

CAMEO



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Front Cover

New Nigerian definitives. See page 10

Editorial

As we start volume 12 with this issue we are at the same time using a new printer. I hope the results will be satisfactory. Members should find the index to volume 11 enclosed with this issue, which has also been sent electronically to our webmaster, Ray Harris.

In the "Sources" section of this issue readers will find another journal's back-catalogue made available as a searchable DVD; this time the *Gibbons Stamp Monthly Archive*. The future is indeed racing towards us, and we understand that we need to act to digitise the entire run of *Cameo* as soon as possible.

Whilst we look to the future, we also recognise the great contributions to our Study Circle of our past members when their deaths come to notice. At this time we remember Jack Ince, whose obituary appears on page 6, and Con Rutter, who died this year at age 88, and who hosted some of the early WASC weekend conferences (before this member's time, I think).

Philatelic research tends not to be a youthful interest and I personally do not feel our Study Circle should be at all concerned about a lack of members under 40 years old. What we do need, though, is fresh blood in the 40-60 year bracket, living anywhere in the world, with a wide range of new research ideas, ready to enjoy a long and fulfilling retirement. To capture the attention of this age group we must embrace the electronic media, no matter how fast general expectations of instant access to such information continue to rise. Thank you to the several members who have made helpful suggestions on these matters since my last editorial.



Rob May

The next issue will be edited by me, datelined June 2011, and the copy deadline is 31 May 2011

Editorial Policy

The editors have the final say over content in *Cameo* in the interests of balance and relevance to the readership. Space in each *Cameo* may be limited as compared with the volume of material submitted by all the authors. The editors retain discretion over punctuation, spelling, grammar, use of colour for illustrations and whether to reduce the size of illustrations to fit the space available, but should not change wording, delete text or delete illustrations without full knowledge and permission of the author. If the editors consider amendment or deletion of text or removal of illustrations to be necessary they will discuss it with contributors. If contributors are then unhappy with proposed changes they can withdraw their items.

Rob May / Barry Burns

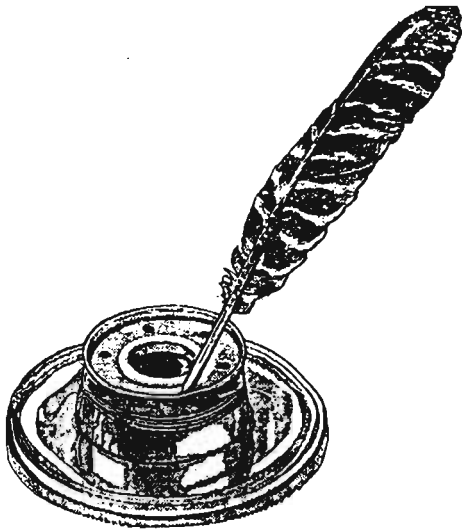
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Access to the internet? Then please try visiting the
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Webmaster is Ray Harris; contact harris6@which.net



Letters to the Editor

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

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

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

Rob May & Barry Burns

FAM22 first flight from Gambia to Natal

Dear Rob,

Further to John Wilson's most useful slant on these delayed first flight covers (*Cameo* no 81, pp381-382), readers might like to see the comments made by the Captain of the *Capetown Clipper*, William W. Masland, as to why he did not stop at Bathurst on the return journey (Ref. 1).

Masland noted that, having arrived at Leopoldville one day late, he had a private talk with Mr Mallin, the US Consul in Leopoldville. The Consul commented that there was a rumour that the Vichy French battle fleet had come out of Dakar and was steaming down the coast. On arriving at Lagos, first port of call on the return journey, Masland talked to the port captain. Had he heard about the Vichy fleet? "No", he said, "but let me know if you meet them".

Masland agreed to do so but advised the port captain that he had changed his schedule to leave just before midnight that evening so as to make a dawn landing, not at Bathurst, but at Fisherman's Lake. Just after dawn they flew over Robertsport and dropped a message to Father Simmons, head of the Episcopal Mission in that town, asking if he could organise fuel. They loaded the fuel obtained from drums into separate tanks, to avoid any possible cross-contamination, and took off at dusk. There was no battle fleet, and the *Capetown Clipper* reached Natal without any further distraction.

Ref 1: William M. Masland. "Through the back doors of the world in ship that had wings", New York: Vantage Press, 1984, pp275-277

Richard Beith
Auchterarder

Sierra Leone—contact request

Dear Rob

Dr. Heinz Findeiss of An der Leiten 2, 83730 Fischbachau, Germany is a leading collector of German Colonies and, until the last edition, responsible for the five-yearly production of a specialised catalogue of the cancels of the German Colonies and Overseas Post Offices.

He also has other philatelic interests and wishes to correspond with someone who has a keen interest in Sierra Leone. He has asked me to try to introduce someone to him via WASC.

John Mayne
Bridgnorth

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
- Togo - Jeremy Martin

Publications committee chairman —
Frank Walton

 **Damaged by Sea Water - negative evidence**

Dear Barbara

A fascinating piece about lost ship etc in the last *Cameo* (No 81, pp404-406) - thanks.

When I trawled through the war-time *Gazettes* last summer, I would only have copied to you any notes about loss of air mails. So I went back to the pile and checked for notices about loss of surface mails. Between 1 Jan and mid-May 1943 there were two notices in the *Sierra Leone Gazettes*:

1. Loss of surface mail posted in UK (not London) to SL in November 1942 (reported Jan 1943)
2. Loss of surface mail posted in India in July 1942 (reported March 1943)

If there was a loss around Christmas 1942 from Freetown, I would have expected it to have been reported before May 1943. I have never seen a notice about damage to mail, though, so perhaps this was not deemed sufficiently dire to report. There was a war on you know (as my mother still says!).

Frank Walton
Dronfield

Cameo so I thought I would ask it again....!

The P 203 censor mark as shown in the illustration below was recorded by Martin & Walton as having a first recorded use (in Gambia) on 8 December 1941. I have asked Jeremy about this first recorded date in Martin & Walton but he is unable to remember where he got it from, so this is a final attempt to locate it. As the Imperial Censors did not arrive in Bathurst until early February 1942 (Ref 3), this 1941 date seems most unlikely unless the P 203 mark was used in England before the censorship team was sent off to the Gambia.

The question is this:

"Who owns the cover on which this early use occurred, and if they are reading this, could I see an image of the cover so as to validate the information?"

As a further "tidying-up" of the reported data on these censor stamps I would be delighted to receive details of any use of P 203 and/or P 202 on cover so as to bring collectors up to date. So much information on the South Atlantic air routes is now turning up that it is important that we put the records into better order.

HELP.....

John Wilson.
Barnstaple

 **The P 203 censor mark used in the Gambia**

Dear Rob,

I have been investigating the censor goings-on in the Gambia during WW2, particularly relating to the censorship carried out on airmail letters carried by Pan American Airways on their "LATI substitute" route between South America and Lisbon. (Ref 1). In an article I wrote for *Cameo* (Ref 2) I analysed some covers passing through Bathurst and asked a question about the P 203 octagonal hand stamp (Martin & Walton Type 4C). The question prompted no response from the readers of

References.

- 1 Wilson J. *"The LATI Substitute Service of Pan American Airways"*. Air Mail News. Journal of the British Air Mail Society. November 2008.
- 2 Wilson J. *"Gambia Imperial Censorship – A follow-up"*. *Cameo* Vol. 11, No. 2, June 2009.
- 3 H.B.M's Home Office. *"History of the Postal and Telegraph Censorship Department 1938-1946 Vol.1 and Vol. 2"*. Public Records Office Reference DEFE 1/333. Authorised reprint 1996.



28 Feb 1942 cover sent by air from Argentina to Barcelona, Spain with a clear strike of the P 203 octagon of the Imperial Censorship, Bathurst. Censored whilst in transit by Pan Am between Natal and Lisbon

 **1900 registered postmark of IDA**

Dear Rob,



I have acquired an oddity, scan attached. It looks kosher, with a very sharp strike, but neither Ince & Sacher nor Proud mention the existence of an IDA registration postmark before February 1905, when Proud's type R1 was recorded used. The Ida Post Office opened under Southern Nigeria administration on 27 March 1900, so the 25 SP 00 date of my find is possible. The first date Proud gives for any Ida cancel is "(19.1) 00" (whatever the brackets signify!), though Ince & Sacher's earliest is 1 Nov 1900.

Do members know of any other examples of this strike so that I can find out more. Or is this likely to be a forgery?

Paul Redhead
Ely, Cambs

 **New S Nigeria Telegraphs postmark**

Ed—this letter was received by me on 2 May 2006 but held back awaiting publication of Michael Wright's paper on Southern Nigeria Telegraphs handstamps in Cameo Vol 11, pp329-331, June 2010

Dear Rob,



Attached please find a possible new format of Southern Nigeria telegraphs cancellation, with "S N", slightly offset, at the top instead of SOUTHERN NIGERIA in full. The lower part of the hatching above the bridge does not reach the upper horizontal line. The only code letter visible is a U at the right, which make me wonder if this is for UDI (opened 1910, no cancel seen prior to 1913, location of first coal mine opened in 1915, per Ince & Sacher page 346).

I can also record a telegraph canceller in the normal format, for -B O-, dated 6.X.20.

Michael Hamilton
Wareham

GB postal order overprinted Nigeria

Malcolm Lacey

The illustrated postal order was recently in my possession, but is now sold to a WASC member, realising £550. It was bought at Enugu in August 1956, to pay 40/- (£2) to Ellisons in the UK.

John Gledhill's *Directory of Overprinted Postal Orders* lists only two KGVI examples overprinted Nigeria; for 1s plus 2d poundage bought at Enugu 31/8/43 and for 4s plus 2½d poundage with place of issue and date illegible.

Gledhill lists British QE2 postal orders overprinted NIGERIA used only after April 1961.



Obituary

Jack Ince 1916-2010

Most of us remember Jack as one of the earliest and most enthusiastic members of the then British West Africa Study Circle, but there was much more to him than that.

Born in Leytonstone and educated at Chigwell School he was qualified as a Chartered Secretary. Being a volunteer in the Honourable Artillery Company, he was called up on the outbreak of war and served through the whole of it, being involved in the invasion of mainland Europe in 1944/45, particularly the liberation of Holland alongside the Canadians. In 1943 while stationed on the white cliffs of Dover he met and married Pam.



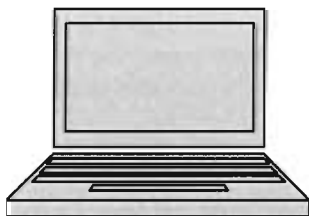
After discharge in 1946 as a Captain he returned to business in the City with a company which had mining interests in Nigeria, as well as South Africa and Rhodesia. While visiting these places he acquired his early enthusiasm for the stamps and postal history of West Africa. After he retired in 1971 he was able to devote more of his time to his special interest to which he applied his precision and thoroughness. It was this that led to us working together on what was to become after 15 years *The Postal Services of the British Nigeria Region*.

This was before the emergence of the Internet which would have made research and cooperation with many generous helpers so much easier, but we ploughed through all sorts of records over several years and spent long hours in the Public Record Office at Kew. Jack's extensive collection of the stamps of Lagos, the Oil Rivers/Niger Coast and of Northern and Southern Nigeria was important and vital to our work. The resulting book was rather heavy but won Large Gold and the Grand Prix at Hafnia International Literature Exhibition in 1994 and Large Gold and a Special Prize in Singapore in 1995.

He was for 14 years the Librarian of the WASC and from 1980 to 1982 its President. Even after he sold this collection and moved with Pam to Canada in 1993 to be nearer their daughters in Ontario and California his interest was as firm as ever, writing pieces for *Cameo* and joining local clubs and attending shows. His new field was an extension of his collection of Imperial Airways African Mail Services of the 1930s and covered the first mail routes across the Atlantic, on which he wrote for the *Canadian Aerophilatelist* and the *British Air Mail News*.

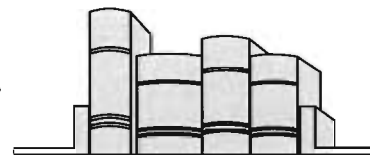
Jack always cared for others and needed something worthwhile to do. During his time in the City and after his retirement he worked at the Spitalfields Crypt helping the severely disadvantaged and alcoholics. Never wishing to be without a challenge, in 1995 he decided to write a book on his old regiment *Gunners of the 61st* which was published two years later. He was a keen gardener even in the harsh conditions of Ontario both in his own English garden and with the vegetables on Bob and Mary's farm. He also reported to his friends how they learnt to deal with many feet of snow and long periods of freezing weather each winter. He was a fine husband and father and will be missed by all his family and friends.

John Sacher




Sources

Views expressed by reviewers are their own,
and are not endorsed by WASC or
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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.

 *Sierra Leone Registration*, 2nd edition by Frank L. Walton FRPSL & Philip G. Quirk, published by the West Africa Study Circle. ISBN 978-1-905647-06-04, 48 A4 pages, card covered. Price to WASC members £6, plus P&P £2 UK, £2.50 worldwide surface, £2.50 air Europe and £4 air worldwide, with admin charge of £1 if using Paypal.

Reviewed by Peter Rolfe.

The first edition of this booklet, by Frank Walton, appeared in 1994 and has been an invaluable source of reference since that date. This new edition has been extensively revised by Philip Quirk, and extended to include more recent markings and usage. It lists all registered stationery, registered date-stamps, village rubber hand-stamps and blue registration labels. It is lavishly illustrated, with a most useful index of Post Offices showing where markings are recorded or missing.

For anyone interested in Sierra Leone philately of any period, this booklet will be an indispensable source of reference.

 *International Postage Rates, 1890s—1957*, by Michael Furfie, published by the author 2010. ISBN 0978-0-9522208-2-4. 90 A4 pages, spiral bound with clear plastic covers. For details of availability, price and delivery costs contact the author on postage-rates@hotmail.co.uk

Reviewed by Rob May


The author has taken on the task of collating the standard surface postage rates, post-UPU, inbound to the UK from any other country, after discovering in 1991 that the British post office used to compile “Form P114” (before 1914 “Form 43”) to enable inward offices of exchange to calculate postage due on underpaid mail from abroad, then after 1914 also to enable postmasters to explain to members of the public about rates and surcharges. These forms are rare. Michael Furfie has found several complete copies dated between 1914 and 1926 in the Post Office archives, but otherwise has seen only one dated 1955. However the Post Office Circular (POC) published weekly, contained notices of amendments to form P114, which has enabled this reconstruction of the records for the whole period to be published. It presents by country the history of what the British Post Office *thought* inward rates were between 1914 and 1957, with provisos—the most important of which is that the author seeks the help of country specialists and study circles to help with additional information, and by noting any errors and omissions.

In a covering letter to this reviewer, the author says “I’ll be interested to know what someone interested in a relatively small group of countries makes of this book. I found very few philatelic sources for your area and, from memory, those I did see were extremely sketchy”.

Tables of rates are provided separately for all our West African Commonwealth countries, but for the French colonies they are grouped together and I suspect there are more differences in rates and effective dates than are shown here. The author has referred, though, to Derek Richardson’s *Tables of French Postage Rates (2nd edition)*. Tables are also shown for Liberia, Portuguese West Africa, Spanish Guinea and Spanish West Africa. Each table usefully includes a column showing the basic letter rate converted from the local currency into gold centimes (until Sept 1925) or pence (from Oct 1925).

The chapter on “The Structure and Basis of International Postage Rates” provides a very lucid short account of the key outcomes of each UPU convention between 1878 and 1952, then a brief look at other postal agreements and conventions during the same period. A two page bibliography enables readers to seek out greater detail, but I noticed that the references list does not include any of the WASC-published country studies. I am sure our authors will find that cross-referencing the tables in this book with their own could reveal gaps in this wider study. I have not had time to start to do this for my interests; Nigeria, Cameroun and German Kamerun.

Publication was part-financed by the Postage Due Mail Study Group and this work does both them and the author great credit. Inevitably this will not be the last word, but what a bold start it is!


 *Extracts from the Air Ministry Civil Aviation Intelligence Reports Summaries 27 August 1939 to 30 May 1945*, by Peter Wingent, published by the West Africa Study Circle ISBN 978-1-905647-05-01, 215 A4 pages, ring bound. Price £24, plus P&P £4 UK, £6 worldwide surface, £6.50 air Europe and £11.50 air worldwide, with admin charge of £1 if using Paypal.

Reviewed by Peter Richards.


During the Second World War the Civil Aviation Summaries were published weekly by the British Air Ministry and they are now held at the British National Archive at Kew. Peter Wingent has spent many hours meticulously going through them and this excellent book is the product of that research. It must be emphasized that, although published by the West Africa Study Circle, the book covers a far wider area than West Africa. Indeed it is easier to list the areas that it does not cover (internal services of Australia, Canada, the USA and South America). The contents of the book are a treasure trove of primary information relating to Second World War airmails such as the dates at which services started and finished, destinations served and crashes.

I would suggest it is best used alongside John Wilson's excellent Report on the Progress of Civil Aviation 1939-1945 (available as a free download on the West Africa Study Circle website at www.wasc.org.uk) but the book contains valuable information on territories not covered by John including, amongst others, Belgian, Portuguese, French, Chinese and surprisingly (although after May 1940 the reports were termed Intelligence Reports) German services.


In summary the book is a must for all collectors of Second World War airmail but also contains much information for those wishing to research war time services in particular territories or areas.

 *Gibbons Stamp Monthly Archive edition 1890-2009*, published 2010 by Stanley Gibbons Ltd. Five DVDs price £199.95 plus p&p: UK £4.50, Europe £8.50, USA £15, worldwide £20. Available from the publisher at 7 Parkside, Christchurch Road, Ringwood, Hampshire, BH24 3SH, UK, email orders@stanleygibbons.co.uk. 20Gb of data. The index entries for this product can also be found on the www.rpslcatalogue.org.uk website.

This is a fully searchable and printable version of all editions of *Stanley Gibbons Monthly Journal*, *Gibbons Stamp Weekly* and *Gibbons Stamp Monthly*, split into separate pdfs for each article.

 *The International Postage Meter Stamp Catalog*, by Joel A. Hawkins & Richard Stambaugh, published by the authors. 2005, no ISBN, CD copy of catalogue ID 14930, price for book with CD US\$96 + P&P \$46.30, available from Richard Stambaugh, 613 Old Corlies Ave., Neptune, NJ07753-3959, USA, email rickstambaugh@gmail.com

A review of this huge work has been provided by John Jackson FRPSL in the *London Philatelist* in December 2010. Whilst this, the first worldwide reference work for collectors of meter stamps since the Simon & Barfoot catalogue published in 1956, remains in book and CD form for now, the report says that it is eventually the intention of the authors to move the book entirely onto the Internet.

 *Cameroun in the Great War Volume III, the Homeward Mail*, by Dudley Cobb, published by the author. ISBN 2-9511613-3-6, 134 A4 pages, card covered, perfect bound. Text in both French and English with over 70 monochrome illustrations. UK price £40 post paid, by order from the author at Les Capsades, F-09140 Couflens, France. For prices to other destinations please contact the author at cobweb@wanadoo.fr

This third instalment of Dudley Cobb's study of the postal history of the British and French in the former German Kamerun arrived just before Christmas. A review will appear in the next *Cameo*.



Articles of Interest Published in Other Journals

Journal of the France & Colonies PS

Volume 60 number 3, September 2010,

pp83-85, Michael Round, *Stanley Gibbons Catalogue, part 6, France, 7th edition 2010 (review)*

Volume 60, number 4, December 2010,

pp135-137, Bill Mitchell, *La Poste Navale—some notes on French Naval Posts in the two World Wars*

pp138-140, Bob Maddocks, *More Gremlin Activity in Cameroon Philately: Cameroons Airlines et al*

Shades of the St Helena 1893 2½d Value

Bill Thorpe

The 1893 2½d surcharge on the 6d value of St Helena (SG 40) is a common stamp, and most collectors will probably have several examples in their collections. The catalogue does not list any shades for this particular stamp, but readers will be aware that several quite obvious shades do exist.

I have several copies of this stamp where the colour is verging on a greyish blue. Figure 1 illustrates the normal ultramarine shade, and Figure 2 a grey-blue example. Both of these variations are quite commonly seen, but I can now illustrate as Figure 3 a copy in a much darker grey, with hardly a hint of blue. Although it has the purple remainder cancel it is a fresh stamp and does not appear to have been subject to any misuse.

The base stamp for the surcharge is of course the 6d value, which was specially printed in ultramarine then surcharged with the new value. For the normal six pence stamp (SG 44) the colour was grey although several shades exist. Figure 4 illustrates an example. Is it possible that, accidentally, one or more of the six pence grey sheets was surcharged in error?

I would be very interested to hear if any readers have similar copies to Figure 3, or could shed any further light on this.



Figure 1
SG 40
ultramarine



Figure 2
SG 40
grey-blue



Figure 3
SG 40
dark grey



Figure 4
SG 44
bluish grey

I can report one further example of a similar shade to Figure 3. Any more out there? - Barry Burns



Nigeria 'Lagos Harbour' Skeleton

John Cooper

I recently bought a Nigeria 1935 Silver Jubilee set on eBay, but couldn't figure out the postmark on the 1/- value (Figure 1), so I did a good scan and sent it to Ted Proud. He has confirmed that it is a previously unrecorded skeleton for LAGOS HARBOUR. Although the postmark is not very clear, a useful item nevertheless!



Nigeria—new definitive issues in 2010

Ray Harris & Rob May

On 9 October 2010 NIPOST issued a new definitive set with values N20 (see front cover), N30, N50 x 4, N90, N100 (figure 1) and N120. The innovation about these new stamps is the use of a security hologram printed onto every stamp.



Figure 1



Figure 2 (enlarged)

There are two different forms of the hologram; a circular one with a diaper pattern within it, as shown on the N20 value, and a square one with an “oil sheen” effect as shown on the N100 value. The split of the set between these is

Circular type

N20 Terracotta head, Ile-Ife

N30 Bronze bowl, Awka

N50 Slave chain, Badagry

N90 Elephants at Yankari game reserve

N120 A seated human figure Tada

These are on thick paper, perf 12.3 x 12.5 (N90 12.5 x 12.3)

Square type

N50 Monkey colony in Lagwa-Mbaise

N50 Nok Terracotta, Kaduna

N100 Argungu Fishing Festival

These are on thinner paper, perf

13.0x 13.2 (N50, vertical) or 13.2x 13.0

All three values with the square hologram have a copyright mark of SIL as well as of NIPOST, and designer name John Makop. SIL denotes the printer Superflux Int. Ltd of Ikeja, Lagos. None of the other stamps have a designer name and have only a NIPOST 2010 copyright inscription, but a card insert in the first day cover credits Kalamazoo Security Print Ltd, Apapa, Lagos as well as NSP&M Co. plc. The perforation 13.2 x13.0 matches the normal perforating machinery at NSP&M.

At about the same time the 1990 N500 National Theatre top value definitive was re-issued with a new imprint “NSPMPLC” instead of “NSP & M Co Ltd” (Figure 2), on un-watermarked paper and perf. 13 instead of perf. 14. An imprint block shows an extra grey/black plate number which may correspond to a new plate for the new imprint only.

Finally, Michael Wright has pointed out that the N50 Stamp Duty is being printed from a new plate where the vertical frame is shorter and the crest is smaller, possibly to avoid the imprint disappearing into the bottom perforations (figure 3—the old design on the left, the new one on the right). Can anyone provide documentary evidence that this is valid as a postage stamp? It is quite commonly used that way.



Figure 3

Three Sierra Leone AR Covers from the 1890s

Philip Quirk

The Advice of Receipt (AR) service allows the sender of an item to obtain proof of delivery. It is normally available on registered and sometimes on insured mail (Ref. 1). The service began in the U.K. in 1875 and from 1 April 1879, every country joining the U.P.U. was required to offer it for registered items (Refs. 1,2). Coincidentally, this was the exact date on which Sierra Leone joined the U.P.U. Between 1879 and 1902, the service from Sierra Leone cost 2½d (Ref. 3).

David Handelman has conducted extensive research into the Advice of Receipt services offered by Post Offices all over the world (Refs. 1,2,4). He notes that before 1 July 1892, the stamps denoting payment for the service within most British Empire countries would be attached to the receipt form, prepared in the country of origin. This, in turn, would be attached to the registered item. On this date, however, the Treaty of Vienna (resulting from the 4th U.P.U. Congress in Vienna, 1891) caused two changes to procedures. Firstly, the letter had to be endorsed AR or Avis de Réception, and secondly the receipt form was now to be prepared in the destination country, meaning that the payment in stamps had to be attached to the registered item. This system was in place for the next 6½ years, but on 1 January 1899, the Treaty of Washington (from the 5th U.P.U. Congress in Washington, 1897) marked a return to the previous system, whereby the forms were prepared in the country of origin. Countries then regained the choice of having the stamps affixed to the item itself or to the receipt form, once again attached to the item.

Unless a particular AR cover has been reunited with its receipt form, a most unlikely occurrence, there is no infallible means of determining how it was handled. Two tests, however, are available. The first is to look for pinholes in the item, marking where the AR form was attached (Ref. 5). However, there is always the possibility that holes in an envelope resulted from some later filing procedure by the recipient. Secondly, one can attempt to relate the franking of the item to the applicable postal rates. The availability of other material from the same postal jurisdiction may also help in determining a pattern of usage; unfortunately early AR items from anywhere are scarce!

Turning now to the specific case of Sierra Leone, in 1892 the Colonial Postmaster, J. H. Spaine, published a set of 271 *"Rules for the Guidance, Conduct and Discipline of Officers, and for Regulating the Business of the Postal Department"*, together with 228 *"Postal Regulations"*. These are reproduced in full by Proud (Ref. 6). The postal regulations were approved by the Governor-in-Council on 29th September, 1892.

The following two regulations dealt with the AR service:

"73. The fee for registration shall be twopence prepaid in postage stamps [registered postal stationery was not issued until 1896 - Ref. 7]. The Sender shall also pay an additional sum of 2½d in postage stamps at the time of posting if an acknowledgment of delivery be required by him.

74. Such acknowledgments shall be prepared by the Postmaster of the office of origin and transmitted with the letter to the Postmaster of the office of delivery who shall deliver the same to the Addressee and obtain his signature and return the paper without delay to the office of origin for delivery to the Sender."

What is not clear in the above is whether the additional 2½d postage was meant to be affixed to the registered item or to the acknowledgment form. A further problem is that Rule 74 clearly describes the pre-Vienna situation, with the AR form prepared in the country of origin.

Figure 1 shows a registered, size F cover sent in August, 1896, during what Handelman terms the "Vienna period" (Ref. 2). There are no markings on the reverse of the cover. The 2d registration fee was paid by the indicium on the back of the envelope. In addition, the cover bears two 2½d stamps and is inscribed "Avis de Reception" in manuscript. At this time, the Freetown post office probably had no AR instructional marking; the first recorded example (WASC type M16, Walton 716.01) was not dispatched until October 1902 (Ref. 8). The envelope has no pinholes in it.



Figure 1: Registered, AR cover from Freetown to London, 31 August 1896.

As the basic postal rate was 2½d per half ounce, two possibilities come to mind:

1. The second 2½d stamp paid the AR fee.
2. The letter was over ½ oz. and both stamps paid the postage; a further 2½d in stamps was applied to the AR form.

Considering that the item was posted during the period of the Vienna treaty, was the smallest size of registered envelope, and has no pinholes, the more likely explanation is probably the first one.

Looking for further examples of AR items from Sierra Leone, I turned to the catalogue of the 2009 John Sacher sale (Ref. 9), which included the following item, lot 628.



Figure 2: Registered, AR cover from Freetown to London, 22 April 1897.

Figure 2 (scanned from the auction catalogue and not actual size) shows an April 1897, registered, AR cover to the same company as Fig.1. This cover carries a handstamped AR but as it is not the standard type, which had a horizontal oval around the letters (Refs. 8,10), it may have been a private marking applied by the sender. The franking is one 4d and six ½d stamps, which can be accounted for by the same

two possibilities as the first cover, i.e. 2½d postage, 2d registration and 2½d AR; or 5d postage and 2d registration. Although the sale catalogue mentions "small imperfections" there are no obvious holes in the envelope. I suggest that, on the balance of probabilities, the 7d franking on this item also included the AR fee.

A further item in the John Sacher sale, lot 503, was a September 1897 registered cover from Opobo River to Nova Scotia. This bears an AR in horizontal oval marking, but only a total of 4½d in stamps, suggesting that the AR fee was not included in the franking. However, the catalogue states that the flap of the envelope is missing, and it is conceivable that this might have borne a further stamp.

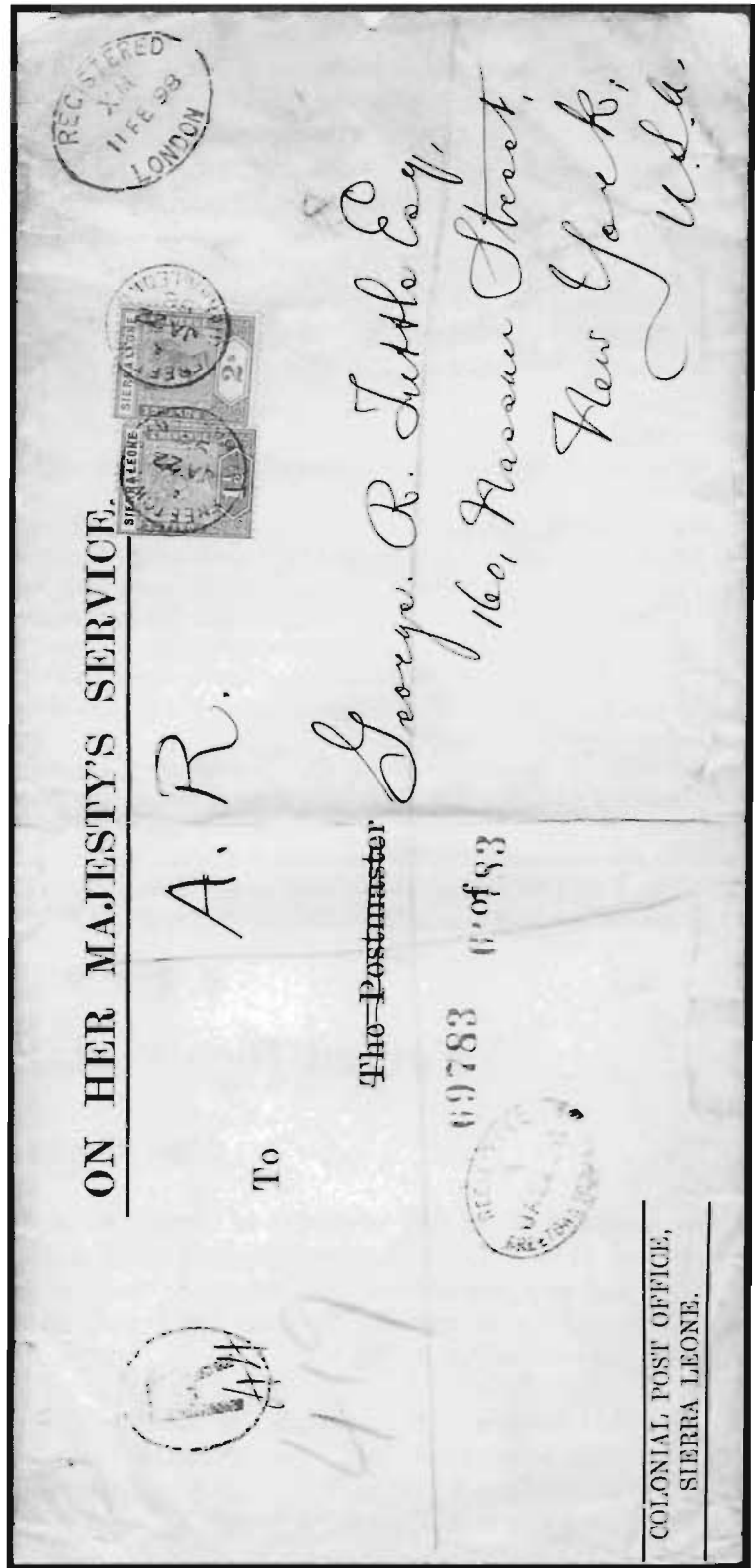


Figure 3: Registered, AR cover from Freetown to New York, 22 January 1898 (scan slightly reduced in size and courtesy of Frank Walton).

A third AR cover from Sierra Leone is shown in figure 3. Despite also originating within the "Vienna period", this has two clear holes in the top left corner. On the other hand, it is difficult to reconcile the 2s 1½d franking of this OHMS item with any postal rate, whether or not including the AR fee; subtracting 2d registration leaves 23½d, which is not divisible by 2½. Given that Nassau Street was the centre of the New York stamp trade, I conducted an internet search, which revealed that the Bogert & Durbin Company had premises at number 160 and in November 1896 published a price list of U.S. Revenue stamps (Ref. 11). An additional webpage (Ref. 12) refers to the sale in 1944 of "Part IX of the 17-part Tuttle estate portion of Bogert & Durbin stock."

Frank Walton suggests that this item might simply have been over-franked in order to obtain used copies of the 'difficult' 2s and 1½d keyplate stamps. Philatelic usage should not, however, have affected the AR procedure, and in this case it seems more likely that the item was sent with its AR form prepared in Freetown and attached to it. One could speculate that items to the U.S. were treated differently from those to the U.K., or that Mr. Cleugh, who succeeded Mr. Spaine as Colonial Postmaster in 1896 (following the latter's imprisonment for embezzlement!), changed the Post Office's procedures between April 1897 and January 1898, but supporting evidence is sorely needed, either in the form of further AR covers or completed AR forms.

The author would be delighted to hear about any other AR items from West Africa in this time period, particularly those which might offer an unambiguous explanation of the procedure used to deal with the AR fee. I would also like to thank Rob May, Frank Walton and Barry Burns for helpful discussions.

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1. Handelman, D. (2009) *Avis de Reception*. <http://www.silverjubileestamps.com/html/ar.html>, accessed 29 August, 2010.
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5. Walton, F. (2004) *Sierra Leone: Payment of Advice of Receipt Fee, Cameo*, Vol.8, No.2, p.107.
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7. Walton, F. (1994) *Sierra Leone Registration*, WASC, Dronfield.
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12. Hahn, C.M. (2003) *Early Locals and Carriers Sales*, p.6, <http://www.pennypost.org/Early%20Locals%20and%20Carriers%20Sales.pdf>, accessed 29 August, 2010.



Forged Togo Postal Stationery

John Mayne

Update number 4 on the CEF overprints of German Kamerun yacht stamps by Marty Bratzel in the last Cameo (Ref. 1) illustrated a German 10pf single postal stationery card overprinted C.E.F. re-denominated 1d. Marty had seen this item on ebay but not in the flesh and suggested that the overprint, Klein-Popo cancel, tax mark and probably the back-stamp were all forged. The 1989 Michel postal stationery catalogue lists such an item at DM500.

The Taxe mark rang a bell! At Swinpex in summer 2010 I was offered by a dealer two Togo postal stationery cards which I inspected. The 5pf card (Figures 1 & 2) has the Assahun cancel, which is as difficult in the German period as it is in the occupation period and was rated at €400 in October 2009, whilst the 10pf single card (Figures 3 & 4) had the cancel for Kpandu, rated at €450.

It was immediately evident the cancels were forged whereupon the dealer, a member of the society, suggested I take a thorough inspection. To my amazement, not only were the cancels and the tax mark forged, and as with Marty's card no doubt the back-stamps, but the items were total fabrications including the paper on which they had been printed! Perhaps they come from the same source as the Kamerun card, which could also be a total fabrication.

I must add that the dealer had acquired these items as "wrong", there was no attempt to pass them on as genuine, and I welcomed the opportunity to acquire these unusual items at a modest cost.



Figure 1

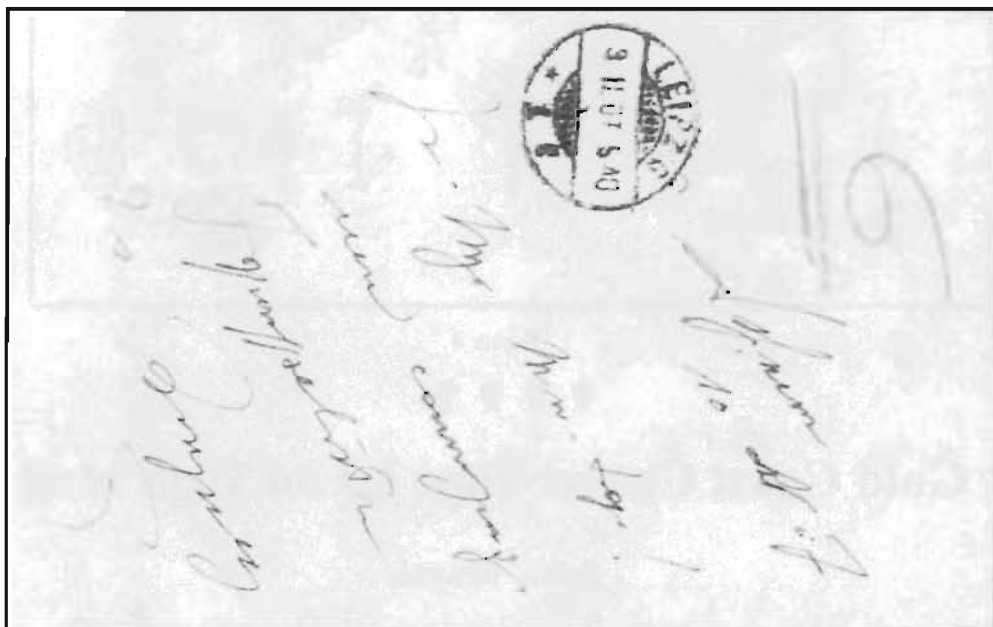


Figure 2

Reference

1. Bratzel, M., "CEF Overprints on Kamerun Yacht Stamps", *Cameo*, Volume 11 pp397-400, WASC, October 2010



Figure 3

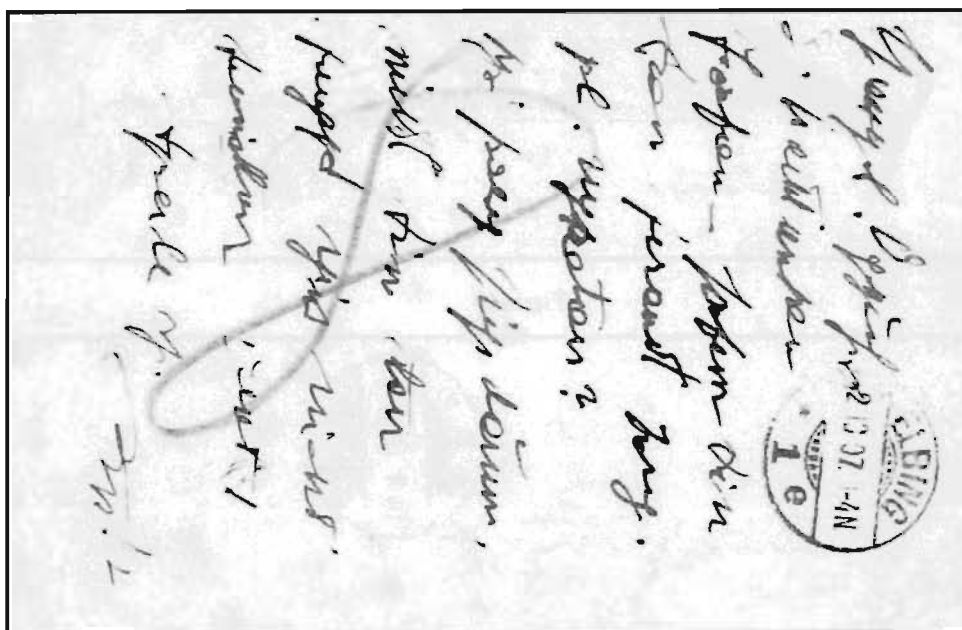


Figure 4



Gold Coast Censor Tape L3 on Togo Mail

John Mayne

Michael Ensor (Ref. 1) records this censor tape with a gap of 7.5mm between the 'D' of 'OPENED' and the 'B' of 'BY' on Gold Coast mail just once, on 29 February 1916. Martin & Walton (Ref 2) record the same. At London 2010 I acquired the cover shown at Figures 1 & 2. I had not seen this tape previously on Togo mail.

The censor tape hides the name and address of the sender endorsed on the reverse side, but it appears to have been sent by someone at Atakpame, yet posted at Anecho on 12 March 1917, with the correct postage

of 25c met by a range of current Dahomey overprinted issues. It is addressed to the Red Cross at Geneva where it arrived on 21 April 1917. The Lome backstamp is obscured by the censor tape but the offset impression on the face appears to be the German Lome cancel of 13.3. It was not backstamped at Accra and is thought to have taken the normal route via London.

Later at the same show I came across a similar cover (Figures 3 & 4) and I have since obtained a photocopy. This cover was posted 9 March 1917, three days earlier, from Aneho, and sent registered mail with 50c paid. A registered manuscript endorsement R 461 is noted. This too is addressed to Switzerland (Basel) and having seen other mail addressed to W. Thom I wonder if it may have philatelic overtones. This

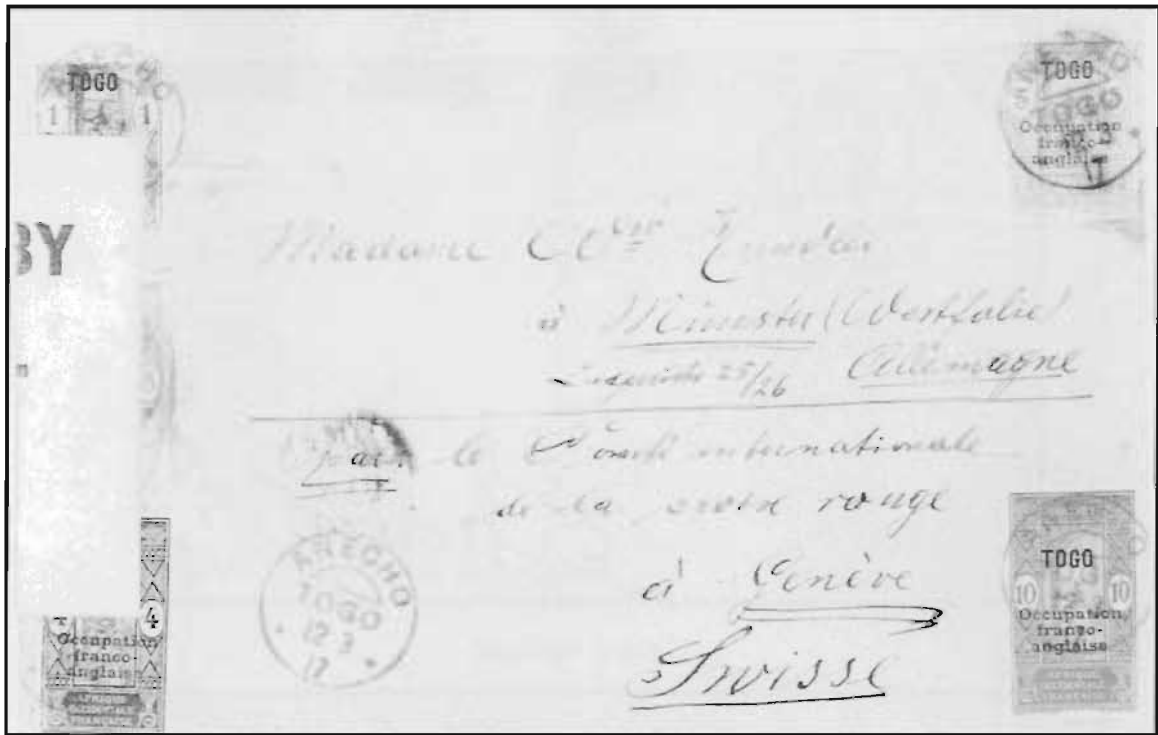


Figure 1 (reduced)

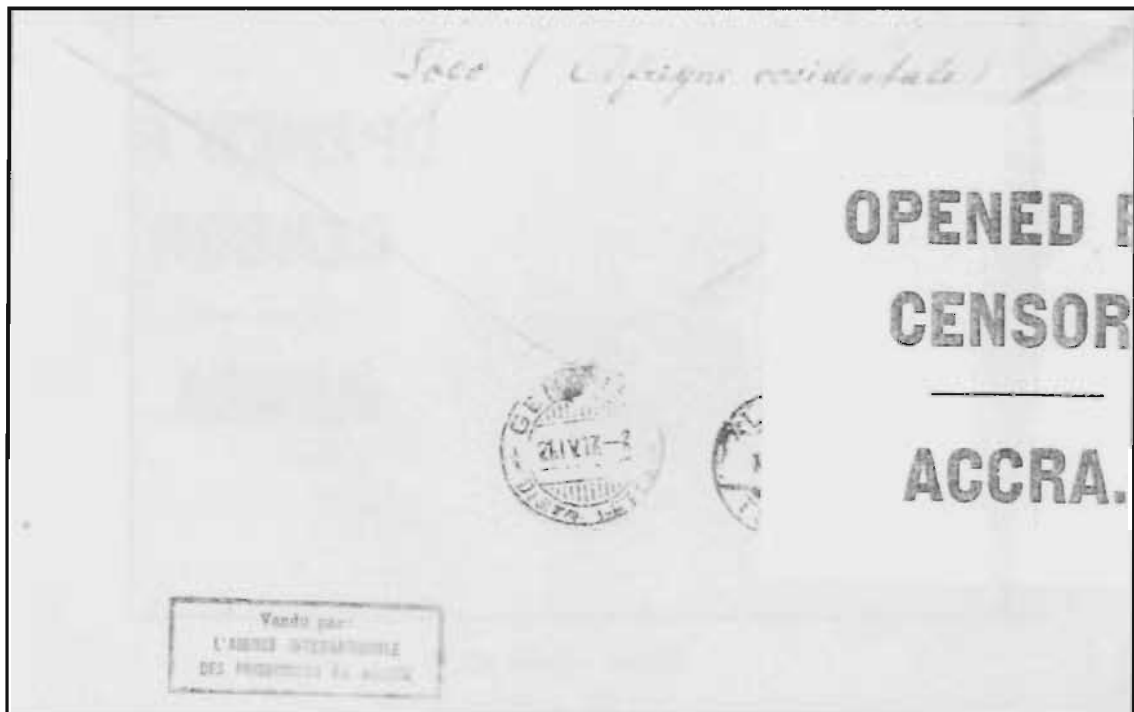


Figure 2 (reduced)

passed by the same route, but with no Lome cancel, an indistinct Accra strike, a London backstamp of 5 April 1917 and Basel arrival 10 April 1917. The same Accra censor tape has been used.

I am puzzled by the fact that this tape was recorded once only, on Gold Coast mail, but now has been found twice more on mail from Togo, in use some 14 months later. Members' thoughts and suggestions would be welcome.



Figure 3 (reduced)

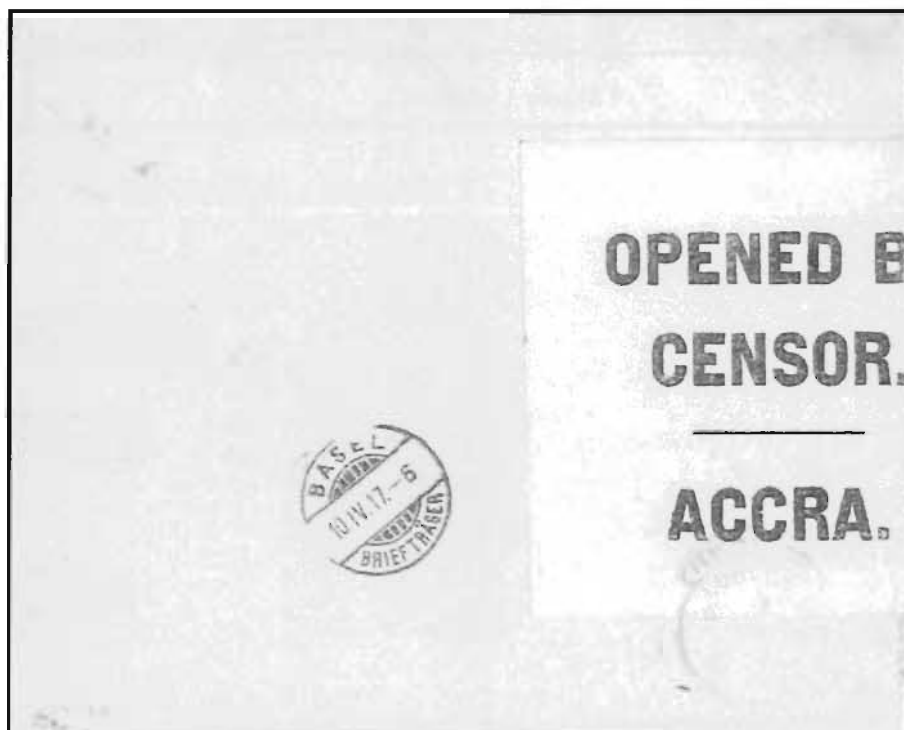


Figure 4 (reduced)

References

1. Ensor M. (Ed), *The Postal Services of the Gold Coast 1901-1957*, p175, WASC, Dronfield 1998
2. Martin J.J. & Walton F.L., *West African Censorship*, p38, WASC, Dronfield 2nd Edition 1999

Gold Coast WWI Censor Tapes

Robert Nelson

Martin & Walton (Ref. 1) illustrate three types of the label "OPENED BY CENSOR / ACCRA" with square stops. I can now illustrate two other types which I will name Types L3C and L3D to follow Martin & Walton's L3, L3A and L3B.



Figure 1 (reduced)

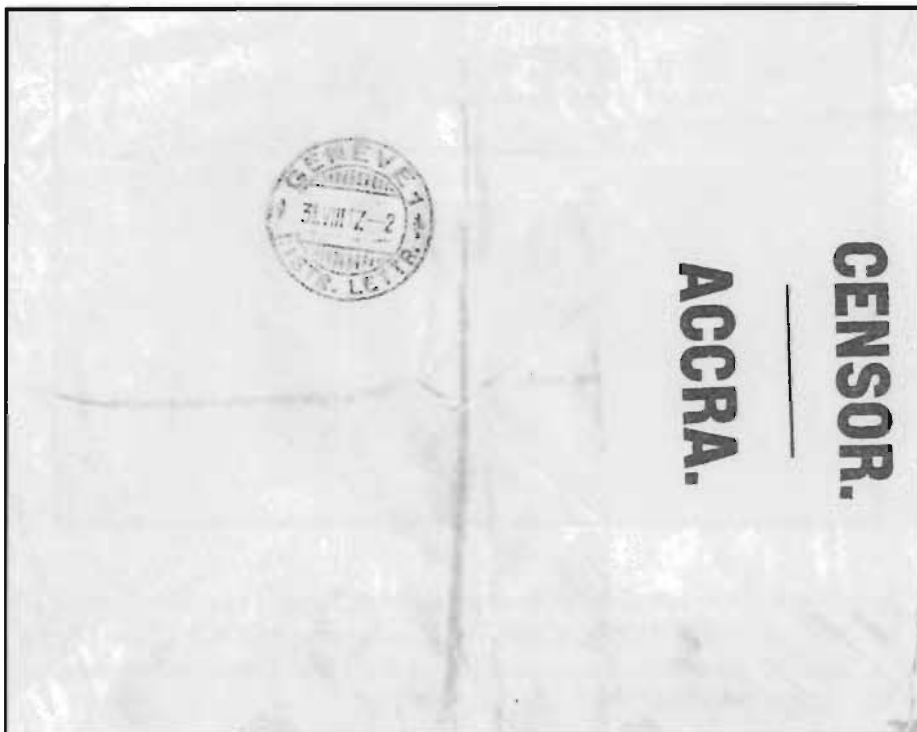


Figure 2 (reduced)

Postmarked on face Accra 30 July 1917, Mackin (Ref 2) type 14. Note the TOO LATE instructional mark. The letter appears to be either over-stamped by 1d or under-stamped by ½d

Type L3C Final letter A in ACCRA unbroken Measurements

- 5.5mm gap between "OPENED" and "BY"
- 8.5mm gap between "ACCRA" and the line
- 7.5mm gap between the line and "CENSOR"

Type L3C Final letter A in ACCRA unbroken Measurements

- 5.5mm gap between "OPENED" and "BY"
- 6.5mm gap between "ACCRA" and the line
- 5.5mm gap between the line and "CENSOR"

Figure 3 (reduced)

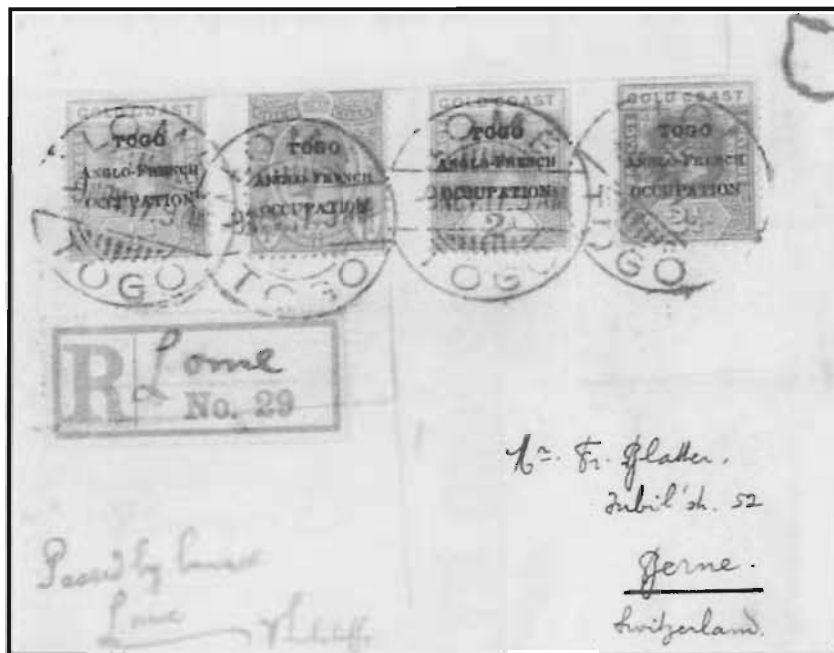
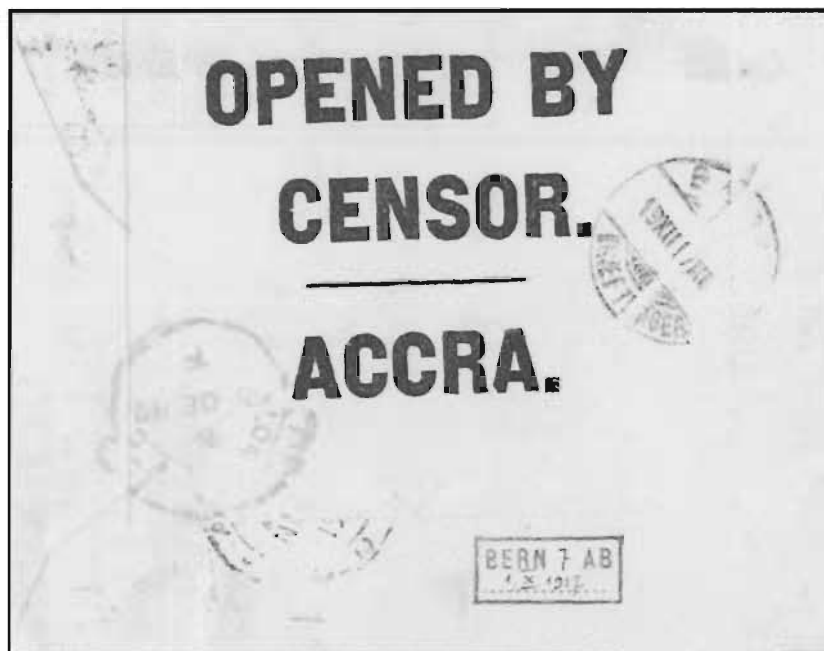


Figure 4 (reduced)



This is a rare example on a letter from Togo which has already been censored in Togo. The postage rate is for a double-weight registered letter. Postmarked on face LOME 9 Nov 1917; on reverse ACCRA ? Nov 17. I have two other examples of this label all posted to Switzerland from the Gold Coast and postmarked AKUSE 11 Aug 1918, Mackin type 15A, and NSABA ?? 17, Mackin type 15

References

1. Martin J.J. & Walton F.L., *West African Censorship*, pp38-39, WASC, Dronfield 2nd Edition 1999
2. Mackin M.T., *The Gold Coast ... Cancellations 1875-1957*, WASC, Revised edition 1990

Cameroon CEF Overprint Varieties

Trevor Williams

Ed— these are a real challenge to illustrate. Trevor has provided photographs of stunningly good quality but I fear the resolution may be lost in the scanning and printing process.

Apropos Marty Bratzel's update number 4 in *Cameo* (Ref. 1) and our conversation at the Royal in November I enclose a couple of items of CEF overprint varieties which may be of interest.

Figure 1 shows a copy of the 2½d on 25 pfennig double overprint, one albino. Gibbs (Ref 1, p202) records only having seen one copy of this, and records (*ibid.*, p210) owning a specimen with an offset overprint on the back.

Figure 2 shows part of a block of four from the top left corner of the sheet of 4d on 40 pfennig overprint, showing triple overprint, two albino. The full stamp shown here is position R1/2 which shows the constant variety "thick d". Gibbs records 50 stamps (half sheet) with this variety.



Figure 1: 2½d on 25 pfennig
The albino overprint can be seen as interference
in the offset overprint



Figure 2: 4d on 40 pfennig
The stops of the first albino overprint can be seen as a shadow to the north-east of the printed stops. The bottom curve of the C of the second albino overprint can just be detected to the north-east of that shadow

Reference

- 1 Gibbs R.M., *G.R.I The Postage Stamps of the German Colonies occupied by the British 1914-1918.* pp202 & 210, Christie's Robson Lowe, London 1987

Inbound to the Gambia, 1943—but where from?

Stewart Duncan & Rob May (ed, with a lot of help from Bill Mitchell)



In August 2009 Stewart Duncan wrote to this editor with a scan of the illustrated cover, asking for help with the write up.

It was posted on 19 November 1943 with 2x4Fr to cover postage and registration. On 6 December a further 8x50c + 2Fr were added. It arrived with a Registered GPO Gambia oval postmark of 10 December 1943 on the reverse.

His questions were “*What or where was the Bureau Naval 53 situated in Algeria? Why would an official dispatch require postage or be held up due to under-franking, and finally what was the correct breakdown between postage and registration fee?*”

I wrote to the editor of the France & Colonies Philatelic Society and during 2010 there have been several pieces in that Journal about or inspired by this item, starting with a note of his enquiry and initial responses from Maurice Tyler, Barbara Priddy and Rob May (Ref 1). This article is intended to condense the results of the combined expertise of the members of that Society, without reciting any wrong turnings along the way (*ed—especially mine!*).

Derek Richardson's Tables of French postal rates (Ref 2) confirm that the original 8Fr postage consists of 4 Francs basic foreign postage plus 4 Francs registration. Barbara Priddy has confirmed that the additional 6 francs covers the airmail fee for a letter of between 10 and 15 grams from France to non-French West Africa. It seems the letter was originally intended to be sent to Gambia by surface, but was upgraded to air mail after a delay at the originating office. However, we need to know where that originating office, Bureau Naval 53, was located at this date.

The authoritative source is Bertrand Sinais (Ref 3) - also to be found on line at www.phila-colmar.org/Les-bureaux-postaux-navals-a-numeros.html. His records show that between 14 April 1943 and 15 March 1946 Bureau Naval 53 was at Dakar, Senegal. The stamps used on this cover are Algerian, but the Bureau Naval at Algiers at this time was number 74. The numbers are a new series that was introduced under Free French auspices from April 1943.

So, taking Dakar to be the place of origin, the air mail route can be identified as Aéro maritime, which started to call at the British West African airports in May/June 1943; Bathurst being one short hop of 110 miles south from Dakar. With no regular maritime link between these two ports the cover had seemingly waited in vain, until it was up-rated to use the established air route instead.

Why wasn't a cover addressed to the Naval Officer in Charge at Bathurst, with a faint mauve hand-stamp "COURRIER / OFFICIEL" sent as stamp-less official mail? Bill Mitchell in a very thorough new article (Ref. 4) considered this question. He has referred to Bob Stone (Ref 5) and writes:

"In wartime military personnel were entitled to free postage, but this was limited to first step letters and postcards addressed to any part of the French Empire if transmitted by and in the French posts—overweight letters, registration, foreign destinations, airmail surcharges had to be paid for. He [Stone] adds that 'Official military correspondence between or from military units had the same general franchise as other government agencies in peace and wartime'. Unfortunately I have not been able to trace a definitive note of the free franchise available to government agencies and the military administration during World War II"

So, the cover was franked as civilian mail because it did not qualify for free franking, but why were Algerian stamps used from a Naval Bureau in Senegal? Again, Bill Mitchell (Ref 4) writes:

"At this stage of the war both Algeria and Senegal were aligned with de Gaulle's Free French movement and fresh supplies of stamps could not be obtained from France."

During the earlier phase of the war detailed instructions about censorship were issued to the Bureaux Navales to prevent site identification, for example the use of picture postcards. French stamps were issued and the use of local stamps no longer tolerated. Using a doctoral thesis by Jacques Mériaux that was published by Sinais in 1998 under the title *Histoire de la poste navale*, and subsequently by Colin Spong in *L'Écho de la Timbrologie* from September 1972 to March 1973, Colin Spong has written (Ref 6):

"The Bureau Central Naval was transferred from Casablanca to Algiers after the liberation" (of North Africa).

Bill Mitchell continues

Sinais (page 18) goes a little further than this and dates the opening of this central office as "spring 1943" and the transfer to Algiers on 15 September of that year; after the Liberation of Paris it was relocated there in November 1944"

This provides a tentative explanation for the use of Algerian stamps supplied by a Central office in Algiers in the absence of a supply of French stamps, but the use of these Algerian stamps also could simply be irregular.

References

1. "WWII cover Algeria to Gambia and Bureau Naval 53", *Journal of the France & Colonies Philatelic Society*, Volume 59 pp152-153, whole number 254, December 2009
2. Richardson D., *Tables of French Postal Rates 1849 to 2005 3rd edition*, France & Colonies Philatelic Society, 2006
3. Sinais, B., *Catalogue des Oblitérations Navales Françaises 1771-1986*, Bertrand Sinais 1987
4. Mitchell, W., "La Poste Navale—some Notes on French Naval Posts in the Two World Wars", *Journal of the France & Colonies Philatelic Society*, Volume 60 pp135-137, whole number 258, December 2010
5. Stone, R.G., "Military-related Mail from the French Colonies", *France & Colonies Philatelist (USA)*, Volume 37 p117, whole number 185, July 1981
6. "Bureau Naval 53", *Journal of the France & Colonies Philatelic Society*, Volume 60 p8, whole number 255, March 2010

Formula Registered Envelopes

Jeremy Martin FRPSL

These are registered postal stationery envelopes but without a country name or stamp duty. They were issued to British colonies that did not transact sufficient business to justify holding their own pre-printed envelopes with name and duty.

The Postal Stationery section of the Crown Agents Philatelic and Security Printing Archive held by the British Library contains six folders and thirteen boxes. In looking through box PS Volume 1 (November 2010) seeking Nigerian material, I came across two examples of these Formula Envelopes.

The first, size G, was marked "R 1090/26 G size. No Stamp Duty" with sans serif imprint under the flap "THOS. DE LA RUE & Co."

The second, size H, had the same Requisition Number and note. The imprint was "THOS. DE LA RUE & Co. PATENT" A faint pencilled note suggested these envelopes were for Dominica.

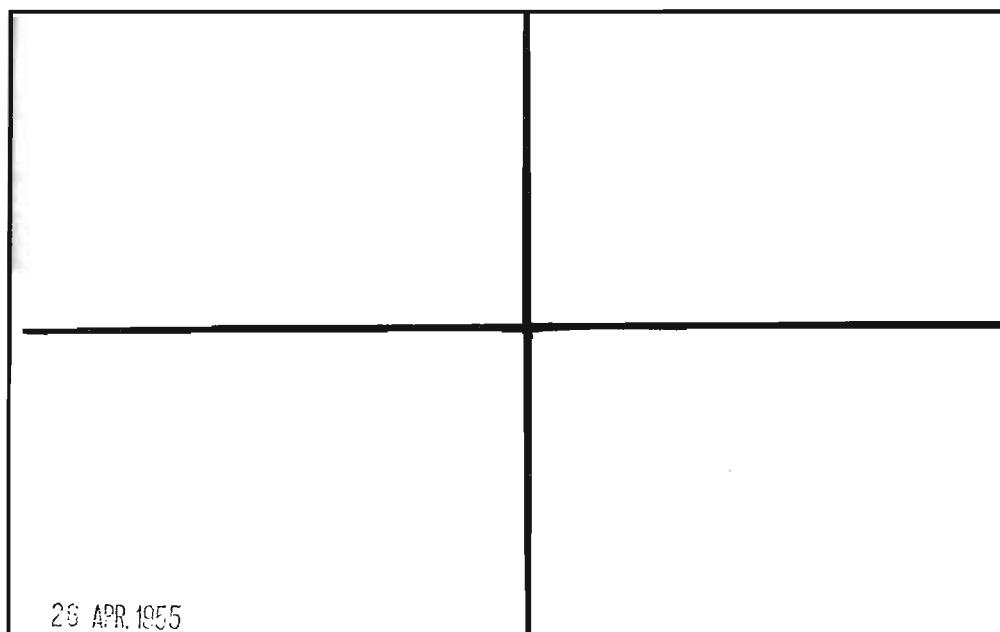
Formula registered envelopes are known for Ascension and St. Helena, as well as Falkland Islands and Turks & Caicos Islands, amongst others.

My thanks to Paul Skinner, Curator of the British Library Philatelic Collections, for his help.



Postal Stationery with a Date-stamp - Response

Peter Horlyck



I am responding to Keith Hanman's query in the last *Cameo* (Ref. 1) about a Sierra Leone PS card he owns which has a dated hand-stamp on the reverse.

Some years ago I bought at an auction a collection of Nigerian postal stationery items that allegedly came from the U.P.U. archives in Berne. Most of the items bore a SPECIMEN overprint but the later items only have a date on the reverse similar to the one on Keith's card. I have enclosed a scan of the back of a Nigeria QEII 4d registered envelope dated 26 APR. 1955.

Reference

1. Hanman, K., "Sierra Leone 1951 Postal Stationery Card", *Cameo*, Volume 11 p419, WASC, October 2010

Sierra Leone Cut Out used at Bradford

Frank Walton FRPSL

In response to Keith Hanman's article in the October 2010 *Cameo*, I unearthed a very rare cover from my albums. It is rare only because it is post-1961, and I don't really collect such material! The reason it is there is because it is the only cover I have encountered from the village of Bradford. However, to the point in question...

The cover illustrated as Figure 1 has a 6d airletter 'stamp' glued on to the envelope, and was endorsed 'By Air' by the writer. At the time I believe the minimum weight rates were the same as they were as at independence 15 months earlier, i.e. 1s 3d air mail for letters, 6d airletter or 4d surface mail.

Unlike Keith's example, the post office disallowed the cut out and made an endorsement which I have taken to read 'T 8d'. This would suggest that the letter was sent by surface, and treated as an unpaid item with the postage due set at double the unpaid rate, i.e. 8d. There is an arrival company backstamp of 26 Jul 1962 which also suggests that it travelled by surface mail.



Figure 1

Unfortunately I have not been able to track down any official post office regulation covering this matter.



Nigeria - validity of Postal Stationery Cut-outs

Rob May

The following is an extract from the Nigerian Postal regulations of 1973 (page 14)

“Use of ‘Cut-OUT’ Postage Stamps

Impressed postage stamps cut out of Nigerian air letter forms or embossed envelopes may be used as adhesive stamps in payment of postage provided they are not imperfect, mutilated or defaced in any way. Embossed or impressed Revenue stamps cannot be used in payment of postage, but embossed stamps cut out of registered envelopes may be used as adhesive stamps, in payment of registration fee only.”

Variations in the Settings of single line timed cancellations of the Gold Coast

Peter Duggan

Where both date and time are set in a single line, most postmarks have some sort of separator between the date and the time. In the earliest examples a stop is the commonest, although some just rely upon a gap, and a few do not seem to have even that. Sometimes the stops are not visible in the strike or have disappeared with wear; where a postmark is shown with both a gap and a stop in the following table, some of the records may well be of the same mark in which the stop has become illegible as a result of wear.

Later settings seem to have first a dash as a separator and finally a vertical bar.

In the following table the first column headed "none" indicates the lack of a separator, with or without a gap. The remaining three columns indicate the presence of a stop at the foot of the letters, a dash halfway up, or a thick vertical bar. In some cases what looks like a stop appears halfway up rather than at the foot of the line: these are listed as dashes as it is more difficult to distinguish between a stop and a dash than to be sure of the position.

Some postmarks are found with a stop, a dash or a bar before the year; each version is treated as a separate postmark.

This style of postmark did not come into use until well after the turn of the twentieth century and so most use a two figure year. Wherever a four figure year occurs, it is also shown separately.

The table has been compiled not only from examples seen, but also from the illustrations in both *The Postal History of the Gold Coast* by Edward B. Proud and *Gold Coast Cancellations (revised)* by M.T. Mackin.

	none	stop	dash	bar
Type 16				
ABAKRAMPA		*	*	*
ABOSO			*	*
ABURA-DUNKWA	*			
ABURI	*		*	*
bar before year	*		*	*
ACCRA	*	*	*	*
bar before year				*
4 figure year			*	*
ACCRA BEACH			*	
ADA	*			*?
ADEISO	*		*	*
AFRANSI		*	*	*
AGONA DUAKWA			*	*
AKROFUOM	*	*		
AKROKERI		*	*	*
AKROPONG				
4 figure year		*		
AKROPONG AKWAPIM			*	*
AKROPONG E.P.			*	*
AKUSE			*	*
AKWASEHO				

	none	stop	dash	bar
AKWATIA			*	*
AMANASI		*	*	
ANGU				*
ANKOBRA FERRY			*	
ANYINAM	*		*	
APAM			*	*
4 figure year				*
APPAM		*		*
ASAMANKESE	*			
4 figure year	*			
ASANKARE			*	*
ASEBU			*	*
ASUBOI		*		
ASUBONI			*	*
ATUABO			*	*
AXIM		*		
BA		*	*	
BAWKU			*	*
BEKWAJ	*		*	*
BEPOSO		*		*
BEREKUM				
BESEASE	*	*		
BEYIN	*	*		
BIBIANI	*		*	*
BIG ADA		*	*	
BISA		*	*	*
BISEASI	*			
BOGOSO			*	
BOLE				*
BOMPATA	*			*
CAPE COAST		*	*	*
C.T.O.ACCRA		*		
DENU	*	*		
DODOWA		*		
DOME		*	*	
DUNKWA			*	*
EFIDUASI	*	*		
EJSU	*			
bar before year				*
4 figure year		*	*	
EJURA		*		
ELMINA			*	*
ESSIAMAH	*	*		
FOSO	*			
4 figure year			*	
FUMISUA		*		
G.P.O.ACCRA	*	*		
HALF ASSINI			*	*
INSU				*
JUASO		*	*	*
KADE			*	*
KETA	*		*	*
bar before year				*
KIBBI	*	*		
KIBI	*	*		
KOFORIDUA		*		
shallow hatching		*		

	none	stop	dash	bar
KONONGO	*			*
bar before year				*
4 figure year			*	*
KUMASI	*			
bar before year			*	*
dash before year			*	
- no upper date bars	*	*	*	*
bar before year		*		
KURANTI				
LAWRA			*	*
LOME	*			
MAMPONG (ASH)	*	*		
MANGOASE		*		*
tall slim letters			*	
MANSO WASSAW			*	*
MPRAESO		*		
gap in year	*			
stops before and in year	*			
NKAWKAW				*
NSAWAM		*		*
4 figure year	*		*	*
NSUTA			*	
stop before year		*		
NSUTA ASHANTI				
NSUTA WASSAW			*	
NYAKROM			*	*
OBUASI	*			
4 figure year			*	*
ODA	*	*	*	
bar before year				*
4 figure year			*	*
ODUMASE			*	
ODUMASE KROBO				
OPON VALLEY			*	
PAKRO	*	*		
PAKRO P.O.	*	*		
PRAM PRAM	*	*		
PRANG			*	
PRESTEA			*	*
RLO. ACCRA	*			
SALAGA			*	*
SALTPOND	*			
4 figure year			*	*
SECCONDEE		*		
SEKONDI	*			
4 figure year	*		*	*
SHAMA			*	*
SUHUM			*	*
SUNYANI		*	*	*
4 figure year			*	*
SWEDRU		*		
stop within year	*	*		
TAFO	*	*	*	
stop before and within year	*		*	
time between month and year				

	none	stop	dash	bar
TAKORADI	*			
4 figure year				*
year 195				*
TARKWA	*	*		*
WA	*			
4 figure year with gap within year	*			
WINNEBA	*		*	*
YEJI		*		*
4 figure year			*	*
Type 16 with code A				
ACHIMOTA		*		*
ADWAJIRI			*	
ASENE		*	*	
ASUOYA				*
BAWJIASI		*	*	
BOSUSO				*
bar before year			*	*
ESIAM			*	
FLANKO		*	*	*
JAMASI	*		*	
JEJETI		*		
KANKANG		*		
KOFORIDUA	*		*	
MANKRONG	*		*	*
OBRACHIRE		*	*	*
OYOKO			*	*
SENCHE			*	*
TSITO			*	
WENCHI AKIM			*	*
Type 16 with code 2				
ADABRAKA				
Type 16 with code 3				
NKAWKAW		*	*	*
OBUASI		*	*	
ODA				*
Type 16B with code A				
ABASA			*	*
ABURA DUNKWA			*	*
ASHANTI NEWTOWN			*	
GONA DUAKWA			*	
AIYIRIBE			*	*
ASHANTI NEWTOWN			*	
AYENSUAKO		*	*	
BEDUM			*	*
BRAKWA		*	*	*
EBIRAM		*	*	
JAMASI				
KISI			*	
MUMFORD				*
NTRONANG		*	*	*
OBOTU		*		
OFUASI				*
SEKONDI 'A'		*	*	*

	none	stop	dash	bar
TAMALE			*	
TECHIMAN	*			*
Type 16B with code T				
ELMINA			*	*
Type 16A with two line designation				
ACCRA REGISTERED/LETTER DELIVERY				*
Slogan cancellations				
SEKONDI	*	*		
Type R1 Registered				
HOHOE			*	
MPRAESO			*	
NSAWAM		*		*
TAKORADI				
4 figure year	*		*	*
Travelling Post Offices				
CENTRAL T.P.O. No 2				*
T.P.O. [Western]			*	



Watermark Varieties of St Helena QV 5s & 2½d Values

Stuart Warne & Bill Thorpe

We can record the following unrecorded watermark varieties on two St Helena Queen Victoria stamps.

Figure 1 illustrates the 1868 Five Shillings on Crown CC paper (SG 20). Although listed with watermark reversed, we believe this is the first example recorded with the watermark inverted.

Figure 2 illustrates the 1893 2½d value on Crown CA paper (SG 40). This is listed with watermark inverted, but this is the first recorded with the watermark reversed.



Figure 1

1868 SG 20



Figure 2

1893 SG 40

Gold Coast; posted on the Western Line in 1918

Jeremy Martin FRPSL



This cover (Figure 1), sadly only a front, was franked with 6 x King George V 1d reds. Posted on a train, it received a type W1b Western Line T.P.O. mark. It was registered, with manuscript “TPO No 3 Dn /R No 90”

The postage rate is of interest (but it should be noted that there may have been more stamps on the missing back of the envelope). The Empire letter rate was 1d for up to one ounce and the registration fee was 2d. For mail posted on a train a late fee of 3d was payable for letters going abroad. This would make a total of 6d. However, if the letter was registered, the late fee was 6d, not 3d. It is probable that the postal clerk thought that 3d was the correct late fee.

However, a 1d War Tax stamp should have been affixed. It was not, so a manuscript “T 2d War Tax / unpaid” has been applied. I have not seen this before. The surcharge does not seem to have been collected.

Reference

1. Ensor M. (Ed), *The Postal Services of the Gold Coast 1901-1957*, pp110, 138 & 148, WASC, Dronfield 1998



Bernard Mechanick correspondence

Robin Peters

Following on from Peter Rolfe’s article in *Cameo* (Ref. 1) about an aerogramme from Bernard Mechanick to his son on 24 October 1963, I can now illustrate overleaf another aerogramme from him, type-written on Thursday evening 7 November 1963, which may be the next letter he sent to his son aboard *SS United States*.

What I like is towards the end of the last part of the letter where he mentions about “Ida’s insanity”. This must be a warning to all never to put anything about one’s partner in print, unless it is praiseworthy, in case it come to light in future.

Ida West designed the first Polynesian Gold Coinage stamps that were issued on 17 June 1963. They were die-cut by Wallsall’s and were at the time a bombshell, like the world’s first self-adhesive stamps of Sierra Leone which were issued on 10 February 1964.

Freetown

Thursday Evening November 7, 1963

My Dear Alex:

Thank you for the letter sent from Southampton. It was good hearing from you having waited in vain for some word from you in Addis Ababa. As you can gather from having received this I couldn't get away from Freetown in time to meet you. I shall be leaving on Friday November 15th for London and will go up to Walsall on Monday or Tuesday to complete the printing for my next bombshell. Just how long this will take depends on the number of shifts the printer is willing to put on. I shall be writing to both you and Ida in New York on this development. I don't imagine however it can be completed much before December 15th and so I may see you in Southampton on December 18th just before returning to N.Y. I want to get back for Christmas and New Years and have put heavy pressure on the printer to do so.

My venture here now in Freetown has been a tremendous financial success for the government. Just how much I'll come out of it depends on future developments. Anyhow mark up another triumph for the Mechanics. These victories I'm hoping will influence other governments to employ my services (including Ghana); we shall see.

In the meantime I'm working like a real houn' dawg from 9AM to 3AM to get the orders out in time. The paper work is too detailed and complicated for me to trust inexperienced help so I'm obliged to do most of it myself. As it is I cannot finish everything by the time I leave but am hoping the clerks will learn the works by then.

Fortunately I've got an air-conditioned office otherwise I would be here another month.

Please write to me of home things whenever you have a chance as follows until further notice:

B. Mechanick
c/o Walsall Litho Co.
Midland Road
Walsall England

Now that the ship is going into drydock be sure to take a nice rest. Go to Florida if you can with Maryse and if you need any money ask Ida to give it to you. My plans are to stay home when I get back until I have to return to Africa in about a month after my arrival in New York to supervise the big Sierra Leone bombshell. I say its bigger than the Tonga Coin stamps in publicity impact. Here too we shall see. I want to take Ida along with me to Europe on my way to Africa. She could accompany me as far as Rome via London, Paris, Nice ect. and I would go on to Africa and she return to New York. In this way she could have a two week look at ~~Africa~~ Europe and finally see for herself the amenities of travel. I'm also thinking if it could be arranged for her to come with me by Air and return by ship which has always been a dream for her. The essential problem is naturally who is to take care of Bonnie while we're away. I have felt the only one was mama but Ida's insanity on this has made things difficult. Perhaps you could put it to her intelligently for I fear it may start another quarrel and beng the idiot has shot her chances for a trip to Europe! I hope too you are continuing with the picture taking because I think things will rapidly develop on the Futuna venture very soon.

Always Your
B

Reference

1. Rolfe, P., "Areogramme from Bernard Mechanick", *Cameo*, Volume 11 pp283-284, WASC, January 2010

Cameroun — Japan Co-operation Set of 2005 and later

Hans Peter Hauschild, Marc Parren & Michael Wright

This set of stamps was issued in 2005 to mark the visit of President Biya to Japan. First day covers, prepared using imperforate stamps with only “Postes” in the lower left corner are known, postmarked with a special cachet dated 6 September 2005. Also prepared were deluxe sheets with 100, 200 or 250Fr stamps, also with only “Postes” in the lower left corner. The whole set is known mint and used in this form. The President’s visit was then postponed and the stamps were recalled from Post Offices until the visit took place in April 2006. Commercially used stamps postmarked before July 2006 are scarce.

In February 2009 the authors corresponded about versions of these stamps found with and without the date 2005 printed in the lower left corner. Hans Peter Hauschild has provided illustrations of the 1000Fr values in figure 1 as typical examples. The design of all values is the same apart from the denomination.



Figure 1: two types of the 1000Fr. The left hand stamp has “Postes” reading upwards in the left bottom corner, and the other has the imprint changed to “Postes 2005”.

Hans Peter got the whole set mint (100, 125, 200, 250, 370, 410, 500 and 1000Fr) from M. Bergossi in Cameroun in 2006 in which all values were printed without “2005” except the 125Fr. When Marc Parren was in Cameroun in 2008 he bought the set again but at that time most values showed the year “2005” added.



Figure 2

Figure 2 shows a printers imprint block of the 250Fr value, with “Postes 2005”, printed in Tunis, showing the imprint date of 19/08/2005. Stanley Gibbons do not list a printer for these stamps, but it is Imprimerie Poste—Tunis for both versions.

Hans Peter Hauschild has provided the best available explanation of the sequence of events. He suggests that the stamps without the date were the first printing. In his experience of all the scarce sets of recent years, the first stamp to run out of stock at the Post Offices is the 125Fr value; being the standard inland letter rate. So, by the time he secured the set in 2006 the 125Fr had already run out and been re-ordered from Tunis.

As other values have run out since, re-ordering from the printers in Tunis has brought into use the version showing the 2005 date imprint. At the time of the exchange of e-mails in February 2009 the only values not yet seen with the dated imprint were the 370, 410 and 1000Fr, but the 1000Fr appeared later when Marc Parren found some values of this set in the Post Office vaults at Douala in 2010. Douala is the central store for the whole of CAMPOST, and he will now try to find the “missing” dated 370Fr and 410Fr values there.

Marc Parren also tells us that the date was added to the printing plate independently by the printers in Tunis, not at the request of CAMPOST. Nobody there was aware of this change to the layout.



Togo - Mail to an undercover address?

John Mayne

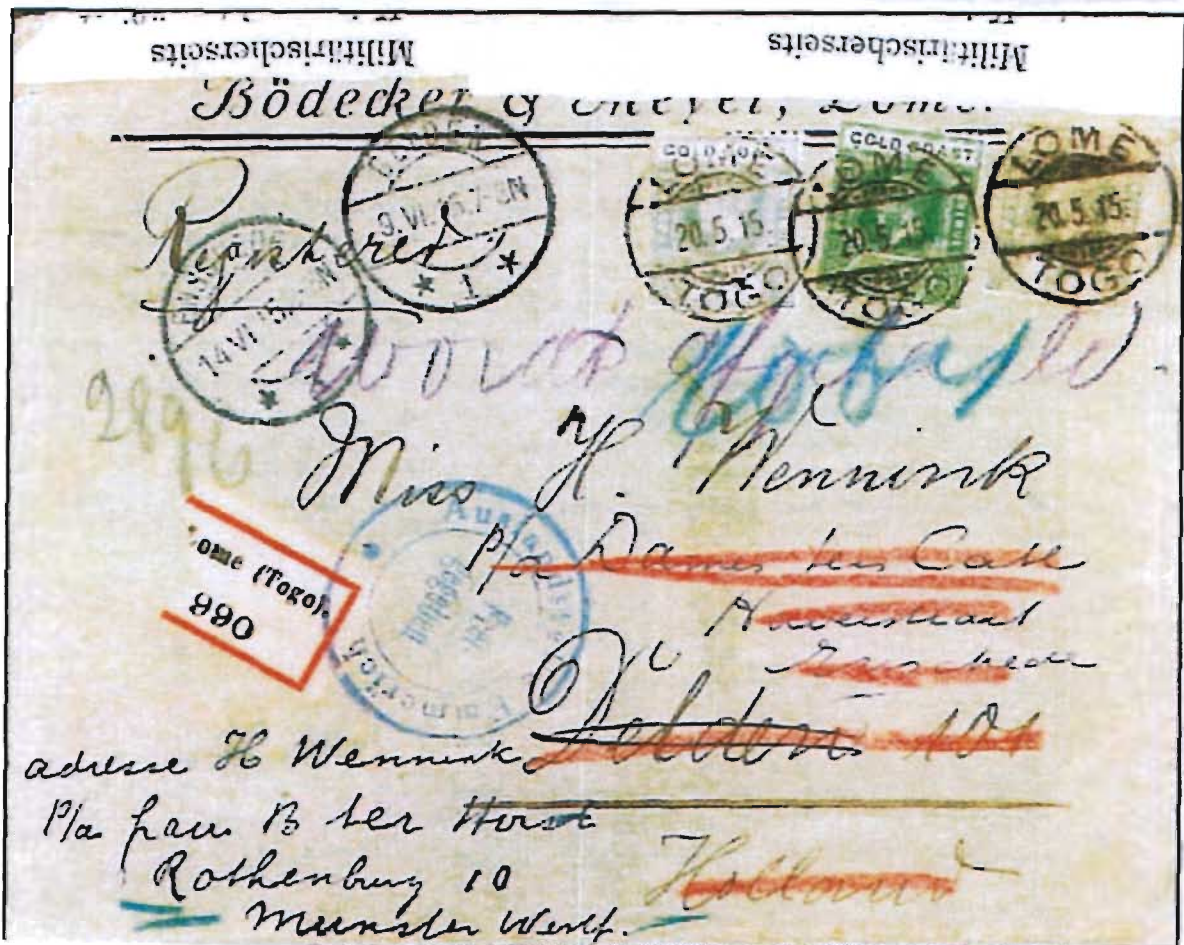


Figure 1 (front of the cover described below)

Last year a leading German auction house offered a cover shown here front (figure 1) and reverse (figure 2). The stationery used is a pre-printed commercial cover for the German merchants Bödecker & Meyer, Lome branch. I have seen other covers from this company. The letter was posted from Lome 20 May 1915 and, being registered and addressed to Holland, attracted postage of 4½d, paid with standard Gold Coast stamps in

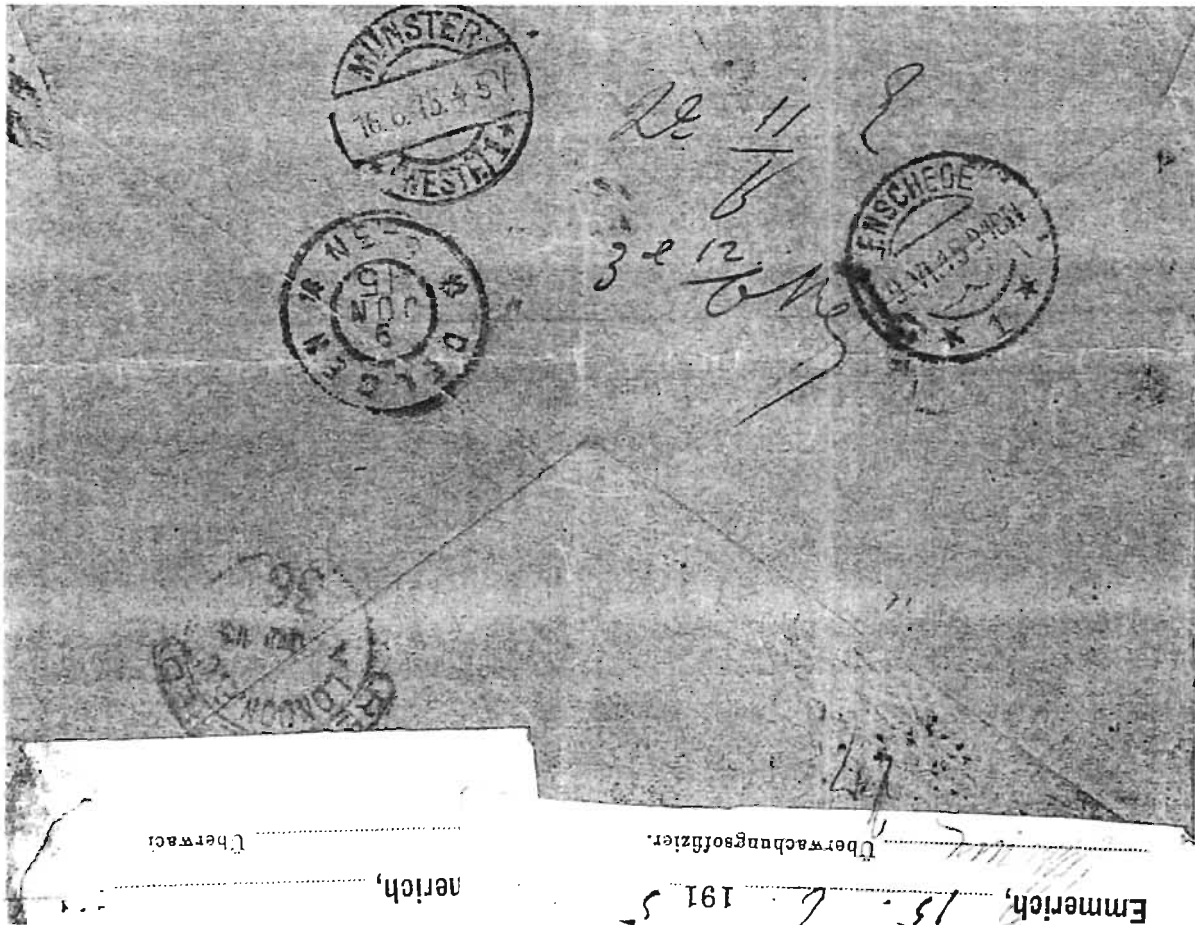


Figure 2 (reverse)

current use at the time. There is nothing unusual in that. The German bridge cancel was in standard use, likewise the German registration label.

The puzzle is to establish what happened when this cover reached Europe. Had it been sent to an undercover address? Rob May has sent a copy of it to Graham Mark of the Civil Censorship Study Group to ask if this address had been seen by its members, but whether the address, “p/a Dames des Case (?), Delden”, possibly a convent, was a deliberate undercover address remains unresolved. Delden and Enschede are in Holland, a few miles from the German border.

The chronological order of the postmarks is

London transit 7 June 1915 (no censorship)

Passed through Delden 9 June (datestamps front 7/8pm and back not timed)

Postmarked Enschede 9 June 1915 (9-10pm)

re-addressed to Munster and again postmarked Enschede 14 June 1915 (evening, but time not clear)

German censor at Emmerich 15 June 1915

arrived Munster 16 June 1915

The style of the address “p/a” in German means “care of” and may be the same in Dutch.

Graham Mark commented that the five days between the two Enschede dates is a puzzle. The addressee, Miss Wennink, could well have been visiting Frau B ter Horst (a Dutch name), but again the address could have been an agency for passing mail into Germany.

The auction house stated they recalled a similar cover to the original address but were unable to clarify the matter any further.

for printed papers) and Sierra Leone (1/- per half ounce and 6d for postcards and printed papers) were raised to 1/- 3d per half ounce and 7d for postcards on 4 October 1939 on the resumption of the Aéromaritime service. In addition to all the destinations served by Aéromaritime a printed paper rate of 5d per half ounce was available (Ref. 5). During this early period of the war there was no differentiation between civilian and military mail and letters could be sent to military personnel at these rates (*Fig1*).

The fall of France and the entry of Italy into the war in June 1940 meant that both the Imperial and Aéromaritime services were suspended. From 5 August 1940 (Ref. 1) BOAC were able to send Flying Boats from the United Kingdom to West Africa but there were severe pressures on the available space as the service constituted the first stage of the only all air link between the United Kingdom and the Empire in the East. As a result, for a considerable period of the war only Official Mail was permitted and indeed no civilian air mail from the United Kingdom was permitted until a civilian Airgraph service was introduced in March 1944 to the four West African Colonies (Ref. 6). The Airgraph service was based on the sender writing a message on a form which was then photographically reduced onto microfilm and the film flown to its destination. On arrival the messages were developed and a photographic copy sent to the recipient in a specially printed envelope. This service was at a rate of 8d which was reduced to 3d on 24 August 1944 (Ref. 6). The Airgraph service ceased on 31st July 1945.

Airgraph Service

NOUS rappelons a nos correspondants en Grande-Bretagne qu'un service "AIR-GRAPH" fonctionne maintenant la-bas a destination de la GOLD COAST.

Qu'ils en fassent le plus grand usage, puisqu'il n'existe pas de service "avion" pour le courrier.

June 1944 Free French Announcement of the civilian airgraph service (Ref. 7).

On 7 June 1944 (Ref. 5) an Air Letter service at a rate of 6d was introduced between the United Kingdom and the four West African Colonies. An Air Letter was what today would be called an Aerogramme and which at the time was sometimes referred to as an Air Mail Letter Card but in Post Office Circulars (Ref. 10) always as an Air Letter. To avoid confusion in the rest of this article I shall refer to the Air Mail Letter Card/Aerogramme as an Air Letter and a letter sent at the rate of 1/-3d per half ounce as a letter.



Fig 2: 18 June 1942 United Kingdom to Nigeria via the American North Atlantic (FAM18) and South Atlantic (FAM22) services. Opened by the US Censor at Miami and passed by Censors in Manchester and Lagos. Rate 4/- 6d. Transit time 25 days.

This was the first civilian Air Letter service to be introduced from the United Kingdom, British West Africa being given priority as no civilian letter service had been available since June 1940. A full letter service was not re-introduced to the four Colonies until 11 July 1945 (Ref. 5)

.However to the rule that there was no civilian air mail service between the United Kingdom and the West African Colonies between June 1940 and March 1944 there appears to be one exception. Recently a number of covers (Fig2) have been reported (Ref. 8) dating from the period 1942/3 addressed to Nigeria, bearing an air mail label and what appears to be a rate of 4/- 6d per half ounce. Usually they are endorsed 'Via North Atlantic Service' and the intended routing appears to be the American FAM 18 North Atlantic route from the United Kingdom to New York, by air from New York to Miami and from there the South Atlantic FAM 22 route to West Africa. Remarkably neither of the two recent works on contemporary United Kingdom Postage Rates, by Furfie (Ref. 5) or by Johnson and Peet (Ref. 9), makes any mention of the rate and none of the wartime Post Office Circulars that I have been able to consult (Ref. 10) refer to it either. The only reference that I can find (Ref. 4) is at a meeting of the Lagos Chamber of Commerce on 1 April 1941 where a complaint was made that the 4/-6d air mail rate from the United Kingdom to Nigeria was 6d cheaper than the 5/- rate from Nigeria to the United Kingdom!

Military services to British West Africa.

As already mentioned in the period up until June 1940 correspondence could be sent by air mail to military personnel in the four Colonies by the same routes and at the same rates as civilian mail. After this date however there was no air mail service to military personnel in British West Africa until the introduction of an Air Letter service on 5 March 1943 at a rate of 6d (Ref. 1) (Fig 3) and an Airgraph service on 9 March 1943 at a rate of 3d (Ref. 6). According to Post Office Circulars a letter service was not introduced until 28 December 1944 (Ref. 10).

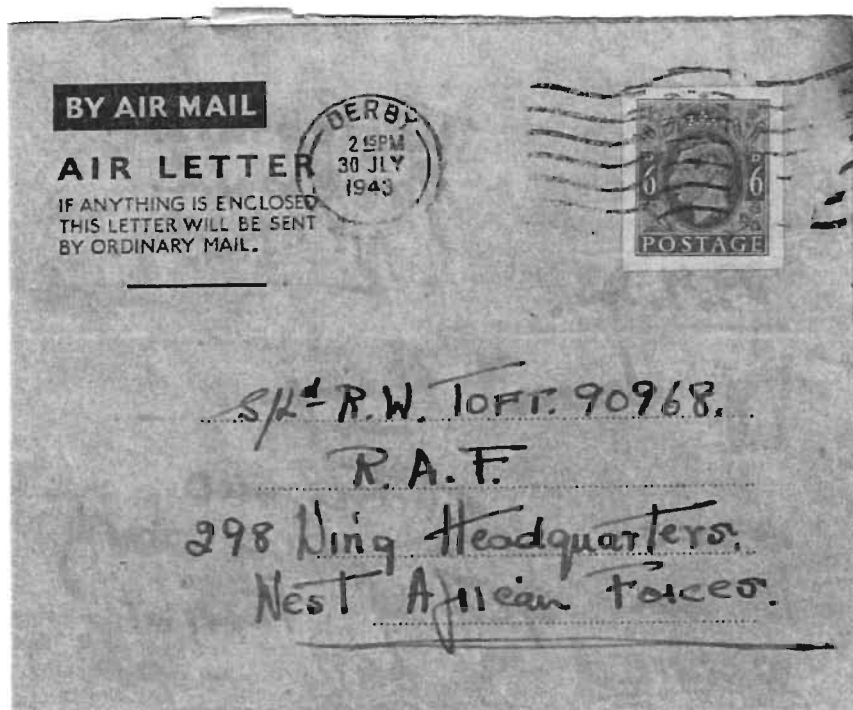


Fig3: 30 July 1943 United Kingdom to West African Forces by the Air Letter service. Rate 6d. Carried on BOAC Short Sunderland G-AGEW leaving Hythe/Poole on 4 August and arriving in West Africa on 7 August (Ref. 1).

It has to be said that military personnel in British West Africa were not as well treated as those in other theatres when it came to air mail services. Understandably priority was given to those in areas where fighting was taking place but, in virtually every case, British West Africa was the last destination to which these services were extended. It is also apparent that there was considerable confusion in the United

Kingdom as to which services were available. This was caused partly by Post Office terminology (referring to the Air Mail Letter Card/Aerogramme as an Air Letter and a letter at 1/- 3d as a letter) and partly by the frequent changes that were made to both destinations and available services. Examples of the confusion can be found in letters written back home by personnel serving in British West Africa. Sergeant Gilbert Morris of the 4th Heavy Anti Aircraft Regiment stationed in the Gambia writes on 26 February 1943 (shortly before the introduction of the Air Letter and Airgraph services from the United Kingdom).

'The Post Office people don't seem to know that there is no airgraph service to the West Coast and as far as I know no air mail service either. Relations of our chaps are always sending air mail letters (this is a good example of the confusion caused by the terminology. By 'air letters' does he mean Air Mail Letter Cards/Aerogrammes or letters sent at the rate of 1/-3d per half ounce?) but they come with the surface mail and there is no question of refunding the postage.'

Aircraft Mechanic E. W Goodman of the Fleet Air Arm based at HMS Warra, the Fleet Air Arm base at Takoradi, Gold Coast writes on 5 May 1943 (shortly after the introduction of the Air Letter and Airgraph services).

'I thought it was funny the Post Office allowing you to send ordinary mail (by which presumably he means letters) by air mail Dad. I suppose that's the reason I haven't heard from you so much'.

Some caution therefore needs to be exercised with covers sent to military personnel in British West Africa between 1941 and late 1944 at a rate of 1/- 3d. Fig 4 is a good example. Sent on 31 January 1941 it took thirty four days to get to Lagos so it seems rather unlikely that it was flown.

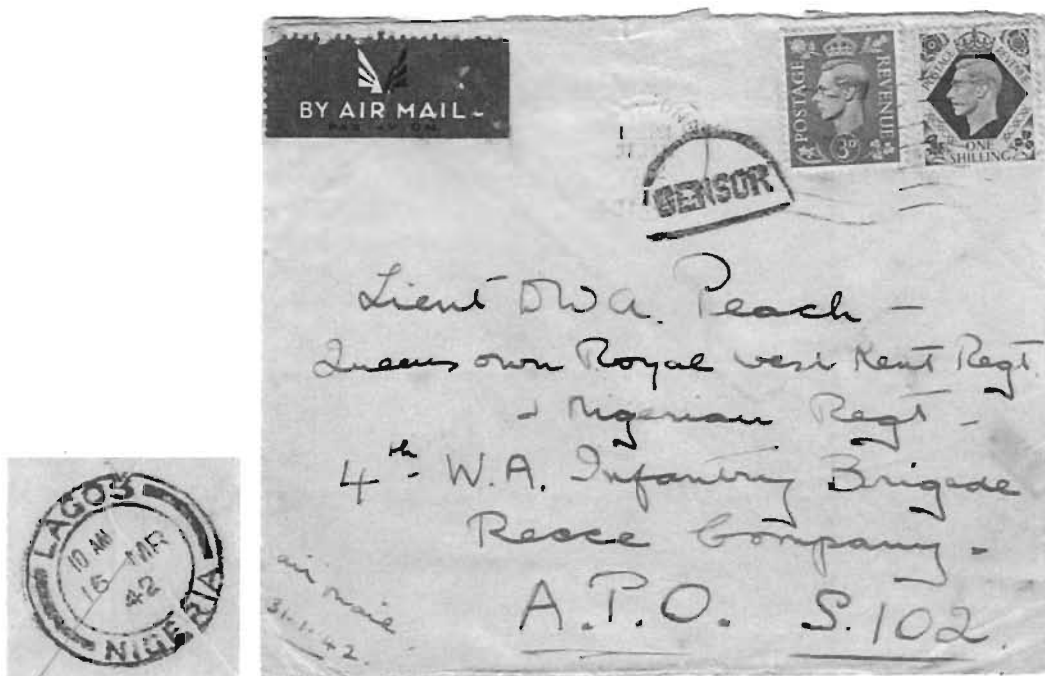


Fig 4: United Kingdom to a Lieutenant in Nigeria. Rate 1/- 3d but transit time 34 days. Passed by Lagos Censor.

The cover bears no trace of the air mail label being deleted but a closer examination of Post Office procedure in such cases sheds a little more light. Fig 5 is an example of the letter that the Post Office sent to the writers of letters that had been posted air mail to military personnel but to which there was no letter service. The procedure was that the sender was sent the difference between air mail and surface postage in mint postage stamps and the letter was forwarded by surface post. On some occasions (but by no means always) such letters were franked 'Air Mail Postage Refunded' (Ref. 10). This procedure would explain why Sergeant Morris saw air mail letters in with surface mail (but in fact the difference in postage had been

refunded to the sender) and why Aircraft Mechanic Goodman had not heard from his father when he tried to send ordinary letters by air mail (they were caught up in the surface mail somewhere). This is not to say that letters **never** got sent to military personnel in West Africa by air. Barbara Priddy has an example (Ref. 8) of a letter dated 3 March 1943 addressed to a Sergeant in Sierra Leone and bearing 1/- 3d postage. It would have travelled on the first (supposedly Air Letter only) despatch on 5 March and is endorsed as having arrived on the 16 March so it must have been flown. However Post Office Circulars (Ref. 10) from 1943 onwards make it quite clear that there was no letter service to military personnel in British West Africa until 28 December 1944 and that the service was confined to Air Letters and Airgraphs. It seems that, due to confusion as to which services applied, letters were posted with air mail postage but usually they were subject to the postage refunded system. On occasions however the confusion may have extended to Post Office employees as well (perhaps particularly, as in the case of Barbara's cover, when a service was first introduced) and as a result (and contrary to Regulations) some letters slipped through.

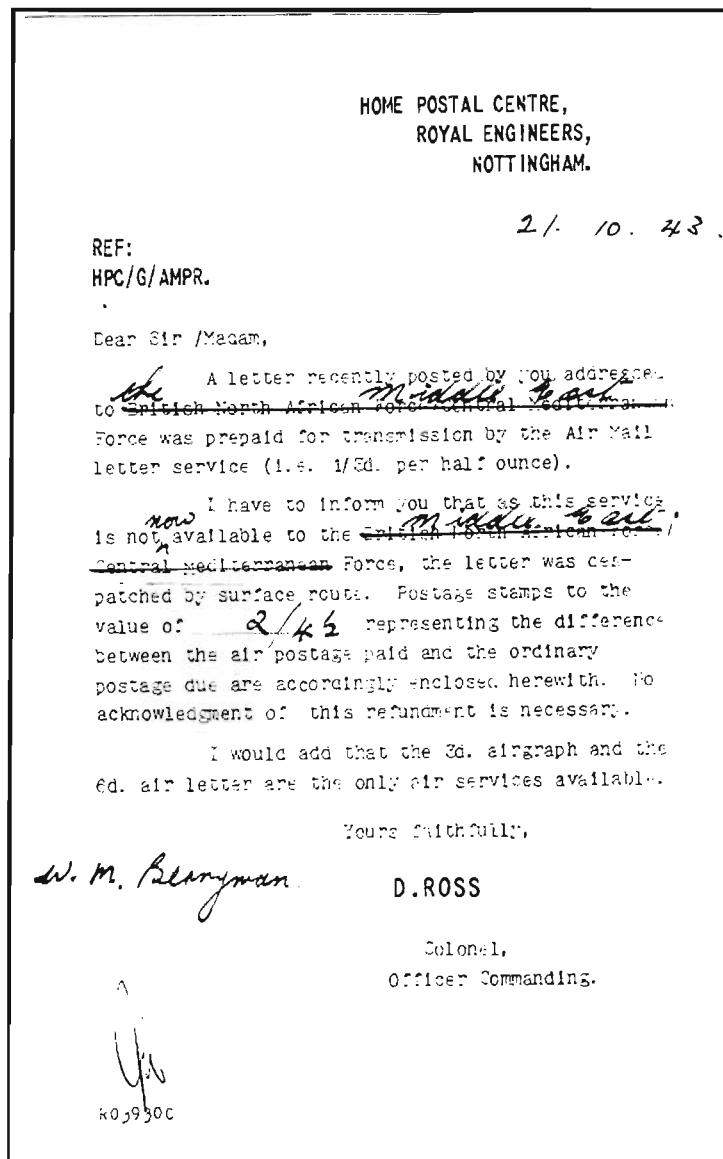


Fig 5: 21 October 1943 Letter from the Home Postal Centre explaining the procedure when a letter was posted air mail to a destination for which the service was not available. NB This example relates to Middle East rather than West African Forces although the procedure was the same.

Civilian services to the Belgian Congo, French West Africa, French Equatorial Africa and French Cameroun.

In September 1939 air mail from the United Kingdom for these destinations could be sent by two routes. For destinations on the West African coast between Dakar and Pointe Noire the already mentioned Aéro maritime service was used. For destinations further inland the trans-Sahara route operated jointly by the Belgian airline Sabena and the French airline Air Afrique was used. According to the Sabena timetable for July 1939 (Ref. 12) Sabena left Marseille every Sunday and arrived in Leopoldville the following Wednesday whereas Air Afrique left Marseille every Thursday and arrived in Brazzaville the following Sunday. Both airlines followed the same route across Africa that took them via Niamey, Fort Lamy and Bangui. It was also possible to send air mail to Chad via the already mentioned Imperial service via Khartoum as the Elders Colonial/Imperial trans-Africa service made a stop at Fort Lamy. In all cases the air mail rate to these destinations at the beginning of the War was 1/- 3d per half ounce for Letters, 7d for postcards and 5d per half ounce for printed papers. Mail could be sent to military personnel at the same rates.

The events of June 1940 had fundamental political effects in West Africa. The colonies that made up French West Africa opted to side with Vichy France and neutrality. However French Cameroun and French Equatorial Africa opted for the Free French cause along with the Belgian Congo which also opted to join the Allies and fight on. From June 1940 French West Africa vanished from all air mail rate tables and despite the Colonies return to the Allied fold following the Allied invasion of North Africa in November 1942, the first mention I can find of an air mail rate to French West Africa is 11 July 1945 (Ref. 5) when a rate of 1/-3d per half ounce, 7d for postcards was re-introduced.

However the Belgian Congo, French Equatorial Africa and French Cameroun were treated differently (indeed differently from British West Africa) for an air mail rate of 1/- 3d per half ounce and 7d for postcards was introduced to the Belgian Congo on 8 January 1941, to French Equatorial Africa on 27 May 1942 and French Cameroun on 7 April 1943 (Ref. 5). Study of the wartime Post Office Circulars however reveal that this was not an 'all air' service but is always stated as being 'By sea to West Africa, thence by air' and this remained the case up to and including the Circular of 23 August 1944 (Ref. 10). Mail sent by this route therefore had to be initially sent on a long and risky journey on the Atlantic and this explains the length of time that covers sent by this route took to get to their destination (Fig 6).



Fig 6:15 July 1944. Cover sent by the 'By sea to West Africa thence by air' service.
This explains the 53 days in transit!

The recent report of an April 1942 cover at a rate of 9/- (double the 4/- 6d rate) and addressed to Brazzaville raises the distinct likelihood that the 'Double Atlantic via FAM 18 and FAM 22' service mentioned under British West Africa also applied to Free French and Belgian West Africa (Ref. 13).

From 13 September 1944 Sabena started a monthly air service between Leopoldville and the United Kingdom (Ref. 6). The significant improvement in the transit time observed on recorded covers (Fig 7) suggests that from this date Sabena carried mail by air all the way to the Belgian Congo and possibly (as the service made a stop at Libreville) to French Equatorial Africa as well. No Air Letter service existed to the Belgian Congo until 25 July 1945 and to French Cameroun or French Equatorial Africa until 1 December 1948 (Ref. 5).



Fig 7: 8 December 1944. London to the Belgian Congo. Rate 2/- 9d (2 x 1/-3d Air Mail postage+3d Registration). Endorsed 'via Takoradi' but the transit time of just eight days would suggest that the cover was sent by the Sabena 'all air' service.

Military services to the Belgian Congo, French West Africa, French Equatorial Africa and French Cameroun.

Because, unlike British West Africa, an (albeit limited) civilian Air Mail service existed to these three territories one possibility that existed was to send mail to military personnel via the civilian service at civilian rates (Fig 8). In the Post Office Circulars (Ref. 10) the standing instruction for mail addressed to Free French Forces was that it should be sent *c/o HQ Fighting French Forces, Grenville House, Dolphin Square, London SW1* (the Circulars make no mention of arrangements for Belgian forces) so in many cases it proves difficult to establish where a cover addressed to Free French Forces was actually sent. I have a postcard in my collection (Fig 9) which appears to have been sent as an Air Mail Postcard. This service was available from 2 April 1941 until December 1942. According to Post Office Circulars the service was never available to military personnel in West Africa but a closer reading of the Circular for 27 May 1942 reveals that it was available to those serving in the Middle East Forces (including the Free French). The Free French Forces in Chad, to where my postcard is addressed, were involved in the fighting in the Middle East so I suggest that they were classified not as part of the West African Force but rather as part of the Middle East Force and that therefore my postcard was sent within the Regulations. If my assumption that some of the Free French troops in French Equatorial Africa were actually classified as part of the Middle East Forces then a letter service (1/-3d per half ounce, 7d for postcards) was available to them from at least 24 December 1941 (Ref. 10) although this service was withdrawn to Middle East Forces between 3 October 1943 and 28 December 1944 (cf Fig5).

If the assumption about Middle East Forces is correct then the Air Letter service would also have been available earlier to Free French Forces in French Equatorial Africa than it was to military personnel in British West Africa as the first mention of the 6d service for Middle East Forces is contained in the Post Office Circular for 2 December 1942. However as already mentioned the standing instruction that mail for Free French Forces should be sent *c/o London* will often make it difficult if not impossible to identify where Air Letters addressed to Free French Personnel were actually sent. As already stated when first implemented the Air Letter service from the United Kingdom was intended solely for communication with military personnel and a civilian service was not instigated until June 1944. However contained in the Post Office Circular for 13 October 1943 is an interesting exception.

'The air letter form must not be used for correspondence addressed to civilians...(however)...Exceptionally, special arrangements have been made to enable Empire and allied personnel in the Forces in this country to send air letters to civilians in their homelands. Such letters however are posted through military channels and should not be posted in the normal way.'

This rule makes complete sense when applied to Empire Forces as it simply permitted them to write home in exactly the same way as British Forces abroad used Air Letters to write home. However most of the Allied Forces in the United Kingdom that relied on the British Post Office (including the Free French and the Belgians) had one thing in common in 1943; that their 'homelands' were occupied by the Germans. I am going to suggest therefore that the homeland rule applied to the free Colonies of these Allied Forces. This would explain *Fig 10*, an Air Letter written in French and written 'somewhere in England' (which would seem to confirm the 'through military channels' requirement) on 10 July 1943. It is addressed to a civilian in French Equatorial Africa and endorsed 'BOAC Freetown – Lagos' which would suggest (along with the transit time of 101 days!) sea to West Africa thence by air' route.



Fig 8:13th January 1944. United Kingdom to a Corporal in French Equatorial Africa. Rate 1/- 3d- Military use of a civilian service as at this date there was no Letter service to either Middle East or West African Forces.

In conclusion the availability of an (albeit only partial) civilian air mail service, the likelihood that some Free French Forces in West Africa were classified as part of the Middle East Forces and the probable application of the homeland rule mean that the distinction between civilian and military air mail during the Second World War is far more blurred in the context of Free French and Belgian West Africa than is the case with British West Africa.



Fig 9: 1 January 1942. United Kingdom to a soldier in Chad. 3d Air Mail Postcard rate. Applicable to Middle East but not West African Forces.



Fig 10: 10 July 1943. Air Letter from 'somewhere in England' (which along with the obliterated postmark would suggest the 'posting through military channels' required by the homeland rule) to French Equatorial Africa. Rate 6d and endorsed 'BOAC Freetown – Lagos' which would suggest routing by the civilian 'By sea to West Africa thence by air'.

In writing the above I have made a conscientious effort wherever possible to refer back to official sources, notably wartime Post Office Circulars. I am nevertheless very conscious that this is far from the last word on the subject and would urge anybody with more information, relevant covers or ephemera to contact me. Please also feel free to disagree with anything I have written. I like nothing better than an (amicable!) argument and can be contacted on my e-mail: peter.richards17@btopenworld.com.

Acknowledgements

I would like to thank Rob May, Barbara Priddy, John Wilson and Peter Wingent for information that they have provided me with.

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(For these first three sources many thanks are due to Peter Wingent for his assistance)
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8. May, Robert: *West African Airmail links with Europe after 1940*. London Philatelist Volume 115 pp382 -406 RPSL December 2006.
9. Johnson, R and Peet, G : *British Postal Rates 1937 to 2000 – Dulac, Wilding and Machin issues*. Privately published 2000.
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13. *Cameo* (The Journal of the West Africa Study Circle) Volume 11 No 4 January 2010 Front cover.



French Air Service from Levant to Africa, 1942

Bob Picirilli

I have been shown a photocopy of a letter/memo from the Inspector General of Posts and Telegraph, to the General Director of the Delegation Cabinet (not sure I'm rendering the title correctly) of the Free French in the Levant, dated 8 Jan 1942, with announcements about the airmail services and rates. My translation is as follows:

I am honoured to inform you that the Postal Bureau of the States of the Levant agrees to accept, beginning 8 January current, airmail correspondence for all the foreign countries listed in the adjoining set of airmail tariffs.

For the countries of French Equatorial Africa (AEF), French West Africa, Europe (with which relations are open), the countries of North and South America, airmail will be transported by the air forces of Free France (FFL), departing from the States of the Levant for AEF on the 10th, 20th, and 30th of each month.

The first airmail letters for the Americas will be sent by the departure of 20 January, to correspond with the American airmail service from Léopoldville-Miami, via Natal, departing AEF on 27 January. For the first connection Levant-America, via AEF, the airmail letters to destination in America will be struck with a commemorative cachet.

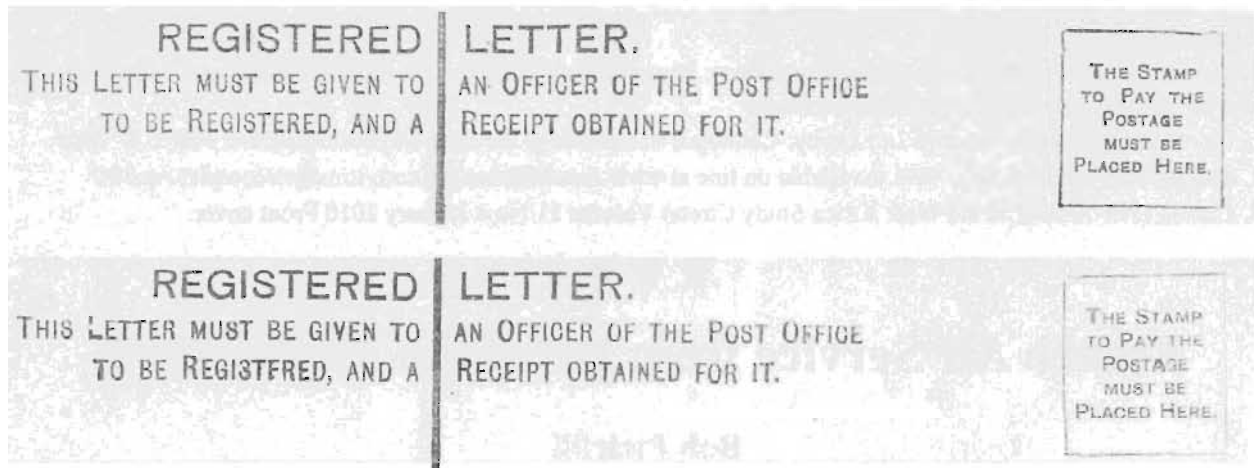
For the other foreign countries not named above, airmail letters will be directed to be re-sent either out of Haifa or out of Cairo by the British airlines.

The “adjoining” set of rates, by the way, makes clear that the connection to the British airlines in Cairo was the way mail would be sent to various East and South African countries (what we call the Horseshoe route), and in Haifa to Asia and the Far East—but this also makes clear that the FFL (which we have come to call LAM) expected to fly the mail for the first leg to Haifa or Cairo, accordingly. And for the West African countries, the airmail leg was “Beirut-Lagos” or “Beirut-Takoradi,” which raises the question where they intended the mail to be transferred for carriage there: either in Cairo (to British lines), or at one of the stops between Cairo and Brazzaville (Khartoum, Ft. Lamy, Bangui? to BOAC), or in Brazzaville(?) or in Léopoldville (perhaps to FAM 22 or Sabena). At that time LAM did not fly onwards to Lagos or Takoradi.

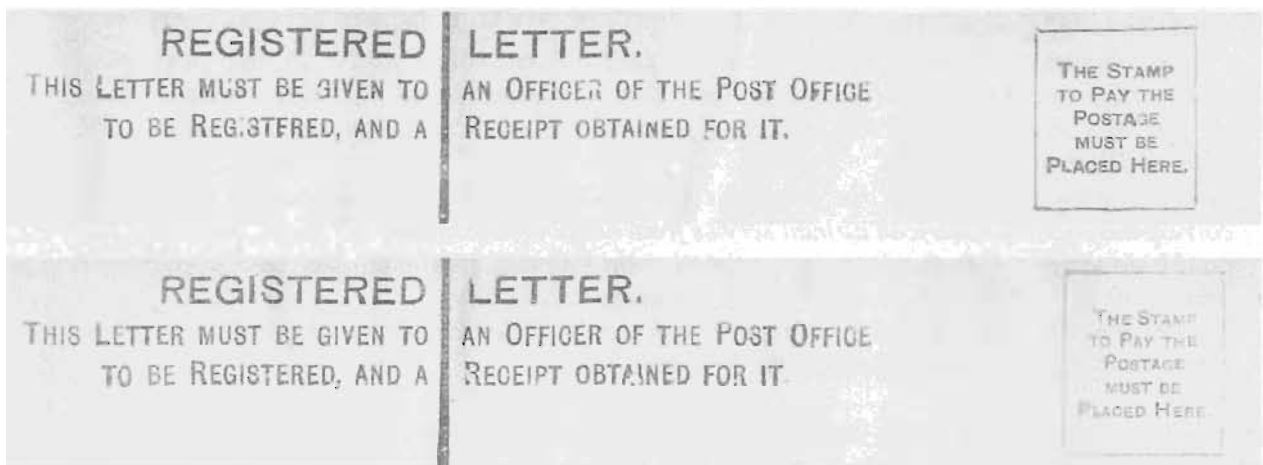
Oil Rivers 1893 size H2 registration envelopes.

Peter Horlyck

After the initial printing of the Oil Rivers registration envelopes, a new printing was ordered of all three sizes F, G and H2. This printing was invoiced 5 October 1892 (according to Ince & Sacher (Ref. 1)) and was quite small as it consisted only of 144 of each size. The sizes F and G were identical to the first printing but the size H2 differed as the first printing had an adhesive label with revised compensation rates on the back, whereas the new printing had these printed directly on the envelope. The un-overprinted envelopes on which the second printing was done, are Huggins RP16 (Ref. 3) which are notable as Huggins only lists varieties on the size H2: Thick 'A' in 'POSTAGE', with 'REGISTFRED'. It is not clear whether these are actually two different varieties but I have two mint examples of this envelope on which one shows both varieties:



In 1893 a new printing was made. This time FEE PAID was added on the front, and on the back the compensation table was extended to £50. For size H2 the text "FEE PAID" was not originally part of the printing on the un-overprinted envelope. It was added in a second print run, which may be distinguished by a difference in colour. The un-overprinted envelope is Huggins RP18b (H2), the variety 'REGISTFRED' is again mentioned in a footnote, but my examples with this variety have also the Thick 'A' variety:



This could be because the same electros as before were used for printing the fronts since FEE PAID was added separately. But another difference is present on all my examples with the varieties, i.e. the distance between the vertical string line and the stamp box is 80mm on the examples with the varieties, but 83mm on the examples without the varieties. On H&G C2b is the distance 84-85mm.

References

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2. Higgins & Gage World Postal Stationery Catalogue.
3. A. K. Huggins: *British Postal Stationery*, GB Philatelic Society, 1970



Ascension KGVI 1½d and 2/6d Definitive Variety

Bill Thorpe

A recent auction catalogue contained a number of Ascension GVI definitives with 'varieties'. A few of these were familiar, but the majority were not. Further investigation showed that nearly all of these were not constant, but one of them was. This occurred on the 1½d at Position 5/4 (28), and was described as 'Light Shadow on Building.' The building is the rectangular shed at the far left of the quay.

The flaw is confirmed on sheets of the 1944, June 1949, 1953 and 1954 printings, and a large positional block from 1946. As yet no singles have been found from the 1938 or February 1949 printings, but there is probably no reason to doubt that the flaw does occur in those printings. Any confirmation either way would be appreciated.

On further checking it was found that the flaw was also present on the 2/6d, this being on a stamp perforated SPECIMEN. No further examples have been found for the 1944 and 1945 printings of this value, but again there is no reason to doubt its existence in those printings.

The flaw occurs on the left hand end of the building, and is quite marked. The illustrations show the normal printing (Figure 1) and the 1944 (Figure 2) and June 1949 (Figure 3) printings of the 1½d value, and the 1938 2/6d perforated Specimen; normal (Figure 4) and with the variety (Figure 5).

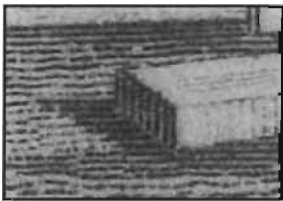


Figure 1

1½d Normal Stamp

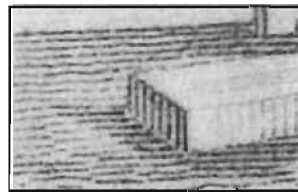


Figure 2

1½d 1944 Printing

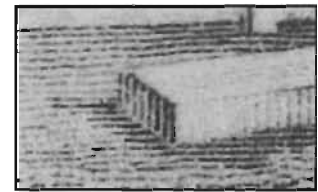


Figure 3

1½d June 1949



Figure 4

2/6d SPECIMEN Normal Stamp



Figure 5

2/6d SPECIMEN 1938 Printing

Gambia—a circa 1952 proposed KGVI definitive issue

Jeremy Martin FRPSL

By courtesy of David Parsons of Spink, I am able to illustrate at figure 1 a contemporary photograph in sepia [216 x 188mm] of essays for a new issue.

The King died before the stamps could be issued but the designs were used for the 1953-59 Queen Elizabeth definitives. The ½d, 1d, 1½d, 2½d, 3d and 4d designs were the same (SG171-176). The 6d WOMEN HOEING was used for the 1/- value, and the 1/- PALM WINE TAPPING was used for the 6d, also the same as the ½d value. (SG177,178)

This photograph was lot 245 in the Spink sale of 29/30 April 2009. estimated at £80-£100 it sold for £130 before premium.

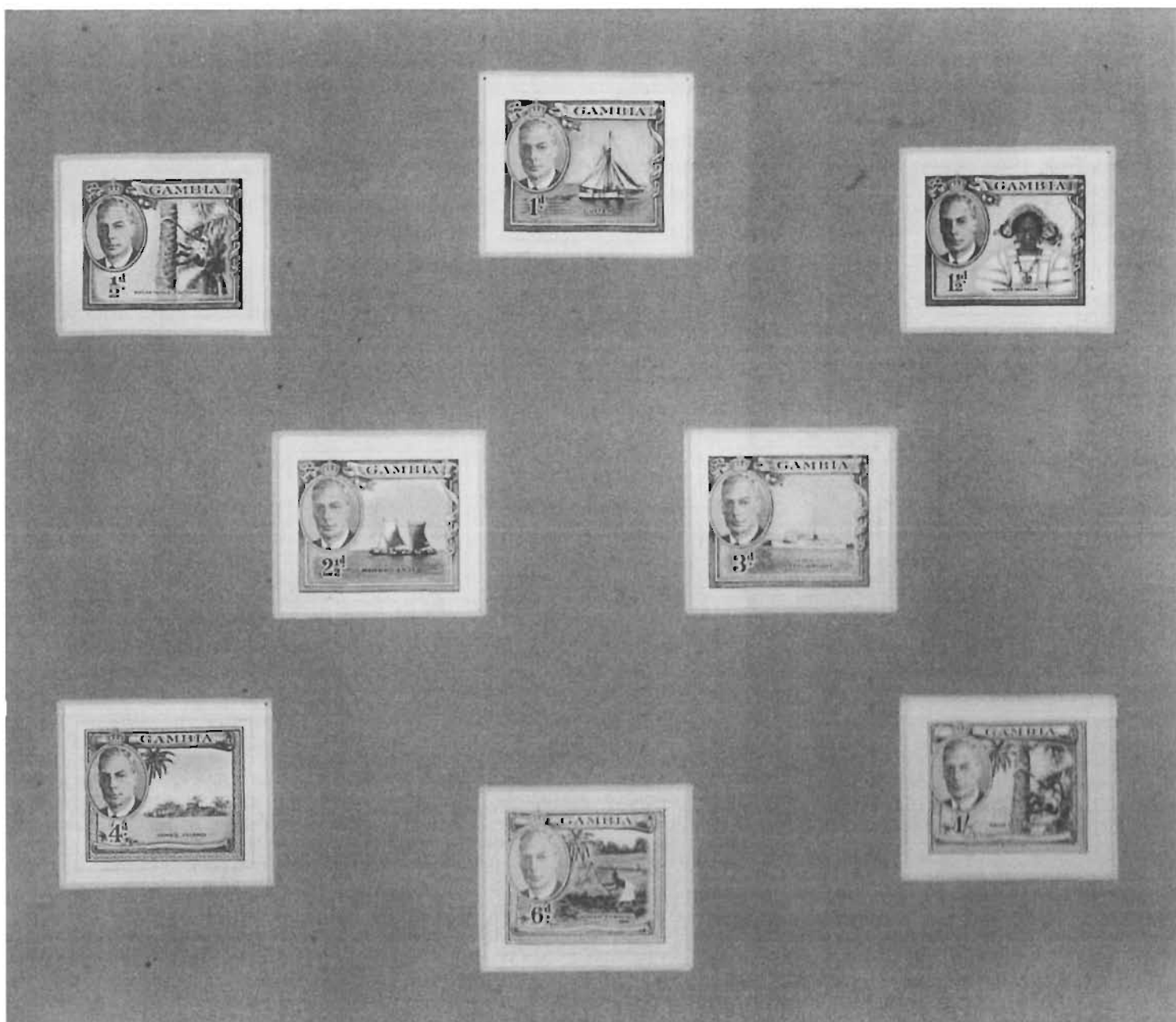
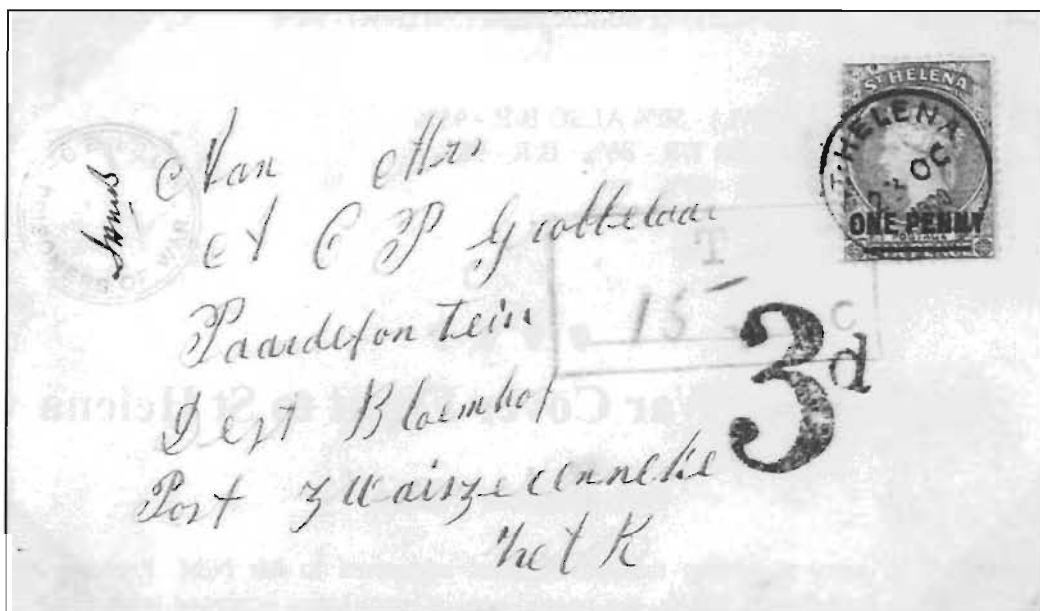


Figure 1 (slightly reduced)

Underpaid Boer Prisoner's Letter from St Helena

Bernard Mabbett

I illustrate an underpaid cover from a Boer prisoner at St Helena sent 23 October 1900.



It bears a 1887-1890 1d red, but the correct rate to the ZAR was 2½d, so the cover shows the Type 3 tax mark (Ref. 1) with ms 15 (centimes) in blue crayon. The large 3d postage due handstamp will have been applied in South Africa.

The cover has been censored at St Helena with the Type 1 censor mark in violet initialled JHMB, believed to be the initials of J.H.M. Brown (Ref. 2).

References

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- 2 *Ibid*, p90



Ascension & St Helena KGV 'Badge' Plate Plugs Request for Information

Bill Thorpe

Many readers are probably aware that I was working with Ralph Stanton for over six years to produce a study on the George V Badge Issues. At the time of his untimely death we were about 95% complete, but there were a few items that I had hoped Ralph would provide. One of these concerned Plate Plugs, and I am hoping that members might come to my assistance.

The percentage figure (%) is the proportion showing of a full Plate Plug (which will only be found on the 15/- and £1 stamps) and the figure in brackets indicates the position on the sheet. The Plugs are different for each printing, and as there were a total of 19 printings for the ½d, 1d, and 2d values alone you may realise the difficulties.

If anyone has stamps with the following Plate Plugs, could they send me a scan of the whole stamp + Plug at 600 dpi or more to: billt@billt.karoo.co.uk If it is in a pair or block a scan of all stamps would be appreciated - there are always interesting flaws hidden away. If anyone has any queries please do not hesitate to contact me. Any contributions will be gratefully received.

Ascension

1927 Printing - ½d or 2d - Top Right (11) (T/R) - 50%

1930 Printing - 2d or 5d - T/R - 80% ALSO Bottom Right (59) (B/R) - 98%

St Helena

1928 Printing - 2d - Top Left (2) (T/L) - 50% ALSO B/R - 95%

1930 Printing - 1d - T/L - 70% ALSO T/R - 80% B/R - 98%

April 1936 Printing - ½d or 5d - T/R - 90%

November 1936 Printing - ½d or 1d B/R - 95%

15/- - T/R - 100% ALSO B/R - 95%

£1 - B/R - 100%

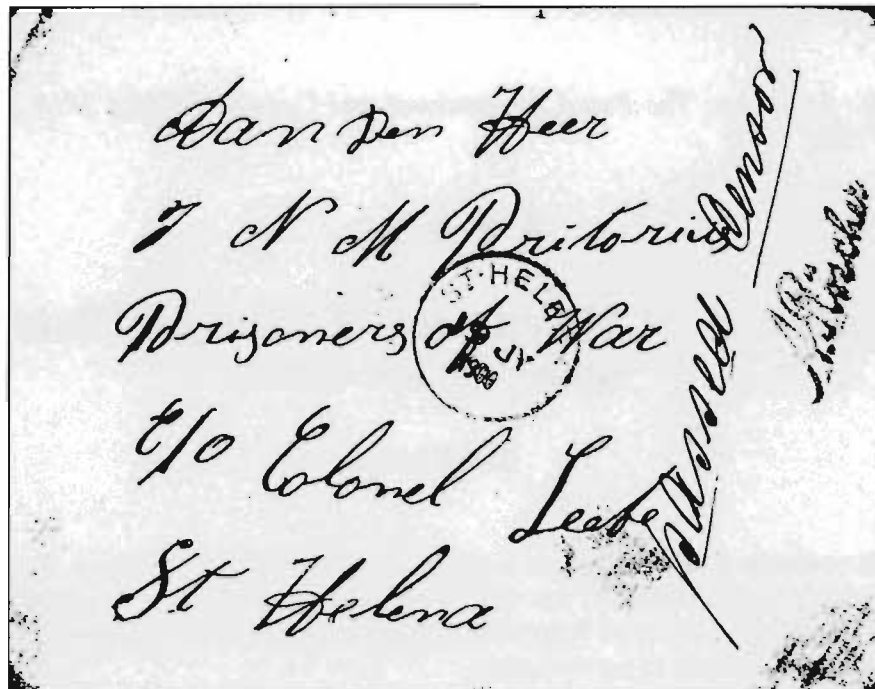


Anglo-Boer War Cover Front to St Helena

Bob Deakin FRPSL

A friend has raised a query regarding this cover front addressed to Mr N.M. Pritorius at St Helena. Presumably originating from South Africa, the passed censor manuscript is signed with a rubber stamp 'A. Plöscher' or possibly 'A. Röscher', both German surnames.

It is addressed C/O Colonel Leefe, who was in the Royal Marines and arrived at St Helena on the SS *Milwaukee* 11 April 1900. He was awarded the Queen's South Africa Medal with the Cape Colony Clasp. There is a St Helena arrival c.d.s. of 19 July 1900, but the front bears no stamp or other postal markings.



My friend is interested to know why a Marine Colonel was sent to St Helena, and any information as to the carriage of this item. I surmise that he was in charge of the guards on the *Milwaukee*. But how did the cover arrive at the Island, presumably to the Post Office, evidenced by the arrival postmark? Any suggestions gratefully received.

West African Military Air Mail Letter Cards. The First Despatch - October 1941.

Peter & John Richards.

It appears generally accepted that the first use of the Military Air Mail Letter Card at Field Post Offices in British West Africa was on 1 October 1941. However until recently all examples seen by us seem to have come from the same (it has to be said rather dubious) source. A number of Air Mail Letter Cards exist posted at FPO 45 based at Accra, Gold Coast and dated 1 October 1941 (Figure 1).



Figure 1. 1 October 1941. Posted (by favour?) at FPO 45 Accra, Gold Coast.

All examples seen by us bear the same Censor number (1580) and the same Censor's signature. A closer examination of Figure 1 reveals that the address is written in pencil (although some of the examples seen have a typed address) and that there is no message inside other than the line (again in pencil) 'Jim as promised Frank'. This evidence together with the rule (Figure 3) that each serviceman was issued with only one Air Mail Letter Card per fortnight leads us to conclude that this group of Air Mail Letter Cards were probably produced 'by favour' and, in all likelihood, never flew at all.

We were therefore very pleased to acquire recently what appears to be a genuine, commercial example of the first despatch (Figure 2). The Air Mail Letter Card is used from FPO 109 based at Bathurst, Gambia on 8th October 1941. Its contents (Figure 3) make very interesting reading as well as raising a question.

It will be seen that the letter is dated 29 September 1941 so the Air Mail Letter Cards must have been issued to military personnel a little earlier than the 1st October although they were probably not accepted by the Field Post Offices for transmission until that date. The letter was written by Bombardier J. Woodward of 313 Heavy Anti Aircraft Battery, Royal Artillery and he has some interesting comments to make about the service.

'This method of air mail has been instituted for our benefit...We are issued with two a month to each man. No system of return air mail has yet been instituted so until it is announced that something has been started



Figure 2: 8 October 1941. Used from FPO 109 Bathurst, Gambia.

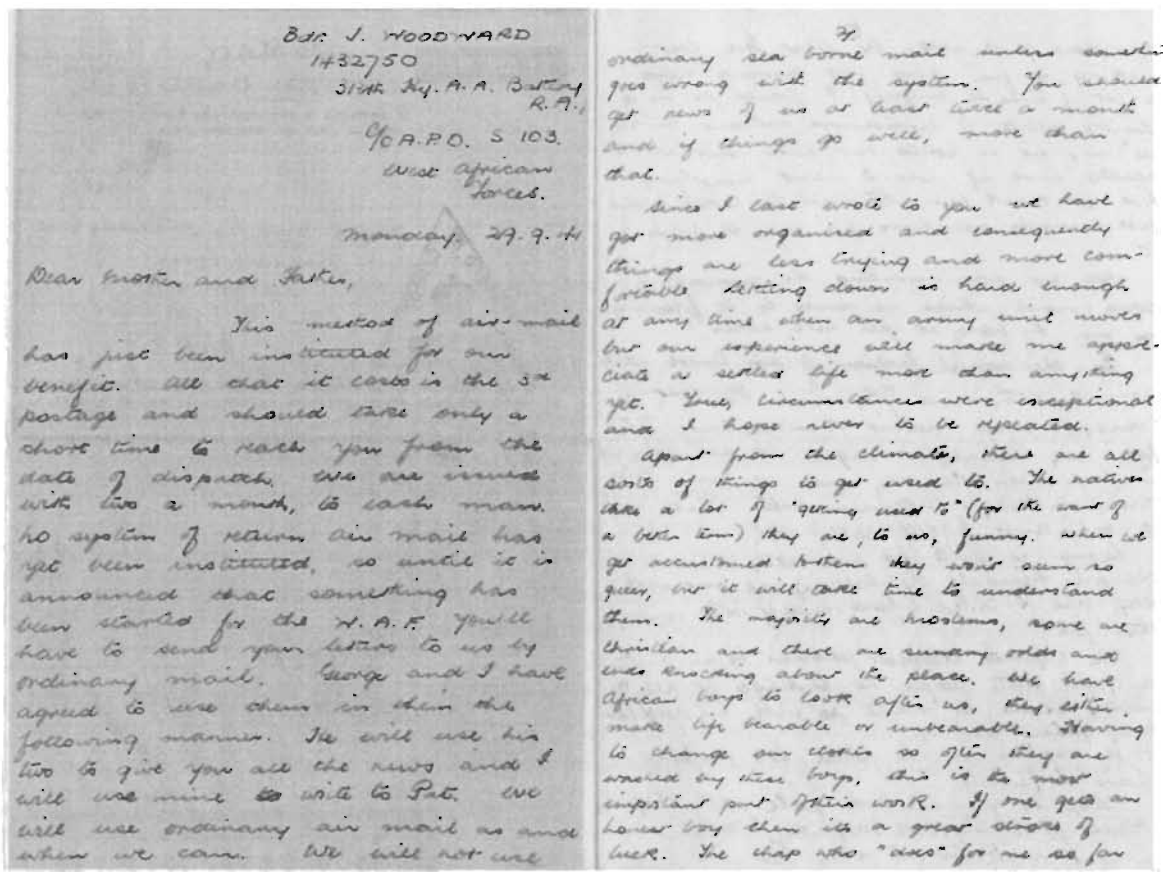


Figure 3. The letter inside Figure 2.

for the W.A.F you'll have to send your letters to us by ordinary mail....We will use ordinary air mail as and when we can'. (Presumably this is a reference to the fact that there was still a civilian air mail service to the UK from the Gambia although this was not the case at this date in any of the other three British West African Colonies)

There is however one mystery about the cover. The letter is dated 29 September 1941 but not postmarked at the Field Post Office until 8 October. Why the delay? It seems inconceivable that in a Colony as small as the Gambia and, particularly in the case of a Heavy Anti Aircraft unit, that they would have been a significant distance from Bathurst. The delay becomes even more inexplicable when it is compared with the departure dates of northbound flying boats from Bathurst taken from the BOAC archives. A Catalina left Bathurst on the 7 October -the day before the Air Mail Letter Card was cancelled and the next flight was not until 16 October when the C Class Flying Boat *Cathay* arrived (departing on 17 October). It would seem therefore that a form of communication designed to speed things up was 17 days old before it even left the Gambia!

Many thanks to Peter Wingent for the information on the BOAC flight schedules and as always we would be delighted to hear from anyone with other examples of the first despatch.



West African–printed Honour Envelopes. A third type?

John Richards.

In 'West African Forces Air Mail Letter Cards, Air Letters & Honour Envelopes 1942 -1945', (Ref 1) the late John Daynes, and Nigel Lutwyche, list two different types of Honour Envelope printed in West Africa. One, WA20.01, has no full stop after the F in the serial number A.F W 3078 in the top left hand corner of the envelope and the other, WA 20.02, has no bracket on the right hand side of the words 'Crown Copyright Reserved' that appear in the top right hand corner of the envelope.

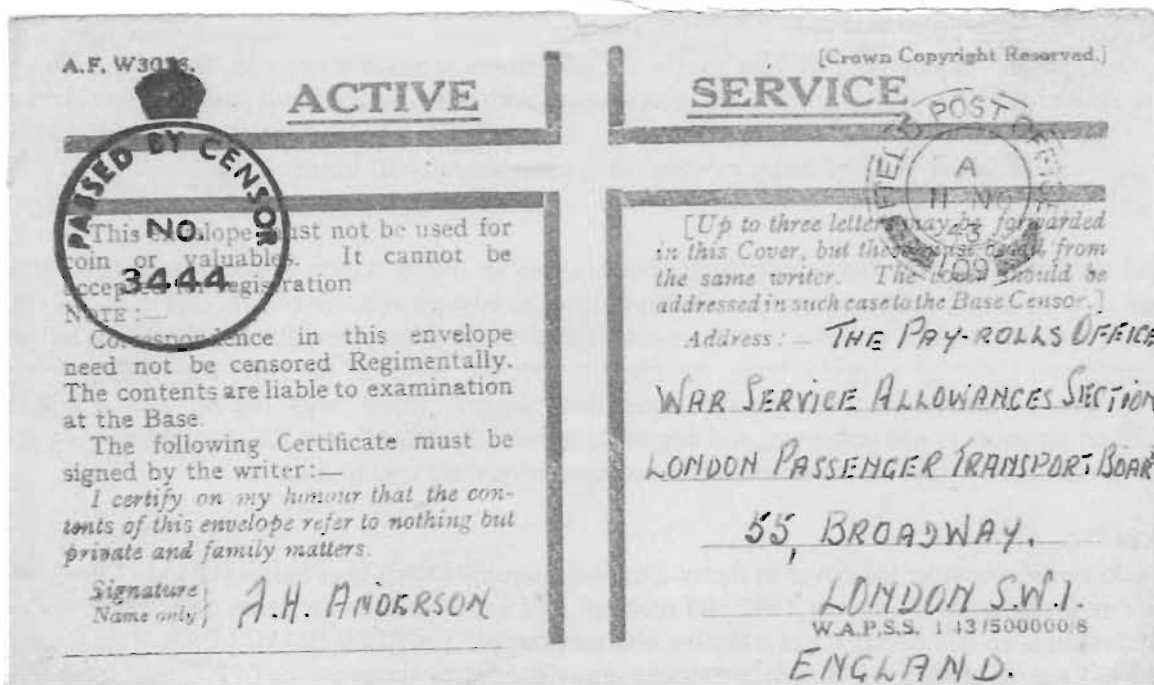


Figure 1: West African printing of the Honour Envelope used from FPO 109 in the Gambia 11 November 1943

On examination of the example at figure 1 from my collection I note that it has both the stop after the F and the right hand bracket and would therefore appear to be a third type. I also see that Daynes and Lutwyche felt that 'more research' was needed so do any readers have any other variations?

Reference

1. Daynes J.A. & Lutwyche N., *West African Forces Air Mail Letter Cards, Air Letters & Honour Envelopes 1942-1945*, pp28-29, WASC & Forces Postal History Society, Dronfield & Bromley 2006

Double Atlantic mail from the Dutch East Indies....really?

Bob Wilcsek

After the attack on Pearl Harbour and the subsequent closure of Pan American's trans-Pacific airmail routes in December 1941, the only remaining commercial air route to Asia was flown from Africa by BOAC. The eastern end of this route kept getting clipped in a series of steps until Calcutta became the Eastern terminus for what became known as *The Horseshoe Route* due to its appearance on a map. Purists (and I am one of them) may argue that this isn't exactly true, that flights to and from western China continued throughout the war by means of a connecting air route from Calcutta to Chungking "over the hump" flown by the China National Aviation Corporation (CNAC) and the American Air Transport Command (ATC).

Nonetheless, it is well established that when Pan American Airways' trans-Pacific services were terminated, routes from Asia east to North America and beyond pretty much turned around and went in the other direction; west to Cairo and onwards across Africa to Lagos, Nigeria and on to destination by air. This resulted in one very interesting route to Europe and the UK, that of "Double Atlantic" airmail.

Just what is "Double Atlantic" mail? Simply put, it is mail carried by Pan American Airways that flew twice across the Atlantic en route to its destination. Richard Beith was the first to coin a term for the route, which he called "Twice Across the Atlantic" (Ref. 1). Recently the term has been shortened to "Double Atlantic" mail. The African gateway for this air mail was Lagos where BOAC air services connected with American trans-Atlantic operations. The longest route to use this service carried mail from China to Europe and the UK in 1942 and 1943; however many other points of origin are known to have used the route. While mail posted from Asia and the western Pacific are this current topic of discussion, the most common use of the route was between Africa and the UK northbound, with a few southbound postings also known. This was never a regularly scheduled service that carried large amounts of commercial mail, but rather an expensive, thinly used option that had many moving parts. Consequently all forms of Double Atlantic mail can be difficult to find, but would not be considered "rare" in the philatelic sense.

The airmail alternative to the Double Atlantic route was via Durban, South Africa. Instead of going through Lagos by air to destination, mail connected at Durban for a sea voyage to/from the UK and onwards (see figure 1 for example). Durban was the western air terminus of the Horseshoe Route, flown by BOAC between Durban and Cairo on a regular basis. An often overlooked aspect of the Horseshoe Route is that even when on ship, the airmail on board was still considered "airmail"; call it "seagoing airmail". A surface leg as part of an air route is not unknown, and segments of both the BOAC and KLM routes to Asia are known to have traveled by train through certain parts of Europe on their way to Asia.

The evidence

With this background, consider the cover in figure 2 mailed from the Dutch East Indies (DEI) to Liverpool. It was posted in Batavia on 28 January 1942 and received DEI censorship on the same date. There are no other postal markings on this cover. It has a routing endorsement of "Per KLM/ BOAC / PAA // via Cairo". Upon arrival in England it received British censorship, as evidenced by the presence of P.C.90/ Opened by Examiner 1052" tape.

At first glance this appears to be just such a Double Atlantic cover as described above. The routing instructions are quite clear, and the rate to the UK at the time was 15c surface fee plus 85c air fee to give 1 Guilder as the base rate for a letter weighing less than 5 grams, and indeed that is the franking on the cover. This rate did not change whether the mail went east by FAM 14 or 19 and then connected to FAM18 to England, or after December 1941 when the route changed direction and went westwards. That is, the rate did not change with the route.

The standard KLM service at the time, beginning in the summer of 1940, flew weekly between Bandung and Lydda, Palestine (Ref. 2). This route is also described in CAA Appendix C (Ref. 3).



Figure 1: Gothic Horseshoe cover from Batavia to London in November 1941. Note endorsement in upper left corner partly under the tape "I.A. to Durban". At this time the rate via KLM or IA was the same: 15c surface fee + 40c air fee for the first 5 grams. This rate is correct at 55c. This directs the postal authorities to forward the letter to Durban, where it continued by surface to destination. No markings on the reverse

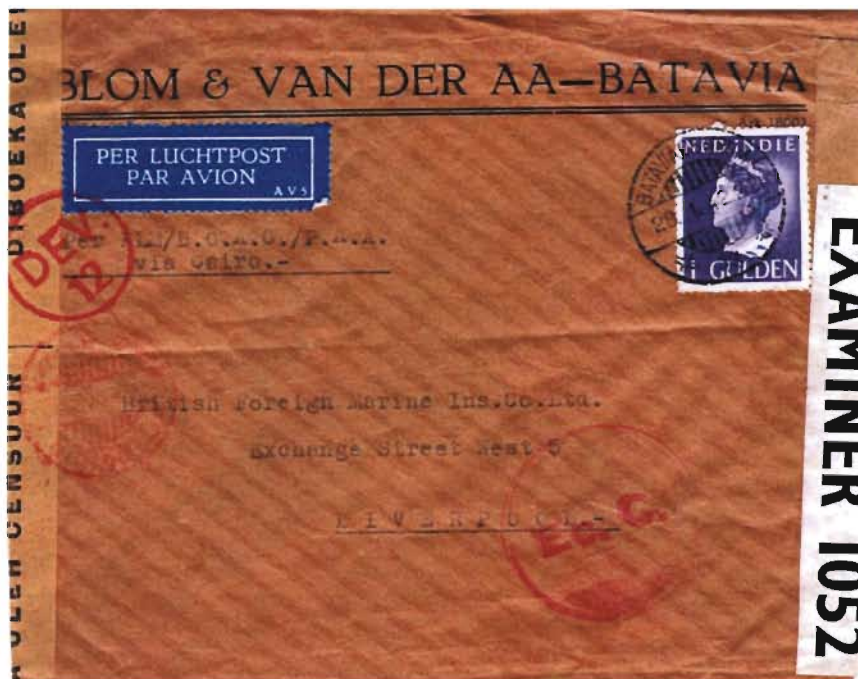


Figure 2: is this a Double Atlantic cover from Batavia to Liverpool?
There are no markings of any kind on the reverse.

From Lydda mail destined for Europe and the UK connected with BOAC services through Cairo to Durban, thence by sea to destination. The last KLM flight departed Bandung on 8 February 1942. It seems the cover in figure 2 left the DEI on A&H (Ref. 2) flight #BL109, departing Bandung on 2 February 1942. This was the penultimate KLM flight to leave the DEI before Japanese occupation (Singapore surrendered 15 February 1942). With no routing marks of any kind, it seems likely this cover made it to Lydda without incident on 6 February (as determined from A&H). Since there is abundant evidence of Palestine mail traveling to the USA and UK via Lagos at this time, it does not take a great leap of faith to believe this DEI cover was forwarded from Lydda to Liverpool through Cairo and Lagos in the same manner.

The Problem

However, a problem arises if we examine another very closely related cover posted from Padang to Los Angeles on 24 January 1942 (see figure 3)



Figure 3 (front and back): DEI cover to Los Angeles posted 24 January 1942. Note faint hexagonal Palestine censor stamp in purple at lower right of each side, over Palestine censor tape. 105 days in transit.

Fortunately, this one is registered and has numerous routing stamps to tell us exactly how it travelled. The franking/rate is for a double weight air cover as follows: international surface rate of 15c (per 20 grams) + 2x65c air fee (per 5 grams to the USA) + 15c registration fee = 1.65 Guilders. The transit marks are Padang 24 January, New York 17 May, Los Angeles 18 May and 20 May 1942. The cover received both Palestine censorship tape and a lightly inked purple hexagonal Palestine censor stamp indicating it went to Lydda, probably on KLM flight #BL108 which departed Bandung on 26 January 1942 and arrived in Lydda on 30 January. US censorship tape #2323 is applied over the Palestine tape and this is a Los Angeles censor

number. The total time of transit for this cover is 105 days. It seems very unlikely this cover crossed the Atlantic by air, and especially so with no Miami censorship or transit markings, which are endemic to incoming **registered** air mail from Africa.

What does this tell us about the cover in figure 2? A lot.

Without this cover, the conclusion that figure 2 is Double Atlantic mail is logical, although based on faith due to the lack of routing information. However, the figure 3 cover requires no faith whatsoever to determine the exact route it took. It was flown from the DEI on the KLM flight immediately prior to the one in figure 2. Therefore, if the Los Angeles cover was not registered, we would use the same logic to conclude that it, too, flew across the Atlantic by Pan Am. This is exactly the logic and faith applied to the Double Atlantic conclusion for the DEI cover to Liverpool, but in this case it is proven wrong.

The only hope of making the Double Atlantic case for the Liverpool cover is that mail to the UK had some sort of priority over mail to the US. Both covers were essentially Dutch mail and treated in exactly the same manner until they left Lydda. At that point we have to come up with some reason why a cover to the UK would receive priority over one to a US address. This may be possible, but it is a stretch of logic. It was BOAC that flew mail from Cairo, and it could be possible that mail addressed to the UK was prioritized over US destination mail through Africa. OK, but we then have to wonder why a cover to the US went surface across the Atlantic while one to the UK flew by Pan Am. Additionally if mail is bottle-necked at some point, as the cover to the US may have been, what are the odds that the next flight's mail would pass over it in the mail stream? I consider this very unlikely and conclude that both covers travelled surface from Africa to destination, almost certainly from Durban (*for the UK cover, surface carriage from Lagos can be considered unlikely too, preference being given to the more reliable surface route from Durban whenever possible -ed*).

The debate

In opposition to Double Atlantic route

At this point I have to paraphrase Hakim's Razor (sometimes called Occam's Razor; *in the absence of proof, the simplest answer is usually the correct one*). I find it easier to believe both of these covers were treated in the same manner since they are so closely related. In early 1942 there was an acute shortage of aircraft capacity across Africa. If the cover addressed to the USA made it to Lagos, it surely would have flown to the USA. It did not. Why would it have been any easier for one to the UK to do so?

I personally regard the opinion of the Liverpool cover being Double Atlantic mail as wishful thinking. I would love it to be such, as it would be a great addition to my collection. But I cannot imagine how these two covers could be examined side by side and determined that they left Africa by different means.

Now, during this confusing time period (early 1942), anything could and probably did happen on an exceptional basis, but the standard DEI/KLM route from June 1940 ended at Lydda. BOAC then carried the mails to Durban, thence surface to destination, ie Horseshoe Route mail. Just because Pan Am inaugurated an air route from USA to Lagos in December 1941 would not have been reason enough to assume the latter part of this route, from Lydda, to change. There may have been planned changes in the route that were negotiated pre-Pearl Harbour, changes that allowed for a future air connection at Lagos to result in a Dutch postal bulletin recommending an Atlantic endorsement to the UK or the USA, but thus far no such document has been located. Until we see such a bulletin or a 1942 DEI cover that clearly passed via Miami to either the USA or UK, we must assume DEI mail never *routinely* went through Miami via Lagos.

In favour of the Double Atlantic Route

The counterpoint is that the endorsement on the Liverpool cover (figure 2) is both new to DEI mail and quite deliberate. Furthermore, readers of my writings are probably tired by now of my oft-repeated mantra "*The route is in the rate*". This is just such a case. The standard Horseshoe rate to the UK at the time was 55c, either by KLM or BOAC (Figure 1). The Liverpool cover, however, is franked at 1 Guilder. Clearly, the postal clerk and sender knew more than what we have been able to find thus far. It is unlikely these were erroneous fabrications of some sort. Consequently, both the rate and the endorsement of the Liverpool cover indicate a belief in the existence of Double Atlantic transport.

Then there is the matter of the mysterious "Tabel 3" (figure 4, overleaf). While recognising it, no-one I have contacted has been able to cite its source. In private correspondence Aitink has indicated does not appear to be in the standard PTT (Dutch Postal Bulletin) font and format. Can anyone tell us where this came from? That would be of immense value to this discussion.

TABEL 3.

De LUCHTRECHTEN voor Buitenlandse brieven. a.

Bestemming:	Per:	Via:	Luchtrecht:	Periode:	Opm: ←	
EUROPA	KLM	Amsterdam	+30 cent/10 gram	16/6/37 - 16/9/39		
			+30 cent/20 gram	boven 100 gram		
		Napels		+30 cent/10 gram	16/9/39 - 10/6/40	1)
				+30 cent/20 gram	boven 100 gram	
	IA	Londen		+45 cent/10 gram	16/6/37 - 9/39	
				+45 cent/20 gram	boven 100 gram	
	KLM/IA	Londen		+40 cent/ 5 gram	9/39 - 15/6/40	
	KLM/IA	Cairo/Durban		idem	19/6/40 - 12/12/41	2)
	KLM	Lydda		idem	22/6/40 - 7/5/41	3)
	Baghdad		idem	idem	3)	
KLM/IA/PAA	Hongkong/	USA	+90 cent/ 5 gram	6/40 - 11/40	4)	
QUANTAS/IA/PAA	Manila/USA	USA	+100 cent/ 5 gram	idem		
KNILM/PAA	Sydney/USA	USA	+85 cent/ 5 gram	10/40 - 12/41	5)	
KLM/PAA	Singapore/	USA	idem	8/40 - 12/41		
KLM/IA/PAA	Singapore/	Lagos/USA	idem	7/5/41 - 6/12/41		
			idem	12/41 - 9/2/42		
NOORD	KLM/o	Amsterdam	+35 cent/ 5 gram	10/37 - 31/7/39		
AMERIKA	KLM/PAA	Amsterdam	+55 cent/ 5 gram	1/8/39 - 14/5/40		
	IA/PAA	Londen		+70 cent/ 5 gram	1/8/39 - 9/39	
	KLM/IA/PAA	Hongkong		+70 cent/ 5 gram	4/37 - 10/39	
	KNILM/AF/PAA	idem		idem	8/38 - 10/39	
	KLM/IA/PAA	idem		+90 cent/ 5 gram	10/39 - 11/40	
KNILM/PAA	Manila		+65 cent/ 5 gram	5/40 - 11/41	6)	
KNILM/TT/PAA	Sydney		idem	8/40 - 13/12/41		
KLM/PAA	Singapore		idem	7/5/41 - 6/12/41		
KLM/IA/PAA	Singapore/	Lagos	idem	12/41 - 9/2/42		
AUSTRALIE	KNILM/					
	QUANTAS		+10 cent/ 5 gram	1/39 - 2/42		

OPMERKINGEN:

- 1) Niet voor post naar Engeland of Frankrijk of hun gebieden. —
- 2) Vanaf juni 1940 voor Engeland, Ierland, Zweden, Portugal en Spanje. —
Vanaf mei 1941 ook voor Zwitserland. — e
- 3) Vanaf juni 1940 niet voor de landen genoemd in opm. 2) —
Vanaf 10 april 1941 niet meer voor Bulgarije, Roemenië en Hongarije. —
Na 7 mei 1941 niet meer voor Griekenland en Jugoslavië. —
- 4) Diverse routes tot Hongkong zijn gebruikt. —
- 5) Vanaf oktober 1940 voor de onder 2) genoemde landen. —
- 6) Post voor Zuid-Amerika mocht vanaf juni 1940 worden meegegeven. —
De tarieven voor deze landen varieerde sterk. — l

Figure 4: this mysterious table has surfaced without any sources known. Can anyone document it?
Written in Dutch, note that it gives air routes and rates to "EUROPA" and "NOORD AMERIKA"
via Lagos "12/41 - 9/2/42", in European dating format.

If you can document the source of this table please share it with us.

Conclusions

To be fair, I have shared these covers and thoughts with a number of expert collectors and friends and, frankly, opinions differ. It is worth noting that all three Dutch experts (van Aalzum, Verkuil and Aitink) independently agree that the cover to Liverpool likely never went via Lagos, nor did any other DEI mail as a routine matter.

In the final analysis, we really do not know with certainty how the DEI cover to Liverpool travelled. Hence the reason for this article; can anyone shed more light on this topic? No Dutch postal bulletins on this subject have been found. The best we can find so far are Verkuil's words (Ref. 4):

"For all the above Trans-Africa connections the same restrictions here held, and mainly diplomatic mail, VIPs and urgent freight of importance for the conduct of the war was carried. The main part of mail went the long way via Durban and onward surface transportation. There is no proof of Dutch East Indies private or commercial mail having been carried on the airmail route via Lagos to the UK or the USA"

References

1. Beith, R., "Twice Across the Atlantic to the UK", *British Philatelic Bulletin*, p172, February 1996
2. Aitink H.E. & Hovencamp E., *Bridging the Continents in Wartime*, de Stichting Luchtpostgeschiedenis Tweede Wereldoorlog, Enschede, Netherlands, 2005
3. Ministry of Civil Aviation, *Report on the Progress of Civil Aviation 1939-45*, Ref. DS.43225/1, Appendix C/ Regular Air Services in British Empire Countries other than the United Kingdom
4. Verkuil, M., "Airmail Connections from and to the Dutch East Indies during the Period September 1939 - February 1942", *The Netherlands Philatelist*, Volume XX, number 6, March 1996

Acknowledgements

Special thanks are due to Wim van Aalzum, Martinus Verkuil and Hans Aitink for their patience and assistance in the preparation of this article, and to John Wilson and John Jackson for help in tracking down relevant articles in Dutch literature on this topic.

Addendum



Figure 5: A&H figure 28 on page 77 (? Denotes where a 1 Guider stamp could be missing)

In preparation of this article, it was noted that a cover in Aitink & Hovencamp (Ref 2) is incorrectly described. Their figure 28 on page 77 is used to make a rather elliptical point about DEI mail transiting Lagos (in this case to the USA). The A&H editors missed the fact that a stamp is missing or has been removed. If you add a 1 Guider stamp to the "hole" in the franking array, it counts perfectly for a cover weighing 45-50 grams (10x weight): $10 \times 65c = 6.50G$ air fee + $3 \times 15c$ surface fee = 45c, then the sum total = 6.95 Guilders, which is the franking you would get if a 1G stamp were placed into that space.

St Helena 'Jamestown' PPC

James Podger FRPSL

I imagine this illustrated picture postcard of Jamestown will appeal to any Newcastle United supporters who happen to be reading this (for non footballing members, the team is known as 'The Toon' hence the expression Up The Toon!)



JAMESTOWN

6th Dec 1925

POST CARD

This is a Real Photograph.

Address of

ST HELENA

1d

6th Dec 1925
 Cool wind blowing all things the tropics and very lush. Arrived here today glorious sunshine & very hot, walked through gardens & seen pepper trees bananas & hibiscus & all kinds of flowering shrubs. Had time to go to tomb but hope to see it on way back. Lenciffe was disappointed thick mist down on the peak & quite stormy, feeling very fit & sore from since

Mrs Gibson
 8 Succoth Place
 Edinburgh
 Scotland.

The message and cancel show that the card was posted 6 December 1925. I wonder how many were printed before the error was corrected, if indeed it was?

Yet Another St Helena Letter Card

Bill Thorpe

Bob Deakin's article in the October 2010 *Cameo*, p418 reminded me that I had completely missed the earlier article by Klaus Hahn, January 2010, pp275-281. I purchased a Napoleonic Souvenir Lettercard over 20 years ago, and it has been lying in a folder ever since.

The card was posted in September 1929, and contains a very chatty letter from Fred to Gordon. The size is as illustrated by Bob Deakin, the paper is a light creamy-brown and contains 10 pictures which appear to be sepia reproductions of paintings as opposed to photographs.

These are:

- i) Napoleon at St Helena
- ii) The Arrival of the "Northumberland," St Helena
- iii) The House that Napoleon Spent the First Night in St Helena
- iv) The Pavilion where Napoleon Resided before Going to Longwood, St Helena
- v) Longwood House St Helena in the time of Napoleon
- vi) The Passing of Napoleon
- vii) Removal of Napoleon's Body from St Helena
- viii) Napoleon's Tomb St Helena
- ix) Residence of Napoleon at St Helena
- x) Emperor Napoleon

Illustrated as Figures 1-4 (not full size) are the Front Cover, ii), iii) and iv). If anyone would like scans of any of the pictures then I would be happy to oblige.



Figure 1 Front Cover

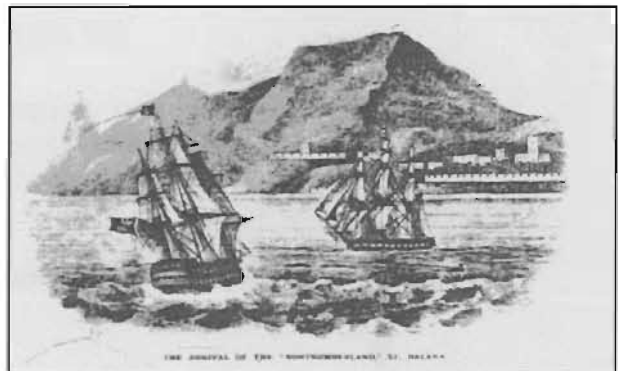


Figure 2 Picture ii



Figure 3 Picture iii



Figure 4 Picture iv

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LAGOS. 1887 1/- with manuscript 'Specimen' (Type DMS). Very fine mint. Rare (ex DLR archives). SG 38sp.	£300	SIERRA LEONE. 1912/21 set of 19 optd 'SPECIMEN'. Very fine mint. Rare complete. SG 112s/130s.	£650
NIGER COAST. 1892 DLR Essay for 2½d handpainted in red and green (plus essay Die Proof). Unique. Ex Dale.	£4000	ST HELENA. 1863 4d carmine showing 'HFL' for 'HEL' in 'HELENA' (Pos# 240). Fine mint. Scarce. SG 5var.	£450
NIGER COAST. 1893 ½d on 2½d (Type 4 in black). Very fine mint. Extremely rare. BPA Cert. SG 15.	£3000	ST HELENA. 1913 6d with split 'A' variety (R.8/3). Very fine mint. SG 86a.	£375
NIGER COAST. 1894 1d on 2½d 'OIE' for 'ONE' (Pos# 8). Very fine used. Exceptional. SG 65b.	£950	TOGO. 1914 10pf block of four (wide and narrow 'O') used with ANECHO c.d.s. '22.10.14'. Rare multiple. SG H3.	£300

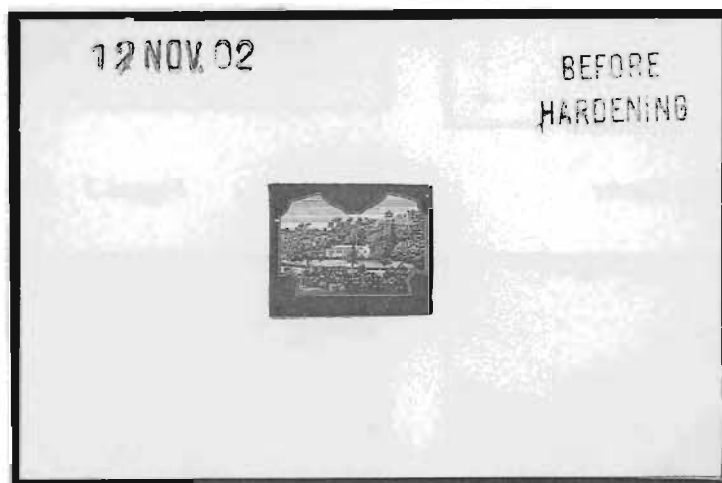
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1903 Government House centre vignette as used for the ½d, 2d and 1/- values;
An uncleared die proof dated 12 November 1902 and handstamped "Before Hardening". Struck on full glazed card, ex DLR archives



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CAMEROON SG B3b

1915 1d on 10pf carmine. ERROR SURCHARGE DOUBLE, upper right corner block of 4 with value imprints, brilliant unmounted o.g. Three sheets of the error existed, but this block comes from the one with the second impression misplaced upwards,



so that 'C.E.F.' also appears in the top margin (as here), while the bottom row showed '1d only double' (= SG B3c). Minor gum bends, still a superb and spectacular positional piece, with R1/9 showing the constant variety 'short serif to F'.

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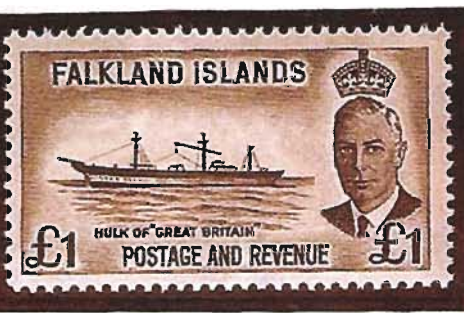
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