

CAMEO



The Journal of the West Africa Study Circle



VOLUME 11 NUMBER 4
WHOLE NUMBER 79

JANUARY 2010



SPINK

— FOUNDED 1666 —

OUTSTANDING PRICES ACHIEVED AT AUCTION
WITH THE WORLD'S LEADING PHILATELIC AUCTION HOUSE



Gambia, 1881 (28 July) envelope registered from Bathurst to Washington, U.S.A., 3" accountancy mark and marked "Registered No. 21" in the same magenta ink, bearing 1874 imperforate CC 4d. brown [7 with good to large margins], in combination with 1880-81 comb perf. 1/2d. orange horizontal strip of three and a single" all cancelled with "gambia/c/paid" c.d.s. in red, showing Liverpool Registered oval d.s. (14.8) and with U.S. "24002" registration number in blue below, the reverse with a further strike of the despatch c.d.s., New York (27.8) and Washington (28.8) registration handstamps in violet.

One of the most important of all the Cameo covers recorded.

From The John Sacher Collection, sold on 12th November 2009 for £12,750.

For further information on this and other forthcoming sales at please contact
David Parsons, in the London office: Tel: +44 (0)20 7563 4072 Email: dparsons@spink.com

69 SOUTHAMPTON ROW, BLOOMSBURY, LONDON WC1B 4ET
TEL: +44 (0)20 7563 4000 FAX: +44 (0)20 7563 4066 EMAIL: INFO@SPINK.COM
WWW.SPINK.COM

**West Africa Study Circle
President : Barry Burns**

Joint CAMEO Editors

Barry Burns
20 Tanton Rd., Stokesley
MIDDLESBROUGH TS9 5HP
☎ 01642 710636
barry.burns1@virgin.net

Robert May
Longdown Farm Cottage, Cadsden
PRINCES RISBOROUGH
HP27 0NB, UK
☎ 01844 344336
rob.may@pubexpert.com

Hon. Secretary

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

Hon. Treasurer

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

Hon. Membership Secretary

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

Hon. Auctioneer

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

Hon. Advertising Manager

Peter Rolfe, "Merok",
28 Ashford Road, BEARSTED
Kent, ME14 4LP
☎ 01622 737476
peterrolfe@ukgateway.net

Hon. Librarian

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

North American Representative

Dr. Martin Bratzel, 1233 Virginia Ave,
Windsor, Ontario, N8S 2Z1, Canada
marty_bratzel@yahoo.ca
☎ (0015) 199 481968

Webmaster

Ray Harris
harris6@which.net

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

Contents

Editorial	218
Letters to the Editor:	219
Hudson, Horlyck, Wilcsek, Revell, Beech, Ince, Heap, Thorpe, Wingent, Carson	
Sources:	222
<i>The Railroads of Cameroun and Associated Postal History</i> , by M. P. Bratzel, Jr	
website www.nipost.gov.ng	
Auction: John Sacher West Africa at Spink	Jeremy Martin 223
Oil Rivers/Niger Coast PS from PO Personnel	Andy Wilde 224
Protectorates of the Oil Rivers & Niger Coast	Jeremy Martin 228
Niger Coast 1894 Registration Env types	Peter Horlyck 229
New WWI Cendor Mark on Togo Mail?	Martin J & Mayne J 232
Dahomey Postage Dues used in Togo	John Mayne 234
Togo 1915 overprint—first day of issue	John Mayne 236
Sierra Leone: 3rd UN Decade for Women	Tom Butlin 237
West African Honour Envelopes—new type?	Peter Richards 138
Philatelic Addresses from Sierra Leone	Kevin Lowther 240
S Rhodesia Contingent in West Africa WWII	John Richards 241
Gambia: a Proposed 1959 Royal Visit Issue	Jeremy Martin 241
Dates on Pan Am FF Covers from Gambia	John Wilson 243
Elders Colonial Airways; Freetown—Bathurst	Peter Wingent 244
Pan Am's Early days in West Africa	Peter Richards 257
BOAC Movement Records re Pan Am flights	John Wilson 260
Nigeria: the NRC Perfins	Jeremy Martin 261
4/6d Airmail Rate UK to West Africa 1942	Johnson R & Richards P262
Nigeria: Varieties of the NRC perfins	Rob May 263
Gold Coast definitives 1938-57 plate nos.	Peter Duggan 264
Cameroun 1961 2/6 on 30 franc type 2	Marty Bratzel 265
Cameroun 1961—1½d, 3d, 6d & 2/6 plate	Marty Bratzel 268
Private letter cards of St Helena	Klaus Hahn 275
St Helena War Tax Overprints—info sought	John Davis 282
Aerogramme from Bernard Mechanick	Peter Rolfe 283
Articles of Interest Published in Other Journals	284

Front Cover

April 1942 airmail at 9/- from UK to French Equatorial
Africa. Documentation of rates for south-bound double
Atlantic airmail from UK by Pan Am has yet to be found.
See page 262.

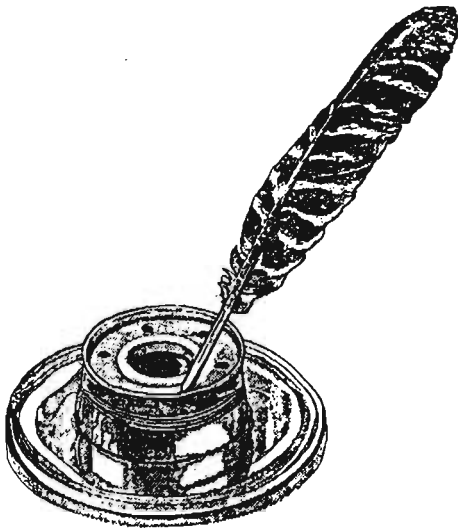
Letters to the Editor

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



Gambia SG 12A

Dear Rob,

I was intrigued by the article on page 207 of the October 2009 issue of *Cameo* by Inge Gulstorff asking "Where have all Gambia SG 12A gone?" I have a copy of SG 12A in my collection. It is mint and has a very small thin on a perf at the top. It is clearly perf. 14 line and has a clear watermark Crown CC sideways with the crown to the right. I bought it from an SG Postal Bid sale in either March or June 1998 for the Sterling equivalent of US \$163. For reasons I won't go into here, I keep my records of stamp purchases in US Dollars.

The Leonard Weldhen collection of Gambia which was sold in October 2002 contained a copy of the 1d. with sideways watermark hand-stamped "Specimen" in a set of seven values and a copy overprinted "Cancelled" along with other values. However, it did not contain an issued copy of the 1d. value with the sideways watermark. The Royal Collection also does not appear to contain a copy as Sir John Wilson's massive tome only records stamps with watermark Crown CC upright.

I will be most interested to learn what the response to the Gulstorff article tells us and, while my copy is not perfect, I am glad to have it. It does seem to be a very rare stamp.

Jim Hudson
Vancouver BC, Canada

Postal Stationery of the the Nigerias

Dear Rob,

I am in the process of compiling a list of all known examples of the scarcer items of Nigeria postal stationery. Having collected these for more than 20 years, I am surprised how seldom some of these turn up at auction etc. I believe some are definitely scarcer than their relative H&G catalogue

prices would indicate.

I would therefore be grateful if members would either send me photocopies of e-mail me scans of what they have of the following in used condition;

Lagos: postcard—QV 1½d surcharged in red manuscript and Registered envelopes—QV and KEVII size I

Niger Coast: Registered envelopes—all except 1897 size G

S. Nigeria: Postcard—KEVII 1d reply card complete, and Registered envelopes—all except KEVII size G

Nigeria: postcards—all, and Registered envelopes—KGVI 1950? Size G (H&G5a). Has any member ever seen this last at all?

Peter Horlyck
Denmark

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 Duggan
- Lagos - John Sacher
- Maritime - John Knight
- Nigerias to 1914 - John Sacher
- Nigeria post 1914 - Tony Plumbe
- St. Helena - Bernard Mabbett
- Sierra Leone - Frank Walton & Peter Rolfe

Publications committee chairman —
Frank Walton

 **Reference works must cite**

Ed; the following letter was published in Airpost Journal August 2009 pp 311/314, and I think it is a timely reminder to all WASC members when they prepare books or articles for Cameo or elsewhere

Recently published “reference” volumes in different areas of our hobby have raised my concerns on several fronts. A number of recent attempts at producing philatelic reference books have resulted in sometimes very large, expensive, impressive-looking products that are of little or no value to the collector, hazardous to the exhibitor and worthless to the researcher.

This is now the 21st century. With the continued development of desktop publishing and the ease of production anyone can churn out a book. The time is long past where a “reference book” can be regarded as credible (or even useful) if it gives no citations to original sources. Without such, we simply have an opinion (however educated or uneducated) as to how an individual believes things might have been (or how he/she would like to think they were). These works tend to become loose stories with some facts, surrounded by lots of imagination and end up resembling more a semi-fictional Hollywood docudrama, than a serious reference work.

If you do research and present material as fact, then give us your sources. That’s how it is done. If there are no sources given, then there can be no way to make sure the work is accurate and without error. New works especially should never be assumed to be so.

Further complicating matters are non-critical reviews of these works once they are ready to be sold. It is unfortunate that many reviewers apparently do not understand the importance of documentation of facts in a research work, and fawning reviews of such unworthy efforts do not help anyone. They can even do damage.

Unfortunately, these works can never be “unpublished”. They will remain on library shelves virtually forever, long after we are all gone, still doing damage to the unwary.


Bob Wilcsek
San Diego, USA

 **Sierra Leone Wax Postal Seals**

Dear Rob,

With reference to Jeremy Martin’s article in *Cameo* Vol 11, no 2, p79, June 2009, I have a cover with two wax seals on the reverse imprinted “COLONIAL POSTMASTER GENERAL/ SIERRA LEONE”. The cover is addressed to Allen B. Nelles, Grimsby, Ontario and bears a 5d Rice Field stamp cancelled with an oval registration hand-stamp dated 6 SP 32.

Ray Revell
Cambridge, UK

 **Sierra Leone 1933 Abolition of Slavery**

Dear Barry,

I was interested to see Chris Gregory’s article *Sierra Leone Wilberforce Issue - Colour Trials?* in the October 2009 number of *Cameo*, volume 11, page 167. I have checked the Crown Agents Philatelic and Security Printing Archive, held here at the British Library Philatelic Collections, and find that the only proof holding of this issue is in issued colours imperforate. The appearance of Mr Gregory’s stamps are consistent with fading where the red colour or element in the ink is the one that fades most easily. In general terms colour trials produced for the Crown Agents are imperforate.

Fading of philatelic material is a major danger to the future of our subject and those who may be interested in these and other questions of conservation should see my article *How to look after your collection - A Basic Guide* which may be seen at www.rpsl.org.uk/guides. I would be happy for it to be reproduced in *Cameo*.

With best wishes,

David R. Beech, FRPSL
Head of the Philatelic Collections
The British Library
96, Euston Road
London, NW1 2DB
Telephone: +44 (0)20 7412 7635
www.bl.uk/collections/philatelic

David - Thank you for offering the reproduction of your important article in Cameo. If sufficient interest is shown by our members then the Editors will be happy to do this. Members’ views will be welcomed—Barry

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


 **Lagos Pigeon Post**

Dear Barry,

Very many thanks to you and Rob for the October *Cameo* and the excellence of its content; very welcome reading in its entirety and especially the further account by you of the visit to St Helena. As regards the Lagos Pigeon Post (p189), Simon Heap might like to refer to the contents of page 470 of John Sacher's and my book on the Postal Service of the British Nigeria Region. Keep up the good work and all good wishes.

Jack Ince
Stirling, Canada

Simon Heap replies: Excellent addition - all those Ince and Sacher appendices need a re-read by me! Members will be interested to know that I have received a Christmas greeting from Jack and Pam to say that they are both keeping well in Ontario; Jack now a few years into being a nanogenerian - Barry

 **Maurice Fievet—further biography**

Dear Rob

While looking through back copies of *West Africa* magazine recently, I came across some details which add a little to you and Jeremy Martin's excellent article "*Maurice Fievet and the 1953 Nigeria Definitives*" in *Cameo* vol 10 no 5, June 2008.

An article "*Across the Desert - by a Dodge*" was published in *West Africa* 15 July 1950, pp627-628, and tells us that Maurice Fievet was born in 1921 in Klein, Montana, a little village in America's Far West where his father directed timber felling for use in the local coal mine. Since both parents were French, Maurice was registered as of French birth but learnt English during his early days at school. But in his home, he says, the language was French. He first met his future wife, Jeannette, a mathematics teacher, in occupied France, whilst he was teaching at a school in Bruay-en-Artois. At 20 years old he could be called up for war work in Germany, so he went down the coalmines in the town instead. In 1946 he won the French State competitive art examination, the *degré supérieur* and the couple married in 1947, the year they made their first two trips to Africa. This article tells of their journey starting from Casablanca in September 1947 and arriving at Kano for the first time in July 1948.

Simon Heap
Oxford, UK

 **Ascension Snippets from *Cameo* 78**

Barry,

I refer to two Ascension snippets from *Cameo* 78. On page 167 John Cooper enquires about an unrecognised cancellation on an Ascension 1935 Silver Jubilee stamp. Although the lettering is none too clear, I have doubts about this being a genuine Ascension cancel. Also, on page 183, Michael Hale illustrates a 4d value of the 1924 'Badge' set with a Comma flaw in the left value tablet. Ralph Stanton and I are currently working on a detailed study of this issue and the corresponding one of St Helena, and this variety (whilst interesting) is not constant on all sheets. Best wishes,

Bill Thorpe
Cottingham

 **Mid 1930's Nigeria rail times**

Dear Rob,

Many years ago I copied the following Nigerian train timetable, circa mid-1930s, from correspondence held in the Postal Museum & Archive, London:

Mon. Wed. Fri. 10.40 dep. Lagos

Wed. Fri. Sun. 06.56 arr. Kano

Tues. Thurs. Sat. 11.20 dep Kano

Thurs. Sat. Mon.. 07.42 arr Lagos

I have found it to be extremely useful on many occasions and I hope members might do also. I wonder if any member has details of a 1930s timetable for the Eastern Railway from Port Harcourt to Kano, via Kaduna?

Peter Wingent
Winchester

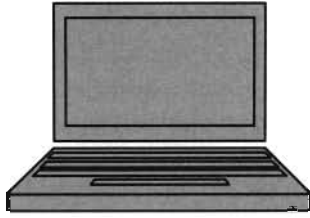
 **Gambia SG 12A**

Dear Barry,

I am very interested in the short article from Inge Gulstorff *Where Have all Gambia SG 12A Gone?* on page 207 of *Cameo* 78.

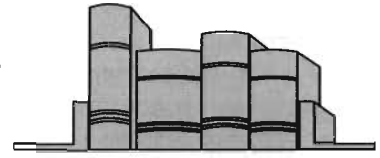
The writer asks about the scarcity of these stamps, and I therefore wish to confirm that I have three used examples in my collection. These were bought by me at the auction of the Bavington-Jones collection on 13 April 1983 (part of Lot 153). As the sale was conducted by Stanley Gibbons it would seem probable that my stamps are the three mentioned in the article as known to them. I shall be interested to hear if any further examples of the stamp come to light as a result of the article.

David Carson
Ilkley




Sources

Views expressed by reviewers are their own,
and are not endorsed by WASC or
the editors of *Cameo*



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 stock is arranged via the Treasurer.

 *The Railroads of Cameroun and Associated Postal History*, by M. P. Bratzel, Jr, published by the author, Canada 2009. 154 pages, A4 size, perfect bound. Price \$55US / £40 / Euros44 plus P&P. Available from the author, from Vera Trnder (www.veratrinder.org) and from Philatelic Bibliopole (www.pbbooks.com). Supported by the Stuart Rossiter Trust.

Reviewed by Rob May.

Marty Bratzel has combined his interests in both philately and railways to fine effect in this new book. It is surprising how much detail of the history of Cameroun's railways has become available, which Marty attributes to the growth of the Internet, the contribution of which "to the preparation of this book cannot be overstated, especially for access to more recent information but also historical information," he says. He also credits one of his three most important sources to be Bob Maddocks' book "The Postal Arrangements of the Anglo-French Cameroons Expeditionary Force, 1914-1916".

The emphasis of this book is firstly on the business of building and operating the four railway systems, then on their use for postal transport. This is not a railway enthusiast's book in that it does not list, or in the main depict, the locomotives and rolling stock, and has few photographs of trains in action. What is particularly appealing to this reader is the number of photographs that show the public use of the railway by both passengers and industry. The book is heavily illustrated with black and white photographs, and the author impressively states that he had over 500 available to choose from. It is evident, however, that there is something of a gap in the photographic record between the two world wars; which is common to railway and industrial photography in many parts of the world at that time.

The fortunes of the four rail networks have been very different during the last 100 years. The plantation railways of the Tiko Plain and around Victoria grew a multitude of branches to serve the export of agricultural products from many individual plantations, then withered under the impact of road transport and are now all but defunct. Tentative plans for tourist development with restored steam locomotives have not come to fruition.

The metre gauge Northern Line added a branch line to Kumba in the former British Cameroons as late as 1969, which retains a service of four trains per day, but the frequency of services on the main line from Douala, via the Wouri Bridge to M'Banga has progressively reduced from two trains a day in 1994 to two trains a week in 2007, relegated to the old Bonaberi terminus instead of crossing the Wouri because of work on the bridge. The train service onwards from M'Banga to Nkong-Samba, the maximum extension of this line, is defunct and the station building at Nkong-Samba has been converted to housing.

By contrast the longer-distance main metre gauge line from Douala to Yaoundé has had major investment during the 1980s when the route mileage was reduced by straightening for higher speed trains to operate with a maximum speed of 100kph on a timetable of 4.5 hours between the cities, as compared with a travel time of 12 hours in 1927 when the line opened on its original alignment. The metre gauge line has grown northwards from Yaoundé to reach N'Gaoundéré in 1974 and development work may be continuing now. In this area of Northern Cameroun roads are few and the daily train remains a lifeline for the communities strung along it. That is not where the profit lies though—in common with many trunk railways in the third world their freight traffic earns many times the revenue of passengers, and limited available locomotive power is allocated to freight in preference now that Cam Rail is privatised.

The railway postal services were apparently withdrawn in the early-to-mid 1970s, exact dates not known. The author provides latest dates for the four routes; varying between 1951 for Otélé—Mbalmyo to 1974 for Douala—Yaoundé. There probably never was a service on the new line north of Yaoundé. Most mail is now carried by air and road between sorting offices.

I commend Marty for producing another thoroughly satisfying and fully-referenced book for the Cameroun enthusiast.



I came across the official NIPOST website in September 2009 and found that it includes a list of all the post offices alphabetically within each of the 37 States, a description of the post office structure, including the lowest level “post shops” and a description of the counter services offered. It is not clear from the site when it was last updated—checking it again on 1st January 2010 nothing had changed since my previous visit. A clue to the age of this site is that it does refer to the Stamp Duty Act of 2007 (“exercised through the use of Postage Stamps”) but also declares postcard rates of N50 internationally and N20 internally. The site also states that air mail letter cards are available for sale for both internal and international use, but decimal currency ones have always been rarely used from Nigeria. The slogan die advertisements that have been noted by members are referred to under “other services”.



Auction Report: John Sacher West Africa Spink; 12 November 2009

Jeremy Martin FRPSL

This sale of post-UPU material attracted much interest from the Circle’s collectors and was attended by several members. Estimates and reserves appeared on the high side which may have accounted for 72% of the lots selling. Having said that, a great number of items attracted fierce bidding and sold for well above estimate.

I have added the buyer’s premium (20% up to and including £2000; 15% on any amount in excess of £2000, plus VAT on the premium). Reserves are shown in brackets.

Gold Coast

First, the bisects.:

Lot 162, a front with an 1876-84 2d plus a bisected 1d made £1476 (£1400-1800)

Lot 163, an attractive wrapper with 1876-84 2d and 4d plus a bisected 1d, also used 1884 fetched £5039 (against £3000-3500).

Lot 181, an 1882 front used internally with two 1d blues and another bisected diagonally, cancelled with the Addah seal seemed cheap at £344 (£300-350)

Two other bisects of the 2d green, lots 204 and 205, did not sell. However, lot 209, the famous 6d orange cut to one-sixth for 1d rate in 1884, soared to £8322 (£5000-6000)

Lot 246, an 1883 envelope with both bisected 2d and 6d for a 4d rate did even better at £9495 (£4000-5000)

Now for some cancellations:

Lot 178, the Addah seal on a cover to Milan with a block of 4 x halfpenny olive-yellow and 2 x 1d blue sold for £3515 (£2500-3000)

Lot 201, a type 5 BERRAKU on cover seemed reasonable at £467 (£400-500)

Lot 233 was an 1881 envelope with the large QUITTAH PAID hand-stamp in black which made £4570 (£2500-3000); this is a rare mark.

Lot 238, an 1896 telegram envelope with a type 5 KWITTA reached £369 (£250-300)

Maritime mail prices were mixed with many lots not finding buyers. However, lot 255 with a Woermann Line oval and a Chunking local stamp attracted a top bid of £7736 (£4000-5000).

Top price in the Gold Coast section of the sale was for lot 267, an 1884 soldier’s cover to British Honduras with a bisected 2d green, correctly counter-signed. This realised £16,530 (£12000-15000). The remainder of the military section fared less well, with only two lots out of the seven selling.

Five members of the Circle; Simon Heap, Peter Kelly, Mike Roberts, Frank Walton and myself spent half time in a local hostelry, over food and a pint, to discuss the morning session, lick wounds (in some cases) and anticipate the afternoon session. *Ed—further reports of other sections of this sale will be very welcome.*

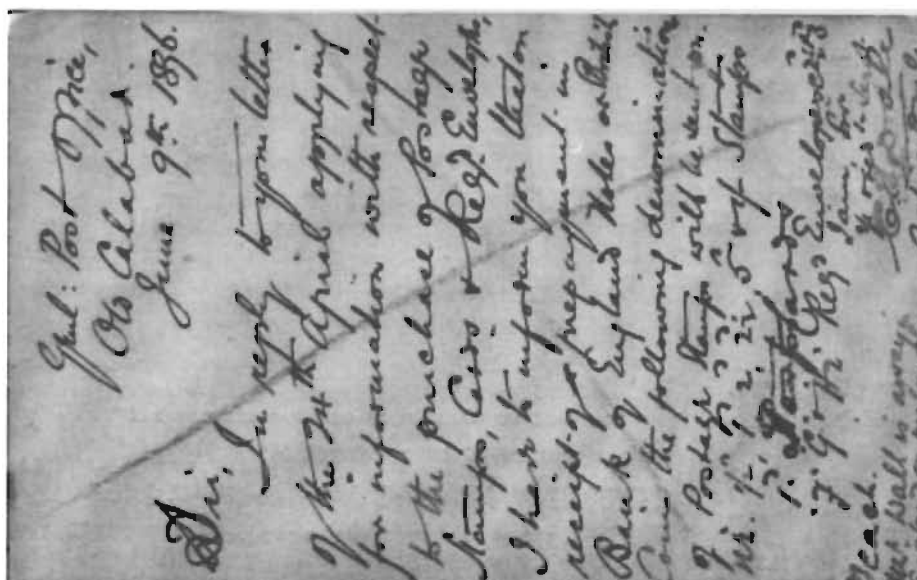
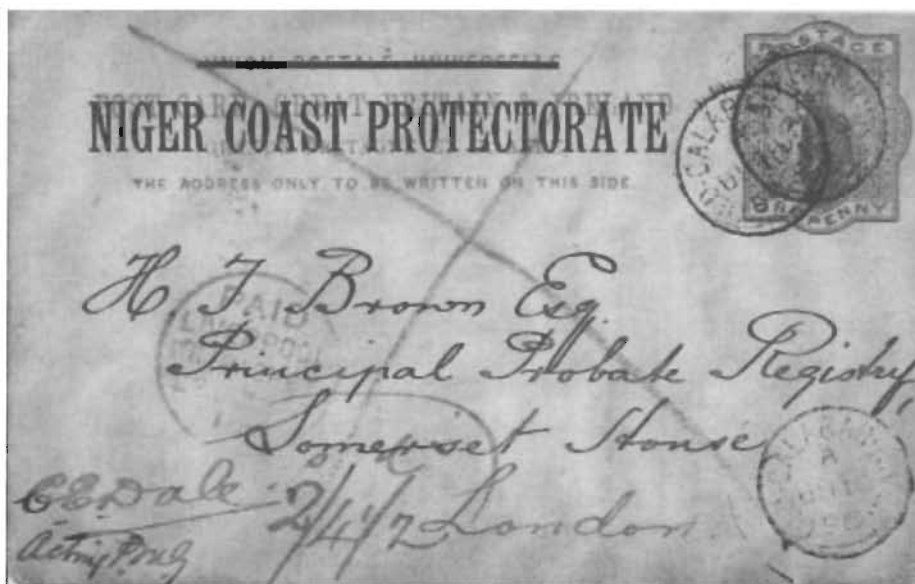
Oil Rivers/ Niger Coast Postal Stationery from Post Office personnel

Andy Wilde

The following article first appeared in The Overprinter, summer edition no. 2/2009 and is reproduced here, slightly edited, with permission of the author and the editor of that journal.

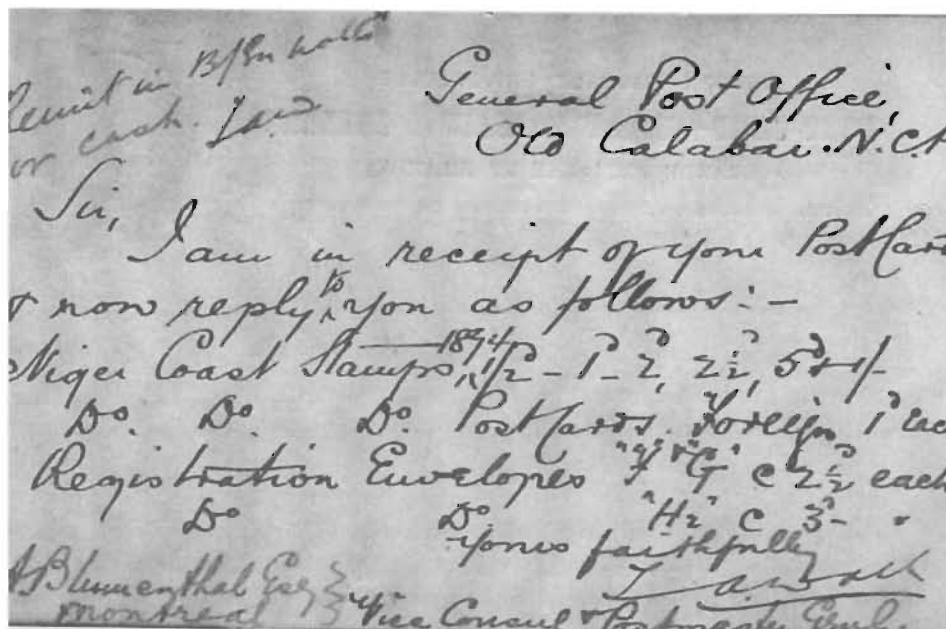
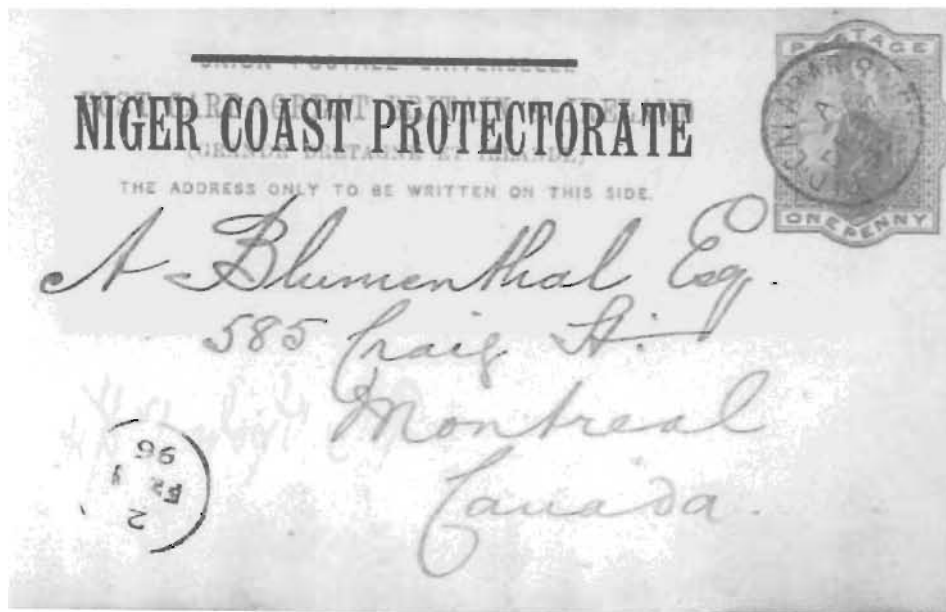
I recently acquired a rather nice Oil Rivers postal stationery card from another GB Overprint Society member, via eBay. It was attractive for several reasons but not least because it was sent on behalf of the Postmaster General. I discovered three similar cards in my collection and decided they would make an article. I have illustrated the front and back of each card, but it is the messages on the reverse that are of philatelic interest.

Card 1, overprinted "Niger Coast Protectorate", was sent from Old Calabar on 10 June 1896 to Mr J. Brown, Principal Probate Registry, Somerset House, London from C.E. Dale, acting Postmaster General, General Post Office, Old Calabar:



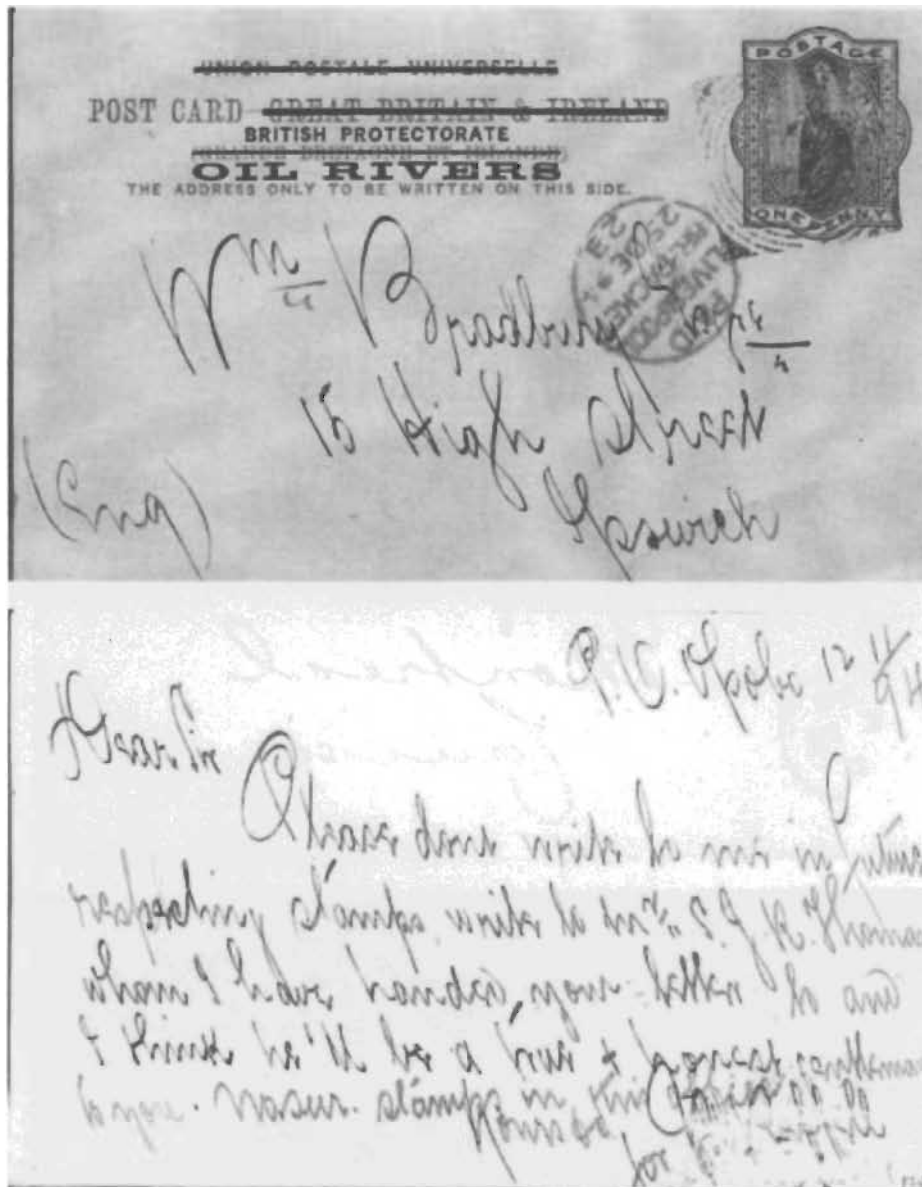
“Sir, in reply to your letter of the 24 April applying for information with respect to the purchase of Postage Stamps, cards and Regd Envelopes I have to inform you that on receipt of prepayment in Bank of England Notes or British Coin the following denominations of Postage Stamps will be sent on.
 ½d, 1d, 2d, 2½d, 5d and 1/- Stamps
 1d postcards
 “F”, “G” and “H2” Regd Envelopes @ 2½d & 3d each
 I am, sir, C.E. Dale, Acting PMG (Mr Wall is away in England on furlough)”

Card 2, over-printed “Niger Coast Protectorate” was sent from Old Calabar on 17 December 1895 to A Blumenthal, Montreal, Canada from T.A. Wall, Vice Consul and Postmaster General, General Post Office, Old Calabar, NCP.



“Sir, I am in receipt of your Post Card & now reply to you as follows:-
 Niger Coast Stamps, 1894 ½d, 1d, 2d, 2½d, 5d & 1/-
 Registration Envelopes “F” & “G” @ 2½d each
 Do Do “H2” @ 3d [each]
 Yours faithfully, T.A. Wall, Vice Consul & Postmaster Genl”
 With a note at top left “Remit in B/E notes or cash, TAW”

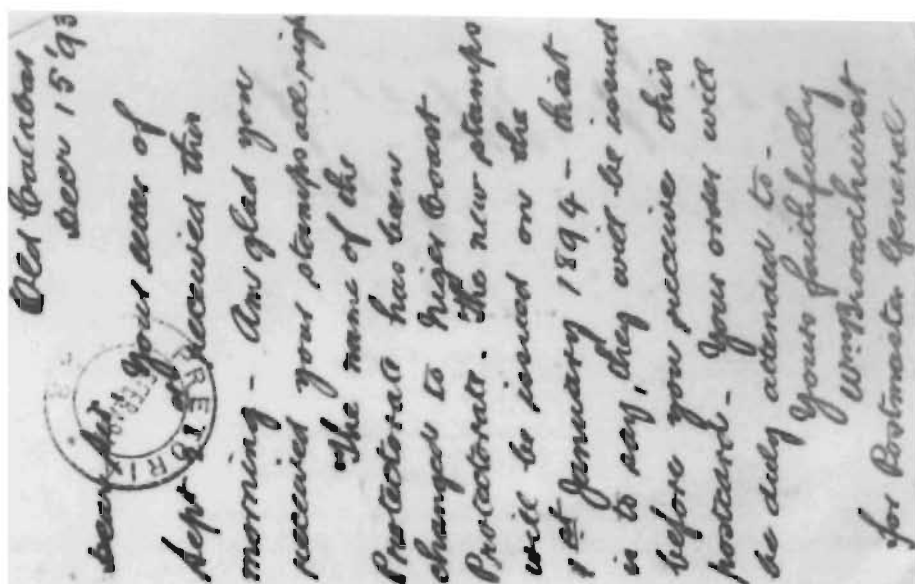
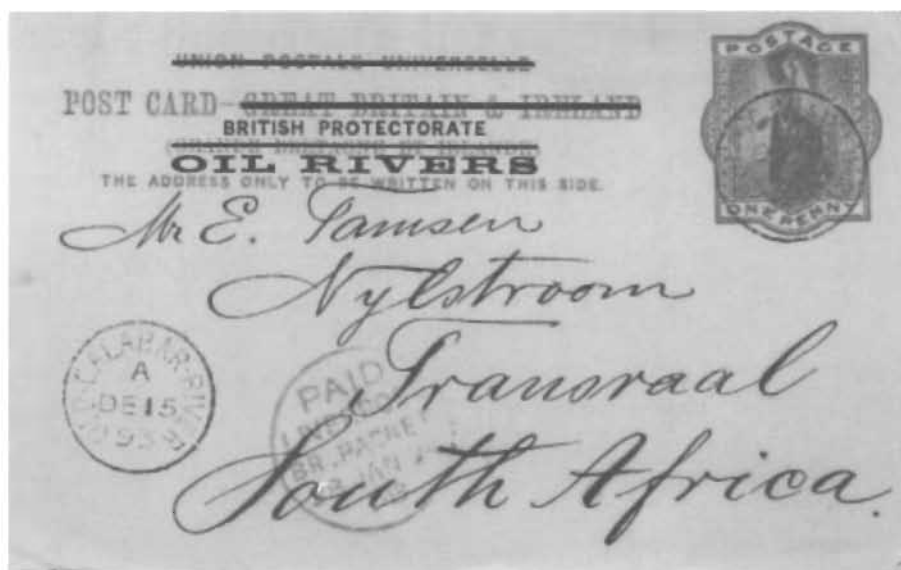
Card 3, overprinted "Oil Rivers" was sent from Opobo on 12 November 1894 to Mr. Bradbury, Ipswich from Mr. Hill P.O. Opobo:



“Dear Sir, Please don’t write to me in future regarding stamps, write to Mr. S.J.R. Thomas whom I have handed your letter to and I think he will be a true and honest gentleman to you. No sur. stamps in this office.”

It is signed somewhat illegibly by ? ? Hill on behalf of someone else, presumably the post-master at the Opobo sub-office. It is interesting to note that the writer indicates no surcharged stamps were available at Opobo, which is in line with the May– October 1894 period when the various Opobo provisionals are documented to have been produced and used.

Card 4, shown on the next page, overprinted “Oil Rivers” was sent from Old Calabar 15 December 1893 to Mr. E. Tamsen, Nylstroom, Transvaal from William Broadhurst on behalf of the Postmaster General at the Old Calabar Post Office.



“Dear Sir, Your letter of Sept 21st received this morning—am glad you received your stamps all right. The name of the Protectorate has been changed to Niger Coast Protectorate. The new stamps will be issued on the 1st January 1894 - that is to say they will be issued before you receive this postcard - your order will be duly attended to.

Yours faithfully, Wm Broadhurst for Postmaster General”

This is a notable card for several reasons. It confirms the issue date for the first Niger Coast stamps. The signatory, William Broadhurst, is not listed in Ince & Sacher (Ref. 1) and is thus a new name to add to the list of known Post Office officials. Finally, the recipient is Emil Tamsen (1861-1957), a philatelist with an international reputation; one of the original 40 signatories to the British Roll of Distinguished Philatelists when it was instituted in 1921.

These Oil Rivers cards then are among those delightful items that not only confirm information and add new information, but also link together different areas of interest for overprint enthusiasts

Reference

1. Ince J.F. & Sacher J., *The Postal Services of the British Nigeria Region Prior to 1914*, p527, RPSL, London 1992

Protectorates of the Oil Rivers and Niger Coast

Jeremy Martin FRPSL



Figure 1

A friend has shown me five 1d postal stationery cards from Syd to a Mrs Thompson at Knutton Vicarage, Newcastle-under-Lyme or a Miss Westbury at a different Newcastle-under-Lyme address.

Details are as follows

- 1 An Oil River card with an Opobo River circular date-stamp, the date being unclear. The message was dated 27/4/93, part of which is "I don't know if this will catch the "Benguela" or not but it is going through to Bonny on spec."
- 2 An Oil Rivers card with an Opobo River c.d.s., code A of DE 30 93. "Letters arrived per S.S. "Cameroons" but diary hasn't turned up"
- 3 Another Oil Rivers card, this time with an Opobo squared circle date-stamp code A, MR 17 94 (figure 1). Ince & Sacher (Ref. 1) give an earliest date of March 1894 but no day. The message was from H.B.M.'s Vice-Consulate at Opobo.
- 4 This Oil Rivers card has a Bonny River c.d.s code A. JA 8 96. "Mails per "Bakana" just arrived"
- 5 The final item is a Niger Coast Protectorate card with an Old Calabar River c.d.s, code letter not clear, SP 12 98. "Have sent 2 boxes of bulbs by this steamer. They can be planted in hot-house any time. New N.C.P. colours out—you might get two ties at Beale & xxxxxx—enclose my card and send me one."

All the date-stamps are in black. The cards show how important was the arrival and departure of the mail steamers. Five cards in six years! There must be more.

Reference

1. Ince J.F. & Sacher J., *The Postal Services of the British Nigeria Region Prior to 1914*, p179, RPSL, London 1992

Niger Coast 1894 registration envelopes types

Peter Horlyck

This article first appeared in the Overprinter (Journal of the GB Overprints Society) in the Winter 2009 issue, and is reproduced here with permission of the author

According to Ince & Sacher (Ref. 1) two printings were made of these envelopes, the 1st invoiced on 10th November 1893, and the 2nd on 15th October 1894. The numbers printed were:

1 st printing: 1200 (F & G), 960 (H2)	To I.R.: 60 (F & G), 48 (H2)
2 nd printing: 2400 of each	To I.R.: 72 of each

A supply of both printings were forwarded to the Inland Revenue after the 2nd printing, so SPECIMEN examples could in theory occur on both printings.

My attention was first drawn to there being type differences between the two printings by an article in *Cameo* in 1991 (Ref. 2). In here types A and B were described in writing only and primarily based on the length of the 3 instruction lines on the front and other characteristics such as the size and shape of the “2” in 2d at the end of the narrative on the upper half on the back. For size F a further distinguishing characteristic was specified, i.e. the absence of a stop after FEE PAID. Based on used examples showing a date-stamp prior to 15th October 1894 was it possible to allocate types A to the first printing and types B to the second printing for sizes F and G. For size H2 there were not sufficient used examples at hand.

At that time I only had rather few of these envelopes and to my frustration I was not able to match the lengths specified in the article with those on my examples. Since then I have managed to get hold of a number of examples, most of these mint but also some used, and to my surprise more than two types emerged.

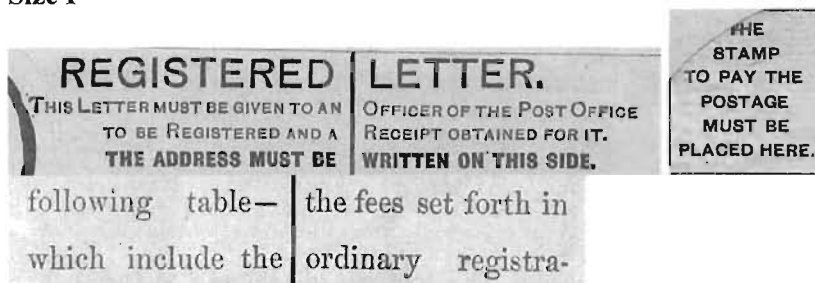
Huggins (Ref. 3) lists 2-3 types for each size for the unoverprinted envelopes and then relegates a number of varieties to a footnote. I do not know whether these varieties exist in combination or represent specific printings, and since no dates are given, no types may be outright ruled out as existing with the NIGER COAST overprint.

Recently John Gledhill (Ref. 4) described 3 different types of the size F envelope. For the sake of completeness I will include and expand on these descriptions below.

When deciding what constitutes separate types and what are only minor varieties, I have chosen to view clearly visible differences in the layout of the instructions on the front and the narrative on the back, as different main types, whereas minor differences are relegated to sub-types. Regarding the narrative on the back, it is sufficient to use the space between the words on the 2 lines before the last line, notably the space between “following” and “table” and between “ordinary” and “registra-”.

I have included Huggins and Higgins & Gage catalogue numbers for the un-overprinted envelopes after the type specifications. Furthermore I have included other characteristics mentioned by Huggins as varieties in the type descriptions for size F.

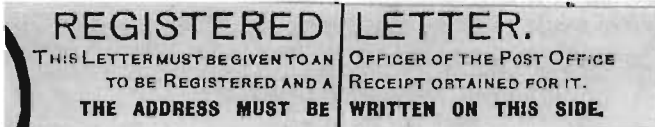
Size F



Type 1 (RP20a, H&G28). Short 3rd instruction line. On the back medium space between words. Indentation in the oval frame of R just opposite THIS. Faint or no stop after ‘CONTRACTORS’ under flap.

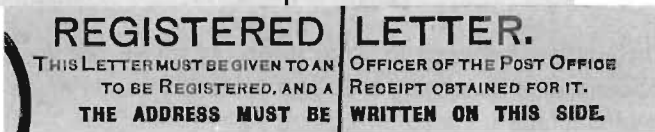


Type 1a. As type 1, but indentation in oval frame has been straightened out. No stop after 'CONTRACTORS' under flap.



Type 2 (RP20ba, H&G28a). Longer 3rd instruction line. No full stop after FEE PAID. Smaller font in stamp box and P of PLACED below line. On the back long space between words.

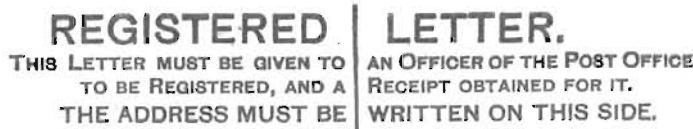
following table— the fees set forth in which include the ordinary registra-



following table— the fees set forth in which include the ordinary registra-

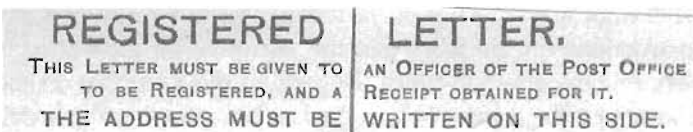
Type 3 (RP20ba, H&G28c). Instruction lines nearly identical to type 2, except that 2nd instruction line starts fractionally closer to the oval due to the insertion of a comma after REGISTERED. Full stop after FEE PAID. On the back short space between words.

Size G



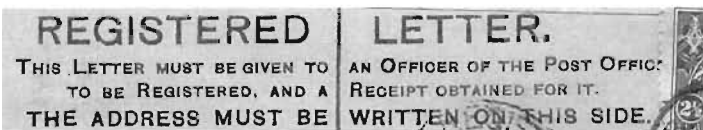
Type 1 (RP20a, H&G28d). 2nd instruction line: T of TO starts over H of THE. On the back short space between words and large 2 in 2d.

following table— the fees set forth in which include the ordinary registra-

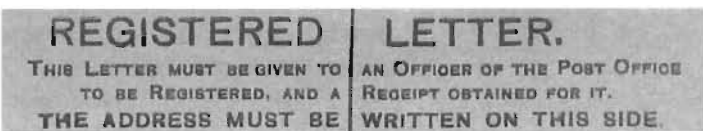


Type 2 (RP20a, H&G28e). 2nd instruction line: T of TO starts over E of THE, and T of IT slightly to the left of T of POST on the 1st instruction line. Smaller font in stamp box and the box is higher. On the back longer space between words and smaller 2 in 2d.

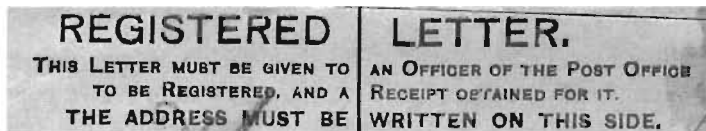
following table— the fees set forth in which include the ordinary registra-



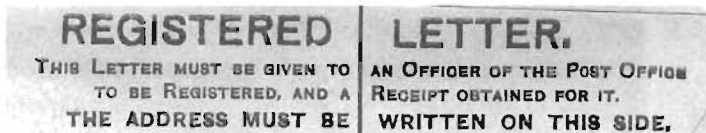
Type 2a. As type 2, except that T of IT at the end of 2nd instruction line slightly to the right of T of POST.



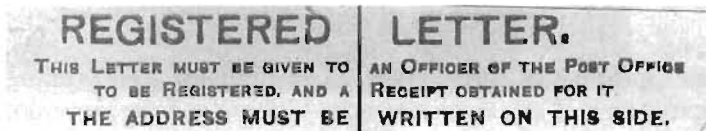
Type 2b. As type 2a, but 2nd instruction line moved slightly to the left (right side of stem of T aligned with end of E). T of IT slightly to the right of T of POST.



Type 3. T of TO starts over HE of THE. Same back as type 2.



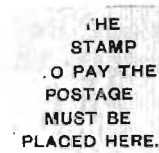
Type 4. same as type 3 except that WRITTEN etc. on 3rd instruction line moved to the right leaving a small gap after the string line.



Type 4a. As type 4 but with faint stop after IT on 2nd instruction line.

Size H2

THIS LETTER MUST BE GIVEN TO TO BE REGISTERED, AND A THE ADDRESS MUST BE AN OFFICER OF THE POST OFFICE RECEIPT OBTAINED FOR IT. WRITTEN ON THIS SIDE.



following table— the fees set forth in which include the ordinary registra-

Type 1 (RP20b, H&G28k). 1st instruction line 114mm. 3rd instruction line 87mm and starts under O of TO on the 2nd line. In the stamp box, MUST starts over A of PLACED. On the back long space between words, and “Compensation” 27.25mm.

THIS LETTER MUST BE GIVEN TO TO BE REGISTERED, AND A THE ADDRESS MUST BE AN OFFICER OF THE POST OFFICE RECEIPT OBTAINED FOR IT. WRITTEN ON THIS SIDE.



following table— the fees set forth in which include the ordinary registra-

Type 2 (RP20a, H&G28j). 1st instruction line 113mm. 3rd instruction line shorter - 83mm. Smaller font in stamp box and different layout as MUST starts nearly over C of PLACED. On the back short space between words, and “Compensation” 25.25mm. The two parts of the narrative on each side of the string line are not horizontally aligned (most easily seen on the last but one line, i.e. “the” against “ordinary”).

following table— the fees set forth in which include the ordinary registra-

Type 2a. As type 2, except that only two dots before £25, £35 and £45 in the compensation table on the back. Better horizontal alignment of the narrative across the string line.

Conclusion

I have used examples of type 1 of all three sizes with date-stamps before 15 OC 94 so this is definitely from the 1st printing. When the overprinting took place stocks from several printings could in theory have been used, but with nearly a year between the two overprintings it is reasonable to assume that the two overprintings were on different stocks of unoverprinted envelopes.

The number of used examples I have had access to, is rather limited and type 1 seems to be the most common. But based on the characteristics described above and the level of differences between the various types, I think it is safe to conclude that type 1 (and 1a for size F) are from the 1st printing and the other types are from the 2nd printing.

I would be interested to hear if any reader can confirm that size F type 1a is from the first printing. Furthermore I am very interested in scans or photocopies of any used examples of these and the preceding Oil Rivers envelopes as I am in the process of recording all known used examples.

Notes:

1. All SPECIMEN examples seen are type 1. These are presumably not U.P.U. specimens because of the small number supplied to the Inland Revenue
2. I have a set with CANCELLED hand-stamps. These are probably from the archives of De La Rue who made the overprintings. Sizes F & G are type 1 but size H2 is Type 2a.

References

1. Ince J.F. & Sacher J., *The Postal Services of the British Nigeria Region Prior to 1914*, pp248-250, RPSL, London 1992
2. Ince, J., "Niger Coast Registered Envelopes", *Cameo*, Volume 4 p72, WASC, January 1991
3. Huggins, A.K., *British Postal Stationery*. Published 1970
4. Gledhill, J., "Niger Coast 1894 size F registration envelope variations", *The Overprinter*, Volume 2/2009 p60.



New WW1 Censor Mark on Togo mail?

Jeremy Martin FRPSL & John Mayne

Ed: I was surprised to receive two reports about the same card within days of each other, so the following article combines the comments of both members

Jeremy Martin writes

Erich Schlieper from Germany has sent me a copy of this censor cachet (figure 1). It has been applied to a German Togo 10 pfg. Postal stationery postcard date-stamped at Atakpame, 9 September 1914, addressed to London. The usage appears to be commercial, the reverse of the card having been written the day before from the Togoland Field Force at Atakpame.

A bright blue censor cachet "P-C" over "12" has been applied. I have not seen this before on Togo mail. Graham Mark of the Civil Censorship Study Group does not think the cachet was applied in Britain.

I have a picture postcard from the same writer to a Miss Pyle at the same London address. Curiously, it is franked with an un-overprinted 20pfg. German stamp used at Lome on 3 December 1914 when over-printed stamps should have been available.

John Mayne writes

Following the German surrender German postal issues were invalid. The four types of German postal stationery cards in use at August 1914 are recorded used during the occupation period; an up-rated one was

illustrated in *Cameo* (Ref 1). Apart from a 5pfg. single card sent by Stead Pope to Accra, the other examples known until now have been used internally. The message side of the Accra card confirms that Stead Pope was due to leave Atakpame on 22 September 1914 and the post office and town were under British control until then.

Figure 1



The example of the 10pfg card shown at figure 1 was offered by Württembergisches Auktionshaus of Stuttgart in their September 2009 sale. As I, like Jeremy, have seen other mail to the same address in the same hand-writing I am confident this card was genuinely used; 10pfg cards with German cancels applied by favour are known in the early days of the Allied occupation. The message on the card reads:

Togoland Field Force, Atakpame, Togoland, W.Africa, September 8th 1914.

Dear Mr Pyle, I received your very welcome letter this morning. I hope you both arrived back in London again safely. Cannot say for certain when I will be home again but hope to be home with you all by Christmas. Shall have a lot of news then. Hope Mrs P. is keeping fit and all are well at 23. My best wishes to all, yours very sincerely Will.

The two line strike P.-C/12 is applied to both sides of the card. This has previously not been recorded on Togo mail and suggestions as to its origin would be appreciated.

It turns out I was the under-bidder, and the card sold in the room to a German. It realised Euro 390; with charges equating to a total cost of about Euro 500.

After the WASC weekend conference, when Jeremy displayed this card, John Mayne wrote further

I have heard from Erich Schlieper that this card is endorsed twice by the German expertiser Hans Bothe. When he signed twice this indicated that the item was particularly rare. Erich and I agree the card and the postmark are not rare; its rarity derives from the posting date, and possibly the censor mark. Erich has spoken to a contact in Hamburg who has a fantastic archive and he discovered that the card was offered in a GROBE auction in October 1984, when it realised DM930 (I guess about £250 at the time). The card was not illustrated but the descriptions match, apart from there being NO mention of the blue P.-C/12 strike. Erich is concerned that it may have been added after 1984 to “beautify” the card. (*Ed – does or did Bothe keep a photographic record of items he expertised?*)

Reference

1. Mayne, J., “Togo Postal Stationery Cards”, *Cameo*, Volume 5 pp97-100, WASC, January 1996

Dahomey Postage Due Issues Used in Togo 1914-1922

John Mayne

Ed—the following article was submitted at the same time to Cameo and the Journal of the France & Colonies Study Circle and appeared in the latter in their issue of December 2009



Jeremy Martin in his book on the Togo Occupation period (Ref 1) states that many un-overprinted stamps of Dahomey can be found with Togo postmarks in this period. I have examples of all values of the 1912 issue, SG 42-58, with a range of cancels. Until recently, however, I had not seen any Dahomey postage due issues (SG D59-66) with a Togo cancel in the same period. Jeremy adds these stamps over-printed for use in Togo are not recorded in this period, and are only seen with a c.t.o. hand-stamp of 13 January 1926.

I have collected the area for 30 or more years and I share Jeremy's view. I have not seen any postage due issues for Dahomey or Togo on cover and consequently questioned if these were in fact used in Togo.

A cover, shown above, has recently come to light. It is obviously philatelic but is possible evidence that Dahomey postage due issues were available at Anecho. It bears Dahomey 1914 D59, D63, D4, D65 and D66 to a total value of Fr. 2.55 and the 1906 20c D36 has been added. The cover has no evidence of any postage paid and is to the Catholic Mission at Anecho—leaving the thought that the father in charge had persuaded one of his parishioners to do him a favour!

Reference

1. Martin J.J. & Walton F.L., *Togo: The Postal History of the Anglo-French Occupation 1914-1922*, p40, WASC, Sheffield 1995

GERALD RITCHIE BODILY

Specialising in unusual material for the collector and exhibitor




May 28th 1893 cover from Old Calabar bearing ½d. 1d (2) and 2½d (SG 1, 2,&4) all tied by the Old Calabar Parcel type (Ince & Sacher P3). An extremely rare mark on cover.

P.O.BOX 475, RICHMOND, SURREY TW9 3DN

Tel: 0208 940 5171 Email rbcollect@yahoo.co.uk Fax: 0208 334 1091



ROSS-SHIELLS LTD





PO BOX 37601, LONDON NW7 2YL

Postage Stamp Dealers Established 1895
Telephone 0208 906 2717 • Fax: 0208 906 2715
Email: rossshiells@aol.com

KING GEORGE VI SPECIALISTS

Rarities • Sets • Specimens • Complete sheets
Plate blocks • Imprints • Varieties • Printings • Booklets

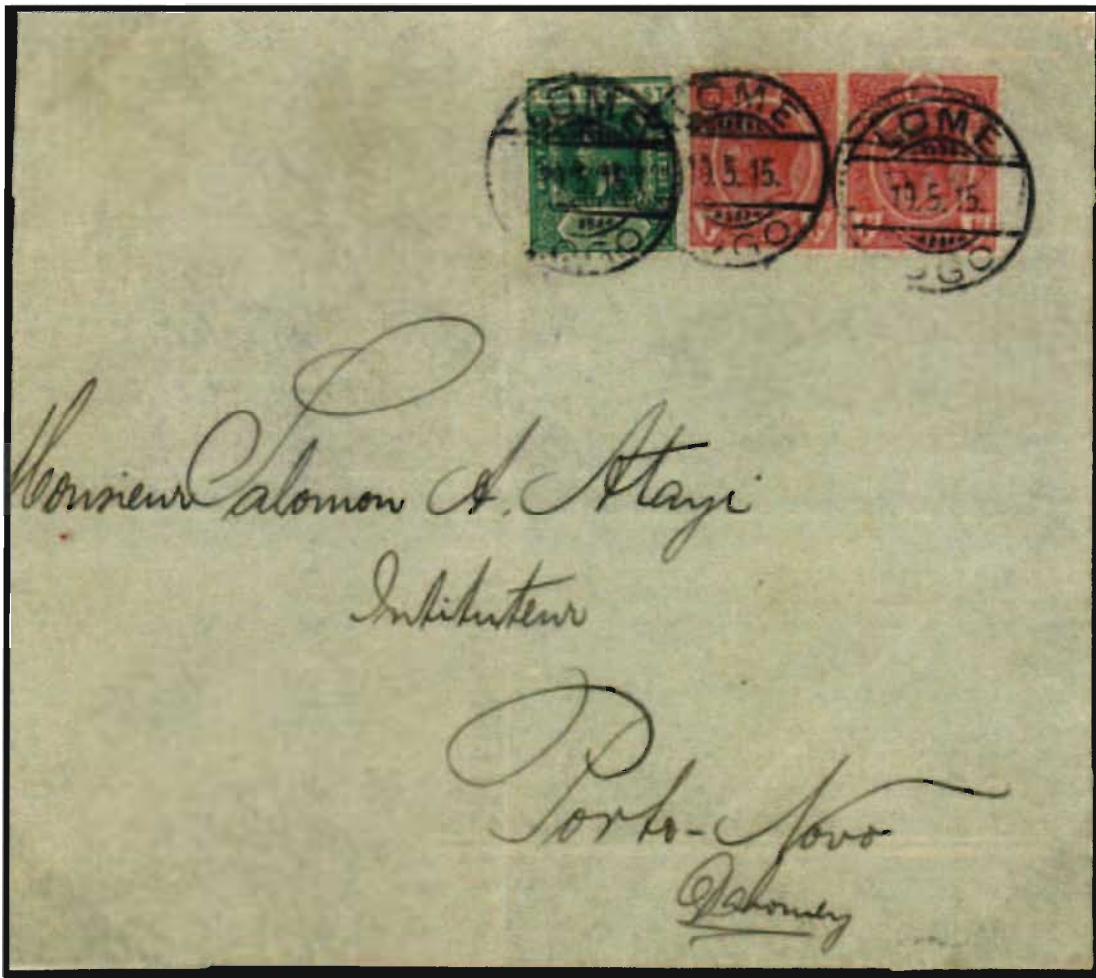


PRICE LIST AVAILABLE, please contact us for a free copy

Togo Overprint—First Day of Issue

John Mayne

I recall when Peter Duggan was writing his book (Ref. 1) he contacted me, and no doubt others, to find an early cover illustrating the use of the first overprinted stamps. He writes “Stamps of the Gold Coast overprinted for Togo at the Government press in Accra were first recorded on 19th May 1915”.



I can now illustrate a cover, acquired recently, which is probably non-philatelic and shows the use of the overprinted ½d value at Lome on this first recorded date, alongside two of the un-overprinted Gold Coast 1d values to make up the correct rate for a single weight letter to Porto Novo, Dahomey. It is unclear whether stocks of the un-overprinted 1d value were being used up first on commercial mail, or whether the 1d value was not in stock at the same date.

Reference

1. Duggan, P. “*Togo: Overprints on Stamps of the Gold Coast*”, pp40-42, WASC, 2005

Sierra Leone: 3rd UN Decade for the Advancement of Women

Tom Butlin

Early in 2007 I bought three covers and a front which had been sent to the BBC from Sierra Leone during October, November and December 2006. One of these covers is now illustrated at figure 1.

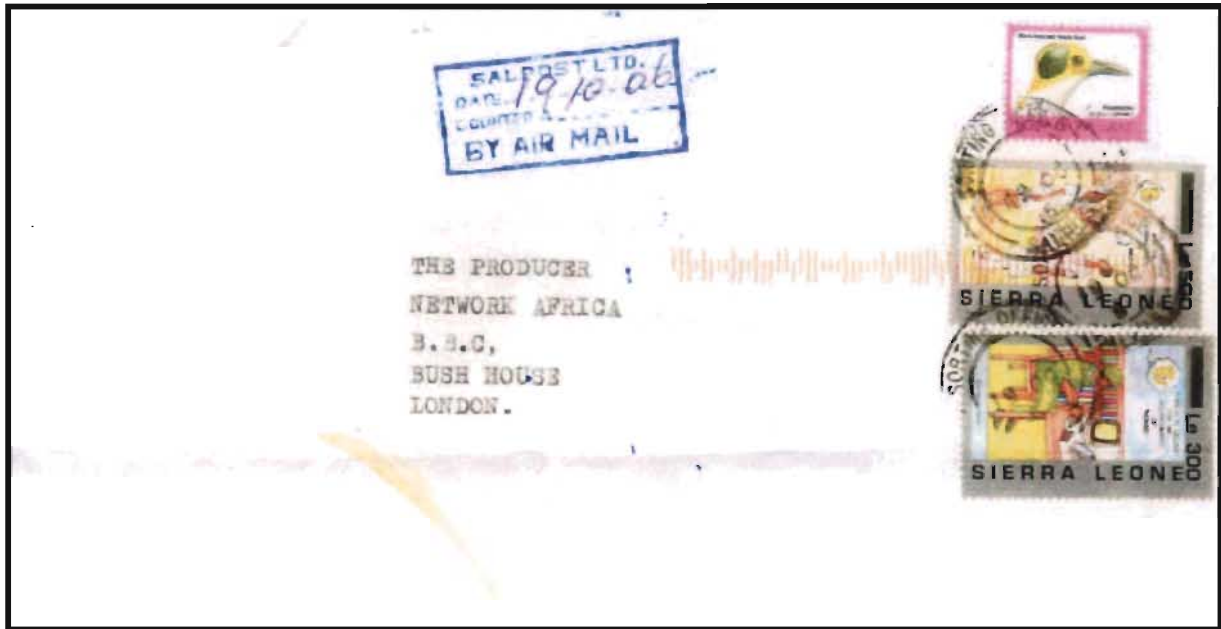


Figure 1; cover to the BBC postmarked Sorting Office/ Salpost dated 19 OC 2006

The unusual feature of these covers is the use of a total of three values - 300, 500 and 700 Leones - of an issue commemorating the Third decade for the Advancement of Women (figure 2), making up the airmail rate of Le2,800 to UK and on an air letter at Le2,000. These stamps were issued to collectors via the new issue service in 1995 but there has been no SG catalogue entry for this set and they apparently were not made available for postal use.

Figure 2



A letter to Hugh Jeffries, the Stanley Gibbons catalogue editor, showing him these covers and asking for a listing elicited the reply “*Clearly the stamps will need to be listed*”. He also proposed that he would run a piece in the Catalogue Column of *Gibbons Stamp Monthly*, just in case another reader may be able to help, but I have not noticed this appear yet. These stamps were listed, with an issue date of October 2006, in the first edition of the *SG Commonwealth Stamp Catalogue, West Africa* published in 2009. A note beneath this entry reads “*It is believed that nos. 4468a-c were prepared for issue in September 1995 but not released. All postally used examples known are dated from October 2006 onwards*”

West African Honour Envelopes. A new type?

Peter Richards.

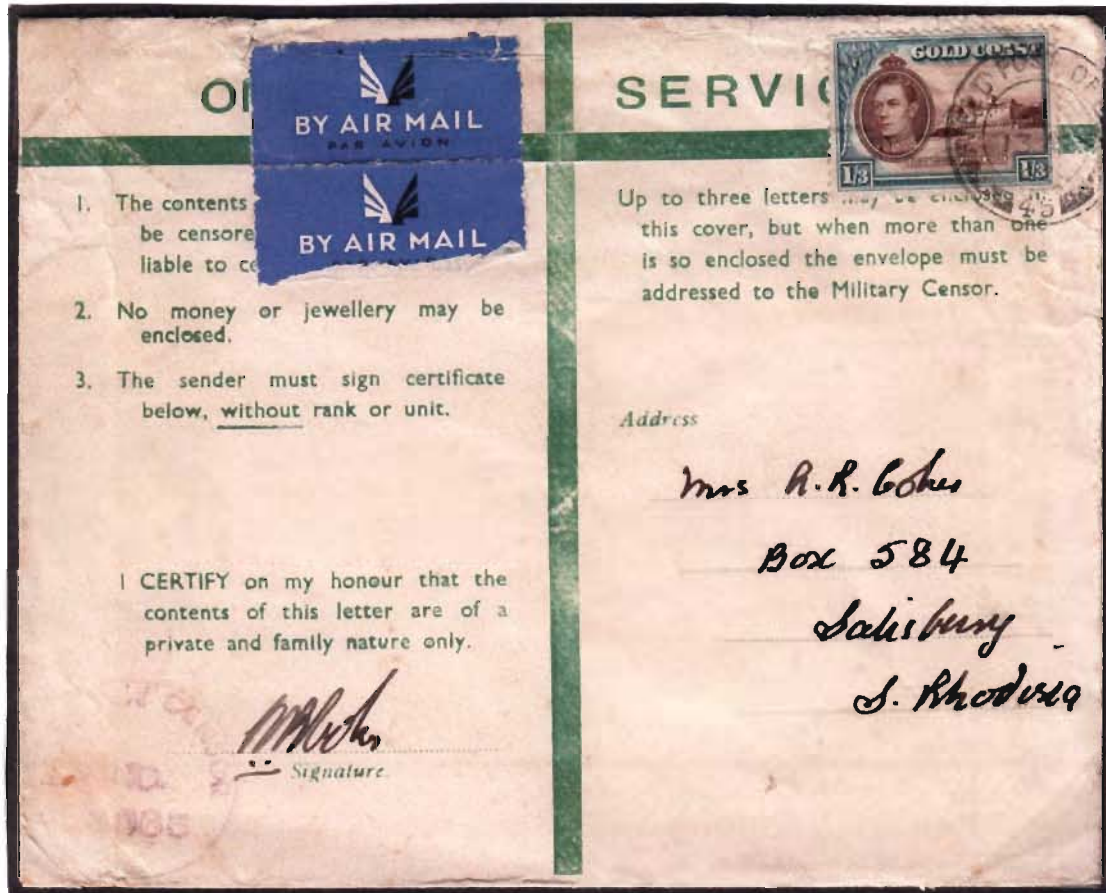


Figure 1. 13 April 1942. Honour Envelope used from FPO 45 Accra to Rhodesia

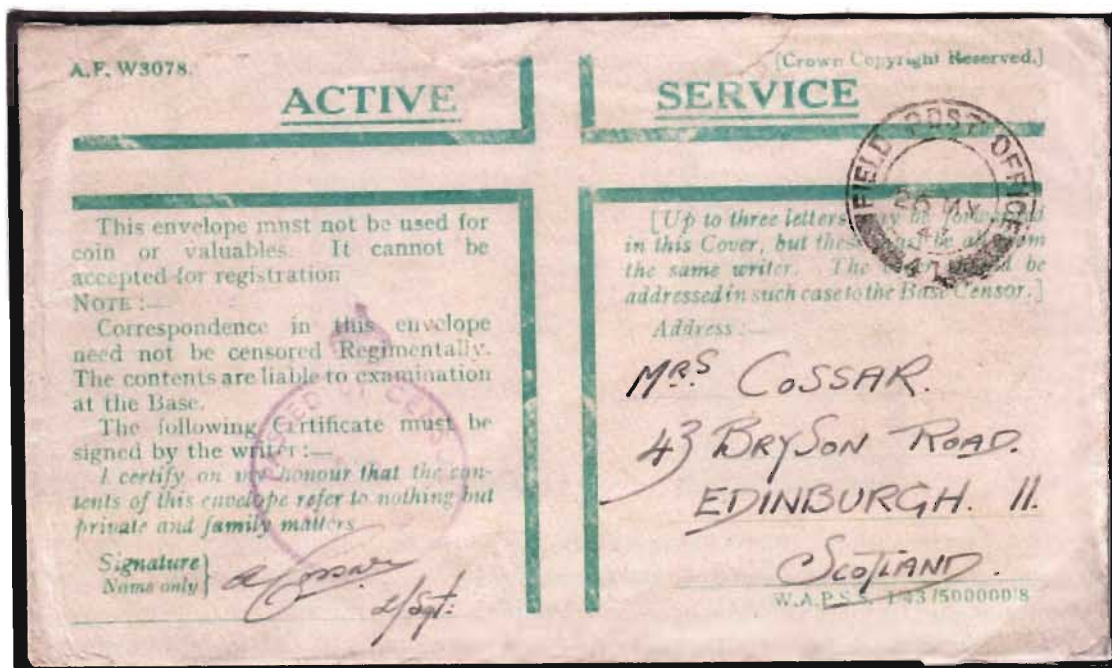


Figure 3. 26 May 1943 West African (WAPSS) printing of the Honour Envelope used from FPO 41, Freetown, Sierra Leone. Daynes & Lutwyche Type WA20.01.

At a recent Salisbury meeting I showed an unusual Honour Envelope sent from the Gold Coast to Rhodesia by one of the contingent of Rhodesian Officers and NCOs sent to West Africa to re-enforce the West Africa Regiment (Figure 1).

The suggestion was made to me that the envelope might be a West African printing so I decided to do some research and came across an article in *Cameo* written by the late John Daynes (Ref. 1) on the subject of the Rhodesian contingent in West Africa. In that article (which I would strongly advise the reader to have in front of them alongside this one) John illustrated two Honour Envelopes from the Rhodesian contingent in West Africa both again looking very different from the usual UK issue. The second Envelope illustrated by John is of exactly the same type as Figure 1 (they are both from the same correspondence) but the first although similar is different in a number of respects.

1. The imprint A.F.W 3078 appears above the word SERVICE on John's first envelope whereas in the Figure 1 type of Envelope it is to the right of SERVICE (the imprint is obscured by the stamp on my envelope!).
2. The 'honour' declaration in the bottom left hand corner on the first Envelope has the word 'only' on a fourth line whereas in the Figure 1 Envelope the declaration takes up three lines.
3. The paragraph about 'up to three letters' on the right hand side is justified on the right on the first Envelope whereas in the Figure 1 Envelope at the end of the paragraph it is indented.

There are a number of other differences but essentially both types of envelope show two important differences from the usual type of Honour Envelope. They have the title ON ACTIVE SERVICE as opposed to ACTIVE SERVICE and they do not appear to show the name of the printer.

I then consulted the catalogue for the sale of John Daynes' collection and found two more examples of Figure 1. Intriguingly neither was used in West Africa but one was used from an FPO in Malakal, Sudan on 20 January 1941 addressed to Tanganika (part of lot 227) and the other (part of lot 236) used from Nairobi on 10 January 1941 addressed (once again) to Rhodesia. On first examination these would perhaps suggest that perhaps Figure 1 was not of West African origin. However the 3rd West African Brigade was involved in the campaign in East Africa against the Italians and, as John pointed out in his article, the Rhodesian Officers and NCOs were brought in to supervise West African troops. I would suggest that the dates and the places of posting of these other two examples are not inconsistent with use by Rhodesian officers and NCOs in charge of West African troops involved in the East African campaign. There are other instances of West African troops taking their postal stationery with them on campaign (see Figure 2 overleaf).

John Daynes was also the co-author with Nigel Lutwyche of '*West African Forces Air Mail Letter Cards, Air Letters & Honour Envelopes 1942-1945*'. This lists one type (with two slight variations) of Honour Envelope produced in West Africa (Figure 3). This clearly is a West African printing as it bears the imprint W.A.P.S.S (West Africa Printing and Stationery Services) in the bottom right hand corner. However looking at the unusual layout of Figure 1 and the uneven printing of the green lines on both envelopes I am tempted to suggest that Figure 1 may also be an (earlier) West African printing. Do any other members of the Study Circle or anybody else reading this article have examples of this type of Honour Envelope? I am particularly keen to trace examples of John Daynes' first type as the date on the example in his article is unclear so I am unable to determine whether it is an earlier or later use than Figure 1. I would be very appreciative of any reported sightings either via the Editor or directly to me.

References

1. '*Southern Rhodesian Contingent in W. Africa in WWII*', by the late John Daynes, *Cameo*, pp117-118, Vol 9, No. 2, October 2005.
2. Catalogue of the John Daynes Collection of 20th Century Military Postal History, 8 March 2007. Cavendish Philatelic Auctions, Derby.
3. *West African Forces Air Mail Letter Cards, Air Letters & Honour Envelopes 1942 – 1945* by John Daynes & Nigel Lutwyche. Published Jointly by the West Africa Study Circle & Forces Postal History Society 2006.
4. [www.absoluteastronomy.com/topics/81st_\(West_Africa\)_Division](http://www.absoluteastronomy.com/topics/81st_(West_Africa)_Division), which provides a History of the 81st (West Africa) Division

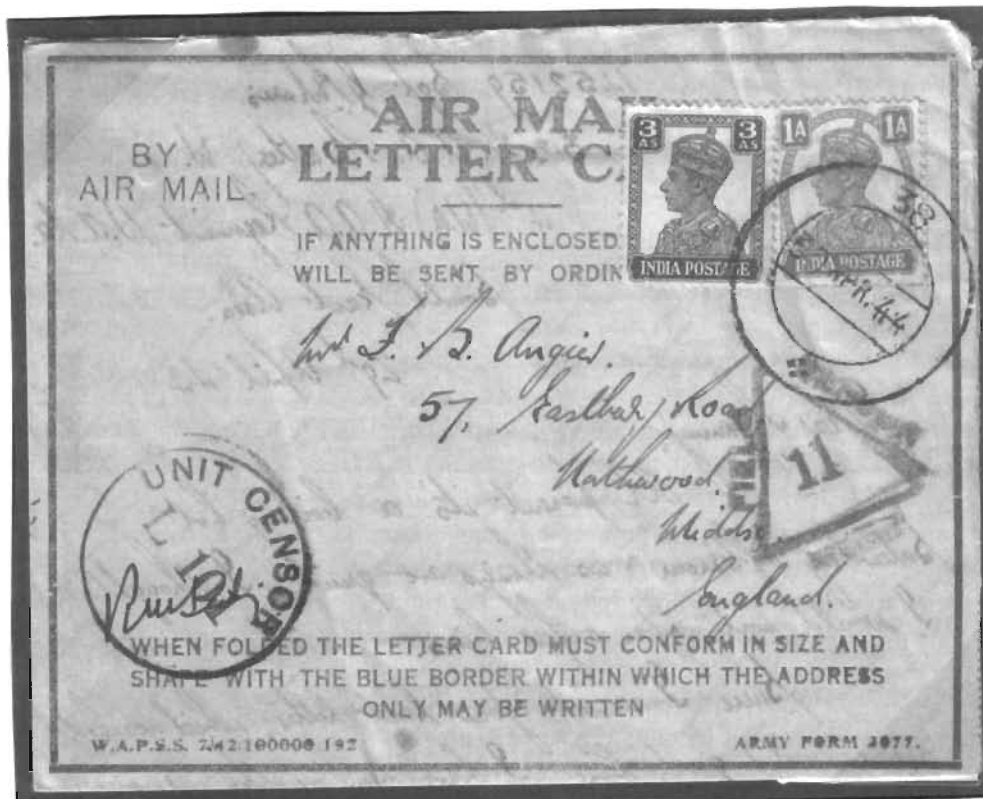


Figure 2 WAPSS (West African Printing and Stationery Services) printing of the Air Mail Letter Card used from Indian FPO 38 on 30th April 1944 during the Burma Campaign. Daynes & Lutwyche Type WA03.01.



Philatelic Addresses from Sierra Leone and Alex Trouchet

Kevin Lowther

As a follow-up on Frank Walton's article (page 206) in *Cameo* 78; what would complement the Sierra Leone list, and other country lists, of philatelically-inspired covers is mention of which stamps were used and, where relevant, in what manner.

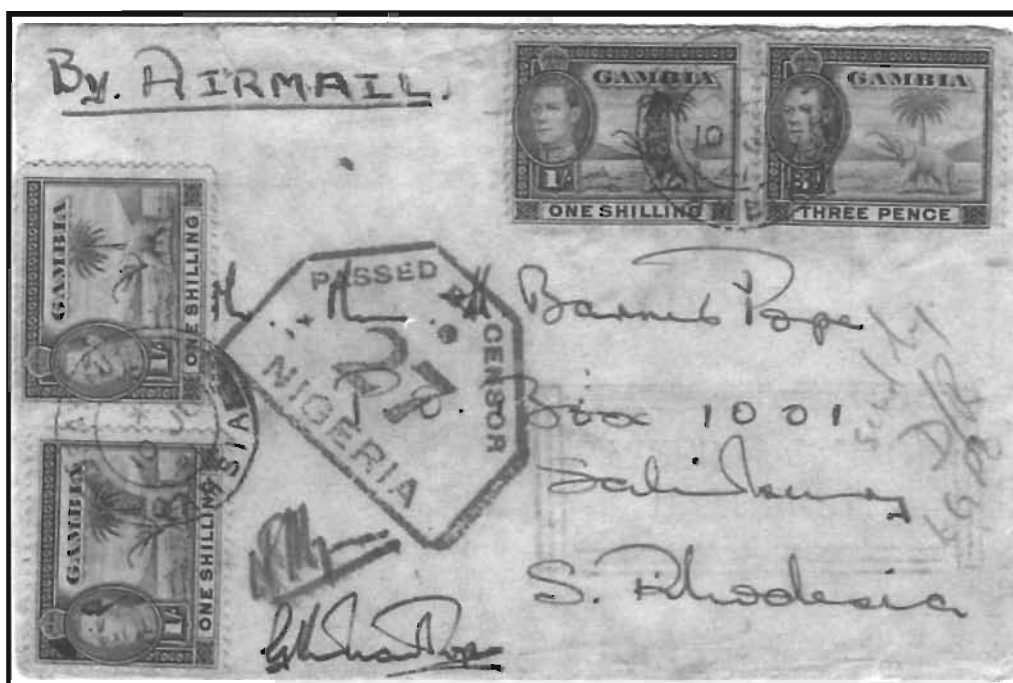
What initially prompted me to raise this subject with Frank and Philip Beale, several months ago, was a 1914 registered cover sent from Freetown to a well-known Australian collector, Alex Trouchet. The letter is franked with a six pence stamp, surcharged REVENUE in the 1890s, but never issued either for revenue or regular postal use. Poole refers, in his 1911 pamphlet, to several of these stamps having been seen on philatelically-inspired covers, but Frank tells me that the Trouchet cover is the only one known to exist.

There's a story behind this cover (as with all covers), which I hope some day to write up for you. I have been in touch with Trouchet's grandson, who had been unaware that his grandfather had continued collecting in later life. The elder Trouchet was a founding member of the Philatelic Society of Western Australia, in 1912. What intrigues me is who, in Freetown, would have had access to the surcharged stamp and why he would have used it to send a registered letter (which, as Frank and Philip note, passed legitimately through the mails from Freetown to London to Perth). I also want to determine, if possible, what sources Poole was using when he wrote his pamphlet.

It would also be interesting to know the names and backgrounds of any British civil servants who were based in the Freetown GPO in early 1914, which might shed a light on how the surcharged stamp came to hand in 1914. Any WASC members visiting Kew are welcome to help by digging out those names.

Southern Rhodesian Contingent in West Africa WWII

John Richards



The late John Daynes' article in *Cameo* (Ref 1) states that four officers and six other ranks were posted to The Gambia, and he went on to say that he had not seen any mail from these Rhodesians in The Gambia. I can now illustrate above a cover from Bathurst 10 June 1941 to Salisbury, Southern Rhodesia. The letter is from a Sergeant Pope to his parents, and the letter travelled via Lagos, back-stamped in transit, 16 June.

This letter travelled by civilian airmail as it bears two civilian censor marks; Gambia (feint) and a Nigeria 27 hexagon applied at Lagos. I do not know how the 3/3d postage rate was made up, unless the S. Rhodesian Air Services added a 2/- charge. The route from Lagos to Salisbury would I think have been via Khartoum and the Horseshoe route to Beira (Mocambique), whence there was a twice weekly service by Southern Rhodesian Air Service to Salisbury.

Reference

1. 'Southern Rhodesian Contingent in W. Africa in WWII', by John Daynes, *Cameo*, pp117-118, Vol 9, No. 2, October 2005.



Gambia; a Proposed 1959 Royal Visit Issue

Jeremy Martin FRPSL

Ed—this article was first published in London Philatelist number 1371, December 2009 and is reproduced here with permission of the author and the editor of LP.

In the Spring of 2009, five previously un-recorded essays for a proposed stamp issue to commemorate a Royal Visit to The Gambia in 1959 were offered for sale by auction in London (Ref 1).

All of the essays are hand-drawn. The first four (Figs 1-4) are all on crisp white paper which was clearly once one single sheet. There are manuscript annotations;

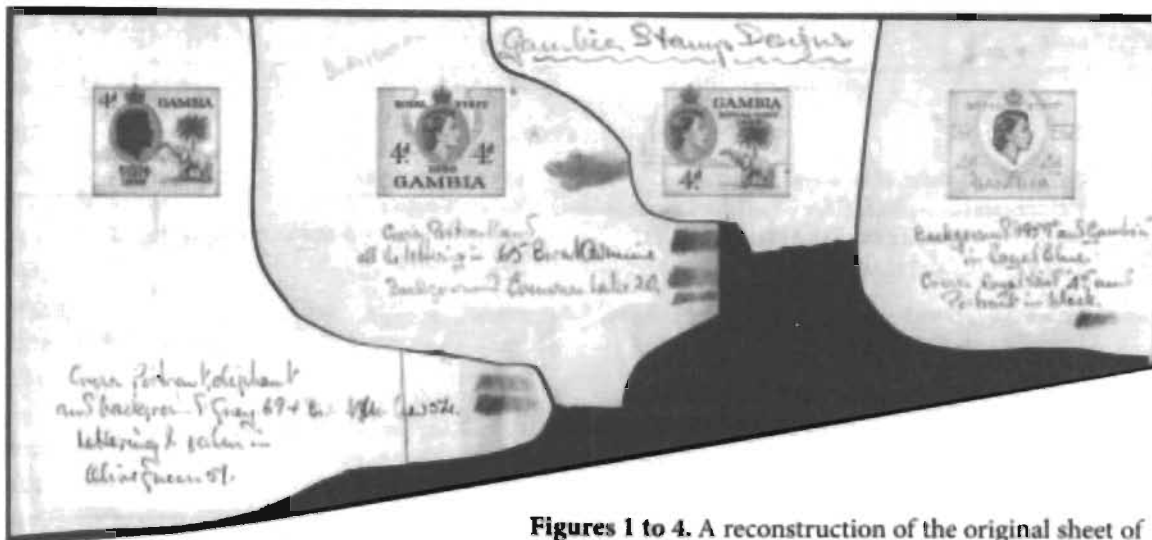
1. Engraved head, crown, elephant and palm affixed. The head painted over in slate grey. "Crown, portrait, elephant and background grey 69 + Burnt Umber 54. Lettering and palm in olive-green 07"

2. Head and crown engraved and affixed. "Crown, portrait and all the lettering in 65 Burnt Carmine. Background Crimson Lake 20."
3. Head, crown elephant and palm engraved and affixed. "Gambia Stamp Designs"
4. Head only engraved and affixed. "Background, '1959' and 'Gambia' in Royal Blue. Crown, 'Royal Visit', '4d' and Portrait in black.

The fifth essay is on thin white card:

5. Hand-drawn in pencil and ink; crown engraved and affixed.

It is likely that these essays were prepared by a De la Rue in-house artist as the material came to Spink with some De la Rue banknotes.



Figures 1 to 4. A reconstruction of the original sheet of drawing paper that had the first four essays.
Image reduced to 65%.

Figure 5 (reduced to 65%)
The separate essay on stiff card



The Times of 8 August 1959 announced that "The Queen is expecting a baby early next year", and "....emphasised Her Majesty's regret at having to abandon her projected tour of West Africa." The Royal Visit took place in 1961 with four stamps (SG 186-189) being issued in designs different from the above essays.

Acknowledgment

My thanks go to David Pasons of Spink who kindly provided the illustrations

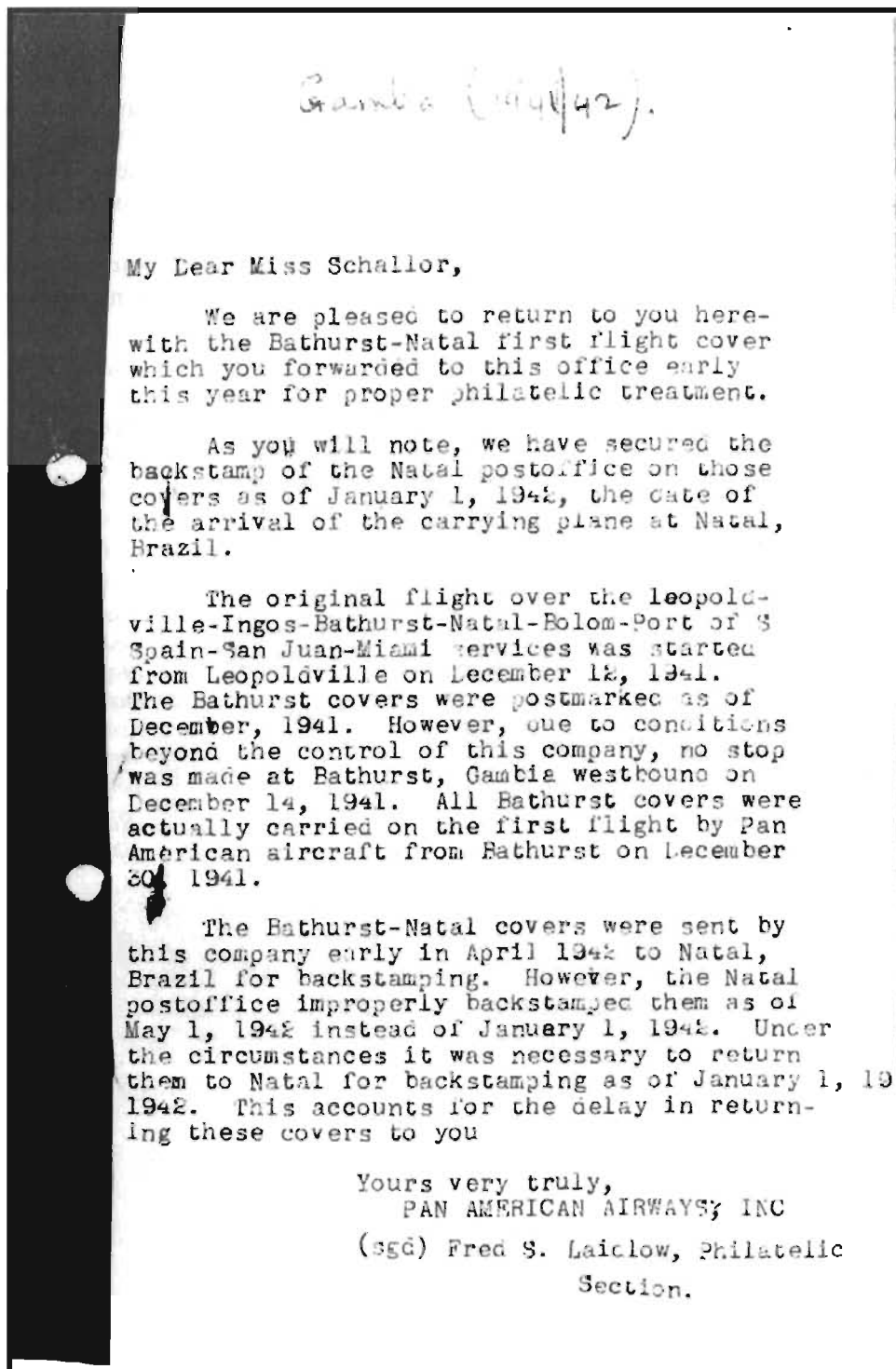
Reference

1. Spink: 29 April 2009, lot 246.

Dates on the Pan Am First Flight covers from Gambia

John Wilson

Many years ago, Francis Field kindly allowed me to photocopy his files of notes on West African airmails and, resurrecting them recently, I came across the attached copy letter which appears to be a transcription of a letter from PanAm to a philatelist, in which the circumstances surrounding the Natal transit marks on the FAM-22 first flight covers from Gambia are explained. Readers will probably recognise the Francis Field handwriting at the top of the page.



Elders Colonial Airways' Freetown ~ Bathurst feeder service

Peter Wingent

An air mail connection between Sierra Leone and Europe existed from 1926 via the French Toulouse ~ Dakar service. However, the sea connection between Dakar and Freetown was unreliable and often caused delays to air mail letters resulting quite often in a longer transit time than mail sent via the reasonably fast and regular Elder Dempster Line service between the U.K. and West Africa at the ordinary Empire letter rate of 2d. for the first ounce (from Sierra Leone) and 1½d. for the first ounce from the U.K. In correspondence written in the period 1926 to 1938, found in Post Office Archives, London, written by businesses and government officials, references can be found regularly to the frustration caused by the delays to air mail correspondence.

From April 1935, air mail correspondence from Sierra Leone was accepted for carriage from Bathurst, Gambia, via the very fast D.L.H. South America ~ Germany service, with a transit time of only two days between Bathurst and Stuttgart. However, although the sea connection between Freetown and Bathurst was a shorter distance than that to Dakar, sailings were irregular and thus unreliable. This resulted in the relatively expensive French and German services being little used by the residents of Sierra Leone.

In February 1937, the French company Aéromaritime opened a feeder service from Dakar to Cotonou but it did not call at Freetown. One letter in P.O. Archives from a company in Freetown makes the plaintive cry, "We see the French flying boats pass overhead but they do not land – why?"



Cover date-stamped Freetown 18 July 1935, back-stamped Dakar 24th and Le Bourget 27th.

Franked 1/- per ½ oz. air fee plus 2d. first oz. ordinary postage (the rate via the French service).

Carried by Elder Dempster steamer Dagomba to Dakar (dep. Freetown 21st; arr. Dakar 24th). Flown Air France to Paris (dep. 26th; arr. 27th). Flown by I.A. to London on the 28th.

Note DAKAR – TOULOUSE air mail label.

Cover date-stamped Freetown, 9 Sept. 1935, backstamped Bathurst 13th.

Franked 1/3d. per ½ oz. inclusive fee (the air mail rate via the D.L.H. service).

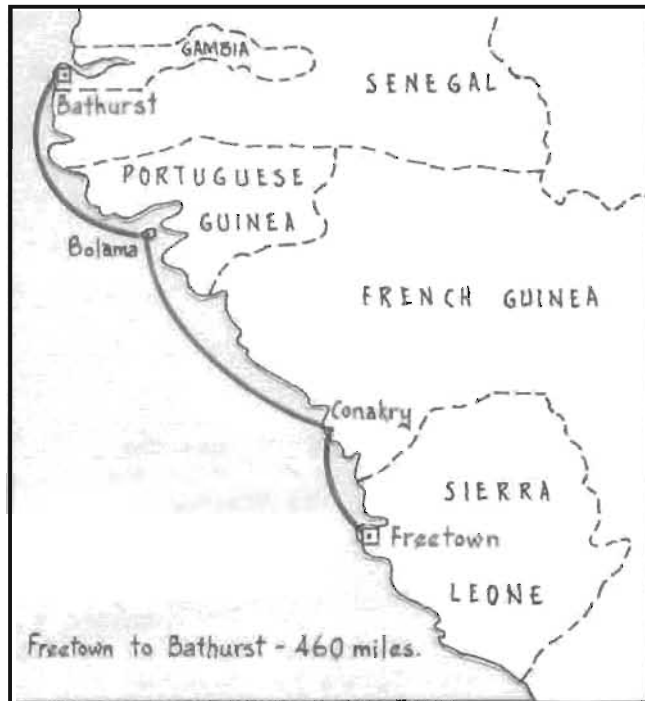
Carried by Elder Dempster steamer Accra to Bathurst (dep. 11th; arr. 13th). Flown by D.L.H. service L106 to Stuttgart (dep. 14th; arr. 15th). Flown to Croydon on 16th.

Note BATHURST – STUTTART air mail label.



Sierra Leone's first regular air mail service.

In July 1938 Sierra Leone was afforded its first all-air service to the U.K. By flying once-weekly to Bathurst and back to Freetown, connection was made with the D.L.H. South America service and an exceptionally fast three days transit time between Sierra Leone and the U.K. was established. The feeder service was operated by Elders Colonial Airways, which was jointly owned by Imperial Airways and the Elder Dempster Steamship Company and had been founded on 7 November 1935. Elder Dempster had a long-established organisation in West Africa and thus was able to provide ground facilities for the air service, whilst I.A. provided the aircraft and technical staff, including two pilots: Captains Pudsey and Winn. Only one aircraft was supplied for the service: a Short Scion Senior, registered G-AENX. She was shipped from the U.K. and arrived in Freetown in April 1938 and was assembled on the lighter repair ramp at King Tom. She made a trial flight on 6 May but mail was not carried.



The feeder service route



The Short Scion Senior on the lighter repair ramp at King Tom, Freetown.

The letter below, from Imperial Airways to the G.P.O., London, provides the timetable of the feeder service (read down left-hand side; read up right-hand side for Freetown - Bathurst schedule).

The D.L.H. southbound service from Frankfurt am Main was scheduled to depart 04.30 on Thursdays and to arrive Bathurst at 04.00 on Fridays. In the northbound direction, D.L.H. departed Bathurst at 05.00 on Saturdays and arrived at Frankfurt am Main at 06.00 on Sundays.

IMPERIAL AIRWAYS LTD.

GRAMS: IMPAIRLIM, TELEX, LONDON.
TELEPHONE: VICTORIA 2211.

AIRWAY TERMINUS,
VICTORIA STATION,
LONDON, S.W. 1.

AM/1206/B1105 21st June, 1938

Dear Langton,

We have just heard that the Freetown-Bathurst service will commence on Friday, 24th June. The timetable is as follows:

	<u>G.M.T.</u>	<u>L.S.T.</u>			<u>L.S.T.</u>	<u>G.M.T.</u>	
Saturday	13.00	12.00	dep. Bathurst	arr.	11.13	12.13	Friday
	14.33	15.33	arr. Bólama	dep.	09.40	10.40	
	15.05	14.05	dep. Bolama	arr.	09.08	10.08	
	17.08	16.08	arr. Conakry	dep.	07.05	08.05	
	17.20	16.20	dep. Conakry	arr.	06.52	07.52	
	18.12	17.12	arr. Freetown	dep.	06.00	07.00	

I shall be grateful if you will let me know as from what date you propose to use this service. I understand that the Sierra Leone Administration are using it as from the commencing date.

Yours sincerely,

E. V. Jolley

W. A. Langton, Esq.,
Postal Services Dept.,
General Post Office,
E. C. 1.

The air mail rates from Sierra Leone via the Elders' service were published in the "Sierra Leone Royal Gazette Extraordinary," Monday, 20 June 1938 edition, an extract from which is shown below:

DIRECT AIR SERVICE TO BATHURST AND EUROPE.

It is hereby notified for general information that the direct Air Service to Bathurst and Europe, linking up with Empire Air Services, will be inaugurated by the flight to Bathurst on Friday, 24th June. Owing to the early departure of the plane, the mails will close at General Post Office, Freetown, at 6.30 p.m. on Thursday, 23rd June.

2. Rates have been fixed as hereunder, and correspondence despatched by the first flight will be stamped on the face of the cover : -

FIRST AIR MAIL FROM SIERRA LEONE.
RATES.

Country of Destination.	Letters per 1 Ounce.		Postcards Each.	
	s.	d.	s.	d.
Bathurst	0	3½	0	2
United Kingdom	1	4	0	8
France	1	5	0	9
Germany including Austria	1	5	0	9
Switzerland	1	6	0	9
Italy				
Belgium				
Holland				
Egypt	1	8	0	10
Palestine				
Sudan	1	10	0	11
Iraq				
East African Colonies	2	0	1	0
Rhodesia—Northern and Southern	2	2	1	1
Union of South Africa				
Syria	2	0	1	0
India (Bahrein, Swala and Karachi only)	1	8	0	10
India (Jodhpur to Calcutta)	1	10	0	11
Australia	2	6	1	3

By His EXCELLENCY'S COMMAND,
A. B. MATHEWS,
Acting Colonial Secretary.

The Secretariat, Freetown,
20th June, 1938.

"The Times" newspaper reported the opening of the service in the two reports shown below. The one on the left was published in the 22 June, 1938 edition and that on the right in the 23 June edition.

NEW AIR SERVICE IN AFRICA

Imperial Airways announce that a new air service between Bathurst and Freetown, on the West Coast of Africa, will come into operation to-morrow. The service, which will carry mail, freight, and passengers, will be managed by Elders Colonial Airways, and will be operated by Imperial Airways. There will be one flight a week in each direction.

FIRST AIR MAIL FROM SIERRA LEONE
FROM OUR CORRESPONDENT
SIERRA LEONE, JUNE 21

A direct air service to Europe via Bathurst (Gambia), and linking up with the Empire air services, is to be inaugurated by a flight from here to Bathurst on Friday. Empire postage rates do not apply to this service. Correspondence despatched on the first flight is to be stamped "First air mail from Sierra Leone."

The first services

The first northbound flight to Bathurst was scheduled to take place on Friday, 24 June but did not take place until the following day. In two articles published in "The Aero Field," one in the July 1942 edition, the other in the December 1952 edition, the reason for the delay is given as, "engine failure." However, a penciled note on the Imperial Airways' movement chart next to the scheduled service reads, "Service cancelled - adverse weather. Probable service 25/6/38." I feel sure that the note on the chart is the correct reason.

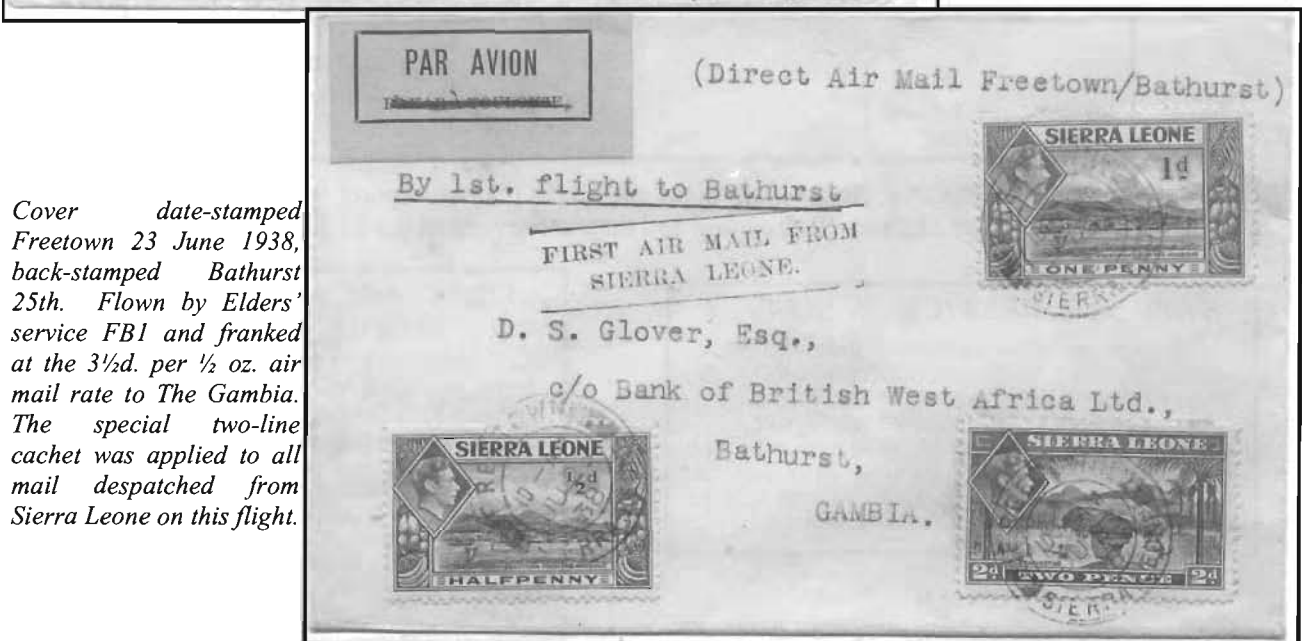
Service numbers: Northbound services were designated FB prefixes (Freetown - Bathurst) and southbound services were designated BF prefixes (Bathurst - Freetown).

Thus one day late, on 25 June 1938 at 05.50, the Short Scion Senior, operating Elders' service FB1, left Freetown and arrived at Bathurst at 12.30 (times L.S.T.). The service was scheduled to connect at Bathurst with D.L.H. service L358 but this had left Bathurst to schedule at approximately 06.00 on the 25th. This resulted in the mail from Sierra Leone remaining at Bathurst until the following week when it was picked up by D.L.H. service L360 which departed in the early morning of 2 July and arrived Frankfurt 09.11 on the 3rd.



Cover date-stamped Freetown, 23 June 1938. Flown by Elders' service FB1 to Bathurst, then by D.L.H. service L360 to Frankfurt from where it was flown by D.L.H. to Croydon. Franked at the 1/4d. per 1/2 oz. rate to U.K.

Signatures read, "Capt. W.G. Pudney Commander of aircraft" and "D.A. Donaldson, Chief Engineer, E.C.A."



Cover date-stamped Freetown 23 June 1938, back-stamped Bathurst 25th. Flown by Elders' service FB1 and franked at the 3 1/2d. per 1/2 oz. air mail rate to The Gambia. The special two-line cachet was applied to all mail despatched from Sierra Leone on this flight.

The service was scheduled to return from Bathurst to Freetown on Saturdays but due to the late arrival at Bathurst of service FB1, the first return service (BF1) operated one day late, on Sunday, 27 June, departing Bathurst at 06.00 and arriving Freetown at 10.10 (L.S.T.). It carried almost entirely only mail from The Gambia because the U.K. Post Office did not despatch mail officially to connect with the service until 6 July. This is confirmed by the notice below from the P.O. Circular of 29 June, 1938, which also introduced an increase in the rate from the U.K. to Sierra Leone from 9d. to 1/- per ½ oz.

AIR MAIL SERVICE TO SIERRA LEONE

On and from the 6th of July air mail correspondence from this country for Sierra Leone will be forwarded by the weekly German air service to Bathurst, Gambia, and thence by a new British air service to Freetown, Sierra Leone. The time of transmission to Freetown will be three days, thus affording appreciable acceleration over the existing service to the Colony by air as far as Dakar, Senegal, and thence by surface transport, and from 7 to 14 days' acceleration as compared with surface transmission throughout. The postage rates will be 1s. a half ounce for letters and 6d. each for postcards. The latest time of posting at the Head Post Office, London, E.C.1, will be 8.0 p.m. Wednesday.

However, Francis J. Field was very quick off the mark and managed to send twelve covers to connect with the first Bathurst – Freetown service, one of which is shown below. These are the only covers known to have been despatched from the U.K. and are easily distinguishable from the first official despatch because they are franked 9d.; were struck with the red German South America cachet and are backstamped Bathurst 24 June and Freetown 27th.

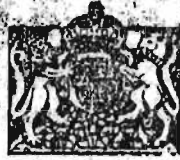


One of 12 F.J. Field unofficial covers flown by D.L.H. service L359 (dep. Frankfurt 04.35, 23 June; arr. Bathurst 01.06, 24 June). It was then flown to Freetown on 27th by Elders' service BF1.



F.J. Field cover datestamped Sutton Coldfield 6 July 1938, backstamped Freetown 9th. Sent via first official U.K. despatch which dep. Frankfurt 04.26 on 7 July & arrived Bathurst 01.41 on the 8th (via D.L.H. service L363). Then flown on Saturday 9th by Elders' service BF3 to Freetown. (Cover much reduced in size).

The notice shown below is much reduced in size, the original being approximately A3 and printed on green paper for display in post offices in The Gambia:



NOTICE

AIR MAIL TO SIERRA LEONE.

The First Air Mail for Freetown will close at 8 a.m. on Saturday, June 25th, 1938.

Letters and Postcards only will be accepted and those despatched by the first flight will be specially postmarked to commemorate the inauguration of the regular Bathurst-Freetown Air Mail Service.

The Rates of Postage are as follows:—

Letters per $\frac{1}{2}$ oz.	3 $\frac{1}{2}$ d.
Postcards	2d.

K. C. JACOBS,
Acting Receiver General.
(Posts & Telegraphs).

General Post Office,
Bathurst, Gambia.
21st June, 1938.

Printed by the Government Printer, Bathurst, Gambia. 80-22-0-38.

The cover below was posted at Bathurst on 24 June, 1938 and is backstamped Freetown 27th. It is franked at the correct 3½d. per ½ oz. rate and was flown by Elders' service BF1. The rather crude purple cachet was applied to all mail from The Gambia. I have not seen any record of quantities of mail carried on the first services, except for the twelve F.J. Field covers comprising the unofficial despatch from the U.K.



Regular services.

After the weather delay to the first services, the Short Scion Senior operated the next eighteen round trips with complete punctuality. On Friday, 28 October, 1938, she flew service FB19 to Bathurst to schedule and returned the next day on service BF19. Higham records that on her return to Freetown G-AENX was due her annual C. of A. inspection, during which, *“It was found that salt water had corroded the longerons near the tail. A repair crew from England arrived, but discovered on unpacking that they had left their welding apparatus in England! A further two weeks’ delay ensued whilst it was sent out.”*

There must have been further delays because it was not until 6 January 1939 that services recommenced, during which time nine services in each direction were cancelled (services FB20 to FB28 and BF20 to BF28).

On 29 Nov. 1938, the G.P.O., Freetown, wrote to the G.P.O., London, saying,

“I have the honour to inform you that the Freetown to Bathurst Air Service is suspended pending completion of the overhaul of Messrs. Elders Colonial Airways’ seaplane. It was thought that the suspension will only extend to a period not exceeding a fortnight, but as it now appears that a longer time will be taken to re-condition the ‘plane and the mails would have to be conveyed by surface craft in both directions, you may consider it desirable to notify the British public of the suspension, in view of the delay which may result from the irregular means of conveyance from Bathurst to Freetown.”

The U.K. Post Office had already notified the public of the suspension of the service in the “Post Office Circular” of 16 November and reverted to sending air mail for Sierra Leone by the French air service to Dakar for onward transmission by sea.

Just at the time of suspension of the service, the U.K. Post Office announced in the “Post Office Daily List” of 27 October, 1938, that mail from the U.K. to French Guinea and Portuguese Guinea would be accepted for carriage via the D.L.H. South America service to Bathurst and then by Elders’ feeder service. I have not seen any correspondence establishing the acceptance of mail from these places to travel in the reverse direction but a cover from Portuguese Guinea to the U.K., shown later, at least provides evidence that it is likely that an agreement to do so was made.

On Friday, 6 January, 1939, the flights resumed with the departure from Freetown of G-AENX, operating service FB29 and the following day she returned on service BF29. From this time, until mid-July, all services except one (FB40 & BF40, which operated one day early - reason unknown) were flown to schedule every Friday and Saturday.

With the re-introduction of the service, an additional call at Bissao was made, resulting in the modified timetable shown below in a letter from the G.P.O., London to The Minister of Posts, Paris:

AV A 66 605/38.
97269/38.

/6 January, 1939.

Sir,

I am directed by the Postmaster General to confirm the telegram sent to you from this Office on the 3rd of January which read as follows:-

"Postgen Paris

British air service Bathurst - Bolama, - Conakry - Freetown resumed. First departures Freetown 6 January Bathurst 7 January

Postgen"

The service now operates to the following schedule:-

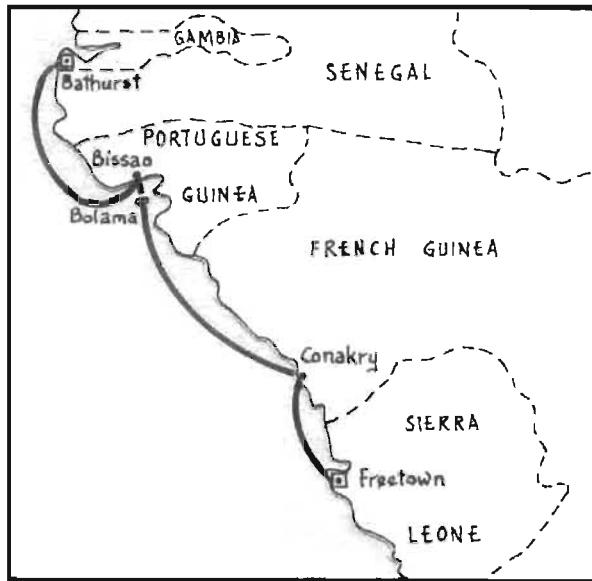
	<u>G.M.T.</u>	<u>L.S.T.</u>			<u>L.S.T.</u>	<u>G.M.T.</u>	
FRIDAY	09.00	08.20	dep	FREETOWN	arr. 13.51	14.31	SATURDAY
	09.51	09.11	arr	CONAKRY	dep. 13.00	13.40	
	10.05	09.25	dep	CONAKRY	arr. 12.43	13.23	
	12.08	11.28	arr	BOLAMA	dep. 10.40	11.20	
	12.40	12.00	dep	BOLAMA	arr. 10.10	10.50	
	12.55	12.15	arr	BISSAO	dep. 09.55	10.35	
	13.15	12.35	dep	BISSAO	arr. 09.37	10.17	
	14.32	13.32	arr	BATHURST	dep. 08.00	09.00	

I am to thank you for your assistance in disposing of air correspondence from the United Kingdom for Sierra Leone and Portuguese Guinea during the time the service was suspended, and to say that the former circulation via Bathurst has now been restored.

I have the honour to be,
Sir,
Your obedient Servant,
(Sd) *W.H. Brown*

The Minister of Posts,
Telegraphs and Telephones,
(Direction de l'Exploitation postale),
P A R I S 7^e.

Route from 6 January, 1939 (extra call at Bissao).



Cover datestamped Freetown, 9 Jan. 1939. Franked 1/4d. per 1/2 oz. rate to the U.K. It was flown on Friday, 13th to Bathurst by Elders' second resumed service (FB30) and then by D.L.H. service L417, which arrived Berlin at 04.22 on the 16th. It would then have been flown the same day to Croydon by a European service.

Post card with "Posted on Steamer" cachet, datestamped Freetown, 27 Feb. 1939. It is franked at the 8d. rate for post cards to the U.K. It was flown to Bathurst by Elders' service FB37 on Friday, 3 March and from there by D.L.H. service L430 which departed Bathurst 03.15 on 4 March and arrived Berlin 05.15 on the 6th. It was then flown to Croydon by a European service the same day.



The cover shown below (front and reverse) is an extremely scarce acceptance of mail from Portuguese Guinea. In his book, "Air Mail Labels," (page 273) Mair has recorded only a fragment known of the etiquette franking label on the reverse of the cover, with a date of 1940. This cover proves use of the etiquette in Feb. 1939. The postage rates from Portuguese Guinea are not known to me and enquiries to the Portugal and Colonies Study Circle have not been fruitful. In addition, as stated earlier, the cover proves acceptance of mail from the country via the Elders' service.

The cover is dated Bissao, 16 February 1939 and is backstamped Lisbon 19th. It was flown to Bathurst on Friday, 17 Feb. by Elders' service FB35 to connect with D.L.H. service L426 which departed Bathurst 03.45 on 18 Feb. and arrived Frankfurt 16.51 on the 19th. After arrival at Lisbon, the aircraft (Heinkel He-111 *Karlsruhe*) was delayed there for 13 hours (reason unknown). This may account for the cover receiving a Lisbon backstamp, perhaps because the mail was off-loaded with the intention of forwarding it by an alternative route. Or possibly the Bissao P.O. placed the cover in a Lisbon mail bag.



The end of the service.

In July 1939 services FB55 and BF55 were operated to schedule on July 7th and 8th respectively. The following week, G-AENX left Freetown to schedule on Friday 14th. After reaching Bolama the same day, she remained there with a mechanical problem until the 16th before proceeding to Bathurst. The I.A. movement chart shows she was still at Bathurst on 27 July, against which there is a pencil note reading, "Service permanently cancelled owing to breakdown." The letter below from E.V. Dolby of Imperial Airways, to the G.P.O., London, notified them of what was to be the end of the service.

IMPERIAL AIRWAYS LTD.

TELEGRAMS: IMPAIRLIM, TELEX, LONDON.
TELEPHONE: VICTORIA 2323.

AIRWAYS HOUSE,
LONDON, S. W. 1.

TM.3/1206/990

20th July, 1939

Langton
Dear Langton,

I regret to have to report further trouble on the Bathurst-Freetown service. Owing to aircraft trouble which may require substantial replacements of spares from this country the service has been suspended indefinitely, and I shall have therefore to let you know later of some approximate date of resumption.

The last full services to be operated were Bathurst-Freetown on the 8th July and Freetown-Bathurst on the 14th July ex Freetown which was delayed at Bolama and eventually reached Bathurst on the 16th.

Yours sincerely,

E. V. Dolby

W.A.Langton, Esq.,
Postal Services Dept.,
General Post Office,
E. C. 1.

Table of Elders Colonial Airways' services and connections with D.L.H.:

ELDERS COLONIAL AIRWAYS			DEUTSCHE LUFTHANSA						ELDERS COLONIAL AIRWAYS			
Service no.	Freetown dep.	Bathurst arr.	Service no.	Bathurst dep.	Frankfurt arr.	Service no.	Frankfurt dep.	Bathurst arr.	Service no.	Bathurst dep.	Freetown arr.	
FB1	25-06-38	25-06-38	L358	25-06-38	26-06-38	L359	23-06-38	24-06-38	BF1	26-06-38	26-06-38	
FB2	01-07-38	01-07-38	L360	02-07-38	03-07-38	L361	30-06-38	01-07-38	BF2	02-07-38	02-07-38	
FB3	08-07-38	08-07-38	L362	09-07-38	10-07-38	L363	07-07-38	08-07-38	BF3	09-07-38	09-07-38	
FB4	15-07-38	15-07-38	L364	16-07-38	17-07-38	L365	14-07-38	15-07-38	BF4	16-07-38	16-07-38	
FB5	22-07-38	22-07-38	L366	23-07-38	24-07-38	L367	21-07-38	22-07-38	BF5	23-07-38	23-07-38	
FB6	29-07-38	29-07-38	L368	30-07-38	31-07-38	L369	28-07-38	29-07-38	BF6	30-07-38	30-07-38	
FB7	05-08-38	05-08-38	L370	06-08-38	07-08-38	L371	04-08-38	05-08-38	BF7	06-08-38	06-08-38	
FB8	12-08-38	12-08-38	L372	13-08-38	14-08-38	L373	11-08-38	12-08-38	BF8	13-08-38	13-08-38	
FB9	19-08-38	19-08-38	L374	21-08-38	22-08-38	L375	18-08-38	19-08-38	BF9	20-08-38	20-08-38	
FB10	26-08-38	26-08-38	L376	27-08-38	28-08-38	L377	25-08-38	26-08-38	BF10	27-08-38	27-08-38	
FB11	02-09-38	02-09-38	L378	03-09-38	05-09-38	L379	01-09-38	02-09-38	BF11	03-09-38	03-09-38	
FB12	09-09-38	09-09-38	L380	10-09-38	11-09-38	L381	08-09-38	09-09-38	BF12	10-09-38	10-09-38	
FB13	16-09-38	16-09-38	L382	17-09-38	18-09-38	L383	15-09-38	16-09-38	BF13	17-09-38	17-09-38	
FB14	23-09-38	23-09-38	L384	24-09-38	25-09-38	L385	22-09-38	23-09-38	BF14	24-09-38	24-09-38	
FB15	30-09-38	30-09-38	L386	No service		L387	29-09-38	30-09-38	BF15	01-10-38	01-10-38	
FB16	07-10-38	07-10-38	L388	08-10-38	09-10-38	L389	06-10-38	07-10-38	BF16	08-10-38	08-10-38	
FB17	14-10-38	14-10-38	L390	15-10-38	16-10-38	L391	13-10-38	14-10-38	BF17	15-10-38	15-10-38	
FB18	21-10-38	21-10-38	L392	22-10-38	23-10-38	L393	20-10-38	21-10-38	BF18	22-10-38	22-10-38	
FB19	28-10-38	28-10-38	L394	29-10-38	30-10-38	L395	27-10-38	28-10-38	BF19	29-10-38	29-10-38	
Services FB20 to FB28 and BF20 to BF28 were cancelled												
FB29	06-01-39	06-01-39	L414	07-01-39	08-01-39	L415	05-01-39	06-01-39	BF29	07-01-39	07-01-39	
FB30	13-01-39	13-01-39	L416	15-01-39	15-01-39	L417	13-01-39	14-01-39	BF30	14-01-39	14-01-39	
FB31	20-01-39	20-01-39	L418	21-01-39	22-01-39	L419	19-01-39	20-01-39	BF31	21-01-39	21-01-39	
FB32	27-01-39	27-01-39	L420	28-01-39	29-01-39	L421	26-01-39	27-01-39	BF32	28-01-39	28-01-39	
FB33	03-02-39	03-02-39	L422	04-02-39	05-02-39	L423	02-02-39	03-02-39	BF33	04-02-39	04-02-39	
FB34	10-02-39	10-02-39	L424	11-02-39	12-02-39	L425	09-02-39	10-02-39	BF34	11-02-39	11-02-39	
FB35	17-02-39	17-02-39	L426	18-02-39	19-02-39	L427	16-02-39	17-02-39	BF35	18-02-39	18-02-39	
FB36	24-02-39	24-02-39	L428	25-02-39	26-02-39	L429	23-02-39	24-02-39	BF36	25-02-39	25-02-39	
FB37	03-03-39	03-03-39	L430	04-03-39	05-03-39	L431	02-03-39	03-03-39	BF37	04-03-39	04-03-39	
FB38	10-03-39	10-03-39	L432	11-03-39	12-03-39	L433	09-03-39	10-03-39	BF38	11-03-39	11-03-39	
FB39	Service cancelled								BF39	Service cancelled		
FB40	23-03-39	23-03-39	L436	25-03-39	26-03-39	L437	23-03-39	24-03-39	BF40	24-03-39	24-03-39	
FB41	31-03-39	31-03-39	L438	01-04-39	02-04-39	L439	30-03-39	31-03-39	BF41	01-04-39	01-04-39	
FB42	07-04-39	07-04-39	L440	08-04-39	09-04-39	L441	06-04-39	07-04-39	BF42	08-04-39	08-04-39	
FB43	14-04-39	14-04-39	L442	15-04-39	16-04-39	L443	13-04-39	14-04-39	BF43	15-04-39	15-04-39	
FB44	21-04-39	21-04-39	L444	22-04-39	23-04-39	L445	20-04-39	21-04-39	BF44	22-04-39	22-04-39	
FB45	28-04-39	28-04-39	L446	30-04-39	01-05-39	L447	27-04-39	28-04-39	BF45	29-04-39	29-04-39	
FB46	05-05-39	05-05-39	L448	06-05-39	06-05-39	L449	04-05-39	05-05-39	BF46	06-05-39	06-05-39	
FB47	12-05-39	12-05-39	L450	12-05-39	14-05-39	L451	11-05-39	12-05-39	BF47	13-05-39	13-05-39	
FB48	19-05-39	19-05-39	L452	19-05-39	20-05-39	L453	18-05-39	19-05-39	BF48	20-05-39	20-05-39	
FB49	26-05-39	26-05-39	L454	26-05-39	28-05-39	L455	25-05-39	26-05-39	BF49	27-05-39	27-05-39	
FB50	02-06-39	02-06-39	L456	02-06-39	04-06-39	L457	01-06-39	02-06-39	BF50	03-06-39	03-06-39	
FB51	09-06-39	09-06-39	L458	09-06-39	10-06-39	L459	08-06-39	09-06-39	BF51	10-06-39	10-06-39	
FB52	16-06-39	16-06-39	L460	17-06-39	17-06-39	L461	15-06-39	16-06-39	BF52	17-06-39	17-06-39	
FB53	23-06-39	23-06-39	L462	24-06-39	24-06-39	L463	22-06-39	23-06-39	BF53	24-06-39	24-06-39	
FB54	30-06-39	30-06-39	L464	01-07-39	02-07-39	L465	29-06-39	30-06-39	BF54	01-07-39	01-07-39	
FB55	07-07-39	07-07-39	L466	08-07-39	08-07-39	L467	06-07-39	07-07-39	BF55	08-07-39	08-07-39	
FB56	14-07-39	16-07-39	L470	22-07-39	23-07-39				BF56	Service suspended		

Note: All Elders Colonial Airways' services were operated by the Short Scion Senior G-AENX.

References:

1. Graue, James & Duggan, John. *“Deutsche Lufthansa, South Atlantic Airmail Service 1934-1939”*. Zeppelin Study Group, 2000.
2. Higham, Robin. *“Britains Imperial Air Routes, 1918 to 1939.”* G.T. Foulis & Co., 1960.
3. Jones, David. *“The Time Shrinkers.”* David Rendel Ltd. 1971.
4. Post Office Archives, London. *“Services to Gambia and Sierra Leone,”* Ref. 5105/P18548.
5. *The Aero Field.* July 1942 & December 1952.
6. *The Times* newspaper, 22 & 23 June 1938 editions.
7. British Airways Archive, Heathrow, London. Imperial Airways aircraft movement charts.

PanAm's early days in West Africa

Peter Richards

The combination of politics and postal history involved in the FAM18/22 story as set out in Richard Beith's paper in *Cameo* (Ref. 1) was totally fascinating to me, and the recent new research has significantly added to this appeal. I hope I may be permitted to add a few comments.

In my collection I have a few covers relating to the construction phase when Pan Am staff were preparing for these services. The first is a long letter from one Keith Feaster who was a mechanic with Pan Am Africa based at Accra.

His letter (a transcript of which follows) written between 18th and 22nd October 1941 tells us that he arrived at Bathurst on 2nd October. Was this I wonder the first survey flight/ special mission 04 that Keith mentioned? Feaster's letter, although a little repetitive, makes interesting reading. It makes clear that, even at this early stage, Pan Am were working very closely with the RAF. However I feel that Feaster's most interesting comment is that he will "mail this in the Clipper as soon as it comes in".

The envelope (Figure 1) has been censored in the Gold Coast but it bears no stamps and I am convinced that it never did. I presume that the letter was handed to the crew of the Clipper who posted it on arrival in the USA.

I have also scanned a relevant Sierra Leone cover (figure 2). The date is a little unclear but with the aid of a magnifying glass I am happy that it is 8th October 1941. The envelope is from the SS *Otho* and on the back is the sender's address. Initially given as Pan Am New York this has been amended to the Accra address after the letter has been censored! I assume that the SS *Otho* was sailing from the USA with some of Pan Am's equipment.

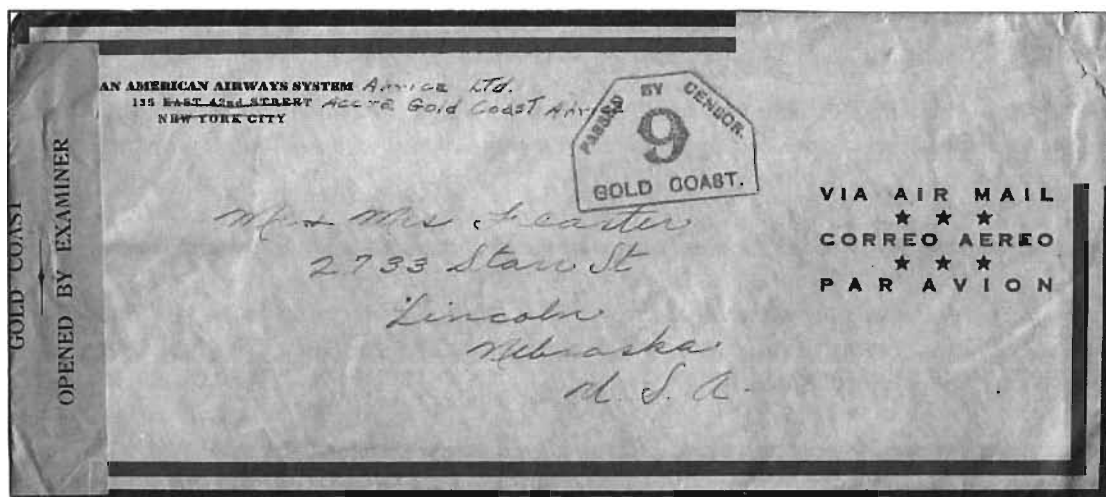


Figure 1; the cover for the letter that follows

12th October 1941.

Dear Folks,

Well folks by now I am in darkest Africa and getting along fine.

We landed at Bathurst, Africa Oct 2 and stayed there for 4 days. We stayed at the R.A.F camp and waited for the DC 2R & 3S to come from the States and pick us up. My first impression of Africa was I wanted to go home. It was really a hell hole no water and the food was the worst I have ever seen.

From there we went to Takoradi. It was much better there but still not good. We stayed there 3 or so days with the R.A.F and worked over our (word removed by Censor).

We got to Accra Oct 7 and it is O.K. Our camp is not finished but enough of it that we had plenty of room to move in. I believe that we have the best camp in Africa and is going to be a big place. They plan to have (number removed by Censor) men stationed here. The first day we arrived we were invited to a party given by the Officers and all the nurses were there. We have been invited out every night so far. We went to the show one night and seen 'A ????' My Hart'. It is outdoors and the Talkie is real good. The pictures are American but a little old.

Each man has a no 1 boy. They wake you up lay your clothes out and keep them clean. In fact they do everything but go the can for you. My boys name is Happy and a good boy.

Accra is the best town we have seen in Africa. You can buy anything you want and not too high. Yesterday they had horse races but I did not get to go we had to work.

Write to me at this address,

*B K Feaster,
Pan American Airways Africa Ltd,
135 East 42nd Street,
New York City.*

And they will send to me. I will mail this in the Clipper as soon as it comes in. Now you all owe me a letter. Take it easy and wait. Tell everyone hello.

*Lots of love to all
Keith.*

October 20 1941.

Dear Folks,

Well I will write a line but God knows when I will get a chance to mail it because I will wait for the Clipper to come back from the States but soon it will on a regular mail run and then I will know first what's what.

The boat has not arrived yet with all the men and equipment. It also has my clothes and tools.

Our camp is not yet finished but we have plenty of room and it will soon be finished. I have stayed at 2 R.A.F camps and ours is the best I have seen. I believe it is the best in Africa. The buildings are made of concrete blocks and they are real nice.

So far there are only about 10 mechanics and I have worked on everything but Props. Today we are tearing out the ???? System. It is quite a job. We only have 2 shifts and they come and go but we get 2 or 3 days off each week so far. Last week on one of our days off a few of us had them put up a lunch and we went down to the beach and stayed all day. They sure have a beautiful beach. We went off without any water but a native picked us some coconuts and we drank the milk.

Every man has a no 1 boy. They press your clothes every day and keep up the rooms. In fact they do everything but take a shower for you. My boy is Happy and is a good boy but black as the Ace of Spades.

They have an outdoor movie. It is a talkie. The movies are American but real old but I go every week anyway. They generally break down 3 or 4 times a night but I still like them.

Oct 22.

Well I will try and finish this off today. I had a hell of a time to get a ride in an airplane and now I am having a hell of a time getting out of one. Every week we go some place. Yesterday we went to Takoradi to

fix a landing to fix a landing gear on a (name removed by censor) that would not retract for the R.A.F. It was about a 40 minute ride each way.

Answer the letter to the New York address I gave you. If you write right away they will put it on the Clipper but if the Air Mail run has not started it will go by boat. Then every week or so call the Post Office and find out when the Air Mail run to Accra Africa starts. I am expecting 2 letters.

With love to all.
Keith

When the mail starts write to the return address on the back of the envelope.



Figure 2: On board SS Otho. Date a little unclear but seems to be 8th October 1941.
New return address has been added after the letter has been censored!

Reference

1. Beith R., "The United States Involvement in West African Aviation and their contribution to the carriage of mails, 1941-45", *Cameo*, Volume 11 pp7-20, WASC, January 2009

BOAC movement records relating to Pan American services from Lisbon to America via the southern route.

John Wilson

I had expressed some reservations to Barbara Priddy and Peter Wingent in the past about the accuracy of the above service as recorded by the BOAC movement charts (Ref. 1), and having now obtained some images of actual Pan American pilots' log books which provide unquestionable data, I am able to confirm that my suspicions were correct.

What started my doubts was the absence of any arrival and departure times after the logged departure of flights from Foynes or Lisbon as the aircraft headed south to West Africa and Brazil. Secondly, the arrival times in New York and by backward extrapolation to times in Bermuda did not coincide with any of the data in the Augustinovic tables from "Intercepted in Bermuda".(Ref.2)

The charts for the southern route begin at the end of October 1942, and from then until December 1942 inclusive, the so-called journeys from Lisbon, although drawn in by the BOAC draughtsman, are simply not based on fact. The chart for January 1943 shows a change of approach and quite correctly does not draw any route lines after Lisbon. This practice continues until the end of May 1943 when the FAM-18 summer schedule begins.

The "LATI substitute" flights are, of course, not recorded by BOAC since the operation was purely a PanAm affair, and I would suggest that this same attitude of "It's nowt to do wi' me" is the reason for BOAC not recording flights after they left Foynes or Lisbon on the southern track to West Africa. To summarise:

1) The data for PanAm flights from New York to Lisbon during the winter months are correct as recorded by BOAC, but the data from Lisbon back to New York via West Africa are pure speculation and should be disregarded.

2) All other data recorded in the movement records are, as far as I have checked, completely trustworthy when relating to BOAC services, so there is no suggestion that we should doubt these records.

The actual log book page (Figure 1) shows that Capt. Brissette left Lisbon on board NC-18602 (*California*) on the 17th of November 1942 and picked up NC-18605 (*Dixie*) at Fisherman's Lake on the 21st, taking her via Natal, Belem, Trinidad (SPA = Port of Spain) then San Juan, Bermuda and back to NBA (North Beach Airport = La Guardia). Augustinovic confirms *Dixie* was in Bermuda on the 24th and adds a footnote (13) saying that *Dixie* left Bermuda and returned; this being confirmed by Brissette's log.

If you read further down Brissette's log you will find NC-18612 (*Capetown*) being flown from New York via Miami to Fisherman's Lake and then beginning the Fisherman's Lake – Natal shuttles at the very same time that Proud (Ref.3) records the flight as being FAM-22 and in Leopoldville on the 1st of January.....! Need I say more? The fact that *Capetown* flew from Miami is an indication that she was probably carrying mail under the terms of the FAM-22 contract but such mail was off-loaded at Fisherman's Lake, perfectly agreeing with what Bob Wilcsek and I said in the article "FAM-22 R.I.P." (Ref.4)

References.

1. Data from the B.O.A.C. movement records files is extracted by kind permission of the British Airways Museum who retain the copyright.
2. Flynn P.A. "Intercepted in Bermuda". Collectors Club of Chicago. 2006. ISBN 0916675-15-7.
3. Proud Edward B., "Intercontinental Airmails Volume 1", Proud Publications, Heathfield, Sussex.
4. Wilcsek R.J. and Wilson J. "FAM-22 R.I.P.", *Cameo*, Vol 10, pp315-324, October 2008 and APJ, Journal of the American Air Mail Society, November 2008.

Figure 1 Extract page from Pan Am pilot's log book

DATE 1942	FLIGHT FROM	FLIGHT TO	AIRCRAFT MAKE AND MODEL	AIRCRAFT CERTIFICATE MARK	WEIGHT-ENGINE CLASSIFICATION			DURATION OF FLIGHT	
					0-50	0-500	WGT-EN		
11-6-42	NBA	BDA	"	"	"	"	3-05	3	05
11-7-42	BDA	HTA	"	"	"	"	6-56	6	56
11-8-42	HTA	HTA	"	"	"	"	20		20
THE RECORD ON THIS PAGE IS CERTIFIED TRUE AND CORRECT									
11-9	HTA	LBN	B-314	NC-18605			3-35	3	35
11-17/18	LBN	BLO	"	NC-18602			8-19	8	19
11-18	BLO	FSH	"	"			1-37	1	37
11-21/22	FSH	NAT	"	NC-18605			5-34	5	34
11-22	NAT	BEL	"	"			3-14	3	14
11-23	BEL	SPA	"	"			3-43	3	43
11-23	SPA	JVA	"	"			2-16	2	16
11-23/24	JVA	BDA	"	"			3-37	3	37
11-24	BDA	BDA	"	"			3-10	3	10
11-24	BDA	BDA	"	"			23		23
11-25	BDA	NBA	"	"			2-57	2	57
THE RECORD ON THIS PAGE IS CERTIFIED TRUE AND CORRECT									
1942-43					0-50	0-500	WGT-EN		
					93-35	109-45	47-29	250	49
DEC 14	NOA	NOA	B-314-X	NC-18606			1-38	1	38
27/28	NBA	MIA	B-314-A	NC-18612			4-00	4	00
28	MIA	SPA	"	"			6-27	6	27
29	SPA	BEL	"	"			4-43	4	43
30	BEL	NAT	"	"			4-10	4	10
31/1	NAT	FSH	"	"			6-51	6	51
1	FSH	NAT	"	"			5-12	5	12
3/4	NAT	FSH	"	NC-18611			7-14	7	14
4	FSH	NAT	"	"			5-08	5	08
5/6	NAT	FSH	"	NC-18612			7-00	7	00
6	FSH	NAT	"	"			5-11	5	11
THE RECORD ON THIS PAGE IS CERTIFIED TRUE AND CORRECT:									
					93-35	109-45	47-29	346	48
PILOT _____ ATTESTED BY <i>Lucie Corbyle Brissette</i>					CARRY TOTALS FORWARD TO TOP OF NEXT PAGE				



Nigeria: the NRC perfin

Jeremy Martin FRPSL

The Exhibition Albums, part of the Crown Agents' Philatelic and Security Printing archive held by the British Library, contain many NRC perfin (stamps with perforated initials). NRC stands for Nigerian Railway Corporation.

I list them below

1953-58 definitives: 1d x2 (difficult to say which die); 2d black and yellow-ochre; 2d type B grey; 4d; 6d chestnut & black; 2/6d black & deep green; 10/- two pairs; £1. These are SG 70/a, 72, 72cc, 74, 75a, 76, 77a and 80.

1961 definitives: 1/2d pair; 1d strip of three; 1 1/2d pair; 2d, 3d and 4d strips of 3; 6d pair; 1/- x 2; 1/3d pair; 5/-, 10/- and £1 x 2. These are SG 89-101.

1961 UPU 3d and 2/6d in pairs (SG 103 & 105)

1961 First Anniversary of Independence. 3d x 2 (SG 106)

1962 Lagos Conference 3d strip of 3 (SG 112)

1962 Malaria, 3d and 6d pairs; 1/3d; 2/6d x 2 (SG 116-119)

1962 Second Anniversary of Independence. 3d pair; 5/- x 2 (SG 120 & 121)

1962 Trade Fair. 1/- x 2; 2/6d (SG 124 & 125)

1962 Commonwealth Conference. 1/3d (SG 128)

1963 Freedom from Hunger. 6d x 2 (SG 130)
1963 Scouts. 1/- x 2 (SG 134)
1963 Red Cross. 3d pair (SG 135)
1963 Republic Day. 1/3d; 2/6d (SG 139 & 140)
1963 Human Rights. 2/6d x 2 (SG 144)
1964 John F Kennedy. 1/3d; 2/6d; 5/- (SG 147-149)

From my own collection I can add the following:-

1953-58 definitives. 1d dies 1 and 1A; 2d black and yellow-ochre: 2d type B bluish-grey; 3d dies 1 and 1A (SG 70, 70a, 72cb, 73 and 73a) (*ed: from my collection I can add the 1/- SG 76*)
1959 Self Government, Northern Nigeria. 1/- (SG 84)
1965-66 Animals definitives. 4d perforated 14 x 13½; 6d; 1/-; 10/-. Other members of WASC have also recorded the ½d; 1d; 2d; 4d perforated 12½ x 12: 2/6d; £1 (SG 172 - 175, 177, 177a, 178, 180, 182, 184, 185)
1965-72 3d small imprint (SG 223)
1973-74 New currency. 5½mm imprint N1 (*ed: and both shades of 50k*); 6mm imprint 2k; 3k; 10k (*ed: and 5k and 25k*) (SG 288, 288a, 289, 291-293, 296 & 301)

I am sure other members will be able to add to the above list. Note that I have not recorded the position of the perforin; upright or inverted. I have used *Stanley Gibbons Stamp Catalogue, West Africa*, 1st edition, published 2009 for the catalogue numbers.

My thanks to Paul Skinner, Curator of Philatelic Collections at the British Library, who helped with this research.



4/6d Airmail from the UK to West Africa, 1942

Robert Johnson & Peter Richards

Following Richard Beith's article in *Cameo* January 2009 (Ref 1) Robert Johnson sent him a scan of the envelope illustrated on the front cover of this *Cameo*, which seems to have been intended for a Pan American double Atlantic crossing, southbound. No official announcement has yet been found, and the 4/6d rate applied to this cover is missing from the book that Robert Johnson and Gordon Peet wrote on postal rates (Ref. 2).

Peter Richards has also written to Richard Beith saying that another 4/6d rated cover from the UK to Nigeria sent 18 June 1942, which Rob May illustrated in the *London Philatelist* December 2006 (Ref 3), is owned by him. He has also been looking in vain for any official reference to a southbound double Atlantic airmail service but has pointed out a reference in Barbara Priddy's book (Ref 4):

Note 54; *Extract from the minutes of Lagos Chamber of Commerce 1 April 1942. A member firm of the Chamber pointed out that whereas the rate for airmail postage from Lagos to the UK is 5/- per half ounce, the rate from the UK is only 4/6d, and on pointing this out to the Post Office he was informed that the air mail postage rate to the UK was based on conveyance rate given by the USA Post Office. The PMG also stated that it was not proposed to alter the rate of 5/- from Nigeria, as the cost of Post Office equipment is increasing at a rapid rate and is far in excess of the cost in England.*

References

1. Beith R., "The United States Involvement in West African Aviation and their contribution to the Carriage of Mails, 1941-1945", *Cameo*, Volume 11 pp7-20, WASC, January 2009
2. Johnson R & Peet G., *British Postal Rates 1937 to 2000 — Dulac, Wilding and Machin issues*, privately published, 2000
3. May R., "West African Airmail Links with Europe after June 1940", *London Philatelist*, Volume 115 pp382-406, RPSL, December 2006
4. Priddy B., *West African Airmails*, p32, WASC, Dronfield, 2002

Varieties of the NRC perfin

Rob May

The NRC perfin was in use for about 20 years (about 1954-74) and seems not to have changed during that time in terms of the shape and size of the letters and the number of pins, apart from a number of examples I have seen where the bottom left pin of the N seems to be missing. Where I can measure the spacing between rows on multiple stamps the grid is 26mm. (see figures 3 and 4)

The first set to be given this security perfin was the 1953-58 definitive issue. The vertical measurement of the low value stamps is 26mm between the centres, and I doubt if this is a co-incidence:- I think the perforator was designed for these. The Elizabethan catalogue (Ref. 1) shows all the values were in sheets of 60 (10 x 6). The much later 1973 decimal new currency set was produced in a fractionally smaller stamp size (25mm) and in sheets of 50 (10 x 5). Figure 2 shows a strip of three of the 1973 50k definitive (SG288a), which is a vertical format stamp, here shown from the reverse laid on its side, where the top two stamps are perforated to read from the front of the stamp and the bottom one is inverted reading from the back of the stamp— an effect achieved by folding the sheet between the bottom two stamps before perforating. It is therefore probable that the grid was set up from the start to perforate half sheets of 30 (5 x 6). The stamp size of the high values of the 1953-58 set was 28mm x 42.5mm and by my calculation a grid of 30 based on the smaller stamp would also be able to place one NRC per stamp on the larger ones if centred on stamps 13/14. A grid of 60 would be too big to achieve this.

All my copies of the 1953 stamps show the NRC upright and reading from the front. That implies that the sheets were torn in half before perforating. As can be seen from figure 2, by 1973 the sheets were folded in half instead, and these stamps should be found equally often reading upright from the front, or inverted reading from the back.

The 1961 set caused two problems. The high values were the same size stamps as the 1953 high values but the format of the sheets of 60 had changed from 6 x 10 to 5 x 12, so the top and bottom rows would be missed. Figure 1 shows a single copy of the 1961 2/6d definitive stamp (SG98) folded vertically and punched through to produce a pair of mirror-image perforations on the same stamp. It seems some sheet of these stamps were quartered before being perforated, resulting in the central column of stamps being folded and the perfin reading upwards. On the other hand figure 4 shows another SG98 perfinned horizontally, so this was not executed consistently.

The second problem with the 1961 set was the half-sized low values. Using the original grid spacing based on the 1953 set the horizontal repetition was probably 39mm (I do not have a multiple that proves this) and so for the new stamp width of 20.5mm, alternate stamps would miss the perforator. As can be seen from figure 4, the spacing of the extra NRCs is very irregular, and figure 3 shows an example struck into a pair of the 3d value (SG93) that looks almost continuous, like the later wavy IANIGERIANIGE postmark. I consider, but cannot prove, the most likely explanation is that each folded half-sheet was perforated twice by the same machine.

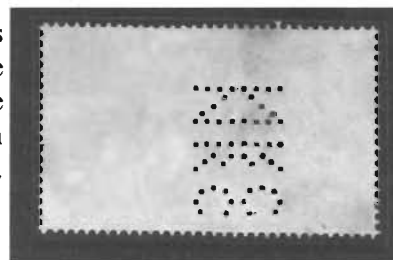


Figure 1

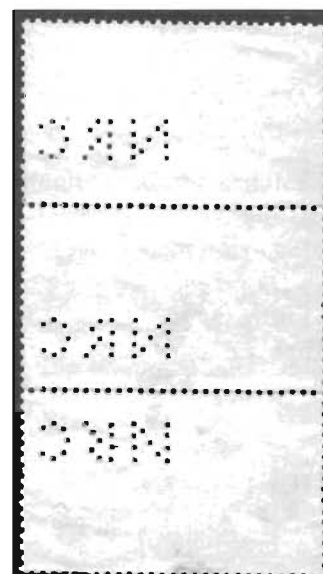


Figure 2

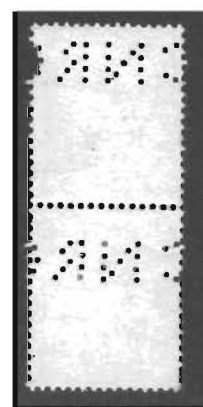


Figure 3

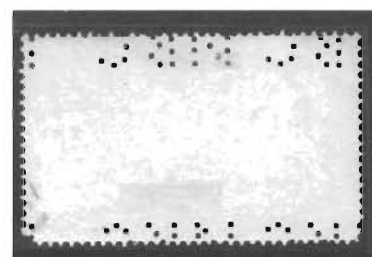


Figure 4

As a result, the perfins on the 1961 set display a bewildering array of variations. Most are horizontal but I have 2 x 1/-, 2/6d, 5/- and 10/- with vertical perfins. The horizontal ones are upright or inverted, reading from the front or the back, almost randomly. I do not have any of the 1965-66 set in my collection but as the sheet size for these was again 5 x 12 for just the 1d, 2d, 3d, 4d (perf 14 x 13½) and 9d I would expect those values to exhibit the same problems. At least the size of these stamps meant the horizontal frequency did not need to be doubled!

Reference

1. Stanley Gibbons Elizabethan Specialised Catalogue of Modern British Commonwealth Stamps, 1975 edition



Gold Coast definitives 1938-57—Plate numbers

Peter Duggan

There appears to be no published listing of plate numbers for the Gold Coast pictorial issues of KGVI, and the listing for QEII and the subsequent Ghana overprint sets in the earlier editions of the Elizabethan Catalogue are incomplete.

The following list, compiled with the help of Ian Anderson, Jeremy Martin, John Powell and Philip Quirk is an improvement.

VALUE	1938 KGVI	1948 KGVI	1953 QEII	1957 Overprint for Ghana
½d		1, 1a 3 4, 4a	1/1, 1/3 1a/1a, 1a/3a 2/1, 2/2, 2/3 2a/1a, 2a/2a 2a/3a	2/1, 2a/1a 2a/3a
1d		1, 1a, 2, 2a 3, 3a	1, 1a, 2	1, 1a, 2, 2a
1½d		1, 1a, 2, 2a	1, 1a	1, 1a
2d		1, 1a, 2a	1, 1a, 2, 2a 3, 3a, 4	3a, 4, 4a
2½d		2/1, 2a/1a 3/1, 3a/1a	1, 1a	1, 1a
3d		1, 1a	1, 1a, 3	1, 1a
4d		1, 1a	1	1, 1a
6d		1/1, 1a/1a	1/1	1/1, 1a/1a
1/-		1a/1a	1/1, 1a/1a	1/1, 1a/1a
2/-		1/1, 1a/1a	1a/1a	1/1, 1a/1a
5/-		1/1, 1a/1a	1/1	1a/1a
10/-		1/1	1/1, 1a/1a	1/1, 1a/1a

Cameroun – Plating the Sterling Issue of 1961: the 2/6 on 30-Franc Type 2 Stamp

Marty Bratzel

Introduction

On October 1, 1961, Cameroun introduced 12 then-current postage stamps revalued with Sterling currency, for use in West Cameroon. These overprinted stamps remained in use until May 1962, when the currency conversion was completed and stamps in CFA francs were introduced. In addition, a second printing was prepared for six of the stamps and a third printing for two, resulting in 19 face-different stamps. This article, the fifth in a series, examines in detail the overprint characteristics on the 2/6 on 30-franc Type 2 stamps. Previous articles have examined:

the 1½d on 5-franc and the 3 d on 15-franc F.I.D.E.S. stamps (Ref. 1).

the 1/- on 25-franc Ahidjo stamp (Ref. 2).

the ½d on 1-franc (Type 1), the 1d on 2-franc, and the 2d on 10-franc stamps from the 1946 definitive series (Ref. 3).

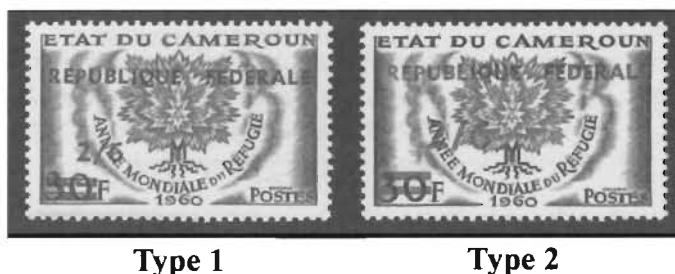
the 6d on 20-franc definitive stamp depicting the loading of bananas and the 2/6 on 30-franc Type 1 World Refugee Year stamp (Ref. 4).

The Stamp

The un-overprinted 30-franc commemorative stamp, publicizing World Refugee Year, was issued in 1960. The stamp is engraved and printed in red brown, ultramarine, and yellow green. A full sheet consists of 25 stamps, arranged in 5 rows of 5 stamps. The stamp is perf. 13.

The 2/6 Overprints

Figure 1
The 2/6 Type 1 and Type 2 Overprints.



Two types of 2/6 overprint were applied to the 30-franc stamp (Figure 1). The Type 1 overprint has small numerals of value, the Type 2 larger numerals. The Type 1 version was placed on sale in West Cameroon on October 1, 1961. All the 2/6 on 30-franc stamps in the Carter accumulation (Ref. 8) are Type 1, with use throughout the period of validity. Significantly, there are NO used 2/6 on 30-franc Type 2 stamps in the accumulation, and no non-philatelic use has been reported. There is no evidence to support their availability at postal counters in West Cameroon (Ref. 6).

Examination of the Type 2 Overprint Sheet

May (Ref. 7) showed a full sheet of 25 of the 2/6 on 30-franc Type 2 overprinted stamp. Full sheets of this stamp are relatively common. In fact, 26 (!) sheets plus various other multiples were available for study. For the record, the sheets are numbered 81672, 91614, 99809-28, and 99845-48, reflective of the print run for the basic stamp. The numbers are probably not relevant to determine the number of sheets overprinted, as the overprint may have been done on various number sequences and not on all the sheets between these numbers.

The Type 2 overprint is well positioned on all stamps. Unlike the Type 1 overprint, which is carmine red, the Type 2 overprint is vermilion. Because the stamp is engraved, like its Type 1 counterpart, the ink for

the Type 2 overprint did not adhere well. In particular, the bars which, for other denominations in the series, have contributed significantly to plating, are not evenly inked, thus many of their distinctive characteristics are obscured or lost.

The plate for the Type 2 overprint is reasonably well composed. Key measurements are given in Figure 2. Some measurements are, however, hard to make accurately, because of the poor ink adherence. For instance, the final E in FEDERALE is, often, almost completely absent. The small measurement variations noted are generally not overly useful to assist with plating.

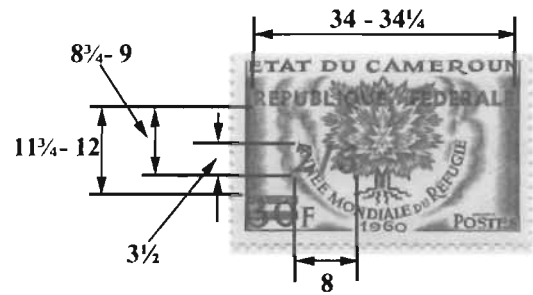


Figure 2: Characteristics of the 2/6 on 30-Franc Type 2 overprint

There are no clearly overt differences among the letters or numerals which would facilitate plating. Subtle differences are generally lost because of poor ink adherence. The text, REPLUBLIQUE FEDERALE, is reasonably well aligned across a row, with only occasional slight variations between adjacent stamps, most prominently between the fourth and fifth columns. The text and numerals are well aligned vertically, with differences, if any, too small to detect. The pair of bars at some positions are relatively very slightly further apart (e.g. Positions 3 and 17) than at other positions in the sheet.

Overprint Characteristics at Specific Positions

The 26 full sheets and the various other multiples of the 30-franc stamp with Type 2 overprint were examined under 30X magnification. The observation is made that each pair of bars is well aligned relative to each other; except for Position 18, the relative alignment does not contribute to plating. However, a surprising number of distinguishing characteristics are present on the bars, but these characteristics cannot necessarily be seen on a given stamp from a given position. The characteristics are quite often swallowed up by the artefacts arising from poor ink adherence and / or swamped by the red brown ink of the stamp itself, hence the advantage of examining 26+ copies from each position in a sheet. Illustrated in Figures 3 - 8 are more obvious distinctive characteristics present at six positions. Artefacts, that is, areas with ink absent, often obscure the always-present characteristics.

- Position 14 – indentation near centre on bottom edge of upper bar, and hole near right end of lower bar (Figure 3).
- Position 17 – two holes in upper bar (Figure 4).
- Position 18 – upper bar extends to right of lower bar – the only such occurrence in the sheet (Figure 5).
- Position 20 – indentation near right end on bottom edge of lower bar (Figure 6).
- Position 21 – indentation near centre on lower edge of bottom bar (Figure 7).
- Position 25 – bottom right corner of lower bar missing and indentation on bottom edge of upper bar (Figure 8).

Distinguishing micro-characteristics present at other positions do not lend themselves to reproduction here. Also, on all sheets and multiples examined, at Position 22, the left portion of the lower bar is always poorly struck, to the point that it appears almost completely absent, with only minuscule traces of overprint ink.

Given the number of stamps examined, there is no evidence to support use of more than one plate for the Type 2 overprint.



Figure 9: 2/6 Type 2 Overprint on Gummed Side of Stamp. Image electronically reversed and slightly enlarged.

Figure 3.

Position 14.



4X

Figure 4.

Position 17.



4X

Figure 5.

Position 18.



4X

Figure 6.

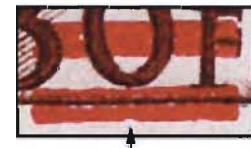
Position 20.



4X

Figure 7.

Position 21



4X

Figure 8: **Position 25.**
 Enlargements of two different 2/6 overprints are shown, as one characteristic or the other is generally partially or completely obscured on any given stamp from this position.



4X

Position 25

The 2/6 on 30-franc Type 2 overprint exists as an offset on the gummed side of the stamp (shown electronically reversed in Figure 9). Because there was no sheet of stamps on the press, the ink applied to the overprinting plate was transferred to the bed of the printing press. The ink was subsequently transferred to the gummed side of the stamp when the next sheet of stamps was inserted. Given the clarity of the impression, it should be possible to plate individual stamps based on the overprint on the gummed side.

Conclusions

The 2/6 on 30-franc Type 2 stamps were prepared from a single overprint plate during a single press run. A number of distinguishing characteristics can be identified. However, because of the poor adherence of the overprint ink to the engraved stamp, multiple copies of stamps from a given position in a sheet must be examined to determine whether a characteristic is indeed present. Given the number of distinguishing characteristics, and if the characteristics are detectable, the plating of multiples is relatively straightforward. In some cases, even single stamps can be plated.

Acknowledgments

Thanks are extended to Michael Wright and Rob May for the loan of various multiples which contributed to the examination.

References

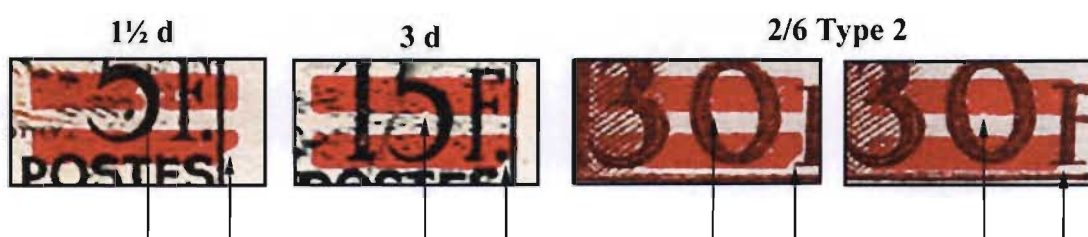
The reference numbers in this article are the same as in the following one; see page 274.

Cameroun – Plating the Sterling Issue of 1961: The Printing Plate for the 1½d, 3d and 2/6 Type 2 And for the 6d and 2/6 Type 1 Overprints

Marty Bratzel

Introduction

On October 1, 1961, Cameroun introduced 12 then-current postage stamps revalued with Sterling currency, for use in West Cameroun. These overprints remained in use until May 1962, when the currency conversion was completed and stamps in CFA francs were introduced. In addition, a second printing was prepared for six of the stamps and a third printing for two, resulting in 19 face-different stamps. Five previous articles (Ref. 1-5) have discussed the plating of nine of the stamps and described the distinctive characteristics of overprints from specific positions in a sheet. The dates of preparation of the stamps and their availability have also been explored (Ref. 6). This article, the sixth in the series, first discusses the plate used to prepare the 1½d on 5-franc, the 3d on 15-franc, and the large-numeral 2/6 on 30-franc Type 2 overprints. The article then discusses the partial correlation of that plate with the 6d on 20-franc and the small-numeral 2/6 on 30-franc Type 1 overprints.



Position 25
Figure 7

Correlation of the 1½d, 3d and 2/6 Type 2 Overprints

Each of the three basic stamps considered in the first part of this discussion – the 5-franc and 15-franc F.I.D.E.S. issue and the 30-franc World Refugee Year issue – consists of 25 stamps in a sheet, arranged in 5 rows of 5 stamps. The horizontal dimension (perforation to perforation) of all three stamps is identical (39¾ mm), but the vertical dimensions of the F.I.D.E.S. and the World Refugee Year stamps are 30 mm and 26 mm, respectively. The characteristics of the overprint applied to the two F.I.D.E.S. stamps and of the large-numeral Type 2 overprint applied to the World Refugee Year stamp are described and discussed in Refs. 1 and 5, respectively.

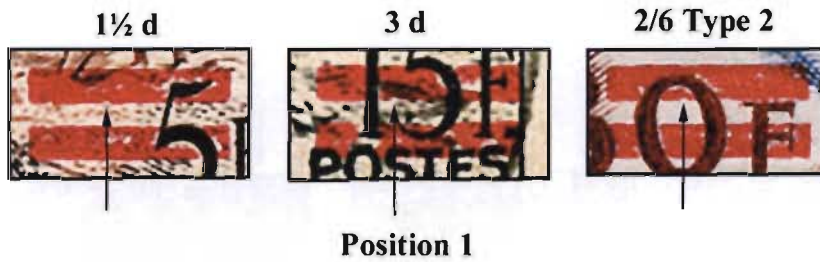


Figure 1

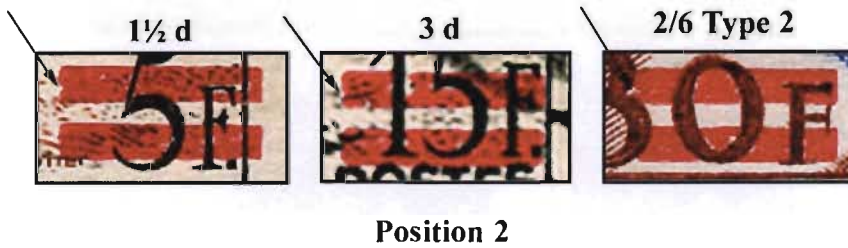


Figure 2



Figure 3 (above)

Figure 6(above)

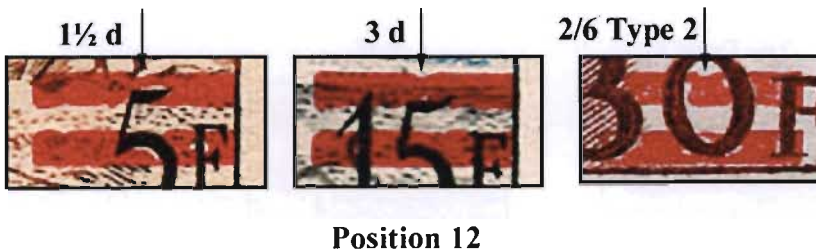


Figure 4

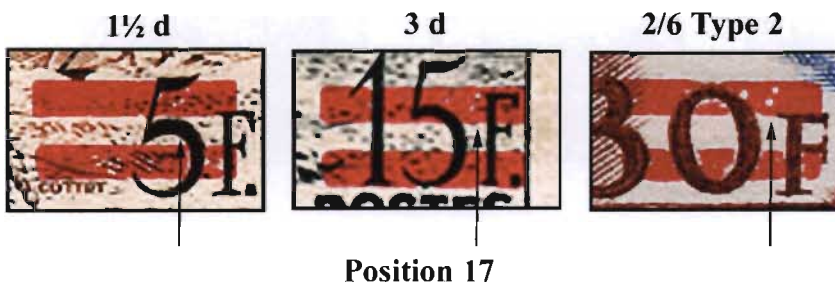


Figure 5

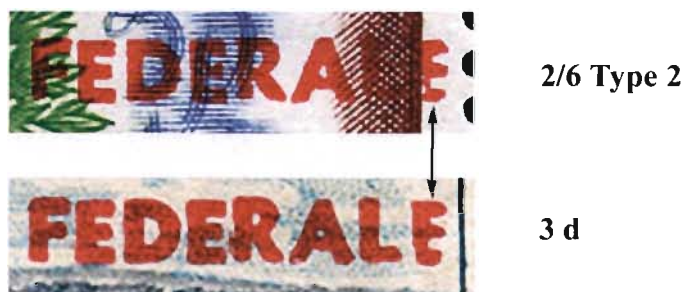
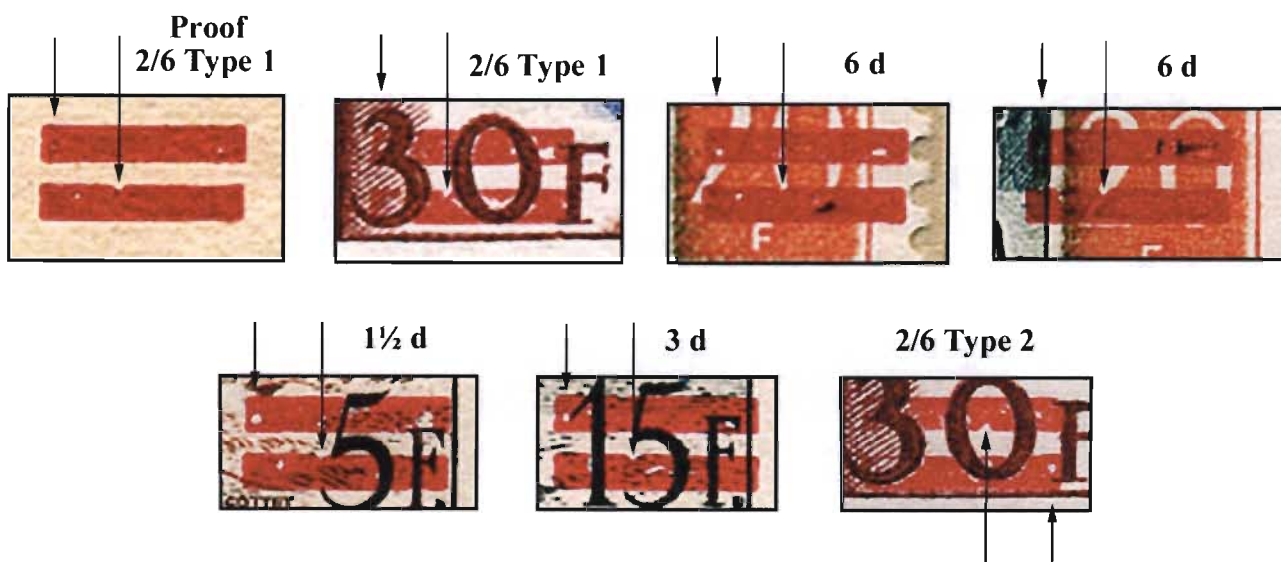


Figure 8

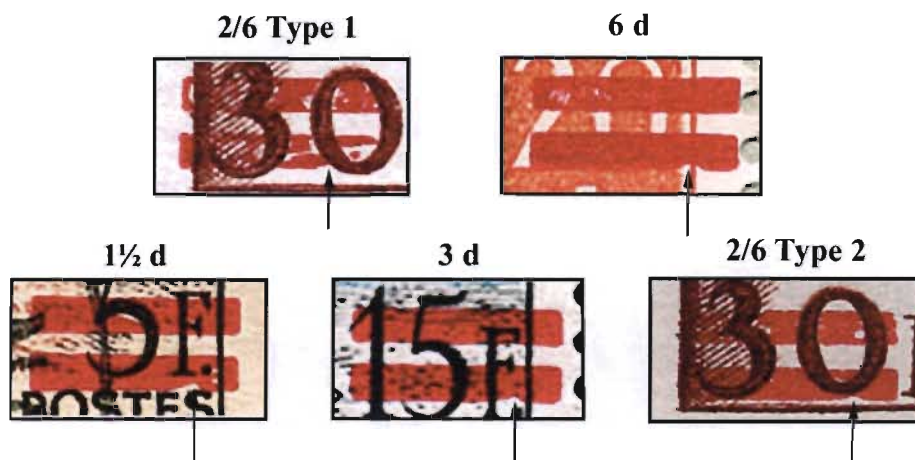
Position 18  Normal E



Position 14

Figure 11. Position 14.

The top row shows the 2/6 Type 1 proof (the hole is almost completely filled in because of over-inking), the 2/6 on 30-franc Type 1 stamp, and the 6 d on 20-franc stamp (two examples are depicted, as the stamp design generally obscures one characteristic or the other). The bottom row shows the 1 1/2 d on 5-franc stamp, the 3 d on 15-franc stamp, and the 2/6 on 30-franc Type 2 stamp (with bars inverted).



Position 20

Figure 12

As part of the characterization of the 2/6 Type 2 overprint, the observation was made that, at Position 25 in the sheet, the bottom right corner of the lower bar is missing and there is an indentation on the bottom edge of the upper bar. This compelled a comparison with Position 25 of the 1½d and 3d overprints, for which the bottom right corner of the lower bar is also missing. Indeed, the bars are identical for all three stamps from that position (see Figure 7).

In the original examination of the 1½d and 3d overprints, high-power magnification was not used. For the present study, multiple copies of stamps of all three denominations at all 25 positions in a sheet were examined and compared using 30X magnification. Poor ink adherence to the stamps – especially for the 1½d and the 2/6 overprints – posed a significant challenge, but sufficient stamps were available to conduct the examination. More than 26 stamps with 2/6 Type 2 overprint from each position in a sheet were examined and compared with numerous copies of the 1½d and 3d stamps from the corresponding positions. As a result, a considerable number of distinctive micro-characteristics were identified for the bars, establishing a firm correlation by position within the overprint plate. The author is fully confident that the characteristics identified are real and not artefacts arising from poor ink adherence. The findings for the bars are summarized below and depicted in Figures 1 - 7 and 13 - 14 at 4X magnification.

- At 19 of the 25 positions, both macro- and micro-characteristics of each pair of bars definitely match and, at 6 of the 25 positions scattered throughout the sheet, the characteristics are “not inconsistent.” This designation is necessary because of the general absence of micro-characteristics for the bars at some positions, even at 30X magnification, coupled with the poor adherence of the overprint ink to the engraved stamps. Although not unequivocal, there is nothing to indicate that the bars are different.
- At Position 14, the pair of bars for the 2/6 Type 2 overprint is inverted relative to the 1½d and 3d overprints.
- At Position 11, the top bar only is inverted on the 2/6 Type 2 overprint.

For the 3d arrangement of the overprint plate, we had established (Ref. 1) that progressive damage or wear had occurred during the print run for some of the letters in REPUBLIQUE FEDERALE, notably to the final E in FEDERALE at some positions. For the 2/6 Type 2 overprint arrangement, the final E is usually positioned on an engraved portion of the stamp design and, because of poor ink adherence, the letter virtually completely disappears. However, for some of the 26 sheets examined, the overprint is sufficiently displaced to the right to confirm that, indeed, the damage seen for the latter stamps of the 3d print run is indeed present for the corresponding stamps of the 2/6 print run, notably the final E at Positions 18 (Figure 8), 19, and 23. The more subtle characteristics previously observed for letters at other positions for the 3d stamps are too difficult to discern on the 2/6 Type 2 stamps.

Other distinguishing micro-characteristics for the bars are visible under 30X magnification, but these often fall atop the printed design of the stamp and do not lend themselves to illustration here. Further, over-inking can have a tendency to obscure characteristics.

Taken together, the above observations about the bars and the letters are, in the author’s opinion, sufficient to conclude that the plate used, first, for the 1½d overprint and then for the 3d overprint, was subsequently used for the 2/6 Type 2 overprint.

Adjustments to the Overprint Plate

The 1½d overprint on the 5-franc F.I.D.E.S. stamp is depicted in Figure 9, along with a generalized summary of key measurements for both the 1½d and 3d configurations. Specific measurement details and differences between the two settings are discussed in Ref. 1. The 2/6 Type 2 overprint on the 30-franc World Refugee Year stamp is depicted in Figure 10, along with key measurements characterizing the overprint. The overprint plate was initially prepared for the 1½d denomination, at least three proofs pulled, (Ref. 1) and the 5-franc stamps overprinted. The overprint plate was then adjusted by removing 1½d and inserting 3d at each position and altering the spacing between rows 2 and 3. The 15-franc F.I.D.E.S. stamps were then overprinted. To prepare the plate to apply the 2/6 Type 2 overprint to the 30-franc stamps, additional adjustments were made:

- Each 3d was removed and 2/6 inserted, repositioned from right to left (as viewed on the overprinted stamps).
- Each pair of bars was repositioned from right to left.
- To account for the smaller vertical size of the 30-franc stamp, the distance between REPUBLIQUE FEDERALE and the bars was reduced from the $15\frac{1}{2}$ - 16 mm seen on the $1\frac{1}{2}$ d and 3d stamps to $11\frac{3}{4}$ - 12 mm for the 2/6 Type 2 stamp. The distance between the bars on one stamp and REPUBLIQUE FEDERALE on the adjacent stamp below was marginally adjusted, being made a more uniform $8\frac{1}{2}$ - 9 mm for the 2/6 Type 2 stamp.

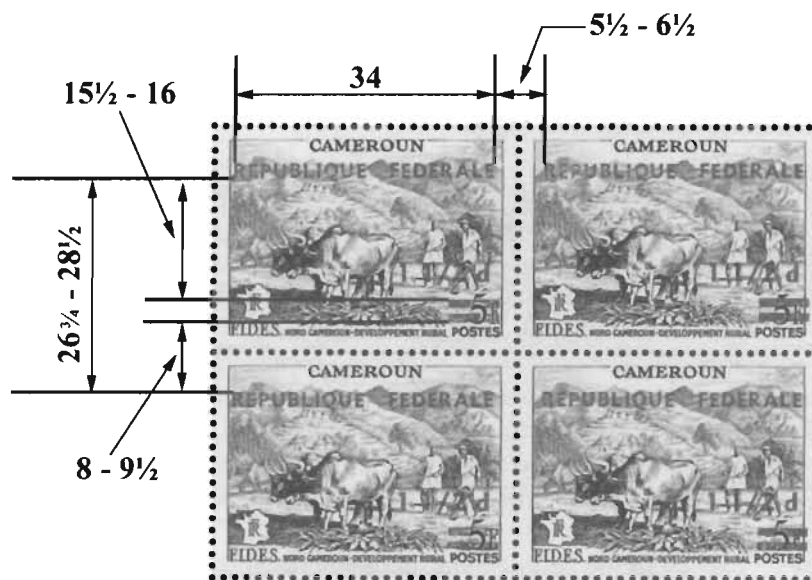


Figure 9. Characteristics of the $1\frac{1}{2}$ d on 5-Franc Overprint.

- The distance between columns, as measured from the final E of FEDERALE on one stamp to the R of REPUBLIQUE on the adjacent stamp, was made a more uniform $5\frac{1}{4}$ - $5\frac{1}{2}$ mm for the 2/6 Type 2 stamp.
- For the $1\frac{1}{2}$ d and 3d overprints, REPUBLIQUE FEDERALE is significantly misaligned across a row, especially for the fourth and fifth columns. For the 2/6 Type 2 overprint, the text is much better aligned, although vertical displacement persists for stamps of the fifth column.

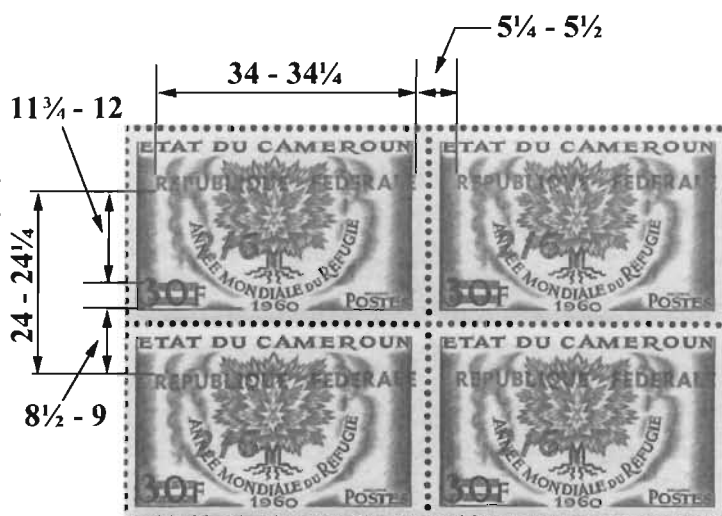


Figure 10. Characteristics of the 2/6 on 30-Franc Type 2 Overprint.

Significant plate disassembly was required to reduce the distance between the text and the bars, reposition the bars, and insert a new denomination. The bars in each row could be moved *en bloc* by removing a spacer from one end of the row, shifting the row, and reinserting the spacer at the other end. It is remarkable that the bars and the text remained at their same relative positions in the overprint plate during the adjustment operation, and that the only observable alterations were that the two bars at Position 14 and one bar Position 11 were inverted.

Date of Preparation and Availability of Type 2 Stamps

Available information was previously considered to determine when the 2/6 on 30-franc Type 1 and Type 2 overprinted stamps were prepared and where the stamps were available for sale (Ref. 6). The small-numeral Type 1 version was placed on sale in West Cameroon on October 1, 1961. All the 2/6 on 30-franc stamps in the Carter accumulation (Ref. 7) are Type 1, with use throughout the period of validity. Significantly, there are NO used 2/6 on 30-franc Type 2 stamps in the accumulation. There is no evidence to support availability at postal

counters in West Cameroon. Indeed, no non-philatelic use of the Type 2 variety has been reported – the only postally used stamps seen are loose copies and on philatelic covers.

The Type 2 stamps were NOT part of the original set released in West Cameroon on October 1, 1961. Rather, the entire production run was probably shipped to the philatelic bureau in Paris, and the bureau was most likely their only point of sale. The earliest reported date of use of the Type 2 stamp is November 9, 1961. Working back from that date, taking into account the time required to ship the stamps to Paris and the time for collectors to acquire the stamps and to prepare and despatch the covers to West Cameroon for processing, the conclusion was reached that the stamps were probably prepared in late September or very early October 1961, that is, at about the same time as the 12 stamps that were placed on sale in West Cameroon.

The finding that the overprint plate used for the 2/6 Type 2 overprint was the same plate – suitably adjusted – that was used for the 1½d and 3d overprints supports that conclusion. Likely, the plate used to prepare the 2/6 Type 1 overprint – for which at least one proof impression was prepared and which was then adjusted to prepare the 6d on 20-franc overprint – had been disassembled or further adjusted to prepare other denominations in the series. It was then realized that additional 2/6 on 30-franc stamps would be required for the philatelic bureau. Since the plate used for the 1½d and 3d overprints was still to hand and already set up for a sheet of 25 stamps arranged 5 by 5, that plate was further adjusted into the 2/6 Type 2 overprint.

The supposition that the plate used for the 2/6 Type 1 and the 6d overprints was further adjusted is correct! The plate used to prepare those two overprints was indeed used, in part, to prepare the 1½d, 3d, and 2/6 Type 2 overprints!

Partial Correlation with the 2/6 Type 1 and 6d Overprints

The observation was made that the bars at Positions 14 and 20 for the 1½d, 3d, and 2/6 Type 2 group of overprints are the same as the bars at Positions 14 and 20 for the 6d and 2/6 Type 1 group (Figures 11 and 12, page 270). Using 30X magnification, the bars were examined at all 25 positions for both groups of stamps. In addition, two pieces of the original 2/6 Type 1 proof (Positions 3-5 and 8-15) were available, kindly on loan from Brian Lythgoe and Michael Wright; these positions were compared with 1½d, 3d, and 2/6 Type 2 stamps from the corresponding positions. The colour photocopies and scans available for the 2/6 Type 1 proof positions 1-2 and 6-7 and for the 1½d proof Positions 1-15 were of some limited use.

Even with 30X magnification, the analysis was hampered by poor ink adherence to the engraved stamps, the minuscule nature of some of the distinctive characteristics for the bars at several positions, and the over-inking of the proof impression which tended to fill in the micro-characteristics. The findings for the two groups of stamps:

- For positions 1-2, the bars are not inconsistent.
- For positions 3-20, the bars are the same.
- For positions 21-25, the bars are different.

For Positions 21-25, it is doubtful that bars formerly at one position were relocated in the row. The bars in one grouping do not appear in the other. For example, the missing corner of the bar at Position 25 for the 1½d, 3d, and 2/6 Type 2 grouping is not present for any position of the 6d and 2/6 Type 1 grouping. Likewise, the broken corner of the bar at Position 24 for the 6d and 2/6 Type 1 grouping is not present at any position of the 1½d, 3d, and 2/6 Type 2 grouping.

One cannot rule out the possibility that the printer's stock included multiple bars exhibiting the same characteristics, but the odds of identical pairs of bars being placed at 20 corresponding position in two separate plates are extremely low. Since the bars are the same (or not inconsistent) at 20 positions, one can conclude that the same overprint plate was used, in part, for all five stamps. A number of possible explanations come to mind but, until there is some evidence one way or the other, the author will not speculate here as to why the bars are different for the last row.

Since the same plate was used, in part, for both groups of stamps, then which group came first? A good case can be made for the 6d and 2/6 Type 1 grouping:

- There are no worn or damaged letters, as observed at some positions for a portion of the print run for the 3d overprint and for the entire print run for the 2/6 Type 2 stamps, placing these two stamps at the end and in that order.
- The bars at Position 14 are inverted only for the 2/6 Type 2 stamp, again placing that stamp at the end.
- The 2/6 Type 2 stamp was not placed on sale in West Cameroon, further supporting last place in the printing order.

Taking into account the fact that proofs were pulled for the 2/6 Type 1 overprint and the 1½d overprint, the order of printing for the five overprints appears to have been: 2/6 Type 1, 6d, 1½d, 3d, and 2/6 Type 2, with suitable adjustments to the overprint plate to accommodate each different stamp size and denomination.

Conclusions

The significant correspondence of characteristics between the 1½d and 3d overprints applied to the two F.I.D.E.S. stamps and the 2/6 Type 2 overprint applied to the World Refugee Year stamp confirms that the same overprint plate – suitably adjusted – was used to prepare all three denominations. Whereas the two F.I.D.E.S. stamps were on sale in West Cameroon and at the philatelic bureau in Paris, the entire production run of the 2/6 on 30-franc Type 2 stamp probably was shipped to Paris. There is no evidence that the stamp was available at postal counters in West Cameroon.

The correspondence at 20 of the 25 positions between the 1½d, 3d, and 2/6 Type 2 overprint group with the 6d and 2/6 Type 1 group indicates that the same overprint plate was used, in part, for both groups of stamps. The existence of proofs for two of the five stamps, coupled with the characteristics of the overprint, and considering that the 2/6 Type 2 stamp was not placed on sale in West Cameroon leads to the conclusion that the likely order of preparation of the five stamps was: 2/6 on 30 francs Type 1, 6d on 20 francs, 1½d on 5 francs, 3d on 15 francs, and finally 2/6 on 30 francs Type 2.

Correlations of overprint characteristics for other denominations in the series will be reported in due course.

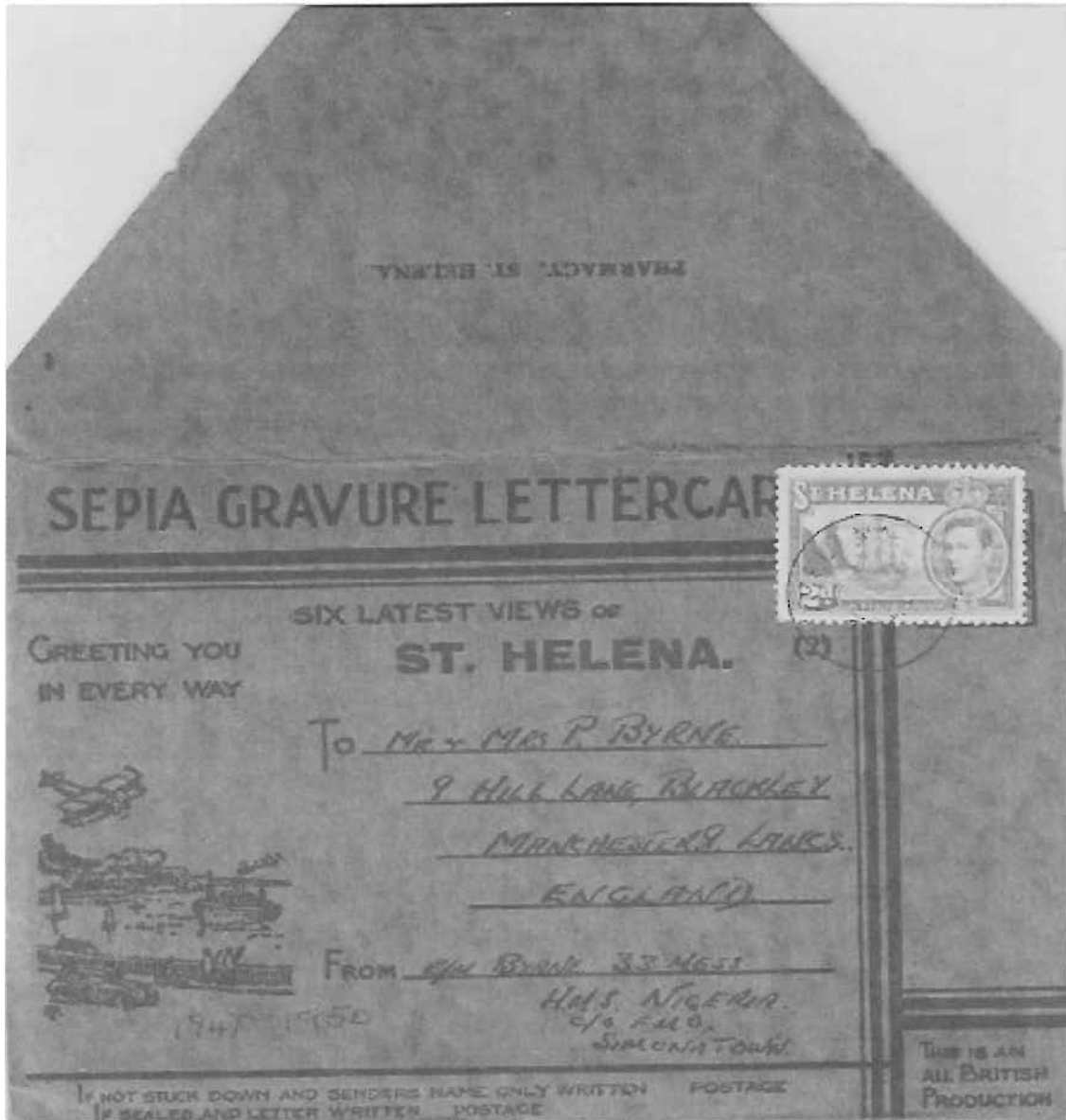
References (applicable to both preceding articles)

1. Bratzel, Marty, Brian Lythgoe, Rob May, and Nick Carter. Cameroun – Plating the Sterling Issue of 1961: the 1½d on 5 Franc and the 3d on 15 Franc Stamps. *Cameo*, Vol. 8, No. 3, June 2004, pages 144-150.
2. Bratzel, Marty, Brian Lythgoe, Nick Carter, and Bob Maddocks. Cameroun – Plating the Sterling Issue of 1961: the 1/- on 25 Franc Stamp. *Cameo*, Vol. 9, No. 3, January 2006, pages 129-133.
3. Bratzel, Marty, Brian Lythgoe, Nick Carter, Michael Wright, and Peter Hørlyck. Cameroun – Plating the Sterling Issue of 1961: the ½d on 1 Franc, 1d on 2 Franc, and 2d on 10 Franc Stamps. *Cameo*, Vol. 11, No. 1, January 2009.
4. Bratzel, Marty, Brian Lythgoe, Nick Carter, Michael Wright, Rob May, and Peter Hørlyck. Cameroun – Plating the Sterling Issue of 1961: the 2/6 on 30 Franc Type 1 and the 6d on 20 Franc Stamps. *Cameo*, Vol 11, no 2, June 2009.
5. Bratzel, Marty. Plating the Sterling Issue of 1961: The 2/6 on 30-Franc Type 2 Stamp. *Cameo*, Vol 10, No. 4, January 2010.
6. Bratzel, Marty. Cameroun – the Sterling Issue of 1961: Printings, Dates of Issue and Availability. *Cameo*, Vol. 9, No. 4, June 2006, pages 190-197.
7. May, Rob. Cameroun 1961 2/6 Large Format Surcharge. *Cameo*, Vol. 8, No. 5, January 2005, pages 297-298.
8. The Carter accumulation is a large quantity of used Cameroon stamps that Nick Carter acquired “on the streets” in Lagos in 1961-62. Nick passed away on September 11, 2008. His stamps have been, and will continue to be available for study. Additional articles based on his accumulation will be published periodically in the philatelic literature.

Private Letter Cards of St Helena

Klaus Hahn

In the past I have read about private Letter Cards of St Helena but I had never seen one before. Last year I had the opportunity to buy such an item (Figure 1).



The outer envelope is coloured blue-green, with deep blue lettering. The front is headed SEPIA GRAVURE LETTERCARD, and above the address space it is inscribed: SIX LATEST VIEWS OF / ST. HELENA. This is followed by (2), indicating that at least another (1) may exist. I have therefore designated this LC2.

Inside the envelope are six sepia coloured and folded photographs in the size of postcards showing views of the island as follows:

- (a Map of the Island)
- CENTRAL RIDGES WITH DIANA'S PEAK. ST HELENA
- MAIN STREET. ST HELENA

- JAMESTOWN ST HELENA LOOKING NORTH
- JACOB'S LADDER (699 STEPS). ST HELENA
- NAPOLEONS TOMB. ST HELENA

See Figures 2 and 3, both at 80%

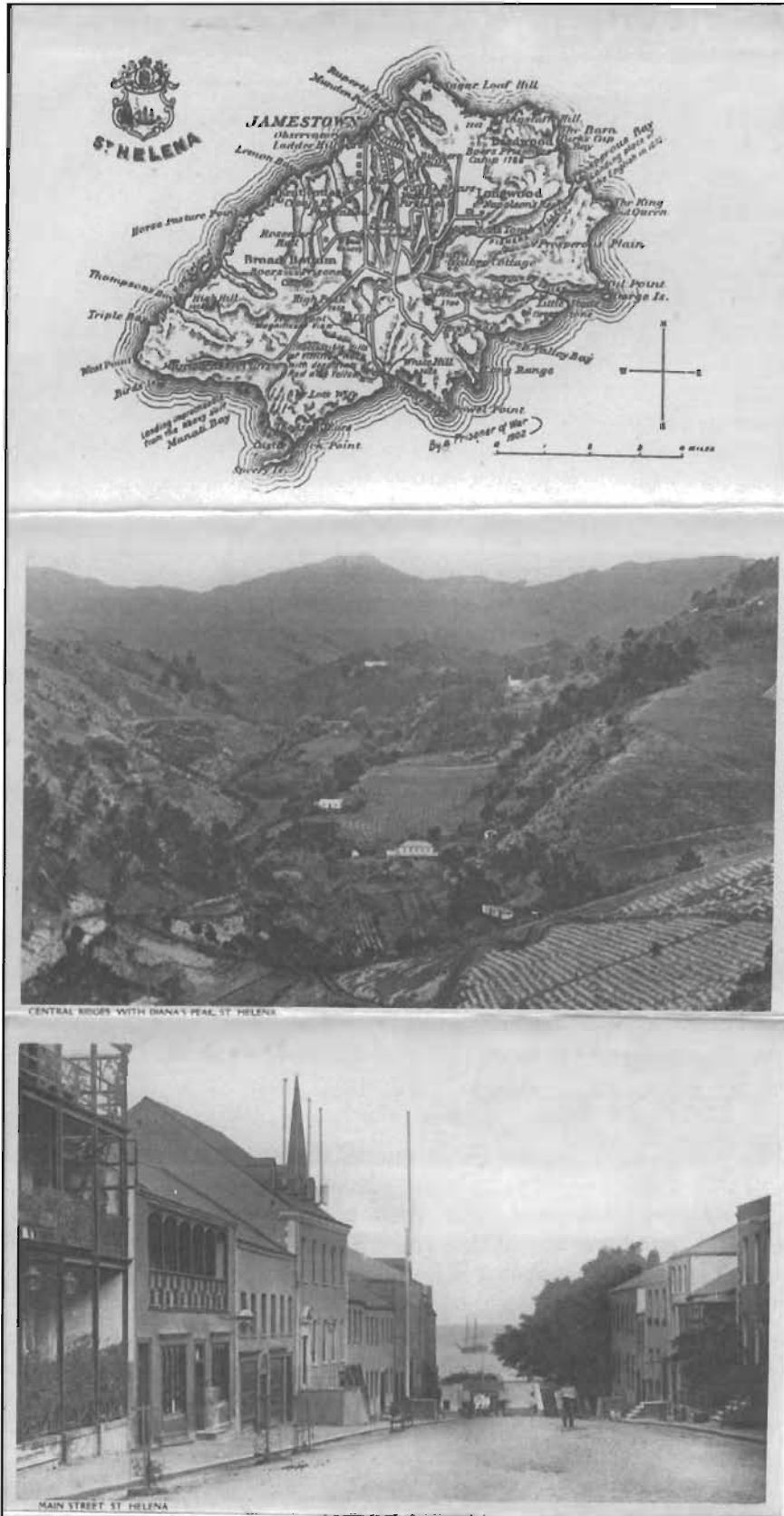


Figure 2 Top 3 illustrations of LC2

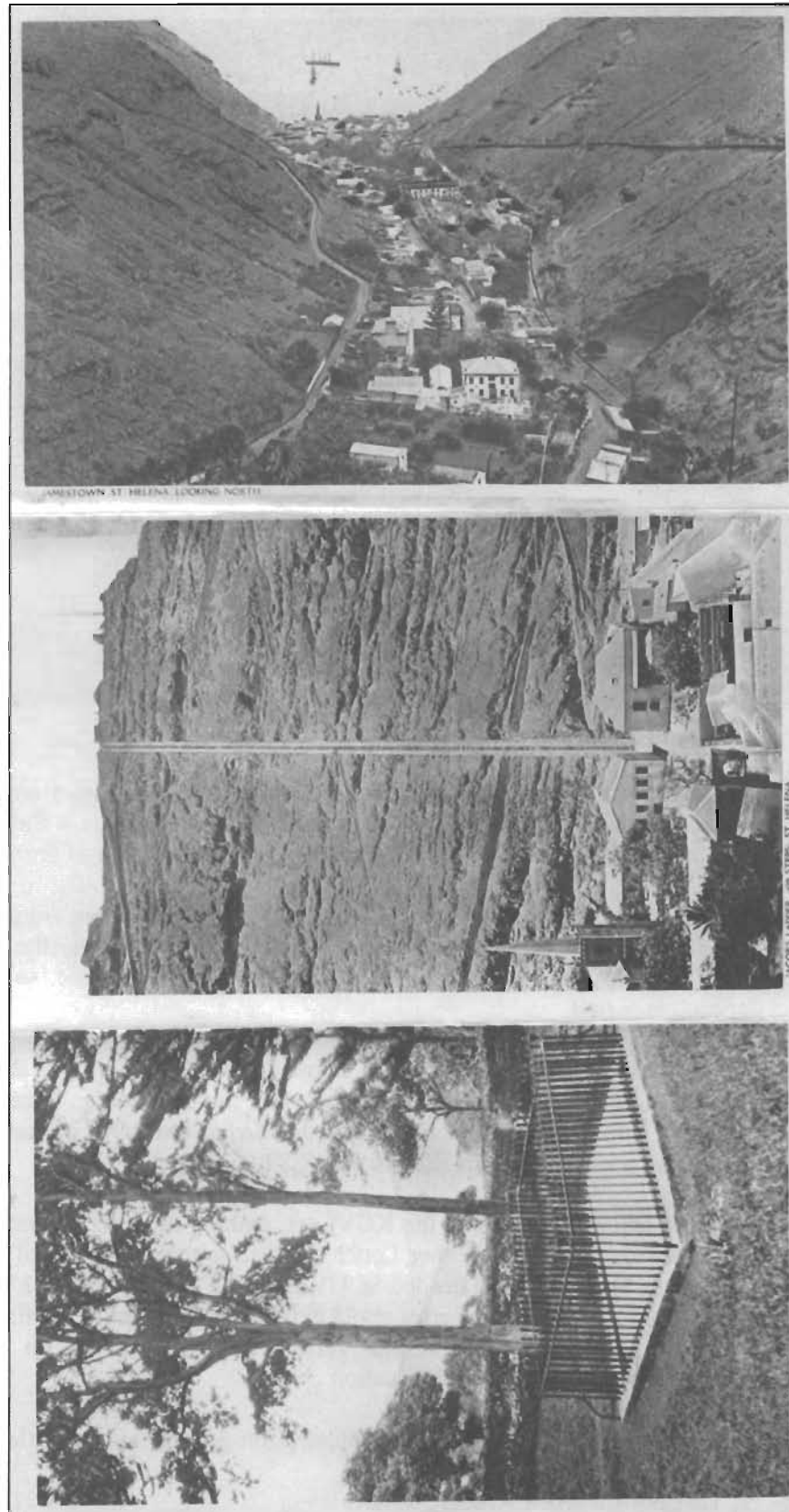


Figure 3 Bottom 3 illustrations of LC2 (reduced)

The reverse of the six photographs is plain. Printed on the flap is: PHARMACY, ST. HELENA. The Pharmacy was run by Thomas Jackson, a keen photographer and the producer of many UPU PPCs of St Helena.

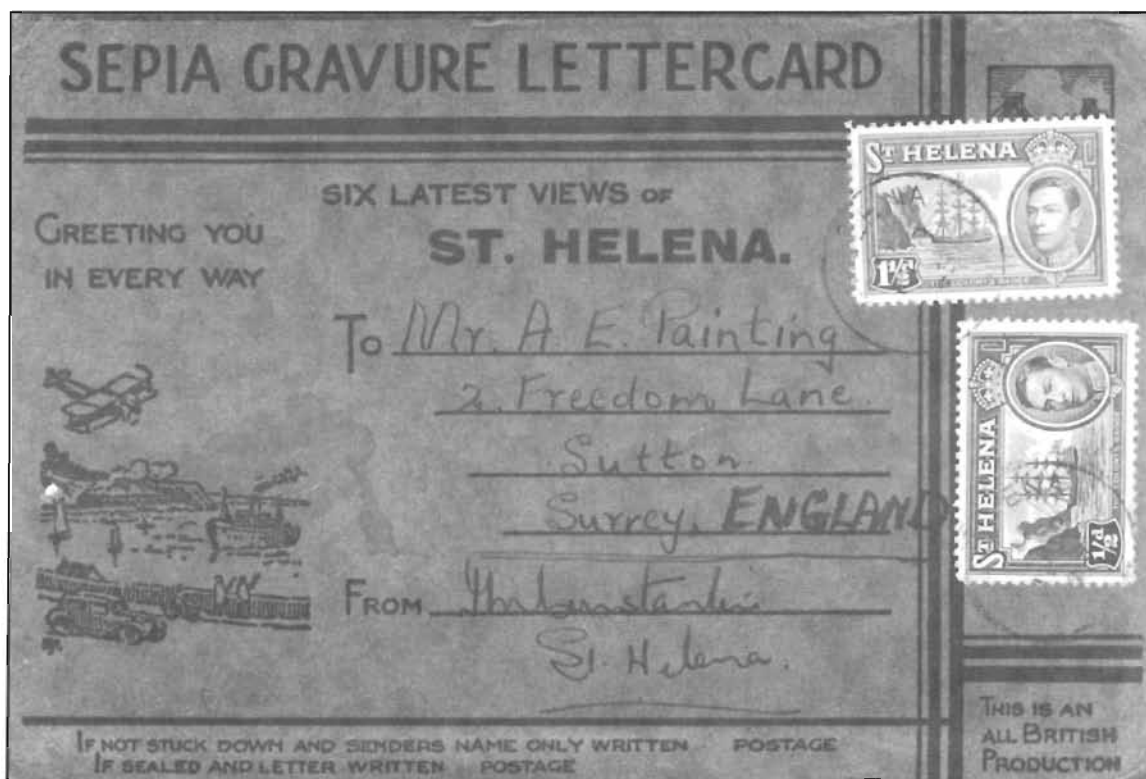


Figure 4 Another LC2, used 9 June 1949 to Sutton, England

This Letter Card is addressed to relatives, possibly parents, at Manchester from a crew member of HMS *Nigeria*, and is franked with a 2d KGVI definitive. The sender was E/M Byrne c/o FMO Simonstown. The date-stamp appears to indicate 6 November 1948 although the day and last digit of the year are not certain.

HMS *Nigeria* certainly visited St Helena with the Royal Family on their return from Southern Africa in April 1947, but I could not find any information of a later visit. However, the ship was based at Simonstown between 1946 and 1950 whilst serving as Flagship, South Atlantic, so she may well have visited St Helena during this period.

This Letter Card appears to be quite scarce. Although Bernard Mabbett has written about a very different one with photographs taken from HMS *Hawke*, he had not seen this one before. When I sent the original draft of this article to Barry Burns, he was able to confirm that he has one in his collection. It is exactly the same, with identical lettering and photographs (Figure 4).

This was franked with 1/2d and 1 1/2d values of the KGVI set, making the same 2d rate to Sutton, Surrey. Barry was also able to provide details of another Letter Card, in the same format of LC2, but printed in brown on buff paper (Figure 5). The card is headed SOUVENIR LETTER CARD / ST. HELENA. This is followed by (1) indicating that others in this series could exist, or is this simply the first of just two which were produced? Whatever, I have designated this version LC1. Depending on whether others are forthcoming, these designations may require modification.

Inside the envelope are six similar sepia coloured and folded photographs, this time titled as follows:

- JAMESTOWN. ST HELENA. FROM ANCHORAGE
- NAPOLEON'S TOMB. ST. HELENA.
- PLANTATION HOUSE. RESIDENCE OF GOVERNOR. ST. HELENA
- NAPOLEON ON HIS DEATH-BED. ST. HELENA
- KEY TO NAPOLEON'S DEATH-BED SCENE, ST. HELENA.
- HEART-SHAPED WATERFALL . WITH CABLE COMPANY'S QUARTERS. ST HELENA

See Figures 6 and 7, both at 80%, on the next two pages.

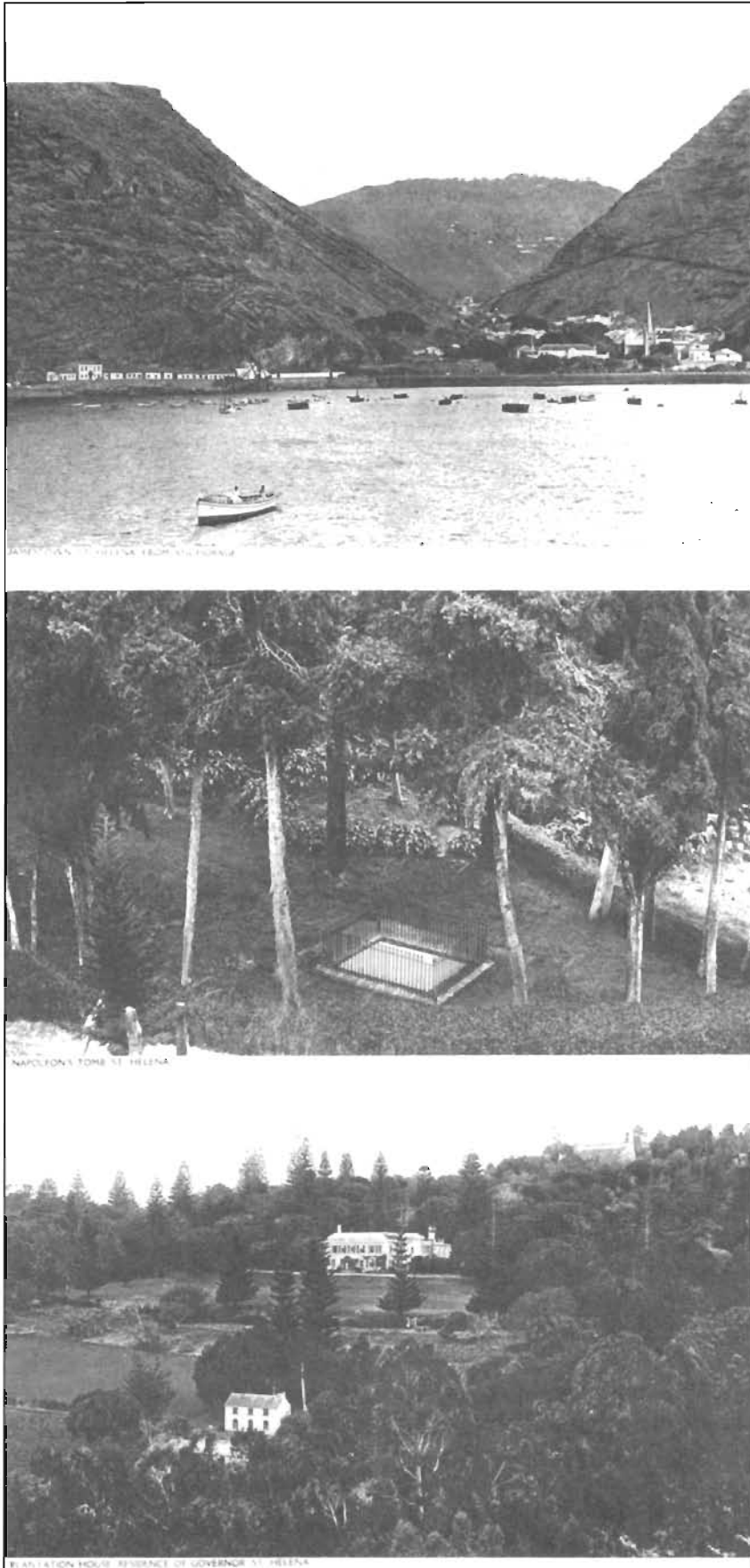


Figure 6 Top 3 illustrations of LC1

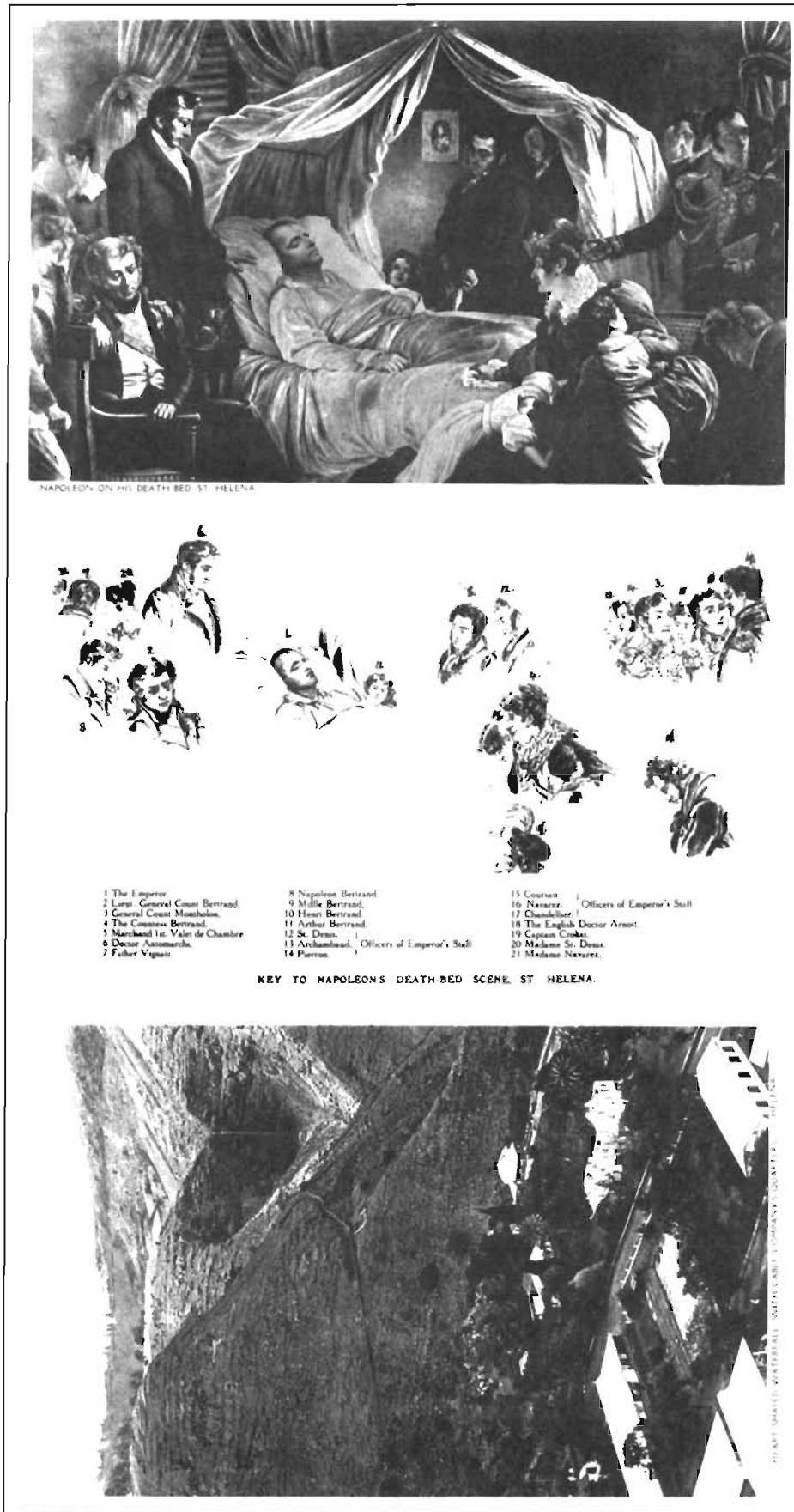


Figure 7 Bottom 3 illustrations of LC1



Figure 5 LC1, Brown lettering on buff paper

So I ask all St Helena collectors to check their collections; perhaps you have similar Letter Cards which can help in my studies. I would also like to hear if you come across further examples of those identified here. I mentioned that they appear to be quite scarce, so would appreciate information in order to assess this. Please either contact me directly - my details are in the WASC Membership List, or via one of the *Cameo* Editors.

I would also appreciate any details members can add concerning movements of HMS *Nigeria*, particularly if these involve either St Helena or other South Atlantic Islands.

Footnote - I have recently purchased another example of LC2, this time unused. It is exactly the same as those already described - Barry Burns

Acknowledgements

My thanks to both Barry Burns and Bernard Mabbett who kindly provided very helpful information and illustrations

St Helena War Tax Overprints - Information Sought

John Davis FRPSL

Some readers may be aware that the Royal Philatelic Society of London recently published the first part of my two volume study of the War Tax stamps of the British Empire First World War (Ref. 1). I am currently working on information for the second part, which will include those issues for St Helena, and would appreciate any assistance that WASC members can offer, particularly on the following topics.

SG 87 Essays

There are no records about the existence of Essays and none has been seen in auction catalogues. In the short time De La Rue were given to print the stamps (the Crown Agents' requisition was dated 3 July 1916 and the stamps were packed on 1 August), it is assumed they just proceeded with an overprint that they considered appropriate. Is there any information to support or reject this theory?

SG 87a Double overprint

Although the stamps were printed and overprinted by De La Rue in sheets of 60 (5 rows of 12), reports about how many were doubly overprinted vary from one sheet, to just a row of 12. Very few exist, and only in used condition. Based on the rarity of the stamp it is unlikely that a whole sheet of 60 was doubly overprinted. No other War Tax stamps overprinted by De La Rue were doubly overprinted, so how was it that a very small number were overprinted thus?

SG 88 Essays



Figure 1 3 Essays from Auction Catalogues

Although auction catalogues include three Essays including the one approved as illustrated (Figure 1), there exists evidence of another two. In the Crown Agents' Correspondence Book volume 67 page 143, there are no illustrations of Essays at all (the above three do appear on the CD of the De La Rue Albums) but there is evidence that a separate piece of paper was attached to the bottom left of the Crown Agents' requisition 122/18, but it is not there now. However, on the roll of microfilm for this page, there exists the following two illustrations (Figure 2):-



Figure 2 2 Essays from microfilm of Crown Agents requisition 122/18

Where the piece of paper on which these were produced is a mystery. Did De La Rue in fact produce five Essays, discard these two, and only submit the other three for approval?

SG 87 and 88

Is there any evidence of the existence of any imperforate proofs? None has been seen.

It was reported in *Stamp Collecting* for 14 October 1916 quoting from *Marsh's Weekly Philatelist*, that this stamp was first issued for 1d on 4 September 1916, but was then sold for 2d (1d postage + 1d War Tax) on 9 September, the day before the War Tax became effective. Is there any information to support or reject this statement?

Reference

- 1 Davis John G.M., *War Tax Stamps of the British Empire First World War - The West Indies*, RPSL, London 2009



Aerogramme from Bernard Mechanick

Peter Rolfe

At first glance the aerogramme illustrated overleaf is a normal H&G type F.8 postmarked FREETOWN 24 OCT 63. However, a closer look shows that the sender is B. Mechanick; the entrepreneur responsible for the first self-adhesive postage stamps as well as the various provisional overprints issued in Sierra Leone between 1963-1972. This aerogramme was sent just before the issue of the second 1963 overprint series and he refers to his attempt to obtain the concession in Ghana as well as Sierra Leone. The “bombshell” he refers to is the first self-adhesive issue of February 1964. I have transcribed his letter, rather than illustrate the message side, as his writing is rather difficult and the odd layout that follows reflects his own.

Thursday October 24, 1963

Freetown, Sierra Leone

My dear Alex,

Never received a letter from you I had hoped you would send to Addis Ababa. In the meantime I've stopped off in Accra and saw the agency official involved. I regret to say that I did not receive any particularly warm welcome or excess treatment as the result of Nesbit's letter. Incidentally the Post Office official did write him asking why I hadn't come, but this was an official reaction to an uncompleted bit of correspondence. To sum up I made my proposal and it is now up to the Ghana government to accept or decline. I have competition from two fronts; 1st the original holder of the concession a Mr. Colman who made so much money out of Ghana in the last five years he can well expect to have influential officials on his payroll. This you can appreciate is exceedingly hard competition to beat when in a brief position of time I cannot myself determine whom to offer equivalent payoff.

2nd; Stolow in the form of Kenny who unbeknown to myself made a trip to Ghana in November and made them a proposition which was apparently very well considered here too. Kenny may have been in a position to spend money in the right direction. Anyhow I have the satisfaction of trying very hard and giving the boys a long run for their money.

I've been here in Sierra Leone only 24 hours and I'm a bit too weary to determine the detail of my latest local proposal. I shall remain here depending on the acceptance or declination of my proposal until either October 30th or November 8th. In the latter event I will make every effort to go down to Southampton and see you. I will of course be writing to you again about my plans.

If you write me immediately upon receipt of this letter from Southampton not Havre I could receive your reply.

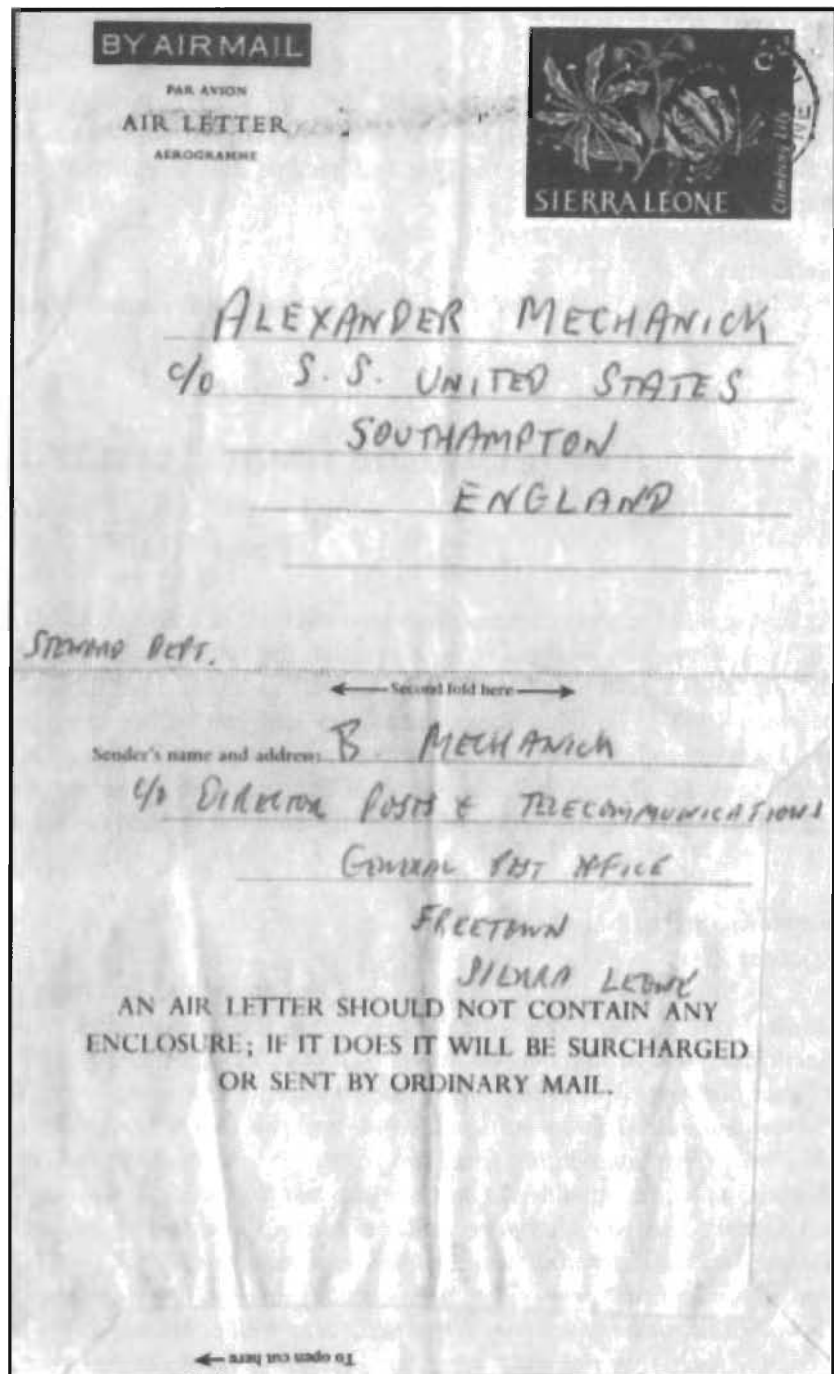
*B. Mechanick
c/o Director Posts & telecommunications
General Post Office
Freetown
Sierra Leone*

Upon my return to England I shall have to go to Walsall immediately to supervise the production of my Sierra Leone bombshell. This will take from five to six weeks and I would like to get back home before Christmas . Until we meet again always yours

B

PS I don't think I mentioned it before but the Bishop of Tonga was not in Rome. He apparently couldn't afford to come. Which is a good sign he will welcome any financial proposition.

Figure 1
Aerogramme from
Bernard Mechanick
(reduced)



Articles of Interest Published in Other Journals

The London Philatelist ,

Volume 118, September 2009, number 1368, p263, *The Oil Rivers and Niger Coast Surcharged Provisionals and Bisected Stamps—Corrections and Updates*, by John Sacher FRPSL.

Volume 118, November 2009, number 1370, p337, *Sierra Leone 1902: Encryption of Postcards*, by Frank Walton FRPSL.

Stamp Magazine

October 2009, *Soapbox: New Issues coning out of Africa*, by Graham Knight. This article notes the price of \$178.89 achieved on eBay for the Cameroun 2002 Football World Cup miniature sheet u/m and expresses a view that new issues of the new British Commonwealth African countries are worth the difficult search.

Journal of the France & Colonies PS

Volume 59, No.2, June 2009,

p51, A "QSL" card from Cameroun Radio Ham FQ-PM, by Bob Maddocks

pp52-56, Cameroun—Envelope Recycling in World War II, by Bill Mitchell

p73, Cameroun to Gabon 1916, by Jeremy Martin

p73, German Taxe mark used in Cameroun, by John Mayne

Volume 59, No.3, September 2009,

pp94-103, *The Development of the Services of the Postes and Télégraphes in Sénégalie-Niger 1900-1903*, by Peter Kelly

Volume 59, No.4, December 2009,

pp155-165, *Cameroun 2005 Provisional Year Slugs*, by Marc Parren. This is a fully-illustrated version of an article that first appeared in *Cameo* in January 2008 as text only. The F&CPS Journal is now full colour throughout and can do full justice to this kind of article on modern varieties.

pp168-172, *General Leclerc in Cameroun and Tchad 1940-42*, by Bob Maddocks

pp172-174, *Intercontinental Airmails, Volume 1: Transatlantic and Pacific* by Edward B Proud, book review by Bob Picirilli, assessing the content with particular reference to airmail rates and routes of France and French Colonies

pp175-176, *Stanley Gibbons Commonwealth Stamp Catalogue, West Africa (1st edition, 2009)*, book review by Michael Round focussing on the new listing of Cameroun post-1995.

Air Mail News

Volume 52, No. 206, August 2009, pp99-117, *Underpaid Airmail 1924-1940: to Divert or not to Divert— that is the Question*, by Ken Snelson. This article relates to all Imperial routes during the period.

Civil Censorship Study Group Bulletin

Volume 36, No. 4, October 2009, p162, *WWII—Sierra Leone—Internee Mail*, by John Pollard.

OFFERS FROM STOCK

ASCENSION. 1944 2/6 (Perf 13) with *davit flaw*.

Very fine mint. Rare. SG 45ca.

£850

NIGERIA. 1914 set of 12 overprinted 'SPECIMEN' (D12)

Very fine mint. Exceptionally fresh. SG 1s/12s.

£200

BIAFRA. 1968 1d with *overprint triple and full offset*.

Unmounted mint. Rare. (Pierron BF100Vc : £650). SG 5var. £450

NIGERIA. 1914 1d pane of six from first 1915 2/- Booklet

(SG SB1 : Cat £2000). Fine mint. Rare panel SG 2.

£125

CAMEROONS. 1915 2d on 20pf block of four, right-hand pair

with *surcharge double, one albino*. Very fine mint. SG B4a. £475

NIGERIA. 1932 £1 lower marginal with Plate '23' (the Die I

reversion). Very fine mint. Rare. (SG 12).

£225

CAMEROONS. 1915 6d on 50pf corner block of four, each with

surcharge double, one albino. Unmounted mint. SG B8a. £850

ST HELENA. 1890 4d with *additional thin bar in surcharge*.

Fine mint. Scarce. SG 43a.

£575

GAMBIA. 1887 ½d top marginal block of four with *watermark*

Crown to right of CA. Unmounted mint. SG 21w. £250

SIERRA LEONE. 1888 1/- in corner Plate '1' block of six.

Very fine mint. SG 34.

£150

LAGOS. 1886 DLR perforated Colour Trial for 1/- value in issued

colours on gummed paper (Line Perf 14). Ex Danson. £750

SIERRA LEONE. 1935 Jubilee set in corner blocks of four,

each with *lightning conductor*. Very fine mint. SG 181c/184c. £500

NIGER COAST. 1897 2d lake with *watermark reversed*.

Very fine mint. SG 68x.

£100

TOGO. 1915 ½d with 'CUPATION' error. Very fine used

on piece with LOME c.d.s. 'AUG 31 15'. SG H34e.

£125

The above is a selection from my extensive British Commonwealth stock. All items available on approval (subject unsold). Major credit cards accepted. Illustrated lists on request (please advise collecting interests). Wants lists invited.

MARK HARVEY

P O BOX 50

HASLEMERE

SURREY GU27 1WX

Tel/Fax (01428) 642702

e-mail: mark@surreystamps.com

BRITISH COMMONWEALTH 1840-1952


- Dealers since 1897 in Commonwealth Stamps & Postal History
- We have a large, comprehensive stock of Commonwealth stamps available. Free lists available on request.
- Visit our website on WWW.BRIDGERKAY.COM
- We hold our Temple Bar Auctions every two months. Catalogues free on request.
- Buying - we constantly need to replace stock being sold.



Bridger & Kay Limited

PO Box 1600, Wrington, Bristol, BS40 5BD England.

Telephone: +44 (0)1934 863656 Fax: +44 (0)1934 863652 Email: BridgerKay@aol.com

 Members of The Philatelic Traders Society

Quality British Commonwealth **POSTAL HISTORY**

Catering to the discriminating collector

Specialising in pre-1953, non-FDC material
We stock all Commonwealth areas except B.N.A.

If you are not already on our Wants register, please drop us a line and let us know your requirements. We shall be pleased to send photocopies of available material.

Willard S. Allman

**828, Arrow Lane, Ridgewood
NJ 07450, USA**

Tel: 001-201-848-8883

Fax: 001-201-847-8481

2010

PHILATEX

THE LONDON INTERNATIONAL STAMP & COVER SHOW

(Organised by Chris Rainey and Trevor Davis Partnership)

To be held at:

**Royal Horticultural Halls, The Lawrence Hall
Greycoat Street, London**

Thursday February 25th	11am—7pm
Friday February 26th	10am—6pm
Saturday February 27th	10am—5pm

Free Admission

AA signposted, Bar/Bufferet
For information, ring: 01793 513431
Or 020 8946 4489

www.stampshows.net

PHILATEX EXTRA 2010



As part of the Festival of Stamps 2010

Philatex is running a two day show
at the

Royal Horticultural Halls

The Lawrence Hall
Greycoat Street
London SW1P 2QD

Wednesday 5th May	11am—7pm
Thursday 6th May	10am—6pm

Over 100 dealers
Free admission

For further information see our website www.stampshows.net
Or phone **01793 513431 020 8946 4489**



STANLEY GIBBONS

Commonwealth Department



UNIQUE GAMBIA SPECIMEN MULTIPLES SG53s, 55s/6s

1902-05 wmk CA 1s6d, 2s6d, 3s (the three additional values issued in 1905), opt 'SPECIMEN' (type D12, for UPU distribution), in MATCHING BLOCKS OF FIVE, with fresh colours and dried o.g. One 1s6d with a short perf, and one 2s6d and the top pair of the 3s block with small holes (for security purposes? They are certainly punched, not wormholes), but spectacular and unique multiples of the highest interest, in a format we have not previously seen for ANY UPU 'Specimen' stamp of the entire British Empire. (The 'Specimen' sheets sent to Bern were invariably separated into horizontal or vertical strips of 5. However, with the number of Specimens at this date being 726, there must have been an odd block of 6, from which these unprecedented multiples (found in a French colonial archive) may derive, with the further singles being retained for the Bern collection). Absolutely extraordinary!

If you would like to receive our bi-monthly illustrated list, contact Pauline MacBroom on 020 7557 4450 or by email at pmacbroom@stanleygibbons.co.uk

Stanley Gibbons Limited, 399 Strand, London WC2R 0LX Tel: 020 7836 8444 Fax: 020 7836 7342
To view all of our stock 24 hours a day visit www.stanleygibbons.com

Download a Expertising Application Form

Online from www.murraypayne.com



Did you know that the majority of 'SPECIMEN' sets on the market for such issues as the 1937 Coronation and 1946 Victory issues are forgeries?

Don't leave it to chance - get your KGVI* items, including 'SPECIMENS', certified by Murray Payne Ltd and be confident that what you have in your collection is correctly identified

Prices from only £25 + PP & VAT

Contact us today.

* not including Japanese Occupation material



Email: info@murraypayne.com
Tel (+44) 01934 732511 Fax: (+44) 01934 733498
P.O. Box 1135, Axbridge, Somerset, England,
BS26 2EW, United Kingdom



Collecting West Africa...

Our 'London 2010' Auction is building NOW.

If you would like to take advantage of this 'once in a decade' opportunity to maximise the potential of your collection, or just that one special item, then please contact Ken Baker, James Grimwood-Taylor or Nick Wraith today. You won't beat Cavendish's renowned expertise, handbook catalogues and our worldwide collector network!



In 2009 we sold gems from around the world - including West Africa. See all the results on our NEW WEBSITE, featuring a full PRICES REALISED ARCHIVE so you can track the market and research those special items.

www.cavendish-auctions.com



Cavendish House
153-157 London Road
Derby U.K.
DE1 2SY

Ph: 01332 250970
Fax: 0 1332 294440

Email: stamps@cavendishphilauc.demon.co.uk



Gambia at Auction



Lot 860 (malformed 'S'); lots 865 & 866 (both dented frame)



Lots 867, 868 & 871 (all dented frame)

The specialised auction of British Empire stamps and postal history held at Grosvenor's Strand saleroom on 9 & 10 December reached a remarkable total of £836,153, greatly in excess of the pre-sale lower estimate of £625,890.

Results for Gambia varieties were striking. There were many examples of the 'dented frame' and the malformed 'S' and 'split A' were also represented. The 1904–06 7½d showing 'dented frame' (lot 866, catalogued by Stanley Gibbons at £275) realised £932. It was one of a number of items that left their catalogue values far behind. Please visit our website for full prices realised or request a printed copy.

GROSVENOR

AUCTIONEERS AND VALUERS

399–401 Strand Third Floor London WC2R 0LT

Please contact Tristan Brittain or Richard Watkins for further details.

T: +44 (0)20 7379 8789 F: +44 (0)20 7379 9737 E: info@grosvenor-auctions.co.uk

www.grosvenorauctions.com