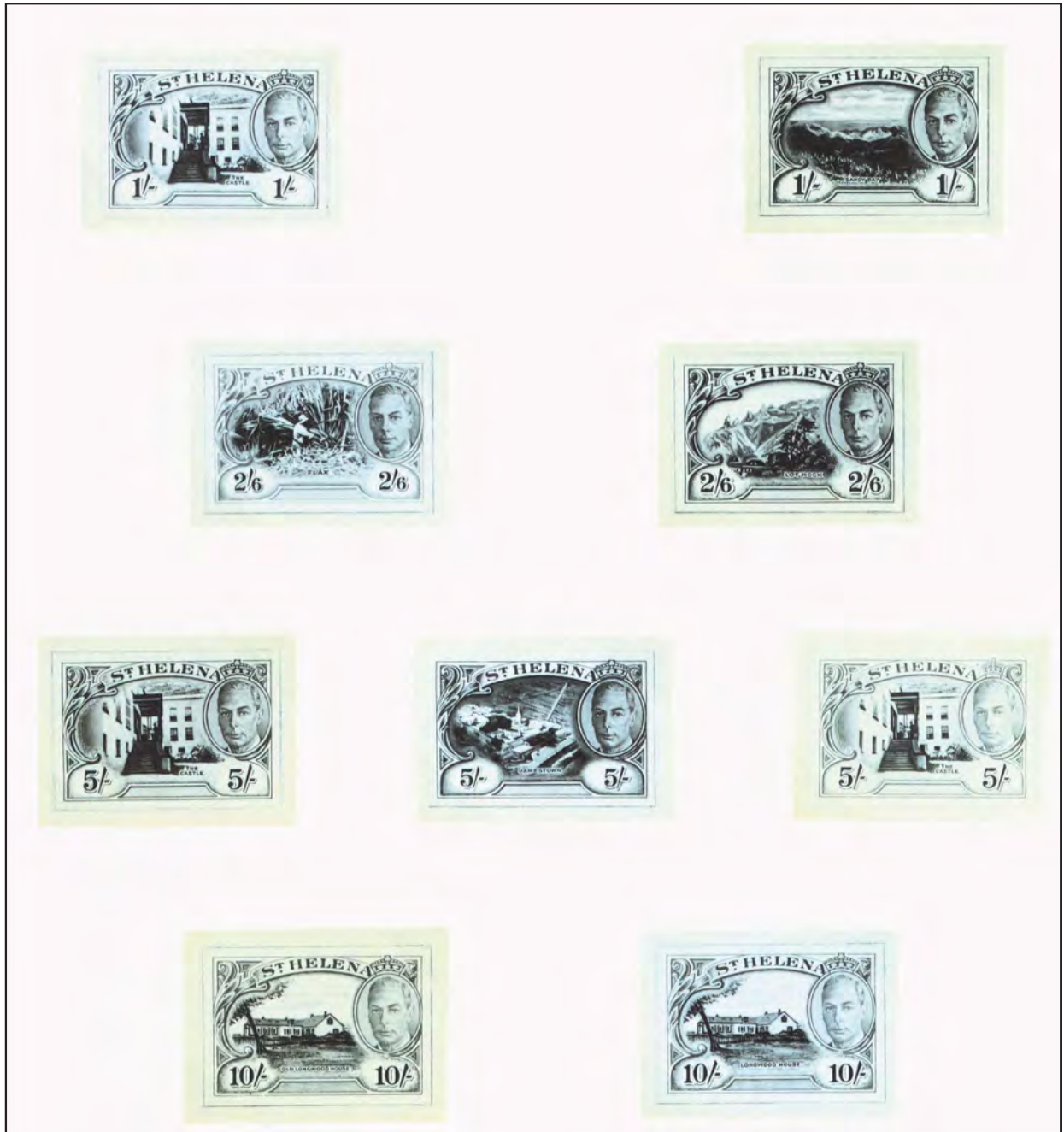


# CAMEO



The Journal of the West Africa Study Circle



VOLUME 16 NUMBER 3  
WHOLE NUMBER 96

OCTOBER 2015

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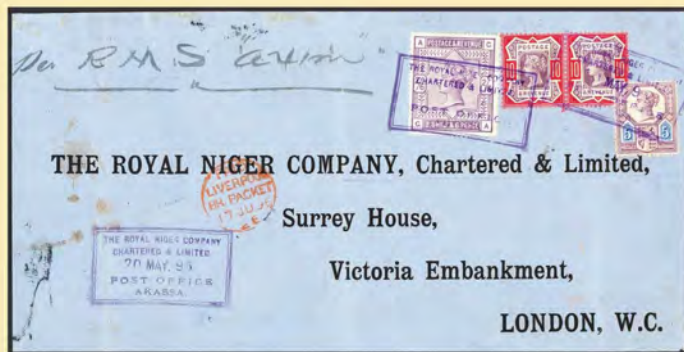
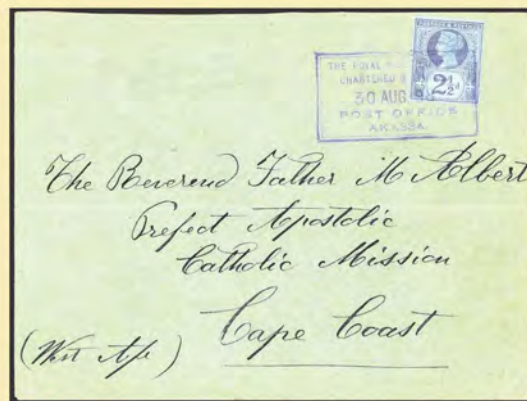
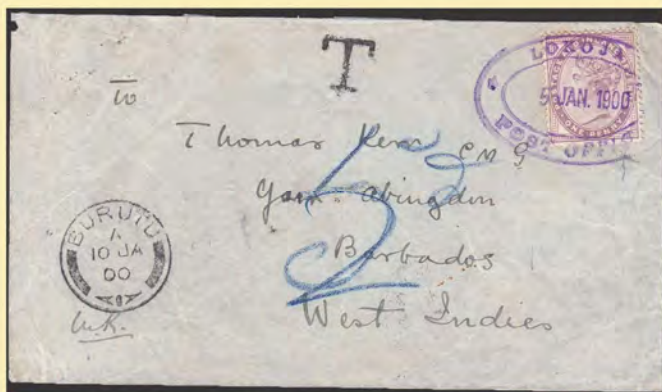
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**Front Cover**

1950 photographic essays for St Helena - most of these designs being adapted for the 1953 QEII set

*See Jeremy Martin's article starting page 156*

# Editorial

Many Editors worry about receiving sufficient material to fill their respective journals. I'm pleased to say this rarely happens in the case of *Cameo*, and this issue has brought home to me how privileged we are to have such a dedicated and knowledgeable membership.

I pondered over the *Bathurst* paper by Gary Wayne Lowe (starting page 130) as this is probably the longest that we have published as a complete article. But it is so well researched, constructed and interesting that it would have been sacrilege to split it. Even if the subject matter is not part of your collecting interests I hope you will agree that it's a jolly good read.

Three of the papers (pages 154-167) follow directly from our very successful joint meeting in March with the King George VI Collectors Society. The fact that they all relate to the South Atlantic Islands is purely coincidental! This all means that I had enough submissions to almost fill another issue, so my apologies to at least 6 members who will be disappointed this time. And I include myself in this - my second instalment of our St Helena PO Cellar project has been put back yet again.



Barry Burns

**The next issue will be edited by Rob, datelined January 2016, and the copy deadline is 31 December**

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## 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

## Scope

The West Africa Study Circle studies the postage stamps and postal history of The Gambia, Gold Coast/Ghana, the Nigerias, Sierra Leone, Cameroons & Togo together with the islands of St. Helena, Ascension, Tristan da Cunha & Gough and the British Postal Agencies in Madeira, Tenerife, St. Vincent and Fernando Po.

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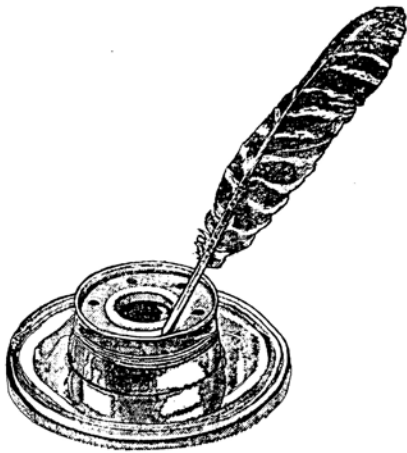
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## Letters to the Editor

*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*

### **The Voyage of the SS *Teneriffe***

Dear Barry and Rob,

I very much enjoyed Gary Loew's excellent article about the SS *Teneriffe* (*Cameo* 93, pp155-164). The order of ports of call and dates written on H. Rehlen's post card are certainly confusing. However, I wonder if, rather than Grand Bassam in Ivory Coast as suggested by Gary, the intended entry should have been Grand Bassa in Liberia? Homebound this lies between Sinoe and Monrovia (both in Liberia). If so, I propose the following dates:

Axim, 6 Feb  
Half Jack, 8 Feb  
Cape Palmas, 9 Feb  
Sinoe, 10 Feb  
Grand Bassa, 13 Feb  
Monrovia, 14 Feb

Earlier and later ports / dates are the same. It would be nice to see examples of mail from any of these intermediate ports from the return voyage of SS *Teneriffe*.

Incidentally, Elder Dempster did carry mails to Cameroon, usually by steamers travelling beyond Nigeria for South West Africa. Clearly SS *Teneriffe* did not go beyond Nigeria on this voyage.

John Hossack  
Leighton Buzzard

*(The above letter was received shortly after publication, but was somehow lost in the Editor's inbox. My apologies to John for the delay, Barry)*

### **Retraction and Apology....**

Ken Lawrence has called the Editors' attention to a passage in a letter from John Wilson in the last issue of *Cameo* that wrongly accused Ken of discourtesy to the British Air Mail Society. Ken

shared with us this 14 August 2014 e-mail message to him from *Air Mail News* Editor John Symons:

*Thank you for your generous offer, but I'm sorry to say it is one I will have to decline. It is something I regret as I find the return of the first FAM 22 flight from Leopoldville so much more interesting than the outbound flight, and one that awaits mounting in my collection. Articles on FAM 22 in the past have been so contentious it is something I do not wish (to) encourage in the Air Mail News. I hope you appreciate my reason, and I look forward perhaps to seeing it published in another journal, for I'm sure it will make interesting reading.*

The editors of *Cameo* apologise to readers for having published the false statement about Ken, which we retract without qualification. We regret any harm that the publication may have caused.

Rob May and Barry Burns  
Princes Risborough and Stokesley

### **....And**

Dear Rob and Barry,

In my letter published in the June 2015 issue of *Cameo*, I made the comment that an author had shown lack of courtesy towards the Editor of another journal. I did not know at the time of writing that in fact the article in question had been offered to that other journal and had been declined. Since the Editor in question never discusses one author's work with another author, I made an incorrect assessment of the situation.

Under these circumstances I withdraw absolutely the reference to 'lack of courtesy' and apologise unreservedly for any offence caused to anyone and everyone involved.

John Wilson  
Builth Wells

## Gold Coast Postal Order

Dear Barry,

I can now tell you that the Gold Coast overprint on a GB postal order (featured in *Cameo* 95 p104) is now available in auction by the Postal Order Society. The auction closes on **8 November 2015**.

You may recall that this is a unique item in that it is the **only** example of an overprinted GB postal order with this format of overprint, i.e. with a box round the overprint (see the scan in our last issue - Barry) - subsequent issues used the same wording but without the box. In fact we had to rewrite our guide to overprints to add this format!

The Postal Order Society has extended an invitation to all members of the WASC to bid in this auction. The auctions are normally 'members only' but on this occasion your members can bid too.

I attach the auction listing, Lot 32. The 'reserve' reflects the special interest of this unique item.


### LOT 32 Gold Coast

EVII type 3, 'British Postal Order', no heading or bold lettering in stamp box, Brill BPO.6.1.1 overprint boxed POUNDAGE/PAYABLE IN/GOLD COAST/COLONY

6d (½d surcharged 1d, raised d and stop, with 5 horizontal lines each side) 4/A 562097 2 Jul 1907 Bogosu +cf ent, made payable in London, 3 aps entirely obscure s/box, but absence of heading readily seen from reverse, 1 conspicuous sharp central vert. crease, 2 other vertical creases barely visible from front, inconspicuous hole in cf, overall very fresh pleasing appearance, first recorded and only known example thus far of now the second type of general Colonial overprint, see PO News, 115, p19-20, Jan 2015      RESERVE £1,200


Bids to me by email or post are welcome, though emailed bids should be followed up by a paper copy of the bid. Please contact me for the auction conditions or the auction file. Best Regards,

Dr John M Gledhill  
co-auctioneer, Postal Order Society  
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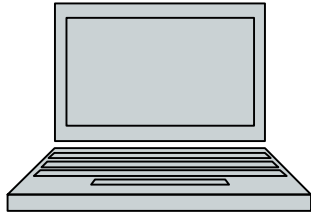
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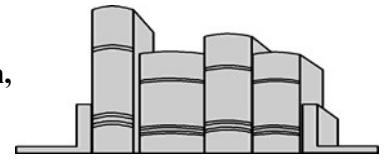
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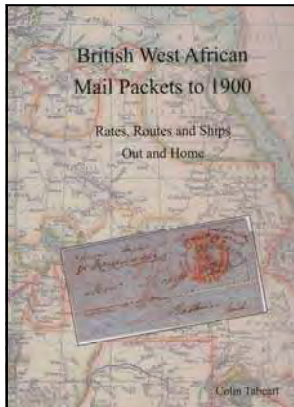
## Sources

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



*British West African Mail Packets to 1900* by Colin Tabcart, APR, FSPH, MA Cantab., published by The West Africa Study Circle, 2015, hard covers, 550 pages, black and white illustrations. ISBN 978-1-905647-21-7. Price £50 plus P&P £8 UK, £16 Europe, £20 elsewhere.

Reviewed by John Hossack



This book describes the Packet mails, i.e. those carried under contract, between West Africa and Europe over a span of more than fifty years. The service evolved with time from an 'as opportunity occurs' to a regular and reliable timetable, and this is developed by the author. It is an original work involving an enormous amount of patience and perseverance to complete. The project has been attempted in the past, but abandoned for various reasons.

The first chapter is an overview of what is to be covered. The second chapter deals with the complexities of the postal rates between the United Kingdom and British West Africa, and includes a section on rates for the armed forces. Ship letter rates are also described. Subsequent chapters deal with the contracts for the Mail Packets.

The first official Packet service to West Africa, from 1848, used vessels of the Royal Navy. The crews were mainly on anti-slavery patrols at the time. The sacrifices made in pursuance of their goals, particularly in loss of life to disease, are all too clear. Today's students of social history would do well to read of these experiences. Outbound mails, despatched monthly, were taken as far as Sierra Leone. Homebound mails were carried in a relatively disorganised fashion.

The first commercial company to carry mails, featured in the next chapter, was the General Screw Steam Ship Company who took over in late 1850. It was not a success as it was an inconvenient diversion on their main route to Cape Town.

The African Steam Ship Company won the contract in 1852. Sixteen years later there was competition for the West African trade from the British and African Steam Navigation Company. The two companies combined as Elder Dempster in the late 1890s. In the meantime the service was extended beyond Sierra Leone to Fernando Po and later to St Paul de Loanda. Frequency had increased to two voyages per week by 1900, though not all were contract Packets.

From 1879 ships called at other European ports, such as Hamburg. The roles of Alexander Elder, John Dempster and Alfred Jones are explained in Chapter 8. A short chapter on the non-contract period of 1872 to 1873 is followed by another on how the 1873 to 1874 Ashanti War affected the mail services and how it was tackled.

The book is enriched with illustrations of covers, particularly from the collections of John Sacher and Gary Wayne Loew. Unfortunately there are few from between 1877 and 1888. There are many other interesting pictures of scenes and artefacts from West Africa. Especially helpful are the maps which progressively show the extensions to the service. The work also benefits from an annex with a comprehensive list of ships which worked as mail packets.

A nice supplement is that of the Liverpool British Packet handstamps applied to mail from West Africa, as recorded by John Knight. Sadly, John did not live to see the final result. (Cont.)

The research into the making of this book has been extremely thorough and painstaking, involving, among other sources of information, trawling through incalculable newspaper reports from the nineteenth century. The result is an accurate and detailed account of the voyages to and from West Africa. These are tabulated to show ports of call according to the year and are easy to follow. At the end of the tables are many notes about specific voyages or events. These and information elsewhere about trading on the coast, effects of disease, conflict with local people, notices about shipping schedules, wrecks and much more make the book a wealth of knowledge and interest.

The author is to be congratulated on his achievement. I have no hesitation in recommending this book to anyone who has an interest in West Africa or in maritime mails.

## **Obituary - Nigel Lutwyche**

**Stewart Duncan FRPSL**

Nigel died on 22 February 2015, peacefully in his daughter's home. That evening he had worked on his stamps; had a cigar and a dram, went to bed and died; typically of him, without any fuss.

Rubislaw Kirk was packed for the funeral service; family, friends, philatelists, serving and retired police all paying respect to this very private man. Nigel had reached the rank of Inspector in the CID when a Pituitary Tumour forced his early retirement; he then worked for Aberdeen Library and Archives until full retirement.

Nigel was a Fellow of the Aberdeen Philatelic Society, a past treasurer and was awarded the Jupp award twice, regularly setting up the meeting room despite health problems from tumour re-occurrence. He was also a member of the Forces Postal History Society, the King George VI Collectors Society, the Sarawak Study Circle and the West Africa Study Circle.

Within these Societies his collecting interest was primarily that of King George the Sixth, and in consultation with Jeremy Martin FRSL, he and John Daynes of the Forces Postal History Society published a monograph on the *West African Forces Air Mail Letter Cards, Air Letters & Honour Envelopes 1942-45*.

He often attended the London meetings of the Circle at the 'Royal' despite the distance from Aberdeen, and was also a regular weekender to the WASC bi-annual Conferences.

To the members of the Aberdeen Philatelic Society, as well as many other philatelists, he will be sorely missed by everyone, as he was both a friend and helpful advisor.

### **Access to the internet?**

**Then please try visiting the West Africa Study Circle Web Site at:**

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

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

**There are now direct links to our advertisers and other websites.**

**Other recent additions include documents by WASC members including  
much information on WWII Air Mails.**

**Michael Dobbs of the Forces Postal History Society has written a monograph  
entitled *British Intervention in War-torn Sierra Leone 1997-2015*.**

**Take a look!**

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£600



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BPA cert (1991) (cat £2250).

£1,950



### Niger Coast 1894 (cover) SG 65

1894 (OC 29) O.H.M.S. envelope (with black embossed 'NIGER COAST PROTECTORATE' crowned logo on flap) to London re-addressed to Brighton, franked at correct 2 1/2d rate by 1894 (10 Aug) 1/2d on 2 1/2d blue provisional, type 17 surcharge, pos. 3 of the setting, and 1894 (May) 2d lake, tied by bold 'OLD CALABAR' squared circles with red Liverpool British Packet entry cds at lower left and black 'LONDON W' forwarding squared circle (NO 30 94) at lower right. London and Brighton backstamps. Light soiling (mainly on reverse), but only 960 issued, and a rarity on cover.

£1,200



### Biafra 1969 (Unused) SG 36a

1969 Second Anniversary of Independence 4d, error Green (wreath) and Orange (sun) omitted, unmounted o.g. Very scarce, with normal for comparison.

£375

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# The Stillborn Issue of Cameroun - A Critical Examination

Marty Bratzel

## Introduction and Background

My introduction to Cameroun's 'stillborn' stamp issue of 1915 was in 1980. Robert Stone, the giant of French colonial philately and long-time editor of the US *France & Colonies Philatelist*, invited me to dinner one evening after a day at a major stamp show in New York. During dinner, Bob asked if I knew anything about a set of Cameroun stamps reportedly prepared but not issued in 1915. I admitted that I had not.



**Figure 1**  
The three line italic overprint  
Note the smeared impression on the 3 pf. stamp

Fourteen years later, in 1994, I met Dudley Cobb after a West Africa Study Circle meeting in Salisbury. We spent two or three days touring the area and talking about Cameroun philately. While enjoying a cup of coffee, Dudley brought out an album and showed me seven low-value Kamerun yacht stamps with a three-line overprint in italics that read *Corps / expéditionnaire / Franco - Anglais* (see Figure 1). The supposition was that the stamps were prepared in 1915 but not issued, and all copies were ordered to be destroyed. With Dudley's stamps to hand, perhaps some of the stamps had survived.

Bob Maddocks has described the origin and demise of the 1915 stillborn issue (Ref. 1). Much of the information to hand comes from an exchange of correspondence in 1916 between General Aymerich and General Dobell. Aymerich had commanded the French contingent of the Anglo-French Cameroons Expeditionary Force (C.E.F.) and subsequently became the first Commissioner for the French zone of occupied Kamerun. General Dobell had been the overall commander of the C.E.F. and was now a Major-General commanding the Western Frontier Force in Egypt. To summarise....

A supply of German Kamerun yacht stamps was found following the capture of Garoua on 10 June 1915 by an Anglo-French force under the command of Britain's General Cunliffe. Garoua was subsequently placed under the command of France's Colonel Brisset, who probably forwarded the captured stamps to Brazzaville, in French Equatorial Africa (A.E.F.). The stamps were overprinted and forwarded in September 1915 to General Dobell in Duala to be apportioned between the French and British military postal establishments there. However, the stamps were never placed on sale.

In early June 1916, General Aymerich received an invoice from the Government of A.E.F. for the cost of overprinting 18,190 stamps in Brazzaville. On 14 June Aymerich wrote to Dobell for enlightenment (translation by the author):

I just received from the Government of French Equatorial Africa a statement of the amounts due by the colonial budget for overprint work done by the printer at Brazzaville of 18,190 German stamps.

Based on information provided by my Chief of Staff, Mr. Damiens, these stamps are those that were found in Garoua, sent to Brazzaville and were then transmitted to you to be divided between the English and French Post Offices. But since they bore no indication of value, they were deposited in the safe in your Staff Headquarters pending further instructions from Brazzaville. Moreover, you personally were not in favor of their going on sale.

Colonel Pery, upon his departure, handed over to me some files, but I have found no trace about the question about the stamps; I am afraid that the share of stamps destined for the French contingent has been mistakenly been taken away with that returned to the English contingent.

Accordingly, I have the honor to request you to give any useful instructions so that these stamps are returned to me so that I can justify myself with respect to the French Government which, in the short term, will not fail to ask me to give an account.

On 28 August 1916, Dobell replied (capitalisation in the original):

In reply to your letter No. 180 of the 14 June 1916, (which has only just reached me) on the subject of surcharged German postage stamps in the CAMEROONS, the following is what occurred.

On a date which I cannot now fix, but probably about September 1915, a consignment of German stamps, over printed 'Corps Expeditionnaire [sic] Franco-Anglais', reached me from the Governor-General of French Equatorial AFRICA. By a letter which accompanied them I was informed that they had been taken at GAROUA and overprinted in BRAZZAVILLE.

I had experienced considerable difficulties in connection with a previous stock of overprinted German (Cameroon) stamps owing to the rapacity of philatilists [sic], professional and amateurs and had been obliged to publish very stringent orders to govern the issue from the Expeditionary Force Post Office. These same regulations were afterwards applied to the sale of the GABOON overprinted stamps which were supplied from BRAZZAVILLE [actually Libreville] for issue from the French Post Office at DUALA [commencing 10 November 1915].

In view of above I was averse to the issue of a third description of overprinted stamps and after speaking to Monsieur DAMIENS on the subject I gave instructions for a Board to assemble and express an opinion as to the proper course to adopt. The opinion of the Board, with which I concurred, was that the stamps should not be placed on issue but should be destroyed. This was put into effect and the whole supply burnt.

Dobell made no mention as to what the overprint actually looked like – neither the size and appearance of the type nor the number of lines of text. Aymerich advised that the stamps did not indicate a value, that is, in either sterling or francs, but showed only their original value in pfennig.

But did some of the stamps escape? On 29 April 1959, the collection of the Marquess of Bute was offered at auction by Robson Lowe (Ref. 2). Lot 285 in the sale catalogue read:

1915 German 'Kamerun' Colonial issue overprinted in small italics: 'Corps / expeditionnaire / Franco-Anglais', 3pf., 5pf., 10pf., 20pf., 30pf., 40pf., 50pf. and 80 pf. mint, also six Nigeria or Northern Nigeria to 2/6 cancelled at Victoria

*These stamps were found in the North Cameroons and overprinted at Brazzaville. The British General Dobell to whom they were sent did not issue them for sale. Only 13,000 in all were so overprinted. [italics in original]*

Against a valuation of £10, the stamps sold for £13.10s. 0d. The stamps were not illustrated.

A similar explanatory note is found in Field's *Allied Postage Stamps of the Great War and after – 1914-1923* (Ref. 3):

A supply of 3, 5, 10, 20, 30, 40, 50 and 80 pfg. stamps in the German 'Kamerun' type which had been overprinted 'Corps Expeditionnaire Franco-Anglaise' in three lines of sans-serif type at Brazzaville, amounting to 13,000 stamps in all was *not* placed on sale.

The number of stamps – 13,000 – inexplicably differs from Dobell's account. The same number had been mentioned seven years earlier, in the 15 July 1916 issue of *The Postage Stamp* (Ref. 4):

There is a rare old mix-up threatened in the war stamps of the Cameroon. [The Paris stamp dealers] M.M. Champion hear that further quantities of the German stamps were found there by the French Expeditionary Force [sic], and that these, 13,000 in all, have been overprinted at Brazzaville with the words 'Corps Expéditionnaire Franco-Anglais'. The values are 3, 5, 10, 20, 30, 40, 50 and 80 pfennig. These stamps do not appear to have been issued as yet, and they may never be issued, but if they are they will add considerably to the number of rarities among war provisionals.

In his research at the Public Record Office at Kew, Maddocks found no mention in the General Routine Orders about the Board mentioned by Dobell, or, indeed, any mention of these stamps. Maddocks also confirmed that there is no record of any such set having been submitted to King George V, as had been done for other stamp issues of the time, and the Keeper of the Royal Collection advised him that none were ever held in that collection.

Why were the stamps not issued? Dobell, in his reply, referred to the rapacity of philatelists with regard to the C.E.F.-overprinted stamps which had been placed on sale on 12 July 1915. Clearly, he did not want to go through that fiasco again. However, he later did with regard to the Corps Expéditionnaire / Franco-Anglais / Cameroun stamps which were placed on sale on 10 November 1915. More officially, Maddocks reported a 2 June 1916 letter from the Postmaster General, GPO, London to the Colonial Office:

Thank you for your letter of 29th instant and the copies of the regulations issued in the Cameroons respecting the sale of overprinted stamps.

I note that you do not propose to take any action on the matter in view of the exceptional circumstances in which the stamps in question were issued.

I think that you ought to know that here we regard the issue of temporary postage stamps with great disfavour. Many difficulties have, as you know, occurred in the past in connection with such stamps and we are anxious that the creation of philatelic curiosities should be discouraged as much as possible.

Maddocks also refers to Dobell's exasperation with the sending / arrival of a French postmaster at about the same time that these stamps were received, and his presence may have had a bearing on their disposition. Dobell was overruled by London, and a post office operated by the French contingent of the C.E.F. was opened at Duala on 10 November 1915.

With consideration to the foregoing, Maddocks surmised that the official reason that the stamps were not issued was that they had not been revalued but had retained the original pfennig currency.

## The Stamps

After this rather lengthy introduction and excessive historical detail about the origin and demise of the stamps, plus such diversions as to the numbers involved, let us turn to the stamps themselves.

## Overprinting

Given the number of stamps – assume that Aymerich’s number of 18,190 is correct – a plate most likely was prepared to overprint multiple copies of stamps at the same time. It is hard to imagine that a handstamp was used to overprint that number of stamps individually, especially considering the short time between discovery of the stamps, their shipment to A.E.F., overprinting, then shipping to Duala.

For comparison, for the low values of the C.E.F. overprint on Kamerun yacht stamps, an overprint setting of 100, 50, or 10 was used, depending on the denomination and, for the high values, a setting of 20 was used. For the Corps Expéditionnaire overprint on A.E.F. Gabon stamps, the setting was designed to overprint a pane of 25 stamps. It is also worth noting that some of the stamps found at Garoua were probably not in full sheets of 100 stamps, which could account for the odd number that Aymerich reported.

The correspondence between Aymerich and Dobell reports that the stamps were overprinted at Brazzaville. Cobb has, however, seen:

....a slight hint, a very slight hint, they may in fact have been overprinted in Dakar. It is no more than a cryptic mention to a ship coming to Douala with ‘les 450 collections’ – collections being the word they used for ‘sets of stamps’ – at about the right time. I have not yet finished my research [in the French military archives] at Vincennes.... I have a number of files to check, but they are very repetitive, and I do not expect to find much more (Ref. 5).

## Provenance

A total of 21 stamps with a three-line overprint in italics have now been reported. Cobb had previously illustrated one of his in *Cameo* in 1998 (Ref. 6) and all seven in 2004 (Ref. 7). He had purchased the stamps about 1987 at Daniele Dutertre, Palais Royal, Paris. They were part of a modest collection of cancelled German Kamerun and C.E.F.-overprinted stamps and not identified at all. The price paid for the collection was not more than 150 French francs.

Michel Collet purchased seven on 21 May 2012 from Mrs. Bounsouk Prakhin, a vendor on Delcampe who conducts business as Philasia. The price paid was 70 Euros. Mrs. Prakhin advised that she had purchased the stamps from another dealer, Jean-Jacques Foquet. Foquet buys lots and collections and resells them only to other dealers. Foquet, in turn, had purchased the stamps earlier in 2012 in an auction in the north of France, as part of a larger collection of France and Colonies stamps. The stamps could not be traced further.

Another collector purchased an additional seven stamps in December 2011 from a dealer at Florex, a major stamp show in Florida. The seller thought they were proofs and the stamps were supposedly signed by Ladislaus Varga, a future owner of Yvert et Tellier. The purchaser reported that the signum was hard to understand. Ronald Steuer, the expertiser for German Colonial stamps and who was present during the transaction, indicated that he had not seen such stamps before. No further details are available. These stamps have not been examined first hand – only scans of the front were available for this study.

## The Known Examples

The 21 stamps are illustrated in Figure 2. The 3, 20, 30, 40, 50 and 80 pf. stamps are on unwatermarked paper and the 5 and 10 pf. stamps are on paper watermarked lozenges. This mirrors the stamps available in Kamerun prior to the outbreak of war.

Almost all are in less than pristine condition. Damage may include physical defects such as a creased or missing corner or a thin, staining and / or toning. The majority of those examined first hand have heavily disturbed, partial, or no gum. Heavy hinge remnants or paper adhesion are also evident on some. None can be considered to be in fine or better condition.



**Figure 2**

The 21 recorded examples

The washed out appearance of some of the stamps is due to the quality of the available scans; also the scan of one stamp was truncated

## The Examination and the Findings

Condition notwithstanding, taken together, the 21 stamps provided the opportunity to study and better understand the overprints and perhaps reach definitive conclusions, for example, to establish whether the overprints were genuine. For the other Cameroun issues from 1915-16 that were overprinted locally, the overprint type is slightly different for each position in the overprint plate, the result, for example, of damage or wear. The relative position of letters in the lines of type may also differ. Such distinguishing characteristics allow plating of the stamps. If the 21 stamps of the stillborn issue were so prepared, then the overprint would exhibit slightly different characteristics on stamps from different positions in a sheet. 'Macro' characteristics can be seen with an ordinary magnifying glass, and examination with a 30x magnifier allows identification of additional 'micro' characteristics. The author has successfully conducted such an examination which led to the plating of the Cameroun 1961 sterling issue. The use of high-power magnification also leads to a 'feel' for the ink used and the appearance of the overprint on the stamp.

To gain insight and perhaps answer questions, Cobb and Collet graciously loaned their stamps for first-hand examination.

The horizontal overprint, in black ink, is well positioned on the stamps. For some examples, however, the overprint is slightly angled. To the naked eye, the quality of the overprint varies considerably. Some impressions appear clear and sharp whereas others are incomplete, slightly smeared and / or partially doubled (see Figure 1).

Under 30x magnification, distinctive characteristics in the overprint type can be seen, in particular, in the word 'Corps', there is a dot in the 'p'. Other consistent micro-characteristics can be seen that are not anomalies related to over- or under-inking and / or poor strikes. Also, the relative positions of the letters in the three lines of the overprint are identical on all 21 stamps. Images of the overprint can be perfectly superimposed.

This leads to the conclusion that *the overprint is identical on all 21 stamps*. If a plate had been prepared to overprint multiple copies of the stamp at the same time on a printing press, then there would be minor differences in the characteristics of the type used, but this is not observed. Also, one need not be a statistician to conclude that the odds of a machine-applied overprint being identical on all 21 stamps are vanishingly small. Therefore, the overprint was probably applied by hand.

Under 30x magnification, the overprint does not exhibit characteristics of having been applied on a printing press. The 'feel' is that the overprint was applied by hand. On most stamps, the overprint is 'uneven', indicating that the handstamp was not well inked, was not firmly struck, and / or did not strike the stamp evenly. Many of the overprints are slightly smeared or doubled, indicating that the handstamp moved slightly while in contact with the stamp.

Could all 18,190 stamps have been legitimately overprinted by hand? Not very likely, given the short time available to perform the operation. Also, there is a high probability that hand application to a large number of stamps would have led to varieties, such a highly angled or inverted overprints. Even though only 21 copies are available, such variations are not observed.

The only conclusion is that *the overprint is fake*.

So, what did the genuine overprint look like? The published literature is of limited help. Aymerich reported the absence of a value in either sterling or francs. Dobell gave the wording. The Robson Lowe catalogue reported three lines of small italic type, but Field reported three lines of sans-serif type. One could infer that the stamps offered in the Marquess de Bute sale in 1959 were like the examples to hand. If so, then these fakes were prepared more than sixty years ago, well before the Bute sale. However, we have no confirmatory record.



**Figure 3**  
Three-line overprints on Togo yacht stamps

Lastly, as an observation, Togo yacht stamps were overprinted in late 1914 and early 1915 in three lines of sans-serif type or a combination of serified and sans-serif type, without a new value (Figure 3). The overprinted stamps also were divided between the British and the French. Possibly the Togo issues served as the inspiration or precedent for the overprint on the Kamerun yacht stamps – whatever the type used.

Did any stamps with genuine overprints survive? The search continues....

#### Acknowledgements

Sincere thanks are extended to Dudley Cobb, Michel Collet, and an anonymous collector for providing scans of their stamps and / or loaning the originals for first-hand study. Thanks are also extended to Tara Murray at the American Philatelic Research Library for providing copies of historical references to the stamps.

#### References

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- 6 Cobb Dudley, "Cameroons in World War I: The Stillborn Issue", *Cameo*, Volume 6 p71, WASC July 1998
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## Ascension: FPO 777

**Jeremy Martin FRPSL**

The recently published third edition of the West Africa Censorship book (Ref. 1) includes much more detail of Field Post Offices (FPOs).

FPO 777 is recorded in red with an asterisk as the code. I have recently found an example in black dated 2 May 1986 on a postcard from Ascension.

#### Reference

- 1 Martin J., Walton F. & Harris R. *West African Censorship*, p150, third edition, WASC, Princes Risborough 2014

# Paterson Zochonis in West Africa

## A Short Account

**John Hossack**

Scot George Paterson and George Zochonis, who was from near Sparta in Greece, met in Sierra Leone in the 1970s when they worked together for the firm of Fisher and Randall, a trading company operating from Susan's Bay, Freetown.

They set up their own trading post, Paterson Zochonis, in Freetown (Fig. 1) in 1879. Five years later Paterson Zochonis and Co. was incorporated in England, based in Liverpool. In 1886 the company decided to open a new head office in Manchester, where it remains to this day.



**Figure 1**  
Paterson Zochonis store in Freetown, Sierra Leone

The company, popularly known as PZ, mainly exported palm products, nuts, coffee and timber to Europe whilst bringing in textiles and foodstuffs to Sierra Leone. Within a few years PZ expanded its interests further into the interior and opened several new branches. Each was a success and contributed to the development of Sierra Leone.

In 1896 there was further expansion in West Africa with new branches opening in Liberia and Guinea. Nigeria followed in 1899, firstly in Lagos then later in Kano (1903) and Calabar (1912). Figure 2 shows a postcard sent in 1909 from PZ in Sierra Leone to PZ in Nigeria. The company entered Cameroon in 1920 and the Gold Coast in 1934 (Fig. 3).

Their first venture into manufacturing in West Africa was in 1948 when a soap production unit was opened at Aba in Nigeria. Since then production has been expanded considerably, making a significant contribution to the PZ business. A soap factory was also operating in Ghana until recently.

Over the years there have been many changes both at PZ and within West Africa. Indeed the business in Sierra Leone was discontinued in the 1970s. The company, now PZ Cussons, has grown globally and their interests in West Africa now lie mainly in Nigeria and Ghana.



**Figure 2**  
 Postcard sent from a PZ employee in Sierra Leone to a colleague in Nigeria; it was carried on board SS *Mandingo* of the African Steam Ship Company



**Figure 3**  
 The Paterson Zochonis Store (on the right) in Kumasi, Gold Coast

**References**

Most of this information is taken from *Peterson Zochonis plc, a Century of Enterprise*, this being the Company's centenary booklet issued in 1984.



# **The Bathurst Connection:**

## **The Centrality of Gambia to the Development of Transatlantic Air Mail**

**Gary Wayne Loew**

### **Introduction**

People fly aircraft to distant places for many reasons. Early efforts were simply to prove that it could be done. Military applications emerged soon thereafter. At some point, national pride drove the formation and funding of airlines. But it was commercial purposes that rapidly came to dominate the use of aircraft. Eventually goods would be shipped, but initially it was moving people and information – mail – that drove the race for better, faster and cheaper air transportation.

The case for moving the mails ever faster is as old as the mails themselves. But air mail offered completely new opportunities to accelerate the delivery of vital information. To be sure, wealthier individuals were able and willing to pay air mail premiums. But the time value of critical business information easily justified nearly any premium that air mail demanded. Getting market information to a business partner a day or two ahead of the competition could yield great commercial advantage. Of what matter was an additional few shillings or francs or deutschmarks in such a situation? In Revolutionary times the framers of the US Constitution recognised this and mandated that the new nation's post office would provide the delivery services to nurture the nation's embryonic commercial fabric (Ref. 1). Thus the story of Deutsche Lufthansa's pursuit of a European air route to South America through Bathurst was a natural extension of the pursuit of postal expedience.

In this paper we will have the opportunity to review numerous examples of communications and correspondences between Deutsche Lufthansa (DLH) and British and Gambian authorities regarding, first the development, and then the subsequent maintenance of service incorporating Bathurst into the Europe / South America route. The details of these machinations between DLH and its counterparties will dramatically highlight the difficulties entailed in DLH's accomplishments. Through the lens of contract negotiations, we will demonstrate the difficulties faced by DLH in its mission to save two or three days of transit time. Bathurst must have been really important to DLH. If anything established the value of air mail to international commerce, it was DLH's herculean efforts to 'close the deal' at Bathurst.

### **The Back Story – How Von Bismarck Saved Gambia and DLH!**

But, let's start at the very beginning. The fact that Deutsche Lufthansa had the opportunity to enter into discussions regarding Bathurst can be traced back to German machinations that began in 1869! During the late 1860s, much of Gambia's administration was being directed by British authorities in Sierra Leone. In 1868, Governor Kennedy acknowledged an inquiry from the French regarding the possible cession of Gambia to France in exchange for other French West African territories. In late April of 1869, Kennedy opined that such an arrangement had obvious commercial, administrative and military benefits. He warned, however, that the native populations had a 'chivalrous attachment to the Queen and Her Government' and further observed that '...the natives of the country.... would regard any negotiations.... [as a] sale of their country....' (Ref. 2).

Nevertheless, Kennedy was willing to further pursue the matter should the Secretary of State (at the time, Earl Granville) deem it desirable. Thus ensued a series of correspondences, all debated in and recorded by the House of Lords, starting with Kennedy's 29 April letter and continuing in 1870 with Granville's successor, Earl Kimberley. Figure 1 illustrates an extract of the table of contents from the cession correspondence, which consisted of 92 separate documents. There are several appeals by local Gambian kings and headmen praying that the British maintain them under the Crown's protection (Ref. 3). Kimberley, for his part, assured his 'subjects' that their wishes would be 'taken into account' in the event

of such negotiations with the French. The British merchants in Gambia were divided on the prospect. Largely they opposed the cession, led in no small part by the Thos. Chown firm, the largest and one of the oldest of the Bathurst merchants, having been started in the 1840s (Ref. 4).

Nevertheless, the decision was taken to pursue the Gambian cession with France. But further discussions were not to be. Concurrent with these events, Otto Von Bismarck was busy engineering the unification of the German states. In the process of creating the German Empire, he successfully provoked the French to join in the Franco-Prussian War. Upon the conclusion of the War, the French never revisited the subject of Gambian cession and the British apparently thought better of pursuing the matter.

What does all of this have to do with Gambia in the 1930s? Well, if Von Bismarck hadn't 'diverted' the French, Gambia might long ago have been merged into an integrated Senegal, and Bathurst would have been French territory.

Considering the French aspirations for establishing, indeed dominating, air mail routes from Europe to South America, it is impossible to see how DLH would have succeeded in obtaining landing rights in Bathurst or Dakar. Given the state of aircraft technology in the early 1930s, there really weren't other comparably suitable West African sites for the southern transatlantic leg of the route. But with Bathurst remaining safely in British hands, DLH had a non-competitive nation with which to negotiate. And those negotiations are at the heart of our story.

### The British Efforts – Few South American Business Interests & no Air Route Interest

As early as April of 1931 the London Chamber of Commerce was seeking to have an air mail service established between London and British West Africa. By this time DLH had already reached out to the British Air Council, inquiring about the possibility of establishing a seaplane service from Europe to BWA. Thus, the Chamber opposed the DLH initiative until such time as British firms had been given the opportunity to establish their own routes.

LIST OF PAPERS.				
No.			Date and Number.	Page
1	Governor of Sierra Leone to Secretary of State	.. .. .	April 29, 1869 (No. 98)	1
2	Colonial Office to Foreign Office	.. .. .	August 4, 1869	2
3	Colonial Office to Sir A. Kennedy	.. .. .	September 20, 1869	3
4	Sir A. Kennedy to Colonial Office	.. .. .	September 23, 1869	3
5	Colonial Office to Sir A. Kennedy	.. .. .	October 4, 1869	4
6	Sir A. Kennedy to Colonial Office	.. .. .	October 7, 1869	4
7	Admiral Patey to the Colonial Office	.. .. .	October 1, 1869	5
8	Colonial Office to Foreign Office	.. .. .	October 21, 1869	6
9	Foreign Office to Colonial Office	.. .. .	October 23, 1869	6
10	Colonial Office to Foreign Office	.. .. .	November 10, 1869	7
11	Mr. Quin to Colonial Office	.. .. .	January 12, 1870	7
12	Colonial Office to Mr. Quin	.. .. .	February 3, 1870	8
13	Secretary of State to the Governor of the Gambia	.. .. .	February 21, 1870 (Confidential)	8
14	The Earl of Clarendon to Lord Lyons	.. .. .	February 11, 1870	8
15	Memorandum by Mr. Fowler	.. .. .	March 12, 1870	10
16	Secretary of State to the Governor of the Gambia	.. .. .	April 8, 1870 (No. 116)	15
17	Governor of the Gambia to the Secretary of State	.. .. .	March 21, 1870 (No. 12)	15
18	Secretary of State to the Governor of the Gambia	.. .. .	April 18, 1870 (No. 118)	19
19	Governor of the Gambia to the Secretary of State	.. .. .	March 29, 1870 (Confidential)	19
20	Foreign Office to Colonial Office	.. .. .	April 2, 1870	22
21	Governor of the Gambia to the Secretary of State	.. .. .	April 19, 1870 (No. 17)	23
22	Governor of the Gambia to the Secretary of State	.. .. .	April 23, 1870 (Confidential)	25
23	Ditto ditto	.. .. .	April 30, 1870 (No. 20)	27
24	Sir A. Kennedy to the Colonial Office	.. .. .	May 5, 1870	30
25	Governor of the Gambia to the Secretary of State	.. .. .	May 10, 1870 (No. 38)	31
26	Ditto ditto	.. .. .	May 10, 1870 (No. 32)	32
27	Ditto ditto	.. .. .	May 13, 1870 (No. 2)	35
28	Ditto ditto	.. .. .	June 2, 1870 (No. 36)	36
29	Ditto ditto	.. .. .	June 2, 1870 (No. 37)	42
30	Ditto ditto	.. .. .	June 2, 1870 (No. 39)	43
31	Colonial Office to Foreign Office	.. .. .	June 6, 1870	46
32	Governor of the Gambia to the Secretary of State	.. .. .	June 10, 1870 (No. 42)	47

Figure 1  
Extract of List of Papers from *Correspondence Respecting the Proposed Cession of The Gambia to France*  
(Author's collection)

The British, in the form of Imperial Airways (IA), were very active in developing African air routes. But those routes were down the east-central corridor of the continent, essentially from Cairo to Cape Town. IA were running test flights to South Africa in the early 1930s and had established their first scheduled weekly London to Cape Town (see Figure 2) on 20 January 1932 (Ref. 6). That first trip took 11 days. Over the ensuing five years, IA added to the frequency of its service and cut the travel time from eleven to eight days (Ref. 7). Clearly, the British were accomplished air route developers in Africa throughout this period.

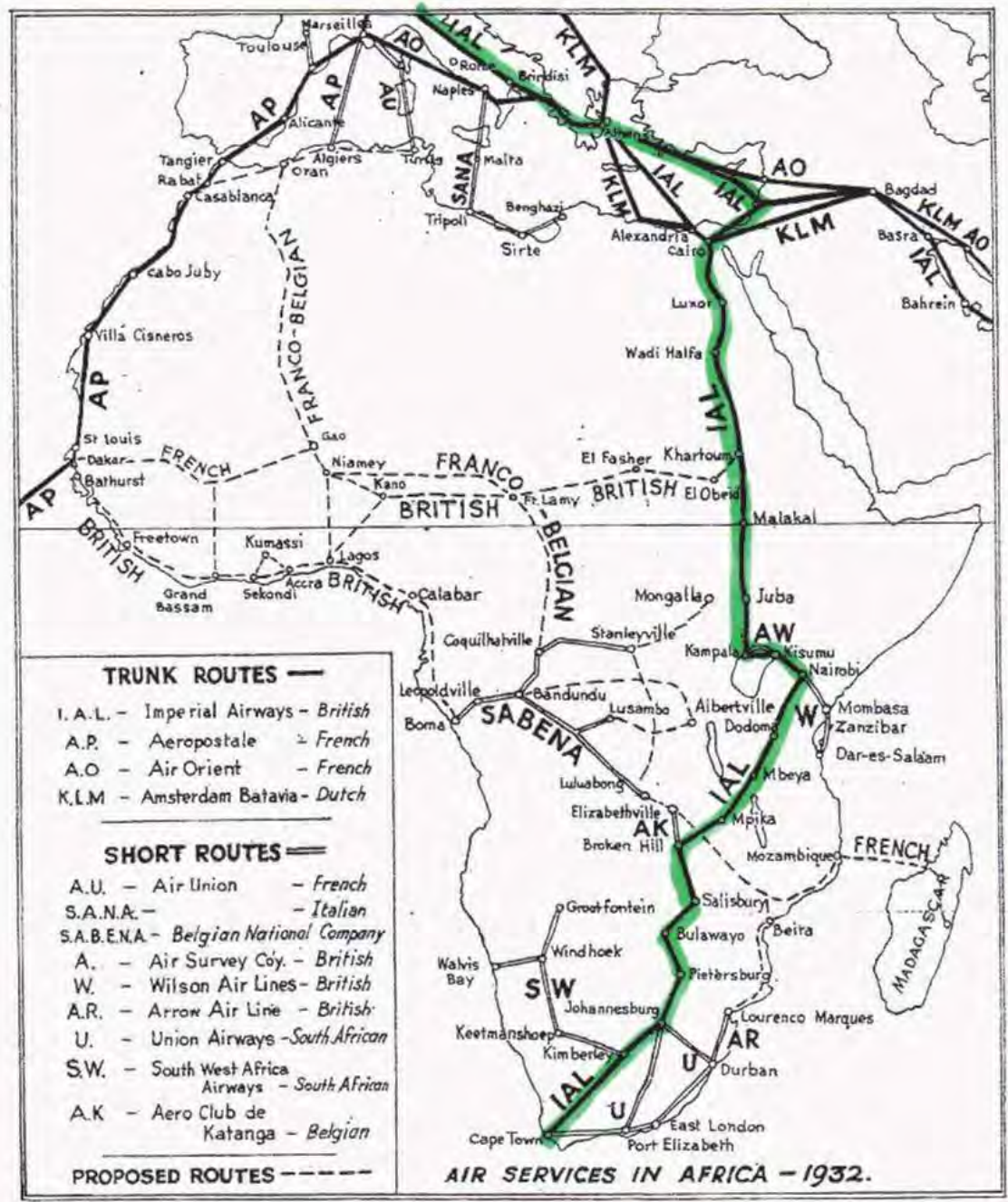


Figure 2  
 1932 Imperial Airways route London to Cape Town  
 Reproduced from *French African Airmails 1932 to 1940*, courtesy of Gérard Collot

As it turns out, though, the levels of British commerce with West Africa did not offer sufficient opportunity for long north/south air mail routes – even assuming that some European mail traffic might be carried to improve the overall economics. Shipment of goods was adequately provided by Britain’s substantial fleet of Elder Dempster ships and a comparable number of competitive, international vessels (Ref. 8). Passenger traffic was modest and the mails alone apparently could not justify diverting capital to establish a

substantial air service. Moreover, British commercial interests in South America were minimal when compared with those of Germany, and indeed France as well. Thus there was little justification for serious consideration of a British air mail service. Viewed from a capital allocation standpoint, the British correctly focused their investments towards southern, rather than western, African routes. While British politicians and civil servants sought to preserve rights and opportunities for their entrepreneurs (Ref. 9), investors were simply not interested. Bathurst may have represented a strategic opportunity for a South Atlantic route, but the British elected to let others capitalise upon it.

### **The French Efforts – They had Dakar & didn't need Bathurst**

The French, for their part, were *very* interested in strategic opportunities for a South Atlantic route. And they possessed the better of the strategic alternatives in the form of Dakar – some 112 air miles north of Bathurst. (Interestingly, Bathurst is closer than Dakar to Natal, but the total Las Palmas/Dakar/Natal distance is shorter by 56 miles than the Las Palmas/Bathurst/Natal route.) Thus, the French had no need for Bathurst. Indeed, they were inclined to avoid Dakar-Bathurst connections with a view towards minimising the latter's strategic transportation value.

French air presence in West Africa dates to the very turn of the 20th century, with military flights having been identified as early as 1912 in Bambey, Senegal. Indeed, photo-illustrated post cards celebrating one such flight have been documented (Ref. 10). The French were executing experimental air mail flights within French West Africa (FWA) as early as 1919 (Ref. 11). And, by 1925 had a full-fledged service between France and Senegal (Dakar). According to Picirilli, “[a] letter from the French Director of Posts, dated 8 June 1925, [states] ‘The Toulouse-Dakar service has been operating since 1 June, with weekly flights via Casablanca departing Toulouse Monday mornings (arriving Wednesday afternoons)...’” (Ref. 12).

While there is an important story to tell regarding the French development of South American routes, it is only tangentially related to Bathurst's role. Thus let us move on to DLH, who were very interested in Bathurst's strategic location.

### **The German Efforts – A lot of DLH work to save 2 days' transit**

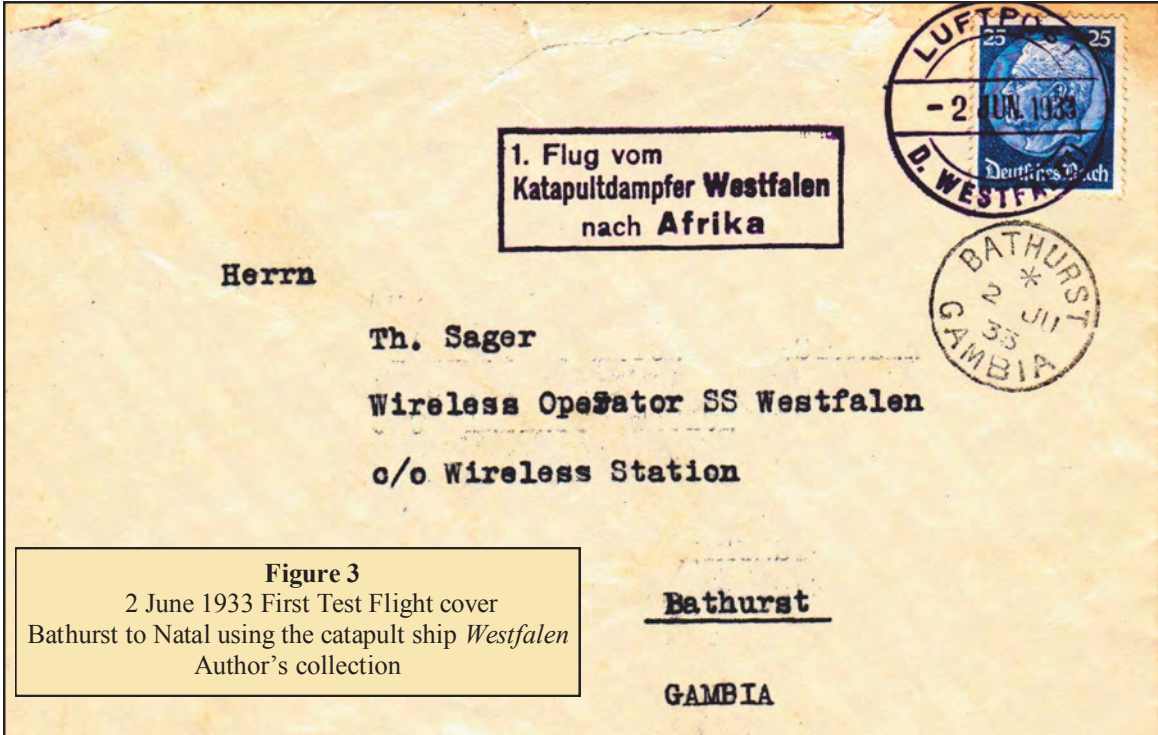
Nothing illustrates better the time value of information communication than the efforts that DLH initiated in 1931 to move mail through Bathurst to South America. By 1929, the *Graf Zeppelin* (owned by Luftschiffbau Zeppelin GmbH) had transnavigated the globe and in 1930 made a more focused series of flights between Friedrichshafen and South America (G62-G68) (Ref. 13). These latter demonstration flights established the reliability of airships for the transoceanic transportation of passengers and mails: both considered high value ‘cargo’. By 1932 commercial Zeppelin service had been established. But mail's time value was greater still, especially considering the size of Germany's economic interests in South America. And even though the Zeppelins continued developing direct Europe-to-SA routes, DLH was pursuing a mail-only alternative involving its faster-flying airplanes.

It appears that a significant breakthrough in the development plans and negotiations occurred in mid-1933. In May, Friedrich von Buddenbrok arrived in Bathurst to serve as DLH's head of operations. He immediately established relationships with the local British authorities. Acting governor Parish issued a permit on 19 May allowing two Dornier-Wal seaplanes to land at Bathurst for experimental flights (Ref. 14). On 11 August 1933, Parish wrote the Secretary of State Philip Cunliffe-Lister discussing DLH's decision to select Bathurst as the location for a seaplane base (Ref. 15). To this point, DLH had been operating (or trying to operate) a combined service consisting of:

- Berlin – Stuttgart by train
- Stuttgart – Marseilles – Barcelona – Cadiz by land planes
- Cadiz – Las Palmas by sea plane
- Las Palmas – Fernando Mortuna Island (Ref. 16) (Fernando de Noronha) by steamer
- Fernando Mortuna – Natal – Rio de Janeiro by land plane

But since delivery speed continued to be the motivating factor, the Bathurst alternative was reconfigured by DLH to include:

- Berlin – Stuttgart – Marseilles – Barcelona – Cadiz by land planes
- Cadiz – Las Palmas – Villa Cisneros (Rio de Oro) – Bathurst – Fernando Mortuna – Natal by seaplane



**Figure 3**  
2 June 1933 First Test Flight cover  
Bathurst to Natal using the catapult ship *Westfalen*  
Author's collection



**Figure 4**  
3 June 1933 Second Test Flight cover  
Bathurst to *Westfalen* to Natal

The transatlantic link was planned to be in two stages, utilising a catapult ship and second seaplane to compensate for the limited seaplane range. But even in 1933 DLH were anticipating that the rate of technological innovation would eliminate the need for mid-ocean refueling in the near future (Ref. 17). DLH had conducted test flights in 1931 and again in 1933. There were three trials in the June of 1933. Philatelists, never far from a first flight opportunity, were able to get some mail aboard these catapult test flights, the first on 2 June, as illustrated in Figure 3. The second test flight was conducted on 4-6 June, as illustrated in Figure 4. This cover was cancelled Bathurst on the 3rd, and travelled to Natal via the catapult ship *Westfalen*. The last of the June test flights (Figure 5) originated in Natal and went via *Westfalen* and Bathurst onward to Germany.



**Figure 5**  
23 June 1933 Third Test Flight cover  
Natal to Friedrichshafen via *Westfalen* and Bathurst  
Author's collection

Concluding the viability of the Bathurst route, von Buddenbrok's Bathurst operations envisioned the following facilities:

- Housing accommodations for six persons
- Seaplane facilities at Half Die (hanger for two planes, slipway, crane and service cutter)
- Wireless station for communication with seaplanes (located aboard the cutter)

Significantly, Parish observes that DLH's desired facility will not compete with any British service. But to ensure that any future British service will not be impeded, he recommends that neither mails nor passengers should be carried from Bathurst north to Las Palmas. Moreover, he urges that any agreements and/or leases be confined to not more than a twelve-month period. This appears to be the first suggestion of a 'short lease' strategy, one that was in fact implemented and remained in effect throughout the DLH occupancy at Bathurst. Parish's office (sender not specified) also sent a cable response to DLH in Berlin on that same date (Ref. 18) offering to assist with the facilities that DLH were seeking. The cable stated that several private properties under consideration for lease proved not to be available, but that any government property that DHL might consider would be looked upon favorably by Parish.

Things began to move forward rapidly. The German embassy in London sent a note on 6 October specifying the specific equipment that was to be sent to Bathurst that month for additional experimental flights (Ref. 19). This consisted of an additional Dornier-Wal seaplane and a Junkers Ju 52. At that time,

Prince Bismarck had been appointed DLH's representative in Bathurst. He identified a crew and compliment of twenty-one personnel to accompany the two aircraft. Clearly, DLH was dedicating a substantial number of personnel to these near-final experimental flights. This cable contains a significant commitment from DLH with regard to the specifics of the transatlantic service. Beginning in January of 1934, DLH would establish a regular fortnightly service from Germany to South America utilising the catapult ship *Westfalen*. For the entire year, the southbound schedule would be:

- Day 1 – Stuttgart to Cadiz via Junkers Ju 52 Land or Heinkel He 70
- Day 2 – Cadiz – Las Palmas – Bathurst via Junkers Ju 42 Sea and Dornier-Wal
- Day 3 – Bathurst to *Westfalen* via Dornier-Wal
- Day 4 – *Westfalen* to Natal via Dornier-Wal
- Day 5 – Natal to Rio de Janeiro & Buenos Aires by transfer to the Condor Syndicate service

DLH's expectation was that beginning in either February or March, the frequency would increase from fortnightly to eight days. This would be accomplished by combining the airplane-based service with the airship *Graf Zeppelin* and, possibly, the addition of a second catapult ship. Thus, by September of 1933 DLH had a clear vision of what the first year of service would look like.

The importance of experimental flights is, perhaps, sometimes oversimplified. More than mapping routes and determining the effectiveness of particular aircraft for a route leg, the totality of route logistics needs to be determined. In this instance, the experimental flights established that the originally configured wireless communications approach (aboard a ship near the DLH facility and supplemented by the regular Bathurst wireless station) was insufficient. Specifically the Bathurst wireless was both too sporadic in its operation and had too weak a transmitter for the requirements of the DLH flights. Prince Bismarck thus issued an application for a dedicated wireless station to be constructed at the site of the DLH aerodrome (Ref. 20).



**Figure 6**  
 13 April 1934 First Acceptance cover  
 London Berlin the same day and Montevideo on 25 April  
 Author's collection

With an expected January 1934 startup, the British did not let DLH wait long. In early December (date unclear), Parish issued a Special and Temporary Authority to DLH to extend from January to 31 March (Ref. 21). In quick sequence thereafter, DLH appointed The United Africa Company Limited (UAC) as its full agents (Ref. 22). UAC were informed in Bathurst by acting Colonial Secretary H.R. Oke that approvals for the aerodrome and the wireless station had been temporarily approved, but that final details needed to

be negotiated locally with the Colonial Office (Ref. 23). But, as subsequent correspondence indicated, the DLH flights were, quite literally, undertaken ‘on the fly’ with changes taken frequently, as required. In early February a meeting was held in the Governor’s office, with a Commander Bertram now representing DLH. The topics were wide-ranging in light of the fact that the DLH service had been operating for a month. Topics included implementing the dedicated DLH wireless station (and costs thereon), normal telephone service, slipway construction for the flying boats, spare parts and ship stores importation and the duties thereon, and gasoline and oil importation and those duties as well (Ref. 24). Clearly, much still needed to be resolved and the ongoing operations brought additional matters to the surface.

A particularly interesting sidelight relates to the handling of mail from *within* Gambia to European destinations. DLH’s Commander Bertram offered to transport a bag of Gambian mail (along with DLH’s regular trans-shipment of South American mails) to Germany for forwarding to a post office in London. As of May 1934, no agreement between the German and British postal administrations had been reached for Gambian mails. Thus the Governor’s office was specifically enjoined from accepting Bertram’s offer (Ref. 25). What makes this Gambia-centric prohibition all the more interesting is that the British and German post offices had concluded an agreement for the *through transit* of mail between the UK and South America, but failed to include mail to or from Gambia itself. Figure 6 illustrates a First Acceptance cover mailed from London on 13 April arriving Berlin the same day and Montevideo, Uruguay, on 25 April.



But the post office in Gambia was anxious to take advantage of DLH’s presence and sought to formalise carriage between Bathurst and Berlin for onward transmission to London (Ref. 26) and elsewhere. The reply from DHL in Berlin was to offer logistics for sealed postal bags through ‘Postamt Stuttgart 9’ for transmission ‘by the quickest possible means’ and further stated that ‘...the air mail charges will not be increased’ (Ref. 27). The reply did stipulate, however, that the Gambian post office needed to negotiate directly with DLH for the costs of carrying the sealed mailbags. This stipulation, absent an agreement between the two post offices, would have mandated that Bathurst be responsible for sorting *all* mail – regardless of destination – into individual sealed bags at Gambia, an impractical solution. Thus, it would await the agreement between the two postal authorities in August before a practical solution for mail to/from Gambia could be achieved. Subsequently, very lengthy and difficult negotiations directly with DLH were conducted, fees agreed upon and a contract was drawn between DLH and the Gambian Post Office (dated 24 August, but effective several weeks previous - Ref. 28). A correspondence from the Receiver General (Ref. 29) notes that the first mail to Gambia from London carried via DLH arrived on 30 July. A total of 75 letters were carried, 69 of which were from philatelists. Figure 7 illustrates one of those philatelic covers.



**Figure 8**  
 9 November 1934 First Bathurst Acceptance  
 Bathurst - Stuttgart - London  
 Author's collection

Curiously, symmetry of service was not in the offing. It was not until 9 November that a northbound Gambia to England flight took off with mail *from* Gambia. As shown in Figure 8, the Gambian postal authorities were rather proud of this route and created a special violet cachet featuring a Dornier Wal seaplane and reading 'First Air Mail / Gambia – England'. Indeed, authorities were sufficiently enamored of that cachet that it remained in use into 1936, but with the word 'First' excised, as shown in Figure 9.



**Figure 9**  
 1 February 1936  
 Continued use of Cachet  
 at Bathurst  
 Bathurst - Stuttgart - London  
 Author's collection

But opening the service to Bathurst origins also opened this route to other West African locations, and Bathurst/DLH supplanted much previous ship mail from the WA British Colonies to the UK. For example, Figure 10 shows a cover from Freetown, Sierra Leone (possibly a Paquebot, but the 'POSTED ON STEAMER' indicium was frequently too liberally applied in Freetown) utilising the Bathurst to Stuttgart link to London.



**Figure 10**  
29 December 1935 West Africa opens to UK via DLH  
Freetown - Bathurst - Stuttgart - London  
Author's collection

In the same, February 1934, meeting it becomes evident that a flying boat base would represent only a part of the DLH Bathurst facility. Now, an aerodrome for land planes was required as well. This makes an important point about the continuous and rapid development of aircraft during this period and DLH's *kaizen*-like approach to evolving its air routes. Bertram proposed that DLH be allowed to utilise the aerodrome in Cape St. Mary operated by the Royal West African Frontier Force. This led to a reopening of the question as to exactly what type of service DLH was truly envisioning. Bertram clarified for the Governor the next day, stating:

*With regard to the question as to whether it is intended to use land or seaplanes, it is proposed to run the service between Las Palmas and Bathurst with landplanes, as it is more economic, faster and safer to use this type of plane, in preference to seaplanes. We therefore, beg for permission to use the landing ground at Cape St. Mary for this purpose (Ref. 30).*

Bertram's proposal was rejected for military security reasons, but he was encouraged to submit detailed requirements and the Colonial Office would work with DLH to secure land for their own commercial aerodrome. DLH pushed the issue of using Cape St. Mary's through several venues in the ensuing few months, but to no avail (Ref. 31). From May until September DLH continued its plans for its commercial aerodrome. Key to this project was locating a suitable piece of land. At one point the Home Office suggested that the Government obtain the necessary land for lease to DLH, the objective being to keep a potentially strategic property out of the hands of a foreign airline, but this approach was not considered

further. Several alternatives were pursued until a lease on a property in Jeshwang belonging to Sir Samuel John Forster was drafted on 22 June by UAC (Ref. 32). The actual lease was not executed until 9 November and called for DHL securing approximately 59 acres of land (Ref. 33).

Matters can hardly be judged to have moved ahead expeditiously. While DLH pursued the new aerodrome, their licensure for the originally envisioned operations was insecure. The original temporary licenses issued at the end of 1933 only extended through the end of March 1934. Finally, on 15 September Oke notified UAC that the Governor would soon be issuing three documents in favor of DLH:

- Authorisations to land
- Indenture to construct and operate a seaplane base at Half Die
- License to operate a Wireless Telegraph Station at Cape St. Mary (Ref. 34)

The operating authorities were for a period of twelve months, thus codifying the ‘short leash’ strategy first proposed by Parish. Almost immediately thereafter, on 1 December, Governor Richards issued DHL a twelve month license to operate the Jeshwang aerodrome (Ref. 35). (Upon the expiration date in 1935, Richards renewed the license, but only for a period of three months.)

To further underscore the operational uncertainties surrounding the Bathurst facilities, in May of 1935 DLH applied to Gambian authorities for an extension and enhancement to the Jeshwang aerodrome (Ref. 36). As well considered as the original design may have been, modifications were already called for. By this time, Captain Klaube was the German Resident Agent of DLH in Bathurst. He informed local authorities that both the rainy season and normal wind conditions suggested that the runway be reoriented in the direction of prevailing winds and paved with asphalt (Ref. 37). Such improvements would facilitate night-time landings as well as year round operations. The latter was a significant issue, as unpaved landing sites were completely unusable during the Gambian rainy season.



**Figure 11**  
18 October 1934  
Philatelic cover  
obtaining  
uncommon indicia  
Vienna to Bathurst  
& Returned  
Author's collection

Concurrently, and as a clear inducement to obtain the desired approvals, Klaube inquired of the Secretary whether he would be interested in having the improved aerodrome at the disposal of the Government for military and government aeroplanes ‘free of costs and free of charge’. DLH became involved in such

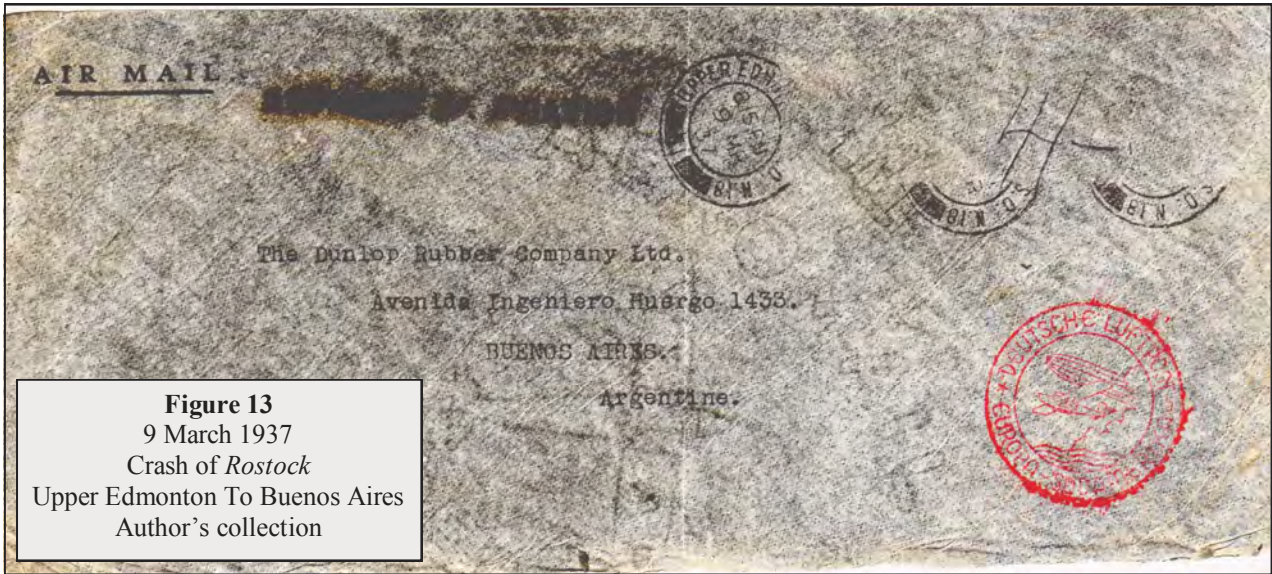
minutia as negotiating compensation with individual sharecroppers whose land would be taken and with local headmen for cutting down palm trees! Ultimately, approvals were forthcoming on 25 October from the Secretary of State. At about this time, it should be noted, there was a growing concern throughout Europe regarding yellow fever outbreaks. Such concerns were important in light of the November 1934 outbreak of yellow fever in Bathurst. Klaube inquired about Gambian preparedness. Clifford Palmour, the Land Officer, responded that Gambia expected to become a party to the International Sanitary Convention for Aerial Navigation and further that DLH's facility might thus need to make modifications to become compliant (Ref. 38).

One of the consequences of the growing and evolving facilities in Gambia was DLH's attempts to control the ballooning costs of both construction and operation. One of the largest of those costs were the import duties associated with both construction materials (asphalt, steel rebars and the like) and consumables (primarily petrol and lubricating oil). This is evidenced by DLH's regular repeated applications for relief. Such applications, between 1933 and 1937, were directed at authorities in Bathurst and London. Without belaboring the point, there were approximately forty pages of correspondence between DLH and the British during this period (Ref. 39). The British evidenced great willingness to accommodate these requests, subject to the limitations imposed by British tariff law and with frequent reference to the need for reciprocity to be received from German authorities regarding British airlines serving Germany.

The dynamics of DLH's Bathurst bases notwithstanding, the resulting air mail service was clearly successful. During 1934, DLH completed a total of 47 flights (south- and northbound) and an additional 79 flights in 1935 (Ref. 40 - these excluding flights of the *Graf Zeppelin*, some of which transferred mails in Bathurst). After the initial two months, the volume of air mail ranged from between 100kg and 250kg per trip on the southbound and perhaps two-thirds of that volume on the northbound trips. (To put this in perspective, if the average letter weighed 5 grams – the single-rate weight – then 100kg contained 20,000 individual letters!) While postal historians attribute much mail to contemporaneous philatelists, the significant commercial use of the DLH service was apparent. Philatelists, for their part, were not content with simply recording individual flight origins and destinations with covers, labels and cancellations. The creative registered cover in Figure 11 was sent to a person not in Bathurst in order to acquire the rare Gambian boxed straight-line instructional markings 'Not applied for' and 'Return to senders'. The cover left Vienna on 18 October, left Stuttgart on the 20th, arrived in Bathurst on the 22nd and then returned to Stuttgart. The sender, not surprisingly, was the Austrian Aero Philatelic Association.



**Figure 12**  
26 April 1934  
Crash of Floatplane *Tapajoz*  
Burgstadt to Rio  
Author's collection



**Figure 13**  
 9 March 1937  
 Crash of *Rostock*  
 Upper Edmonton To Buenos Aires  
 Author's collection



**Figure 14**  
 Front (above) and Reverse (left)  
 3 March 1937  
 Crash of *Rostock*  
 Antwerp to Chiclayo, Peru  
 Author's collection



**Figure 15 (above)**  
DLH route map from 1935 (Courtesy of Ken Lawrence)

The early successes notwithstanding, operations were not problem free by any means. Indeed, on 20 April the Condor floatplane *Tapajoz*, carrying the DLH air mails, crashed in the harbour at Rio de Janeiro. Both the pilot and co-pilot were killed.

Mail was recovered (Figure 12, page 141) the next day, heavily damaged. Other aviation disasters occurred, including the crash of the Heinkel 111 *Rostock* on 12 March 1937 while on its approach at Jeshwang (Ref. 41). All 4 aboard were lost, but about twenty mailbags were salvaged and sent onward, including the covers illustrated in Figure 13 and Figure 14 (page 142).

Such was the nature of aviation during these formative years and nothing was allowed to interfere with the development of the DLH service. By 1935 the DLH route structure (Figure 15) included numerous cities in both Europe and South America. DLH was heavily promoting the service with well designed brochures (Figure 16) intended to attract the public attention internationally.

**Figure 16 (below)**  
DLH promotional brochure (Courtesy of John Wilson)

The brochure features a central illustration of a yellow and red biplane flying over a map of South America. The text is in German and includes flight schedules and promotional information.

**DEUTSCHE LUFTHANSA**

**Südamerika erwartet schnelle Post**

**LUFTSCHIFFAHRTEN DER DEUTSCHEN ZEPPELIN-REEDEREI 1936**  
EUROPA – SÜDAMERIKA  
ABFAHRTSZEITEN AB FRANKFURT (M.):  
APRIL . . . . . 27.08.  
MAY . . . . . 11.02, 29.06.  
JUNI . . . . . 8.9.  
Auf diesen Fahrten werden nur Deutsche und Polster befestigt (Lett in der Bordpost).  
JULI . . . . . 8.9, 20.07, 29.08.  
AUGUST . . . . . 12.03, 26.07.  
SEPTEMBER . . . . . 9.10, 23.04.  
OKTOBER . . . . . 7.8, 21.02, 29.09.  
NOVEMBER . . . . . 4.5, 11.12, 18.09, 25.06.  
DEZEMBER . . . . . 2.3.  
Auf diesen Fahrten werden Deutsche, Polster und Bordpost befestigt.  
\* Keine Rückpost.  
ÄNDERUNGEN VORBEHALTEN

**AUSKUNFTE ERTEILEN:**  
Sämtliche Poststellen sowie alle Dienststellen der Deutschen Lufthansa, der Air France und der Deutschen Zeppelin-Reederei.

**SPEZIAL-LUFTPOSTPAPIER**  
Umschlag u. 2 Briefbogen – 5 Gramm im Papierhandel erhältlich

**LUFTSCHIFFAHRTEN DER DEUTSCHEN ZEPPELIN-REEDEREI 1936**  
SÜDAMERIKA – EUROPA  
ABFAHRTSZEITEN AB RIO DE JANEIRO:  
APRIL . . . . . 18.  
MAY . . . . . 2, 14, 30.  
JUNI . . . . . 13.  
Auf diesen Fahrten werden nur Deutsche und Polster befestigt (Lett in der Bordpost).  
JULI . . . . . 1, 15, 29.7.  
AUGUST . . . . . 5, 19.  
SEPTEMBER . . . . . 8, 16, 30.  
OKTOBER . . . . . 14, 28.  
NOVEMBER . . . . . 4, 12, 18, 26.  
DEZEMBER . . . . . 2, 10.  
Auf diesen Fahrten werden Deutsche, Polster und Bordpost befestigt.  
\* Keine Rückpost.  
ÄNDERUNGEN VORBEHALTEN

DEUTSCHE LUFTHANSA · BERLIN SW 48 · LINDENSTRASSE 35  
Markung 1007, 16, 10980. Druckort in Deutschland. Printed in Germany. Registered in All-Germany.

Bathurst was not the only venue where national pride entered into the negotiations. For its part, Brazilian authorities were demanding that at least some of the flights from Natal carry the flag of Brazil. On 30 October 1934, Klaube inquired of the Colonial Secretary on the subject: ‘...within the next months one of our seaplanes... shall be handed over to the Condor Syndicate in South-America and for that reason shall have to bear the Brazilian colors. The plane in question remains in our service, carrying mail from Bathurst to Natal and to Las Palmas... and will have a German crew aboard’ (Ref. 42). Klaube wanted to know if there would be any objection. Indeed there was.

Throughout the entire period that DLH operated in Bathurst, British authorities very tightly controlled the landing authorities granted to DLH. Every flight needed to be scheduled; every substitution or addition of equipment required approval of the tail number (Ref. 43). Thus, the Air Ministry in London stated that it would have ‘no objection in principle’ to such a flag change ‘provided that the Brazilian Government would agree to grant reciprocal facilities for a British service to or in Brazil...’(Ref. 44), effectively quashing the request, which was officially communicated to Klaube (Ref. 45) on 29 November.



**Figure 17**  
 20 November 1935 500th Flight of the *Graf Zeppelin*  
 The mail was dropped by parachute at Bathurst and carried to Stuttgart by DLH  
 Author's collection

For the period between the end of 1935 and well into 1939, there was substantial communication between Bathurst and DLH. But, other than the discussions about import tariffs, such correspondence was confined to periodic renewals of the various operating and occupancy licenses and the ongoing series of equipment substitutions and additions. The addition of Zeppelins to the equipment mixture, while representing a quite different mode of transportation, fell neatly into the category of ‘equipment substitutions’. Operationally, the DLH service through Bathurst proceeded with few interruptions. From a postal history standpoint the volume of commercial and philatelic mail was substantial and has been thoroughly documented elsewhere. Of some interest is the cover in Figure 17 illustrating the 500th flight of the *Graf Zeppelin*, where the mail was parachuted at Bathurst for onward transmission via DLH to Stuttgart and thence to Nurnberg.

It should also be remembered that the utilisation of the DLH service went beyond the cities shown on their route maps. The service opened up new opportunities for correspondence between effectively all of South America and all of Europe. For example, the registered 1935 cover in Figure 18 originated in Asuncion, Paraguay and was addressed to Frankfurt am Main in Germany, travelled by train to Buenos Aires where it met the DLH service.



**Figure 18**  
Front (left) &  
Back (below)

12 November 1935  
Asunción, Paraguay  
connection via train to  
Buenos Aires  
and onward to  
Frankfort am Main  
Author's collection



**Figure 19**

30 October 1934 Montevideo to Genoa via DLH to Stuttgart  
Author's collection

In another example, the 1935 cover in Figure 19 originated in Montevideo, Uruguay and was destined for Genoa, Italy. The envelope is preprinted 'Via Air France' but the circular Condor/Zeppelin/Lufthansa/Uruguay-Europa clearly indicates a DLH routing. Since the cover was cancelled 30 October in Montevideo, it could not have made the Buenos Aires departure of the *Graf Zeppelin* on that same date, so it most likely was on the 6 November DLH flight passing through Bathurst on the 10th on the way to its 13 November arrival in Stuttgart and thence to Genoa. Coincidentally, the Bathurst stop represents the first acceptance of mail from Bathurst northbound (Ref. 46) referred to earlier.

### The End of the Dream – War: the supremacy of political interests over economic interests

Right on schedule, on 1 June 1939, Colonial Secretary Oke notified DLH that their license to operate the aerodrome at Jeshwang had been renewed (Ref. 47). He made a point of noting that the terms of the lease were identical to those of the lease that had expired the prior day. The war stirrings in Europe notwithstanding, the mails carried by DLH (and the French service too, for that matter) continued throughout the spring and early summer of 1939. But Germany's mobilisation was apparent and – even before the First of September invasion of Poland – it was clear that the end was near.



**Figure 20**  
20 August 1939 Santiago to Antwerp  
Last DLH flight leaving South America, bypassing Bathurst  
Courtesy of Ken Lawrence

The final DLH flight from South America is shown in Figure 20. Originating in Santiago, Chile on 20 August and destined for Antwerp, Belgium, the cover took a significantly non-typical routing, ominously bypassing Bathurst. According to Graue (Ref. 48), *DLH South Atlantic was advised on August 25, 1939, to 'suspend' service and return all aircraft and ships to Germany immediately. L480 (Ha-139 Nordwind) had already departed when this advisory was received, so it was called back to Natal, arriving 3 hours 45 minutes after its departure. Meanwhile, at Bathurst, Ostmark left and went to Bolama. Dornier Do-26 Seefalke took the last air mail from Natal on August 27 at 1915, flew to Ostmark (at Bolama) and onward to Las Palmas where mail was transferred to He-111 Breslau for flight to Lisbon - Barcelona - Milan - Frankfurt.* There exists some uncertainty as to whether the flight details of the *Nordwind's* journey were related to instructions from the home office or some other reason (Ref. 49).

A brief chronology of aircraft movement for DLH (Ref. 50) from late July through August of 1939 (see Table 1) serves to clarify the quickening of the service's demise. The *von Roeth* had a consistent pattern of departing Bathurst for the return to Las Palmas the day *after* its arrival. However, on 25 August, the day of its arrival, it abruptly refueled and departed. The *Gambia Government Gazette* records neither a destination nor the cargo that *von Roeth* carried. As described above, *Nordwind* was scheduled to arrive on 25 August at Bathurst and took off as scheduled, but was called back to Natal. The *Seefalke* departed 25 August right on schedule, never to return.

Date	Aircraft	Arrival/Departure	From/To
21-Jul-39	Land-plane <i>Fritz von Roeth</i>	Arrival	From Las Palmas
22-Jul-39	"	Departure	To Las Palmas
28-Jul-39	"	Arrival	From Las Palmas
29-Jul-39	"	Departure	To Las Palmas
3-Aug-39	"	Arrival	From Las Palmas
4-Aug-39	"	Departure	To Las Palmas
11-Aug-39	"	Arrival	From Las Palmas
12-Aug-39	"	Departure	To Las Palmas
18-Aug-39	"	Arrival	From Las Palmas
19-Aug-39	"	Departure	To Las Palmas
25-Aug-39	"	Arrival	From Las Palmas
25-Aug-39	"	Departure	Not Stated!
14-Jul-39	Sea-plane <i>Nordwind</i>	Arrival	From Natal
21-Jul-39	"	Departure	To Natal
28-Jul-39	"	Arrival	From Natal
7-Aug-39	"	Departure	To Natal
11-Aug-39	"	Arrival	From Natal
18-Aug-39	"	Departure	To Natal
21-Jul-39	Sea-plane <i>Seefalke</i>	Arrival	From Natal
28-Jul-39	"	Departure	To Natal
4-Aug-39	"	Arrival	From Natal
11-Aug-39	"	Departure	To Natal
18-Aug-39	"	Arrival	From Natal
25-Aug-39	"	Departure	To Natal

**Table 1**  
DLH Aircraft Movements July-August 1939

The finality of that last trip is reinforced by a communication from DLH. The Gambian postal authorities had been notified by DLH (Ref. 51) on 28 August 1939 of the ‘temporary’ but indefinite suspension of the air service from Bathurst ‘...we are sorry to communicate that the air mail service by the German Lufthansa up North and to South America is to be considered temporarily interrupted.’

Relations between DLH and Bathurst devolved rapidly thereafter. Acting under Section 9(1) of the Trading with the Enemy Ordinance of 1939 (Ref. 52), the Governor instructed the Custodian of Enemy Property to seize DLH’s facilities (Ref. 53) and dispose of them as he so chose. A subsequent correspondence, addressed to the Custodian of Enemy Property for the Gambia, is dated 3 October and is from Samuel Forster, the lessor of the Jeshwang property. ‘I have the honour to inform you that the quarter’s rent for the Landing ground at Jeshwang under the tenancy of [DLH] is due on the 9th instant and I shall be thankful if payment is made as early as your convenience’ (Ref. 54). Acting Colonial Secretary Gretton reached out to Forster on 14 October and discussed reversion of property rights to him (Ref. 55) but there is no record of payments having been made to Forster. Apparently, other matters were found more pressing by both the

custodian and the Colonial Secretary's office. The director of public works on 29 November informed the custodian (Ref. 56) '...the Aerodrome at Jeshwang has become thickly overgrown in the course of the past three months and is not now in a fit state for Aeroplanes to land.' On 12 January 1940 the custodian further inquired of the Colonial Secretary whether they had any use for the property, otherwise '...I propose disposing of as much of the property as I can' (Ref. 57).

The end of the story, it would appear, comes in a letter to the custodian and DLH dated 21 September 1940 (Ref. 58). Samuel Forster had passed away on 5 July 1940 (Ref. 59) and his executors informed both parties that, due to the lease payments being over one year in arrears, they were seizing the property on behalf of the estate. The action was not opposed by Gambian authorities. DLH did not reply. And Forster's executors foreclosed on their leasehold.

An interesting footnote to this saga is a telegram from the Acting Governor of Gambia dated 14 July 1940 and addressed to the Commander-in-Chief, South Atlantic with copies to the Secretary of State and the Governors of Nigeria and Gold Coast. The dispatch stated: 'Persistent rumours for last several days that a delegation consisting of two or more Germans and Italians would arrive or may have already arrived by Air at Dakar object to reopen Air Mail Service with South America by Luft Hanse Line.' No such representatives appeared and nothing further was heard on the matter (Ref. 60). Deutsche Lufthansa's glorious venture through Bathurst for its European / South American service was permanently ended.

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- 15 CMP 11 August 1933. (Parish to Cunliff-Lister)
- 16 Most references, including Graue 2000 Pg. 11, have the ship delivering to Brazil directly. This is apparently the first reference to an intermediate stop at Fernando de Noronha, some 240 miles off the Brazilian coast of Natal. Again, speed being of the essence, flying the final 240 miles was worthwhile to DLH
- 17 CMP 11 August 1933. Pg. 2
- 18 CMP 11 August 1933. Translation Pgs. 2-3 (Governor’s Office to DLH)
- 19 CMP 6 August 1933. Translation Pgs. 1-2 (German Chargé d’Affaires to Cunliff-Lister)
- 20 CMP 29 September 1933 (von Bismarck to Simon)
- 21 CMP ?? December 1933 (Parish to von Bismarck)
- 22 CMP 11 December 1933 (DLH to Parish)
- 23 CMP 28 December 1933 (Oke to UAC)
- 24 CMP 5 February 1934
- 25 CMP 3 May 1934
- 26 CMP 7 May 1934 (Gambian Receiver General (Posts) to Postmaster General Asser, Berlin)
- 27 CMP 26 May 1934 (Asser to Receiver General)
- 28 CMP 24 August 1934 (between DLH and Post Office at Bathurst/British Gambia)
- 29 CMP 2 August 1934 (Receiver General to Parish)
- 30 CMP 4 May 1934 (Bertram to A.F. Richards)
- 31 CMP 16 May 1934 (UAC to Oke), 7 June 1934 (Richards to Cunliff-Lister) and 15 June 1934 (Parish to UAC)
- 32 CMP 22 June 1934 (UAC to Parish) and 3 July 1934 (UAC to Parish)
- 33 CMP 9 November 1934 (between Forster and DLH)
- 34 CMP 15 September 1934 (Oke to UAC)
- 35 CMP 1 December 1934 (Richards to DLH)
- 36 CMP 31 May 1935 (Gretton [Commissioner of the South Bank Province] to the Land Officer and Surveyor)
- 37 CMP 3 July 1935 (Klaube to Land Officer)
- 38 CMP 2 November 1935 (Palmour to Klaube)
- 39 CMP representing 27 distinct correspondences between various DLH and British personnel
- 40 Graue 2000. Flight Lists 5.1 and 5.2
- 41 Nierinck 1995. Pgs. 15-17. Other accounts reported various numbers of mailbags salvaged
- 42 CMP 30 October 1934 (Klaube to Parish)
- 43 See, for example, CMP 16 November 1934 (Klaube to Parish)
- 44 CMP 26 October 1934 (Brigstocke to Under Secretary of State’s office)
- 45 CMP 29 November 1939 (Parish to Klaube)
- 46 Graue 2000 Pg. 189. This was the L34 flight
- 47 CMP 1 June 1939 (Parish to DLH)
- 48 Email from Jim Graue to the author dated 7 September 2014
- 49 Email from Dieter Leder to the author dated 1 November 2014
- 50 Gambia Government Gazette 15 August 1939 and 19 September 1939. Arrivals and Departures records
- 51 CMP 28 August 1939. (DLH to Parish)
- 52 CMP 30 December 1939. Order No. 37 of 1939 entitled ‘Trading with the Enemy (Custodian) Order 1939’ was formally issued and published by Governor Southorn on 31 December, but was stated to have come into effect on 3 September 1939
- 53 CMP 6 September 1939 (Southorn to Custodian)
- 54 CMP 3 October 1939 (Forster to Custodian)

- 55 CMP 14 October 1939 (Gretton to Forster)  
 56 CMP 29 November 1939  
 57 CMP 12 January 1940 (Custodian to Oke)  
 58 CMP 21 September 1940 (executors of Forster estate to Custodian and DLH)  
 59 Email from Dr. Assan Sarr to the author 6 September 2014. Dr. Sarr is the biographer of Samuel Forster  
 60 CMP 14 July 1940

**Author’s Note**

The robust scope of this paper could not have been realised were it not for the generosity of James Graue in sharing his copies of DLH archive materials. The author is indebted to numerous members of the West Africa Study Circle who provided valuable documents and insights, including John Wilson, Barbara Priddy, Peter Wingent, Stewart Duncan and Klaus Hahn. Thanks are also due to Ken Lawrence, David Crotty, Dieter Leder and Ed Grabowski for their assistance. I am grateful, as well, to Dr. Doris Benardete, John W. Bristow and James Fenner.



# Queen Victoria Gold Coast Duty Plate Varieties

**Peter Newroth FRPSL and Michael Tanner**

**Introduction**

The first issue Gold Coast Keyplate stamps (1875 to 1898) were letterpress printed by De La Rue and Co., London (DLR). Constant plate varieties were described by Newroth and Martin (Ref. 1). Sacher (Ref. 2) provided an update and also details printing dates and numbers of stamps produced.

All Keyplate stamps were produced in sheets of 60 stamps. Each sheet was printed in two steps, from Head Plates (60 stamps, showing Queen Victoria’s portrait, frame and text) and Duty Plates (also 60 values in sheet format) to overprint each value. Head Plate 1 was used to print all values from 1875 to 1892; it became worn and was replaced with Head Plate 2 for printings from October 1892 to 1898. Head Plate 2 printings show a solid line (Jubilee Line) printed around the outside stamps of the plate.

As far as we know, one Duty Plate was used in printing each value from 1875 until 1898. The Two and One Half Pence value Duty Plate was a ‘recycled’ plate used earlier for Dominica postage stamps.

This article describes Michael’s discovery of a new constant Duty Plate variety on the Two Pence value, with new information on varieties on other values and a review of earlier described Duty Plate varieties.

**Constant Duty Plate Varieties**



**Figure 1**  
 Gold Coast SG 13  
 Duty Plate Variety:  
 Long Middle Bar of last  
 ‘E’ of ‘PENCE’, Position 12  
 (stamp at lower right)

Figure 1 shows four stamps of the top right corner of a sheet of Plate 1 of the Two Pence value (SG 13). The stamp in Position 12, at lower right shows a long middle bar to the second 'E' of 'PENCE'. Michael has two Plate 1 sheets in differing grey shades with this new constant duty plate variety.

Peter's collection also contained a positional mint block (Plate 2) and a used example with the 'E' variety. He also reports another example on an imperforate Plate Proof (Plate 2 with line from the right margin) offered on a sales list prepared by Stanley Gibbons Ltd. (February 1991, Stock No. 2002.01766A). The same item was offered in a Robson Lowe sale of December 1978, Lot 1099.

Michael's Two Pence sheets also both show a white area on the 'W' of 'TWO' on Position 41. This variety was reported earlier on both SG 6 and SG 13 (Ref. 1) but its sheet position was unknown. Probably the small white area resulted from a dent in the duty plate.

Position 43 of both sheets shows a blunt top bar of the 'T' of 'TWO'.

Full sheets of 60 stamps are rarely seen. Michael's acquisition of full and part sheets significantly adds to Peter's inventory of sheets and large multiples (outlined below). This list cannot be complete as it is based mainly on auction records, and a few sheets may be duplicate records.

We prepared the following notes for Gold Coast SG 11 through SG 19 following examination of sheets owned by Michael and clear copies of multiples held by Peter.

### **Half Penny SG 11**

Plate 1 (Martin collection); Plate 2. (Tanner); Unknown plate (H.R. Harmer).

Previously described Duty Plate varieties in Positions 1 and 3 are confirmed for both Plates 1 and 2.

### **One Penny SG 12**

Plate 2 (ex Newroth collection); Plate 2 (Tanner); Plate 2 (H.R. Harmer).

Position 30 distorted 'P' and bent 'E' reported for Plate 1 printings now confirmed for Plate 2.

### **Two Pence SG 13**

Plate 1 (Tanner); two sheets. Unknown plate, full sheet (Danson collection, Lot 103).

(Duty Plate varieties described above).

### **Two and One Half Pence SG 14**

Plate 2 (ex Ashanti Collection, Lot 143). Unknown plate (H.R. Harmer).

The published 'domed top' '2' in Position 1 and the short 'Y' variety in Position 59 are confirmed.

### **Three Pence SG 15**

Plate 1 (Tanner); Plate 2 (ex Baillie, Lot 172).

The thin horizontal bar of 'T' (reported earlier on Position 1 in Plate 2) now is confirmed on Plate 1. Distorted letters on Positions 2 and 3 recorded previously for Plate 2 were not present on the Tanner Plate 1 sheet. Position 56 shows the top bar of 'T' bent upward.

### **Four Pence SG 16**

Plate 1 (Cavendish sale, Lot 135); Plate 1 (top seven rows, Anderson collection); Plate 2 (Tanner).

The short tail of 'F' in 'FOUR' reported for Position 19 on Plate 1 is confirmed on Plate 2. Plate 2 also shows damage (hook) on 'R' in Position 1. The Position 13 stamp shows the second 'E' with lower bar bent upward on Plate 2 and only on the Cavendish sheet of Plate 1.

### **Six Pence SG 17**

Plate 1 (ex Baillie, Lot 173, top seven rows of sheet); Plate 2 (Tanner).

Position 13, small second 'E' in 'PEN~~C~~E', and Position 60, long arm of second 'E' varieties are confirmed for Plate 2 as published. Reference 2 described a damaged 'S' in 'SIX' variety located on 'row 19' - this is a misprint - on Plate 2 it is Position 55. The Tanner sheet Position 19 shows a small last 'E' of 'PEN~~C~~E' and Position 58 shows a small or damaged 'S' of 'SIX' variety. Unfortunately, low resolution of Peter's copy of the Baillie part sheet does not allow confirmation of these duty varieties.

### **One Shilling SG 18**

Unknown plate ('bright mauve' sheet recorded in Robson Lowe Auction sale, Lot 87, 1949, not seen); Plate 2 (top 18 stamps of sheet, Anderson collection).

No comment.

### **Two Shillings SG 19**

Plate 2 (Top two rows, Danson collection, Lot 106).

No comment.

## **Discussion**

Probably most Duty Plate varieties described here arose due to damage at the printers. Many Gold Coast Duty Plates were in use over 20 years and moved in and out of storage for each stamp printing. In some cases DLR corrected damage and this will require more research. Also it is possible that DLR used some of these Gold Coast duty plates in printing stamps of other Colonies using the same sheet format.

The SG 13 Two Pence 'E' variety on both Plate 1 and Plate 2 printings does not appear to be a result of damage and cannot be explained as a result of the manufacture of the plate. Clearly, more research and examination of SG 6 (Two Pence printed in green) multiples including Position 12 is needed.

### **Acknowledgements**

The Stanley Gibbons Stamp Catalogue, Commonwealth and British Empire Stamps 1840-1970 (2015 edition), for use of SG catalogue numbers.

Ashanti sale, Stanley Gibbons Auctions, January 1991

Baillie sale, Sotheby's, November 2005

Cavendish Auctions, January 2003

Danson collection sale, Robson Lowe Ltd., May 1971

H.R. Harmer sale, Lot 114, May 1985

### **References**

- 1 Newroth P. and Martin J.J., "Gold Coast Colony: Plate Varieties on Queen Victoria Issues", *Cameo*, Volume 3 No. 8, WASC 1988
- 2 Sacher J. (Ed.); Beale P.O.; Ensor M.; Martin J.J.; and Newroth P., *The Postal Services of the Gold Coast to 1901*, RPSL, London 2003



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**C.G.**

# St Helena 1938 Specimen Set in Strips of Three on archive document

**Don Brookfield FRPSL and Barry Burns FRPSL**

Amongst the superb West Africa material displayed at our joint meeting with the King George VI Collectors Society (KGVICS) on 7th March 2015 was this St Helena item illustrated in Figure 1.



**Figure 1**  
St Helena 1938 set perforated diagonally SPECIMEN in strips of 3  
attached to sheet of paper from an unknown archive

Despite collecting St Helena Specimens for several decades I have never recorded this set other than in singles. The stamps are the original 1938 values and colours, each one perforated SPECIMEN diagonally and have been mounted in strips of three on a sheet of paper apparently torn carelessly from an archival source. Don Brookfield, the KGVICS member showing this explains:

I bought this item from Murray Payne perhaps 20 years or so ago, and at the same time purchased a similar sheet of the Trinidad & Tobago 1938 set (Fig. 2). This also bears the original full set; the smaller high values not being issued until 1940.

Neither sheet has any identification except the figures 66 on the St Helena sheet and 78 on the Trinidad & Tobago one. Presumably these are folio numbers as they are in the same style. In addition, the former has what appears to be c900L below the 6d strip, but this may not be significant.



**Figure 2**  
Trinidad & Tobago 1938 set perforated diagonally SPECIMEN in strips of 3 attached to sheet of paper and apparently from the same archive

I spoke with Dickon Pollard of Murray Payne on 9 March who amazingly recalled their purchase. He reminded me that they also bought the Ascension set which had some reference note in French, and on this basis they surmised that the three items are from a French Colonial archive. Unfortunately I did not purchase the Ascension - it would have undoubtedly been more expensive - but do any of our members know of its whereabouts?

Although both of these sheets are the same width, the Trinidad & Tobago has been trimmed at the left. Naturally, we would both like to know the source of these sheets - any further information, however insignificant, will be welcome.

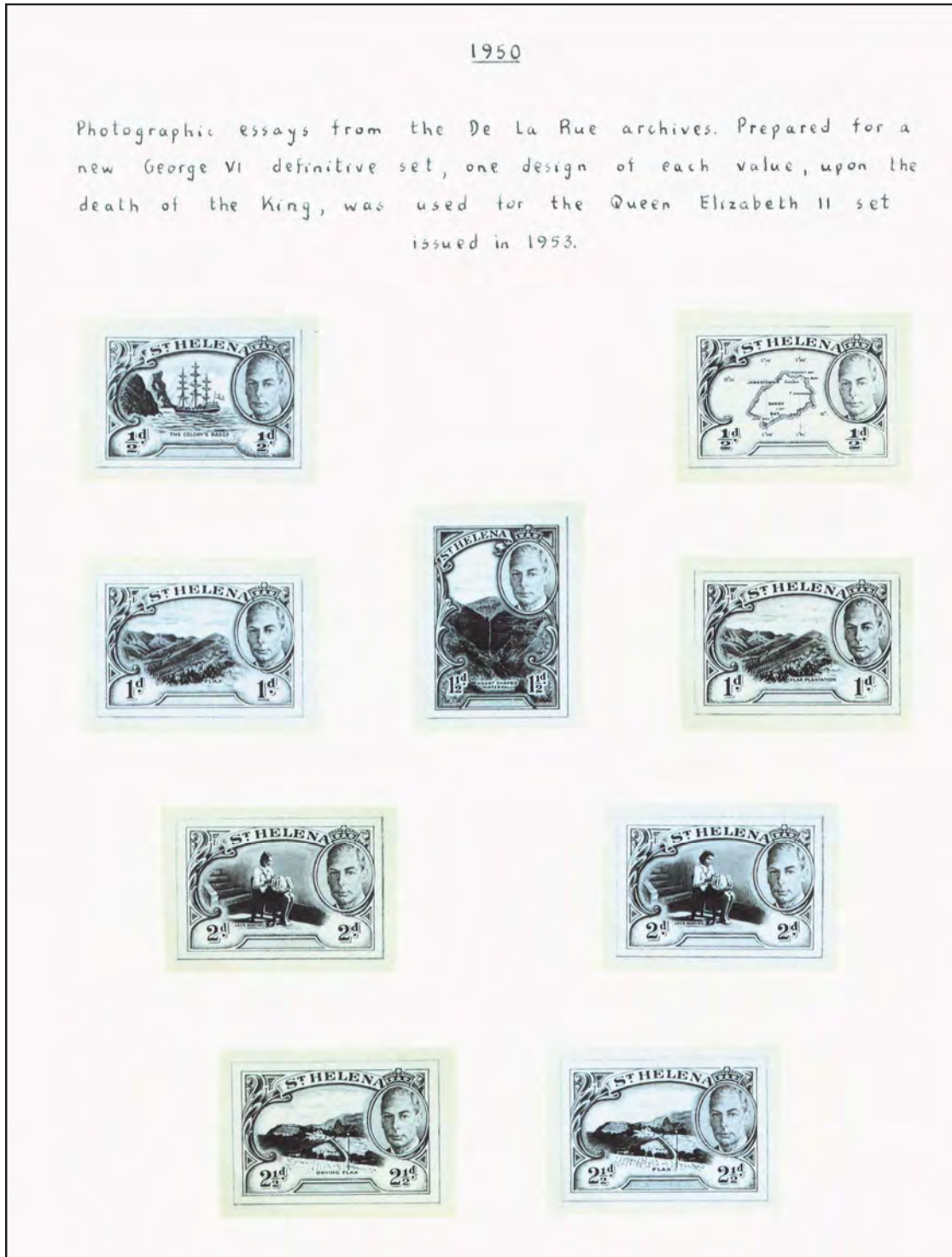
Note - both illustrations are not to scale and have been reduced to fit the page width.



# St Helena - 1950 Essays for a KGVI Definitive Issue

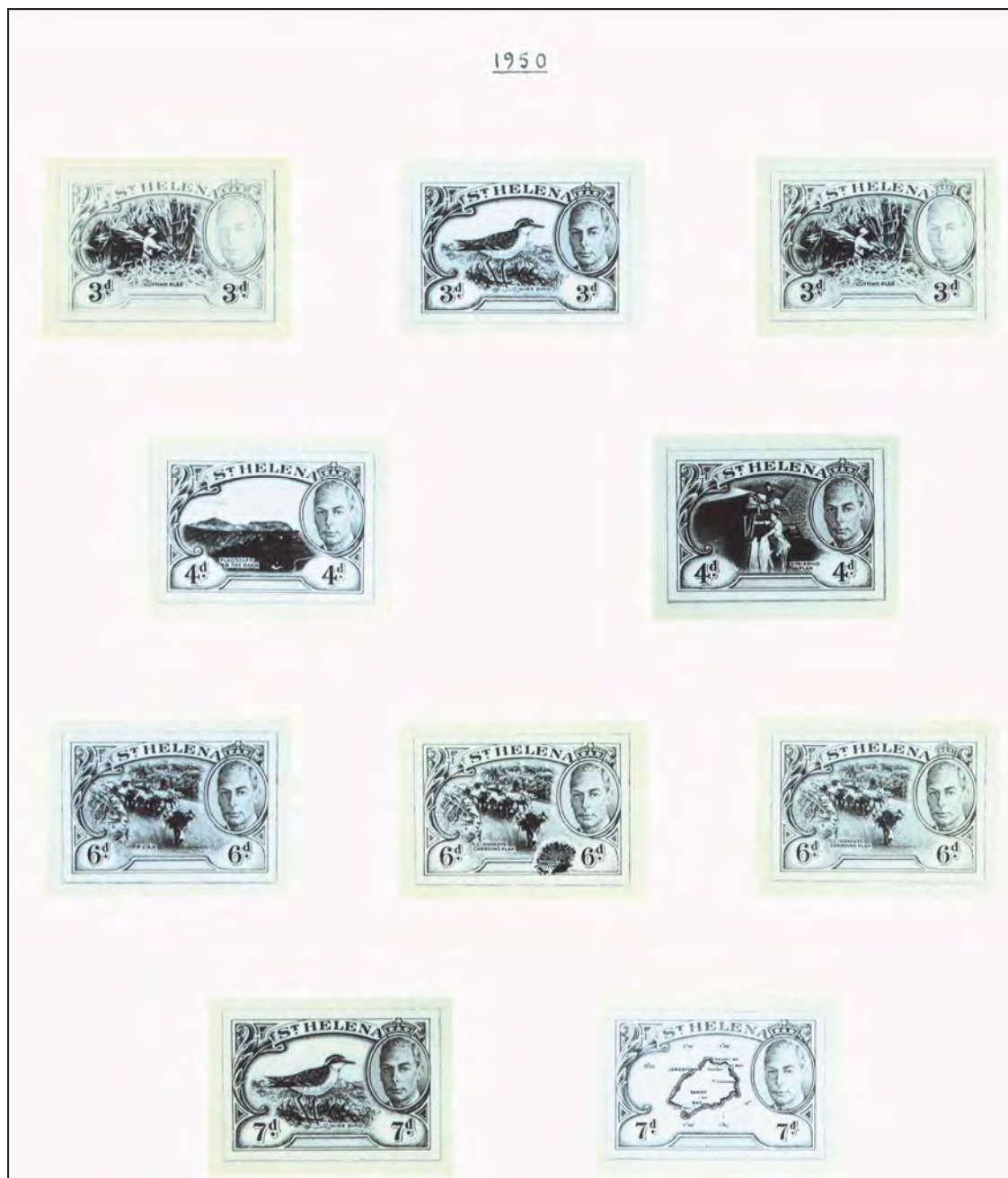
Jeremy Martin FRPSL

These 28 black and white photographic essays, see Figures 1, 2, and the front cover, came from the De La Rue archives. They were sold by Robson Lowe in a British Africa sale on 10 June 1981, Lot 333.



**Figure 1**  
1950 photographic essays - each of these designs being adapted for the 1953 QEII set

The essays were for a new pictorial set but the King died before the stamps could be issued. Some of the designs were then used for a Queen Elizabeth II set issued in 1953, SG 153-165. Of the 28 designs, 14 were used, making a complete set.



**Figure 2**

1950 photographic essays

Each of these designs excepting the second 4d (Stripping Flax) being adapted for the 1953 QEII set

The third figure, illustrated on the front cover of this issue, shows the rest of these photographic essays. Each of these designs excepting the second 1/- and 2/6 (Sandy Bay and Lot Rock respectively) being adapted for the 1953 QEII set.

#### Acknowledgements

I wish to thank Frank Walton for the high resolution scans of these album sheets.

# More Details of the ‘Received/Gambia’ Postmark

Nicholas Pertwee and Barry Burns FRPSL

## Part IV Call for the Hunt: Confirming the Japanese Stationery

Although these Japanese postal stationeries were mentioned in the official UPU distribution list of 1888, confirmation from extant pieces is required, for both the 1888 and any earlier distributions. It seems practically certain that an earlier distribution contained the 1879 international card issue on thin paper and the 1885 international reply card issue on thin paper.

The easiest way of confirming distribution is from actual stationeries (or stamp imprint cut-outs) showing typical UPU specimen security / anti-theft / archival markings of other foreign postal administrations.

An initial success in the search for such confirmations has been achieved by Adolf Oppenländer (ISJP #1240) who found a cut out of a 2 sen Koban envelope showing the mihon (みほん) overprint below the stamp imprint and a datestamp applied by the Gambia Post Office to all received UPU specimens for security reasons.

Strikes of the same single-circle RECEIVED / C / AU 12 / 88 / GAMBIA datestamp have been reported on a number of Koban stamps of Japan. One such example on the ¥1 stamp was discussed and illustrated at JP 44/75. We may safely assume that this Koban stationery cut-out formed part of the UPU's 1888.06.06 distribution.



A Letter to the Editor in the June *Cameo* (Ref. 1) illustrated two examples of a RECEIVED/GAMBIA c.d.s postmark, in which Frank Walton speculated they may have been applied to UPU Specimen items.

This does appear to be the case - I will let Nicholas Pertwee take up the story:

Please see the attached scan which comes from an article in the February 2014 issue of the International Society for Japanese Philately's journal *Japanese Philately*, entitled 'Call for the Hunt: Confirming the Japanese Stationery' by Florian Eichhorn.

(The original article also suggested ISJP members contact James Bendon with any new findings, but as these details are now outdated we have omitted them here).

Note that the illustration in the article is the same image published in *Cameo* - identified by the positioning of the c.d.s. as well as the same tone marks to the upper left of the piece.

It is interesting to note that the みほん 'mihon' mark actually denotes 'Specimen' - as on the cut out shown here (reading right to left) and to the right of the stamp illustrated in the June *Cameo* (but reading left to right!)

I wish to thank Ron Casey, Editor of *Japanese Philately*, for his help, and allowing us to publish this information.

## Reference

- 1 Sacher John, "Received/Gambia Postmark 1908" (sic), *Cameo*, Volume 16 p57, WASC, June 2015

# Tristan da Cunha - The 1954 Issue is Born

Jim Crawford

The first issue of stamps from this remote community was a provisional issue of 12 stamps of St Helena overprinted TRISTAN DA CUNHA in two lines. These were issued on 1 January 1952. However the story of its stamps starts in 1946 when Allan B. Crawford organised a petition for postage stamps for the Island which was turned down. Part of the petition included some suggested designs.

The story then goes cold until 31 January 1950 when Hugh Elliott landed on the island. He had been sent by the Colonial Office as Administrator, the first such appointment to the island and one of his remits was to set up the islands' first postal service and the establishment of a Post Office. In April / May 1951 he received a letter from the Colonial Office regarding the designs for postage stamps for Tristan.

This article contains the copy of his response to the Colonial Office dated 7 May 1951 (Figure 1) along with his original sketches of 12 proposed stamps with details of the suggested colours and sources of better pictures of the subjects (Figures 2 to 7).

These designs as shown were used for 12 of the 14 stamps issued on 2 January 1954. To make up the number, two designs were taken from Allan B. Crawford's suggested designs in his 1946 petition (Figure 8).

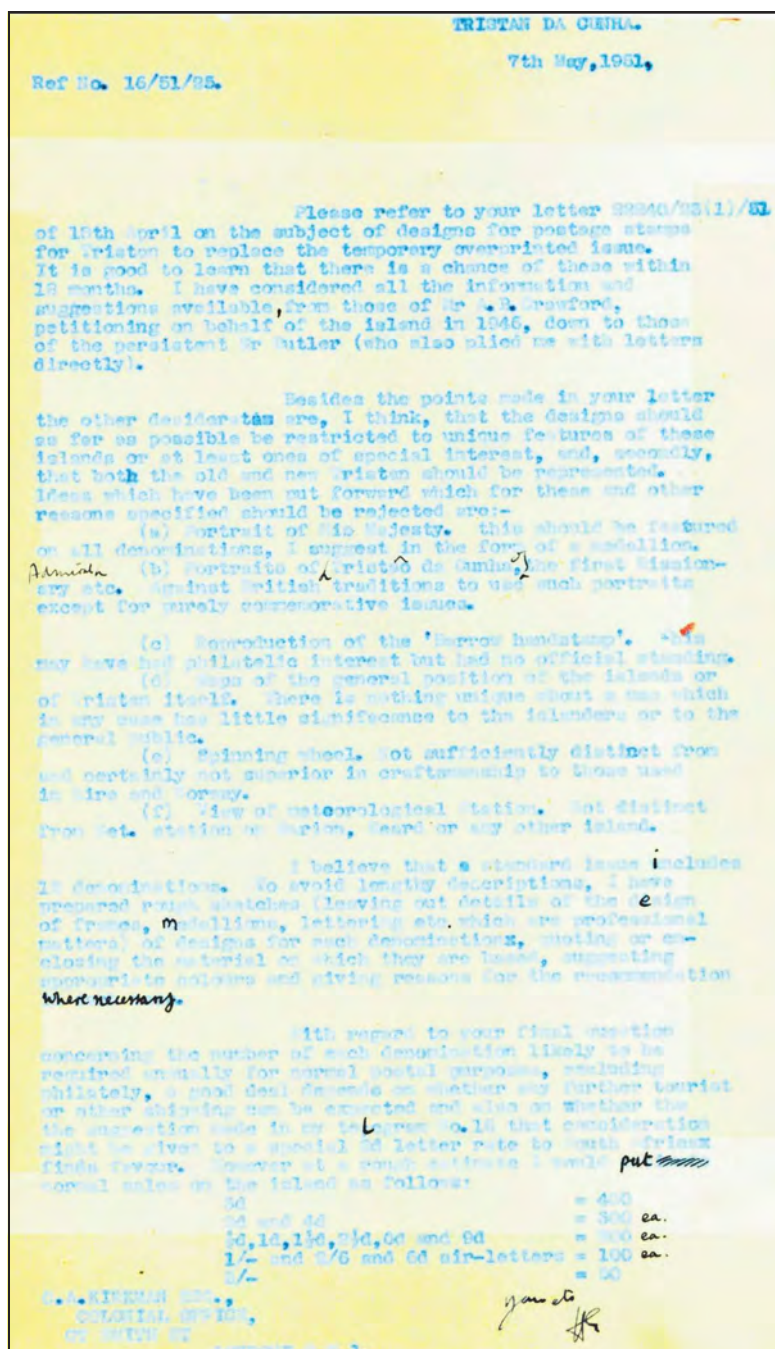
In all the sketches there is a rough drawing of King George VI but of course by the time the stamps were issued Queen Elizabeth II was on the throne.

Interestingly enough Stanley Gibbons do not record the stamp designers in their catalogue only the printing process, recess, and the printer, De La Rue.

Figure 1

The letter from Hugh Elliott to the Colonial Office in London dated 7 May 1951

A transcript of the letter is shown on page 160



TRISTAN DA CUNHA.  
7th May, 1951,

Ref No. 16/51/25

Please refer to your letter 22240/23(1)/51 of 18th April on the subject of designs for postage stamps for Tristan to replace the temporary overprinted issue. It is good to learn that there is a chance of these within 18 months. I have considered all the information and suggestions available, from those of Mr. A.B. Crawford, petitioning on behalf of the island in 1946, down to those of the persistent Mr. Butler (who also plied me with letters directly).

Besides the points made in your letter the other considerations are, I think, that the designs should as far as possible be restricted to unique features of these islands or at least ones of special interest, and, secondly, that both the old and new Tristan should be represented. Ideas which have been put forward which for these and other reasons specified should be rejected are:-

(a) Portrait of His Majesty. This should be featured on all denominations, I suggest in the form of a medallion.

(b) Portraits of Admiral Tristão da Cunha, of the first Missionary etc. Against British traditions to use such portraits except for purely commemorative issues.

(c) Reproduction of the 'Barrow handstamp'. This may have had philatelic interest but had no official standing.

(d) Maps of the general position of the islands or of Tristan itself. There is nothing unique about a map which in any case has little significance to the islanders or to the general public.

(e) Spinning wheel. Not sufficiently distinct from and certainly not superior in craftsmanship to those used in Eire and Norway.

(f) View of meteorological Station. Not distinct from Met. station on Marion, Heard or any other island.

I believe that a standard issue includes 12 denominations. To avoid lengthy descriptions, I have prepared rough sketches (leaving out details of the design of frames, medallions, lettering etc. which are professional matters) of designs for each denomination, quoting or enclosing the material on which they are based, suggesting appropriate colours and giving reasons for the recommendation where necessary.

With regard to your final question concerning the number of each denomination likely to be required annually for normal postal purposes, excluding philately, a good deal depends on whether any further tourist or other shipping can be expected and also on whether the the (sic) suggestion made in my telegram No. 15 that consideration might be given to a special 2d letter rate to South Africa finds favour. However at a rough estimate I would put normal sales on the island as follows:

3d	= 400
2d and 4d	= 300 ea.
½d, 1d, 1½d, 2½d, 6d and 9d	= 200 ea.
1/- and 2/6 and 6d air-letters	= 100 ea.
5/-	= 50

*yours etc.*

*HE* (signed)

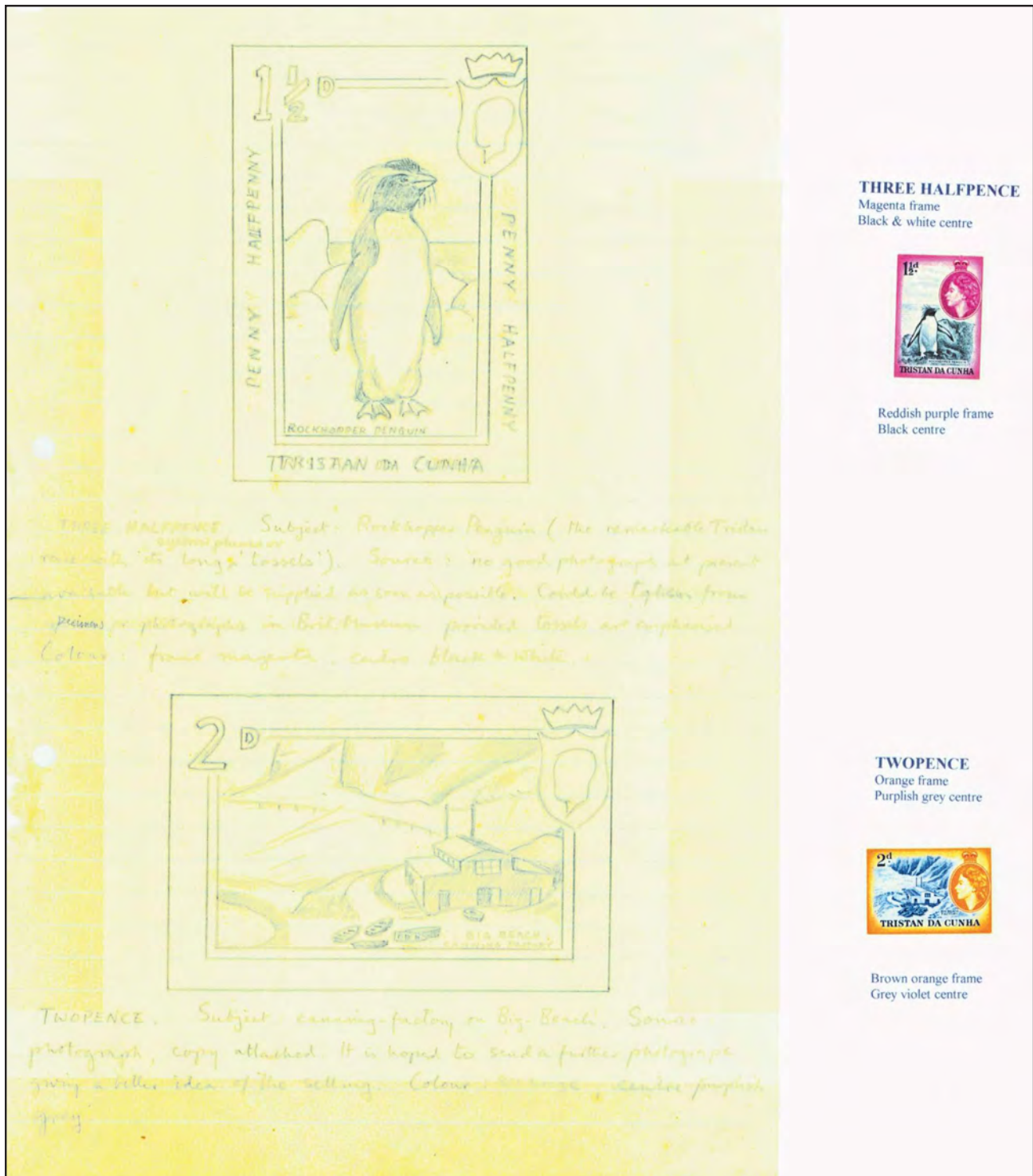
C.A. KIRKMAN ESQ.,  
COLONIAL OFFICE,  
GT SMITH ST  
LONDON S.W.1.



**Figure 2**  
 Designs for the Halfpenny and One Penny values, with issued stamps of 1954

HALFPENNY. Subject: Tristan Crawfish (basis of island industry and development). Source: page 1 of 1948 Tristan da Cunha expedition report published in 'South African Shipping News'. Colour: dark brown frame and vermilion centre.

ONE PENNY. Subject: Island Bullock-cart (main form of island transport and of unique character). Source: photograph, copy attached, and cf. p.17 of expedition report referred to. Colour: green frame (as per international regulations), pale red brown centre.



**Figure 3**

Designs for the Three Halfpence and Two Pence values, with issued stamps of 1954

**THREE HALFPENCE.** Subject: Rockhopper Penguin (the remarkable Tristan race with its long eyebrow plumes or 'tossels'). Source: no good photograph at present available but will be supplied as soon as possible. Could be taken from specimens or photographs in Brit. Museum provided tossels are emphasised. Colour: frame magenta, centre black & white.

**TWO PENCE.** Subject: canning factory on Big Beach. Source: photograph, copy attached. It is hoped to send a further photograph giving a better idea of the setting. Colour: orange, centre purplish grey.



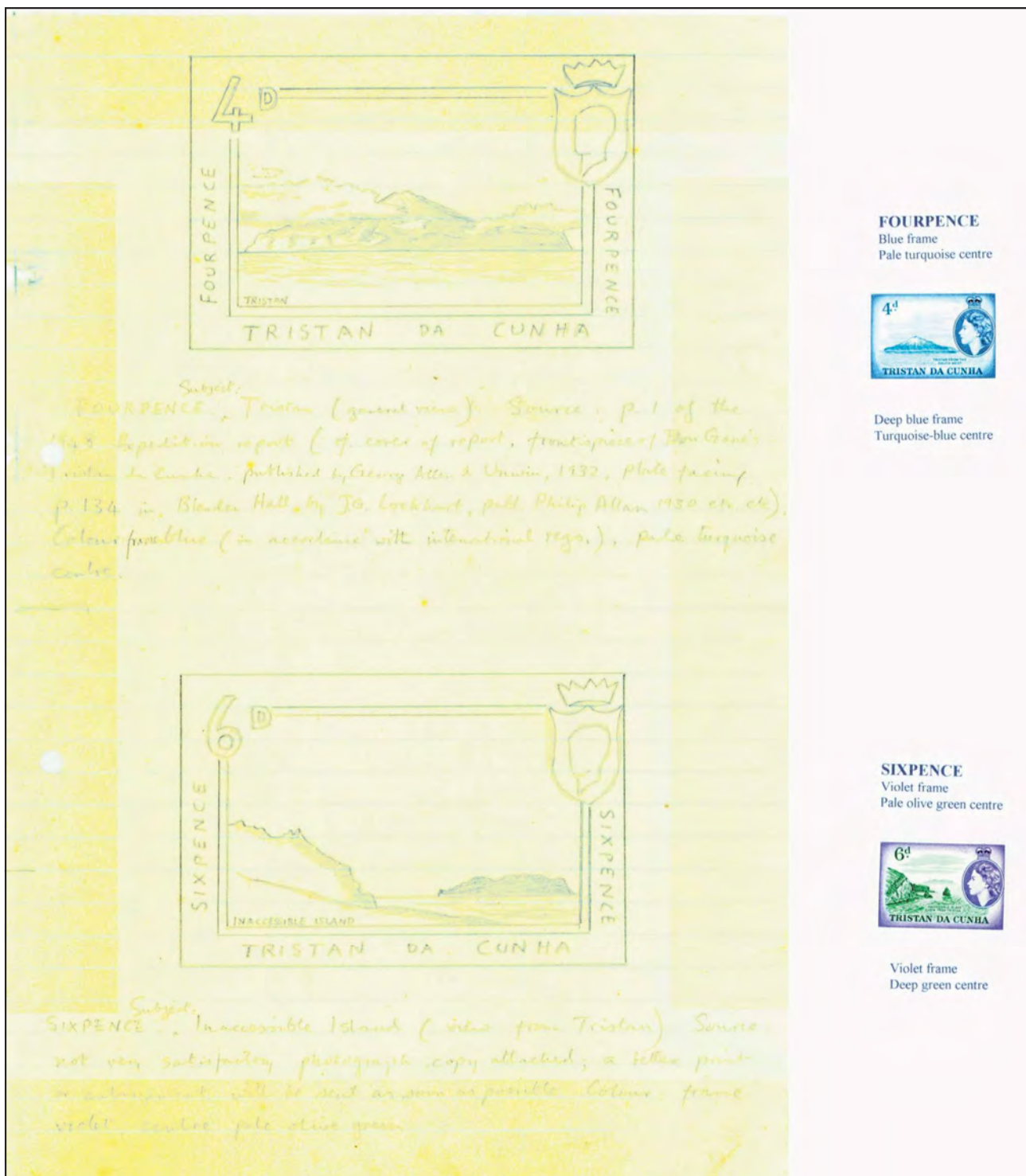
*TWO PENCE HALF PENNY. Subject: Mollymauk (Yellow-nosed Albatross) with young one on nest - (one of the main food-birds and sights of all the group of islands). Source: photographs at p. 21 of Tristan Expedition report, etc. Colour: red frame (as per international regulations), black centre.*

*THREE PENCE. Subject: Island Boat (under full sail showing distinctive rig). Source: photographs, copies attached. Colour: olive green frame with pale blue centre.*

**Figure 4**  
 Designs for the Twopence Halfpenny and Three Pence values, with issued stamps of 1954

**TWOPENCE HALFPENNY.** Subject: Mollymauk (Yellow-nosed Albatross) with young one on nest (one of the main food-birds and sights of all the group of islands). Source: photographs at p. 21 of Tristan Expedition report, etc. Colour: red frame (as per international regulations), black centre.

**THREE PENCE.** Subject: Island Boat (under full sail showing distinctive rig). Source: photographs, copies attached. Colour: olive green frame with pale blue centre.

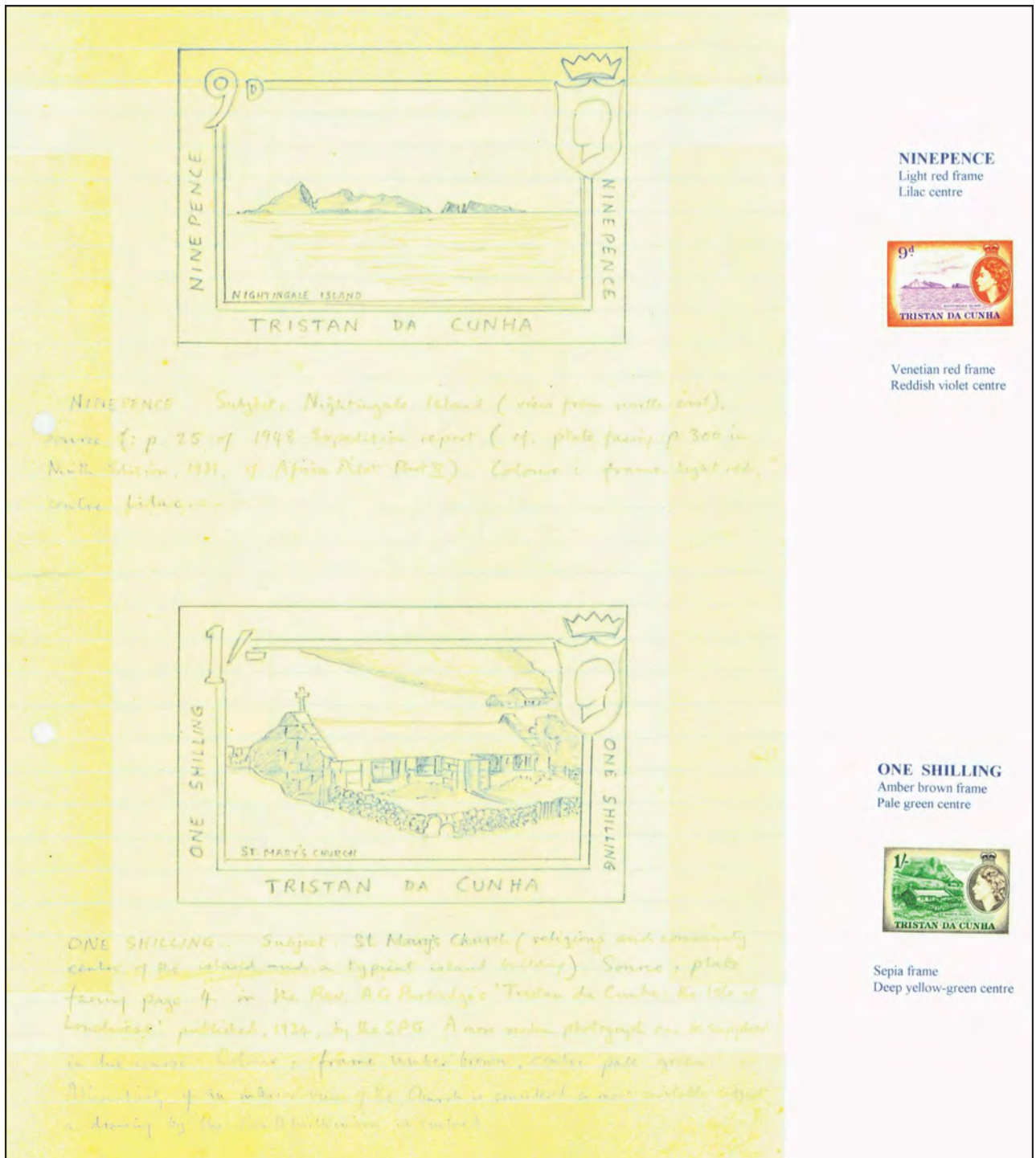


**Figure 5**

Designs for the Four Pence and Five Pence values, with issued stamps of 1954

**FOUR PENCE.** Subject: Tristan (general view). Source: p. 1 of the 1948 Expedition report (of cover of report, frontispiece of Gane's Tristan da Cunha, published by George Allen & Unwin, 1932, plate facing p. 134 in Blenden Hall by J.G. Lockhart, publ. Philip Allan 1930 etc. etc.) Colour: frame blue (in accordance with international regs.). pale turquoise centre.

**SIXPENCE.** Subject: Inaccessible Island (view from Tristan). Source: not very satisfactory photograph, copy attached; a better print or enlargement will be sent as soon as possible. Colour: frame violet, centre pale olive green.

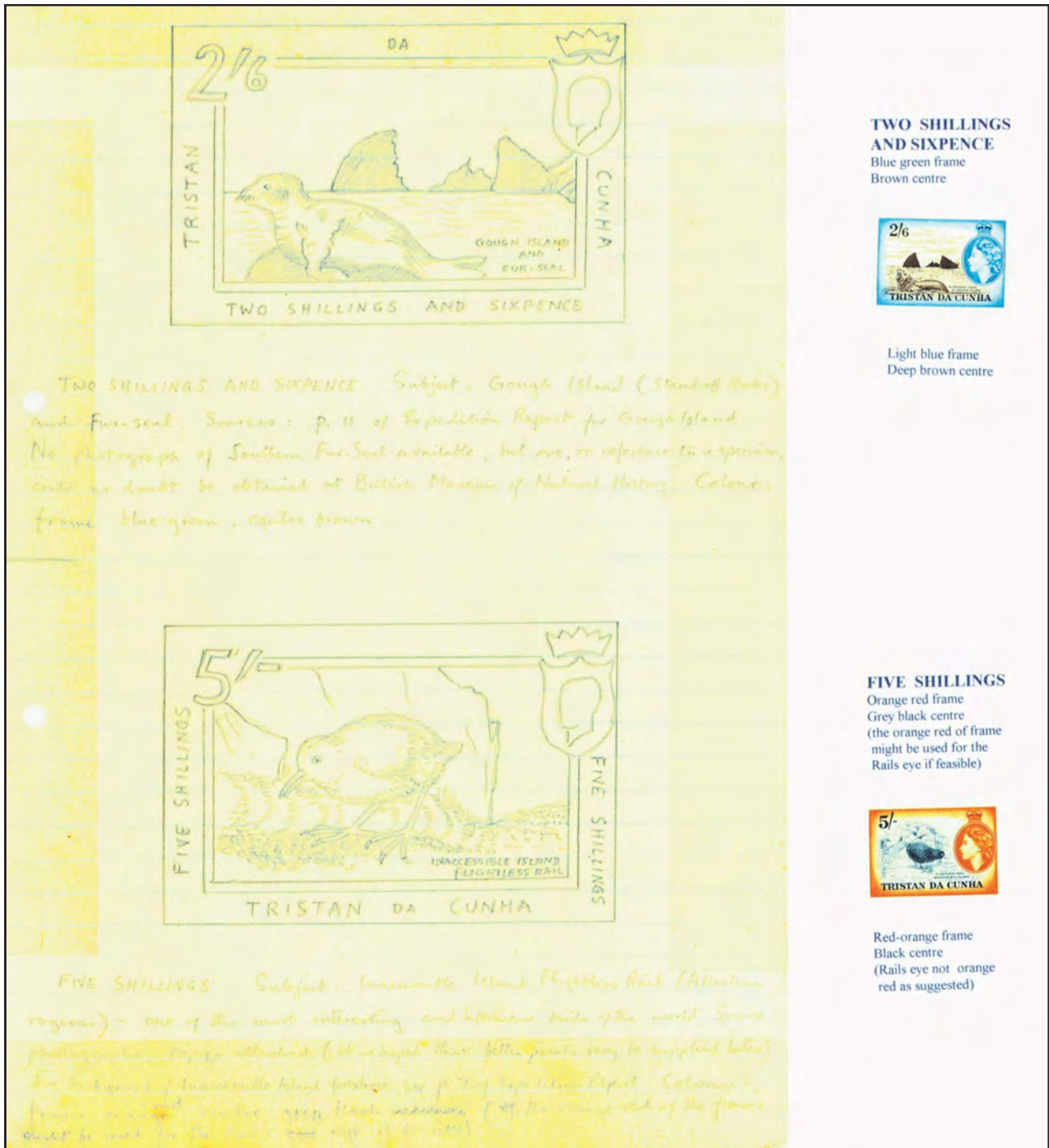


**Figure 6**

Designs for the Nine Pence and One Shilling values, with issued stamps of 1954

**NINE PENCE.** Subject: Nightingale Island (view from north-east). Source: p. 25 of 1948 Expedition report (cf. plate facing p. 300 in Ninth Edition, 1939, of Africa Pilot Part II). Colour: frame light red, centre lilac.

**ONE SHILLING.** Subject: St. Mary's Church (religions and community centre of the island and a typical island building). Source: plate facing page 4 in the Rev. A.G. Partridge's 'Tristan da Cunha - The Isle of Loneliness' published, 1934, by the S.P.G. A more modern photograph can be supplied in due course. Colour: frame amber brown, centre pale green. Alternatively, if an interior view of the Church is considered a more suitable subject, a drawing by the Rev. D. Wilkinson is enclosed.



**Figure 7**

Designs for the Two Shillings and Sixpence and Five Shillings values, with issued stamps of 1954

**TWO SHILLINGS AND SIXPENCE.** Subject: Gough Island (Stand-off Rocks) and Fur-seal. Sources: p.11 of Expedition Report for Gough Island. No photographs of Southern Fur-Seal available, but one, or reference to a specimen, could no doubt be obtained at British Museum of Natural History. Colour: frame blue-green, centre brown.

**FIVE SHILLINGS.** Subject: Inaccessible Island Flightless Rail (*Atlantisia rogersi*) - one of the most interesting and attractive birds of the world. Source: photographs, copies attached (it is hoped that better prints may be supplied later). For background of Inaccessible Island foreshore see p. 7 of Expedition Report. Colour: frame orange-red, centre black (the orange-red of the frame might be used for the Rail's eye if feasible).

The FIVEPENCE and TEN SHILLINGS stamps as issued were not in Hugh Elliott's designs. However the designs in part were taken from two of the designs submitted by Allan B. Crawford in his 1946 petition. He did not specify colours; this was left to the in-house stamp designers with De La Rue and the Colonial Office.

Photocopies of Mr. Crawford's designs are shown here (Figure 8) along with the actual stamps issued.



**Figure 8**  
Two of Allan B. Crawford's designs from his 1946 petition, with issued stamps of 1954



## Sierra Leone Post Office Form

**Frank Walton RDP FRPSL**

All post offices around the world have numerous forms that they need to ensure the smooth running of the service. Many forms are internal to the post office, and many others were ephemeral and had no purpose that required the customer to retain it.

The item illustrated has an imprint suggesting that it was produced in March 1955; it was used on 16 December 1958. It relates to the payment of a parcel.

3265

POSTS AND TELEGRAPHS, SIERRA LEONE

ACKNOWLEDGMENT OF CHARGES PAID

I CERTIFY THAT charges on Parcel No. SR 253/4  
amounting in all to £ - : 2s. 1d. have been  
paid this day.

Date 16/12/58

*[Signature]*  
Signature of Receiving Officer.

Stamp

P.&T. Form 93

G.P. 6764/54/300-100/3.55. F1513

# 1915 Stamps of Anglo-French Occ. Forces in Kamerun: 2014 Relisting in 11th Edition of the SG Catalogue Part 7 Germany & Colonies

**Bob Maddocks**

Contrary to the perceived rule that 'Occupation' stamp issues should be listed under the name of the occupied country, those produced by the respective administrations of the Anglo-French Forces occupying German Kamerun in 1915 have oddly remained an exception. In Gibbons, and elsewhere, they have been catalogued as British and French West Africa **colonial issues** as seen in the former's Part I 'British Commonwealth' and Part 6 'France' listings.

This situation has remained 'for convenience' notwithstanding my contention in correspondence with the editor in 1996. This was following my in-depth research of official archives for my book *The Postal Arrangements of the Anglo-French Cameroons Expeditionary Force 1915-1916*.

Allied Occupied Kamerun remained technically German colonial territory until 28 June 1919 when, by the Treaty of Versailles, which ended WWI, Germany renounced all her rights over her overseas possessions. On 10 July 1919 a Franco-British Declaration determined the frontiers following the Allies' initial division in early 1916 of Kamerun into respective spheres of administration. On this basis they subsequently made recommendation to the League of Nations for separate Mandates to be conferred to Britain and France respectively for the governance of the territory they each occupied. The League duly ratified both occupations and confirmed the Mandates on 20 July 1922 - thus the formal demise of German Kamerun.

It is now to be noted from the January and February 2015 issues of *Gibbons Stamp Monthly* that the anomaly has at last been rectified though only partially. The British Occupation issue, the CEF overprints of July 1915 has been relisted in the 2014 Eleventh Edition of the Gibbons Part 7 Germany & Colonies catalogue. The French Occupation issue of November 1915 - stamps of French Gabon overprinted Corps Expeditionnaire/Franco-Anglais/Cameroun - is not, however, mentioned and seemingly remains as a colonial listing under French Cameroun. So, too, are the two further subsequent French Occupation issues of 1916, being overprinted on stamps of French Middle Congo. Perhaps a pertinent relisting by catalogue editors concerned would be a pedantic stretch too far for the present!



## Nigeria - Kaduna Junction Parcel Cancel

**John Cooper**



Although not a great cancellation, I'm sure that this Nigeria Silver Jubilee 1/- value is of KADUNA JUNCTION in two lines, not previously recorded as far as I know.

# Gold Coast QV Three Pence 'R' Variety

Richard Lewis

This variety was first reported in *Cameo* 92 (Ref. 1) with feedback in *Cameo* 94 (Ref. 2). The same stamp is illustrated alongside for easy reference.

It was brought to the attention of Hugh Jefferies, the SG Catalogue Editor, and was illustrated and described in the September issue of *Gibbons Stamp Monthly* (Ref. 3).

With the approval of Hugh and the editor of *GSM*, Dean Shepherd, the article is reproduced below.

## References

- 1 Davis Robin, "Gold Coast QV Three Pence Damaged 'R'", *Cameo*, Volume 15 p82, WASC, June 2014
- 2 Lewis Richard, "Gold Coast QV Three Pence Damaged 'R'", (Letter to Editor), *Cameo*, Volume 16 p3, WASC, January 2015
- 3 Jefferies Hugh, "Catalogue Column, Pure Gold", *Gibbons Stamp Monthly*, Volume 46 p122, Stanley Gibbons Ltd., September 2015



## Catalogue Column Pure Gold

Once in a while a variety comes along which really captures my imagination and this 1884-91 Gold Coast 3d (SG 15a) provided by Richard Lewis is a fine example.

As the illustration shows, the 'R' in 'THREE' looks rather like a 'P' in a larger, bolder font with a 'tail' attached to create the 'R'. To ensure that the variety was genuine and not a case of someone messing around with a 'normal', Mr. Lewis submitted it to the BPA and it came back with a good certificate.

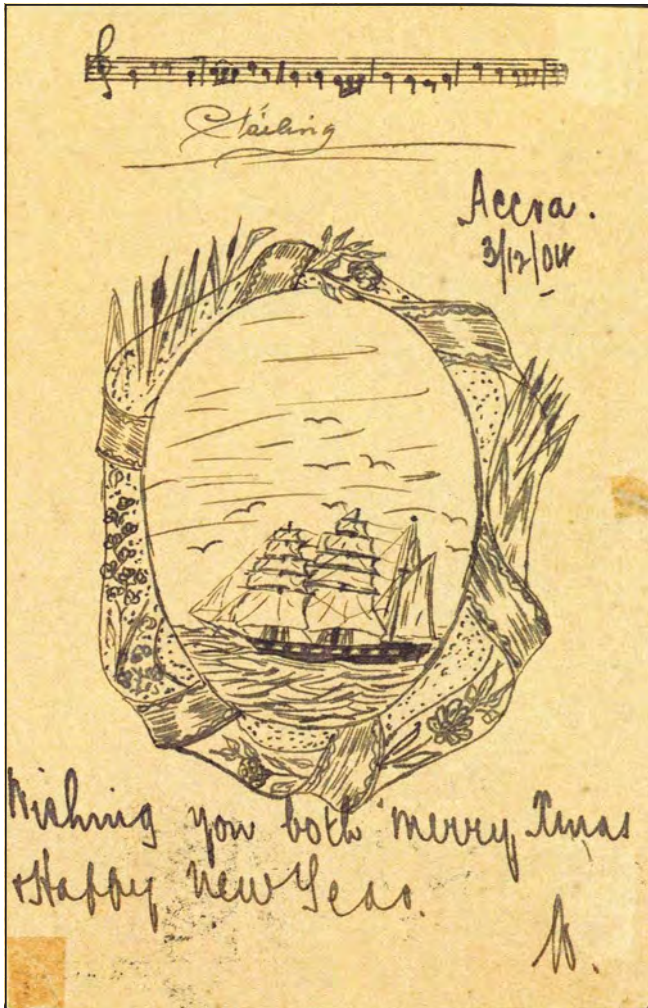
So what else can we find out about it? By pure good luck there is a second variety on this stamp, consisting of a break at the bottom left of the box around 'COAST' and a small nick in the triangle alongside it.

Now, when Stanley Gibbons sold the 'Ashanti' collection of Gold Coast back in January 1991, there was a small section in the sale catalogue showing the minor plate flaws which the owner had identified on the Queen Victoria head stamps, and the break and nick on Richard Lewis's stamp are identified as being from 'Position 58' (R10/4) of one of the two panes in the plate. The note in the sale catalogue also explains that although the head plate consisted of two panes of 60, the duty plate (printing the value) was of one pane of 60, so the same duty plate was used on both halves of the head plate.

There were two 3d. values identified as being from 'Position 58' in the sale, but unfortunately neither was illustrated in the catalogue, so we do not know whether they had the 'Deformed R' although it seems unlikely that 'Ashanti' would not have noticed it.

So, the question is do you have an 1884-91 Gold Coast 3d with the R10/4 'break in frame and nick in triangle' and, if so, what does the 'R' of 'THREE' look like? -I would love to hear from you either way.





## Gold Coast, Christmas 1904

Jeremy Martin FRPSL

This drawing was found on the reverse of a Gold Coast 1d Edward VII postal stationery card.

Although headed 'Accra 3/12/03' it has been datestamped at Winneba on 2 December (sic) and Accra the next day.



## Gold Coast - New WWII Censor Discovery

Jeremy Martin FRPSL

Robert Nelson sent me this example (Fig. 1) of a Type L3 label (Ref. 1) but instead of a handstamp boxed number, 334 has been added in manuscript.

The censor number 334 was used on label Type L4AB. I have classified the new discovery as Type L3A. The cover is datestamped 20 November 1944.

### Reference

- 1 Martin J.J., Walton F.L., and Harris R.H.J., *West African Censorship*, third edition, pp61-62, WASC, Princes Risborough 2014



**Figure 1**  
Type L3A  
label, as  
described  
above - note  
334 in m/s

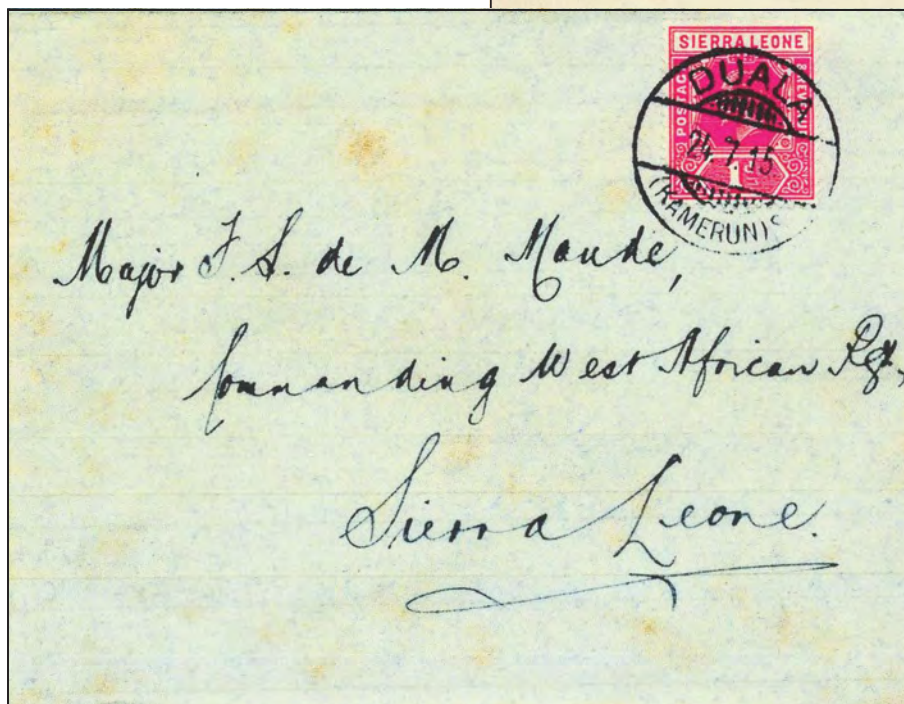
# A Review of Quirky Frankings on Mail from Duala, Occupied Cameroon, in WWI

Bob Maddocks

Since the publication of my book *The Postal Arrangements of the Anglo-French Cameroons Expeditionary Force 1914-1916* (Ref. 1) two aspects of the postal services ostensibly provided by the CEF Post Office, Duala have remained open to further research. The first was the sale of stamps for postage and the second the registration of mail. The former is now here addressed albeit with certain conjecture on my part which, of course, is in turn open to further informed discussion.

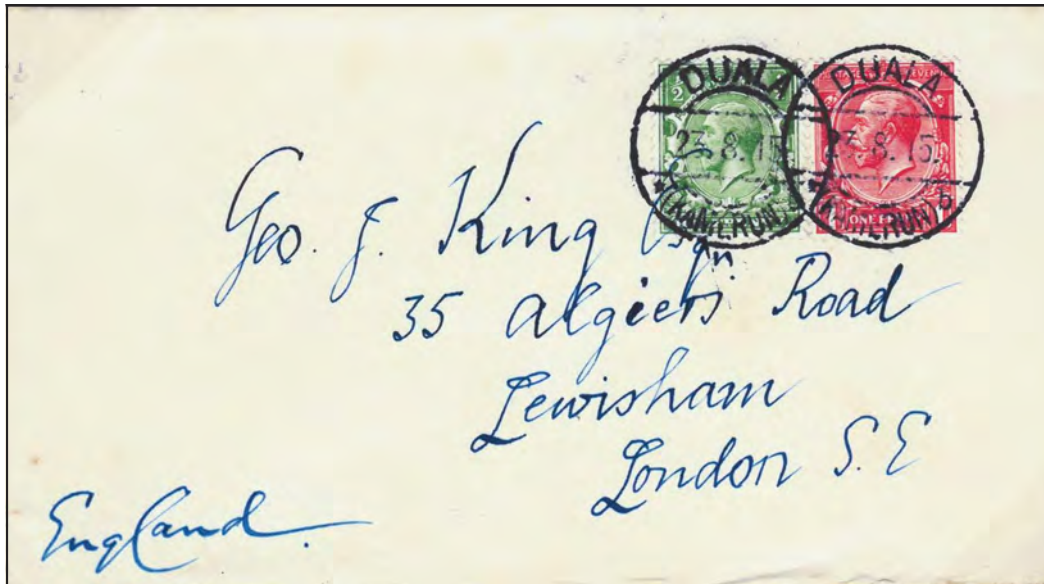
Illustrated hereunder in date order of mailing are five covers each bearing unusual irregular frankings. They were sent via the CEF Post Office, Duala during the British Administration in 1915 and 1916 eschewing the use of the CEF overprinted postage stamps (Figs 1-5).

**Figure 1 (right)**  
23 February 1915 cover to UK,  
Southern Nigerian stamps



**Figure 2 (left)**  
24 July 1915 cover  
to Sierra Leone,  
Sierra Leone 1d stamp

Figure 1:	Southern Nigeria	½d x 2	23.2.15	Duala a
Figure 2:	Sierra Leone	1d	24.7.15	Duala a
Figure 3:	Great Britain	½d + 1d	23.8.15	Duala b
Figure 4:	Great Britain	1d	4.1.16	Duala b
Figure 5:	Nigeria	2½d	6.2.16	Duala b



**Figure 3**  
23 August 1915 cover to George King, London  
Great Britain stamps

It is to be seen that they were franked not with the then prescribed German Kamerun stamps overprinted CEF and with sterling values, but with either contemporary British or British Colonial West African stamps. Such irregular frankings are not common. Seemingly, prima facie, they caused no particular concern to the CEF postal staff as no surcharge was raised by them or indeed by the sorting offices in the country of destination.

These alien stamps, however, had not been obtainable from the CEF Post Office but by whatever private means at their disposal by the expatriate and native traders in Duala with likely overseas contacts, particularly with Nigeria. The latter was the principal on-going military and civil logistical supporter of the Expeditionary Force. Interestingly, the cover shown in Figure 3 has indications through the addressee's name that it may have originated as a self-addressed and pre-stamped enclosure sent to Duala for prepaid reply purposes.

But to arrive at an overall explanation, albeit conjectured, it is necessary to begin at the beginning from when the CEF opened a Field Post Office in Duala on 3 October 1914 just to serve Force members. Their mail went free-frank, a concession announced by the Allied Commander in a General Routine Order (GRO) of that date. On posting, the covers inscribed as directed 'On Active Service. No Stamps Available' were struck with one or other of the three captured German Duala postal date stamps to authenticate their origin. Mails from the non-combatant residents of Duala were not provided for in these initial postal arrangements.

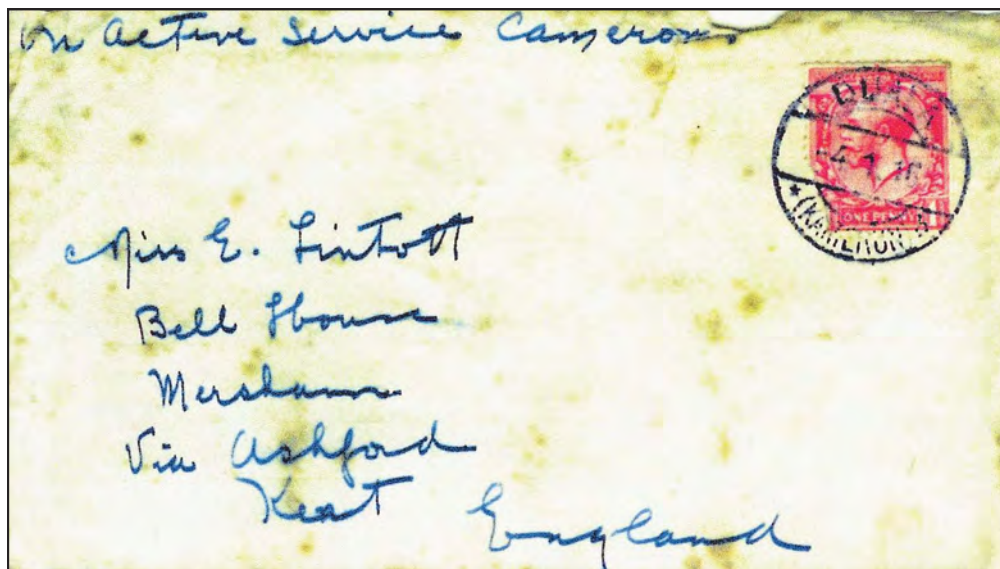
When the CEF overprinted stamps of Kamerun, after several delays, eventually went on sale on 12 July 1915 they were primarily not required for franking of troops' mail. They were to be sold to past and serving members of the Force but only in limited numbers of complete sets to each applicant in writing as Campaign souvenirs as always was the official intention. Funds raised therefrom went not to the Post Office but to the accounts of the Allied Civil Administration.

Provisions had, nonetheless, been made earlier on 1 June 1915 by GRO No. 259 for members of the public also to buy sets of stamps up to the value of £5 in all. The same Order somewhat confusingly went on to

provide also for the sale of stamps to local residents for postal purposes. It even set out the letter tariff to be applied. This was the same as then in force between British and French West African colonies and their respective home countries. To England, this was 1d per 1 ounce or part thereof. But the Order also stipulated that stamps for the franking of their letters could only be bought for cash at the Post Office counter. There, they had then to be affixed to the envelope being mailed and cancelled thereon by the postal clerk; they could not be brought away by the purchaser/sender.

Yet certain denial of this official licence to make the CEF stamps available to the public for postage seems to have occurred in practice when the stamps, after delays, duly went on sale on 12 July 1915. This could only have been at the behest of the Director of P&T himself though no official rescinding or postponement of the earlier General Routine Orders has been found in the Campaign's archives. It is believed that priority was given to making-up complete sets of mint stamps for the military personnel. This would have been an added burden on an already overworked postal service.

Very few CEF stamps are to be found subsequently used on contemporary public/commercial mail during the Occupation of Duala by the British. This was notwithstanding there being no known shortage in the availability of the ½d and 1d overprinted values in particular.



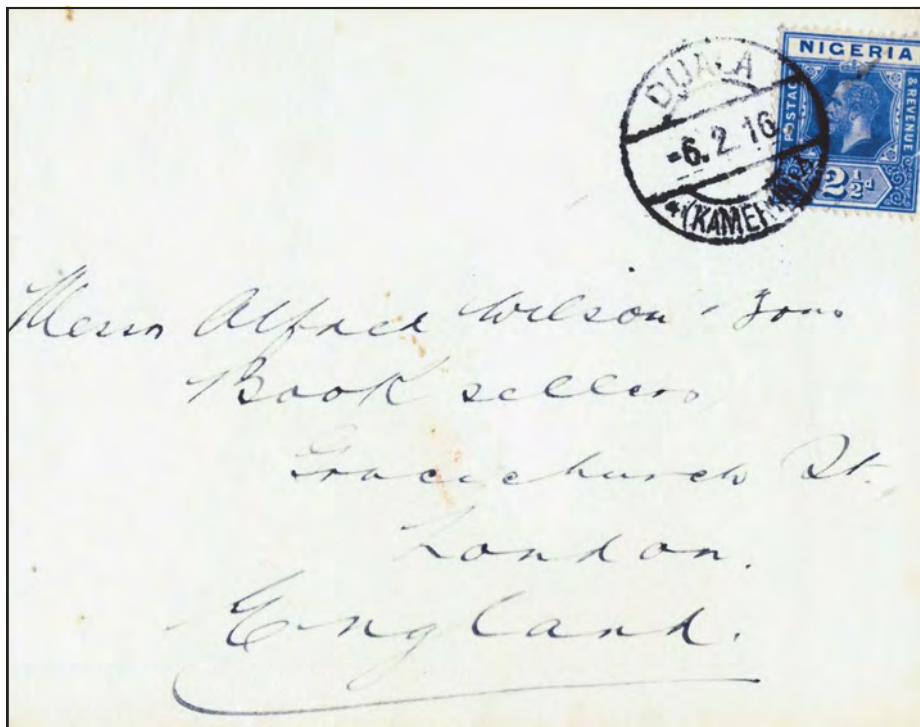
**Figure 4**

4 January 1916 cover to Kent, UK  
Great Britain 1d stamp

Reverting to restrictions on stamp sales, the first indication is seen from GRO No. 406 of 27 October 1915 when it was announced that as from 1 November 1915 inclusive, postage stamps were also now on sale at the Post Office. This was followed by confirmation by the Allied Commander, General Dobell in a letter dated 10 January 1916 to the Colonial Office, London that he had indeed caused all restrictions (not detailed) applying to the sale of CEF overprinted stamps to be withdrawn that previous November. This was in response to complaints by a London business firm whose commercial mail received unfranked from Cameroon had been surcharged by the British GPO. (Ref. 1 pp 123-126). But, so far, there is no evidence to confirm that stamps were indeed ever released for regular sale to the public at the Duala PO counter. This is, as anon, probably because the Director of P&T just did not have the requisite trained staff to upgrade an already overworked and understaffed Field Post Office into a fully functioning post office to serve the public at large.

Some months earlier in a military Situation Report dated 15 January 1915 the then Chief Engineer and Director of Army Signals, having responsibility for Posts and Telegraphs, had written '....the postal staff consisted of one postmaster (sic) who was working in difficult circumstances having to deal with large quantities of Force mail both inward and outward.'

He continued 'There was no registering of letters, nor issue of and accounting for stamps and money orders, nor acceptance of parcels have taken place. To attempt such work with the present staff would be impossible.' Following this, on 26 January 1915 General Dobell made detailed recommendations to the Governor of Nigeria, Sir Frederick Lugard, for trained staff needed to create a fully functioning post office in Duala. These were not accepted; Nigeria could not release further personnel without serious adverse effect on that country's own postal and telegraph services.



**Figure 5**  
5 February 1916 cover to London  
Nigeria 2½d stamp

There the question of postal facilities for the public appears to have rested in abeyance for the remainder of the Campaign. After all there was the more serious matter of an ongoing war to be pursued. At the end of the Campaign on 7 March 1916 Major F.L.N. Giles, Director of Army Signals was to briefly confirm in an end of Operations Report that 'no special provision was made for a postal staff.'

It can only be concluded therefore that in the circumstances the Field Post Office remained a basic facility to serve the troops alone. The Director of Posts and Telegraphs had found it impossible/impracticable to implement Routine Orders concerning the sale of stamps to the public for postal purposes. Moreover, whatever staff he already had, military and civil, were seconded from Nigeria but they were notably telegraph NOT postal trained. There was no special provision for a postal staff and the postmaster designation was somewhat misleading. The postmaster was in effect an African clerk, who had to be assisted by off-duty army officers and NCOs in the ongoing handling of large numbers of inward and outward mail bags. Normal accounting stationery had not been provided to allow for such as maintaining records of daily cash transactions and control of stamp stocks. Also two currencies would have had to be accounted for. The German mark was still the country's legal tender and used by the public whilst British West Africa silver coinage was used by the Expeditionary Force. It had been brought in by the British on impress from Nigeria. An official exchange rate between the two was fixed on 24 April 1915 at the rate of 1/- for 1 mark and a third of a mark. From August 1915 the French franc also became legal tender.

The public were left in a limbo as to how their mail could be routinely despatched overseas, even with the tacit use of the CEF postal service. They were not entitled to the military's free frank concession yet had no means of prepaying the necessary postage in either marks or sterling.

Without franking, their letters, even when clearly inscribed ‘Stamps Not Procurable’, were generally surcharged. But not in Duala, rather by the post office at the overseas port where the carrying vessel discharged its Cameroon mail bags. This gave rise as earlier mentioned to protests by certain of the addressees involved.

How the improvised franking here discussed first came about is unknown. Some of the individual frustrated residents in Duala seemingly sought to avoid their mail being surcharged by franking it at the appropriate rate with current British and/or British West Africa colonial postage stamps with sterling values however obtained by private means (see Figures 1-5). Though such frankings were surely irregular, they were acceptable to or overlooked by the CEF PO as it accordingly postally datestamped them without comment. More noticeably the covers were not subsequently surcharged by the post office at the overseas port where the mail was landed for sorting and onforwarding.

But nothing is ever straight forward, it would seem, where the CEF postal arrangements are concerned. For now thrown into the confusion is a previously overlooked additional comment noted included in the aforementioned end of Campaign Report by Major F.L.N. Giles dated 7 March 16. Under ‘Stamps’ he wrote as follows: ‘The annual supply of German stamps for Cameroons (sic) had been captured in *Professor Woermann* and taken to Sierra Leone. They were surcharged and on issue at Duala Post Office from 1st Nov. 1915. A further supply, not surcharged, was afterwards obtained from Nigeria.’ This was the first ever and only mention of such a source - General Routine Orders were silent.

Presumably these could only have been Nigerian stamps. But obtained when exactly and by whom; also by what authority and how were sales in Duala officially accounted for? A private venture? The CEF Post Office was not part of the Nigerian Posts and Telegraphs Service.



**Figure 6**  
Part front of cover with 11 Nigeria stamps totalling 1/-  
cancelled Duala (Kamerun) b of 22 March 1916

These are questions likely now to remain unanswered as this illustration (Fig. 6) of the remaining part of a front of a commercial cover bearing no less than eleven George V Nigerian stamps duly postmarked ‘Duala (Kamerun) b 22.3.16’ tantalisingly suggests. What a tangled web the CEF Posts and Telegraphs Section has unwittingly woven, leaving postal historians to long believe erroneously that its Field Post Office was ever upgraded to provide a full postal service per se.

There is one puzzling aspect to this narrative which continues to intrigue. From the foregoing it is to be seen that there is a certain contradiction of facts as to when the CEF stamps first went on sale for postage purposes. In their respective accounts both General Dobell and Major Giles individually gave the date as 1 November 1915, without elaboration.

Confirmation however, can be found in GRO No. 407 of 27 October 2015 which briefly informs ‘...as from November 1st inclusive postage stamps are also on sale’. Oddly, however, for whatever reason neither mentioned the fact that, as announced in several earlier GROs the initial sale of stamps was some three months previously, in July 1915.

The first of these was GRO No. 259 of 1 June 1915 which announced that the sale of stamps for postal use would commence on 21 June 1915. Then followed GRO No. 296 of 8 July which deferred sales to 9 July 1915. However, according to a note dated 13 July 1915 found by me written on the envelope containing four sets of stamps gifted by the Allied Commander, General Dobell to H.M. The King, the stamps had actually been placed on sale at Duala Post Office the previous day, 12 July 1915. H.G. Porter (Ref. 2) gave this date as the earliest recorded usage - probably by favour?

Why therefore was there this three months discrepancy between the mentioned dates of issue and at no less the instance of such highly placed officials involved? Perhaps after the initial preparations in July the sales were countermanded /ignored at operational level as being quite impracticable to implement because of the shortage of trained postal staff. But the situation remained for the duration of the Campaign.

Very few covers mailed by the public have been recorded franked with CEF stamps however sourced. Perhaps if not directly from the Post Office counter per se, they may have come from individuals breaking up the sets they may have originally required for souvenir purposes - reversion to conjecture!

In a future article I will discuss the equally enigmatic questions of CEF registration of mail.

#### References

- 1 Maddocks R.J., *The Postal Arrangements of the Anglo-French Cameroons Expeditionary Force 1914-1916*, Author, Oswestry 1996
- 2 Porter H.G., “The Cameroons”, *The Philatelist*, extended series of articles published 1956-57



## Barcelona Olympics 1992 – Two Nigerian discoveries

Ray Harris



Figure 1 1992 set for Barcelona Olympics (1st issue)

I realised recently that this set of stamps (SG 619-622, shown in Figure 1), which was originally recorded as having a NIGERIA watermark, had been changed. In both editions of the West Africa catalogue SG 619-621 are listed in both watermark and non-watermark versions, with the watermark versions now having ‘a’ numbers. I found in my album that when I had mounted these stamps long ago I had written against the ₦1 ‘watermark hard to see’. Of course, I see now that this was true – it doesn’t have one! But I recognised that whatever stamps I did have in the album, it was probably only half of the total set.

When I took the pages out to work on, I soon noticed that some of the mint stamps and plate blocks were curling up, while some stayed flat. Into detective mode, I found the curling ones, including the miniature sheets I have, all have watermarks – and, yes, the flat ones don't!

Fortunately I've a fair number of used duplicates, and a few mint. The outcome of my day's work was a note of other differences in the paper used, and interesting data, probably statistically unreliable but the best I can offer, of relative proportions of the two versions of each stamp. This includes the fact that the ₦2 does have a non-watermark version (my first discovery). The papers are otherwise distinguished by the following. In the used copies the unwatermarked paper is about 0.06 mm thick, and is reflective under UV light; the watermarked paper is about 0.07 mm thick, visibly rather less white, and non-reflective under UV light. From my total holding of these stamps, used copies, the data are:

	non-watermark		watermark	
50k	SG619	15	SG619a	1
₦1	SG620	11	SG620a	3
₦1.50k	SG621	5	SG621a	4
₦2	SG -	3	SG622	5

The second discovery is more surprising. One of my copies of the ₦1.50k has the watermark sideways, i.e. parallel to the short side of the stamp (Fig.). This is the only stamp of all issues with the NIGERIA watermark on which I've known this to occur.



**Figure 2**  
₦1.50k value with normal watermark (left) and sideways (right)

The local printers never appear to worry about paper direction, judging by proportions of normal and inverted watermarks on their stamps, and they have been known to print on the gummed side (SG395a). If it was easy to put the sheet in the printing press sideways, I'm sure it would occur more often.



## The Air Mail Envelope that Never Was

Ray Harris

The British Library philatelic section, under Nigeria, holds a bromide of a circular design, 1/3d value, with the Queen's head in the centre (Figure 1). It was approved for use on 3 June 1959. Martin & Powell record its purpose as 'unknown' (Ref. 1).

While browsing through the Crown Agents books, held at the British Library on microfilm, I came across an item in CM/PHIL/459: 'Embossed airmail envelope – 1 sketch, 1 stereo: destroyed 29/11/61'. Presumably that was the purpose of the unknown item.



**Figure 1**  
Design for an unissued air mail envelope

### Reference

- 1 Martin J.J. & Powell J.M., *West Africa in the British Library Philatelic Collections*, p73, WASC 2010

# The 'R' Stamp of Northern Nigeria

Dr Simon Heap

In 1992 Ince and Sacher noted that John Barefoot's *British Commonwealth Revenue Stamps* records the existence of a mint 2s 6d from the first Edward VII issue of 1902 "with a violet 'R' surcharge. No other example has been noted" (Ref. 1) By the time we get to the most recent edition of the Barefoot publication, the eighth issued in 2008, the wording had changed: "A 2/6 is reported with 'R' overprint, but this is believed to be a private or bogus overprint" (Ref. 2).

Here is a little more background to this mysterious stamp; it was neither private nor bogus.

In March 1906, Northern Nigeria High Commissioner Frederick Lugard sent an interesting package to the Colonial Office in London; 50 sheets of 2s 6d stamps (face value of £750) surcharged with the letter 'R' for Revenue.



**Figure 1 (above)**  
The 2s 6d stamp with suggested 'R' overprint

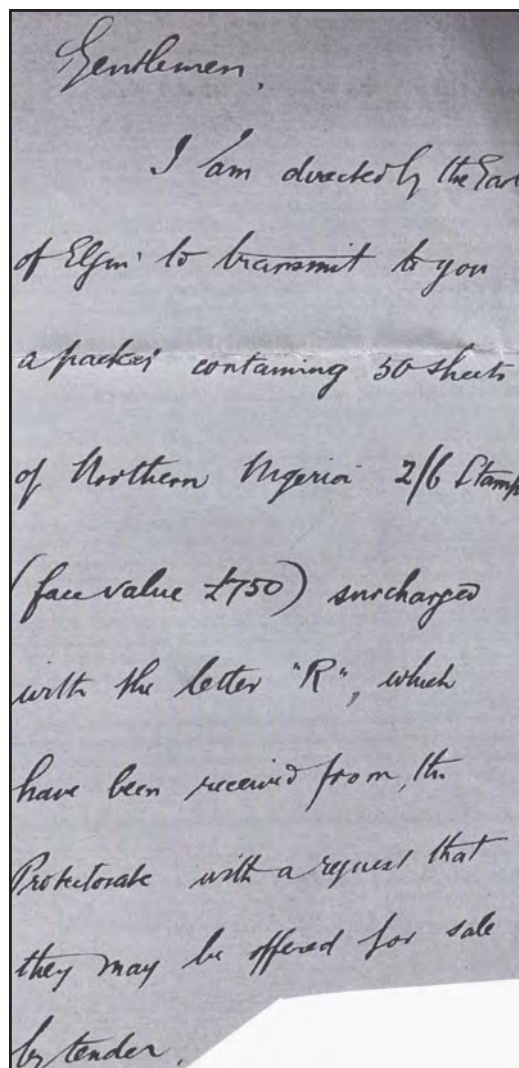
Lugard suggested they be offered for sale by tender by the Crown Agents. He added that, "no surcharge stamps have ever been issued by this Government and the system of having special official stamps has never obtained. These 50 sheets were surcharged a year or two ago for revenue purpose but not have ever been issued" (Ref. 3). Of course, by 1906, the £25 Revenue stamp for liquor licences and the like had been already in existence for two years – I suppose attaching 200 of these overprinted 2s 6d stamps instead of a single £25 stamp would have been difficult!

The Colonial Office did indeed forward the sheets to the Crown Agents in April 1906, seeking their disposal by tender and that the stamps "should not be disposed of for less than their face value" (Ref. 4).

Then the trail goes cold. I suppose the extreme difficulty for any dealer to buy £750 of stamps, which had never actually been issued, and sell them to collectors would have been insurmountable. Nonetheless, I wonder what happened to them?

## References

- 1 Ince J.F. and Sacher J., *The Postal Services of the British Nigeria Region Prior to 1914*, p299, RPSL, London 1992
- 2 Barefoot J., *British Commonwealth Revenues*, 8th edition, p284, J. Barefoot Ltd., York 2008
- 3 National Archives (NA), Colonial Office (CO) 446/53, Lugard to CO, 1 March 1906
- 4 NA, CO 446/53, Draft letter by R.L. Antrobus, CO, to Crown Agents, 17 April 1906



**Figure 2 (right)**  
Part of draft letter from CO to Crown Agents, 17 April 1906

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### NIGER COAST

14th August 1892 cover to Derby bearing oil Rivers 2½d cancelled by "Oil Rivers Protectorate Brass" oval (SGZ1) recorded in use for just one month. A very rare cover ex Sacher collection.



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<b>GOLD COAST.</b> 1884 2d grey bisected and tied to piece by ELMINA c.d.s. '30 AU 86'. SG 13c. £350	<b>TOGO.</b> 1915 ½d green with 'CUPATION' error (Pos# 33). Very fine used with '29 10 15' c.d.s. Rare used. SG H34e. £450
<b>LAGOS.</b> 1879 (Crown CC : Perf 14) 1/- orange. Very fine mint. Exceptionally fresh. BPA Cert. SG 16. £750	<b>TOGO.</b> 1915 20/- with 'CCUPATION' error. Very fine mint. Characteristic excised perfs. Rare. SG H46f. £450
<b>LAGOS.</b> 1886 set of three overprinted 'SPECIMEN'. Very fine mint. Superb set. SG 27s/29s. £300	<b>TOGO.</b> 1920 1/- black/emerald green (emerald back). Very fine used and extremely scarce thus. SG H57a. £700

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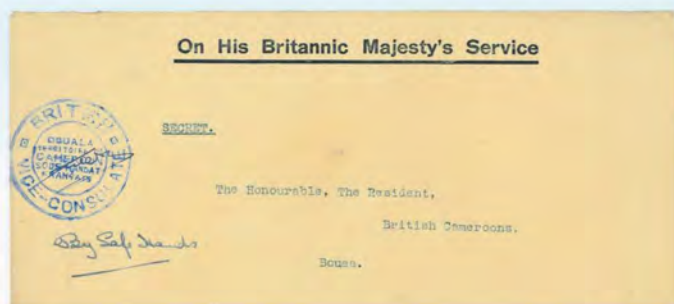
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