PZ, 2008, No ISBN quoted, 163 pages, hardcover, Price £68, c.US\$127 plus P&P, available from Proud-Bailey Co. Ltd., Vera Trinder Ltd., Prestige Philately (Australia), Box 126, Belgrave, Vic 3160, Leonard H. Hartmann (USA), PO Box 36006, Louisville, Kentucky 40233-6006. Reviewed by David Crotty. (*The original four page review was first published in the Airpost Journal by the American Airmail Society - Ed.*)

This book is the first of a planned set of three and provides details of flights that carried civilian air mail across the Atlantic and Pacific from about 1928 to 1945. Volumes 2 and 3 will cover Asia and Australasia, and Africa respectively. Volume 1 covers North and South Atlantic flights, the PAA Transpacific routes, the New Zealand to Australia service by TEAL, and European Link and Shuttle services 1939-1945. Two appendices list the PAA Clippers on the Atlantic and Pacific routes, and notes on Censorship.

Each chapter contains complete flight tables of the service discussed, from its inauguration until either the end of service or until 1945. Included are very detailed listings of postal rates for letters, postcards and printed matter of a wide range of countries. The flight tables are restatements of tables from original sources and usually contain data and notes that are sometimes not easy to find in earlier works; in some cases long missing data appear miraculously to complete our understanding of the era. The book does not attempt to include all known information, but focuses on flight data and postal rates. It is richly illustrated with aircraft, air mail covers, advertising brochures and similar material. Historical notes in most chapters include copies of letters from major participants describing aviation operations or needs.

The first three chapters cover pioneering flights, the German transatlantic airship operations and the beginnings of the British and US North Atlantic services. Chapter four contains flight listings of Imperial Airways and BOAC for 1939-40; after this point BOAC did not carry civilian mail. Chapter five contains flight listings of PAA across the North Atlantic, with 42 pages of postal rates. Mr. Proud does not reference his sources, but reports that he spent many hours at the GPO files. American Export Airlines were not supposed to carry civilian mail but rare occasions are noted where a few bags were placed on board with the military mail. Details of the North Atlantic operations of Trans Canada Air Lines are listed in chapter six.

The French air mail route between Europe and South America is described in chapter seven, which lists the air crossings by Aeropostale and Air France, plus every Aviso ship crossing, a very important addition. Lufthansa South Atlantic operations and the Zeppelin air mail flights are described in the eighth chapter, whilst the crossings of the Italian airline LATI are in chapter nine, which also provides dates of most stops on the routes and attempts to identify the aircraft used. The PAA schedules and operations during the war years from 1942 to 1945 are included in chapter ten, and may prove to be most interesting to many enthusiasts of South Atlantic air mail. Mr Proud notes clearly that it is very difficult to determine if a cover was transported from South America to Europe via the Natal-Lisbon route, but the data provided will help to re-evaluate the covers on hand. Most such mail travelled through New York despite the existence of a variety of markings requesting the African route. The FAM22 route is discussed in the following chapter. The remaining three chapters cover the Pacific areas and European link and shuttle services.

This amazing book collates a tremendous amount of information into one reference and may cause many collectors to re-evaluate their covers. Unfortunately Mr. Proud is not specific about his references, saying privately that much of the data was picked up in small bits 'here and there', although the forward lists some 20 institutions and 26 individuals as sources.

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 may feel might be of interest to other members. Articles which we hope to reproduce in *Cameo* at a future date are not listed here.

London Philatelist Volume 117

April 2008, number 1354, pp94-102 Peter Fembank *De la Rue Duty Plates* (in depth survey, concentrating on Edwardian and George V period)

July - August 2008, number 1357, pp190-203 Michael Oliver, *De la Rue's Universal Colour Scheme* (the title is self explanatory)

July - August 2008, number 1357, pp213-214 Alan Moorcroft *John Sacher: West Africa - The Postal History... to the end of the 19th Century* (report of display to RPSL by their current President)

Journal of the France & Colonies PS, Volume 58, number 1, March 2008

pp16-20, Marty Bratzel *Cameroun - Meteorological Manifestations, Publicity Cachets and de Lawrence Notations*

p21, John Mayne *Mauretania Postage Dues of 1906*, which attracted responses in June 2008 p43 from Ed Grabowski *Mauretania Postage Dues of 1906* and pp49-55 Stephen Holder *Mauretania & Those Taxe Marks* (concluding that they are almost all fabrications)

p27, Peter Kelly *Much Travelled Mail Italy to Ivory Coast* (also a postcard Lyon to Sierra Leone)

Journal of the France & Colonies PS, Volume 58, number 2, June 2008

p41, John Mayne & Marty Bratzel *German Taxe Marks on Togo and Cameroun Mail*

pp69-76, Bill Mitchell *Dahomey Internal Communications at the Turn of the 19th and 20th Centuries*

The Overprinter, Summer 2008

pp46-47, Marius Włodarczyk *Oil Rivers Protectorate Registration Sheets and Oil Rivers Protectorate at the BPM*

Air Mail News, Volume 51, number 202, August 2008

Richard Beith *Why Leopoldville* (considers why FAM22 was launched in December 1941 with Leopoldville as the ultimate destination)

Stamp Magazine, Volume 74, number 9, September 2008

pp54-59, Richard West *When the Boat Comes In - Visiting St Helena* (an interesting description of the workings of the St Helena Post Office in February 2008)

Pre - 1900 Use of Registered New Calabar Cancellor

Paul Redhead

I illustrate a copy of the 1897 ½d green (Crown CA, SG 66) of Niger Coast Protectorate, cancelled with the oval Registration cancel of New Calabar. Although Ince and Sacher's book (Ref. 1) records the use of a New Calabar parcel canceller before 1900, the Registered oval only came into use from 1900 onwards, and this is confirmed by Proud's book (Ref. 2). However, this stamp is dated 16 OC (18)9x. There is an imperceptible code 'A' above the 'O' of 'OC'. The visible blue crayon mark at the base lies over the cancellation.

Are there other known examples of this cancel pre 1900, or have I an interesting example of the forger's art?



References

- 1 Ince J.F. & Sacher J., *The Postal Services of the British Nigeria Region Prior to 1914*, RPSL, London 1992
- 2 Proud E.B., *The Postal History of Nigeria*, Proud Bailey, Heathfield 1995

Niger Coast Protectorate Inverted 'A' in Cancellor

Peter Crawshaw



I have recently purchased a used block of 4 of the 1894 ½d vermilion (SG 45). It has four very good cancellations dated 1 April 1894.

However, the code letter 'A' is inverted. Did this error happen often or, considering the date, do you think the postmaster had a sense of humour? It would be nice to think it was the latter!

Editor's note: Inverted and even sideways code letters (usually 'C') are very occasionally seen for St Helena, but I have yet to see one for this day and month!



Did the BOAC Boeings Carry Commercial Mail from West Africa to America?

John Wilson

Introduction

There has been continuing discussion about the commercial mail carrying restrictions allegedly placed on BOAC by Pan American Airways when it allowed the sale of three Boeing 314 flying boats to the Corporation for use on the UK-West Africa-USA service. These came into service in May, June and July, 1941 (Ref. 1).

During the summer months the BOAC Boeings flew a Great Circle route from Shannon via Botwood to Baltimore, and it was at Baltimore that scheduled aircraft servicing was carried out. In winter, the aircraft flight path was changed to a clockwise route running Shannon-Lisbon-Bathurst-Lagos-Bathurst-Belem-Trinidad-Bermuda-Baltimore (for servicing), returning to UK via Bermuda-Lisbon-Shannon (Ref. 1).

It has generally been assumed that BOAC held to their alleged contract and did not carry any commercial mail on these flights. However, it has become apparent during intensive research by an informal "The Group" of experienced students of wartime air mail, particularly the trans-Atlantic routes, that in the chaotic situation caused by the war itself and given the shortage of aircraft resources, the letter of contractual agreements was not necessarily observed by aircrew and ground personnel. After all, if an aircraft was about to leave Lagos for the USA or UK and had spare carrying capacity, it would have been a natural reaction to load on a few bags of mail, and there are examples of such mail being carried northward from Lagos to UK via Lisbon. In fact, from May 1942, air mail rates from West Africa to UK (northbound only) were shown in local Post Office bulletins (Ref. 2).

Because the winter route flown by the BOAC Boeings from Lagos was across to Brazil, West Indies and then to Baltimore for maintenance before flying back to Lisbon, this would not be conducive to the carriage of mail destined for the UK, and as far as I am aware there has been no evidence of mail from West Africa being carried either to the UK or United States by the BOAC route.

However, I recently acquired a small group of covers that caused me to re-think this position and I believe that they provide evidence that, given a particular set of wartime circumstances, commercial mail was carried from the Belgian Congo via Lagos to America on the BOAC Boeings.

The particular circumstances

Mail from West Africa to the United States was carried via the Pan American/A.E.A. FAM-22 route, starting with the first flight in December 1941. This flight carried almost exclusively philatelic mail, but it is evident from the “Group” research that the US-West Africa mail service then effectively terminated at Fisherman’s Lake (Liberia) or Lagos and very few mail carrying flights extended on a pointless (for mail purposes) 2800 mile round trip Lagos-Leopoldville-Lagos. In any case, the presumably small amounts of mail from Belgian Congo were being transferred to Lagos by the existing BOAC flying boat route from Cairo via Leopoldville to Lagos and by Sabena, and as will be shown in the results of other research yet to be published, this transfer to Lagos was also used for Imperial Censorship reasons.

In reference 3 we find that the US-West Africa service was suspended in November 1942:

“(8) Miami (USA) -San Juan (Puerto Rico) -Port of Spain (Trinidad B.W.I.) -Belem (Brazil) -Natal - Bathurst (Gambia) -Lagos (Nigeria) -Leopoldville (Belgian Congo): Until mid November, once fortnightly; in mid November, the service ceased...”

On 3 October 1942, the Sikorsky VS-44A clipper operating on the FAM-18 northern route but destined to run on the southern Atlantic route during the winter, crashed at Botwood, thus removing it from the available American fleet. This, together with the additional requirements of the US-Europe FAM-18 route during winter, and the general lack of aircraft probably caused the suspension of the US-West Africa service. The only air mail route then running to America was the FAM-18 winter service which only came as far south as Bolama (Portuguese Guinea) at the start of 1942 but added a call at Fisherman’s Lake when the service re-started on its winter schedule on 18 October 1942.

Was mail carried by the BOAC Boeings?

The covers I show seem to be commercial correspondence from Leopoldville to the Perkins-Goodwin Company in New York. The first cover (Fig. 1; all covers shown at ca. 75%) is one of two sent on the same day, 23 October 1942, censored in Leopoldville and carrying a Fr.20 adhesive to pay the actual rate of Fr.3.50 surface and Fr. 15.50 5g air surcharge for the Pan American Clipper service. The Fr.20 stamp was commonly used at this time to pay the actual rate of Fr.19.

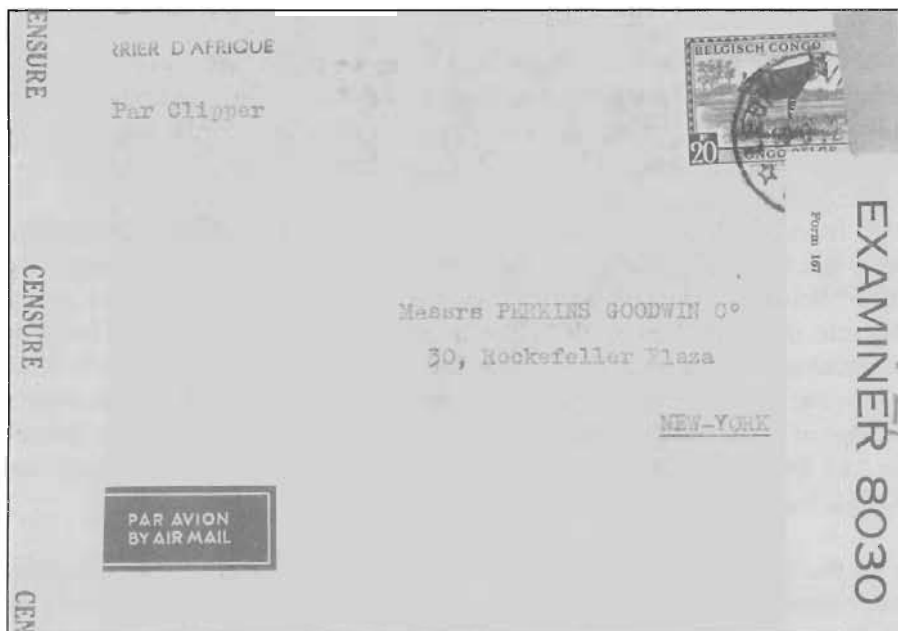


Figure 1
Censored at Trinidad

The cover was censored in Trinidad, as was the second cover (not illustrated), and by the same censor (8030). Although there is no indication of their arrival in New York, I have assumed that they did reach their destination.



Figure 2

Double air rate
Censored at Bermuda

The third cover, shown in Fig.2, was sent on 20 November 1942 and carries adhesives to cover a single 20g surface rate and a double air surcharge for a letter weighing between 5 and 10g, i.e. Fr. 3.50 + 2 x Fr.15.50 = Fr.34.50, but it has been censored not in Trinidad as would have been the case had it traveled by FAM-22, but in Bermuda (5406 IC).



Figure 3

Single air rate
Censored at Bermuda

A fourth cover, Fig.3, was sent on the 27th of November, this time at the single air rate but was also censored in Bermuda (5406 IC), whilst a fifth cover, Fig.4 page 310, was sent on 14 December and was censored again in Bermuda (1276 IC).

How did they get to Bermuda?

It was common practice by this time in 1942 for mail from Leopoldville to be carried to Lagos to meet the FAM-22 service, but that would have meant all of these covers would have been censored in Trinidad and passed through Miami. The Leopoldville to Lagos service was flown by the BOAC "C" Class flying boats and BOAC records (Ref. 4) show that these flew (nominally) twice each week Leopoldville to Lagos, usually making the flight within the same day, and there were no breaks in this service during November and December 1942. In addition to this, Sabena began a once weekly service from Leopoldville to Lagos on 26 October 1942, thus making conveyance of mail over this route extremely easy and regular.

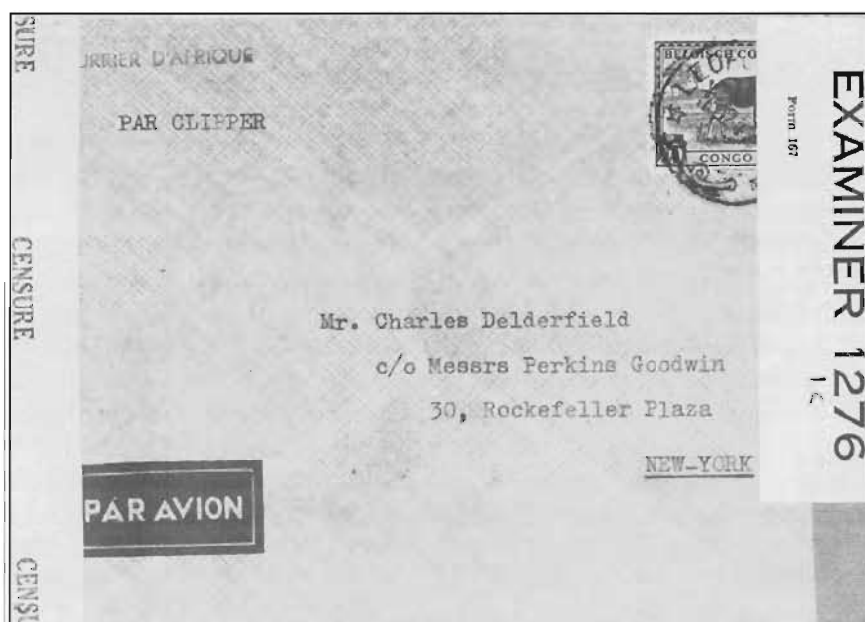


Figure 4 Censored at Bermuda

A possible route was actually via the Pan American FAM-18 southern route from Lisbon, and the covers could have been carried north from Lagos on the BOAC West Africa service which had been accepting small quantities of mail since May 1942, and transferred at Lisbon. BOAC records (Ref. 4) show that *Dixie Clipper* left Lisbon for New York via Bermuda on 20 November, too early for the covers posted in Leopoldville on the 20th, then *California Clipper* left Lisbon for New York via Fisherman's Lake and Bermuda on the 29th, *Yankee Clipper* left on 5 December, *Atlantic Clipper* on the 9th, then a gap until *California Clipper* on 23 December and *Atlantic Clipper* on the 27th. The question is, did the limited space available allow US commercial mail to be carried from Leopoldville to Lisbon?

The only other aircraft flying the Atlantic crossing in this period were the three Boeing 314s of BOAC, and from the BOAC records (Ref. 4) we find that *Bangor* was in Lagos 22nd to 26th November, then flying to Baltimore via Trinidad and Bermuda. Similarly, *Bristol* was in Lagos from 6th to 8th December then to Baltimore, *Berwick* was in Lagos 10th to 12th December and *Bangor* was back in Lagos from 25th to 27th December before going on to Baltimore. These are my favoured candidates for transporting the Congo mail from Lagos to Bermuda, largely because of the lack of any transit marks and the clean and undamaged condition of the covers. Yes, they also called at Trinidad, but since the letters were addressed to New York and the flying time from Bermuda to New York is much shorter than the trip from Trinidad to San Juan to Miami and then to New York, with the attendant dropping off mail and changing aircraft (and Pan Am services) that involved, any thinking person would surely have dropped off the mail at Bermuda for censorship.

This is only a hypothesis, but the coincidence of the change of route exactly at the time when FAM-22 was suspended and there was a changeover from summer to winter routing by Pan American does suggest that these covers could have been carried by the BOAC Boeings. They could of course have traveled by sea, but the sender kept on applying the air mail rates, and surface mail from Central Africa normally went to Cape Town where it would have been censored by the South Africans.

One final comment. The vendor of the covers tentatively suggested that the New York address of 30 Rockefeller Plaza was an undercover address. This observation was based on the fact that the Standard Oil Company at the same address is reported to have been used for undercover mail. The problem is that 30 Rockefeller Plaza is absolutely huge, and many companies had their offices in the building. Those who know me will not be surprised to learn that I located and purchased a copy from an American book dealer, of the 100 year history of Perkins-Goodwin, published in 1946, in which it states quite categorically that Perkins-Goodwin had their head offices at 30 Rockefeller Plaza, although their business (paper making) was located in Lufkin, Texas. It is true that both British and American Intelligence occupied entire floors of

this enormous building, so it may be remotely possible that the address for Perkins-Goodwin may have been a drop point for intelligence.

The matter of Standard Oil and their agreements with I.G. Farben is something you must investigate for yourself. I shall say no more.

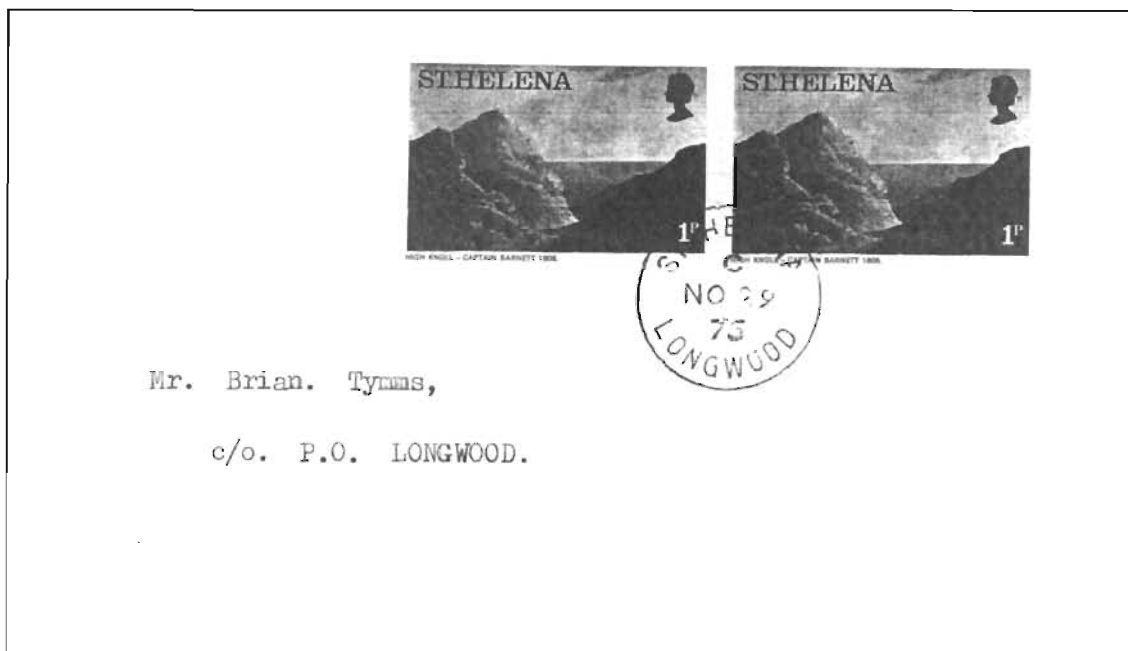
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- 1 *Report on the Progress of Civil Aviation 1939-45, The Collector's answer to a Thousand Questions*, compiled and edited by John Wilson. Privately published 1994
- 2 May R., "West African Airmail Links with Europe after June 1940", *London Philatelist*, Volume 115 pp382-407, RPSL, December 2006
- 3 Wilson J. (ed), *Report on the Progress of Civil Aviation 1939-1945*, Appendix C "Regular Air Services in British Empire Countries other than the United Kingdom". Ministry of Civil Aviation. Ref. DS.43225/1
- 4 Data from the B.O.A.C. movement records files is extracted by kind permission of the British Airways Museum who retain the copyright

St Helena 2p Rate from Longwood

Bernard Mabbett

I illustrate a philatelic cover showing the 2p internal postage rate paid by a pair of the 1976 definitive 1p values (SG 319A). They are cancelled with the local c.d.s. of Longwood for 29 November 1976. This is the first cover I have come across showing the short lived 2p internal rate.



Disembarkation by Mammy-Chair at the Surf-Ports of West Africa

Bob Maddocks

In the days of the exposed surf-ports of West Africa, such as Accra (Gold Coast), Cotonou (Dahomey), Grand Bassam (Ivory Coast) and Lome (Togo), where there were no harbour facilities, visiting ships had to anchor well offshore to avoid being drawn into the maelstrom of the coastal surf.

Disembarking passengers were put overside by means of a mammy-chair into open surf-boats (lighters) for transfer to the exposed beach beyond the surf. These boats were usually manned by eight muscular native paddlers and a helmsman, who, at a precisely judged opportune moment, struck the right wave for the shore. The experience with the risk of capsizing was indeed daunting.

So what was - indeed still is - a mammy-chair? For the uninitiated it was a form of bosun's chair, initially just a very flimsy-looking wicker chair which was lowered overside suspended by a rope from a derrick operated on the steamer's deck. Used principally by lady passengers, it thus became known in Coastal pidgin as a mammy-chair (Figures 1 and 2). By inference, male passengers were normally expected to go overside by rope ladder (Ref. 1)

This chair was later - perhaps after WWI - replaced by a more substantial type of wooden box which could seat four persons. To French Coasters this was nicknamed 'Le Panier à Salade' (The Salad Basket) because of its tendency to go into a spin when being used (Fig. 3).



Figure 1

Late 19th century photocard, unused



Figure 2

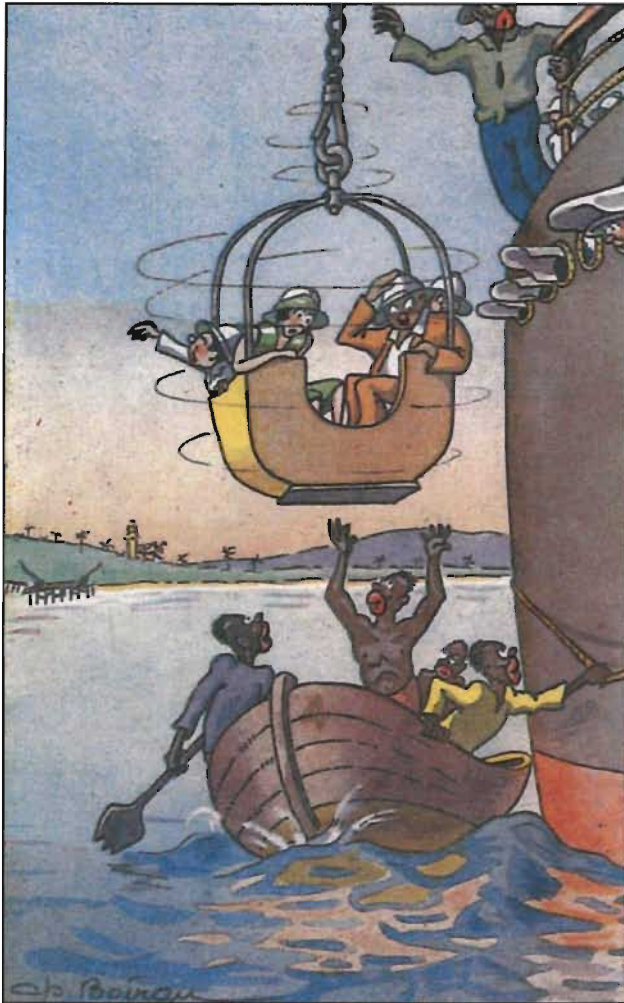
1908 photo (reduced) of a surf-boat waiting to receive a mammy-chair passenger (Ref. 1)

In due course, surf-ports gave way to harbours constructed ashore for such as mail boats to dock alongside. Mammy-chairs faded from the West African maritime scene. However, surprisingly, in 1987 I encountered one such relic still in active service (Fig. 4). This was on board RMS *St Helena* (I), albeit a rather nondescript open topped cargo-box, being used for disembarking/embarking passengers with mobility problems. My photograph (Fig. 5) taken at Jamestown, St Helena, shows it being occupied by the ship's doctor and an elderly patient who had cracked a couple of ribs in a fall on board during our earlier and extremely stormy transit of the Bay of Biscay.

Our co-editor Barry Burns tells me that a similar mammy-box was still in use by RMS *St Helena* (II) when he visited the Island in May 2002. Now called the RMS Air Taxi (Fig. 6) - Barry

Reference

- 1 Allison P., *Life in the White Man's Grave*, Viking, London 1988



St. Helena Shipping Company Limited
 General Agents - Gurnow Shipping Limited
 The Shipyard, Port Haven, Heron, Cornwall TR12 8JA U.K.
 Telephone: 0227 661 0234
 Telex: 49084 Gurnow G

RE: LANDING FACILITIES AT ST HELENA

We draw your attention to the fact that Jamestown has no facility for the RMS ST HELENA to berth alongside a quay or wharf. All passengers therefore embark and disembark at St Helena by licensed launches via the wharf steps and the ship's gangway.

For those passengers who are unable to negotiate comfortably either the gangway or the wharf steps, arrangements can be made for them to be landed in a specially-adapted cargo box which is lowered over the ship's side into a lighter and subsequently lifted from there directly onto the wharf.

C. Kitchen
 Mrs Carole Kitchen
 Passenger Manager

Figure 4

St Helena Shipping Company Ltd.
 Notice re Landing Facilities at St Helena

Registered Office: 3 Church Row, Port Haven, Heron, Cornwall
 Directors: A. M. S. Bell, RD. Sturges, J. W. Miles, J. R. J. Sargent, M.R.I.

Figure 3 (left)

1920/1930s French coloured comic postcard (unused) featuring the 'Salad Basket'.



Figure 5 (above)

St Helena's Mammy / Cargo box in use at The Quay, Jamestown RMS (I) in distance (Bob Maddocks)



Figure 6 (right)

RMS Air Taxi (Barry Burns)

St Helena QV 'Spot on Neck' Variety

Bernard Mabbett



Figure 1

This 1887 One Penny value of St Helena (SG 37, Figure 1, left) has a very prominent mark on the Queen's neck. Unfortunately I do not know the position and, as it has not previously been recorded, is probably not constant. It was possibly caused by dirt on the plate but worth recording in case anyone else has a copy.

It is totally different to the well known and constant 'Spot on Throat' varieties from positions R18/8 and R19/8 (stamps 212 and 224), illustrated Figure 2, right. This flaw is most pronounced on stamp 212 (uppermost).

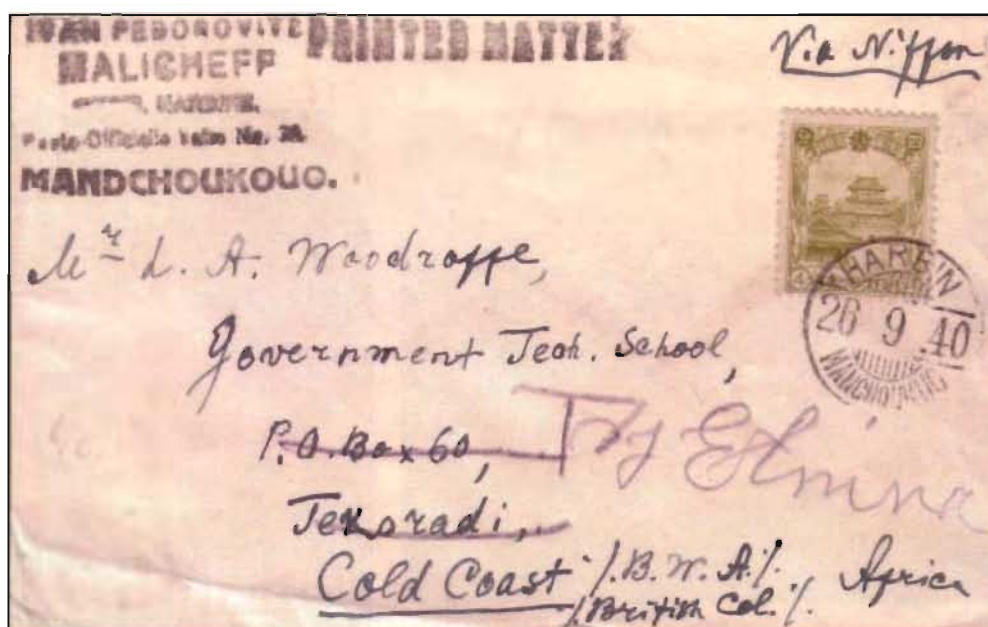


Figure 2

1940 Cover from Harbin to Gold Coast

Philip Levine FRPSL and Robert M. Spaulding

Manchoukuo had different postage rates for mail addressed to (1) places within Manchoukuo, (2) to Japan, (3) to China or (4) to 'third countries' i.e. all except Japan and China.



This unusual cover has a handstamp at top left showing the sender's name Ivan Fedorovitz Malicheff and his PO Box address in Harbin, Mandchoukouo (the French spelling). Another handstamp has PRINTED MATTER in English; both handstamps are in black. The cover is addressed to a Mr. L.A. Woodroffe, Government Tech. School. P.O. Box 60, Tekoradi (sic), Cold Coast (sic) / B.W.A. / British Col. / Africa, with 'Via Nippon' at top right. The Manchoukuoan 4 fen stamp of 1937 is tied by a comb postmark reading HARBIN / 26.9.40 / MANCHOUKOUO. On that date Manchoukuo's postage rate for printed matter to a 'third country' was 4 fen per 50g. There are no transit marks or arrival postmarks on front or back, but the

cover obviously did arrive in the Gold Coast, where a postal clerk used a purple pencil to line out part of the address and write in 'Try Elmina'.

By 1940 transit markings were uncommon on non-registered international surface mail, especially printed matter. The Japanese firm Kokusai Kisen Kaisha (International Shipping Co.) still advertised 'Japan-Africa-Japan regular service' without naming its African ports of call. A 1962 official Japanese postal history discussed mail routes in 1939-1941 to every inhabited continent **except** Africa. The sender of this cover was presumably one of 39,132 White Russians living in Harbin who had fled to Manchuria following the 1917 revolution.

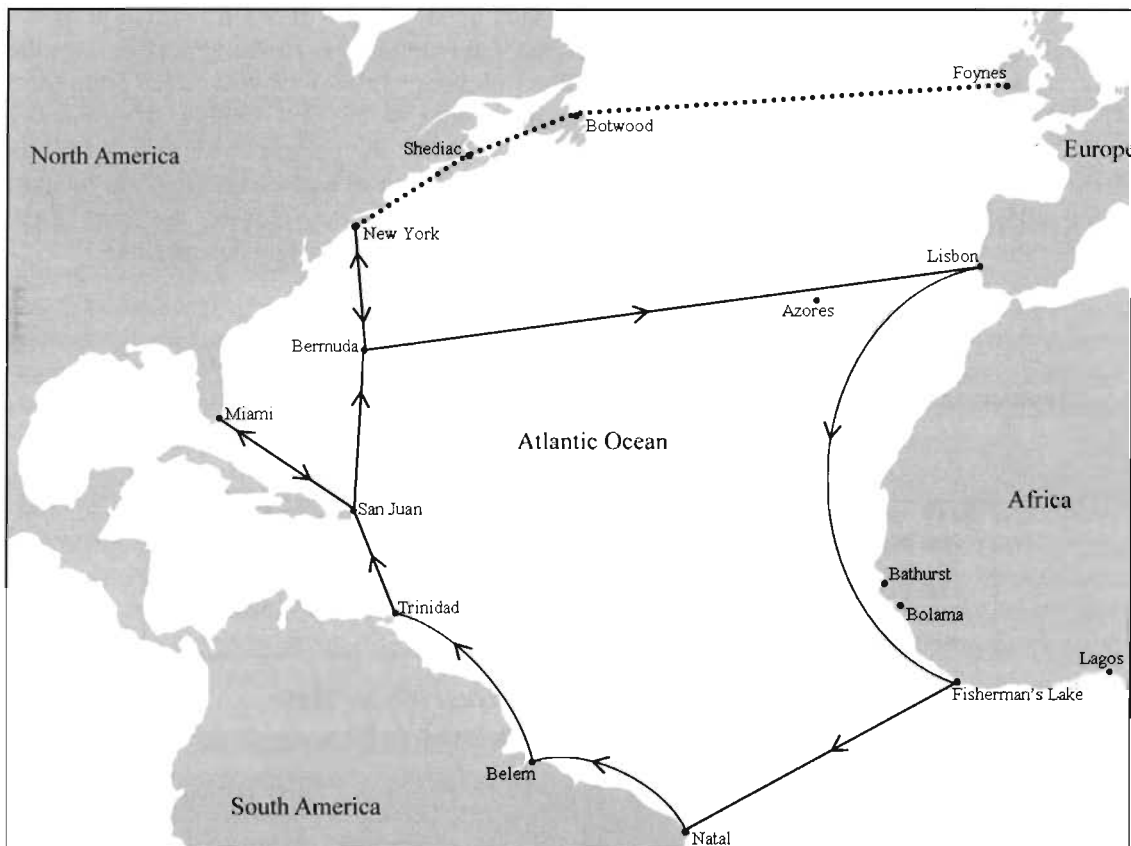
Editor's note - This article first appeared in the April 2005 (Volume 60, No. 1) edition of Japanese Philately and is reproduced with permission. The original article went on to discuss Manchoukuoan postage rates to third countries, for those interested in this area.

FAM 22 R.I.P.

6 December 1941 - 18 October 1942

Bob Wilcsek and John Wilson

FAM 22 is perhaps the most confusing air mail route ever established. There are reasons for this, mostly due to deliberate obfuscation on the part of the US government in the midst of a maximum war effort. Many air mail historians have tried to sort FAM 22 out in the past (Ref. 1,2,3,4,5,6) with some modest measure of success, but mostly ending in a frustrating maze of inexact facts and too-often repeated errors with many questions still unanswered, and frequently even more new questions being raised. From a collector's perspective, Richard Beith's series is invaluable in documenting the philatelic mail from this service, as well as a good historical background indicating what questions still remain. The balance of references above will illuminate the problem for those new to the topic.



The Standard Winter Route of FAM 18 in solid line (1942-1943).
Dotted line is summer FAM 18 route.

The Pan American Airways archives in Miami might be thought to have useful information, but thus far have yielded nothing much of value, and at this time must be considered a wilderness. Peter Berry's book (Ref. 7) tells us of movements of Boeing flying boats over the Atlantic, and this does clarify one important point, that the view of FAM 22 as a traditional air route to Africa is simply wrong. Only on the rarest of occasions did a Boeing 314 depart Miami for a through flight to Africa, and even rarer was a continuation on to Leopoldville. That is precisely the problem historians face.

As it came to pass, the most useful new information came from the other side of the Atlantic. The publication "*Report on the Progress of Civil Aviation 1939-1945; The Wartime Postal History Collector's Answer to a Thousand Questions*," (Ref. 8) came very close to answering 1001 questions, and upon further effort by its author provided the means to help answer the big one, "Exactly how was FAM 22 flown?"

A bit of background is in order at this point. The book reviews over 600 pages of a British government document entitled, *Report on the Progress of Civil Aviation 1939-1945*. The report is in the library of the British Civil Aviation Administration, and is the result of meticulous records on civil air traffic in the period, updated annually by the CAA as contemporary events unfolded. The integrity of the parent government document, hereafter referred to as the "CAA Report," is of the highest order imaginable. We implore anyone who doubts the credibility of this source document to read the summary report's foreword, which carefully explains how and why the document is an impeccable primary source of information.

In this CAA Report are appendices, and Appendix C is entitled *Regular Services in British Empire Countries Other than the U.K.* However, this appendix was not included in the summary of the CAA Report, as the author's focus at the time was on BOAC operations only, following a line of investigation into West African services to and from the UK.

Ongoing correspondence among a group of air mail specialists on both sides of the Atlantic resulted in excerpts from Appendix C of the CAA Report specifically discussing Pan American Airways' services for our scrutiny. We believe these excerpts contain the FAM 22 answers that we have been looking for.

The appendix is organized first by year, then by airline, then by significant events presented in more or less chronological order, annotated by numbers in parentheses (another section of the appendix does the same by country, but was not the source for what follows). The following chronology was culled from the listings for 1941-1944 for Pan American Airways. We refer the reader to Richard Beith's abbreviated similar chronology in his October 1997 *APJ* article on pages 414-415. We are certain Richard listed all that was available to him at that time. The chronology below is not an attempt to replace that list, but to add to it in creating a timeline of significant FAM 22 events. The CAA Appendix does not use the term "FAM," but any student of this topic will easily recognize FAM 18 and FAM 22 in the listing descriptions.

Pan Am South Atlantic Chronology 1941-1944

(Numbers in parentheses are the CAA Report Appendix C listing numbers for that year)

1941

(13) Lisbon (Portugal)-New York (U.S.A.): From 5th February to 2nd May, and also during December, Pan American Airways' westbound trans-Atlantic service was operated via Bolama (Portuguese Guinen) and Port of Spain (Trinidad), on occasions when conditions were unsuitable for landing at Horta (Azores). Boeing 314 flying boats were used.

Actual CAA Report listing for event (13) for 1941

(Dates are in European format of DD/MM/YY)

1. (13) Bolama is introduced as a stop on return FAM 18 service on **5 February 1941** for winter service when Horta (Azores) landings are not suitable. FAM 18 goes to Africa for the first time.
2. (9) (Not shown) FAM 22 is inaugurated on **6 December 1941**.

(8) Miami (U.S.A.)-San Juan (Puerto Rico)-Port of Spain (Trinidad, B.W.I.)-Belém (Brazil)-Natal-Bathurst (Gambia)-Lagos (Nigeria)-Leopoldville (Belgian Congo): Until mid-November, once fortnightly; in mid-November, the service ceased. Operated with flying boats as follows:- until mid-October, Sikorsky S,122 between Miami and San Juan, and Boeing 314 between San Juan and Leopoldville; after mid-October, Boeing 314's were used throughout.

Note.- From 7/2, a stop at Fisherman's Lake (Liberia) was substituted for the stop at Bathurst.

From 1/8, stops were also made at Antilla (Cuba), Port au Prince (Haiti) and San Pedro (Dominican Republic).

Actual CAA Report listing for event (8) for 1942

(13) New York-Bermuda-Horta*(Azores)-Lisbon (Portugal)-Bolama (Portuguese Guinea)-Natal (Brazil)-Belém-Port of Spain (Trinidad, B.W.I.)-Bermuda-New York (one direction only): Until 18/5, twice weekly; 19/5 - 18/10, service re-routed and no stops were made at Bermuda (see route (3) under "Canada", page 34). After 18/10, the former route was resumed and included stops at Shannon (Ire), Fisherman's Lake (Liberia) and San Juan (Puerto Rico). Operated with Boeing 314 flying boats.

* Optional stop.

(14) New York-Bermuda-Horta (Azores)-Lisbon (Portugal)-Bolama (Portuguese Guinea)-Fisherman's Lake (Liberia)-Natal (Brazil)-Belém-Port of Spain (Trinidad, B.W.I.)-San Juan (Puerto Rico)-Bermuda-New York: 8/5 - 14/11, once weekly (reverse direction, alternate weeks), with Boeing 314 flying boats. Frequent unscheduled stops were made at Bathurst (Gambia).

Actual CAA Report listing for events (13) and (14) for 1942

1. (8) Substitution of stop at Fisherman's Lake for Bathurst on FAM 22 on **7 February 1942** [see footnote to (8)].
2. (13) Describes exactly how the ensuing transition happened. **Until May**, FAM 18 routinely went from New York to New York in one direction only (clockwise), twice weekly. (8) was flying from Miami to Africa fortnightly (FAM 22).
3. On **8 May 1942**, (14) introduces an additional FAM 18 weekly supplemental summer route, flown counter-clockwise on alternate weeks (thus "biweekly"). This adds a FAM 18 route eastbound, and allows for direct service to Africa on the old FAM 22 schedule on alternate weeks, but from New York, not Miami. This summer service is suspended on **14 November 1942** for the winter, when the Pan Am Boeings are re-routed from the northern direct route, New York-Foyes.
4. Then, on **18 October 1942**, Fisherman's Lake and San Juan were added to (13). The route is still NY↔NY (FAM 18), but with more stops, including a new one at Fisherman's Lake. Until now, Bolama was the only African stop, and Fisherman's Lake was only used by FAM 22. Significantly, San Juan is simultaneously introduced as a spur connection to Miami. →*A new route is being created.*
5. (8) Tells us that FAM 22 "ceased" in **mid-November 1942**. We believe "ceased" = "terminated." Miami service to Africa does not reappear for two years, until **13 September 1944**.
6. (14) Becomes the successor route to a FAM 22/18 fusion. This saves a myriad of duplicative efforts by combining two routes into one route through West Africa. The consolidated route is called FAM 18 (NY↔NY), service is twice weekly in winter and once weekly in summer, flown on alternating weeks clockwise and counter-clockwise in summer. The twice-weekly winter route keeps Fisherman's Lake on the clockwise route, indicating service through NY and Lisbon to Africa.

1943

Foreign Companies
Pan American Airways, Inc.

(1) New York (U.S.A.)-Bermuda-Horta (Azores)-Lisbon (Portugal)-Shannon (Eire)-Lisbon (Portugal)-Bolama (Portuguese Guinea)- Fisherman's Lake (Liberia)-Natal (Brazil)-Belem-Port of Spain (Trinidad, B.W.I.)-San Juan (Puerto Rico)-Bermuda-New York (U.S.A.) (one direction only): Until 28/5, twice weekly, with Boeing 314 flying boats; 29/5 - 14/10, service re-routed and no calls at bermuda (see route 4 under "Canada". After 14/10, the former route was resumed twice weekly, including calls at Dakar (Senegal).

(2) New York (U.S.A.)-Bermuda-Horta (Azores)-Lisbon (Portugal)-Bolama (Portuguese Guinea)-Fisherman's Lake (Liberia)-Natal (Brazil)-Belem-Port of Spain (Trinidad, B.W.I.)-San Juan (Puerto Rico)-Bermuda-New York (U.S.A.): 29/5 - 14/10, once weekly (reverse direction, alternate weeks), with Boeing 314 flying boats. On 14/10, the service ceased.

Actual CAA Report listing for events (1) and (2) for 1943

- (2) The summer once weekly flight is again added, flown NY↔NY, and is again flown counter-clockwise on alternate weeks from 29 May 1943 to 14 October 1943.
- (1) Shows FAM 18 continued on the winter clockwise route, flown twice weekly. On **14 October 1943** a stop at Dakar is added to the winter clockwise circuit.

1944

Pan American Airways, Inc.

(1) New York (U.S.A.)-Bermuda-Horta (Azores)-Lisbon (Portugal)-Shannon (Eire)-Lisbon (Portugal)-Dakar (Senegal)-Natal (Brazil)-Belem-Port of Spain (Trinidad, B.W.I.)-San Juan (Puerto Rico)-Bermuda-New York (U.S.A.) (one direction only): Until 16/5, twice weekly, with Boeing 314A flying boats; 17/5 - 24/10, service re-routed and no calls were made in British West Indies (see service (4) under "Canada", page 399); thereafter, the former route was resumed twice weekly.

Actual CAA Report Listing for event (1) for 1944

APPENDIX C

(1) New York (U.S.A.)-Bermuda-Horta (Azores)-Lisbon (Portugal)-Dakar (Senegal)-Bolama (Portuguese Guinea)-Fisherman's Lake (Liberia)-Natal (Brazil): 25/5 - 24/10, once fortnightly, with Boeing 314A flying boats. On 24/10, the service ceased.

Actual CAA Report Listing for event (2) for 1944 (The CAA Report has a typo, and repeats "(1)" when it should be "(2)." There is no (2); the report then goes to (3) after two (1) entries - see above)

- (1) The twice-weekly FAM 18 clockwise winter service is continued but Fisherman's Lake and Bolama are dropped, and Dakar remains.
- (2) The summer service NY↔NY is again added on **25 May 1944**, but only flown biweekly, and no counter-clockwise flights are used this time. Fisherman's Lake is added back into this route as is Bolama. On **24 October 1944** service is discontinued.
- (3) Miami to Leopoldville service is reintroduced (as part of FAM 18 according to USPOD documents) on **13 September 1944**, with a stop at Fisherman's Lake between Natal and Leopoldville. Fortnightly service again, this time flown by a Martin 130 (there was only one left by this time). This is confirmed by an independent USPOD document illustrated on page 323.



Figure 1

FAM 22 cover posted 18 December 1941 from New York to Cape Town, S.A. Routing stamps on reverse of Leopoldville, 14 January 42 and Cape Town 30 January 42. This is very likely an early FAM 22 cover. Only censorship is South African, probably because US had not yet set up censorship facilities. Ignore return markings.



Figure 2

Cover posted 2 February 1942 from Klamath Falls, Oregon to Kribi, Cameroun. Censored "IE" Trinidad 19 February 42, then again by Cameroun (over Trinidad tape). Routing stamp of Brazzaville, 31 March 42, then Eseka, Cameroun 18 April 42 and finally Kribi 23 April 42. Rerouted to Douala but no Douala receiving stamp applied. Another early legitimate FAM 22 cover. Trinidad censorship would not be applied on surface mail.

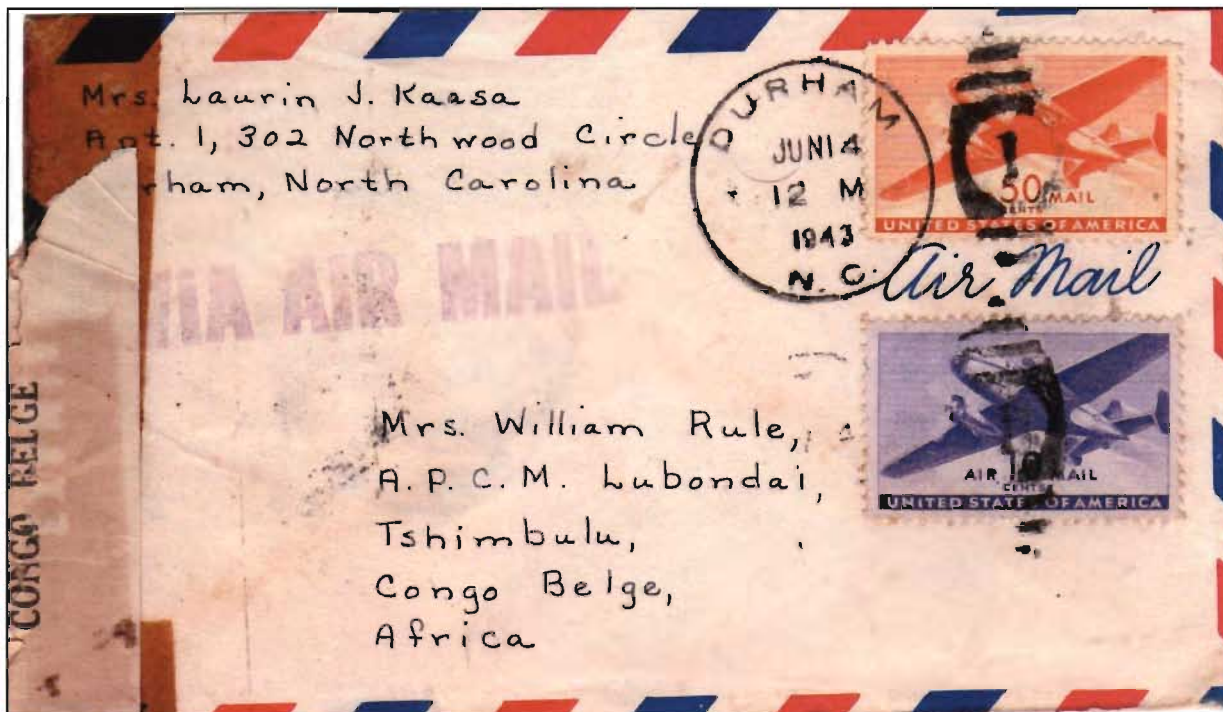


Figure 3

Very interesting cover posted 14 June 1943 from Durham, NC to Tshimbulu, Belgian Congo. By this time FAM 22 was terminated, and cover was sent north to New York for dispatch (not Miami), resulting in NY censorship tape (No. 7012) under Congo tape. Transit markings on reverse of Leopoldville 7 August 43, Luluabourg 8 August 43 and Tshimbulu 10 August 43. This is a FAM 18 cover to Africa, 57 days in transit over the summer FAM 18 route. NY dispatch may indicate clockwise transit route through Lisbon. Counter-clockwise route dispatches may have been dispatched through Miami and San Juan. This southern route was flown once weekly, alternating clockwise and counter-clockwise.



Figure 4

Cover posted from New York 26 February 1943 to Eholowa, Cameroun. Received Douala 25 March 43. Miami censorship tape (No. 4124) under French tape. 28 days in transit assures air transit. Cover went via winter FAM 18 route through NY and Lisbon to Fisherman's Lake and onward by air. At this time of year, only the clockwise route was flown, twice weekly. Purple half-moon marking is Nigerian censorship, indicating transit through Lagos.

Now, the Miami gateway definitely existed beyond “mid-November” 1942. This was done by introduction of a stop at San Juan for FAM 18 (see (13) 1942), and resulted in a combined route that was the end-product of a FAM 18/22 consolidation, which simply continued as FAM 18.

Miami↔San Juan was a very old route, and (8) tells us it was flown by Sikorsky S.42's from January 1942 to mid-October 1942, i.e., *not Boeings*, which only flew that part of the route for the last month of its life. Miami↔San Juan was never interrupted to our knowledge, and was also flown by other services, such as FAM 5 and FAM 6.

The conclusion is that by the end of 1942, the only trans-Atlantic route was FAM 18, because FAM 22 no longer had any route identity. Thus FAM 22 became no more than a “service” to Africa for commercial mail using FAM 18 routes.

While there is no official termination date listed for FAM 22 (only “mid-November” as stated in (8) for 1942), the addition of Fisherman's Lake (Liberia) and San Juan (Puerto Rico) to FAM 18 was the unqualified death knell for FAM 22, and these events occurred on 18 October 1942. This also fits well in time with the militarisation of Pan Am's African operations. The American military's Air Transport Command, ATC, took over all trans-African operations in late 1942.

The Miami transit marks and censorship that we see after 1942 can be explained by the *clockwise* motion of (13) (FAM 18), and allows for inbound mail to Miami through San Juan at a time after which FAM 22 had officially “ceased” operations. The route was asymmetrical, and even though outbound FAM 22 died, inbound mail was carried from Africa via San Juan to Miami.

Obfuscation of all this was the result of a deliberate effort on the part of the US government to conceal a gargantuan military supply route inside a much smaller commercial air route (Ref. 9). A new “Africa-Orient Division” of Pan American Airways replaced Pan American Airways Africa in late 1942, and was flown under contract to the ATC (Ref. 10). This new department of Pan Am was given the task of operating “The Cannonball Run,” an 11,500 mile route from Miami to Karachi in three and a half days using five crews in relay flying C54 land planes. From Karachi the loads could be carried further to Calcutta, and on to Chungking, again by the ATC. This is what FAM 22 was being used to mask.

Thus, FAM 22 lived on in print and lore, but only as a disinformation campaign. With the introduction of counter-clockwise flights of FAM 18 from New York to Lisbon via Bolama (Portuguese Guinea) after 8 May 1942, FAM 18 became FAM 22. This fits with what has been noted independently elsewhere (Ref. 2,3) that around mid-1942 FAM 22 seems to come alive ...but it was really at death's door by then.

To confirm the actual death of FAM 22 for sceptics, official documents from the USPOD have been found (see figures) that list route changes for FAM 18 from mid-1943 and 1944. These documents list flights from New York to Lisbon “via Belem and Bolama,” thus confirming the counter-clockwise FAM 18 route used in summer months. Additionally, when the Miami to Leopoldville service was reinstated on 12 September 1944 it is referred to as the Miami, Florida to Leopoldville, Belgian Congo “...*branch of the route...*” (emphasis added by these authors). Now this is from an official USPOD document specifically updating mail services on FAM 18.

The key to unlocking the demise of FAM 22 was the establishment of Fisherman's Lake as a stop on FAM 18 on 18 October 1942. Until then, Bolama was used as the gateway to Natal for the clockwise return route of FAM 18 to New York. Bolama made sense only if the US was a neutral nation. When war broke out, Lisbon became the eastern FAM 18 terminus, and when it became apparent that the original return route through Horta (Azores) was not useable in winter months, a neutral site was sought for the jump from Africa to Natal. Since the US was neutral, negotiating with neutral Portugal for use of their West African colony as a landing site for commercial air transport was easy. Thus, Pan Am successfully negotiated a stop at Bolama in the summer of 1940 (Ref. 10).

It should be noted that until the United States entered the war, British Bathurst was used for the original FAM 22 route to Africa even though Juan Trippe was actively seeking an alternative, and neutral Bolama

for FAM 18. Bolama, however, is about 350 miles south of Bathurst. It is interesting to note that Bolama was never connected to the Pan American Airways Africa route network or the ensuing US ATC routes (Ref. 11). The ATC was headquartered at Accra (Gold Coast), and had a robust route structure that connected Bathurst-Freetown-Fisherman's Lake-Accra and Lagos (and onward). Bolama was simply overflowed in the PAA/ ATC route structure, almost certainly due to neutrality concerns.

Once the US entered the war, all pretenses were off, and it just became a more efficient use of limited resources to fly to/from Natal via Fisherman's Lake, which had an adjacent airfield (Benson Field) for land-based aircraft, the backbone of ATC services in Africa. Neutral Bolama was phased out of the FAM 18 route structure as two redundant air routes were collapsed into one.

This resulted in a circular commercial air route crossing the Atlantic twice, flown by Pan Am in 1942-1944, summarised as follows: In winter, twice weekly, clockwise from New York - Bermuda - Lisbon - Fisherman's Lake - Natal - Belem - Trinidad - San Juan - Bermuda - New York. In summer months, from approximately May to November, the aircraft from this route were re-routed from New York via Canada and Newfoundland to Foynes (Ireland), then directly back to New York by the same route (the "Northern Route"). This would have left the winter southern route without a service, but in order to honour the US commitment to fly a "LATI substitute" service (to be analysed in an article in *Air Mail News*), additional aircraft continued to fly the FAM 18 southern route weekly from New York to New York, but alternating directions from clockwise to counterclockwise each week. Combined, this resulted in three weekly FAM 18 flights being flown in the summer months; two northern, one southern.

Miami was used as the official gateway to Africa, connecting at San Juan by a spur. It served the war effort to keep the idea of a Miami - Leopoldville commercial air route alive to give some cover to the enormous supply route and massive amounts of war material that was seen flying directly out of Miami to Africa.

Accordingly, mail posted from the US through Miami to Africa and beyond in the winter months went by way of New York and Lisbon to Fisherman's Lake on the clockwise wheel route two or three times weekly according to the then current FAM 18 schedule being flown. Inbound mail continued to arrive smoothly, just as if FAM 22 still existed, thus adding credibility to the FAM 22 cover story. One could say it was half true.

What this means is that any search for archival FAM 22 aircraft flight records or aircraft logs, etc. would be a waste of time after 1942. The schedules for FAM 22 (if it existed) would be one and the same as those already documented and cataloged for FAM 18, give or take a day or two depending on which end of the route is being examined. It is unlikely many flights to Leopoldville ever took place, save a few very early ones, and later special ones for uranium ore transport from the Congo.

The conclusion is that seeking information on FAM 22 after October 1942 is fruitless, and efforts should be focused on identifying the few legitimate outbound FAM 22 flights that might actually have flown in early to mid 1942. Two flights per month means we would be looking for a maximum of 18-20 flights. The number is certainly less than that due to the acute equipment (aircraft) shortages at the time. As an educated guess, we would put the actual number of legitimate FAM 22 flights leaving Miami for Africa over its lifetime (1942, mostly) at somewhere around 2-3.

The choke point from Natal to Africa is a much under-appreciated fact by air mail collectors, as Natal was a nightmarish bazaar of people and equipment all waiting (sometimes for weeks) to be moved to Africa and the war. Commercial mail just would not be a priority in such a setting, and we know the Boeings were used to shuttle the Natal backlog across the Atlantic (Ref. 3), not to support a biweekly schedule of commercial mail from Miami to Africa.

Finally, something must be said about reference books in circulation on this route. We believe that any reference which does not cite or give primary source documents should be viewed with cautious scepticism. Part of the problem in solving this puzzle has been the ongoing repetition of what amounts to little more than folklore about the actual services flown and used. Old journal articles were often the source of this poor information, and many of them used information that was not in proper context.

FOREIGN AIR MAIL SERVICE													
Route No. FAM 18 , Pan American Airways, Inc.													
Change in schedule days.													
Effective June 14, 1943, all authorizations on FAM 18 are discontinued.													
Effective June 15, 1943, the following service is designated:													
TRIP	Frequency	POINTS BETWEEN WHICH SERVICE IS AUTHORIZED		Distance (miles)	Cubic Feet	Pounds	Base Rate Per Mile	VARIABLES (cents per mile)					Rate Per Mile
		From—	To—					Night	Terrain	Fog	Radio	Pass. Equipment	
No. 100	1:00 am	CZ	New York, N.Y.	Foynes, Ireland									
101	7:00 pm	CW	Foynes, Ireland	New York, N.Y.									
142	8:00 am	X	New York, N.Y.	Lisbon, Portugal									
141	2:00 am	XX	Lisbon, Portugal	New York, N.Y.									
140	4:00 pm	#	New York, N.Y. (Via Belem and Bolama)	Lisbon, Portugal									
143	7:00 pm	##	Lisbon, Portugal (Via Belem and Bolama)	New York, N.Y.									
<p>(Time from New York is "Mar Time")</p> <p>CZ—Sun. Tue. Thurs. Sat. CW—Sun. Mon. Wed. Fri. X—Each second Friday beginning June 25, 1943. XX—Each second Thursday beginning June 24, 1943. #—Each second Friday beginning June 18, 1943. ##—Each second Sunday beginning June 27, 1943.</p> <p>The rate to be paid for the transportation of mail on this route will be fixed by the Civil Aeronautics Board.</p> <p>.....</p>													

Figure 5

USPOD Document dated 14 June 1943 showing counter-clockwise route of FAM 18 from 15 June 1943 (earlier documents are not presently available). See routes "No. 142" and "No. 143" and footnotes "# and "##".

FOREIGN AIR MAIL SERVICE													
Route No. FAM-18 , Pan American Airways, Inc.													
<p>1. In accordance with Order of the Civil Aeronautics Board (Serial No. 3096) issued August 28, 1944, temporarily exempting the carrier from the restriction contained in the certificate authorizing service between New York and Lisbon insofar as the enforcement of the said restriction would prohibit the operation of through planes between Miami, Florida and Leopoldville, Belgian Congo via San Juan, Puerto Rico; Port of Spain, Trinidad; Belem, Brazil; Natal, Brazil; and Monrovia, Liberia, air mail service is hereby authorized on this route between Miami, Florida Leopoldville, Belgian Congo, effective September 12, 1944.</p> <p>2. Effective September 12, 1944, the following service is designated on this branch of the route</p>													
TRIP	Frequency	POINTS BETWEEN WHICH SERVICE IS AUTHORIZED		Distance (miles)	Cubic Feet	Pounds	Base Rate Per Mile	VARIABLES (cents per mile)					Rate Per Mile
		From—	To—					Night	Terrain	Fog	Radio	Pass. Equipment	
160	6:00 am	X	Miami, Florida	Leopoldville, Belgian Congo									
161	6:00 am	XX	Leopoldville, Belgian Congo	Miami, Florida									
<p>Time from Miami is "Mar Time"</p> <p>X Each second Tuesday beginning September 12, 1944. (first trip September 13, 1944) XX Each second Monday beginning September 18, 1944. (first trip September 19, 1944)</p> <p>The rate to be paid for the transportation of mail on this route will be fixed by the Civil Aeronautics Board.</p> <p>.....</p>													

Figure 6

USPOD Document dated 9 September 1944 adding Miami-Leopoldville route as part of FAM 18. Note at end of lengthy heading in point 2 the words ...the Miami, Florida to Leopoldville, Belgian Congo branch of the route... are used. This is a document updating FAM 18 services. See second line from top, "Route No." and "FAM 18," is typed in.

POSTAL AIR MAIL SERVICE													
Route No. FAM-18, Pan American Airways, Inc.													
Effective October 1, 1944, all authorizations on the Miami, Florida to Leopoldville, Belgian Congo, branch of FAM 18 are discontinued.													
Effective October 2, 1944, the following service is designated:													
TRIP	Frequency	POINTS BETWEEN WHICH SERVICE IS AUTHORIZED		Distance (miles)	Cubic Feet	Pounds	Base Rate Per Mile	VARIABLES (cents per mile)					Rate Per Mile
		From--	To--					Night	Terrain	Fog	Radio	Pass. Equipment	
161	6.00 am	x	Miami, Florida	Leopoldville, Belgian Congo									
162	6.00 am	xx	Leopoldville, Belgian Congo	Miami, Florida									
Time from Miami is "War Time"													
x Each second Tuesday beginning October 3, 1944.													
xx Each second Monday beginning October 9, 1944.													
The rate to be paid for the transportation of mail on this route will be fixed by the Civil Aeronautics Board.													

Post Office Department
WASHINGTON

ORDERS OF THE POSTMASTER GENERAL, Prepared in the Office of the Second Assistant Postmaster General.

Date October 2, 1944. Journal No. 236. Page No. 1.

Figure 7

USPOD Document dated 2 October 1944, changing Miami-Leopoldville service slightly, using the phrase, "...on the Miami, Florida to Leopoldville, Belgian Congo, branch of FAM 18..." Clearly, FAM 22 was imbedded into FAM 18.

Acknowledgement:

We would like to acknowledge heartfelt thanks to "The Group," which includes Richard Beith, Jonathan L. Johnson, Jr, Rob May, Barbara Priddy, and Peter Wingent for their encouragement, contributions and discussions.

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- 3 Wilcsek Bob, "FAM 22, the First Six Months", *Airpost Journal*, January 1999, p9
- 4 Wilcsek Bob, "Airmail Across Africa in WWII", *Airpost Journal*, April 2000, p157
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- 7 Berry Peter, "The Boeing 314 / Trans- Ocean Flying Boats", second edition, November 1998
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- 10 Bener Marilyn and Altschul, Selig, *The Chosen Instrument*, Simon and Shuster NY, 1982. See pages 342 and 364
- 11 Culbert Tom and Dawson, Andy, *Pan Africa, Across the Sahara in 1941 with Pan Am*, Paladwr Press, McLean, VA 1998. No mention of Bolama is in the book, and it is not included in the route maps that fly over Bolama from Freetown to Bathurst.



William Thomas (1797 - 1829) of Coity and St Helena - Part 1

Neil Walklate

Whilst researching my family tree, I had the occasion to visit a Family History Fair at Norwich. My family, although originating in Wiltshire, had migrated to Glamorganshire, Wales, and at the fair I purchased three non-consecutive issues of the Glamorganshire Family History Society Journal. On returning home I settled down with a cup of coffee to read them. The first was dated September 2003, and on page 7 I came across an article on a certain William Thomas who had gone to St Helena in 1816, and died there in 1829. Unfortunately the article was spread over three issues, and I only had the first part. I immediately contacted the Society, who graciously put me in touch with the author of the article, Neil Walklate, and his partner Helene Rodgers, a great, great granddaughter of William Thomas's younger sister, and current keeper of his archive. Neil and Helene have very kindly sent me a full copy of the article, along with transcripts and photographs of all his letters together with a copy of his will and inventory of his estate. The whole thing is some 49 pages long excluding the photographs.

This edited (to include the illustrations of entires, not necessarily to the same scale) and shortened version of the original article is reproduced here in two parts with kind permission of, and with grateful thanks to, the Glamorganshire Family History Society, Mr. Neil Walklate and Helene Rodgers. - Bernard Mabbett.

The tragically short life of William Thomas is documented in an archive of letters, his will, and inventory of effects now in the possession of his younger sister's great great granddaughter Helene Rodgers. It is only during the time he spent on St Helena that an accurate and meaningful account of his activities can be ascertained with any certainty, as his formative years in Wales can only be a matter of conjecture. What emerges incontrovertibly is the picture of a caring and compassionate son and brother to those that William left behind in the country of his birth, and that of a successful trader and business partner to the Island of St Helena's most prominent entrepreneur Saul Solomon. This is a story of sadness and achievement reflecting the precariousness of life in the early nineteenth century.

Evan and Catherine Thomas of Coity (near Bridgend, Glamorganshire, South Wales) had five children:

William, baptised 25 June 1797
Thomas, baptised April 1799
Lettice, baptised 25 December 1801
Catherine, baptised 1 March 1805
Evan, baptised 28 May 1809

The line of descent comes from Lettice who married John David of Coity; their great great granddaughter being Helene Rodgers.

William Thomas left his native Wales in 1816 to earn a decent living in the navy in order to support his widowed mother, brothers and sisters. Somewhat fortuitously, from a financial if not social point of view, he somehow washed up in St Helena and did not reach The Cape of Good Hope, his intended destination. This proved to be his making, enabling him to earn a good salary and attain a social status not possible back home, and provide for his family. Unfortunately this welcome anchorage and haven to long distance sailors, since its discovery in 1502 by the Portuguese, proved to be the cause of his accidental death.

In his first letter (Document 1, not illustrated), written on board HMS *Eurydice* at Portsmouth and addressed to his widowed mother *next door to Kings Head Old Castle Bridgend* (now a bright blue theme pub) and dated 17 July 1816, he hastily writes that on the morrow he is to sail for The Cape of Good Hope. In the first of many acts of financial generosity he encloses £20 pointing out that she has *little money* and that he will be at The Cape of Good Hope for three years. She must take care only to write to him when he responds to her letters because postage is so very expensive. In sending his respects to his brother and sisters he touches for the first time on the problem of Thomas, two years his junior, who was a constant worry to the family, hoping that he would *get some employment and conduct himself in a proper manner*

especially to my Dear Mother. It is not clear why brother Evan born in 1809 is not mentioned - he may have died young.

William was a clerk on HMS *Eurydice* and five days later he writes to his mother again (Document 2, not illustrated), still in Portsmouth because the *weather here at present is very rough*. His preoccupations surface again, for if during his long absence his mother needs money then she must find a *good person to assist* and he will repay any interest required on the sum borrowed; In a similar financial vein she must *take such steps as may enable you to receive the money that's due to you, during the time you occupied the King's Head* minding that *those who will not pay you by fair means must pay you by foul*. Given the time of year and the inclement weather William is much concerned about his mother's hay before he returns to the subject of his troublesome brother Thomas. He calls him obstinate, pointing out that he should be ashamed of himself as no good luck will attend him *while he acts in that manner to an affectionate Mother*. His lack of employment *shows that he does not much lament the Death of my Dear Father who gave us all so good an Education*. He hopes that his brother will reform as it is his duty to exert himself to the utmost as his mother is *so disadvantageously situated*. Further, William says that if he discovers that his brother is not doing everything he can to assist his mother he will *forsake him for ever*. On a lighter note he asks to be remembered to friends and relations in Bridgend, particularly *all the young Girls* enquiring after him. He styles himself *Your Loving Son* as opposed to his first letter where he is *Dutiful*.

So the pattern is set of a young man, he was nineteen at this time, ever mindful of his responsibilities to his family whilst away from home and not surprisingly with an eye for the opposite sex. At this point he presumably saw his developing career to be in the navy and could have had no idea that his second port of call, St Helena, would change the direction of his life so completely.

William finally left Portsmouth on 25 July 1816 aboard HMS *Eurydice* a frigate launched at Portsmouth on 26 March 1781. She was 114 feet long and 32 feet wide with a 'Burthen (carrying capacity) in Tons' of 521. On 10 August they had called at the *Island of Teneriffe* seventeen days after leaving Portsmouth, before arriving at St Helena fifty days later on 29 September. For purposes of comparison the only way to reach the island from these shores in the 1990s was by sailing from Cardiff on the Royal Mail Ship *St Helena*, a journey of five days to Tenerife plus a further nine days to St Helena. Before dealing in more detail with the political significance of the Island of St Helena at this time it is worth noting that Napoleon had arrived there to begin his exile the previous year, 1815.

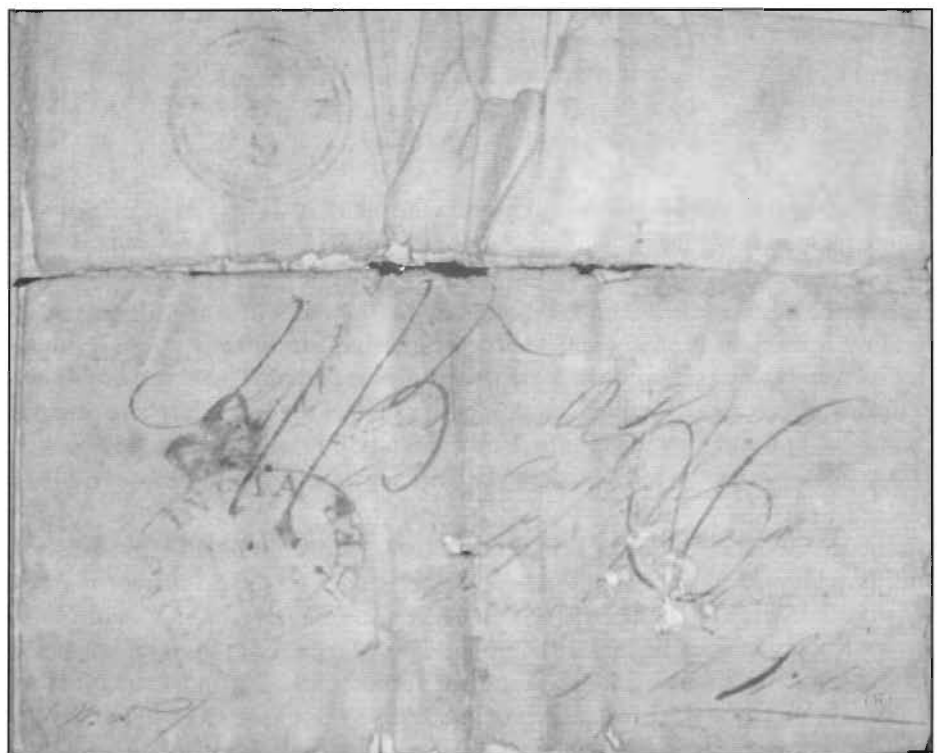
Figure 1
Document 3

Written from HMS *Eurydice*
St Helena 5 October 1816

INDIA / PACKET LETTER

m/s 3/6 (deleted)
and 4/5 in black

3/6d Packet rate plus
11d mileage to Bridgend



In a letter (Document 3, Figure 1) written 5 October 1816 from St Helena, or more correctly *at which place we are at Anchor*, William quells his mother's anxiety after his welfare and reveals for the first time that he will not now be heading for the East Indies but expects to remain where he is for three months before going to the Cape of Good Hope. Clearly feeling homesick, with three years to go before any likelihood of a return home, he looks forward to seeing *Old England* again. He goes on to tell his mother that he is *very comfortable*, that Captain Wanchope is a pleasant, good and kind man and that he was fortunate to join the ship by virtue of *my good Certificates from my Old Captains*. He notes that his sisters are attentive to their mother – *I shall not forget them for it*. He presumes that times are as bad as ever in Wales, speculating again about his mother's hay and whether brother Thomas has reformed or not. He would be happy if *the poor fellow could get some comfortable & respectable situation*, as this *would make a great alteration in him for the better* particularly as he, William, is hoping to be made a purser even though promotion is very slow. As clerk on board HMS *Eurydice* he would have had charge of correspondence and account keeping. If promoted to purser he would have been an officer keeping accounts and in charge of provisions, an interesting development considering his subsequent career on St Helena. He also says that he will try for a mate's warrant (an official certificate of appointment issued to an officer of lower rank than a commissioned officer) having asked a Mr. Spencer, back in Wales, to ask Sir Jno Nicholl or the Member of Parliament of the County, to support his application and make representations for him at the Admiralty. In closing the first part of his letter William sends his best respects to Captain Foley, Mr. & Mrs. Spencer, Mrs. Lloyd, Mr. Stephens & *all the young girls of my acquaintance*.

As an economic and paper saving afterthought William added more to his letter, writing vertically on the page in red ink over the horizontal black script alluding to the *exceedingly* [sic] *great* postage costs – *you see I am determined to cram this up as much as possible*. He mentions a Mr. Price, a neighbour from Coity/Bridgend who is on an Indiaman, hoping that he might meet up with him. He now sends further respects to Miss Williams, Miss James, his dear Mary Protheroe *perhaps married now*, Mr. Saml Davis at Mrs. Wyndham's (*if in Wales*) who *showed me every civility while I was in London*, Mr. Tanner, his uncle and aunt of Seamouth and finally to Robt Leyson at Mr. Spencers. Somewhat mysteriously he talks of a *very fine woman* who took passage for St Helena named Mrs. Hart *who has been as nurse at Miss Tagarts' sisters at Bath* adding that *she behaved exceedingly kind to me*. He also admits that *at present I have but little to do which accounts for my writing this long scrawl*.

Providing some local information he lists His Majesty's Ships at St Helena as follows:- *Newcastle* (Adml. Malcolm Comr. in Chief); *Pheaton* ; *Eurydice* ; *Orontes* ; *Julia* ; *Podargust* (?) and *Racoon*.

As regards his personal demeanor he seeks to assure his mother *pray do not make yourself uneasy about me at any time if you possibly can avoid it* and he is happy to tell her that he has *enjoyed a very good state of health ever since I left (Thank God)*. On a gastronomic note he adds *We have very little fresh Meat served out here, but one consolation is that we catch great Quantities of Fish, the climate is exceedingly Hot at different seasons of the year*.

And that is the last letter still surviving from William for nearly five years although it is clear from references that correspondence had been maintained. His next missive is addressed to his sister Lettice *to be left at Mrs. Blackwell's Old Castle Bridgend*, and dated 28 July 1821 St Helena, but not postmarked until 4 October 1821. In the interim his mother Catherine has died, and he has left the navy and is working for the wealthy Saul Solomon Esq., Merchant of St. Helena. So it is open to conjecture – did he go to the Cape of Good Hope or did he never leave St Helena? Did he return home on the death of his mother? It would be surprising if he had not. As to why he left the navy the answer would appear more obvious – he had well and truly fallen on his feet in the employ of Mr. Solomon. He had arrived at St Helena shortly after Bonaparte, and presumably noted the opportunities for trade and commerce that the latter's presence promised. Significantly the lost five years cover that time of Napoleon's enforced stay on the island, a time of prosperity for local traders who, as well as provisioning the ships making for or returning from the East Indies, had had the bonus of catering for a substantial garrison charged with the Emperor's care.

St Helena – what was its attraction? Not an easy question to answer given the isolated setting and inhospitable climate. Initially discovered by the Portuguese it was subsequently proclaimed a possession by the Dutch in 1633, although they did not settle. The Island was subsequently claimed by the East India

Company and a fort erected and the land cultivated. Although the Dutch invaded in early 1673, by the end of that year the English had resumed control and since then the Island has remained British. A small dot in the southern Atlantic, 4477 miles from Southampton, 1140 miles from the African coast, with the nearest land being Ascension Island 760 miles to the north west, it is only 10 miles long with an area of 47 square miles. Formed of volcanic rock it has no beaches (apart from the small Sandy Bay) and currently has a population of about 4500. Until the opening of the Suez Canal it would always be an important port of call on the way to Africa and the Far East. The island had an allure for one Edward Fenton who in 1582 commanded an expedition to the East Indies via the Cape of Good Hope to establish trade in spices, but became sidetracked and decided to seize St. Helena and proclaim himself king. The scheme was a failure. Towards the end of the sixteenth century the island was uninhabited with ships only stopping to restock with figs, oranges and lemons. In 1659 Captain John Dutton stopped en route to the East to claim the island for the East India Company. He stayed longer than planned because of safety fears caused by the impending war with Holland, and he and his crew unwittingly became the first inhabitants with a small settlement called Jamestown being built on the northern coastline. They left the following year. The first settlers were mainly English but numbered some Dutch and Portuguese as well. Slaves were imported from the East Indies and Madagascar and later the Gold Coast of Africa. From 1679 passing ships were taxed one Madagascan slave and there was a further influx from Bombay and the Maldives. In 1806 the East India Company brought in 650 Cantonese slaves as gardeners, mechanics and builders.

Now firmly in English hands Edmond Halley of comet fame journeyed to St Helena in 1677 to map the stars of the southern hemisphere. In the prolonged quest to determine a method of exactly calculating longitude, Nevil Maskelyne sailed there in the 1760s to test lunar distance tables and a quadrant, being the first to establish the island's precise position. This research was assisted by St Helena's ideal conditions for viewing the transit of Venus across the sun's face when passing precisely between the Earth and the sun, an occurrence which happens twice a century with pairs of transits at eight year intervals. Indeed Halley had seen the transit of Mercury during his visit ninety-odd years earlier. Of more relevance to William Thomas was Maskelyne's observation regarding the poor, cloudy weather. Other noted characters to pass this way included Captain Cook (1775) and Charles Darwin (1836).

People who have been to St Helena tell of the rough seas, where in the absence of a harbour it is necessary to make a precarious transfer into a landing craft. That, and the unfriendly climate and remoteness from civilisation made it an ideal residence for a troublesome General. There was a British paranoia about Napoleon who, having escaped from exile on the island of Elba early in 1815, had reached Paris by March only to be defeated in June by Wellington at Waterloo.

What to do with him? Send him to St Helena of course. In a recently discovered codebook, belonging to the Governor of the island in 1815, Colonel Mark Wilkes, are military signals showing that although escape was only a remote possibility it was felt essential to compose a series of flag signals and emergency measures in case Napoleon made a further bid to flee. Controversy surrounds both the conditions of his imprisonment and the cause of his death. His residence on the island, Longwood, is described by a 21st century supporter of the General as 'a shack, running with damp and infested with rats'. The theory that he was poisoned, by a retainer called Montholon whose wife was reputedly Napoleon's lover, has long been promulgated. Forensic tests on his hair have revealed huge doses of arsenic, which might refute the diagnosis of death from cancer. Napoleon's symptoms at the end of his life included cold feet, a sensitivity to light, obesity and shivering - all of which could be associated with poisoning. Another theory is that the climate killed him along with the oppressive nature of his captors.

And so to William Thomas and the Napoleon connection. For some, if not all, of the missing five years, he had been a permanent resident on St Helena working for Saul Solomon a Jewish merchant and entrepreneur and one of the island's most important people. He had successfully exploited the trading prospects generated by the large garrison guarding Napoleon, indeed it has been suggested that he was in collusion with him and he certainly facilitated the egress of his mail, at a price of course. He later became *inter alia* the French Consul on the island. Solomon's empire of trade and supply had grown rapidly aided by a group of relatives and friends from home, although it is not clear where in England he originated. Incidentally he died at 'Eastwood', Portishead near Bristol on one of his rare visits to these shores, although his daughter subsequently granted his wish to be buried on St Helena. As will be revealed by existing letters covering

the remaining seven years of his all too brief life, William Thomas was a successful and quite prosperous employee of Saul Solomon, benefiting from his patronage to such an extent that just prior to his death he had entered into a co-partnership agreement with him. Given his line of work and the contents of his inventory, it seems that William might have had dealings with Bonaparte, if not face to face encounters - he definitely had one such meeting as will be seen in due course. Mr. Solomon and William could supply Napoleon with a few creature comforts that might make life more tolerable, as he had probably expected a much more comfortable incarceration.

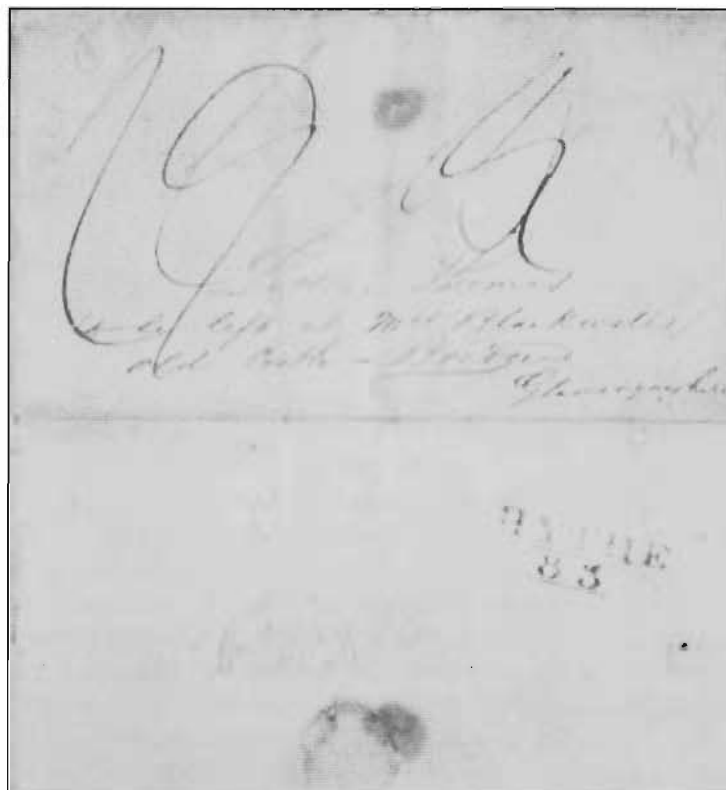
Figure 2
Document 4

Written St Helena
28 July 1821

HYTHE/83
Postmark 4 October 1821

m/s 1/9 in black

8d Ship Letter rate plus
1/1d mileage to Bridgend



William wrote two letters in 1821 which are at once revelatory in some of their detail and yet very familiar in expressing certain sentiments. In the first, writing now to his elder sister *My Dear Lettice* on 28 July (Document 4, Figure 2), he acknowledges that a letter is overdue as he has been communicating with his brother, the errant Thomas now of *Merthyr Tidfil*, offering him £15 from his agent in London. The main purpose of the letter, just dropping *a few lines in great haste*, is to tell Lettice that the wife of *Serjt Davis (who by the bye was perfectly known to our dear departed father)* has kindly offered to convey to her *two Scarlet crape Scarfs of very beautiful texture and quality*. He adds, *I have great doubts as to the probability of getting them safely landed in England – as they are not allowed to be landed without paying the duty on them – which would be enormous*. He is obviously hoping that Mrs. Davis will not declare them but *do all in her power to get them safe on shore*. Further *Serjt Davis has belonged to this garrison for some time past but in consequence of the Death of Bonaparte all the Troops are recalled to England*. One of the scarves is for his other sister Catherine with *the sincere regards of her affectionate Brother*. In a moment of sentimental reflection he confides, *I only wish to heavens I was nearer to you both trusting that I have all those pleasures to come, but prophetically adding the cautionary remark if god spares me life & health*. Although Napoleon had been dead for two months, the recall of the troops seems not to have affected Mr. Solomon's business. William confirms this – *I am just now so very much hurried & pressed with the immensity of business to which I have the superintendance that, I can scarcely put pen to paper*. He promises to write a long letter in the course of a week or two.

In fact it was nearly two months. However the promised letter dated 20 September (Document 5, Figure 3) to the same recipient *my ever dear Lettice* is full of interesting information. After assuring her of his *perfect health* he deals with the issue of the scarves. William reveals that he had sent for them from China, although their value is not very great, and claims he would *frequently send you trifles of the same kind* but people are frightened to act as couriers *for fear of being seized by the Custom house officers in England*.

Candidly he confesses that he is very *tenacious* (he may be using this word in an erroneous sense to mean averse) *of asking a person to do such a thing for me, as I certainly would not like to undertake the like myself*.

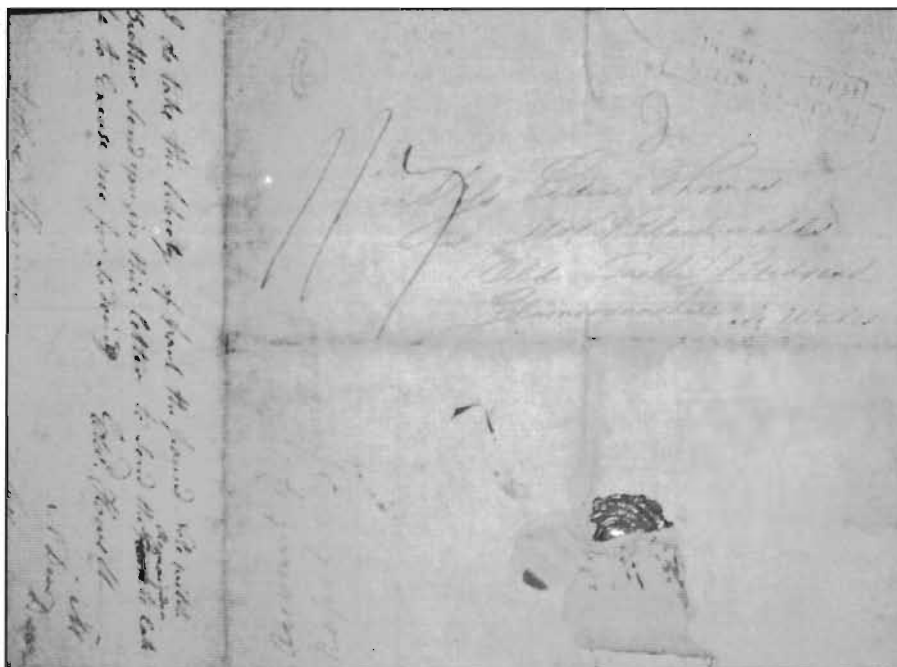
Figure 3
Document 5

Written St Helena
20 September 1821

PORTSMOUTH
SHIP LETTER

m/s 1/7 in black

8d ship letter rate plus
11d mileage to Bridgend



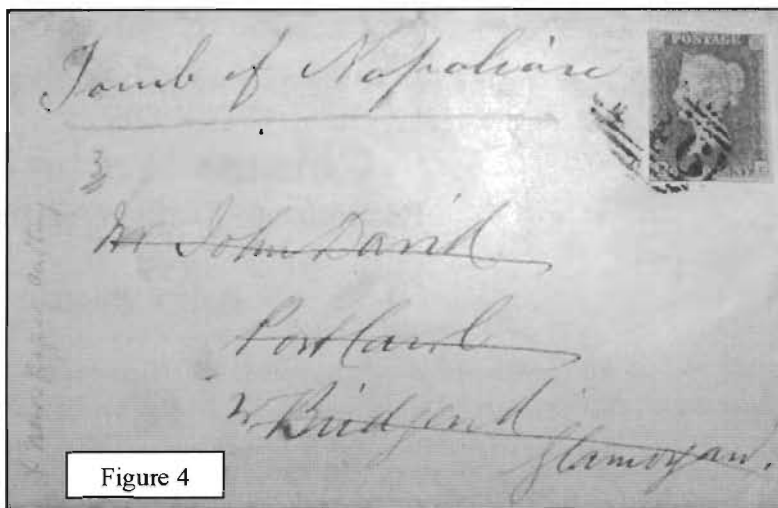
On a more personal note he entreats Lettice to keep up a regular correspondence, writing frequently by sparing an hour or two on a Sunday afternoon, *instead of looking out for your sweetheart*, since his whole mind is wrapped up in her interests and welfare. He enquires after former friends Miss James and Miss Williams who lived at Mrs. Anchorns recalling *the many pleasant & happy hours* he spent at Bridgend and wondering what marriages have taken place. Discreetly he asks Lettice, now 19 years old, if she thinks *proper* to do him the favour of giving him a hint who her admirers are - *I suppose not a small number* - before embarking on a fatherly lecture on the perils of men. He cautions, *pray do not be too hasty on those points, deliberate well before you permit any young man to address you - recollect what duplicity there exists in all men*. He notes that *our poor departed mother* had been an excellent role model - *a more correct person I suppose never breathed* - but such reminders were unnecessary because Lettice's mind *is well stocked with good sense* so she will never be at a loss how to conduct herself. Duplicity indeed! Was he writing about himself? On the first of September, nineteen days before writing this moral guidance he had become the father of Evan, the first of his two illegitimate children born to Martha Chippingdale. A second son Owen, born 4 June 1824, would be baptised in Jamestown. Despite the hypocrisy of his position, and the uncertainty of not knowing if he ever told Lettice of his family, it comes as no surprise to read in his will of the provision he had made for them, indeed for all the family. Imagine Lettice's shock on discovering that her brother had a family. Whether William ever told her by letter or on a visit home or whether she discovered the truth on reading his will we shall never know. He intimates in a future letter that he hopes to marry but does not mention his children.

The letter now moves on to the old perennial - troublesome brother Thomas. William has not had confirmation of the receipt of the £15 available from his London agent Mr. R. Brine. He is expecting Thomas to forward *a small portion of the same* to Lettice as *we have had repeated proofs of the liberality & generosity of his mind*. Almost despairingly he writes, *would to god I could get him a situation here*, adding that if he ever gets *in business* himself on St Helena *which I trust is not at all unlikely* he would fetch Thomas out there even if it cost £200. William is pleased with him for his kind attentions to his sisters noting that time makes *strange alterations*, presumably to a person's attitude. In 1821 there was not the remotest prospect of work on the island therefore he, Thomas, *must not be Sanguine* (in the sense of being hopeful or confident) but must *endeavor to jog on, in the old state for a few years more*.

With a mastery of casual and modest understatement William says he has *nothing very particular to remark to you*. And then comes the revelation. Remarking that *the news of Bonaparte's death you have heard all about*, he continues, *I saw him laying on his death bed, & gave him a shake by the hand also followed his corpse to the grave - he was buried under a willow tree in the garden of a Mr. Rd. Torbett, resident on this Island - the spot where it appears (a short time previous to his decease) he wished he might be buried in - which when the fatal hour came was attended to, - every possible mark of respect was shown upon the*

occasion, the funeral was conducted with the greatest solemnity – all the soldiers on the Island followed the corpse in procession to the place of interment. Was this the first and last meeting that William had with Napoleon? It is remarkable that it is only half way through his second letter to his sister since the death that he casually mentions the handshake with a corpse. Natural self-effacement or just a desire to underplay the situation?

In a small envelope (Document 12, Figure 4), measuring 5 x 3 inches addressed to Mr. John David, PortCawl nr Bridgend Glamorgan (William's sister Lettice married John shortly after the former's death) bearing an imperforate penny red, is a line engraving of Napoleon's tomb. The postmark is difficult to make out but it seems to have been posted in 1853 which is in accord with the first imperforated penny reds which were in use from 1841 to 1854. There is no indication of who sent it, but clearly the family still maintained an interest in St. Helena.



The engraving of Napoleon's tomb is mounted in an embossed card frame depicting a fox hunting scene, and a stag's head with hunting horns and violin, printed by Dobbs of London (Figure 5). The illustration depicts a circular railed enclosure surrounded by hills in which a large willow tree, as mentioned by William Thomas, dominates the grave which is barely visible.

Figure 5 (left) Napoleon's Tomb

Back to the letter - William, not one to dwell too much on the past, meaningfully moves on to his own situation, presumably after thinking about Bonaparte's sad demise. His health is good and he has *suffered but very little from sickness* considering the intense heat. The protected valley at Jamestown where he lived renders it much hotter than other parts of the island some of which are frequently shrouded in mist. He notes the different times of the seasons, the hottest month being December with what is termed as winter having the equivalent heat of summer in England. The price of food is worthy of note as *every thing is extravagantly dear here*, quoting as follows : *Mutton 1/6 a lb Eggs 6d each – Butter 3s/- Fowls 5s/- Ducks 8s/- Geese 15s/- Turkeys 25s/-*. It is always difficult to come up with meaningful comparisons of costs relative to earnings and project that to our own times, but it is quite obvious that an egg at 6d is something of a luxury. Considering how much money he had at the time of his death, he is obviously referring to himself when he states that *it is impossible for a young man to save money unless his Salary is very handsome & liberal indeed*. This is not surprising as he tells Lettice that he lives with *Mr. Solomon as one of his own family* and is *extremely comfortable having the best of every thing... at our Table*. The most inferior wines that he drinks are *Port & Madeira* so it must be speculated that French wines featured on the menu. He is obviously enjoying this Epicurean existence – *I may venture to say that there's not a house on the Island that fares better than ours & remarkably regular which is certainly a very great point*. William must have been only too aware of the lack of jobs, economic problems and social unrest post-Waterloo back in Wales.

He encloses a pound note to cover postage costs and a later hand, that of one Edward Howell, has added on the back that part of this money has been used to ensure the letter's delivery. For the second time a letter is overwritten in red ink asking his brother Thomas to call on a woman living in *Merthyr Tidvil (or Dowlais) named Mary Booth* whose husband keeps a public house known as Pwll y Gwid or Duck's Pool. This is to inform her that her brother Rees Booth, a soldier on St Helena, is quite well and wishes to be remembered to all and that his time of service being nearly expired, he will be discharged and *purposes* to return to Wales. That concludes the correspondence from 1821.

And the conclusion of this Part - we will complete the correspondence in a future issue of Cameo - Barry

Chinese West Africa Response to Frank Walton's Letter

Bob Wilcsek

Following Bob's earlier article A Chinese \$12.50 Two-ocean Rate Cover is Found in Cameo 73, pp193-198, Frank Walton responded in Cameo 74 Letters to the Editor, p245. This open reply from Bob is reproduced here, being too long and detailed for the 'Letters' pages - Barry.

Dear Frank,

Thank you for the time and effort to comment upon my recent article in *Cameo* (January 2008, pp193-198) on Chinese 2-ocean mail. It is indeed a pleasure to hear replies to articles that I have written, as it reassures me that someone actually reads them. I thank you also for the photocopy of the \$11.30 rate cover. I had never seen one before, and had resigned myself that this may be a phantom rate of some sort. It is clearly an \$11.30 rate cover, and I thank you for sharing it with me (a second such cover has been found since this was first written).

As for the dates of the \$5.65 rate, this rightly requires some explanation. In my only (extended) conversation with J. Lewis Blackburn at Capex in Toronto in June 1996, he pointed out that there are indeed mistakes in his rate tables. Note there is no \$5.40 rate given in the table 9.5B. The discovery of this mistake came about by me giving Lewis several covers to examine that did not count correctly using the \$5.65 or \$5.90 rates, the only ones in table 9.5B over the period in question for Route III.

He came back to me several weeks later and said he mistakenly omitted the \$5.40 rate, which became merged into the base *composite* rate of \$5.90 listed in the tables, which is not an air mail rate I have seen. It is the product of \$5.40 + 50¢ surface fee.

So what we end up with are *two* rates for Route III, one from Japanese occupied China (\$5.40) and another from unoccupied China (\$5.65), both from 25 June 1940 to 1 November 1941. The \$5.90 rate was just a mistake of the \$5.40 rate being added to the surface rate of 50¢ in effect from 1 September 1939 until 1 November 1941. A collector friend has sent a photocopy of another \$5.65 rate cover posted 29 September 1941 from Chengtu, so there is no doubt that the revision to S&B's table 9.5B is correct since the only two recorded examples come after the cutoff date in table 9.5B. This second example is registered and has a Hong Kong routing stamp. (A third example has since been found, posted 16 September 1940. Thus far, all three examples were posted after S&B's 'cutoff date' of 26 August 1940).

Now I may be wrong, but I do not believe there was ever an air fee of \$5.90 over route III. Accordingly, the cover in Figure 3 in the *Cameo* article (p.194) is indeed rated and analysed correctly, and you know what? It counts perfectly, so the evidence is internally consistent and logical both with what Lewis told me and with what I have managed to find. As you certainly know by now, getting these covers to count correctly just doesn't happen either by accident or by mistake. If that were the case, I might never have asked Lewis why I couldn't get my \$5.40 covers to count correctly. It is uncanny how accurately virtually all Chinese covers of the era are correctly franked.

Of course you are correct, in that Chinese surface rates at the time were per 20 grams and not linear. That was just a sloppy editing mistake on *my* part. The parent article I wrote on this topic in June 1997 (*Airpost Journal*) makes that clear, and that the air surcharge was per five grams as you point out. I regret making such a careless mistake. A copy of the table from my first article is attached below, copied from the article itself as an image. This was over ten years ago in an area that I have not pursued consistently (you can only study it when you find something new to add, and that can take *years* on this topic), and I really should have done better on this one.

Chinese International Postal Rates and Fees — 1936 to 1945					
Surface Rate (First 20 gms./ ea. add'l 20 gms.)		UPU Registration Fee		UPU Registered Express Fee to Non-Asian Destinations	
Effective Date	Rate	Effective Date	Fee	Effective Date	Fee
Feb. 1, 1936*	.25 / .15	Feb. 1, 1936	0.25	Feb. 1, 1936	0.75
Sep. 1, 1939	.50 / .30	Sep. 1, 1939	0.50	Sep. 20, 1939	1.50
Nov. 1, 1941	1.00 / .60	Nov. 1, 1941	1.00	Nov. 1, 1941	3.00
Nov. 1, 1942	1.50 / .90	Nov. 1, 1942	1.50	Nov. 1, 1942	4.50
June 1, 1943	2.00 / 1.20	June 1, 1943	2.60	June 1, 1943	6.60
May 1, 1944	4.00 / 2.40	May 1, 1944	6.00	May 1, 1944	14.00

* First 1/2 oz. / each additional 1/2 oz. (1/2 oz. roughly equals 14 grams.).

I only have about a dozen 2-ocean covers addressed to the UK. Of these, three are at the \$5.40 rate (and two of those equal \$5.90 total franking, offering evidence of Lewis' mistake), and one is a multiple weight \$5.40 rate cover (15-20 oz. from Canton. This multiple-weight cover was the key to uncovering the missing \$5.40 rate, as it just would not count correctly no

matter what I tried, until I gave it to Lewis to take with him and study, thus resulting in the \$5.40 rate being added to the table 9.5B. Multiple weight covers are always the key to flushing out rates). Additionally, I have three \$11.70 rate covers, and two \$13 covers. I have two with the \$5.65 rate, and only one at the \$12.50 rate.

So, I thank you for your inquiry into a topic that is messy in several different ways. Definitive works in postal history are rare, and that certainly applies here. It is too bad Lewis isn't still with us (same for George Hester, Bob Miller and Don Thomas, who actually flew FAM 22 for the ATC during the period in question. My, oh my, the questions they could answer).

PS - Another \$5.65 rate cover (\$5.65 + 50¢ surface = \$6.15 franking), similar to the cover in Figure 3 in January's article. This one posted 16 September 1940.



At any rate, I regret the mix-up in surface weight steps, but I do stand by the rates and dates as I have given them, including and especially the \$5.65 rate. We need to find an \$8.50 cover. This one really might be a phantom rate, but you never know.

Regards, Bob Wilcsek

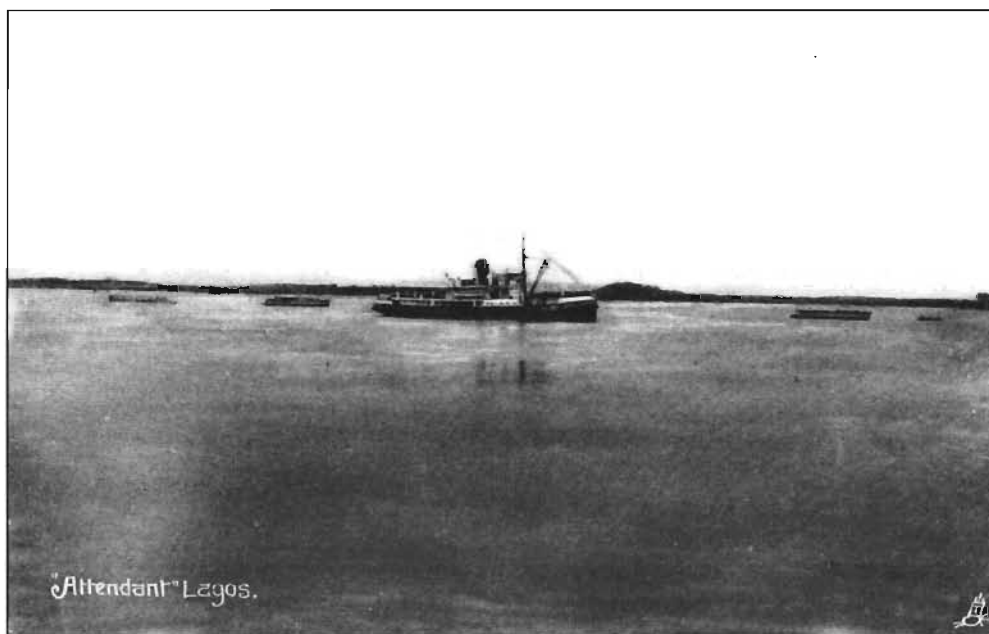


SS Attendant - Lagos Harbour, Nigeria

Bob Maddocks

Illustrated p334 is an unused 'collo-photo' postcard specially published by Raphael Tuck & Sons for the Church Missionary Society, Lagos. It features the SS *Attendant* in Lagos harbour, where she operated for a number of years as a passenger tender and on general duties.

She was built in 1913 by Harland and Wolff Ltd at Govan in Scotland, being 37 tons gross and 124.7 feet in length, for Elder Dempster & Co. Ltd. and was registered at Liverpool. The same year the *Attendant* went out to Lagos where an example of her duties is noted in a Nigeria Gazette Notice of December 1913 by Marine Headquarters. Thus ‘...All homeward bound mail steamers will be given practique by the Officer in Charge of the Lifeboats or by the Master of SS *Attendant*’.



A further entry in the Gazette in September 1915, this time by the General Post Office, Lagos and concerning ‘Late fee’, advised ‘...letters...bearing an extra 1d stamp...will be accepted by the Mail Boarding Officer on board the *Attendant* up to the time of departure from the Customs Wharf’.

At an unspecified date in 1915, according to Reference 1, she was transferred to the Elder Line Ltd.

A third entry noted in the Gazette was in October 1919, again by Marine Headquarters, Lagos, under the heading ‘Quarantine’: ‘...the *Attendant*, or any other ship having on board any passengers which may have been transferred in the Roads from any ship that has called at Secondee (sic)...’.

In 1932 the *Attendant* was transferred to Elder Dempster Lines, who, in 1934, sold her to Malet Salvage Syndicate Ltd., London. They, in turn in 1950, sold her to Lloyd’s Albert Yard and Motor Packet Services, Cork (Ref. 1), after which no more is known.

Reference

- 1 Cowden, James E. & Duffy, John O.C., *The Elder Dempster Fleet History 1852-1985*, 1986



Sierra Leone Internal Postage Rate 1920-24

Frank Walton FRPSL

The internal postage rates within Sierra Leone are not quite as straightforward as Philip Beale lists in his book (Ref. 1). He states that the internal rate became 2d. per ounce from 1 September 1920, changing to 1d. per half ounce on 1 January 1924. The illustrated cover (Fig. 1) from Sembehun to Freetown on 30 July 1923 is paid at 3d. postage, plus 3d. registration fee paid by the postal stationery envelope. This cover appears to be commercial and, as it didn’t tie up with Philip’s published rate, I decided to look a little more deeply.

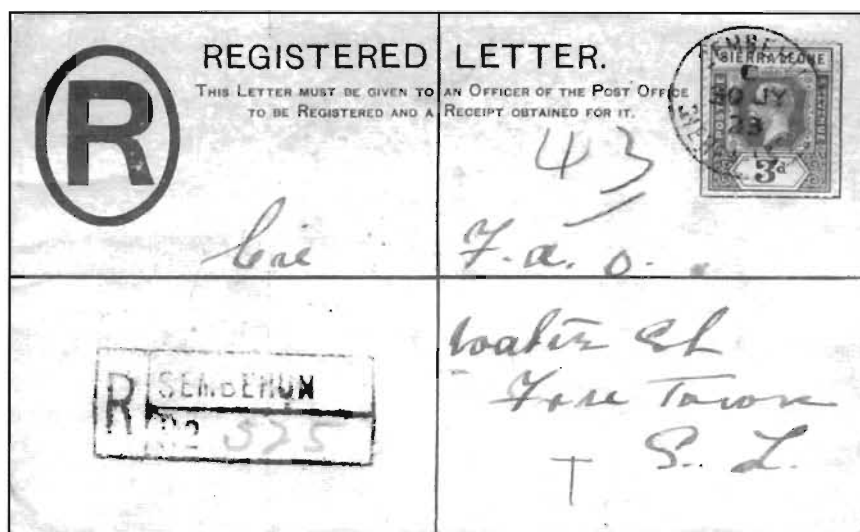


Figure 1

My next port of call was Ted Proud's book (Ref. 2). This lists the internal rate as 2d. per ounce plus 1d. per additional ounce from 1 September 1920 until 31 December 1924. The subsequent rate as listed as 1d. per half ounce, but from 1 January 1925 rather than 1 January 1924 as listed by Philip.

Although Proud gives a rate which is compatible with the cover, there is a discrepancy in the end date of the rate.

The definitive answer has to lie within the Sierra Leone Government Gazettes, and I searched through my notes and found the two relevant entries (Figs 2 and 3).

These categorically state that the rate during this period was:

POST OFFICE NOTICE.	
INCREASE IN POSTAL RATES.	
The Public are notified that, commencing on 1st September next, the following rates of postage will be charged:—	
INLAND LETTERS:	
For the first ounce	2d.
For each additional half ounce	1d.
INLAND PARCELS:	
For the first 2lb.	6d.
For each additional lb.	3d.
UNITED KINGDOM AND BRITISH POSSESSIONS (including Naval and Military Letters):	
For the first ounce	2d.
For each additional ounce	1d.
H. T. MARCH, <i>Postmaster General.</i>	
GENERAL POST OFFICE, FREETOWN, SIERRA LEONE, 5th August, 1920.	

REDUCTION OF INLAND POSTAGE.
The Public are notified that, commencing on 1st January next, the Inland Rate of Postage will be reduced to One Penny for each half-ounce.
H. T. MARCH, <i>Postmaster General.</i>
GENERAL POST OFFICE, FREETOWN, SIERRA LEONE, 30th November, 1923.

Figure 2 (left)

Figure 3 (above)

From 1 September 1920 until 31 December 1923: 2d. first ounce plus 1d. per additional ounce
 From 1 January 1924: 1d. per half ounce

References

- 1 Beale P.O., *The Postal Service of Sierra Leone...*, p16, RPSL, London 1988
- 2 Proud E.B., *The Postal History of Sierra Leone*, p114, Proud Bailey, Heathfield 1994

Grey-Wilson Cover and Letter from St Helena

Morris C. Taber FRPSL

I illustrate (Figure 1, p336) an envelope sent from the Governor of St Helena to his mother at Binfield, Berkshire. This was apparently carried in the diplomatic pouch - but for economy or safety reasons? There is evidence that Grey-Wilson wrote his mother in this manner from one of his earlier postings in Latin America.

Upon entering the British postal system a GB 1d lilac was added, and cancelled at London on 14 August 1888. The letter arrived at Binfield 15 August where Mrs Wilson, presumably, dated the cover.

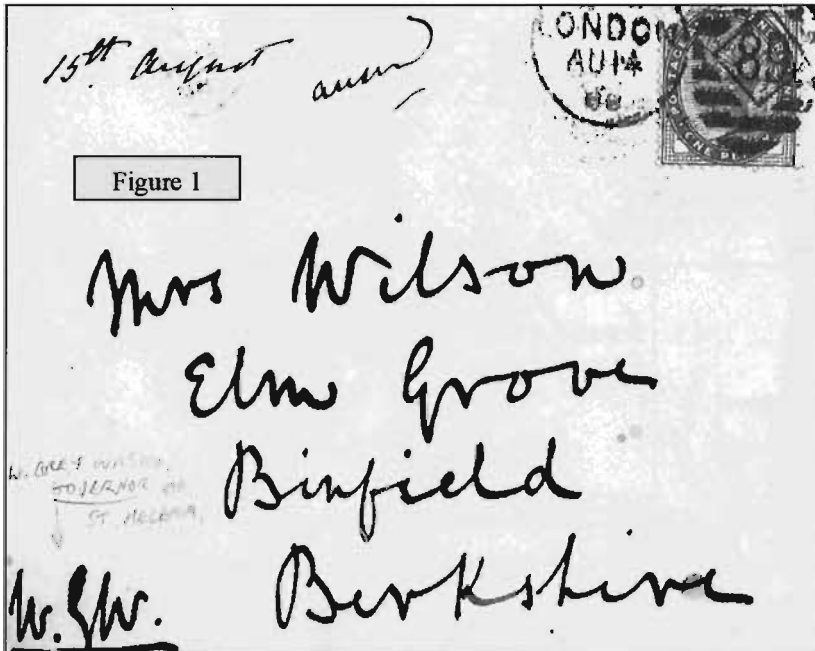


Figure 1

On paper headed with the Coat of Arms and 'THE CASTLE, SAINT HELENA.' (Figure 2, below) Grey-Wilson writes:

30th July 88

My darling Mother,
 Just a line to say we are all well. The mail steamer is just in having taken us all by surprise and come in the morning. (Monday) instead of tonight or tomorrow morning as expected. So we shall have home letters via the Cape in a few minutes and I much hope for two from you. We have had a few days of beautiful weather which has been a great relief after so much rain —

Commander Harrison of HMS *Bramble* has been staying with us at Plantation and we gave two dinner parties while he was with us.—

The *Bramble* is a sister ship of the *Wasp* which was lately lost on the China station. The *B.* left us to return to the West Coast of Africa last Saturday. The vicar of the cathedral has been ailing for some little time so I have taken to reading the lessons to help the Bishop and him on Sundays. I must I am sorry to say close this before I get your letters. We are looking anxiously for news of the Zulu trouble.—

Just got your two letters of June 14th and June 28th - will answer them next Monday. I am very grieved to hear of xxx's death. Let me know about it when you hear from Mrs D.

Much love to all,

your devoted son
 Will

I have written to Freddy.

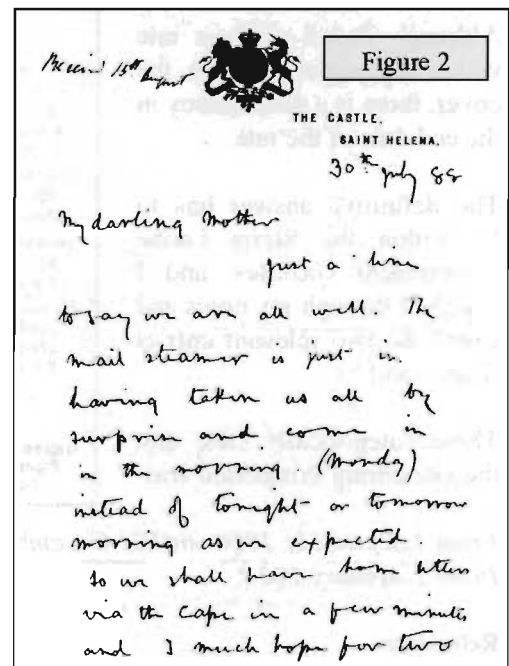


Figure 2



Cable & Wireless Telegram from Sierra Leone in 1941

Frank Walton FRPSL and Stewart Duncan

Several years ago I gave myself a piece of advice: if I ever come across something that is interesting and I've never seen it before - acquire it as it will probably be ages before another one crops up! Such an item appeared on eBay, which I successfully bid on. This is a war-time Cable & Wireless telegram with a circular datestamp of 24 July 1941 reading C. & W. LTD / SIERRA LEONE. Although I've not seen another from Sierra Leone, there is an almost identical one illustrated by Stewart Duncan in an earlier *Cameo* (Ref. 1). This was used in Bathurst, Gambia on 16 January 1943. Stewart's form has an imprint date of 'Jan 1941. (5,000 pads)', whereas the one illustrated here has an imprint of 'March 1939. (900 pads)'.

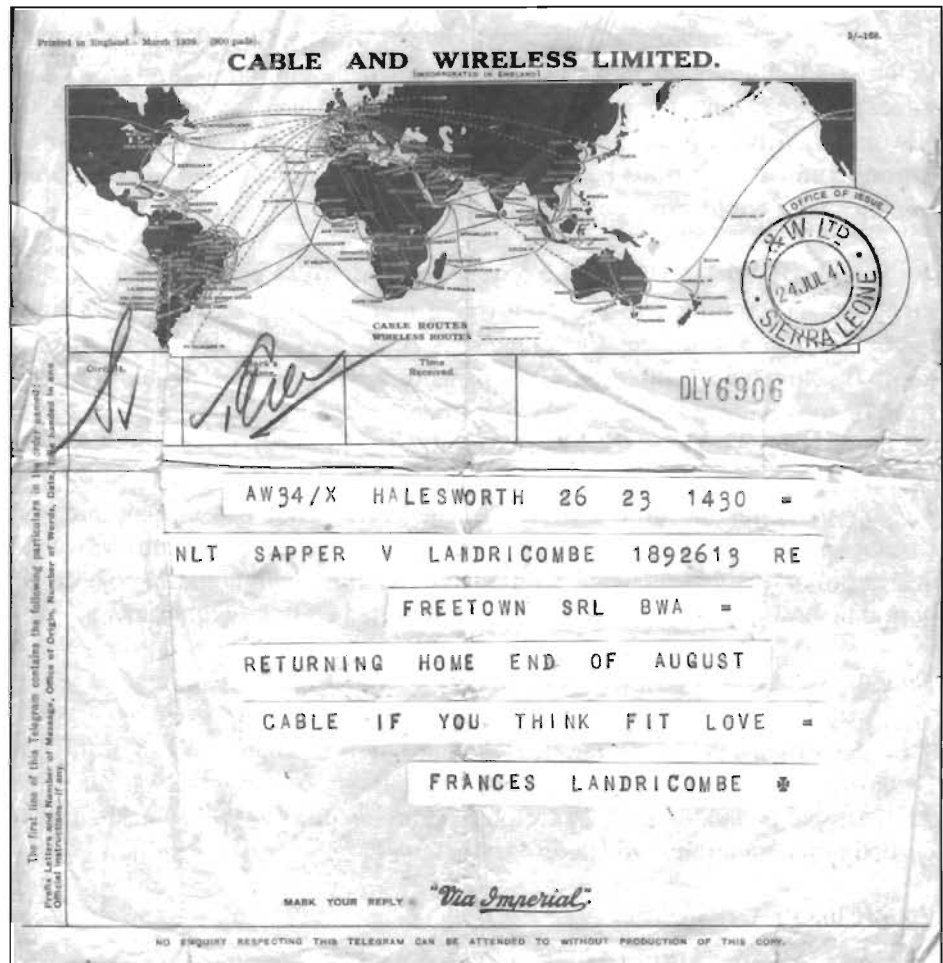
Stewart Duncan adds:

The imprint on the telegram illustrated in July 1990 is: 'Jan. 1941. (5000pads)' (without the quote marks).

On the right hand side is '5/-168' whereas Frank's has a dot (period) after the 168.

Reference

- 1 Duncan S., "Cable & Wireless Bathurst", *Cameo*, Volume 4 Number 2, pp32-34, WASC, July 1990



The *Guba* Covers: a Second Assessment

John Wilson

In 1990 I wrote a little booklet describing the situation in West Africa during October and November 1942 in relation to air mail letters being held up by an absence of flights back to UK, and how the accumulated mail was eventually collected by a PBY flying boat called *Guba* to be carried back to England.

Recently in the course of other research into wartime air mail routes and rates I was directed by Robert Picirilli to an article written by Bob Maddocks (Ref. 1) at the end of which was a long critique of the situation surrounding the *Guba* and a statement that *In the known circumstances it should not be stated so categorically as is the case in some auction catalogues that a particular cover postmarked in British West Africa in Oct/Nov 1942 was actually carried by Guba.*

Mention was made in the critique, of the second PBY *Catalina*, two PBY Catalinas on loan from the RAF (note that G-AGDA was named *Catalina* whilst the other two PBYs, G-AGFL and G-AGFM were of the type with the generic name *Catalina*). Also mentioned were the BOAC Boeing 314A flying boats, with the suggestion that these aircraft had been *overlooked in the Guba involvement in clearing the mail backlog.*

Since my original research, and thanks in no small part to the painstaking efforts of Peter Wingent, more detailed information has been discovered in the British Airways archive, from where I obtained the details on *Guba*, and I thought it might be an opportune moment to re-visit the data and settle once and for all the status of *Guba* flown covers.

Dealing with the aircraft mentioned by Bob Maddocks in sequence, let's take a look at the Boeing 314A services. There were two of these involved in the period in question.

1 G-AGCB *Bangor*. This departed Lagos as flight 2W130 at 0409 hours on 20 October 1942, departed Bathurst 1805 hours on the same day; departed Lisbon 0036 hours 22 October; arrived Foynes 0834 the same day and flew on to Botwood and Baltimore. The aircraft left Baltimore after servicing on 5 November, arriving back in Lagos on 11 November. **Conclusion:** That mail could have been carried but not from Freetown, and it has been reported that there was a specific contractual requirement that the BOAC Boeings were not to carry commercial air mail.

2 G-AGBZ *Bristol*. Departed Lagos as flight 16W1 at 0409 hours on 21 October, flew to Bathurst and Freetown then returned to Lagos, arriving there at 0755 on the 25th. Valve de-scaling was carried out at Lagos and the aircraft departed Lagos as flight 5A1 at 2104 hours 30 October, departed Bathurst 1556 hours 1 November and then flew directly across to Belem and Baltimore for routine maintenance. **Conclusion:** That no mail could have been carried from West Africa since the aircraft did not return directly to UK. Also note the reported contract requirements.

3 Where was the third BOAC Boeing 314A? That was at Baltimore until 28 October but arrived at Lisbon and was stuck there awaiting a carburetor replacement until 6 November, arriving finally in Lagos at 2122 hours on 7 November. **Conclusion:** That no mail could have been carried from West Africa in the period under consideration. Also note the reported contract requirements.

Now the BOAC S23 flying boats.

4 S23 flying boat *Champion*. Departed Lagos as flight 4W128 at 0515 hours on 19 October; departed Freetown 1520 on 19th; departed Bathurst 1730 on 20th; departed Lisbon 2350 on 21st; arrived Foynes 0745 22nd; arrived Hythe 0918 on 24 October. **Conclusion:** That this was the last BOAC flight which could have carried commercial mail to UK in October 1942.

Finally the PBY flying boats.

5 G-AGDA *Catalina*. Arrived at Lagos 8 November. Had been at Hythe with engine failure since 16 October, finally departing for Lagos on 31 October, arriving Lagos on 8 November. **Conclusion:** Out of the time period under consideration.

6 The RAF Catalinas. These were registered with the RAF as SP221 and SP244 and allocated to BOAC on a temporary two-month basis, re-registered as G-AGFL *Vega Star* and G-AGFM *Altair Star*. Records show them as on trial at Hythe from 27 October until southbound departure together on 3 November for trial flights to West Africa. They were delayed at Lisbon due to congestion and arrived in Lagos on 13 November. **Conclusion:** That these two aircraft are outside consideration for the period in question.

7 G-AGBJ *Guba*. Arrived Lagos as flight 5W132 at 1650 hours 2 November; departed Lagos as flight 6W132 at 0545 5 November; departed Freetown 0945 on 6th; arrived Bathurst 1358 the same day; departed Bathurst 1842 on 8th; arrived Lisbon 0337 on 9th; departed Lisbon 0100 on 10th; arrived Foynes 0827 on 10th; arrived Poole 1311 on 10th. **Conclusion:** That this was the flight which cleared the commercial mail backlog from West Africa.

The records clearly show that there were no aircraft at Lagos from 19 October until the departure of *Guba* on 5 November, apart from *Bangor* which departed Lagos on the 20th, and which was prohibited from carrying commercial mail. It should be noted that the Boeings did not call at Freetown, whereas *Champion* and *Guba* did.

I'm pleased to find that after an interval of eighteen years, my findings have been substantially confirmed by reference to newly available source documents, and I rest my (original) case.

Reference

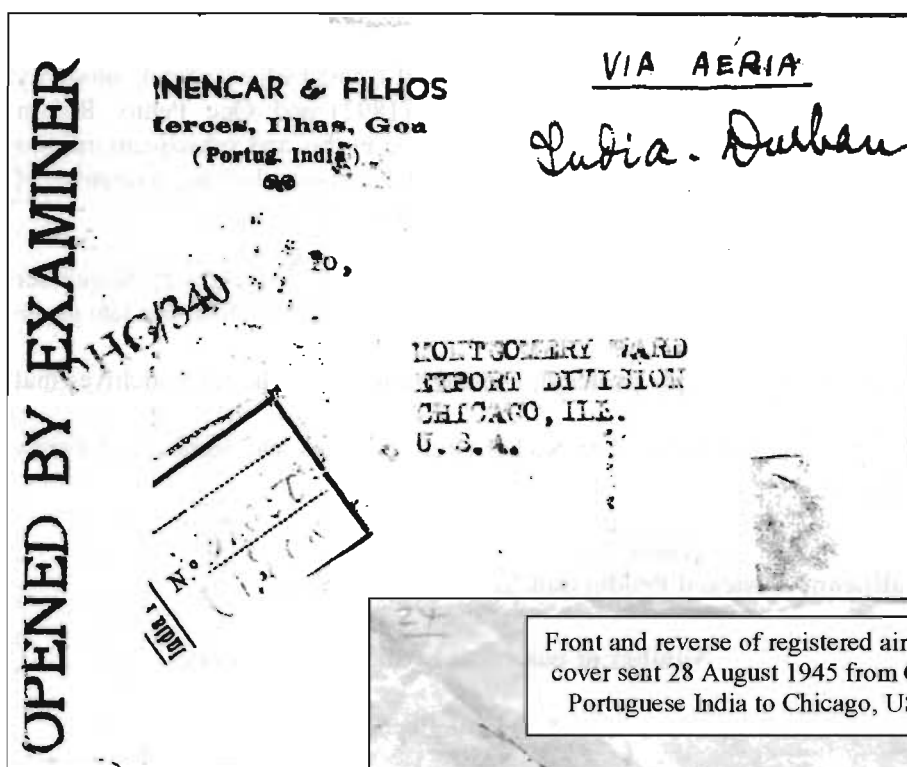
- 1 Maddocks R., "West African Airmails During World War II from the Gambia Perspective", *Cameo*, Volume 5 pp202-209, WASC, January 1997

A Late Usage of the Far East - West Africa - Miami Air Mail Route in 1945

Richard Beith

This registered air mail cover was posted at Goa, Portuguese India on 28 August 1945, addressed to Chicago. It has been censored in Bombay (code DHC). Although endorsed "India - Durban" it has a clear Miami transit mark for 25 September and was received in Chicago one day later. Can any reader supply details of covers from the east which passed through West Africa and Miami after 25 September 1945?

I think we have to assume that to get a Miami transit mark this cover flew via the Horseshoe route to Khartoum and continued trans-Africa by BOAC to Lagos. From Lagos either to Benson Field, Liberia, by USATC and on to Natal, Brazil by flying boat, or possibly even by USATC land-plane via Ascension Island. The line between civil and military aviation from Lagos may have been pretty blurred by 1945.



Ed - The Project Group mentioned by John Wilson includes Richard Beith. John has compiled a database of westbound covers through West Africa with Miami transit stamps, with the object of showing empirically when the American transatlantic services were actually operating, notwithstanding public notices stating their suspension at various dates.



Front and reverse of registered air mail cover sent 28 August 1945 from Goa, Portuguese India to Chicago, USA

The flight arrival dates are proving more widespread than previous literature has led us to believe, and so more records of such covers would be welcomed from WASC members, by e-mail to:

johnwilson@freezone.co.uk

Gold Coast: Victorian Postal Stationery Postcards

Part 1. Penny Halfpenny Cards

Peter Newroth FRPSL

Introduction

Considered an important area of philately about 100 years ago, postal stationery has been somewhat neglected. Perhaps recent new interest results from growth of postal history and related specialised collecting?

I find postcards offer advantages to collectors and postal historians - most cards include the sender's message, usually missing from wrappers or envelopes. In many cases the postcard also shows all postal markings on the front, which facilitates display.

Themes for collecting Gold Coast cards extend to early/late usages, destination mail, rate studies (including uprating by addition of adhesive stamps), village postmarks and postal instructions. In my own special collecting interest - Queen Victoria Gold Coast inland mails - it has been challenging to find postcards illustrating mail routes.

De La Rue and Co., London, (DLR) printed four types of Victorian Gold Coast Colony postal stationery postcards; Penny Halfpenny (1879), Halfpenny (1889), One Penny (1892) and One Penny Return (Reference 1). Sacher (Ref. 2) reviewed their printing history. My objective in this and subsequent articles on later Gold Coast postcards is to provide information about their postal history, showing examples of unusual items. I hope this may stimulate others to study their material and add more detail.

Penny Halfpenny International cards were introduced in 1879; the first recorded date of use is 25 November 1879 (Ashanti sale, Lot 711, Ref. 3). New One Penny cards superseded this postcard in 1892, but late usage may be found up to 1900.

While DLR Essays exist for a Penny Halfpenny reply postcard, I found no record in the DLR archives that one was printed.

As details on printings of these cards was not included in Sacher (Ref. 2), dates and numbers of Penny Halfpenny cards invoiced are shown in Table 1.

Table 1
Penny Halfpenny Postcard Production from DLR Archive

Date of Invoice	Number of postcards invoiced, Comments
23 July 1879	4100, Plate cost £3
10 March 1880	5230
25 May 1880	5200
4 October 1888	2028, Special Order
10 October 1888	1032
15 April 1890	1032
4 October 1890	1032
14 April 1891	1020
1 October 1891	1020
4 April 1892	1020

Postal Markings - Accountancy Marks

I have seen accountancy marks on Gold Coast postcards only on 1½d. cards. Sacher (Ref. 4) illustrated one from Elmina, via Cape Coast Castle (dated 3 July 1880) addressed to Ireland with an endorsement of '1½' in red manuscript. This card was also illustrated in Sacher (Ref. 2, p104) and he implied that this was the amount to be credited to GPO London. The Type 3 'ELMINA PAID' cancellation also on this postcard is a very rare usage - I have seen one other (Lot 724, Soler Sale, Ref.5).

Figure 1
 '1/8'
 Accountancy Mark
 1880



Figure 1 shows another example to London with this '1/8' accountancy marking, originating from Cape Coast Castle, with the double ring PAID datestamp of 14 July 1880 on the back of the card. I recently found a third example, originating from Chama and addressed to London, also with a 'PAID-AT-CAPE-COAST-CASTLE' datestamp of 15 October 1883.



Figure 2
 '1/2'
 Accountancy Mark
 1885

Along with Cape Coast Castle datestamps on postcards, the "1/8" accountancy mark is an elusive item. All three cards described above share Cape Coast as the transit point leaving the Gold Coast. My interpretation is that all were processed and marked by a postal clerk at that office; the notation simply records the 75% share of the postage due to the GPO London.

Figure 2 illustrates another probable accountancy mark, but this is '1/2' in red crayon on an 1885 card from Akuse addressed to Switzerland, transiting through Accra and Liverpool. This is the only card I have seen with this mark, which is mystifying - possibly it was applied in error?



Figure 3
 'Unpaid'
 Liverpool Packet
 Mark
 1884

Figure 3 shows a most unusual use of a 1½d. card from Quitta, dated 24 August 1884 in the message. It escaped cancellation (possibly transiting through Accra) and received a black (unpaid) Liverpool Packet mark on 24 September. It also shows in red a circular 'SHIP-LETTER LONDON' mark dated 25 September, overstruck by a red quartered circle mark of the same date applied by the London Foreign Branch. This indicated routing of this card again through Liverpool, by packet to Germany. The blue crayon mark appears to be a '3' which may have been erroneously applied to indicate deficient postage?



Figure 4
 Negative
 Seal Mark
 1886

Postal Markings - Type 4 'seal' marks

Usage of the Post Office negative seal from various towns is rarely seen on both stamps and covers; it is even more unusual on postcards. I record four examples:

Addah, 15 March 1884, on card to Madeira. Lot 1020, London Stamp Exchange Auction (Ref. 6).
Addah, 27 August 1884, on card to Stettin, Germany. Lot 725, Soler Gold Coast Auction (Ref. 5).
Addah, 14 April 1886, on card to Wurttemberg, Germany. Newroth collection. (See Figure 4).
Addah, 21 April 1886, on card to Wurttemberg, Germany. Lot 729, Soler Gold Coast Auction (Ref. 5).

Both 1886 cards are addressed to the same recipient. Although they passed through Addah a week apart, the cards travelled together as dates for Accra, Liverpool and their destination are the same. The card in my collection was written at Ho, in Togoland. In a future article I plan to describe the interesting messages on some of these cards.

Acknowledgements

Thanks to Brian Plain of Victoria, for allowing use of the illustration in Figure 1. Some research for this article was performed in London archives and I wish to acknowledge support from the Julian Chapman Memorial Scholarship, administered by the Royal Philatelic Society London.

References

- 1 Higgins and Gage Postal Stationery Catalogue
- 2 Sacher J.(ed), Beale P., Ensor M., Martin J., and Newroth P., *The Postal Services of the Gold Coast to 1901*, pp199-203, RPSL, London 2003
- 3 The Ashanti Collection of Gold Coast Auction Sale, 24 January 1991. Stanley Gibbons Auctions
- 4 Sacher, J., "Gold Coast Accountancy Markings", *Cameo*, Volume 2 p171, WASC, July 1983
- 5 Gold Coast. Auction Sale, 4 February 2008. Soler y Llach subastas internacionales, s.a.
- 6 London Stamp Exchange Auction, 7 April 2000



Biafra: Barclays Bank during the Civil War

Jeremy Martin FRPSL

A year or so ago I purchased a small lot of Biafra covers, all addressed to branches of Barclays Bank, DCO. The vendor worked for the bank in Nigeria during the civil war and added some notes for me:

At the declaration of Biafran independence (30 May 1967) all Barclays' expatriate staff were evacuated to the rest of Nigeria, leaving the management of branches entirely to Ibo staff. The local Board at the bank, based in Lagos, had three indigenous members, none of them bankers by profession: one a northerner, one a westerner and, as the eastern, Ibo representative, a printer called John Okwesa. He moved to Biafra and became the de facto head of Barclays Bank there.

After the rebellion was crushed in 1970, the bank records were found to be in "apple pie" order even though some *branches* had had to relocate into the jungle.



Gambia 1d Stamps Delivered Between 1887 and 1897

John Rose

This study is not intended to suggest a re-classification but was done to form the basis of a comparison between schemes of classification based on mint sheets with the dates of usage of the various shades and plate varieties. As a 'first dip' into this type of study it throws up some interesting concepts and contradictions. I would welcome any input from other collectors which might help substantiate my findings, or might show that I am totally 'off-track'.

Both J.O. Andrew, in *The Stamps and Postal History of the Gambia*, (Ref. 1) and B.I. O'Hara in *The 1887-97 Issue of the Gambia Cameos* (Ref. 2) list five deliveries of 1d. stamps, on 21.3.1887, 11.12.1889, 5.12.1893, 9.3.1897 and 6.7.1897. R.E.R. Dalwick, in *The Gambia*, 1953 (Ref. 3) published a list of constant and non-constant flaws for the CA sideways watermarked Cameos and O'Hara (undated) has similarly concentrated on the sheets of mint stamps and has attempted to establish an order of printing based on the state of the plate. As far as I can tell, no one has made a serious attempt to link the printings of the stamps with the dated used stamps and covers, and thus confirm the order in which the sheets of stamps were delivered to the Colony.

Working with the mint stamps of this issue is fraught with difficulties, as a casual examination of sheets of any of the values shows that the shade often changes within the sheet. The changes of shade may well result from over/under inking, which would have some impact on the recognition of flaws; this cannot be a function of fading but must be related to the original method of printing. With several thoughts in mind, I set out recently to check dated stamps against the various printing dates. Why does there not appear to be any CA watermarked 1d. stamp cancelled with a red canceller (or a 2d. orange for that matter)? Red cancels for paid items were in use until at least 26.7.1887 giving a four month period when a red cancel could have been applied. What is the status of the 1d. maroon stamp on CA watermarked paper? From which printing does it come, and do the postmarks confirm the order of printing which has been published to date?

I was surprised to find that I had no 1d. CA watermarked stamps in my collection of 71 well dated copies, with dates before AU.7.91, which would imply that the 30,000 stamps from the 21.3.1887 delivery were held, without being used, for 4 years and four months, and that a further 15,375 were ordered for the 11.12.1889 delivery, when the first batch had not been used. Statistically, it is highly improbable that at least one dated copy from this period would not appear in a sample of 71, especially when the size of the 21.3.1887 printing is taken into account (30,000). However, a quick check on my collection of 1d. maroon stamps, with CC watermark upright, revealed eleven stamps from the four year and four month period with well-dated black cancels (this at a time when the barred killer cancellation was prevalent). I have attempted to find differences between these 1d. maroon stamps, and other earlier used examples with comb perforation and watermark upright, but differences in the state of the plate between the two groups appear to be negligible.

It occurs to me that I have seen philatelic covers for sale at Stampex with one of each value from the CA issue, where the 1d. stamp is maroon (watermark not evident). I had previously thought that a dealer had put what stamps he had in stock on the covers but perhaps this reflects the stamps available at the P.O. at the time of posting. If any member has one of these covers I would like to know the date of posting.

On the basis of this information it appears that the presumed first delivery of 30,000 1d. CA watermarked stamps was, in fact, one of 1d. maroon stamps with watermark CC. I would be particularly interested to hear from other members if they have either contradictory or confirming information on this point. This would increase the printing of 1d. crown CC stamps with comb perforation to 82,125 stamps (from 52,125). It would also explain the lack of red cancellations on Crown CA watermarked 1d. stamps, as the first of these would not have been issued until four years after the withdrawal of red cancels, for paid mail.

I then attempted to compare the used stamps with the formula of plating set up by O'Hara, based on his assessment of plate condition and perceived plate deterioration in mint sheets of 15. I found there to be a link but not quite in the manner expected. A group of 23 singles and one strip of three in shades of crimson, and two previously unrecorded copies of the 1d. maroon with watermark crown CA, with dates between AU.7.91 and OC.23.94, conformed to the second delivery in the scheme set up by O'Hara. None of these shows any flushing of colour through to the back of the stamp. These are typified by large dots in the bun or, more often, by deep indents of colour at the top of the bun. These dates would suggest that they came from the 11.12.1889 delivery, which I suggest was the first delivery of 15,375 CA watermarked 1d. stamps. These were produced in sheets of 15 with second comb perforation, points down.

O'Hara identified what he thought was an earlier group in crimson to reddish carmine shades which were typified by small, but reasonably consistent, dots in the bun. O'Hara clearly had some misgivings about this group of sheets as he could not readily explain why flaws seen in the first delivery of sheets were not

present in the second delivery, but then reappeared in sheets of the third delivery. I have a group of nineteen singles, a block of four and a strip of three in my collection which conform to the group identified by O'Hara. These have dates between MY.14.95 and MR.21.99. On the basis of this group of dates, these came from the 5.12.1893 delivery, and thus the presumed first of the five deliveries appears, in fact, to be from the second of four deliveries of CA watermarked 1d. stamps. All of these have some, usually weak, but occasionally quite strong, flushing of colour through to the back of the stamp. This could be a result of using aniline dye, fugitive ink or different paper in the production. They conform to stamps from sheets that were perforated with the first comb perforation.

There is one final group of stamps, with shades varying from pale to deep carmine, in which the deeper shades often show pronounced flushing of colour through to the back of the stamp. These have no dot in the bun and the Queen's head is less well defined, embossing is less sharp and the neck is thickened, which gives the stamps a very different appearance. These conform to sheets from the fourth and fifth of five printings as defined by O'Hara (2nd comb perf.), with delivery dates of 9.3.1897 and 6.7.1897. I have seventeen reliably dated singles in my collection with dates between AU.7.97 and MR.21.99. The earliest of these is in the deep shade, suggesting that these may have predominated in the penultimate 9.3.1897 delivery of 6,120 stamps. However, it appears possible that the shade may have varied considerably in the last two printings, and more used examples are needed to establish if the two printings can be separated.

A well defined flaw seen in all 1d. stamps, from position 1/1 in sheets of 1d. stamps from October 1880 onwards, takes the form of a stroke or small bulge projecting from the neck of the Queen. This flaw is progressive, and is seen best developed in the stamps with pale carmine shade, which gives the impression that the Queen has developed a goitre. The wear on the plate that this flaw indicates may well suggest that the pale carmine predominated in the final printing of 30,000 stamps. The last two deliveries were only four months apart, and the life of the stamp was very short as the Keyplate issue was introduced on 2 May 1898. For a better division of the last two printings, further used copies may be of help but, as they were delivered so close together, it seems possible that both the late printings would have been in use simultaneously in the Post Office. In this study I have ignored any stamps with the well known c.t.o. date of AP.14.98 or others with AP.14.0- which seem to appear more frequently on the carmine stamps than on other shades.

Summary Table

Delivery	Printed	Watermark	Colour & Characteristics
21 March 1887	30,000	Crown CC up	Maroon/lake. Similar to earlier CC
11 December 1889	15,375	Crown CA side	Crimson shades. Non-aniline Large dot in bun Second comb perf. Includes CA 1d. maroon
5 December 1893	30,000	Crown CA side	Crimson/reddish carmine. Weak to strong aniline Small dot in bun First comb perf.
9 March 1897	6120	Crown CA side	Carmine shades. Strong to weak aniline No dot in bun. Thick neck Second comb perf.
6 July 1897	30,000	Crown CA side	Carmine shades. Aniline No dot in bun. Thick neck Second comb perf

Based on date of usage and details of the printing, the 1d. maroon with watermark Crown CA sideways almost certainly came from the delivery of 11.12.1889. Five copies are known to exist, although I have not seen the one in the Royal collection nor a second copy, with RPSL certificate dated 1963, which was in the Bavington-Jones sale at Gibbons. This stamp had a cancellation which may be AP.14.9?, based on a poor photo in the 1983 auction catalogue. A third copy, ex J. Sacher and L. Weldhen, was offered at Bonhams, with RPSL certificate from 1965, in the Weldhen sale in 2002, and at the viewing I took the opportunity to compare one of my copies with that in the sale.

The stamps were of very similar shade (probably best described as lake) although in both cases there is some variation in the shade within the stamp. Both copies were very well centred with perfect alignment of embossing. The Weldhen copy was from position six in the sheet and mine from position eleven. However, there are no peculiarities in the perforation that might confirm that they had once been joined. The Weldhen copy was dated AU.18.92 and mine was dated DE.12.92. A fifth copy came to light about three years ago, with very similar colour and dated MR.8.93 (I am not 100% sure about the 3, it could be 2), and comes from position 5 in the sheet. All three copies, which I have been able to compare in the last few years, have a matt, rather granular looking ink, which is different from the shinier ink of contemporaneous printings. This granular appearance is well shown on the cover of the Bonhams catalogue from 2002, which is also a good representation of the colour. In the copies I have seen recently there is no obvious discoloration of paper that might suggest that these were colour changelings, and the price paid for my two copies suggests that they had not been altered with financial gain in mind. One possibility, given the granular almost blotchy nature of the print, is that the very distinct deep shade may result from poorly mixed new ink or poorly miscible inks. Perhaps the printers ran off a few sheets before noticing the poor ink quality, and then made up a new batch of ink that gave rise to the familiar crimson stamps of the remaining part of the delivery?

The RPSL have declined a certificate on my DE.12.92 copy even though it is identical in shade to that in the Weldhen sale, stating that mine was not the shade of the copy in the Royal Collection. I am somewhat perplexed by the inconsistency as both the Weldhen and Bavington-Jones copies have been awarded RPSL certificates and seem to be very similar to mine. Hey-Ho! Whatever the status of this stamp, it is very rare if only five have been recognised from many thousands of surviving copies of the 1d. CA stamp.

In summary, based on the cancellation dates on 1d. CA watermarked stamps in my collection, the stamps thought to have been from five deliveries of this stamp, were in fact from only four. Furthermore, what was thought to have been the first delivery of the Crown CA 1d. appears to have been a last delivery of the 1d. maroon stamp on Crown CC paper.

Three copies of the 1d. maroon stamp, with watermark Crown CA sideways, have been known since the 1950s, when mentioned by Dalwick. The two newly described copies now makes 5 known examples. The characteristics of the stamps and the dates of usage confirm that these are dark shades of stamps from the 11.12.1889 delivery (the first crimson stamps). I have not seen any with intermediate shade between these stamps and the crimson shades typical of those from this delivery. The available stamps should be checked against that in the Royal Collection which is reported to be a different shade by the RPSL (suggesting that it is unique).

I would be interested to hear from any other Gambia collectors who have any information, either confirmatory or contradictory to what I have presented above, which might help refine the knowledge of cancellation dates and clarify those of the various penny printings. I would also be very interested in comparing the recently found copies of the 1d. maroon with CA watermark, with the copy from the 1983 Bavington-Jones sale, if that stamp is in the hands of a WASC member.

NB. Since writing the above notes I have taken a quick look at the other values from the CA 'set'. In all seven values I have stamps postmarked with dates that precede the second delivery. However, the 2d. orange does not seem to have been released until early in 1889 and the earliest date I can find on a used stamp is MR 3 89, which would explain the lack of these stamps with red cancels. I have seven copies of the Crown CC 2d. rose with black cancels between NO ? 87 and JA 25 89.



Figure 1 (above; left to right)
 1d. Crimson from the first CA printing cancelled FE 13 93
 1d. Maroon from the first CA printing cancelled MR 8 93?
 1d. Maroon from the first CA printing cancelled DE 12 92
 1d. Maroon from the final CC printing cancelled AU 4 88



Figure 2 (left; left to right)

1d. Crimson Block of four from the second CA printing cancelled MR 20 97
 1d. Carmine from the third or fourth printing cancelled MR 3 99
 1d. Carmine probably from the final (fourth) printing showing an extreme example of the throat flaw (stamp 1 row 1)

References

- 1 Andrew J.O. (Ed), *The Stamps and Postal History of The Gambia*, Christie's Robson Lowe/WASC, 1985
- 2 O'Hara B. I., *The 1887-97 Issue of the Gambian Cameo*, published by the author, no date
- 3 Dalwick R.E.R., *The Gambia*, 1953



Gold Coast: an Accra PAID Handstamp and a Forged Bisect on Cover

Jeremy Martin FRPSL



Continued page 348...

So far the ACCRA B PAID handstamp type G has only been recorded on pre-stamp mail between January 1871 and 2 March 1873 (Ref. 1) The front illustrated (p347) shows it used on 28 February 1876.

The front was submitted to the Royal Philatelic Society London in 1971; the subsequent certificate stating '1d. blue and half of 1d. blue, together with 6d. orange used on cover front is a faked cover front.' I agreed with this but re-submitted the *patient* in 2007 to see if the ink could be checked - did that on the stamps match that on the front? Apparently not!

The stamps, by the way, are of the 1875 issue. The '554' killer cancellations do not align, which is one reason for the form of the certificate. The rate that the stamps represent is correct at 7½d. and the red manuscript notations are also correct: 1d. due to the Colony and 6½d. to the GPO.

Reference

- 1 Sacher J.(ed), Beale P., Ensor M., Martin J., and Newroth P., *The Postal Services of the Gold Coast to 1901*, pp34 and 68, RPSL, London, 2003

An Unrecorded Tax Mark for St Helena?

John Davis and Barry Burns

John Davis writes: I illustrate (Fig. 1) a cover posted from St Helena to the USA on 9 March 1921 and which was once part of the I.D. Lampart collection. The cover is still on the page written up by Mr. Lampart, with the following details:

...TAX 2 measures 45 x 21 mm... It is shown on a cover to the USA dated 9.3.1921. Although there is a ½d. green on the back this was obviously not noticed by the Postal Authorities hence the 'Taxe' mark. This 'Taxe' mark is certainly the rarest of the three types used, ...no other example on cover has been recorded.



John continues: The measurement of the Tax Box is 42.5mm x 20mm, and the letters 'T' and 'C' are in a non-serif style. The '5' is in blue crayon, and the '20' is in pencil. It looks as if someone may have originally written a '2' in pencil in front of the '5' to make it '25' and then decided that the whole thing should have been '20' so went over it, two or three times, crudely in pencil.

Barry Burns adds:

Identification of handstamps can be difficult. The first problem is measurement (yours are different to Lampart's!). This may be for three reasons: wear, distorted strike (as here), and whether the measurement is of the inside, outside or centre of the inked areas. Hibbert's book (Ref. 1) does not list them, but he published an article (Ref. 2) illustrating 3 types of Tax mark of which this one was believed to be TAX 2 by Lampart. However, as you have already noticed, your cover has the 'T' and 'C' in non-serif letters and is therefore different. As such, I believe it may be an unrecorded mark. When Bernard Mabbett wrote his

book (Ref. 3), he expanded the Tax mark listings to 6 types, including two early 'T' marks without a box. Consequently Hibbert's Type 2 became Mabbett's Type 4. Also, Mabbett records one unlisted by Hibbert, which he labels Type 5. These are both illustrated below (Figs. 2 and 3 respectively).

I believe the mark on the cover is not Type 4 - notice the position of the 'T' relative to the top left corner. Lampart was therefore incorrect in assigning it as Hibbert Type 2. It appears to be closest to Mabbett's Type 5 except for the different font. It is a pity your example appears to have been applied unevenly making the dimensions difficult to measure accurately. The conclusion, then, is that this is either Type 5 with worn serifs, or an unrecorded handstamp. It will be interesting to hear of other examples.

Regarding the rates, the foreign letter rate was 2½d. for 1oz, plus 1½d. each additional ounce. If this was a 1oz letter then Lampart was correct in stating the ½d. stamp on the back went unnoticed. The War Tax stamp, used in this manner to a foreign destination, was actually valued at 2d., so the cover should not have been taxed. The mark appears to have a '5' in blue, indicating 5 gold centimes or ½d. When doubled, for postage due, this would be 10 gold centimes which is equivalent to 2 US cents. I cannot understand the black '20' overwriting the blue '5', nor can I explain the 4 US due marking. It appears that somebody decided the postage due was 20 gold centimes, equating to 4 US cents. Perhaps our readers can add to or correct any of these ideas?

Figure 2
Type 4
43 x 21.5 mm

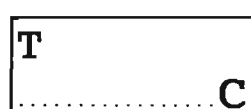
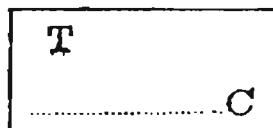


Figure 3
Type 5
43 x 18 mm

References

- 1 Hibbert E., *St. Helena; Postal History and Stamps*, Robson Lowe Ltd., London 1979
- 2 Hibbert E., "Handstamps", *St Helena Supplement No. 7*, p21, WASC, January 1987
- 3 Mabbett B., *St Helena; The Postal, Instructional and Censor Markings 1815-2000*, p75, WASC, Dronfield, 1st Edition 2002

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ASCENSION. 1953 1½d (Perf 13) marginal block with 'cut mast and railings' (R.3/1). Unmounted mint. SG40fb. £80	NIGER COAST. 1893 ½d on 2d (Type 9 in blue) used with OLD CALABAR RIVER c.d.s. 'OC 22 94'. Scarce. SG 30. £550
GAMBIA. 1909 (MCA) 4d orange and purple with 'dented frame' (Left Pane : R.1/6). Very fine mint. SG 77a. £150	NIGERIA. 1921/32 set of 14 optd/perf 'SPECIMEN'. Very fine mint. Rare (issued over 10 years!). SG 15s/29s. £350
GAMBIA. 1912 6d block of four, the lower-left stamp with split 'A' (Left Pane : R.8/3). Very fine mint. SG 94a. £120	ST HELENA. 1868 4d (19mm) with watermark reversed. Fine used. Unrecorded by Gibbons. SG 15(x). £100
GOLD COAST. 1875 4d magenta (Perf 12½). Very fine mint. Exceptional. SG 2. £325	ST HELENA. 1880 1d lake (Perf 14) with watermark inverted. Very fine mint. Unrecorded by Gibbons. SG 27(w). £350
GOLD COAST. 1897 6d 'IMPERIUM' imperf trial in dull mauve and carmine as used for 1898 1d value (SG 27). £225	SIERRA LEONE. 1897 2½d on 1/- (Type 13) used with FREETOWN c.d.s. 'JY 12 97'. Rare. RPS Cert. SG 66b. £950
GOLD COAST. 1906 3d dull purple an orange showing the 'Spaven' flaw (Plate 1 : R.1/3). Very fine mint. SG 53a var. £75	SIERRA LEONE. 1963 11s on £1 black and orange. Unmounted mint. Brandon Cert. SG 269. £475
NIGER COAST. 1893 ½d on 2½d (Type 4 in carmine). Very fine mint. Exceptionally fresh. SG 13. £350	TOGO. 1914 20pf with 'TOG' error tied to piece by LOME c.d.s. '4.10.14'. Extremely rare. SG H17a. £1800

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Gold Coast Fort Gross Friedrichsburg in 1712

Jeremy Martin FRPSL

A friend showed me this note which appeared in the August 2006 issue, number 82, of *Berliner Protokolle*. It shows an entire letter from Gross Freid'Burg (sic) dated 15 July 1712 and addressed to Johann Ramler in Berlin. Friedrichsburg can be found near Axim, see the map on page 4 of *The Postal Services of the Gold Coast to 1901* (Ref. 1).

I illustrate the address panel (Figure 1) and also the bottom part of the letter (Figure 2). I have not been able to have the letter translated.

Reference

- 1 Sacher J.(ed), Beale P., Ensor M., Martin J., and Newroth P., *The Postal Services of the Gold Coast to 1901*, p4, RPSL, London, 2003

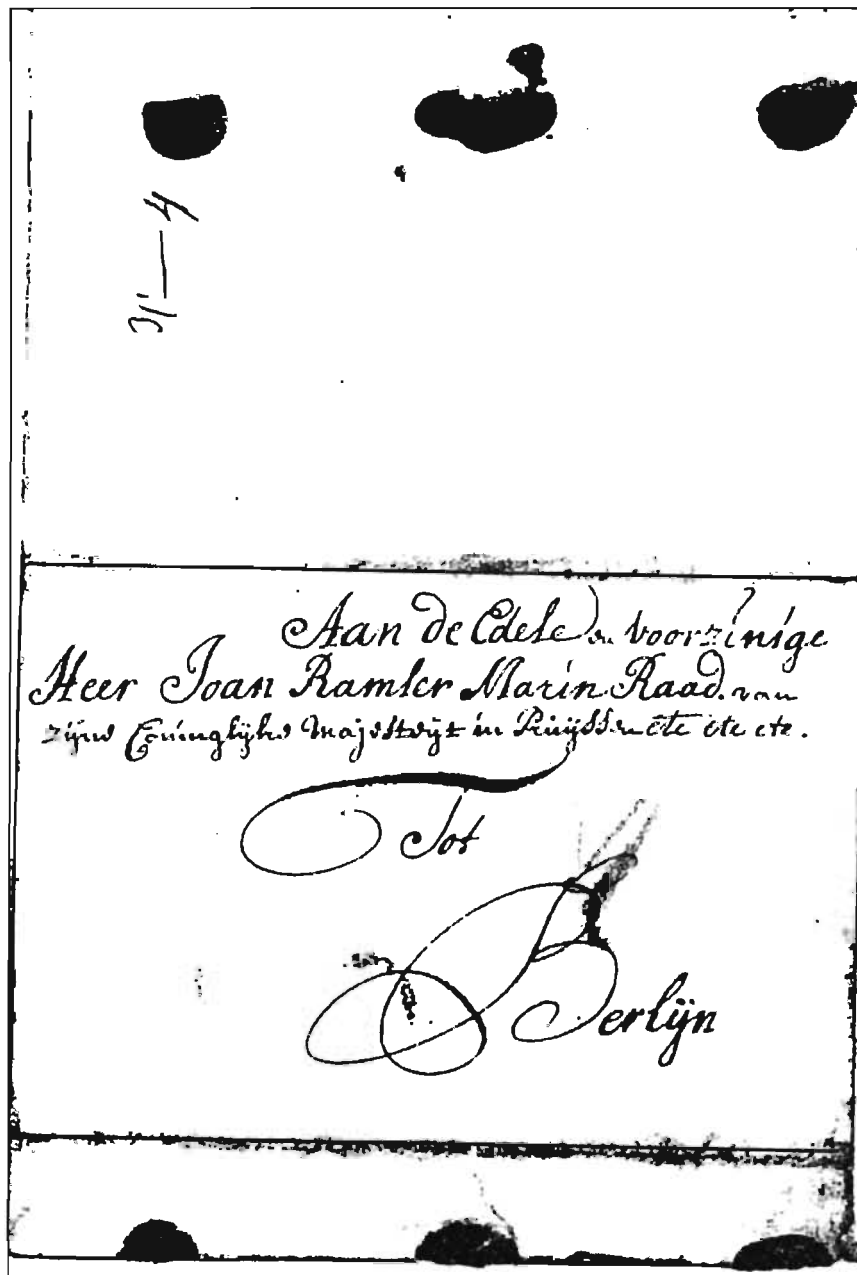


Figure 1

Van de Edelen Wijze en zeer Voorzinnige Heer
Joan Ramler

Mijn Heer

Na dat ik nu 1692 ~~1691~~ in mynre Laad: vinnelike bin, vandi belijde geyst der mijn-
Ride wile geyen, als additiet dat i wolk maer 16/13: 7 Hdt in additiet de hdt gelyc af 12-
65yd hollands, dan ik nu wil dit wile van verdschere, van mde hys wst sligt: 10 hennet
105 hennet doord. d'wilt: die hdt is, en oue nu alle hennet 105 p'lagid g'f'leiden wane ma
winnig de maer hdt. moeter krijge, en die gey hennet 105 xandering, wane daps wile ann
1055 hennet mit alle hettverlangre gewagt, na de edel van oude Hoog Soberaine
doe dat ik nu de geyte maer wane, mit mijn onnodde g'leiden, 105 105 lang dat ik
wil dit 105 g'le hys 105 g'leiden 105 hettre, en ook 105 g'le g'leiden 105 105 g'leiden
Biddre ook dat nu wil dit 105 g'leiden in g'leiden 105 105 hennet 105 g'leiden 105
nog 105 hett outfangre hett 105 g'leiden 105 hennet, 105 wolk ik dan 105 105 hennet
mijn wane hett hettre, wane die 105 g'leiden 105 g'leiden 105 105 hennet 105
hennet 105 g'leiden 105 g'leiden, en wane 105 105 g'leiden 105 hennet 105 g'leiden
doe dat ik mijn jure hettre, 105 dat ik nu 105 hennet 105 hennet 105 hennet
all nu wil dit 105 hennet, en d'wilt ik nu 105 hennet 105 hennet 105 hennet 105
105 hennet 105 hennet 105 hennet 105 hennet 105 hennet 105 hennet 105 hennet
g'leiden, wane hettre 105 hennet 105 hennet 105 hennet 105 hennet 105 hennet
niet zal wane. In 105 hennet 105 hennet 105 hennet 105 hennet 105 hennet
all nu wil dit 105 hennet 105 hennet 105 hennet 105 hennet 105 hennet
doe 105 hennet 105 hennet 105 hennet 105 hennet 105 hennet 105 hennet
naar hennet 105 hennet 105 hennet 105 hennet 105 hennet 105 hennet
Commiss Jpe Olivier met den Capt Jacob bockhoorn vande, ik 105 hennet 105 hennet
alle onnodde hennet 105 hennet 105 hennet 105 hennet 105 hennet 105 hennet
hett wolk ik 105 g'leiden 105 hennet 105 hennet 105 hennet 105 hennet
niet wolk 105 hennet 105 hennet 105 hennet 105 hennet 105 hennet
g'leiden 105 hennet 105 hennet 105 hennet 105 hennet 105 hennet
onnodde hennet 105 hennet 105 hennet 105 hennet 105 hennet 105 hennet
den hennet 105 hennet 105 hennet 105 hennet 105 hennet 105 hennet
nu wil dit 105 hennet 105 hennet 105 hennet 105 hennet 105 hennet
naar al vordet nu wil dit 105 hennet 105 hennet 105 hennet 105 hennet
g'leiden 105 hennet 105 hennet 105 hennet 105 hennet 105 hennet
en ook hennet 105 hennet

Wel Edelen Wijze voorzinnig en zeer discrete Heer

First Fredburg
den 15^{en} Julij 1712:

In Wel Edelheyt
onnodde hennet 105 hennet

Ornelis de Goyen

Abb. 2b
Innenseite desselben Falbriefes.

Figure 2

St Helena - Entires of 1812 and 1813 to England

Jeremy Martin FRPSL

Pre - 1815 entires from the Island are not easy to come by. The two I acquired recently are both addressed to South Cave, Yorkshire. South Cave is some 10 miles west of Kingston-upon-Hull.

The 1812 letter (Fig. 1) was written on 22 August by Elizabeth Leason, received an oval Deal Ship Letter and a London datestamp of 26 xxx 1812. The East Indiaman *Cornwall* was built in Bengal in 1811, had 75 crew and 12 guns. She sailed from Calcutta, Captain George Henderson, on 12 May 1812 arriving at Mauritius on 28 June, St Helena on 23 August and Long Reach on 26 October 1812 (Ref. 1) so it is possible this ship carried the letter.

The Ship Letter rate was 4d. Deal to London was 74 miles. The Act of 1812 made a charge of 8d. inland rate for one sheet, equals 1/-. This was crossed out (Fig. 1) and 1/4 added, 1/- being the charge 230-300 miles from Deal to South Cave plus the Ship Letter charge.

The letter is addressed to Mr Robinson(?), Attorney at Law and Elizabeth advises him that ...*Capt Macintosh arrived here on the 4th inst in our ship The Bonetta ... every prospect of doing well and in twelve months hope to send you some remittance.*

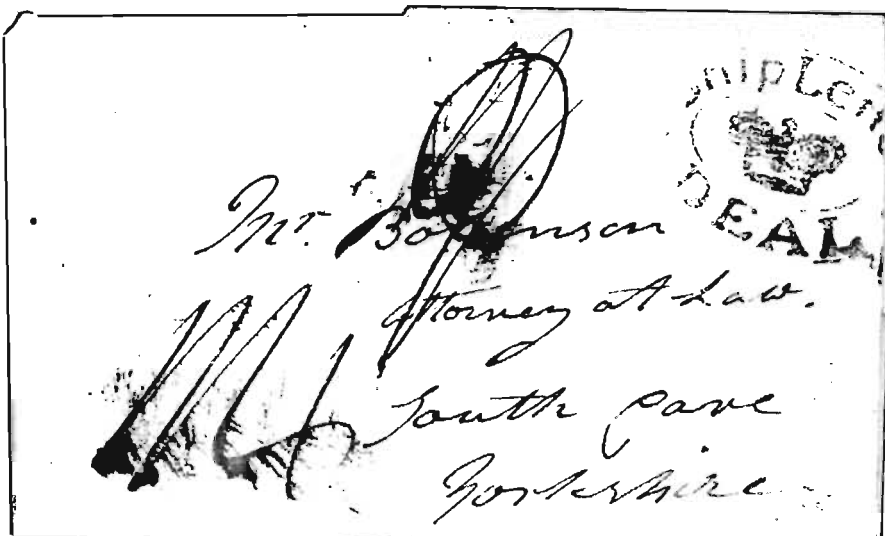


Figure 1, left

1812 entire
From St Helena via Deal

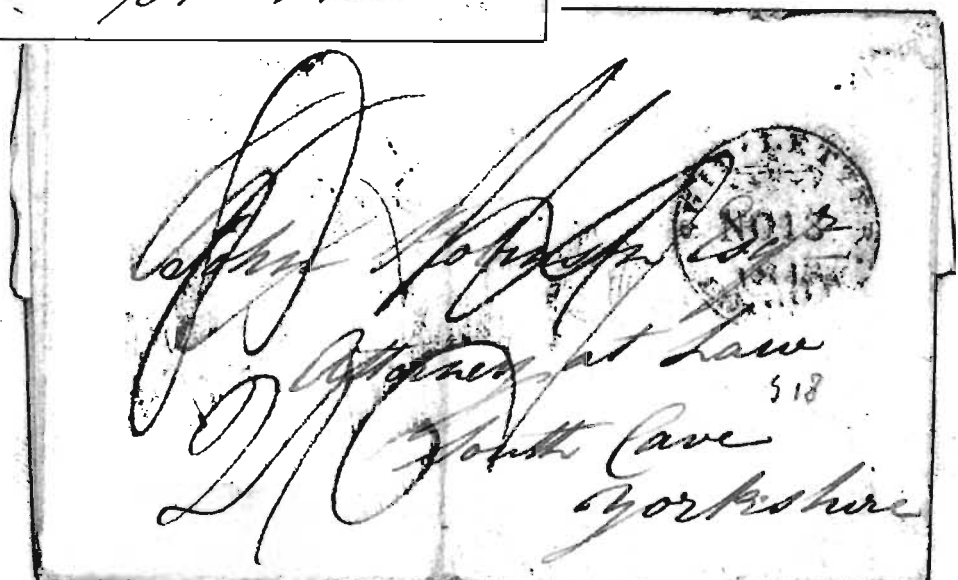


Figure 2, right

1813 entire
From St Helena via London

The second entire (Fig. 2) was written on 28 September 1813 by Teavil (?) Leason and sent to the same address. It received a London Ship Letter datestamp of 13 November 1813. I have not been able to trace which ship carried it. Charges of 4 and 1/4 have been deleted and 2/6 added. This would be a triple sheet charge under the Act of 1812 for 120-170 miles, being 10d. for a single sheet and 2/6d. for three from London to South Cave.

Mr. Leason's letter explains this: *I have enclosed you two small bills for £75 ...* But no charge seems to have been made for the ship's carriage.

Reference

- 1 Farrington, Anthony, *Catalogue of East India Company Ships' Journals and Logs 1600-1834*, pp136-137, The British Library 1999



Damaged by Seawater at Lome, 1911

John Mayne

Bob Maddocks kindly forwarded to me a copy of an article by Edwin Dreschel in the *American Philatelist* of November 1982 regarding the Boten post arrangements in Togo.

The article reads *Heavy surf made landing and taking of mails dangerous and uncertain until a technique was developed of tying barrels into floats - still a cumbersome way to handle goods and mail.* See Figure 1 which is a postcard printed at Lome Catholic Mission.



Figure 1

Postcard printed at Lome Catholic Mission

The problems encountered by shipping are evident from Figure 2 (page 354) which is a photograph of the *Lucie Woermann* being pulled off a sandbank in early 1907 by the *Hans Woermann*.



Figure 2

*Lucie Woermann
being pulled off a
sandbank by the
Hans Woermann.*

A feasibility study in 1899 into the erection of a pier came to fruition in January 1904, but surf remained a problem. Ships were still obliged to anchor away from the pier, then goods and mail were transferred to the pier in lighter vessels. Following damage to the pier a double track railway was laid on the pier, as shown in Figure 3, and the barrel system was dispensed with in 1907.



Figure 3

Lome
Railway Pier

Several years ago I bought from Peter Vogenbeck a 10pfg postal stationery card which is endorsed as 'catastrophe mail' - and is still the only one recorded from Togo. The card is shown as Figure 4. At the time the reason for the endorsement was a mystery - there was no record of any disaster to a Woermann ship. Peter Vogenbeck recently telephoned to ask if I still had the item as he had been able to find out the story behind it, which he has written up for Arge.

German records state that in 1911 the West Coast of Africa including Togo suffered an undersea earthquake and a tsunami. I understand this hit the Gold Coast as well as Togo, but one effect of it was to wash away the centre of the pier along with a railway engine and wagons. The pier was out of use for six months and external mail movement for that time was totally dependent on the overland links with Gold Coast and

Dahomey. When the *Alexandra Woermann* called on 20 May 1911 there was a problem. Mail could not be moved via the pier, and the ship's purser and the postmaster could not agree who was responsible for moving the mail. The former claimed the postmaster to be responsible, but reference to regulations established the postmaster to be correct. He was only responsible for the safe delivery of insured mail to and from the ship; and as only two such items are known, that responsibility was not onerous!



Figure 4

German 10pf PS card postmarked Lome 17 May 1911, damp-stained and endorsed in German manuscript that it has been damaged by seawater.

The purser took the option to revert to the old barrel system, for which the barrels had been lying out of use on the shore. The result was predictable to any cooper - the joints had dried out and opened up, letting in water when they were loaded and put into the sea. The mail was badly damaged, failed to reach the ship and was dried out on the shore. A second attempt the next day was more successful; the mail reached the ship, but again with water damage.

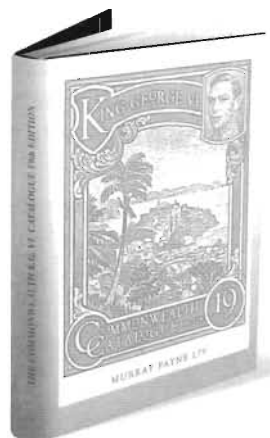
The endorsement was added at Antwerp Railway Station Post Office. To date this is the only known item of mail from this incident, but perhaps the present publicity will unearth more as there must have been a significant quantity of damaged mail arriving in Europe at the same time.

Identity of AWP, Censor at St Helena 1901-1902

Barry Burns

The front cover of this issue illustrates a cover to Germany from St Helena, sent from Broad Bottom Camp for Boer Prisoners of War. It is franked at the correct 2½d. foreign letter rate, and cancelled on 1 June 1901. The Type 2 circular PRISONERS OF WAR / CENSOR / BROAD BOTTOM CAMP is signed by AWP. Until recently, the identity of this censor was not known, except that he seems to have censored most mail written in the German language.

It is now known that AWP was, in fact, 2nd Lieutenant A. W. Phelps of the 2nd Gloucestershire Regiment. I thank Bob Deakin and Bernard Mabbett for pointing this out after the information appeared in the *Anglo-Boer War Philatelist* by Kevin D'Arcy.



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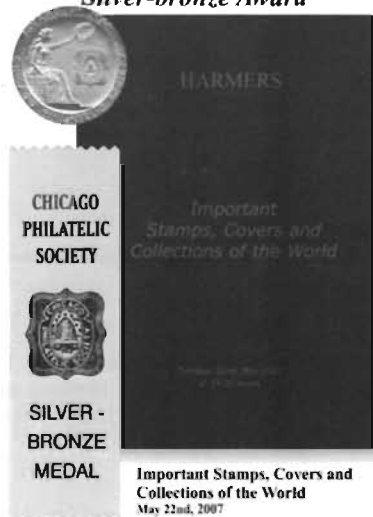
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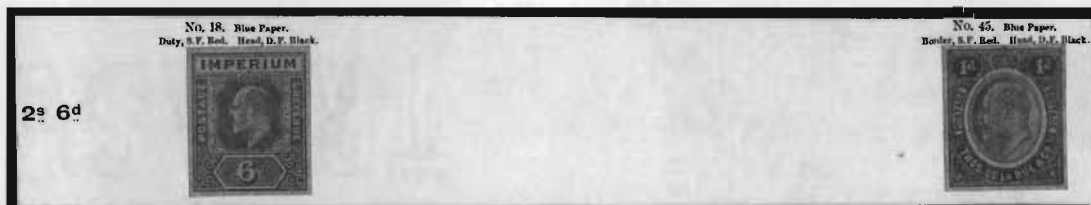
(See the article by M.Oliver in LP, Aug 2008, pp.190-203)



SIERRA LEONE SG130, 148

1908 (31 Jan) piece from the third KEVII colour scheme, with matching colour trials in grey-green and orange of the 6d 'IMPERIUM' (solid numeral) and 1d 'Nyasaland' type, endorsed respectively '£5 No. 25' and '£5 No. 51', each imperforate on chalk-surfaced MCA paper. This colour combination had previously been used for the Straits Settlements 1902-03 and 1904-10 \$5, and was later adopted for the Sierra Leone KGV £5 of 1912-21 and 1922-27.

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GOLD COAST SG67

1908 (Mar) piece from the fifth KEVII colour scheme, with matching colour trials in black and red/blue of the 6d 'IMPERIUM' (white numeral) and 1d 'Nyasaland' type, with printed captions respectively 'No 18' and 'No. 45' and showing '2s. 6d.' at left, each imperforate on chalk-surfaced MCA paper. This colour combination was used for the 1907-13 2s6d (and similarly Leeward Islands and Northern Nigeria).

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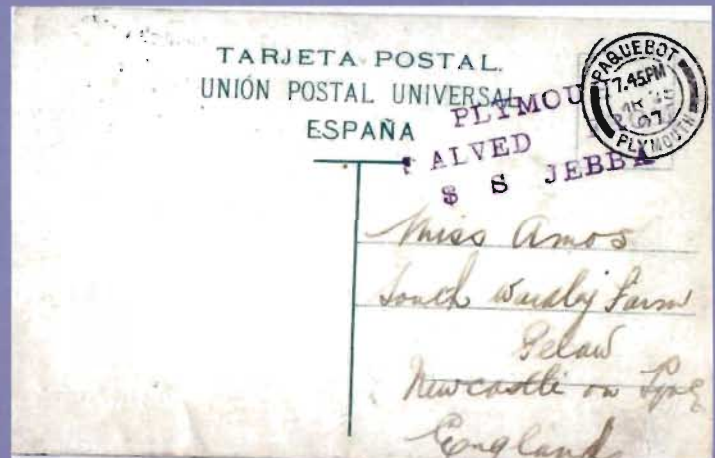
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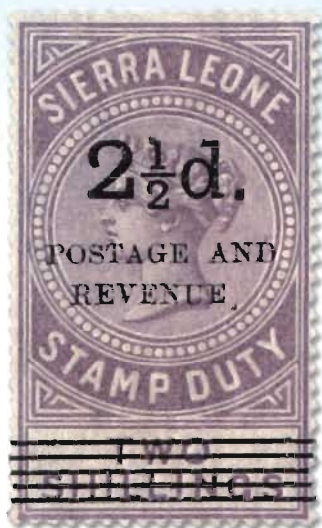
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