

CAMEO



The Journal of the West Africa Study Circle



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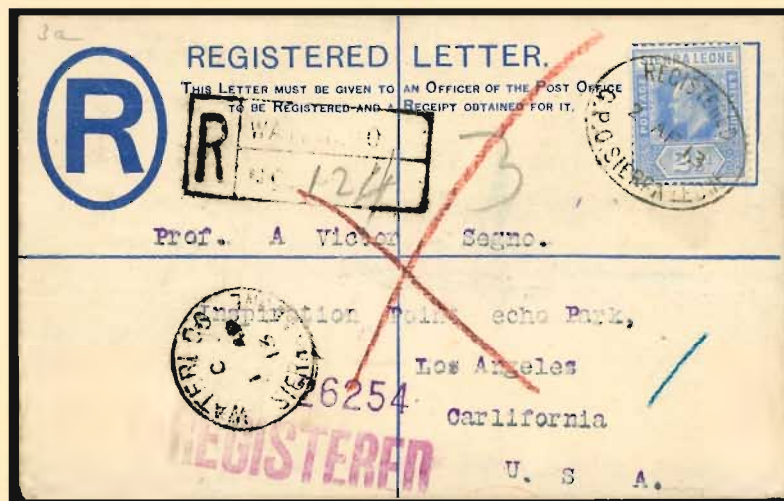


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Front Cover

This cover was sent from Kailahun, date unclear, via
Freetown 18 April 1948 to Switzerland.
It has a red manuscript "AR" and red registration lines.
*Ed - AR denotes use of the Advice of Receipt service;
does the use of red lines instead of blue also denote that?*

The new edition of *The Postmarks of Sierra Leone 1854-1961*
(see book review on page 4), p121, only records AR cachets,
not manuscript markings.

Editorial

Some members may have noticed that *Cameo* whole number 100 should be published in January 2017. The committee has agreed that we can fund a specially enlarged issue of *Cameo* (available in print form to electronic subscribers too, if wanted) if our members can provide enough suitable content during the coming 12 months. What we have in mind is to try to publish a number of longer articles covering each of the Study Circle's core territories and also to highlight members' current research projects. Over to you!

At our 2015 Conference we inaugurated a biennial editors' prize for the best contributions to *Cameo* in the last two years, which we were pleased to be able to deliver to Marty Bratzel in person at the dinner on Saturday; awarded for his series of articles about plating the 1961 Cameroun Sterling surcharge stamps. Hearty congratulations: it is well-deserved.

Finally, whilst at that conference, we discussed the future recording and use of members' documentary archives; in particular those from Michael Ensor, Jack Ince and Bob Maddocks. The WASC library is little-used these days so that is not necessarily the best place for members to be able to make use of them. The three archives are now being held in safe storage but we think it will be preferable to make them more readily accessible by scanning all original material onto the WASC website, although that will entail a lot of work for somebody! Scanning their archives of articles published in books and journals may be more problematic because of copyright. Ideas and thoughts will be welcome.

The next issue will be edited by Rob, datelined June 2016, and the copy deadline is 31 May



Rob May

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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.

Scope

The West Africa Study Circle studies the postage stamps and postal history of The Gambia, Gold Coast/Ghana, the Nigerias, Sierra Leone, Camerouns & 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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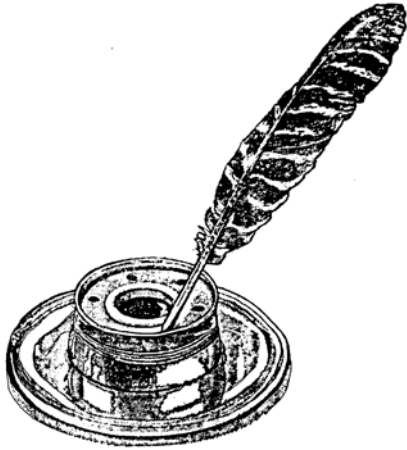
From 2016, until further notice, a subscription of £10 per annum will provide all members with an electronic copy of *Cameo* via the WASC website three times a year. Alternatively members can choose to receive a printed copy of *Cameo* by post for £20 per annum. The cost of postage to overseas members unfortunately means that those who prefer to receive *Cameo* in print format will need to pay WASC a further charge of £7.50 to Europe or £12.50 to the rest of the world. There is no entry fee. The subscription term is for calendar years.

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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

Spanish Equatorial Africa 1887-1906

Dear Rob,

I sent a copy of my article *French Postal Activity in Spanish Equatorial Africa 1887-1906* (Cameo 92, June 2014, pp 71-77) to Wolfgang Strobel in Bonn, without whose help the article would not have been written, and he has kindly drawn my attention to a misinterpretation of one of my French sources.

At the beginning of the first new paragraph on page 73 I note the rules relating to the opening of correspondence, which I took to mean undeliverable items. Mr Strobel has pointed out that is actually means the opening of sealed mail bags, which I have to admit is much more likely.

So "the opening of correspondence (undeliverable items presumably)" should be changed to "the opening of arriving mail bags ('dépêches postales')". Readers may like to amend their copies of page 73 accordingly.

Bill Mitchell
Cheam, London



Nigeria - Barcelona Olympics 1992

Massimo Galvani has pointed out that my article in Cameo, Oct 2015, page 176 *Barcelona Olympics 1992 - two new discoveries* includes only one discovery. The sideways watermark on the ₦1.50k value comes from the miniature sheet, all of which were printed with watermark sideways.

Ray Harris
Swanley, Kent

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

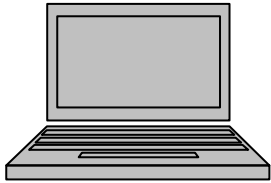
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- Sierra Leone post 1961 – Peter Rolfe
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Southern Cameroons 2d slate-blue type A, SG T4a

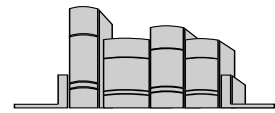
Rob May

The Murray Payne postal auction which closes on 26 January 2016 includes a complete horizontal un-mounted mint strip of six of this stamp with both selvages, estimated at £3500. Some years ago I reported the existence of this stamp to Stanley Gibbons when I found a used example with the "extra man" flaw that is only found on type A. A late member of WASC, R. M. Adams, then brought a corner block of six from Australia to the UK. It was granted a BPA expert certificate (no.47358) on 31 March 1997 then split into six singles for sale. In the 18 years since then, no further mint examples have come to my attention, until now. The Murray Payne strip also now has a BPA certificate and may well be, as the catalogue says, "the sole remaining multiple of this stamp." It will be interesting to see whether it will also be broken up.




Sources

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



For all WASC book orders and payments please contact the Treasurer (address on contents page). Authors will distribute their own new publications to members, whilst distribution of purchases from older stock is arranged via the Treasurer.


 *The Postmarks of Sierra Leone 1854 – 1961* 2nd edition by Frank Walton, RDP., FRPSL., Philip Quirk, Michael Hamilton and David Horry FRPSL., published by The West Africa Study Circle 2015, card-covers, 140 pages, colour illustrations, ISBN 978-1-905647-16-3. Price £27 plus P&P £4.40 UK, £8 Europe, £8 elsewhere surface or £14.50 airmail. Reviewed by John Hossack

This is the second edition of the title first published in 1990. This vastly improved version has been achieved, at least in part, by taking full advantage of advances in technology since then. The work is especially enhanced by the use of digital images, all in colour, of most of the known postmarks on stamps, as well as a number on cover.

The first part deals with general descriptions of postmarks, which are classified by the 'Topaz Universal System', then details about the book's layout. A brief history of the post offices and postal agencies is followed by a brave attempt to allocate a value to each postmark based on estimated populations. This particular bit is acknowledged to be difficult and will certainly provide food for thought.

The main body of the book is given to the postmarks up to 1961. This has been considerably expanded from earlier, with new types and updated ranges of recorded dates. Sections feature, among others, towns and villages, travelling post offices, paquebots, the army and instructional marks. Next are high quality digital images of maps, also in colour, showing the post offices. There is, in addition, an index of these.

This project has involved a great deal of painstaking research, generating a huge amount of detailed information. The result will be invaluable to any philatelist with an interest in Sierra Leone or in postmarks anywhere. I am delighted to recommend it accordingly.

 *Aerogrammes of Nigeria 1948 to 2000* by Ray Harris, based on original work by Graeme Murray; 72 page monograph, fully illustrated in colour; to be published February 2016 by WASC, card covers, colour illustrations, ISBN 978-1-905647-18-7, price £16.50 plus P&P; pre-publication price £11 plus P&P.

In late 1948 stamp imprinted air letters were introduced in Nigeria for overseas mail, followed in 1949 by domestic air letters. The aerogrammes were redesigned from time to time to keep up with changing airmail rates and new designs of definitive stamps until the mid-1990s. In the early 1990s postage rate went up more quickly than aerogrammes were issued, so there are several types of surcharge. As much as possible of what is known about Nigerian aerogrammes is included in this monograph, including some varieties and plate variations not previously listed, and notes of the known specimens and proofs. Detailed measurements are provided in an appendix, and all items are illustrated. Scarcity is recorded based on the experience of the author and other WASC members.

Access to the internet?

**Then visit the West Africa Study Circle Web Site at: <http://www.wasc.org.uk>
Webmaster is Ray Harris - contact: harris6@which.net**

**There are now direct links to our advertisers and other websites
Other recent additions include documents by WASC members including information on
Air Routes and Nigerian Postmarks, with extra material frequently added**

Ascension Postmasters and Postmistresses 1922 to 1972

Wilf Vevers FRPSL

By going through the monthly returns between the Ascension and St Helena Post Offices and the Government Gazettes, it has been possible to arrive at a listing of these officials. In some cases the signatures are not clear and the names are my best interpretation.

<u>Date commenced</u>	<u>Name</u>	<u>Date ceased</u>	
29.10.1922	W. A. Drew	16.08.1925	
17.08.1925	H.H. Gilbert/L.W. Shaw	09.1925	
10.1925	A. Noble	31.03.1926	
01.04.1926	C. Wray	01.1927	
02.1927	?	28.02.1927	
01.03.1927	J.S.M. Biggs	31.08.1927	
01.09.1927	A.L. Spalding	30.06.1928	
01.07.1928	N.T. Bramble	09.1929	
10.1929	A.S. Roberts	10.1930	
11.1930	N.T. Bramble	02.1932	
03.1932	G. de L. Hawthorne	31.01.1933	
02.1933	?	28.02.1933	
01.03.1933	J.S.M. Biggs	31.05.1933	
01.06.1933	N.T. Bramble	30.11.1934	
01.12.1934	H.W. Tucker	31.08.1935	
01.09.1935	W.D. Donaldson	31.03.1936	
01.04.1936	H.W. Tucker	31.03.1937	
01.04.1937	E.W. Tapscott	31.12.1937	
01.01.1938	H.W. Tucker	31.07.1938	N.T. Bramble Harbour Master
01.08.1938	N.T. Bramble	10.1938	H.W. Tucker Harbour Master
11.1938	H.W. Tucker	08.01.1940	
09.01.1940	E.W. Tapscott	05.10.1941	
06.10.1941	N.T. Bramble	05.1942	
06.1942	H.W. Tucker	07.1942	
08.1942	? The Magistrate		
09.1942	J. Bourdeaux	12.1944	
01.1945	Mary Affisted ?	04.1946	
05.1946	E.W. Tapscott	10.1946	
11.1946	S.E. Tapscott	03.1949	Postmistress
04.1949	E.K. Phipps	09.1949	"
10.1949	S.E. Tapscott	02.1950	"
03.1950	E.W. Tapscott	04.1950	Postmaster
05.1950	S.E. Tapscott	12.1951	Postmistress
01.1952	E.K. Phipps	11.1952	"
12.1952	S.E. Tapscott	03.1953	"
04.1953	E.W. Tapscott	05.1953	Postmaster
06.1953	S.E. Tapscott	05.1955	Postmistress
06.1955	R.A. Faulkner	04.1956	"
05.1956	M.B. Crow	03.1958	"
04.1958	A.J. Vatts ?	09.1958	"
10.1958	Maureen Brooker	11.1959	"
12.1959	H.D. Adcock	01.1961	"
02.1961	D.A. Medcraft	07.1961	T.W. Squire Assistant
08.1961	M.G. Dunne	11.1961	Postmistress
12.1961	S.G. Hartley	31.08.1963	"
01.09.1963	M.G. Dunne	05.1964	"
06.1964	J. Medcraft	14.11.1964	"
15.11.1964	H. George	02.1967?	Assistants:- M. Joshua P. Harris
03.1967	D.A. Constantine	03.1969	
04.1969	P. Harris	09.1969	

10.1969

D. A. Constantine

10.1971?

P. Harris
signing for the P.M.
Acting P.M.

11.1971

P. Harris

01.1972

02.1972

D. A. Constantine

I understand that he continued as Postmaster for some years after this date and was still signing papers in 1980.

In the WASC publication *Ascension Island's Post Office 1922-1924 - Control Transferred to St Helena* by Philip Beale FRPSL it states that W.A. Drew, the E.T.C. Purser, was appointed the first Postmaster. It also advises that in a report dated 28 August 1922 to the Governor of St Helena by the Chief Clerk A. Hands that he had visited Ascension with all the necessary forms and postal orders and had instructed W.A. Drew in the use of the various forms, postal rates and form of general account that would be used between St Helena and Ascension offices.

My thanks to the staff of the St Helena Government Archives and the Museum in Jamestown for all their help and assistance.



Gold Coast WWII Censor OO/542

Jeremy Martin FRPSL



In the West African Censorship book (Ref. 1) we have recorded for censor label type L4B that 542 had not been recorded, although the number had been issued. I have now obtained an example on a cover from Accra dated 11 July 1945, to Switzerland, so the Censorship book may now be updated.

Reference

1. Martin J.J., Walton F.L. & Harris R., *West African Censorship*, p63, 3rd Edition, WASC, Princes Risborough 2015

The last northbound service of the DLH South America - Germany service, August 1939

Barbara Priddy

Since February 1934 DLH had been operating a weekly service between Germany and South America by means of landplanes to Bathurst and flying boats or seaplanes from Bathurst to Natal. From November 1934 this service had accepted mail between Bathurst and Europe. In South America the service from Natal continued to Rio de Janeiro, Buenos Aires and Santiago.

In August 1939 the service was being operated with the Blohm & Voss Ha-139 seaplane D-AJEY '*Nordwind*' and the Dornier Do-26 flying-boat D-AWDS '*Seefalke*' between Natal and Bathurst, and the Heinkel He-111 land-planes D-AQUA '*Breslau*', D-ATYL '*Karlsruhe*' and the Junkers Ju-52/3m landplane D-AMEI '*Fritz von Röth*' on the northbound legs of the route, Bathurst - Las Palmas - Lisbon - Marseille - Frankfurt.

The catapult and refuelling ship '*Ostmark*', which received the aircraft from, and despatched them to, Natal, was stationed in the Gambia River off Bathurst.

By mid-August 1939 it was becoming clear to both British and Germans that they would soon be at war. The last northbound flight to call at Bathurst was flown by *Seefalke*, leaving Natal Friday 18 August at 12.45 and arriving Bathurst the same day at 23.52. The next week's flight, flown by *Nordwind*, left Natal Friday 25 August at 10.47. At 15.45, in mid-Atlantic, she received a radio message that the *Ostmark*, which had despatched the *Seefalke* with the southbound mail at 02.07, had left Bathurst, destination unknown, in order to escape being impounded as enemy property. The *Breslau*, which had brought the southbound mail from Europe, and which would normally have waited to take back to Europe the northbound mail which the *Nordwind* was bringing from South America, had left Bathurst for Las Palmas. The *Nordwind* therefore returned to Natal. On 27 August a further message came that the *Ostmark* was now anchored at Bolama, in neutral Portuguese Guinea. The mail was transferred to the *Seefalke*, which left Natal Sunday 27 August at 17.15, flew the mail Natal - Bolama, refuelled, and continued to Las Palmas, where the mail was transferred to the waiting *Breslau* and flown via Lisbon, Barcelona and Milan to Frankfurt, where it arrived on Tuesday 29 August at 13.26.



Figure 1

The cover in Figure 1 is from this last northbound service, posted in Valparaiso at 11.00 on 22 August to catch the Santiago - Natal service of 23 - 25 August. Unfortunately there are no backstamps to document its arrival date.

Meanwhile, however, mail had been posted in Bathurst in the expectation that it would catch the northbound flight of Thursday 26 August. When it became clear that this flight was not going to take place, and that no more DLH flights were ever going to take place, the Gambian Post Office attempted to transfer this waiting mail to the Air France service from Dakar to Paris. Figure 2 demonstrates the lack of success of this doomed attempt.

Figure 2: front and reverse of a cover from Bathurst to the UK intended for the DLH service but sent to Senegal instead, to try to use the French airmail service.



The 1/- Gambia adhesive, paying the correct all-in rate for a letter under ½ oz by the DLH service, was cancelled at Bathurst on 25 August. The two Senegal adhesives, totalling 7fr, were cancelled at Kaolack on 28 August. 7fr does not correspond to a correct rate from Senegal to UK for either the total charge or the airmail surcharge. The basic postage rate was 2fr 25 per 20g, to which was added the airmail surcharge of 2fr per 5g, making a total of 4fr 25 for a letter under 5g, 6fr 25 for a letter between 5 and 10g, and 8fr 25

for a letter between 10 and 15g. It is not clear where the Senegal adhesives were applied, but I am inclined to think it was in Bathurst, and that 7fr probably represents the best they could do with the stamps they had, for a letter between 5 and 10g. As the adhesives were cancelled in Kaolack, it would appear that the mail was not despatched from Bathurst by ship - probably none was available - to Dakar, but by ferry across the Gambia River and then by road, a direct journey of about 70 miles. Kaolack forwarded it by rail. There is no evidence that it was handled in Dakar, as the next marking is the double-ring Commission B censor cachet of St Louis. It was not in time to catch the Air France flight of 30 August. The next flight was scheduled for 3 September, but was cancelled due to the outbreak of war: the Dakar - Casablanca service was not resumed until mid-September (see below for a full discussion). This cover was then forwarded by ship, reaching the addressee in Thetford on 13 September.

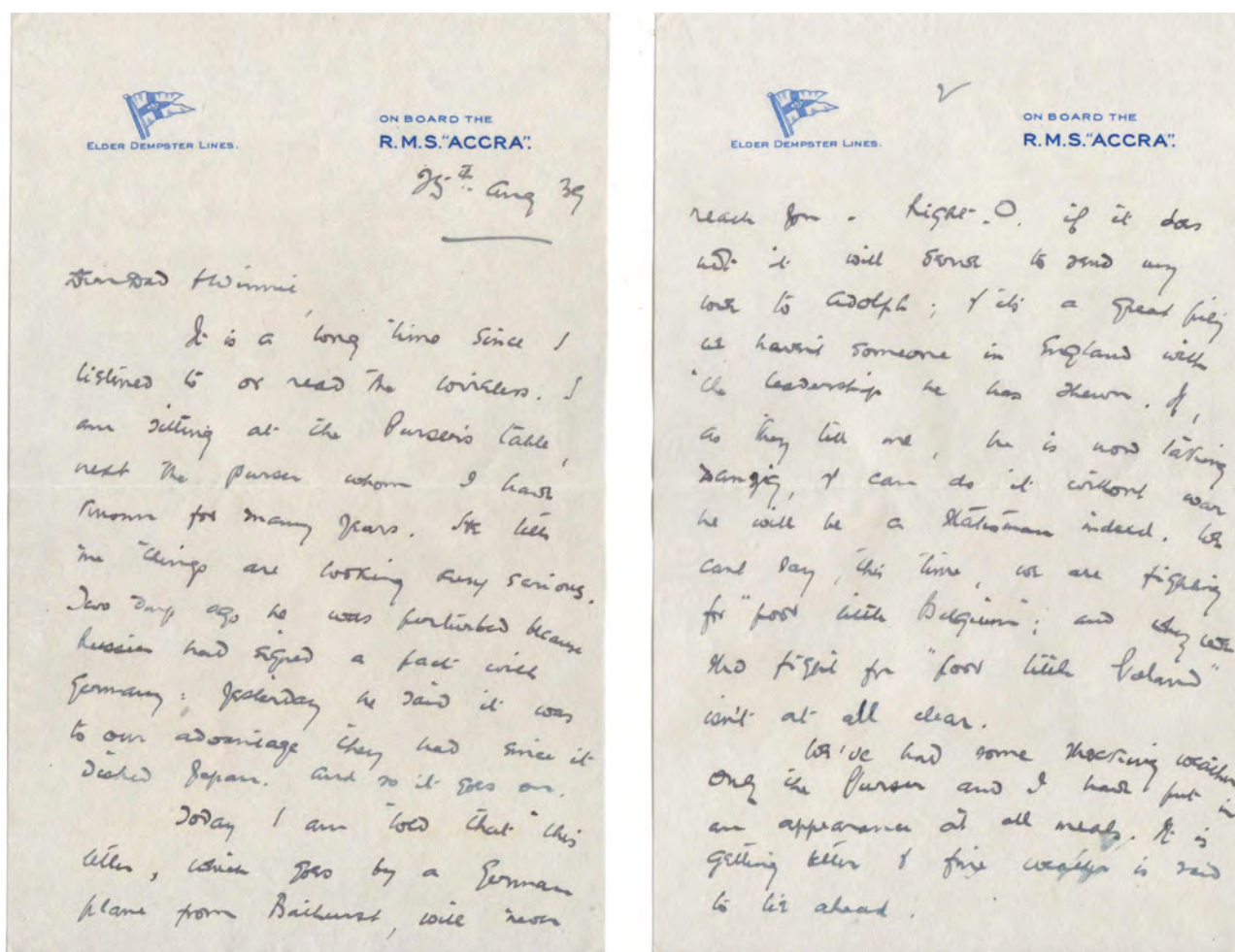


Figure 3a: the first two sheets of the letter enclosed in the cover illustrated at figure 2.

The enclosed letter (Figs 3a and 3b), dated 25th August 1939, and addressed to his family in Thetford, was written on board the Elder Dempster steamer *R.M.S. Accra*, and makes interesting reading:

Dear Dad and Winnie,

It is a long time since I listened to or read the wireless. I am sitting at the Purser's table, next the purser whom I have known for many years. He tells me things are looking very serious. Two days ago he was perturbed because Russia had signed a pact with Germany. Yesterday he said it was to our advantage they had since it dished Japan. And so it goes on.

Today I am "told that" this letter, which goes by a German plane from Bathurst, will never reach you. Right-O if it does not it will serve to send my love to Adolph; & it's a great pity we haven't someone in England with the leadership he has shown, if, as they tell me, he is now taking Danzig & can do it without war he will be a statesman indeed. We can't say this time, we are fighting for "poor little Belgium"; and why we shd fight for "poor little Poland" isn't at all clear.

We've had some shocking weather. Only the Purser and I have put in an appearance at all meals. It is getting better & fine weather is said to be ahead.

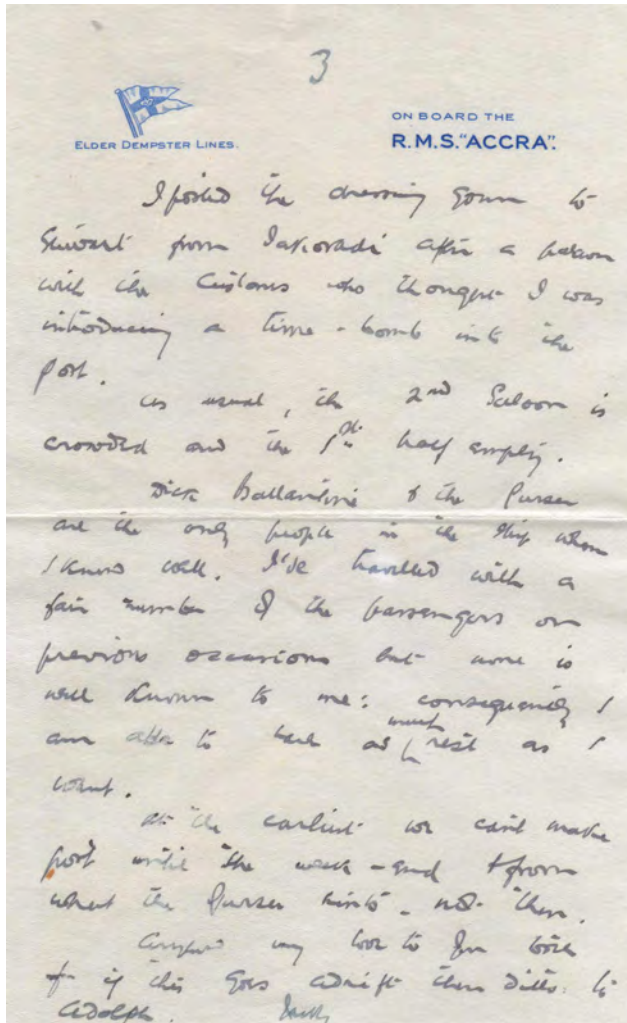


Figure 3b: last page of the letter

This letter was posted at Bathurst on Thursday the 24th of August, 1939, to connect with the German air mail to Munich. The German catapult ship was in the Gambia River off Bathurst. On Saturday the 26th of Aug. the ship left Bathurst without ceremony. At 2.0 a.m. on the 27th of Aug. I was awakened by my bedroom steward in the M.S. Accra - all passengers went to the dining saloon & were fitted for, and issued with, gas masks. The Captain (Tait) told us the Admiralty had taken over the Merchant Service at midnight. England formally declared war on Germany a week later i.e. at 11.0 a.m. 3rd Sept, 1939. This letter appears to have been diverted to the French Service. It was delivered in Thetford at 5.30 p.m. on the 13th of Sept, 1939. I, who wrote it, reached England at 11.30 a.m. on the 8th of Sept.

Figure 4a: Mr Jessop's write up

I posted the dressing gown to Stewart from Takoradi after a palaver with the Customs who thought I was introducing a time-bomb into the post.

As usual, the 2nd Saloon is crowded and the 1st half empty.

Dick Ballantine & the Purser are the only people in the ship whom I know well. I've talked with a fair number of the passengers on previous occasions but none is well known to me; consequently I am able to have as much rest as I want.

At the earliest we can't make port until the week-end & from what the Purser hints - not then.

Anyhow my love to you both & if this goes adrift then ditto to Adolph.

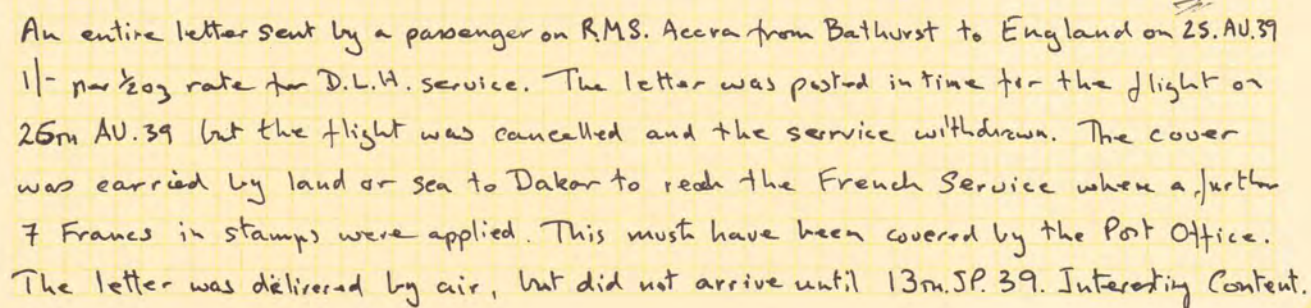
Harry

I have been unable to find out anything about the sender, H G Jessop. From internal evidence in the letter, he had served more than one tour of duty in West Africa: definitely not military, and probably not in the colonial service, but possibly with one of the large trading houses in Takoradi, on his way home on leave.

Fortunately for posterity, Mr Jessop was a philatelist, or perhaps postal historian or aerophilatelist: he kept the cover, together with his original letter, and sometime later mounted it and wrote it up. His original write-up survives, thanks to the cover's previous owner, John Rose: I have followed tradition by keeping John Rose's write-up too (Figs 4a & 4b). They show how, as more research is undertaken and published, old assumptions have to be discarded, and it becomes possible to tell the story of a cover more accurately.

Mr Jessop's original write-up reads as follows: 'This letter was posted at Bathurst on Thursday the 24th of August, 1939, to connect with the German air mail to Munich. The German catapult ship was in the Gambia River off Bathurst. On Saturday the 26th of Aug. the ship left Bathurst without ceremony. At 2.0 a.m. on the 27th of Aug. was awakened by my bedroom steward on the M.S. Accra & all passengers went to the dining saloon & were fitted for, and issued with, gas masks. The Captain (Tait) told us the Admiralty had taken over the Merchant Service at midnight. England formally declared war on Germany a week later i.e. at 11 a.m. 3rd Sept, 1939. This letter appears to have been diverted to the French service. It was delivered in Thetford at 5.30 p.m. on the 13th of Sept, 1939. I, who wrote it, reached England at 11.30 a.m. on the 8th of Sept^{mr}.'

This contains some inaccuracies: the letter is dated 25 August and the cover is postmarked 25 August, not the 24th; the *Ostmark* left Bathurst on 25 August, not the 26th; and the DLH route was to Frankfurt, not to Munich. He says that the letter appears to have been diverted to the French service: this was certainly the intention of the Gambian PO. But could this have happened?



An entire letter sent by a passenger on R.M.S. Accra from Bathurst to England on 25. AU. 39
1/- per ½ oz rate for D.L.H. service. The letter was posted in time for the flight on
25th AU. 39 but the flight was cancelled and the service withdrawn. The cover
was carried by land or sea to Dakar to reach the French Service where a further
7 Francs in stamps were applied. This must have been covered by the Post Office.
The letter was delivered by air, but did not arrive until 13th. SP. 39. Interesting Content.

Figure 4b: John Rose's write up

John Rose's write-up (Figure 4b) reads as follows: 'An entire letter sent by a passenger on *R.M.S. Accra* from Bathurst to England on 24.AU.39. 1/- per ½ oz rate for D.L.H. service. The letter was posted in time for the flight on 25 AU. 39 but the flight was cancelled and the service withdrawn. The cover was carried by land or sea to Dakar to reach the French Service where a further 7 Francs in stamps were applied. This must have been covered by the Post Office. The letter was delivered by air, but did not arrive until 13TH SP. 39. Interesting content.'

Again some inaccuracies: the Senegal stamps were cancelled at Kaolack, not Dakar, hence we know the letter was forwarded by land, not sea. He too says the letter was delivered by air. But could this have happened?

Could the letter have been forwarded by air? There were two Air France services a week from Dakar to France: the South American service, which started from Santiago, and the West African service, which started from Dakar.

The French accounts of the period during which the French civilian air services were suspended are not entirely consistent. The earliest account, by Henri Truc (Ref 2), says that on 2 September 1939 French forces were mobilised and civilian airmail services suspended, and that on 18 September private airmail correspondence was accepted again. Cornu & Collot (Ref 3) say that the service Toulouse - Casablanca was resumed on 10 September, and the service to Dakar on 17 September. The only source to give actual details of flights is Labrousse (Ref 4), who gives the weekly transatlantic crossings, from which the dates of arrival and departure of the mail at Paris can be extrapolated:

- 21 August 1939 flt 213a Dakar - Natal, Ville de Montevideo [mail left Paris 19 August 1939]
- 29 August 1939 flt 213r Natal - Dakar, Ville de Montevideo [mail reached Paris 31 August 1939]
- 29 August 39 flt 214a Dakar - Natal, Ville de Mendoza [mail left Paris 27 August 1939]
- 4 September 39 flt 214r Natal - Dakar, Ville de Mendoza [mail reached Paris when? At this time, the plane is presumably grounded at Dakar]
 - no outward flt of 5 September 1939
 - no return flight of 12 September 1939
- 12 September 39 flt 215a Dakar - Natal, Ville de Natal [mail left Paris 10 September 1939, unless the plane had been grounded at Dakar and was deadheading to collect the South American mail]
- 19 September 1939 flt 215r Natal - Dakar, Ville de Natal [mail reached Paris 21 September 1939]
- 19 September 1939 flt 216a Dakar - Natal, Ville de Montevideo [mail left Paris 17 September 1939]

This, the South American service, in principle left Paris 05.45 on Saturday and arrived at Dakar Sundays, crossed to Natal Monday, and went on to Rio, Buenos Aires and Santiago. The return crossing, Natal - Dakar, was made the following Monday, and the return journey Dakar - Paris Tuesday - Wednesday. However delays were common and the last northbound service from Dakar before the suspension appears to have been on Wednesday 30 August, the first southbound afterwards on either 12 or 19 September 1939 and the first northbound on 19 September.

If Cornu & Collot are correct in saying that the resumed service was first extended from Casablanca to Dakar (with the service leaving Paris on Sunday 17 September), this must have been the South American service.

The timetable for the West African service, terminating at Dakar, is given in the French PTT guides for August and September 1939 (kindly sent to me by Marty Bratzel). Table 9 shows that, in principle, Air France left Paris 0545 on Wednesday and arrived at Dakar sometime on Thursday, returning Dakar - Paris Sunday - Monday. The last northbound flight of this service before the suspension would have been Sunday 27 August. If the West African service was resumed after the same cancellation of a week as the South American service, the first southbound service would have been Wednesday 13 September, and the first northbound afterwards Sunday 17 September: if after two weeks, Wednesday 20 September and Sunday 24 September. From all these sources it seems certain that there was no airmail service northwards from Dakar after 30 August until at least 17 September. Therefore the cover could not have been carried by air. I should be very grateful if anyone with knowledge of shipping movements between French West Africa and Europe at this period could suggest a line and perhaps even a ship by which it could have been carried. I should also like to know why, if the *Accra* left Bathurst 25 August, she did not reach England until 8 September.

If anybody spots any inaccuracies in what I have written, or has any more information, I should be very happy to know.

References:

1. All the information about the DLH aircraft and their movements is taken from *Deutsche Lufthansa South Atlantic Airmail Service 1934 - 1939* by James W Graue and John Duggan, published by the Zeppelin Study Group in 2000, plus confirmatory and supplementary information (about the wireless messages) from the write-up to the Chile cover in Fig 1 by its previous owner, Prof. John West. I have also taken the liberty of assuming that the *Breslau* left Bathurst for Las Palmas on 25 August 1939.

The French sources are:

2. Henri Truc, *Etude rétrospective résumée sur la Poste Aérienne de juin-juillet 1939 à fin 1945*, a series of articles published in *L'Aviette Postale* between January and October 1946. The statement quoted is on p7 of no. 147-148, Jan-Feb 1946.
3. Alain Cornu & Gerard Collot, *Histoire Aérophilatélique des Lignes Africaines (1939-1940)*, published as a supplement to the *Bulletin d'Information de la Cercle Aérophilatélique Français*, no. 54, March 2011.
4. Pierre Labrousse, *Répertoire des Traversées Aériennes de l'Atlantique Sud par l'Aéropostale et Air-France 1930 - 1940*, p3, published by the author, no date.



Sierra Leone Halfpenny Provisional 1893: further examples on piece

Keith Hanman

Figure 1



Referring back to Frank Walton's earlier article in *Cameo* (Vol 10, No 2, page 69) regarding this stamp issue, I thought it might be of interest to show four examples of this adhesive on pieces that I have recently obtained, probably cut from letters not, unfortunately, on a wrapper.

Figure 1 (previous page) has a variety of values: two x ½d, a 6d and two x ½d on 1½d used at Freetown on 9 May 1894. Apart from the poor positioning of the overprint, the left-hand stamp does have the PFNNY variety that occurs on stamp 13. As to the rate shown of 8d – how is this made up? The normal rate at this time for a letter was 2½d per half ounce and if registered an extra 2d. To another British West African colony it was 2½d or 4d if over 300 miles. Could this be a double rate letter? But by 1891 there was a general rate of 6d to all non-UPU countries plus a possible 2d for registration which neatly fits in with 8d in stamps. Equally after Sierra Leone joined the UPU the rate at this time was 4d per half ounce.

Figure 2



Figure 2 shows a joined strip of five plus a right-marginal single, making 3d in all, used at Freetown on 28 February 1894. It shows poor alignment of the surcharges, with the Y of PENNY printed on the next stamp in two instances. Why the extra ½d postage?



Figure 3

Figure 4

Figures 3 and 4 are both at a 4d rate. There are 6 x ½d plus an overprinted 1897 1d fiscal Postage and Revenue. Both covers are dated 2 April 1897 and have been registered. While figure 3 has the overprint centrally sited, on figure 4 the overprint is well to the right. Allowing the standard 2d as a registration fee, that just leaves 2d for postage. But there would appear to be no destinations for just 2d.

References.

1. Beale P.O., *The Postal Service of Sierra Leone...*, pp23, 24 and 141, RPSL, London 1988
2. Tom Butlin, original material.

Oil Rivers - A Mystery Killer Cancel Explained

Tony Stanford

A killer cancel comprising a continuous band of parallelograms has been seen on a few loose stamps (figs 1) and was variously described as being used at Bonny on 23 November 1892 (Proud: ref 1) or as a trial cancel (Ince & Sacher: ref 2).

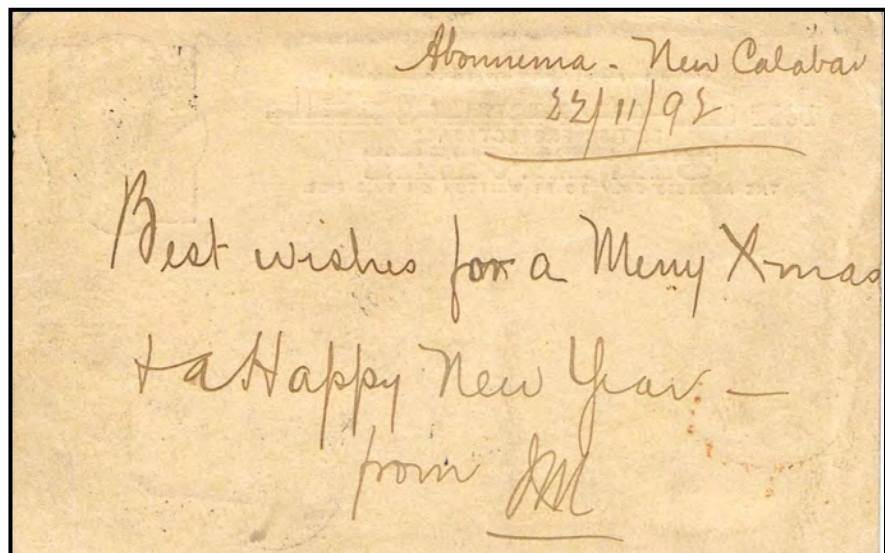


Figure 1: The killer cancel on loose Oil Rivers stamps showing increasing deformation as it was used

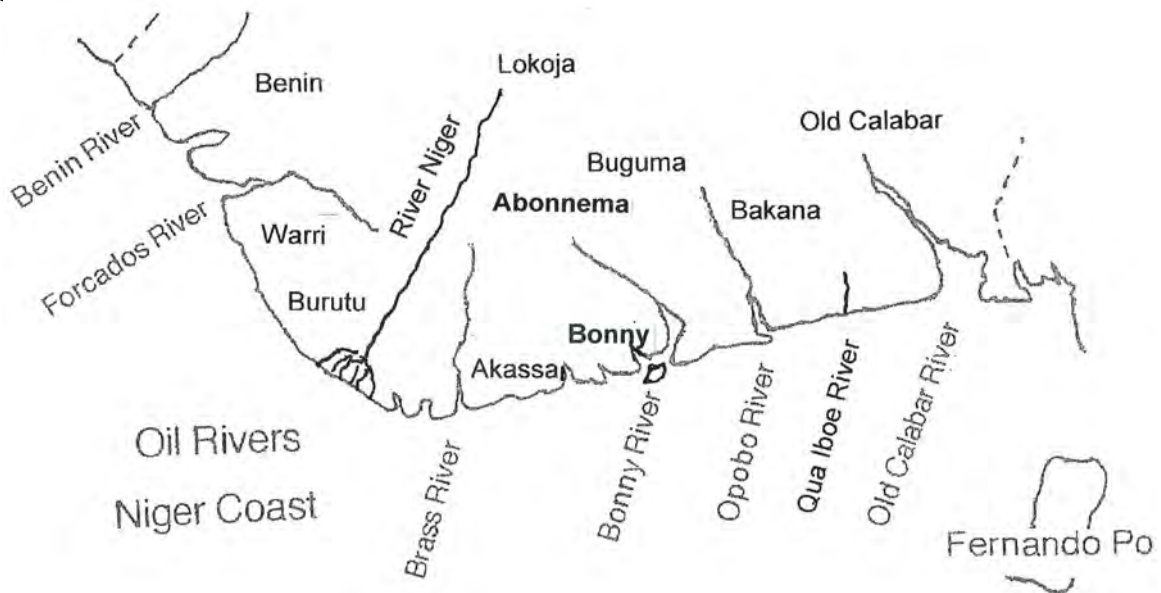


Fig 2
Front of card dispatched from Abonnema to Glasgow

Fig 3
Reverse of card, giving sender's address as Abonnema



I have recently acquired a one penny foreign-rate post card overprinted 'BRITISH PROTECTORATE OIL RIVERS' with this killer cancel across the printed stamp. This card was dispatched to Glasgow from Abonnema on 22 November 1892 with Bonny River transit mark and Liverpool Packet receiving mark dated 20 December on the front (fig 2). On the reverse the sender's address is given as Abonnema, New Calabar (fig 3)



Abonnema, situated in the Rivers District about 10 miles West of Buguma and 17 miles West of what is now Port Harcourt, was a Royal Niger Company trading station and port for export of palm oil. It now appears that this killer cancel was probably made from wood or cork to be used at Abonnema, as no other Abonnema cancel is known during the Oil Rivers period.

It is unlikely that the killer cancel was applied at New Calabar, which was previously known as Sombreiro River (1893-1900?) and became Degema in February 1903. The postmarks of New Calabar listed by Proud are a registered oval cancel with recorded usage 3.3.00 - 16.5.02 (fig 4) and an undated parcel cancel.

Fig 4
Registered cover to Berlin franked at 9d with Niger Coast Protectorate stamps tied with New Calabar registered oval cancel dated 27 June 1900



Another card sent with a greeting from Abonnama to Berlin in 1895 is illustrated in figs 5 & 6, again routed through Bonny but without the killer cancel, the use of which was probably discontinued in 1893.

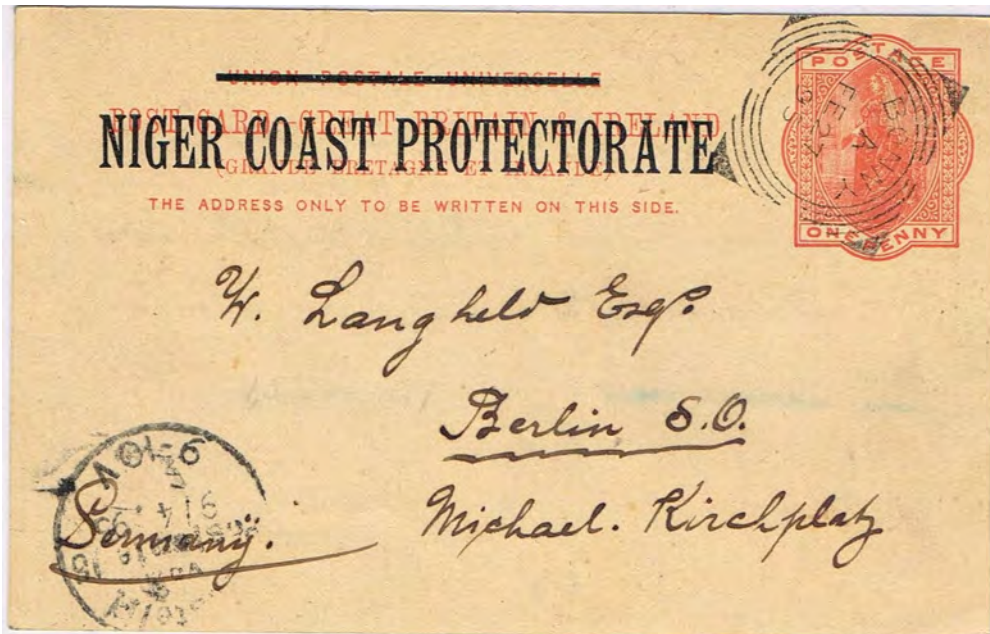


Fig 5 1895 issue foreign-rate post card overprinted "NIGER COAST PROTECTORATE" dispatched 25 February 1895 from Abonnama to Berlin and cancelled with Bonny squared circle dated 27 February. On the front is a Berlin receiving mark dated 9 April.

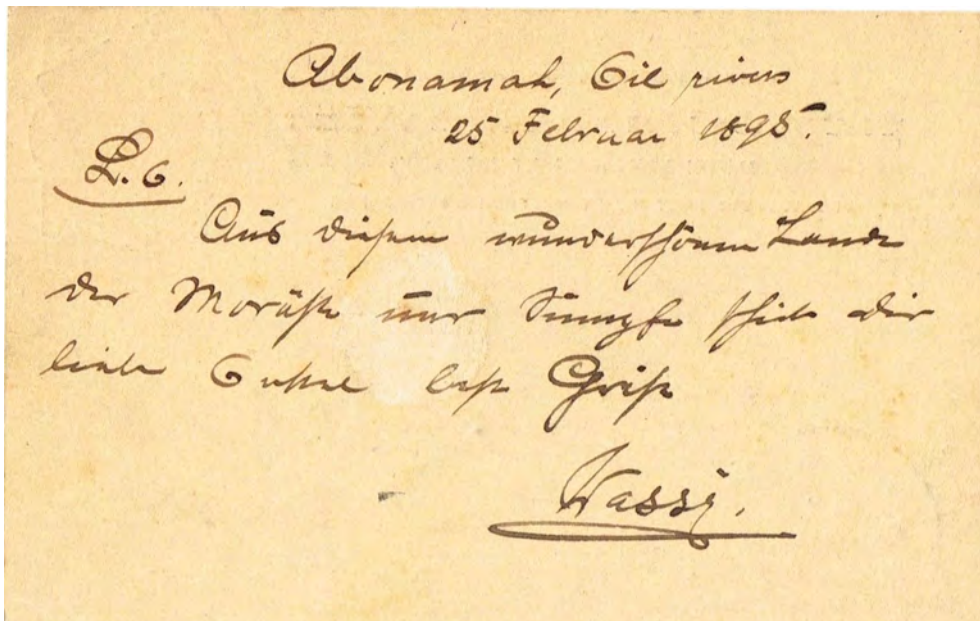


Fig 6 Reverse of the card to Berlin giving sender's address as Abonamah, Oil Rivers bearing greetings from 'this wonderful land of swamps and bogs'

References

1. *Postal History of Nigeria* (Postal History of the British Colonies) p301, Edward B. Proud, 1995
2. *Postal Services of the British Nigeria Region Prior to 1914: Including the British Consular Post Office in Fernando Po*, Jack Ince and John Sacher, RPSL 1992

German Togo Avis de Reception Envelope 1910

John Mayne

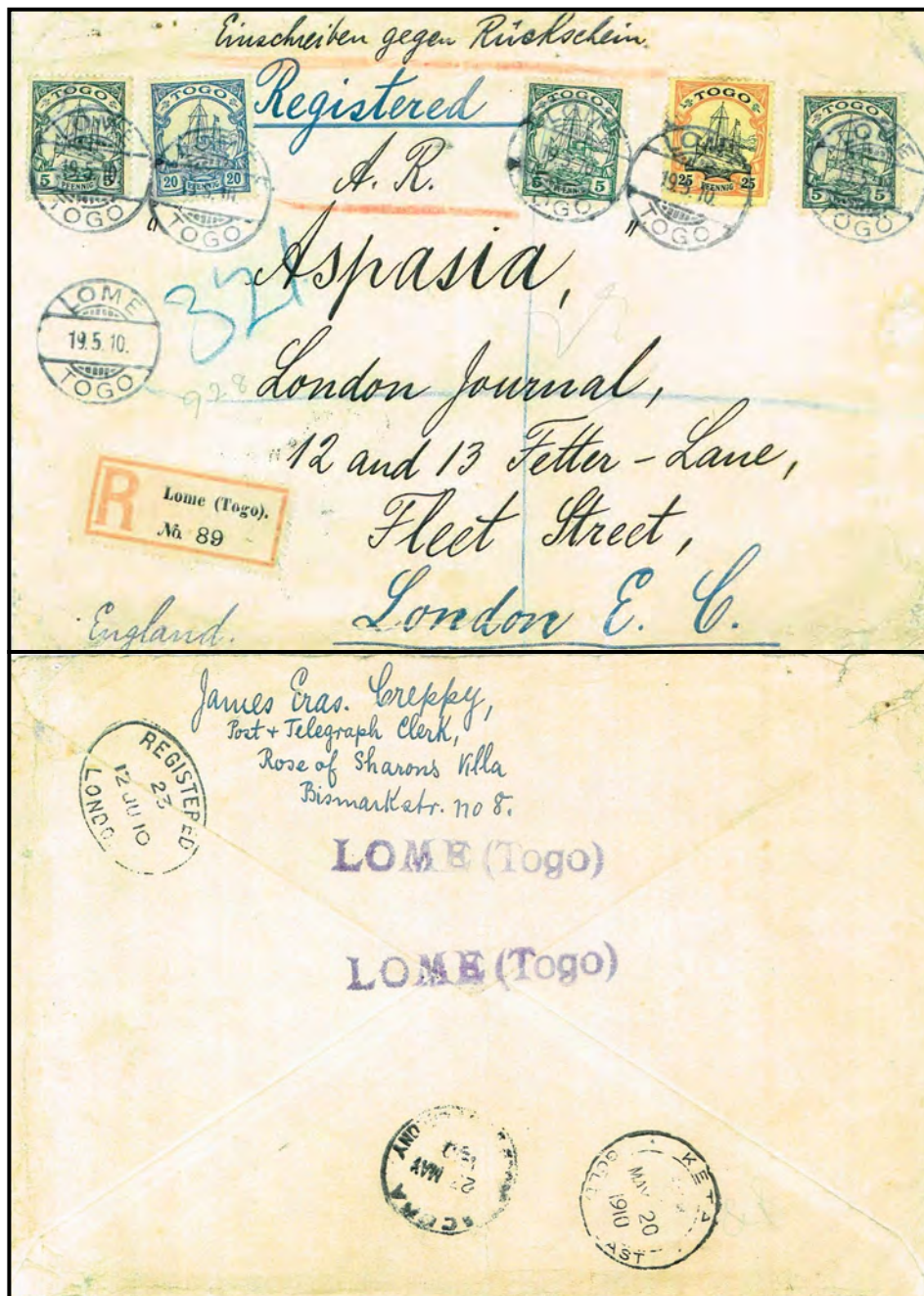


Figure 1 (front and reverse)

A recent article by Frank Walton in *Cameo* (Ref 1) caught my eye. There appear to be few examples of West African mail sent by the AR service before 1914; two leading German auction houses specialising in German colonial mail inform me that there are only two such items known from German Togo. Most seen are of French origin.

A September 2014 sale by Wurttemberg Auction at Stuttgart offered a registered cover from Lome sent 19 May 1910 to London, endorsed "A.R.". Peter Vogenbeck has told me the 60pf rate is correct, made up as 20pf letter rate, 20pf registration fee and 20pf AR fee. Peter highlighted the pin holes at the top left of the cover where the AR return form had been attached. Amazingly he also told me he had sold this item 10 years earlier.

The reverse of the cover bears two examples of a hand-stamp LOME (Togo) in violet ink in similar format to that illustrated by Martin & Walton (Ref 2). I have not previously seen this on mail of the German Togo period. It is also endorsed on the reverse with the senders name and address "James Erasmus Creppy, Post & Telegraph Clerk, Rose of Sharons Villa, Bismarkstrasse No 8, Lome". It is unclear whether the hand-stamp was applied by Creppy as part of his post office duties, or whether it was privately prepared for his personal use. It is worth noting that he continued his postal duties during the Anglo-French occupation.

References

1. Walton F., "Sierra Leone Avis de Reception Envelope", *Cameo*, Volume 16 p64, WASC, June 2015
2. Martin J.J. & Walton F.L., *Togo: The Postal History of the Anglo-French Occupation 1914-1922*, p57, WASC, Sheffield 1995



Unilever Interests in West Africa

Roy Wickham

As a former employee of Unilever I am able to contact their archivist to research covers connected with Unilever activities in West Africa. The cover shown as figures 1 and 2 (front and reverse) is a HUILEVER CONGO BELGE printed envelope posted from Basoko in Belgian Congo on 3 Dec 1940 addressed to Fergus Ferguson, The United Africa Company Ltd, Cowan Estate, Sapele, Nigeria. Cowan Estate was situated between Sapele and Benin; a branch of Plantations Ltd (Pamol), a Unilever subsidiary company with United Africa Company management staff. The cover was redirected to Calabar, from where Unilever controlled their plantations in British Cameroons.



Figure 1; front of cover to Fergus Ferguson sent from Belgian Congo on 3 December 1940

Figure 2: reverse of the same cover



I was able to obtain from the archives a copy of Fergus Ferguson’s staff record card which shows his job role and locations. (*Ed – I have decided not to publish a image of this personal data*). He was working at Bai Estate (Cameroons) from January 1940, then moved to Cowan’s Nnian estate, also in Cameroons, from where he went back to the UK on leave on 25 October 1941. He returned from leave on 22 March 1942 and was shortly afterwards promoted to research roles at Calabar. On 28 December 1948 he was sent to COPE, Liberia on a short visit but was killed in an accident on 1 February 1949.

The transit postmarks on this cover show that it arrived at Sapele on 11 December 1940, just eight days later, so it was carried by air from Belgian Congo by Sabena, as intended. This air route had only recently been launched. After redirection it reached Calabar on 19 December, via Onitsha on 14 December. The blue crayon mark NDIAN was probably added at Calabar, after which the letter was probably carried by Company transport. The letter was opened and re-sealed by a Nigerian censor.



Non-American Air Services in West Africa in 1943

John Wilson

Selective extracts from the “History of Air Transport Command” records (available on the Study Circle website at www.wasc.org.uk/WASC_addl_pubs_ATC_history.html) have been used by writers in the United States to try to demonstrate that all mail was carried to, through and beyond West Africa by the US Air Transport Command. Within the same “History” file used by the two writers is a copied document detailing the true situation in 1943. Here is an un-edited transcription of the document, which contains much of interest and some things we probably did not know.

Despite the sometimes wayward grammar, it is an interesting document, presumably issued by the British and supplied to the American ATC judging by the written endorsement. I particularly like the “Cash money” attached to the Aeromaritime service. Although not dated, the reference to June 1943 within the text can be confirmed by reference to the “CAA Report” (also available on the Study Circle web site at www.wasc.org.uk/NewFiles/CAA%20report%20complete.pdf)

CONFIDENTIAL

These services are operated by the Royal Air Force, British Overseas Airways, Sabena Airways on some services on charter to British Overseas Airways, Lignes Aeriennes Militaire, and Aero-Maritime.

Operated by the Royal Air Force.

MIAMI

Three (3) RAFFC Ferry ships, (Liberators) on Accra to W. Palm Beach via ASC, NAT, BEL, Trinidad, Nassau. Very irregular schedule of approximately ten (10) days apart. Advices are that one (1) more ship will be added soon and set-up is for five (5) ships but this is considered very dubious.

A service is maintained between Accra-Takoradi-Robertsfield-Freetown, running approximately four (4) times a week, and returning Accra with the same regularity. Once per week, the service overnights at Freetown, and does Bathurst and return to Freetown the same day, then returns to Accra. Once per week a service will be run Accra-Takoradi-Lagos-Accra, until backlog of freight is removed from Takoradi to Lagos, and then purely to move personnel, freight and mail from colony to colony, and no definite schedule can be maintained, as personnel, freight and mail demands are likely to be greater at one station, and therefore special arrangements are made to cope with this. Space required on these services must be applied for to the Embarkation Officer, Airport, Accra for northward journeys, and the Accra-Tak-Lagos-Accra run.

MIDDLE EAST

There is no definite communication with RAF aircraft to the Middle East, but reinforce C-47s and Baltimores (A30) are used to carry freight and personnel.

SOUTH AFRICA

Reforce Venturas have been used to send freight and personnel to the Union of South Africa, but unfortunately this sort of transport is very shortly to finish. Service now is very irregular as of June 1943.

OPERATED BY BRITISH OVERSEAS AIRWAYS CORPORATION

LAGOS by Sabena Airways

There are two scheduled services from Lagos to Accra and Takoradi, leaving Lagos on Saturdays and Wednesdays, and returning from Takoradi-Accra-Lagos on Sunday and Thursdays. The Thursday service goes Takoradi-Lagos-Cairo via Belgian Congo.

CAIRO by BOAC

There is a new service just commenced running four times per week from Cairo, Maiduguri, Lagos, Accra, Takoradi and return from Takoradi but at present not stopping at Accra on the eastwards journey.

KHARTOUM TO FREETOWN

This service is run by 'Ensigns' and is primarily used to carry Troops mail and urgent freight in both directions. Once in a while a passenger can be carried.

U.K. – BATH – FREETOWN – LAGOS

Flying boats, Clippers and Sunderlands maintain at least a twice weekly service from U.K. to West Africa. Sunderlands carrying troops mail, the others mail, freight and priority passengers.

LAGOS-LEOPOLDVILLE-STANLEYVILLE-LAROPI-MALAKAL-KHARTOUM-CAIRO

This service is operated by flying boats carrying freight and passengers ex Lagos to Cairo. It is run in conjunction with the U.K. service.

LAGOS-LEOPOLDVILLE

Sabena aircraft shuttle between Lagos-Leopoldville to carry extra passengers and freight for the flying boats, owing to the long hop.

Sabena Airways operate in the Belgian Congo, on routes of their own.

Passages from Accra to be requested from Mr. D. Platt, Station Superintendent, Airport, Accra. Priority passages and freight requirements on all other services, both BOAC and Sabena chartered services, are to be applied to from Mr. A.B. Poland, Air Ministry Civil Aviation Representative, British Airways, Airways House, Marina, Lagos, through Mr. D. Platt. Any other information can be obtained from Mr. D. Platt.

LIGNES AERIENNES MILITAIRES (Lend Lease)

From Accra to Lagos on Friday and a week the following Monday to Brazzaville thence to Khartoum via Kano, Ft. Lamy, El Fasher, El Geneina and Khartoum connection for Damascus.

AERO-MARITIME (Cash money)

From Dakar-Conakry-Freetown-Abidjan, Accra-Cotonou-Lagos, downward journey on Sundays return journey ex Lagos on Tuesday. Agent Monsieur Pellat, Tel. Accra 316 or 396.

Document endorsed in handwriting "Wayne E. Scott, Captain A.C., Priority Officer."



Gold Coast QV Three Pence damaged R

Jeremy Martin

I refer to articles by Robin Davies (Ref 1) and Richard Lewis (Ref 2) about the damaged R they illustrated on the Three Pence 1884-91 QV stamp at row 10 no 4. This stamp also has the nicked frame variety at the bottom right of the head plate. As far as I am aware this nicked frame occurs only on plate 1, SG 15.

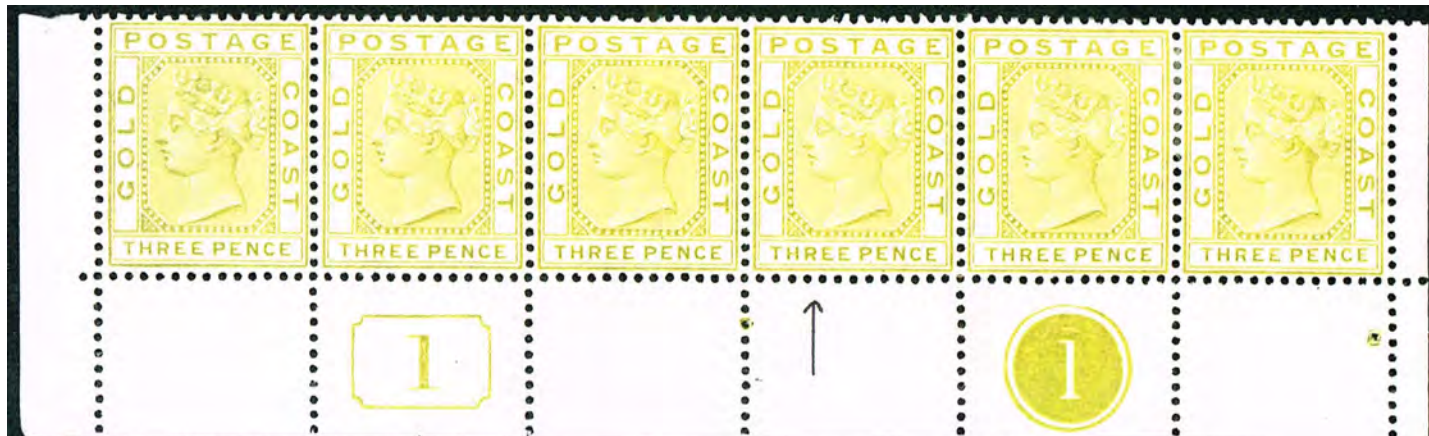


Figure 1: bottom marginal block (row 10) from plate 1/1

I can illustrate at figure 1 a complete row 10 from plate 1/1. The R of THREE on stamp 4 does not show the reported variety, but this stamp does show the nicked frame. Although the frame and duty colours are the same, these stamps were actually a key-type; printed from a separate frame plate and duty plate, as shown by the two plate numbers in the bottom margin. Therefore it is possible for the R flaw on the duty plate not necessarily to be present throughout the print run. Figure 1 could possibly illustrate an early printing and the reported variety could have arisen from a repair to later damage to this part of the duty plate. Therefore it seems we have a problem still to be fully resolved.

References

1. Davies, 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'", *Cameo*, Volume 16 p169, WASC, October 2015

Sierra Leone Air mail services, July 1939 to June 1940

Peter Wingent

From June 1938 to July 1939, Elders Colonial Airways (E.C.A.) provided Sierra Leone with its first all-air connection to the U.K. The story of this service was published six years ago in *Cameo* (Ref. 1). I was prompted to write this article by Frank Walton, who asked the simple question, "How were air mails sent from Sierra Leone after the E.C.A. service ceased?" The answer is not simple but thanks to a file of correspondence held at the British Postal Museum & Archive (Ref. 2) I am able to relate an interesting chain of events. I intend to quote from a large number of letters and memos contained in the BPMA file and I feel it will be tedious to provide the same reference for each. Thus, unless a different reference is given, it may be assumed that each document is from the same file.

The Elders Colonial Airways service had operated between Freetown and Bathurst, where connection was made with the D.L.H. service from South America to Germany. The last E.C.A. southbound service arrived at Freetown on 8 July 1939 and the last northbound service departed on the 14th. The colony then returned to the pre-June 1938 situation of irregular and slow sea connections to either the D.L.H. services from Bathurst or the Air France services from Dakar. On 21 July 1939 the P.M.G. of Sierra Leone wrote to the Colonial Secretary, London, advocating immediate negotiations with the Aéro-maritime company to institute a call at Freetown on their service between Pointe Noire and Dakar. Sir Douglas Jardine, Governor of Sierra Leone, backed up the P.M.G. by writing on 2 August to Malcolm MacDonald, M.P., requesting him to lobby for an approach to be made to Aéro-maritime. The letter is far too long to quote in full, but the Governor's position can be gleaned from the following extract:

"I regard an efficient air mail service between Freetown and London as being of prime importance at the present time; and, to attain this end, I would be prepared to give the French Company all reasonable facilities and, if necessary, concessions in respect of Government dues, etc."

It was not until early September 1939 that Aéro-maritime called at Freetown and the six weeks between mid-July and the beginning of September are an interesting period for the collector of Sierra Leone air mail. On 4 August 1939, the P.M.G., Sierra Leone, wrote to the Director General, G.P.O., London, stating:

"Until such time that an alternative air mail service can be arranged, air mail correspondence from Sierra Leone for Great Britain is being forwarded, as opportunity offers, by sea routes to Conakry, Dakar or Bathurst for onward transmission by air."

Only three covers sent at this time are known to the writer and it would appear that an air mail rate of 11d. per ½ oz. to the U.K. was charged but this cannot be confirmed by documentary evidence. The covers are shown in figures 1, 2 and 3. (Fig. 1: author's collection; figs. 2 & 3 are courtesy of Peter Richards).

Fig. 1: Posted Waterloo, 5 August 1939, backstamped Freetown 5th. Postage 11d.

Air mail label is type used for D.L.H. service with the "BATHURST - STUTTGART" routing instruction deleted and "Via Dakar" added.

Departed Freetown 7 Aug. in the Elder Dempster ship "Gambian" which arrived Dakar 10th. Then flown by Air France to Paris (departed 15th, arrived 16th). Flown to London next day.



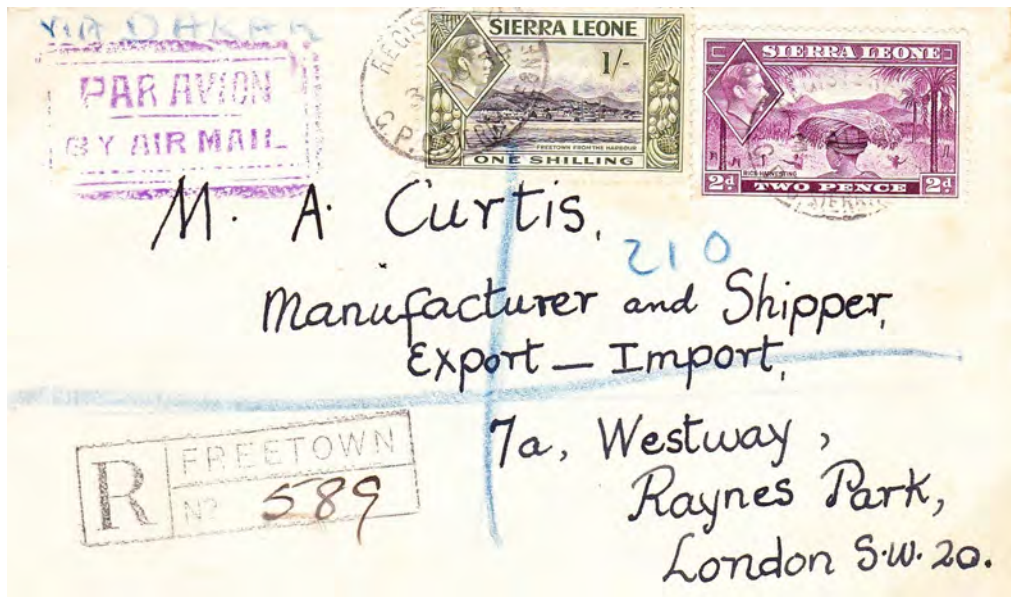


Fig. 2. Posted Freetown 3 Aug. 1939

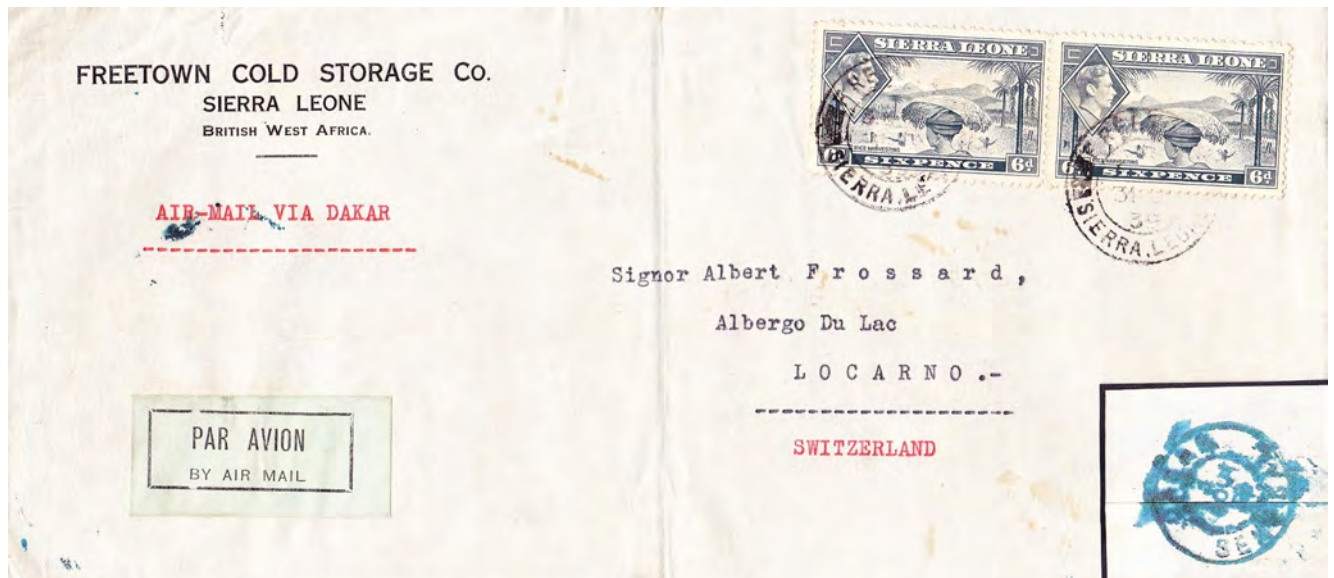


Fig. 3. Posted Freetown 31 July 1939, back-stamped Dakar 3 August

The cover in figure 2 is a second example of the 11d. per $\frac{1}{2}$ oz. rate to the U.K. (plus 3d. registration). It is very likely that it followed the same routing to the U.K. as the cover in figure 1. The cover in figure 3, addressed to Switzerland, is franked 1/-, which is consistent with the air fee to European destinations being either 1d. or 2d. more than the fee to the U.K. when sent via the E.C.A. service.

The 11d. rate was very short-lived because on 14 August 1939 the P.M.G., Sierra Leone, wrote to the Director General, G.P.O., London, stating that the air mail rates for correspondence to Great Britain was 1/- per $\frac{1}{2}$ oz. for letters and 6d. for post cards. The exact date of the introduction of the 1/- rate was not given, nor were rates to other European countries. In the same letter, the P.M.G. announced that:

"A special overland mail service between Freetown and Conakry will operate in connection with the air services until such time that a direct service to Freetown is re-established.

The Air France connection to Conakry, French Guinea, via Dakar, departing London on Saturday afternoons will provide the greatest advantage for air mails despatched to Freetown, such mails arriving Conakry Mondays.

Despatches from Freetown will depart Conakry, French Guinea, on Sundays and will be due to arrive London on Thursdays."

The exact date of introduction of the overland service is uncertain because three days prior to writing the letter, viz. on 11 August, the Sierra Leone Post Office had sent the following telegram to the P.M.G., London:

“Please circulate all airmails for Freetown to Conakry until further notice.”

The overland route and the Aéro-maritime service are shown in the map in figure 4. The road journey of approximately 250 miles, apparently took four days. The G.P.O., London, requested the Freetown P.O. to inform them of the arrival time of air mail from the U.K. The Freetown P.O. replied by telegram on 26 Aug. that air mail arrived on Fridays, the Aéro-maritime service having arrived at Conakry on Mondays.

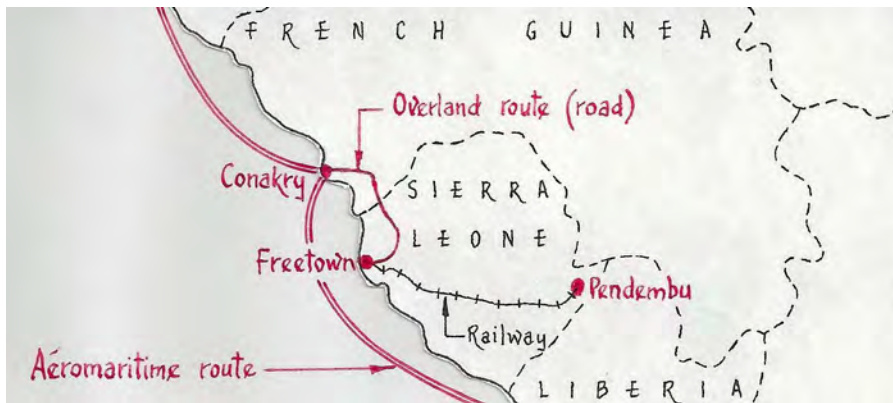


Fig. 4

I believe there were just three despatches of air mail from Freetown in August 1939 for connection at Conakry with the Aéro-maritime service. Given the service departed Conakry on Sundays and allowing three to four days transit by road from Freetown, they were as follows:

Predicted Freetown departed:	Aéro-maritime departed Conakry:
Wed./Thurs. 9/10 Aug.	Sunday, 13 Aug.
Wed./Thurs. 16/17 Aug.	Sunday, 20 Aug.
Wed./Thurs. 23/24 Aug.	Sunday, 27 Aug.



Fig. 5



Figure 6

The two covers shown in figures 5 and 6 were both at Freetown on 24 Aug. 1939 and both are inscribed “via Conakry” and the inscriptions were not cancelled by the Freetown P.O. Either the road journey took only three and a half days and they connected with the Aéromaritime service of the 27th, or they remained at Conakry until the service of Sunday, 3 September 1939.

The cover in figure 5 was posted in Pendembu on 22 Aug. 1939 and is backstamped Bo the same day and Freetown 24th. The 2/2d. postage is double the 1/1d. per ½ oz. rate charged to air mail to Germany.

The Freetown datestamp on the cover shown in figure 6 is timed at 8 AM on the 24th and as the Aéromaritime service did not depart Conakry until after mid-day on the 27th, it is possible that the covers were posted in sufficient time to connect with that service, taking 3½ days if the motor vehicle left in the morning of the 24th. If so, they would have reached Paris on Tuesday, 30 August and most likely arrived in Germany just before the outbreak of war.

In a letter dated 12 Sept. 1939, the P.M.G., Sierra Leone, informed the Director General, G.P.O., London, that, “

On 5 September 1939, the British Post Office issued the following brief Press Notice:

“The Postmaster General announces that the Air Mail services via France to North and West Africa, South America and French Indo-China are temporarily suspended.”

... the overland service has been discontinued. This was the result of arrangements being made with the Chargeurs Reunis Company for Freetown to be included as a seaplane port on the Aeromaritime service linking up northbound at Dakar with Air France, the service to commence as from Sunday the 3rd September, 1939, operating weekly in each direction.

The first despatch from Freetown left to schedule on the 3rd September being normally due to arrive London the following Wednesday night but, since the date of its departure, I have been unable to obtain any information as to movements of the aircraft or conformation of suspension of service. The latter must be expected I am afraid.

You will, no doubt, receive advice of what has transpired in due course from Chargeurs Reunis Company direct.”

Unfortunately, I did not locate any such advice in the Archive and thus it is impossible to describe with certainty the itinerary of the cover shown in figure 7. It was posted in Freetown on 2 Sept. 1939 and is franked at the 1/- per ½ oz. rate to the U.K. introduced in mid-August. It would have departed on 3 September, carried by the first northbound Aéromaritime service to call at Freetown, which was due to arrive at Dakar the same day, having made a call at Ziguinchor. Thus, I suspect that it would have reached Dakar via the Aéromaritime service and was sent by sea from there because the Air France service from South America was suspended.



Figure 7

The Aéromaritime service was suspended for two weeks. The first side of a two-sided telegram from the French P.O. to the British P.O. is shown in figure 8. A translation of the complete message reads:

“Air service Dakar – Cotonou – Pointe Noire starts again 18 September in connection with Line 270, Paris – Marseilles – Dakar – South America and the latest time for receiving mail at Paris RP is midnight on Fridays.”

POST OFFICE TELEGRAPHS SERVICE MESSAGE			
From <i>London</i>	Prefix	Sent <i>10</i> m.	Office Stamp <i>1721</i>
To <i>Paris</i>	Handed In	To	Office <i>1721</i>
			Date <i>22</i> 19 <i>39</i>
250 A LDN DE PARIS 0685044		C.T.O. 2.21/9 = 1835 =	
POSTGEN LONDON = - =		22 SEP 39	
SERVICE AERIEN DAKAR COTONOU POINTE NOIRE			
REPRIS DEPUIS 18 SEPTEMBRE EN			
CORRESPONDANCE AVEC LIGNE 270 PARIS			
MARSEILLE DAKAR AMERIQUE DU SUD JOUR ET			

Figure 8

However, there was no call at Freetown and on 26 September 1939 the British P.O. asked the French P.O. if the Aéromaritime service called at Conakry and could mail for Sierra Leone be carried. The reply from Paris the same day stated that, *“Air service Dakar – Cotonou – Pointe Noire does call at Conakry. Mail for Freetown forwarded by ordinary route.”* Thus there was a reversion to the overland route, but for one week only!

The cover shown in figure 9, posted in Freetown on 21 September 1939 (7 AM) was sent overland to Conakry and then flown to Dakar by the Aéromaritime service which departed on the 24th and from there to Paris by Air France. An internal G.P.O. memo recorded that this mail arrived in London on 2 October.

Figure 9



Finally, a regular call at Freetown commenced in early October. In a letter dated 30 September 1939, the P.M.G., Sierra Leone, informed the Director General, G.P.O., London, that:

"..... the air mail service between Freetown, Sierra Leone and London by the Aéromaritime and Air France Lines via Dakar resumes as from the 2nd October, 1939. The following timetable operates weekly:

*Northbound. Depart Freetown - Monday 10 hr. G.M.T.
Arrive London - Wednesday night.*

*Southbound. Depart London - ? (sic.)
Arrive Freetown - Wednesday 7.30 hr. G.M.T.*

The provisional air mail postage rate fixed for letters posted in Sierra Leone for Great Britain is 1/- per ½ oz., post cards 6d. each and commercial papers 6d. per ½ oz."



Figure 10

The cover shown in figure 10 is datestamped Yonibana, 29 September 1939, backstamped Freetown 30th.

It was sent by train to Freetown and then flown by the first regular Aéromaritime service. The mail arrived in London on 8 October.

The cover is inexplicably franked 1/2d. despite the rate being 1/- per ½ oz. at this time.

Following a request from the Freetown P.O. for details of arrivals in London of Sierra Leone air mail, a draft reply by telegram was prepared in an internal London G.P.O. memo of 26 October 1939. From this I have been able to produce the following table which provides a summary of the frequent changes to the routing of air mail from Sierra Leone to the U.K. during the months of September and October 1939.

Summary of air mail from Sierra Leone (September & October 1939)		
From Freetown	Arrived London	Routing from Freetown
3 September	unknown	Via Aéromaritime to Dakar, then Air France to Paris
S E R V I C E S S U S P E N D E D		
17 September	10 October	Probably by sea to Dakar, then Air France to Paris
24 September	2 October	Overland route to Conakry, Aéromaritime to Dakar, Air France to London
2 October	8 October	Via Aéromaritime to Dakar, then Air France to Paris
9 October	16 October	Via Aéromaritime to Dakar, then Air France to Paris
16 October	24 October	Via Aéromaritime to Dakar, then Air France to Paris

Unfortunately, details of subsequent services in October were not given but in another internal memo, dated 24 November 1939, a record of southbound Aéromaritime services was included:

“The Aéromaritime service commenced calling at Freetown on the 4th of October. During October, the air mail outlets to Freetown were as follows:

<u>Dep. London</u>	<u>Fri.</u>	<u>arr. Freetown</u>	<u>Wed.</u>
D ^o .	D ^o 6 Oct.	D ^o .	D ^o 11 Oct.
D ^o .	D ^o 13 Oct.	D ^o .	D ^o 18 Oct.
D ^o .	D ^o 20 Oct.	D ^o .	D ^o 25 Oct.
D ^o .	D ^o 30 Oct.	D ^o .	D ^o 4 Nov.”

I have reproduced the memo as per the original but 30 Oct. was a Mon., not Fri. and 4 Nov. a Sat., not Wed. The memo continued:

“In the reverse direction, the air services operated as follows:

<u>Dep. Freetown</u>	<u>arr. London</u>
2 Nov.	7 Nov.
9 Nov.	14 Nov.
16 Nov.	21 Nov.

The calls at Freetown by Aéromaritime settled into a regular weekly pattern and the next important changes to be noted are an increase in the air mail rate and the introduction of a winter timetable. Details of both were sent to the G.P.O., London, in a letter from the P.M.G., Freetown, dated 3 November 1939.

“You are advised that the air mail postage rate for letters posted in Sierra Leone for Great Britain was raised to 1/3d. per half ounce and post cards to 8d. each, as from the 21st October, 1939.

Commencing Thursday the 3rd November 1939 [sic – in fact Thursday was the 2nd] the timetable of the French Aéromaritime service operating between Dakar and Pointe Noire will be altered to the following:

	G.M.T.		G.M.T.	
Friday	D-13 H AD-14 H.30 A-17 H	DAKAR ZIGUINCHOR CONAKRY	A - 17 H.30 AD - 16 H.15 D - 13 H.40	
Saturday	D- 7 H. AD- 7 H.40 AD- 9 H.30 A-13 H.50	CONAKRY FREETOWN MONROVIA ABIDJAN	A - 12 H.50 AD - 12 H.15 AD - 10 H. D - 6 H.	JEUDI (THURSDAY)
Dimanche (Sunday)	D- 6 H AD- 8 H.10 A-10 H) D-10 H.40 A-14 H.45	ABIDJAN ACCRA (COTONOU DOUALA	A - 14 H.30 AD - 12 H.15 (D - 10 H.50 (A - 10 H.15 D - 5 H.15	WEDNESDAY
Lundi (Monday)	D- 5 H.15 AD- 7 H.30 AD- 8 H.50 A-12 H.15	DOUALA LIBREVILLE PT GENTIL POINTE NOIRE	A - 11 H.30 AD - 9 H.20 AD - 8 H. A - 5 H.15	TUESDAY

Scan from the original document
(reduced)



Figure 11

In the northbound direction, the Air France services departed Dakar on Saturdays and arrived Paris on Mondays. Southbound they departed Paris Wednesdays and arrived Dakar Thursdays.

Very few covers have markings providing arrival dates in the U.K. The cover shown in figure 11 is an exception. It is date stamped Freetown 15 November 1939 and was reposted in St. Albans on the 23rd. It was flown from Freetown on Thursday, 16th and arrived in London on Tuesday, 21st. It was delivered in St. Albans on the 22nd. All in accordance with the records and timetables given above.



Figure 12 (Courtesy of Barbara Priddy)

The Aéro-maritime service continued to carry air mail to and from Sierra Leone throughout the winter of 1939/40 and on 23 April 1940 a summer timetable was introduced. The service continued to depart Freetown on Thursdays but arrived Paris and London one day earlier than previously. It is given overleaf.

The Williams brothers (Ref. 3) record that the last Aéro-maritime service carrying mail which continued by air through to London departed Accra on 12 June 1940. The service departed Freetown on the 13th. The cover shown in figure 12, date-stamped Freetown, 12 June 1940, was carried by this service. The following week the last northbound service from Pointe Noire operated to Dakar but mail from Sierra Leone for the U.K. was not carried. No doubt the Freetown P.O. was aware by this time that connections to the U.K. had been cut, due to the fall of France. It was to be almost two years before another direct air service to the U.K. was instituted.

AÉROMARITIME & AIR FRANCE TIMETABLE
Summer 1940 (commencing 23 April)

Tuesday	dep.	LONDON	arr.	Monday
Wednesday	dep.	PARIS	arr.	Sunday
Wednesday	dep.	MARSEILLES	dep.	Sunday
Wednesday	arr.	CASABLANCA	dep.	Sunday
Thursday	dep.	CASABLANCA	arr.	Saturday
Thursday	arr.	DAKAR	dep.	Saturday
Friday	dep.	DAKAR	arr.	Thursday
Friday	arr.	CONAKRY	dep.	Thursday
Saturday	dep.	CONAKRY	arr.	Thursday
Saturday	arr.	FREETOWN	dep.	Thursday

(Aéromaritime Freetown – Dakar; Air France Dakar – Paris)

Acknowledgements:

I am grateful to Barbara Priddy and Peter Richards for allowing me to illustrate covers from their collections and to Frank Walton and Peter Richards for reading a first draft and suggesting improvements.

References:

1. Wingent, Peter, “Elders Colonial Airways’ Freetown – Bathurst feeder service,” *Cameo*, Vol. 11, No 4, January, 2010, pp.244 – 256.
2. British Postal Museum & Archive, “Air mails: services to Gambia and Sierra Leone, 1934 – 1939.” POST 33/5105.
3. Williams, L.N. & M., “Gold Coast Air Mails, 1929 – 1942,” *The Aero Field*, November 1944, p.180.



Maurice Fievet and the 1953 Nigeria Definitives

Jeremy Martin FRPSL

In the June 2008 issue of *Cameo* (Ref 1) Rob May and I wrote about essays for the 1953 set although, originally, they were designed for a new pictorial King George VI issue.

Many years ago I purchased four black and white photographic essays from the De la Rue archive. The archive sheet, from which these essays were removed, had a note;
1952. Alternative essays, with and without the head of K.G.VI, which formed the basis for the QEII issue printed in 1953.

The essays, for the 5/- and £1 values are now illustrated.



Reference

1. May, Rob & Martin, Jeremy, “Maurice Fievet and the 1953 Nigeria definitives”, *Cameo*, Volume 10, no. 5, pp256-265, WASC, June 2008

Sierra Leone VICTORY SAVINGS WEEK Cachet

Geoff Kellow RDP, FRPSL

I have had the O.H.M.S. cover shown here (Fig. 1) for several years without knowing much about it. Used locally in Freetown on 1 October 1941, it bears the straight line cachet VICTORY SAVINGS WEEK. (53 x 2½ mm) in red.

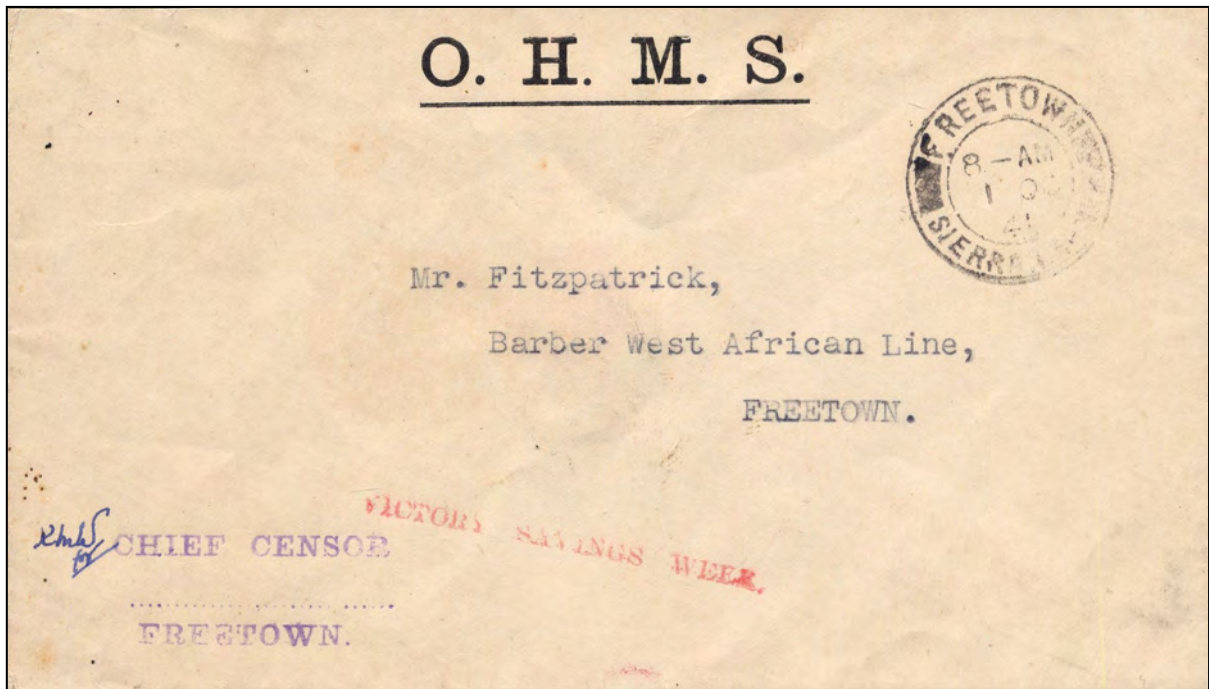


Figure 1 OHMS cover bearing the cachet

Frank Walton has now found a notice in the *Sierra Leone Gazette* (Fig. 2) relating to the announcement of a 'Victory Savings Week' that ran from 27 September to 3 October 1941.

The cachet seems to be very scarce (I have not seen another one), and was presumably not used on all mail emanating from the Freetown GPO for the period. Perhaps it was only applied to O.H.M.S. mail.

The cover is from the Chief Censor, and bears a CHIEF CENSOR/FREETOWN. handstamp in violet used here as a certifying stamp for free postage, which is not recorded in the new edition of *West African Censorship*. The reverse has the CENSOR/3 wax seal, almost two years later than the previously recorded late date.

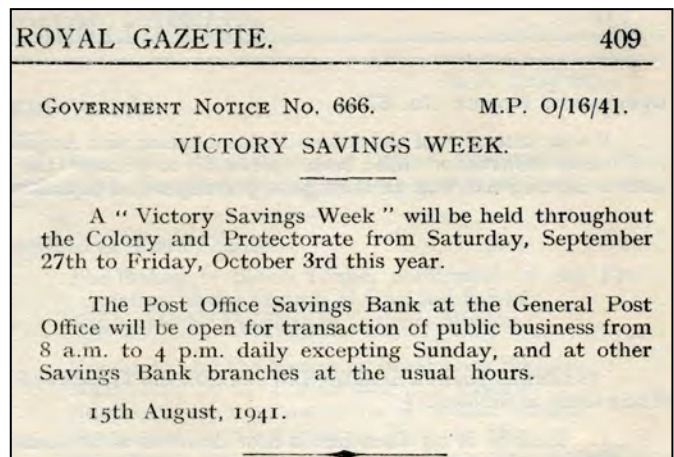


Figure 2
Announcement of Victory Savings Week
in the Royal Gazette

West Africa Censorship for 82 (West Africa) Division

Robert Nelson

West Africa censor marks which were applied outside West Africa are excluded from West African Censorship, third edition (Ref. 1). Typical examples are the Army type A600 shield censor marks (Ref. 2) found on correspondence from the 82nd (West Africa) Division soldiers serving on campaign in India and Burma during WWII.

Problems arise from censor marks put onto correspondence from the 82nd (West Africa) division when stationed in Nigeria. This Division comprised troops from Nigerian and Gold Coast Regiments. So should censor marks applied to letters from soldiers in other Regiments than Nigerian, rank as Nigerian censors or Gold Coast censors during this period, because they remained attached to a Gold Coast Regiment? Figures 1 and 2 are examples.



Figure 1: registered cover from a Gold Coast soldier serving in 82nd (West Africa) Division assembling in Nigeria between Nov 1943 and 23 April 1944. The censor mark, Martin, Walton & Harris type A500 No 2960, is known in Gold Coast in 1942 (Ref. 3) but seems to have travelled to Nigeria with the Gold Coast Regiment. Note the Lagos oval registration postmark of 19 AP 44 on the reverse.

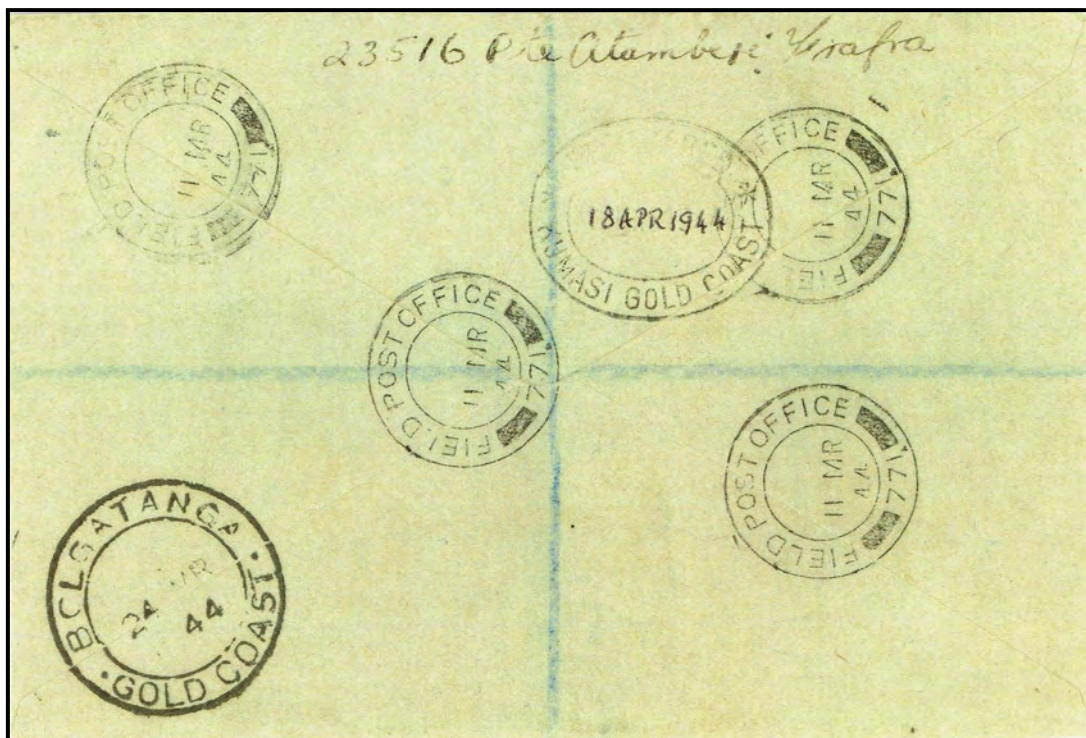


Figure 2: registered cover from a Gold Coast soldier, with censor mark type A500, no. 7726 (Ref. 3). This cover did not travel via Lagos and hence arrived in Kumasi Gold Coast sooner than the previous cover.

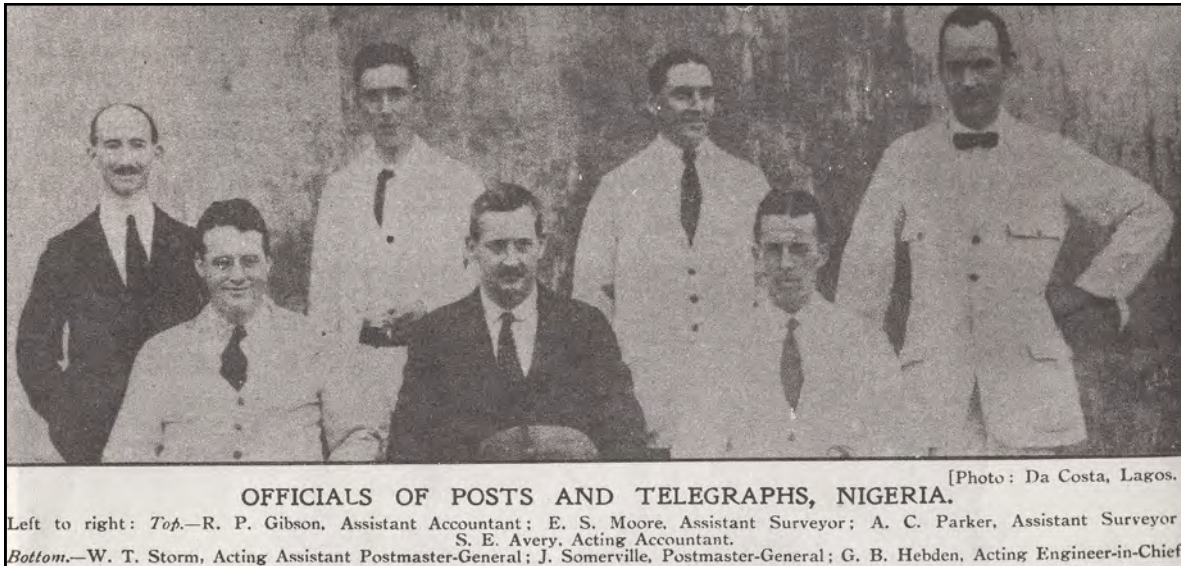
In my view the censor marks should be allocated to the country of the Regiment involved. However, I throw this open to the readers of *Cameo*.

References

1. Martin J.J., Walton F.L & Harris R., *West African Censorship*, p9, WASC, Princes Risborough 3rd Edition 2015
2. Martin J.J., Walton F.L & Harris R., *West African Censorship*, p93, WASC, Princes Risborough 3rd Edition 2015
3. Martin J.J., Walton F.L & Harris R., *West African Censorship*, p69, WASC, Princes Risborough 3rd Edition 2015

Nigeria Posts and Telegraphs Senior Staff Photograph

Dr Simon Heap



This intriguing photograph of senior officials of the Posts and Telegraphs Department appears in the wonderful *Red Book of West Africa*, by Allister MacMillan, first published by Frank Cass and Company in 1920 and reprinted in Nigeria by Spectrum Books in 1993 (Ref. 1). In 1995, the photograph was reproduced in Ted Proud's, *The Postal History of Nigeria*. Da Costa of Lagos is the attributed photographer, but who were these staff, and when was this photograph taken? Given the initial publication in the *Red Book*, we should concentrate on the 1919-20 period, but first the staff.

Stood from left to right, we have firstly, 'R.P. Gibson, Assistant Accountant'. Actually he is Colin Patterson Gibson, who had held the post of Assistant Accountant, 2nd Grade, since appointed to the department on 1 August 1916 (Ref. 2). Gibson was on leave from 6 January 1919, and only resumed on 10 July of that year (Ref. 3).

Next is 'E.S. Moore, Assistant Surveyor', who was Ernest Stanley Moore. He gives good dating evidence for the photograph as he was only appointed to his post on 10 September 1919, and took up his duties on 26 September 1919. His first leave of absence was taken in October of the following year (Ref. 4).

'A.C. Parker, Assistant Surveyor' was Arthur Campbell Parker. He went on leave of 55 days and 55 days travel on full salary on Christmas Day 1919 (Ref. 5).

Bow-tied 'S.E. Avery, Acting Accountant' was Stanley Eric Avery. He had begun his colonial service on 17 June 1914, and was titled Assistant Accountant, 2nd Grade in 1920 and so at the time of the photograph he must have been covering for an absent colleague or a vacant position (Ref. 6). In fact, Avery was promoted to Accountant on 29 September 1920 (Ref. 7).

The presence of seated and smiling 'W.T. Storm, Acting Assistant Postmaster-General' is very helpful in working out the timing of the photograph. William Thorburn Storm had been on leave from 6 January 1919 and resumed work on 26 September (Ref. 8). He was appointed Assistant PMG (Acting) on resumption, a position he held for almost a month until 23 October 1919 (Ref. 9). Storm was again appointed Assistant PMG (Acting) on 7 March 1920, but transferred to Tanganyika later that year, on 8 October (Ref. 10).

James Somerville, the first Postmaster-General of Nigeria, and former Northern Nigeria PMG, resumed his position on 31 January 1919, and was in post for the rest of the year (Ref. 11). He was one of three

Directors of the Nigerian Public Officers Guarantee Fund, which included D.S. McGregor and Mervyn Tew in August 1919 (Ref. 12). In late 1919 Governor High Clifford appointed him to be on a Committee Dealing with Questions Affecting European Public Service headed by Donald Cameron, CMG (Chair), and including Commander Crosse, C.A. Cunningham, G.J.F. Tomlinson and W.H. Coolee, with Alan Burns as Secretary (Ref. 13).

After starting off as PMG in Northern Nigeria in 1903, then transferring to the Gold Coast from 1910 to 1913, and returning to Nigeria to be its first PMG of Amalgamated Nigeria in 1914, 1920 proved to be Somerville's final year of work. Having taken leave sometime in the second quarter of the year, he extended his leave by four months from 3 June 1920, on half salary (Ref. 14). Somerville then further extended his leave by another six weeks, from 3 October, without salary (Ref. 15). James Somerville, PMG, retired on pension after 18 years' service, on 13 November 1920 (Ref. 16). In 1938, a copy of the *Posts and Telegraphs Annual Report* was sent to Somerville, whose address in retirement was Carlow, Ireland.

'G.B. Hebden, Acting Engineer-in-Chief' was George Brentwell Hebden. He was appointed to that role on 21 February 1919 (Ref. 17). Hebden went on leave of 2 months plus 2 months and 2 weeks deferred leave, on full salary, on 17 November 1919 (Ref. 18). Hebden would later become Postmaster-General of Nigeria.

The main person missing from the senior staff photograph is Somerville's Assistant Postmaster-General, Howard Mark Woolley. His movements indicate he was Acting PMG, from 1 to 30 January 1919, and then went on a long leave of 2 months and 80 days, plus 2 months on full salary, on 10 February 1919 (Ref. 19).

This long leave was because he had had so few opportunities during the war to take time off work. Woolley resumed his post on 24 October 1919 (Ref. 20). Woolley had started off as Somerville's Assistant in Northern Nigeria, and took over as Postmaster-General in 1910 when his boss moved to the Gold Coast. Woolley also served in the war, and retired in 1921. In 1938, a copy of the *Posts and Telegraphs Annual Report* was sent to Woolley, whose address in retirement was Hove, Sussex.

So we can conclude that the photograph was taken at Da Costa Photo Studio in Lagos sometime between Friday 26 September 1919 and Thursday 23 October 1919. Given it was unlikely to have been taken on the first day of work of two new staff (Moore and Storm), nor in the week of Woolley's return, we can narrow it down to the three weeks between Monday 29 September and Friday 17th October 1919.

References

- 1 MacMillan Allister, *Red Book of West Africa* (London: Frank Cass and Company, 1920; reprinted Ibadan: Spectrum Books, 1993), p50; Proud E., *The Postal History of Nigeria* (Heathfield: Proud Bailey, 1995), p136. Many other Da Costa photographs appear in the *Red Book*.
- 2 *Nigeria Gazette*, 10 August 1916, p460
- 3 *Nigeria Gazette*, 6 February 1919, p55; *Nigeria Gazette*, 24 July 1919, p299
- 4 *Nigeria Gazette*, 23 October 1919, p462
- 5 *Nigeria Gazette*, 8 January 1920, p18
- 6 *Nigeria Gazette*, 18 March 1920, p138
- 7 *Nigeria Gazette*, 28 October 1920, p501
- 8 *Nigeria Gazette*, 6 February 1919, p56; *Nigeria Gazette*, 23 October 1919, p462
- 9 *Nigeria Gazette*, 6 November 1919, p492
- 10 *Nigeria Gazette*, 25 March 1920, p146; *Nigeria Gazette*, 30 December 1920, p597
- 11 *Nigeria Gazette*, 27 February 1919, p94
- 12 *Nigeria Gazette*, 28 August 1919, pp350-52
- 13 *Address by His Excellency the Governor [Clifford] to the Legislative Council*, 29 December 1919, pp12-13
- 14 *Nigeria Gazette*, 16 September 1920, p417
- 15 *Nigeria Gazette*, 14 October 1920, pp467-69
- 16 *Nigeria Gazette*, 12 May 1921, p225
- 17 *Nigeria Gazette*, 6 March 1919, p106
- 18 *Nigeria Gazette*, 27 November 1919, p529
- 19 *Nigeria Gazette*, 20 February 1919, p73
- 20 *Nigeria Gazette*, 6 November 1919, p492

BOAC Flight UK to Lagos 27 August 1944

David Miller

I have seen the extraordinarily detailed article by Barbara Priddy and Peter Wingent on your website and would be most grateful if they or any of your other members could help with some research I am doing on behalf of his family into the death of a Stanley George **Stroud** (SGS), please.

I know that SGS was aboard BOAC Flight 21W24, a DC-3 (Dakota), registered G-AGIR, which left Whitchurch on 27 August 1944, destination Lagos. The aircraft carried a crew of 4, plus 3 passengers and a considerable amount of mail. It refuelled at St Mawgan and Rabat Salé. It departed the latter at 01:05 hours on 28 August heading for Port Etienne but crashed near a village called Telmest (near Mogador in Morocco) at approximately 02:15 to 02:30. The aircraft was found by a ground party at 13:45 on 29 August. The aircraft was totally destroyed and had been gutted by fire. There were no survivors and all were subsequently buried in Casablanca. The BOAC Inquiry blamed the crash on the pilot for flying too low over the Atlas mountains. There was no suggestion of sabotage or of enemy involvement. I have obtained this information from various official documents from the BA Museum, the Commonwealth War Graves Commission (CWGC), and The National Archives (TNA).

What I am trying to discover is why SGS was on that flight. I know the following about him. He was a long-term employee of Royal Dutch Shell and in 1944 was in a managerial position in Ceylon. In mid-1944 he returned to the UK, although whether this was for leave and then return to Ceylon, or end-of-tour leave in anticipation of a new posting, I do not know. He was then put on this flight to West Africa. According to his family his passage was given a high priority and authorised at a very high level in the Government. The family believe that this flight was laid on specifically to get him urgently to West Africa, although the BA Museum suggests it was a scheduled flight.

There were two other passengers. John Charles **Bennallack** was a mining engineer returning from UK leave to a bauxite mine at Awaso on the Gold Coast. Presumably he would have left the flight at Takoradi. The other passenger was Squadron-Leader Henry Vernon **L'Amey** RAFVR, a pilot, who was believed to be heading for a conference, but nothing more is known about him (i.e., his job, where he was heading, the purpose of the conference, etc.). According to the BA Museum there is nothing in the flight documents to suggest any link between the three passengers.

The only other information I have is that SGS was 'ticketed to Takoradi.' I have contacted Shell archives but it appears that these were moved from London to The Hague some years ago and have never been properly sorted out since.

My questions are:

1. At what further airfields would G-AGIR have landed between Port Etienne and Lagos?
2. Can anyone shed any light on why SGS was on that flight?

Any help that your members can give will be greatly appreciated.

Barbara Priddy responded:

Dear Mr. Miller,

Although anything is possible when it comes to wartime mail, I would have thought it unlikely that a cover posted in Canada in March 1944 to a member of the armed forces in West Africa would have been on a plane that crashed in August 1944, as forces' mail was a fairly high priority. Also, the stamps on my cover have been lost, so it looks as if the crash was into water, rather than on land.

According to the BOAC movements charts, G-AGIR was flying one of the twice-weekly scheduled services, (flight number 21W24) on the route Whitchurch-St Mawgan-Lisbon-Rabat-Port Etienne-Bathurst-Freetown-Takoradi-Accra-Lagos. I would have thought that Mr. Stroud was simply being redeployed to Shell operations in West Africa: Shell had been operating a virtual monopoly of aviation fuel supply in

West Africa since well before the war, had a close relationship with BOAC and the RAF, and if he was a high-level employee he may have been required urgently.

and from Peter Wingent:

Whilst considering a reply to David's question, Barbara's response dropped into my inbox! Her thorough response leaves me only to add the list of airfields at which the BOAC service called between Port Etienne and Lagos: The scheduled calls were Port Etienne - Dakar - Bathurst - Freetown - Abidjan - Takoradi - Accra - Lagos. However, *Civil Aviation Intelligence Summary* No. 269, of 9 August 1944 states that the call at Dakar was temporarily suspended owing to a slight outbreak of plague there. Their knowledge is remarkable!

If any readers can shed light on David's quest, please get in touch with one of the Editors.



St Helena - Staff Sergeant V. Romilly, Military Posts

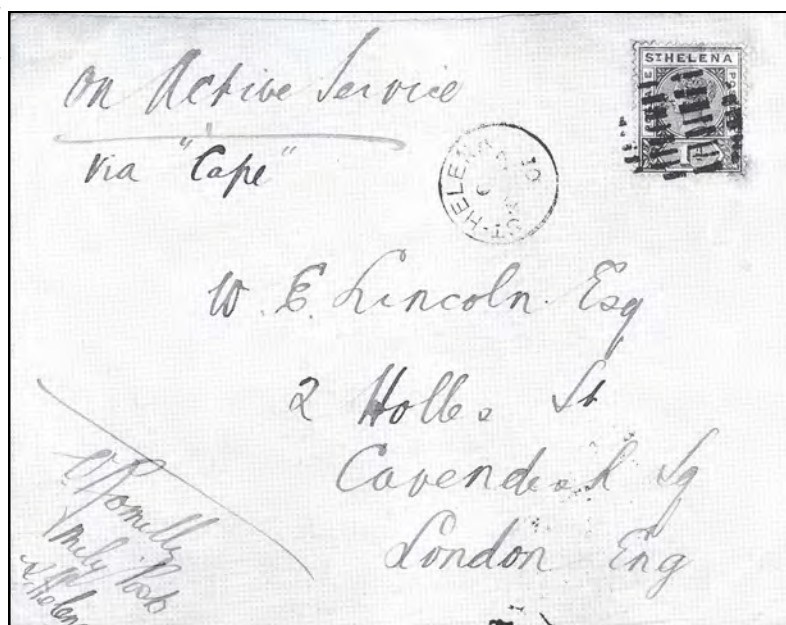
Bernard Mabbett

At least two covers are recorded with the manuscript endorsement 'V. Romilly, Military Posts, St Helena'. (Figure 1). This name has been the cause of much scratching of heads over the years as to who he was, and what rank was he etc.

I can now shed some light on this. As I was trawling through some of the thousands of images Barry Burns took of the documents salvaged and archived during our work to save them from destruction back in 2013, I came across a page in the mails received for 1901 with the following manuscript notation:

(Note) A mail was despatched by Staff Sgt Romily on the 20/6/01 by H.M.S. "Naiad" that had not passed through the Colonial Post Office. (Figure 2, enlarged as Fig. 3) It is not known to which regiment he belonged, as there were at least 10 different regiments stationed on the island between 1900 and 1902.

If any member has a cover in their collection endorsed by V. Romilly/Romily I would be most interested seeing a scan of it.



*Figure 1
1901 cover from St Helena
signed by V. Romilly*

1901.

Day and date	Hour	Name of vessel	From what office	Where from	Packs & Boxes
April 27	7-10 am.	H.M.S. Naiaid	St Helena	England	7 Bago
" "	" "	" "	Garrison	" "	7 "
" "	" "	" "	St Helena	" "	4 boxes
" 29.	7. AM.	"Breemas Castle"	St. Helena.	England.	7 Bago
" "	" "	" "	" "	" "	10 boxes
" "	" "	" "	Garrison	" "	5 bago.
May 4 th		Garth Castle.	St Helena	Capetown	12 bago
May 27	5.4 p.m.	Saika	" "	London	18 Bago 1 Packet
"			Ascension	" "	5 Bago
"			" "	" "	6 Boxes
"			St Helena	" "	20 "
"			Garrison	" "	12 Bago
"			H.M. Naiaid	" "	2 "
May 29	10. am.	Torrens	St. Helena	Australia	1 bag
June 6	6. am	"Hardwick Hall"	London	St. Helena	3 bago
"	"	"	"	"	3 boxes
"	"	"	"	Garrison	5 bago
June 8	4 PM	"Galician"	Capetown	St. Helena	13 Bago
" 14 th	4.30 p.m.	S.S. Martin	London	" "	3 "
" "	" "	" "	" "	Garrison	5 "
" "	" "	" "	" "	St Helena	4 boxes
" 21	11 a.m.	Ducemant	" "	" "	4 Bago
" "	" "	" "	" "	" "	5 Boxes
" "	" "	" "	" "	" "	4 Bago

(Note) a mail was despatched by Staff Sgt Parnley on the 25/6/01 by H.M.S. "Naiaid" these were not received through the Colonial Post office.

Figure 2 Page from ledger of Mails Received

Figure 3 Enlargement from bottom of the page above

(Note) a mail was despatched by Staff Sgt Parnley on the 25/6/01 by H.M.S. "Naiaid" these were not received through the Colonial Post office.

St Helena Garrison Office Cachet

Bernard Mabbett

A recent addition to my collection is a Jackson multi view postcard addressed to France dated 13 March 1902 (Figure 1). The card is struck with a reasonable copy of the GARRISON OFFICE cachet in violet.

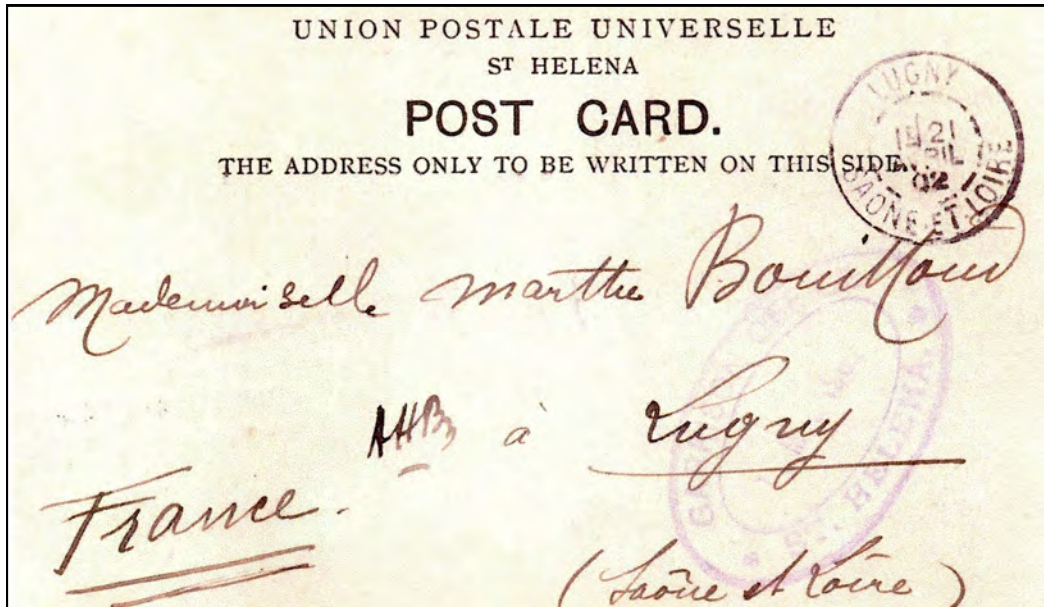


Figure 1
Both sides of the Jackson card with the GARRISON OFFICE oval cachet



Also on the card are the initials 'AHB'. These initials have until now been unknown, but a pass for a teacher held in the Jamestown Camp that is in the collection of Clifford Masters now sheds some light on them (Figure 2). They belong to a Lieut. A.H. Bathurst, Royal Berkshire Regt. He was Camp Commandant at the Jamestown Camp situated in the Public Gardens.

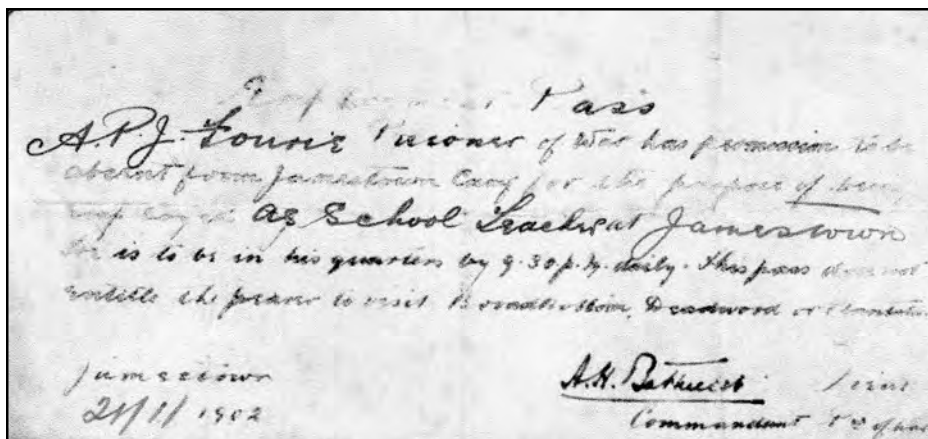


Figure 1
Pass for P.J. Fouris employed as a school teacher held in the Jamestown Camp
(courtesy Clifford Masters)

This now makes ten recorded copies of this cachet used between 14 October 1901 and 13 March 1902, as listed below:

1	Document	14/10/1901	Recorded by Mabbett in St Helena Postal Markings 2002
2	Stationery card	23/12/1901	To Transvaal Ex Deakin sale November 2011
3	Cover	14/1/1902	To Paris, S. Heijtz collection
4	P. P. Card	13/3/1902	Recorded by Mabbett in St Helena Postal Markings 2002
5	P. P. Card	13/3/1902	To Lugny, France, S. Heijtz collection
6	P. P. Card	13/3/1902	To Lugny, France, B. Mabbett collection
7	P. P. Card	13/3/1902	To Lugny, France, B. Mabbett collection
8	P. P. Card	13/3/1902	To Lugny, France, Delcampe auction 11/12/2015
9	P. P. Card	13/3/1902	To Lugny, France, Delcampe auction 11/12/2015
10	P. P. Card	13/3/1902	To Lugny, France, Ex Deakin sale July 2011

I have seen scans of all these items, and can confirm that they are all different with the cachet struck in different places.



Sierra Leone Cable & Wireless Cachet

Jeremy Martin FRPSL

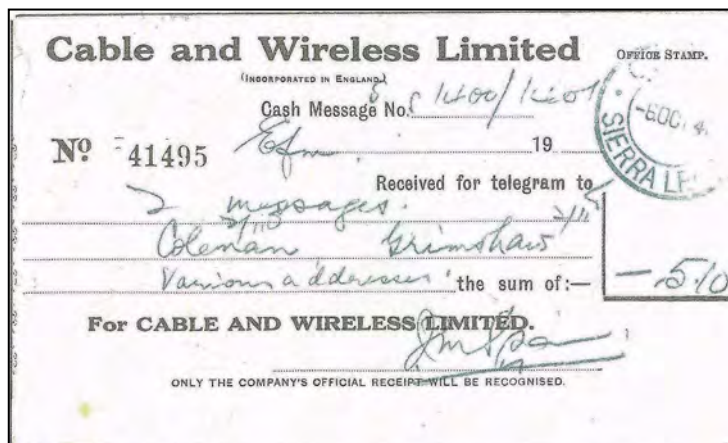


Figure 1

The second edition of the Sierra Leone postmarks book (Ref 1) makes reference to a Cable & Wireless cachet with the comment *provenance unknown*. I have an example of this cachet on a Cable & Wireless company receipt (figure 1) which would seem to be its normal usage. It is in blue and is dated 6 October 1940.

Reference

1. Walton F.L., Quirk, P., Hamilton, M. and Horry, D., *The Postmarks of Sierra Leone 1854-1961*, p117, 2nd edition, WASC, Princes Risborough 2015



Aerogrammes: their size and shape

Peter Rolfe

This article first appeared in the Postal Stationery Society Journal No. 61, February 2012 and is now republished with permission of its editor and of the author

During research into aerogrammes used in Sierra Leone, it became clear that they were re-designed about 1967 and again in about 1990. In addition, most of the Formula items had a number on the reverse attributed to the Postmaster General (eg “Form Approved by the Postmaster General No 71995/2E”).

The Postal Museum Archives at Mount Pleasant, London, hold these records and I hoped to discover some answers there. The number was not recognised and no files could be found to clarify this, despite a careful search by the helpful staff. A series of files headed by 122/11304 provided a rather surprising story for the shape change. The story starts in about 1965 with a proposal by the Post Office to plan for mechanical mail handling. It was decided that the layout of Aerogrammes, among other items of postal stationery, would have to be changed, and a new format was decided. This would produce a form, folded into thirds that measured 150mm x 107mm, sealed with three flaps (fig 2). It would replace the existing forms that were quarter-folded to 120mm x 100mm with two flaps (Fig.1). It was important that there would be no unsealed edge.

On 4 August 1966, in response to a letter from John Dickinson requesting information about this proposed change, the GPO wrote to all of John Dickinson, Wiggins Teape, R.T.Tanner, Smith & Young and the manufacturers association (EMMSA) to advise them of the proposed changes and the date of change, 1 July 1968. John Dickinson promptly wrote back objecting to the time scale and requesting consultations. They pointed out that they had a substantial export market and the new size and shape would require new machinery, which would not be available in time. It appears that the GPO had not previously discussed this with any of the printers other than McCorquodale, who printed aerogrammes for the GPO. The others were producing formula-type aerogrammes to a Licence from the Postmaster General, mainly for sale overseas or for their own use. It then became clear that the GPO had not consulted the Licence-holders because there were no fewer than 135 of them. Further correspondence followed, with some amendment to the end date, and at one stage the GPO became alarmed that Dickinson might not proceed, leaving McCorquodale as monoply supplier. All the others had pulled out.

It was finally decided to go ahead and allow the old-size forms to die away. A memo dated 20 March 1969 refers to the issue of new form Licences, but no file has been seen about this. The file includes a manuscript list of 135 firms to whom the GPO wrote confirming the final agreement, and this may well be the list of all the licence-holders. It includes J.Dickinson & Co at No. 1 and McCorquodale & Co. as No. 2. A copy of that list is in my possession and I would be happy to supply information to anyone interested.

There was a further change of size in about 1990 to give a third-folded aerogramme measuring 210mm x 104mm, to give a total sheet of A4 size, still with three sealing flaps, but the files for this are not currently available in the archives.

This account refers specifically to material used in Sierra Leone but is obviously also relevant for other territories and possibly also to the UK, as all the licence holders are UK companies.

I would like to express my thanks to the staff at the Postal Museum Archives, who went to a lot of trouble to help me.



Figure 1



Figure 2

Sierra Leone Private Wrappers: the Backstories

Dr John K. Courtis FRPSL

Sometimes in postal history research philatelists get so caught up with the rates-routes-markings investigations that social philately is often overlooked, albeit they are quite different areas. Aspects of a country's history can often be revealed through an examination of non-post office wrappers bearing private inscriptions. There are so few extant examples of used post office postal stationery wrappers of Sierra Leone that it is worthwhile examining the alternative private wrappers to identify their incidence and usage. Starting in December 2006 and continuing daily to the present, the author has collected non-post office listings of wrappers that have appeared for sale on the internet site eBay. The database contains a little over 5,000 different images and of these, seven are of Sierra Leone. The purpose of this paper is to identify, analyse and discuss these private wrappers of Sierra Leone.

Sierra Leone Daily Mail

This wrapper has seriffed letters "*Sierra Leone Daily Mail*" 56x3mm; the size of the wrapper is 112x196mm. There is no visible postmark but the wrapper is stamped with a 1965 2c imperforate and self-adhesive red, green & yellow cola nut & plant embossed on silver foil (Sc311). The wrapper was mailed from Freetown to the Kanakwie (sic) Wesleyan Hospital, Kamakwie via Makeni, Sierra Leone. There are two examples of this wrapper in the database. The wrapper is shown as figure 1.

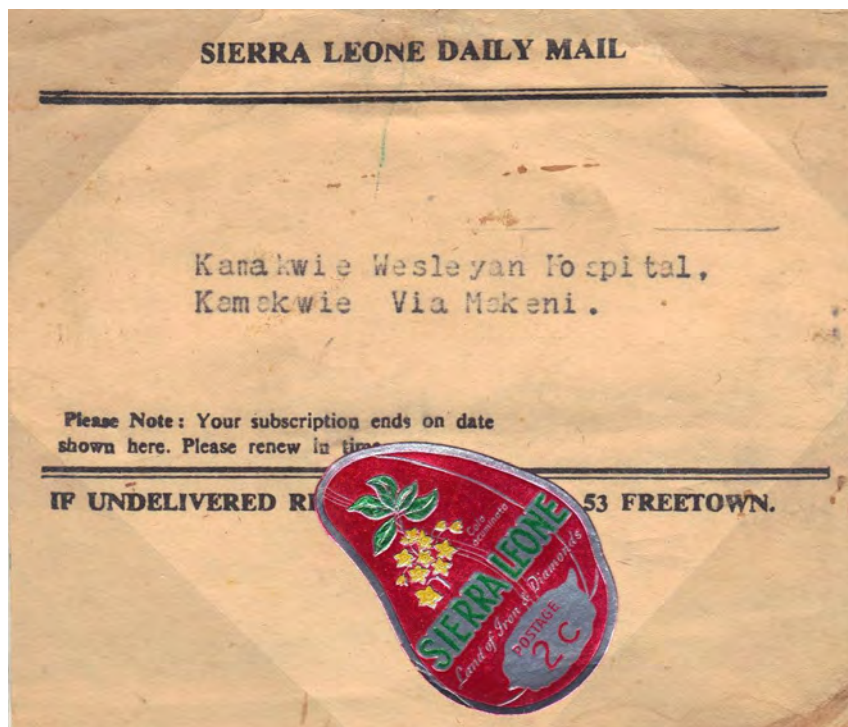


Figure 1: Sierra Leone Daily Mail

The British colonial administrative network included the "*Sierra Leone Daily Mail*" newspaper under the Management of professionally trained and experienced Sierra Leoneans. After Sierra Leone gained independence in April 1961 the paper became government owned. The 1961 constitution provided for free speech and a free press, though in practice authorities are said to beat, detain, and otherwise harass journalists for publishing articles unflattering to the government.

Kamakwie is located at the northern part of the Bombali district. It is also one of the hard-to-reach and deprived communities in Sierra Leone. Roads in this region are terrible. Kamakwie Wesleyan Hospital (KWH) is the only hospital providing standard care in this area and it also caters for patients coming from across the border in Guinea.

Sierra Leone Outlook

A white wrapper label shows the sender of this wrapper as The Editor, SIERRA LEONE OUTLOOK c/o United Methodist Church, Conference Office and Freetown address. This was printed on a 65x105mm label with 2mm blue horizontal lines with 18mm and 35mm gaps. The wrapper's size is 125x295mm brown horizontal weave kraft and there is a 54mm purple sans-serif handstamp PRINTED MATTER. The cancellation of 26mm SORTING OFFICE 25 AUG 83 SIERRA LEONE is on a 1980 10c grey parrot (Sc468), paying the airmail rate. The wrapper was mailed from Freetown to Lititz, Pennsylvania, USA. This wrapper is shown as figure 2a.

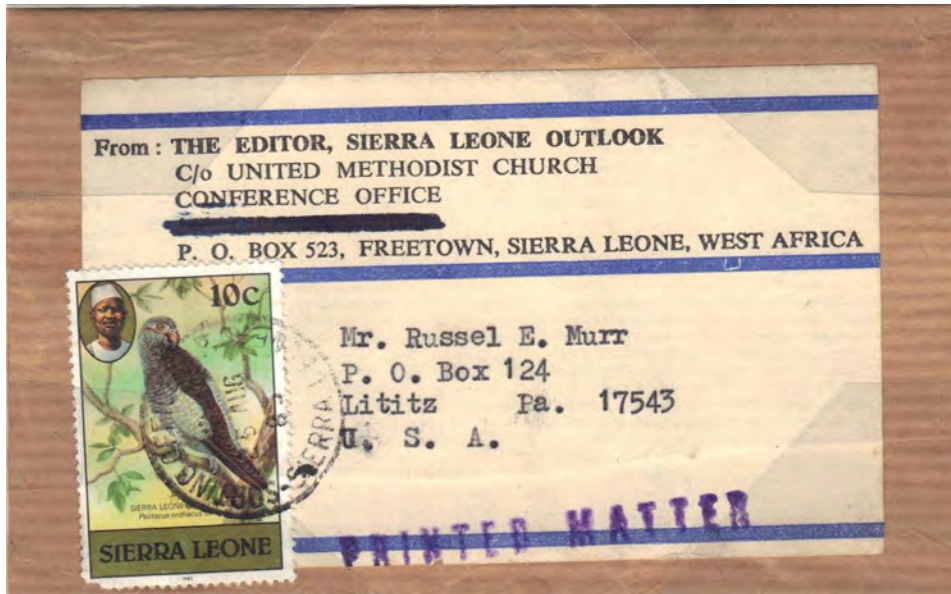


Figure 2a; the SL Outlook wrapper

The “*Sierra Leone Outlook*” is the official monthly publication of the Evangelical United Brethren in Christ in Sierra Leone, West Africa. It commenced in 1910. The Albert Academy Press in Freetown had grown nationwide to include printing for publications such as “*The Sierra Leone Outlook*” (see figure 2b).

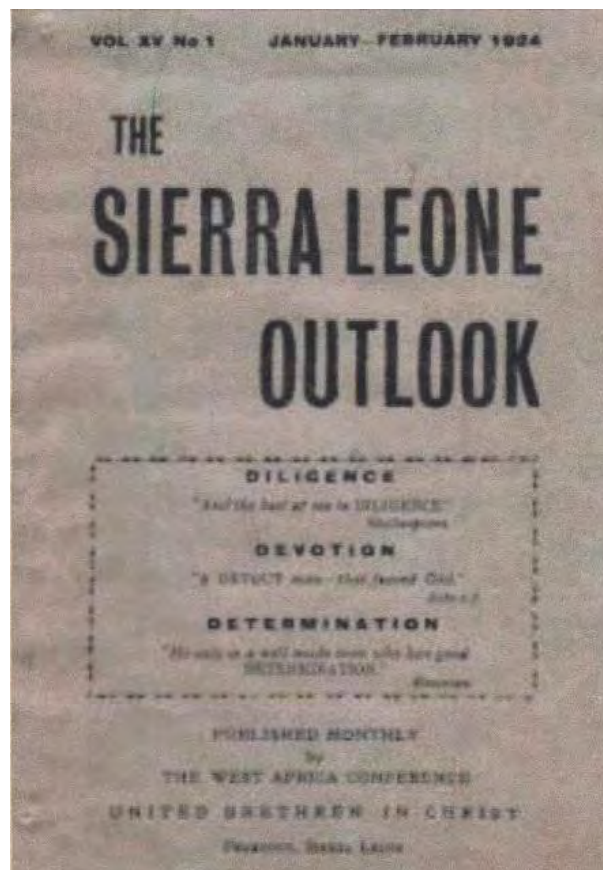


Figure 2b:
the Sierra Leone Outlook

Official Sierra Leone Gazette

The initials O.S.L.G.S. which appear beneath the coat of arms mean *Official Sierra Leone Gazette Supplement*. Additional printing appears below the address: S. L. Gazette – From// *THE GOVERNMENT PRINTER// FREETOWN// SIERRA LEONE*. The wrapper is 170mm x piece on yellow paper and the gauge is 0.08mm. There is a pair of 24mm FREETOWN 14 MY 70 SIERRA LEONE cancels on a 1965 4c imperforate self-adhesive cola nut & plant (Sc313) + July 1969 1c imperforate self-adhesive freighter and flags of Sierra Leone & Japan (Sc375). The wrapper is addressed to the University of Uppsala, Universitets Biblioteket (in manuscript), Uppsala, Sweden. This wrapper is shown as figure 3.

There is a second copy of this wrapper in the database on whitish paper addressed to the Consulate de Belgique, Freetown. From the Internet image no postage is discernible raising the question whether it was carried free?

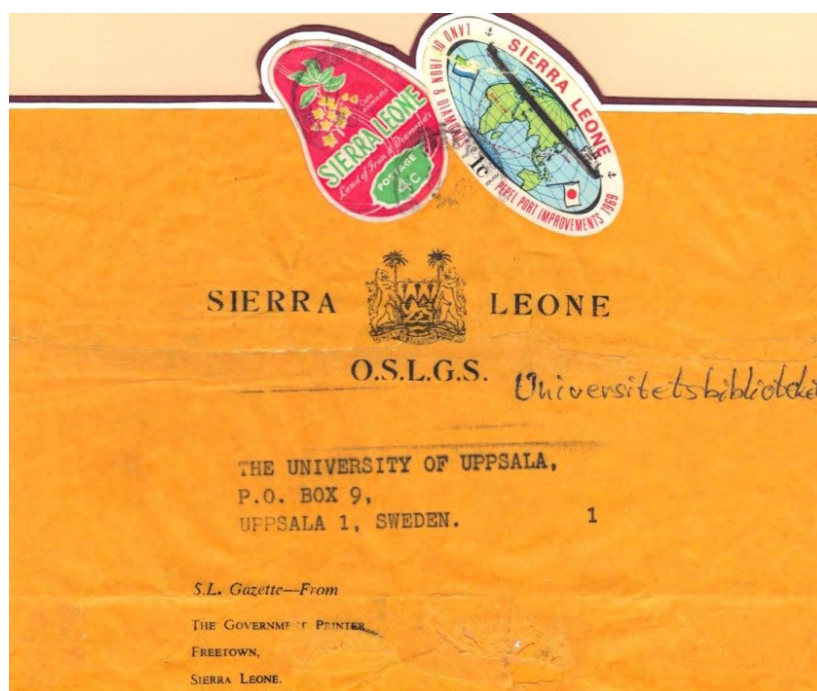


Figure 3: Sierra Leone Government Gazette

The “*Sierra Leone Government Gazette*” (and its Supplement) started in 1808 and went through a number of stages and name changes before resuming its original name as a weekly publication reporting legal and economic statistics for the Annual Report until Sierra Leone independence in 1971.

Early nineteenth century Freetown was an urbane settlement by West African standards, possessing amongst other facilities a printing press, used to produce the “*Sierra Leone Gazette*”, of which sixteen numbers appeared in 1808. The following year Governor Thompson renamed it “*The African Herald*”. His successor restored the original title but publication ceased in 1810. In 1817 it was revived by Governor MacCarthy as “*The Royal Gazette and Sierra Leone Advertiser*”, which was part official gazette and part provincial newspaper. It was published two or three times per month and lasted until 1827 when it was discontinued for economy reasons.

Though copies of the Gazette were forwarded to the Colonial Office, it was primarily intended for the information of the Freetown populace. In 1819 governors were instructed to submit 'colonial almanacs', the result being a report on the import and export trade of the colony for 1819, as well as lists of "Merchant vessels and burden with invoice of cargo and duty paid at the port of Freetown" for the years 1821 and 1823, and "Returns for Trade and Population of Sierra Leone, 1817-1823".

In order to obtain more systematic information, in March 1822 the Colonial Office sent each governor a large blue volume containing printed pages for entries under the headings "Abstract of Net Revenue and Expenditure", "Establishment", "Schedule of Taxes, Duties", "Military Expenditure", and "Schedule of Fees". The following year headings for "Population", "Imports and Exports", and "Currency" were added to the list of items, which was to increase throughout subsequent years. The first Sierra Leone Blue Book to be submitted on these printed forms was that for 1824. Thereafter annual volumes appeared until discontinued in 1943.

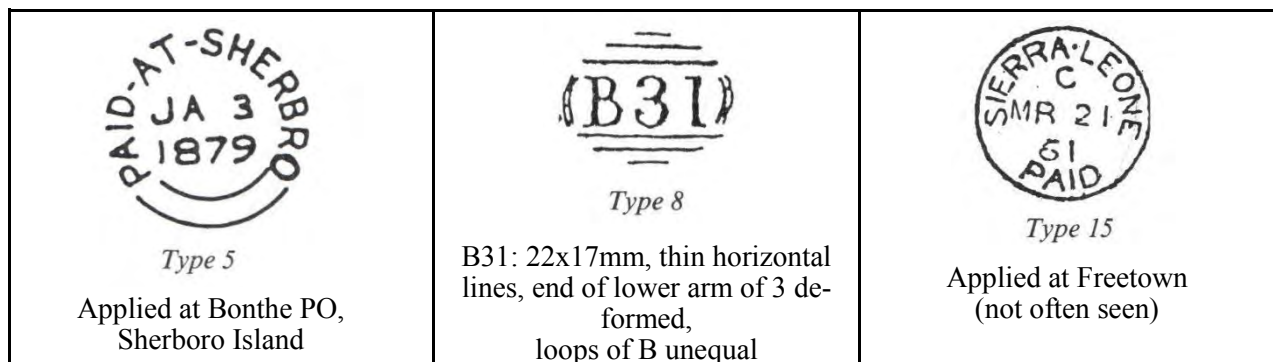
Four more series were published until they were finally discontinued in 1958, three years before independence, by which time they had become something of an anachronism. "*The Government Gazette*" continued publication to independence (extracted from ref 2).

Sierra Leone Newspaper 1886

Newspapers have been published regularly in Freetown since 1855. The longest-lived newspaper was the "*Sierra Leone Weekly News*" founded in 1884 by J. Claudius May (1845–1902), a Methodist minister and principal of the city's Wesleyan Boys High School. May's brother, Theobald Cornelius May (1857–1929), who had trained in England as a printer and journalist, managed and edited the paper. Under Cornelius's direction, the "*Weekly News*" was a well-known forum of West African political and cultural thought.

The unidentified newspaper shown as figure 4 bears an open circular red cancel PAID AT SHERBRO FE 26 1886. There is a red crayon 1 through and to the right of the address. This postmark was applied at the Bonthe Post Office, the main town on Sherbro Island. According to Beale (Ref. 1) this is a type 5 post mark first recorded 15.6.75, struck in red, known until 1885 and rated scarce. This example on a newspaper is apparently a later usage. The newspaper with white address label was sent to Freetown where a second postmark was applied, a circular date stamp in black SIERRA LEONE C MR 1 86 (type 15).

The wrapper is franked with a pair of 1884 ½d dull green Queen Victoria (Sc22) with black numeral cancel B31 between twin bars above/below tied to the address label. The B31 cancel is type 8. Beale (Ref. 1) notes that this type is "known from 1864 and its use ends about 1893" and that it was "used in Freetown and possibly in Bonthe (Sherbro Island) with a dated Freetown postmark applied on receipt there." The address, with newspaper attached is to John Lawson, Cambridge City, Indiana, USA.



A perusal of the printing that can be read on the newspaper shows that it is in English with advertising addresses in Newark N.J., Pittsburgh, Pennsylvania, Boston Massachusetts, and New York City, USA. In addition to the diversity of these addresses in the advertisements there is wording in the newspaper appearing lower right: *Messrs. Sampson Low and Co., No. 188 Fleet Street are our agents in London to receive subscriptions and advertisements. THE INDEPENDENT, NEW YORK CITY.* Colonial newspapers were targets for advertising by merchants from England and America. Clients would use agents in London to place advertisements in selected colonial newspapers.

There is no assurance that this unidentified newspaper was printed in Bonthe, Sherbro – more likely it was printed in Freetown.



Figure 4: Unidentified Newspaper with Sherboro late usage Postmark

Parcel Wrapper

The justification for including this parcel wrapper is that there are few extant parcel wrappers owing to their usual destruction at the hands of recipients. The eBay image is of poor quality making it difficult to accurately determine the postage and other markings. The parcel was mailed 2nd class airmail to Miss R. A. Kessler, Columbus, Ohio, USA. There is an arrival circular date stamp DEC 20 1966 and a purple passed customs handstamp. The contents are identified as *Pathology Specimens Harmless*. This wrapper is shown as figure 5.



Figure 5: Example of a Parcel Wrapper to USA

Conclusion

The author's database of non-post office wrappers includes only seven examples of Sierra Leone out of a total of 5,150 worldwide wrappers. This low number implies that these private-based wrappers are elusive.

The five different examples represent a diversity of usages: a daily newspaper, a monthly publication of a religious order, the official Government Gazette, an unidentified newspaper with a later Sherbro cancellation than has previously been recorded, and a parcel wrapper stated to contain harmless pathology specimens. Four of the five examples were mailed to USA and one to Sweden.

The backstories reveal missionary hospital work, the infiltration of missionaries into the local population, government publication of statistical and other information to aid local policy making, the use of an advertising agency to ensure client advertisements appear in colonial newspapers, and parcel contents that would likely be prohibited today. These social philately tidbits help to better understand the nature of business, government and religion of the times.

References

1. Beale P.O. (1988), *The Postal Service of Sierra Leone: Its History, Stamps and Stationery until 1961*, p240, The Royal Philatelic Society, London.
2. Doward David C. & Butler Alan C. (1976), *Government Publications relating to Sierra Leone, 1808-1961*, www.microform.co.uk/guides/R96978.pdf

Acknowledgement

I wish to thank Allan Gory for reading and commenting on an earlier draft.



H Edwards, CCC postcards and Paterson-Zochonis

Paul Redhead

As John Hossack's recent article in *Cameo* (Ref. 1) described, Paterson-Zochonis (PZ) has operated in Nigeria for over a century. The firm began in Lagos in 1899 and over the following 12 years opened branches in several major towns, including Abeokuta, where a Mr H C Edwards was employed in 1911. Mr Edwards was a member of the Cosmopolitan Correspondence Club (CCC), which was based in Milwaukee USA, and was one of a number of similar clubs flourishing at that time. The main raison d'être of these clubs was to enable members to exchange postcards, and in some instances, correspond, swap stamps etc.

In 1912 CCC had around 5000 subscribers from all over the world who, for a \$2 annual fee, received quarterly issues of the CCC magazine *The Globe Trotter* (motto 'It brings the World to your Library Table'). *The Globe Trotter* included lists of members with their addresses and interests, together with eclectic articles, advertisements for everything from stamps to ostrich feathers, and a marvellously grandiloquent editorial in four languages. The University of Wisconsin's digitised copies (<http://hdl.handle.net/2027/wu.89060943719>) make absorbing reading, including accounts of major fraud perpetrated by unscrupulous members (not Mr Edwards!).

CCC subscribers were expected to include their membership numbers on the postcards they sent, and many used special rubber stamps for the purpose, sometimes showing membership of other clubs in addition to CCC (eg Globus, Kosmopolit) (see figure 1). Fairly regularly the signature details included one or more girl's names (I've seen Emma, Georgina, Hanna, Olga, Agatha, Ella, Anastasia, Elsa, and Erna) which appear to be coded references to that member's interests, though *Globe Trotter* doesn't include a code list. In 1912 there were four CCC members in Nigeria: Ernest Boehme (no 1308) at Old Calabar, Chas H Harrington (no 6782) and Charles Ungebauer (no 3086) at Lagos, and H Edwards (no 7274). I've seen a letter from Chas Ungebauer, sent to the Canal Zone in 1908, bearing his CCC number but no other correspondence.

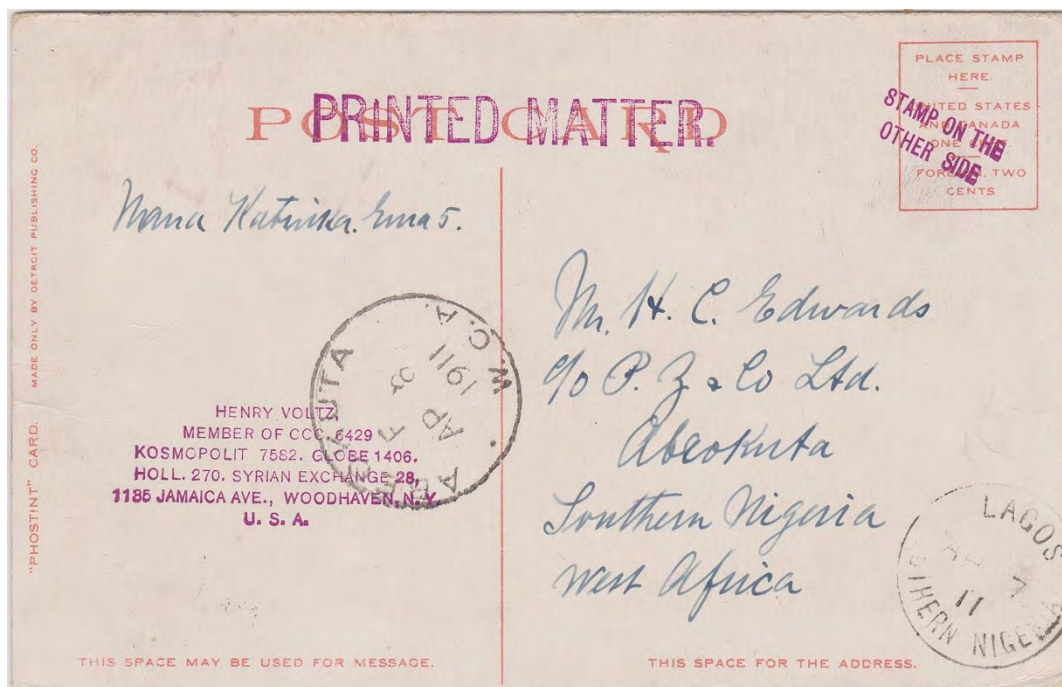


Figure 1

I have seen 21 of the cards Mr Edwards received, and 8 cards he sent. Cards he received came from 14 countries (Algeria (2), Argentina, Belgium, North Borneo, Cuba, France (2), Germany (2), Greece, Hungary, Italy (2), Portugal, Romania, Russia, Switzerland, USA (x3)), and arrived in Abeokuta between 27 February 1911 and 10 June 1911. The cards he sent date from 11 February to 9 August 1911, to Belgium, Bohemia, France (4), USA and England. The card to England is shown overleaf (image from Ray Harris' collection), and appears to have been sent to himself, on holiday in Manchester (where PZ is still based today). It features a personal rubber stamp, though on all the earlier cards his details are hand-written. The 1d stamp is dated JA 9 11, and appears to have been added to the card in pre-used state.

All the sent cards have Igbein Hill postmarks but all the cards Mr Edwards received carry the Abeokuta skeleton cancel D3 (Proud), 13A (Ince and Sacher), some with code letters A, some with code letters F. According to Proud this canceller was in use between 1904 and 1908 and again from 1918 to 1922 with occasional usage in 1911. Perhaps those 1911 examples were mostly down to Mr Edwards, certainly his CCC membership had lapsed by July 1913 as his name disappears from the *Globe Trotter* list.

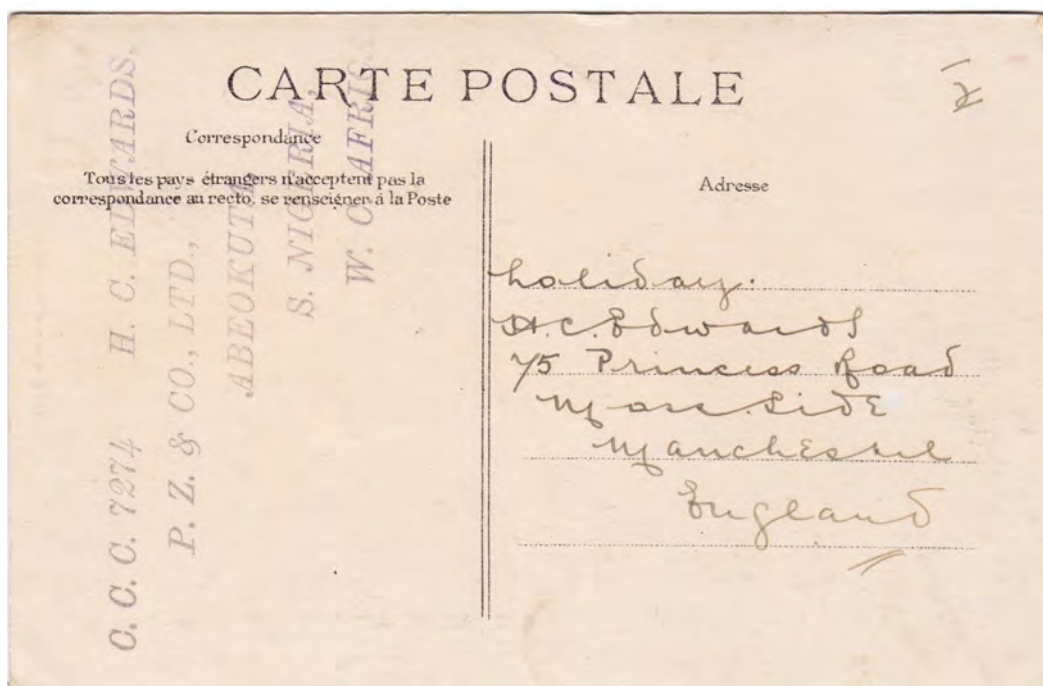
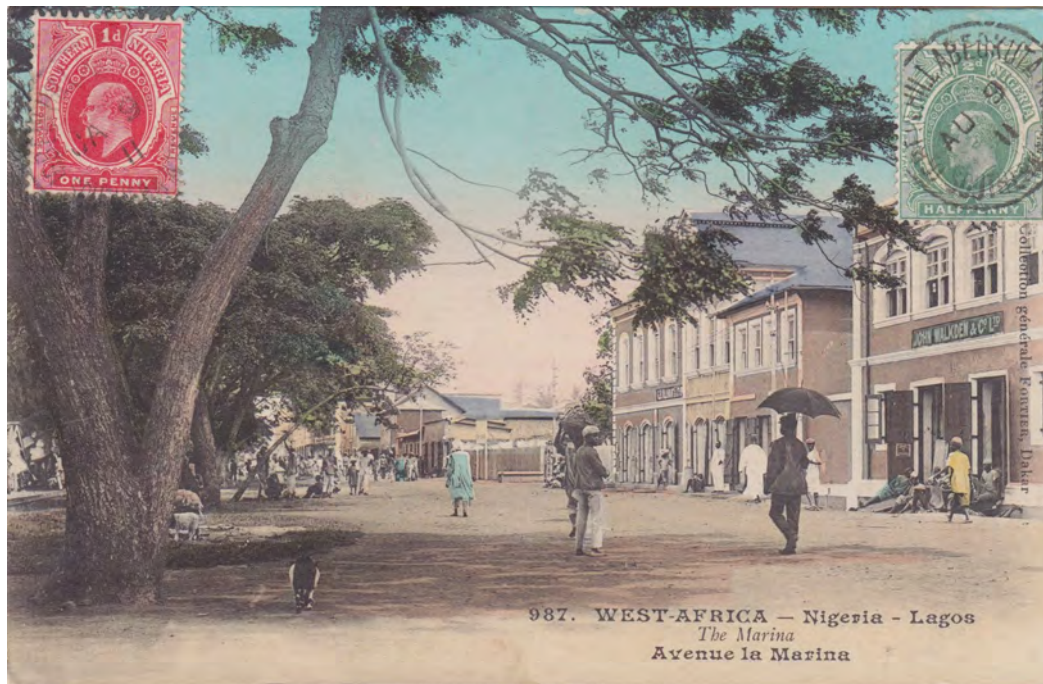


Figure 2: front and reverse of CCC postcard sent by H.C. Edwards to the UK on AU 9 1911

Post card exchange clubs still exist today though there is very little information on the history of what seems to have been a particularly Edwardian phenomenon. Describing that time, the Metropolitan Postcard Club's website (<http://www.metropostcard.com/history1907-1913.html>) explains that '...Postcard collecting clubs developed like the Jolly Jokers that had more than 2300 members, the Society for the Promulgation of Post Cards with 5,000 members, and the Post Card Union with an astounding 10,000 members. Those who couldn't fathom the changing times referred to these clubs as cults...'

An intriguing and apparently under-researched world!

Acknowledgments

My thanks to Ray Harris for supplying the image of the second card, and to Tom Anderson of the Sarawak Specialists Club whose email to me about a card sent to Mr Edwards from North Borneo set the ball rolling.

Reference

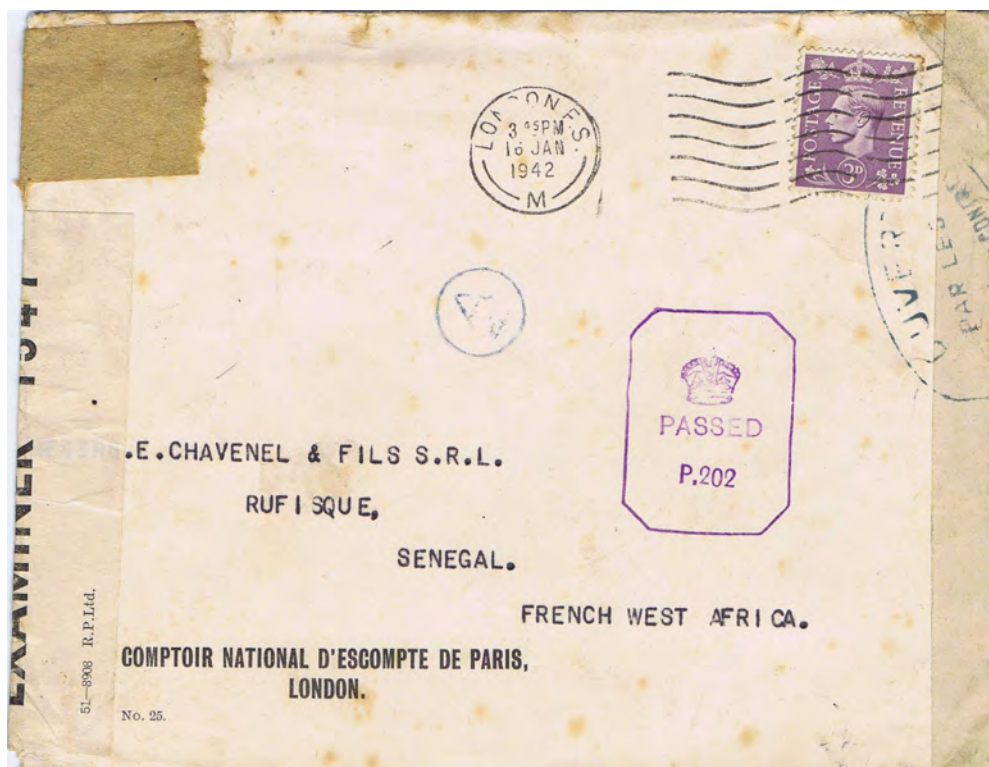
1. Hossack, John, "Paterson Zochonis in West Africa: a short account", *Cameo*, Volume 16 pp128-129, WASC, October 2015



London to Senegal via Bathurst 1942?

John Wilson

The earliest date for the octagonal P.202 censor mark recorded by Martin, Walton and Harris (Ref. 1) is given as 14 February 1942, after the Imperial Censors arrived in Bathurst on 11 February. I recently found a cover showing the P.202 mark that was posted in London on 16 January 1942 addressed to Senegal. I was convinced that this P.202 had been applied in Bathurst but Rob May sounded a note of justifiable caution that I was being too enthusiastic, and that P.202 could have been applied in London before the mail was sent on to Senegal. Certainly the PC-90 label of examiner 1547 is recorded by Morenweiser as being in London, but there are no records of P.202 being anywhere other than Bathurst.



I already knew that P.202 was in the possession of the leader of the Imperial Censor team that had been sent out to Bathurst, and also knew that he was called Mr. E.O. Jacobs from information provided by Bob Maddocks from his transcripts of the records held in Banjul. A cover illustrated by me elsewhere (Ref 2) was written from Bathurst by Jacobs to his wife who was working in the Liverpool Censor Office, and bears the (his) P.202 stamp.

To my utter delight, I located the passenger list for a Dutch vessel, the "Jaarstroom" which sailed from Hull on 9 January 1942 to join convoy OS-17 bound from Liverpool to Freetown. The convoy records confirm that the "Jaarstroom" was in the convoy, and docked at Freetown on 7 February 1942. Here is the passenger list:

Ship's Name.	Official Number.	Steamship Line.	Master's Name.	Registered Tonnage.	Aggregate Number of superficial feet in the several compartments set apart for Passengers, other than Cabin Passengers.	Total Number of Statute Adults, exclusive of Master, Crew, and Cabin Passengers, which the Ship can legally carry.	Where Bound.									
"JAARSTROOM"	Dutch	Allocated to Elder, Dempster Lines Ltd.	VAN OS	1494	-	-	FOREIGN									
I hereby Certify that the Provisions actually laden on board this Ship are sufficient, according to the requirements of the Merchant Shipping Acts, for..... Statute Adults for a voyage of..... days.																
Date of Departure.....19..... (Signature <i>R. van Os</i> Master) Date.....19.....																
NAMES AND DESCRIPTIONS OF BRITISH PASSENGERS EMBARKED AT THE PORT OF.....																
(1) Contract Ticket Number	(2) Port at which Passengers have contracted to land	(3) NAMES OF PASSENGERS	(4) CLASS (Whether 1st, 2nd, Tourist or 3rd)	(5) AGES OF PASSENGERS						(6) Country of last Permanent Residence*					(9) Country of Intended Future Permanent Residence*	
				Adults of 12 years and upwards		Children between 1 and 12		Infants under 12		Country of last Permanent Residence*		Country of Intended Future Permanent Residence*				
				Males	Females	Males	Females	Males	Females	British	Irish	Scottish	Northern Ireland	Other parts of the British Empire	Foreign Countries	
A/6 875	FREETOWN	Mark McParlane	Cabin	38												GAMBIA
√6 873	FREETOWN	William W. Cramb	Cabin	55												GAMBIA
√6 872	FREETOWN	Richard George Bale	Cabin	33												GAMBIA
√6 877	FREETOWN	Frederick Edward Warren	Cabin	40												GAMBIA
√6 874	FREETOWN	Edward Oswald Jacobs	Cabin	55												GAMBIA
A/6 876	FREETOWN	Kenneth Martin Frederick Quintaba	Cabin	20												GAMBIA

What a find! We now know the full details of the Imperial Censor team sent to Bathurst from Liverpool, and this confirms that, as I suggested in ref 2, there were five censors and one clerk rather than the often-quoted "six censors".

The "Jaarstroom" sailed from Liverpool on 18 January 1942, taking with it the censor team and their equipment. My Senegal cover was posted in London on the 16th so it is possible that this mail was on board one of the convoy ships. It may be significant that the "Jaarstroom" is shown as "Allocated to Elder Dempster Lines Ltd." and since Elder Dempster held the Royal Mail contract, why not? However, three of the ships in the convoy; "Broompark", "Bur" and "Carmelfjel" actually docked at Bathurst and may have carried the mail, since "Jaarstroom" did not dock at Bathurst.

Whatever the detail, it must be the case that the Senegal cover was examined in Bathurst by the Imperial Censor and it was in Bathurst that the P.202 hand-stamp was applied before forwarding to Senegal. I had no idea that mail into Vichy Senegal was routed via Bathurst, and I have not seen another cover like this. Has any other WASC member?

References:

1. Martin J.J., Walton F.L & Harris R., *West African Censorship*, p34, WASC, Princes Risborough 3rd Edition 2015
2. Wilson J. "Imperial Censorship operations in the Gambia in 1942", Civil Censorship Study Group, Oast House West, Hauling Way, Wiveliscombe, Somerset, TA4 2PP, 2015

Togo: OPENED BY CENSOR in 1916

John Mayne



Martin & Walton (Ref. 1) illustrated a straight line OPENED BY CENSOR handstamp measuring 47mm x 3mm, which was recorded in use between 31 January and 12 June 1916.

If memory serves me rightly, when I assisted Jeremy Martin with this book I showed two covers to him with this strike, which he had not previously recorded. The two envelopes, of different sizes, were addressed to the Zendings Bureau at Rotterdam. He remained unconvinced they were applied in Togo and added the rider to the book “the mark is not certain to have originated in Togo”.

I can now show the same handstamp on a cover from the Anecho branch of the German West Africa Trading Company to their Lome office. It is franked at the standard French internal letter rate of 10 centimes. Because it is a letter sent between French and British Togo I think this now proves that the OPENED BY CENSOR mark is of Togo origin. We still do not know for certain whether the handstamp is British or French but, as it is in English, the former is more likely. It fits within the previously known date range; having been posted on 5 February 1916. The well-known three line “Opened by Censor/at/ Lome” has also been added.

Reference

1. Martin J.J. & Walton F.L., *Togo: The Postal History of the Anglo-French Occupation 1914-1922*, p86, WASC, Sheffield 1995

Articles of Interest Published in Other Journals

Members are invited to contact either editor by e-mail, post or telephone when they notice any article they may feel might be of interest to other members. Articles which we hope to reproduce in *Cameo* at a future date are not usually listed here.

London Philatelist, Volume 124, no. 1430, November 2015

p448, *West Africa from the Royal Philatelic Collection*, by Rob May

Air Mail News, Volume 58, no. 230, August 2015

p4, *APO Covers 'mixed' Franking*. This is a summary by John C Symons, BAMS editor, of a correspondence between Ken Lawrence, Richard Beith and himself regarding the rules relating to franking for letters posted by US Military personnel serving at foreign locations during WW2.

pp11-18, *Redirected Airmail letters*, by Peter Wingent. A very interesting article analysing the UK and Empire rules for payment (or not) of additional postage upon redirection of mail, including registered mails and direction of UK and Empire mails onward to foreign countries.

Volume 58, no. 231, November 2015

p5, *September 1942 air mail cover from Kilindini, Kenya to New York, with links to undercover operations* by Richard Beith

Page vii, Literature Review of *French African Airmails 1932 to 1940*, Collot & Cornu in English translation by John Parmenter; - reviewed by Ken Sanford

Journal of the France & Colonies PS, Volume 65, no. 3, September 2015

pp77-85, *Monkey Business: Benin's 'Zin Kaka' Quasi-definitive of December 2003, Part One* by Nicholas Pertwee

p99, *Mail from Ekododo, Gabon* by John Mayne & Mick Bister (the cover described is now in Rob May's collection and could more accurately have been described as from Ekododo, Neu Kamerun)

p102, *Special Mailing - Cameroun to France, November 1944*, by Marty Bratzel

pp96-98, *Cameroun - a Mute Cancel Identified as a Railroad Postmark*, by Marty Bratzel (Ed - I have sought permission to reproduce this article in a future *Cameo*).

Gibbons Stamp Monthly, March 2012 to Oct 2015: a series by Nicholas Pertwee on the 1988 Provisional overprints of Ghana:

2012

Mar The 1988 Provisional Definitives of Ghana: The C50 Overprints - Part 1 p. 74

Apr The 1988 Provisional Definitives of Ghana: The C50 Overprints - Part 2 p. 72

May The 1988 Provisional Definitives of Ghana: The C50 Overprints - Part 3 p. 76

2013

Jan Ghana's 1988 Provisional Definitives: The C100 Surcharges - Part 1 p. 76

Feb Ghana's 1988 Provisional Definitives: The C100 Surcharges - Part 2 p. 108

Aug The 1988 Provisional Definitives of Ghana: The C60 Surcharges p. 74

Oct The 1988 Provisional Definitives of Ghana: The C80 Overprints p. 88

Nov The 1988 Provisional Definitives of Ghana: The C200 Surcharge p. 68

2015

Jun The 1988 Provisional Definitives of Ghana: The C20 Overprints (Part 1) p. 72

Aug The 1988 Provisional Definitives of Ghana: The C20 Overprints (Part 2) p. 88

Oct The 1988 Provisional Definitives of Ghana: The C20 Overprints (Part 3) p. 120

Canadian Philatelist, via a free access searchable database at <https://rpsc.org/tcp/index.php>

Includes all seven of Peter Newroth's articles on Gold Coast.

Peter Newroth has also made an 80 sheet Gold Coast exhibit available on the website of the Victoria Stamp Club, www.vicstamps.com

Linns Stamp News

US Mail across the Atlantic by Land-based aircraft, part 1: 1941 and 1942, by Ken Lawrence, is available at <http://www.linns.com/en/insights/us-stamps-and-postal-history/2015/july/u-s--mail-across-the-atlantic-by-land-based-aircraft--part-1--19.html>

US Mail across the Atlantic by Land-based aircraft, part 2, 1942-46 by Ken Lawrence, is available at : <http://www.linns.com/en/insights/us-stamps-and-postal-history/2015/09/u-s--mail-across-the-atlantic-by-land-based-aircraft--part-2--19.html>

United States Specialist, August 2015

FAM 22, the 1941-1942 Military Contracts and Postal history: from Flying Boats to Landplanes Across the Atlantic, by Ken Lawrence.



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LAGOS. 1886 DLR perforated colour trial for ½d value in mauve and blue (issued colour of 2d). Ex Danson. £350	SIERRA LEONE. 1873 3d saffron-yellow. Very fine mint. Wonderfully fresh with rich true colour. SG 13. £400
NIGER COAST. 1893 5/- on 2d (Type 12 in violet). Very fine mint. Exceptionally fresh. BPA Cert. SG 40 £6500	SIERRA LEONE. 1905 (MCA) £1 with 'Spaven' flaw from Plate '1' (R.1/3). Very fine mint. Just 75 possible! SG 98. £300
NIGER COAST. 1894 '½' on half 1d dull blue. Very fine used on piece. Scarce on this shade. BPA Cert. SG 57 £450	SIERRA LEONE. 1925 1d bright violet (Die II) in corner Plate '12' block of four. Unmounted mint. SG 132a. £50
NIGERIA. 1933 3d bright blue corner Plate '20' block of four. Unmounted mint. SG 23. £60	TOGO. 1914 1d on 5pf with thin 'y' in 'Penny' used on piece with LOME c.d.s. '2/10 14'. BPA Cert. SG H13a. £275
ST. HELENA. 1894 1/- top marginal with surcharge double. Unmounted mint. Exceptional rarity in this quality. SG 45a. £4000	TOGO. 1915 ½d green with 'CUPATION' error (POs# 33). Very fine used with '29 10 15' c.d.s. Rare. SG H34e. £375

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