

CAMEO



The Journal of the West Africa Study Circle



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WHOLE NUMBER 78

OCTOBER 2009

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Contents

Editorial		146
Letters to the Editor:		147
Maddocks, Heap (2), Martin, Hahn, Harwood		
1925 Egypt-Nigeria and Return RAF Exp. Flight	Jeremy Martin	149
1925 Egypt-Nigeria Experimental Flights	Bob Maddocks	149
RAF Censor 40 h/s on 95 Squadron Card	Keith Hanman	150
RMS <i>Appam</i> -Log of 1915 WWI Sailing	Bob Maddocks	151
German Tax Marks on Togo and Kamerun Mail	Bob Maddocks	153
Early French Gold Coast Postal Arrangements	Michel Melot, Marc Parren	156
More Documents from the St Helena Archives	Robert Johnson	161
St Helena CH1 Castle Handstamp	Frank Walton	166
St Helena CH2 Castle Handstamp	Bill Thorpe	166
Sierra Leone Wilberforce Issue-Colour Trials?	Chris Gregory	167
Unrecognised Ascension Cancellation	John Cooper	167
St Helena 1863 Overprint Essays	Jeremy Martin	168
St Helena 1863 Overprint Essays	Barry Burns	169
The FAM 18 Stop at Horta	Bob Wilcsek	171
Kaduna Junction Sorting Office	Simon Heap	182
Ascension 1924 4d 'Comma' Flaw	Michael Hale	183
DLH Catapult Flights between Gambia and Brazil	Klaus Hahn	184
Lagos's Pigeon-Post, 1900-01	Simon Heap	189
Letter from St Helena 1815	Michael Hale	190
Early Use of Sapele Cancellor of Niger Coast	Robert Seaman	193
Parcel Cancel of Funtua, Nigeria	John Cooper	193
Oil Rivers Protectorate 'Broken I' Variety	Roger B. West	193
Southern Nigeria 1908 ½d on 1d Postal Card	Peter Hørlyck	194
Nigeria 1914 KGV 1d Postal Stationery Card	Peter Hørlyck	194
US Reply Card Postmarked in St Helena	Len McMaster	196
Ascension 'Returned Letter' Handstamp	Bernard Mabbett	198
Pilfering from the Jos Letter Box, 1928	Simon Heap	199
Madame Joseph Cancels (and Others) on Ascension	Bill Thorpe	200
Waterlow Colour Trials - St Helena	Dickon Pollard	203
St Helena 1890-1900 Keyplate Printings	Robin Davis	203
A New Nigeria Mobile Post Office Cancel	Ray Harris	204
St Helena-Foreign Bill Stamps	Bob Maddocks	205
Philatelic Addresses from Sierra Leone	Frank Walton	206
Kano Field Force 1917-Some Queries Answered	Bob Maddocks	207
Where Have all Gambia SG 12A Gone?	Inge Gulstorff	207
West African Forces in East Africa in WWII	Ross Debenham	208
2009 South Atlantic Visit Part 2-St Helena	Barry Burns	208

Editorial

I am writing this Editorial on the eve of the Circle's 12th Weekend Conference which is being held this year at the Charlecote Pheasant Hotel near Stratford-upon-Avon. It promises to be another weekend full of excellent displays presented by knowledgeable authorities in their field. In addition, of course, is the live auction, hopefully some fine food and drink, and a unique opportunity to socialise and discuss collecting interests with like minded members. This is the Circle's main gathering, and if it is anything like as good as the usual events we are in for a treat. To any member who has yet to attend a Conference, I suggest you come to the next one which will be held in two years time. You won't regret it, and will most likely return time and time again.

It was an honour to hear that our journal has done very well at two recent exhibitions. In August *Cameo* was awarded a Gold Medal at the American Philatelic Society Stampshow at Pittsburgh, and last week at Stampex in London it was awarded another Gold Medal! These are magnificent results, and everybody who has been involved with the journal's content and production can take credit for this. Rob and I have been privileged to work with such a good range and choice of articles; I am sure that it is not just the 'in depth' studies that helped us, but the short snippets and queries that so many members are willing to contribute and respond to. Many thanks to everybody from your two Editors.



Barry Burns

**The next issue will be edited by Rob, datelined January 2010
and the copy deadline is 2 January**

Editorial Policy

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

Rob May / Barry Burns

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Front Cover

Waterlow Colour Trials based on the 1938 St Helena set See page 203

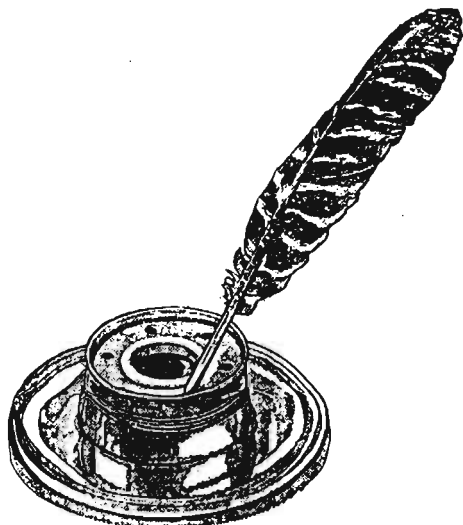
Letters to the Editor

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



Nicholas Carter

Dear Barry

With reference to the January 2009 *Cameo* and the obituary by Ian Anderson of Nicholas Carter. This contained a couple of errors which I feel should be corrected. Nick's grandfather was not Governor General of the Gambia but was Postmaster and Administrator of the Colony in the 1880s. Thereafter he was Governor of Lagos 1891-97; there, Carter Bridge was named after him.

Nick's grandmother, as mentioned in the obituary, was in fact Sir Gilbert Carter's second wife; it is his first wife who is shown with their daughter in this family photograph taken in the Gambia around 1885. She was not therefore the one involved in the design of the Bermuda 1906 Olive Blossom commemorative stamp.



This family photograph is taken from *Life in the White Man's Grave* by Philip Allison, Viking Press 1988 ISBN 0670810207.

Bob Maddocks
Oswestry

C.R. Walker's Scrapbooks

Dear Rob and Barry,

I wish to add a little to the very informative article in the last *Cameo* (June 2009, No. 77) and news that C.R. Walker's scrapbooks are to be included in the WASC library (Michael St J. Wright, *Nigeria: C.R. Walker's Scrapbooks*).

Sailing out to Nigeria on the *Abinsi* from Liverpool, Colin Ramsay Walker was Assistant District Officer from January 1915 to September 1917, being stationed on his first tour at Ilorin, where he 'got the bungalow of the German traders, who, of course, have been booted out.'

Rhodes House Library in Oxford contains seven diaries of his easily readable prose interspersed with newspaper cuttings, as well as six albums of associated photographs from the period 1915 to 1920. Best wishes,

Dr Simon Heap
Oxford

Railway at Old Calabar

Dear railway enthusiasts Rob and Barry,

I may have solved the mystery railway at Old Calabar, as posed by the Reverend Alan Warrell's postcard (*Cameo*, June 2007, No. 71, p112).

While browsing the wonderful Residency Museum at Calabar on a recent holiday there, I spotted the exact same waterfront picture but as a photograph and with the underneath attribution, 'Moving spoil to create the new Marina', and so confirms your surmise that this was 'a contractor's railway to move spoil and materials for an engineering project.'

Dr Simon Heap
Oxford

Handstamp on Oil Rivers Consular Stamp

Dear Rob/Barry,

I refer to John Gledhill's letter about handstamps on Consular stamps (*Cameo 77*, p77). I am not able to help with deciphering the handstamp. However, I do have a Certificate of Registration for the year of 1897 with two 1/- Consular Service stamps and a 6d. The handstamp reads 'BRITISH VICE-CONSULATE / OPOBO' with a seal (scuffed) in the centre. I hope this is of interest.

Jeremy Martin
West Harnham

St Helena Formula Registered Envelopes

Dear Barry,

I am studying the availability and use of Formula Registered Envelopes (FRE) from several Commonwealth countries. If any readers have such items from St Helena, could they please send any information concerning the printing and size, and copies or scans of such envelopes to me at the following address. Many thanks,
Seerosenstr. 12, D-72108 Rottenberg, Germany. E-mail: hahnstampd@t-online.de

Klaus Hahn
Germany

British Postal Orders

Dear Barry,

I thoroughly enjoyed *Cameo 77*, as always. One minor comment about the article describing your visit to Ascension Island; you mention purchasing a British Postal Order at the post office there, and that the local officials declined to stamp it. From the introduction of 'Automated British Postal Orders' on 3 July 2006, date stamping is no longer required, and is apparently discouraged on British Postal Orders (BPOs). However, each overseas country or jurisdiction using BPOs now has its own unique serial number, with some 25 or 30 different ones currently in use. In the case of St Helena, its serial numbers all begin with the number '000085'. Ascension does not appear to have been assigned its own number, so I suspect that the postal order you obtained there also begins with this same

number. If the Ascension number begins with some other number, I and a group of other collectors would very much like to hear about it. This information is from Postal Order News (whole number 83, January 2007), quarterly journal of the Postal Order Society. If any WASC members are interested in BPOs they may be interested in joining this Society; if they email me as below I will send details.

Incidentally, the only other country within the WASC area of interest currently using BPOs is The Gambia, whose serial numbers begin with '000077'. Do keep up the outstanding work with *Cameo*; I hasten to thank you both for all your efforts on behalf of all of us.

Jack Harwood
Sarasota, FL, USA
jharwood2@comcast.net

Thank you Jack. I can confirm that both the St Helena and Ascension BPO serial numbers do indeed begin with '000085'. You learn something new every day, even at my age! -Barry

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

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

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

1925 Egypt - Nigeria and Return RAF Experimental Flight

Jeremy Martin FRPSL

I refer to my article in *Cameo* (Ref. 1) and Barbara Priddy's letter in the following issue (Ref. 2). Bill Colley, not a member of the Circle, saw the article and sent me the following letter which is reproduced with his permission.

Kirkintilloch
Glasgow

18th July 2009

Dear Jeremy,

I was interested to read your article in *Cameo* of January 2009 regarding the 'BY AIR / EGYPT - NIGERIA' labels. I obtained my examples from Francis J. Field who told me they had been prepared for the RAF 1926 Africa Flight. The 1926 flight of course went to South Africa, not West Africa which is why they are never seen on cover. I suspect they may have been prepared by Francis himself.

It is interesting that the first UK acceptance of 10th March for the 1927 Gladstone Khartoum - Kisumu flight some mail can be found bearing the handstamp 'Service officially arranged to / operate from London March 10 / 1927 bit abandoned owing to / breakdown of Hydroplane on / Lake Victoria'. All the examples which I have seen can be associated with Francis Field. I am convinced that he prepared this handstamp. I never had the courage to ask Francis himself about this, but when I asked John Field his response was 'Just like my Father'. Like many things I doubt if we will ever know the true story.

With Kind Regards,
Yours sincerely,
(signed)
Bill Colley

References

- 1 Martin J.J., "1925 Egypt-Nigeria and return RAF Experimental Flights", *Cameo*, Volume 11 p45, WASC, January 2009
- 2 Priddy, Mrs B., "1925 Egypt-Kano Flight Labels" (letter), *Cameo*, Volume 11 p76, WASC, June 2009

1925 Egypt - Nigeria Experimental Flights

Bob Maddocks

In the *Cameo* issue of January 2009, Jeremy Martin illustrated and queried the provenance of two 'By Air' labels inscribed 'Egypt-Nigeria' and 'Nigeria-Egypt' flights respectively and which he associated with the 1925 Experimental Flights.

These labels were not in fact intended for use on mail carried on the 1925 Cairo-Kano and return flights, as can be seen from the covers per se illustrated in my article of those flights in *Cameo* July 2002.

As John Field mentioned in his article 'Nigeria' in *The Aero Field* (1952) these labels had been printed for use on souvenir mail to be flown on another RAF flight planned for 1926. This flight was, however, abandoned since the Air Ministry decided to develop the East Coast of Africa route to Cape Town instead as a priority.

RAF Censor 40 h/s on 95 Squadron Card

Keith Hanman

The card illustrated (Figure 1) is a standard George VI 2d orange postal stationery card with a printed address on the front and a printed subject reply on the reverse (Fig. 2). Cancelled by an FPO 537 c.d.s. (Sierra Leone) for 8 January 1944, the card has an R.A.F./Censor/40 in deep blue.

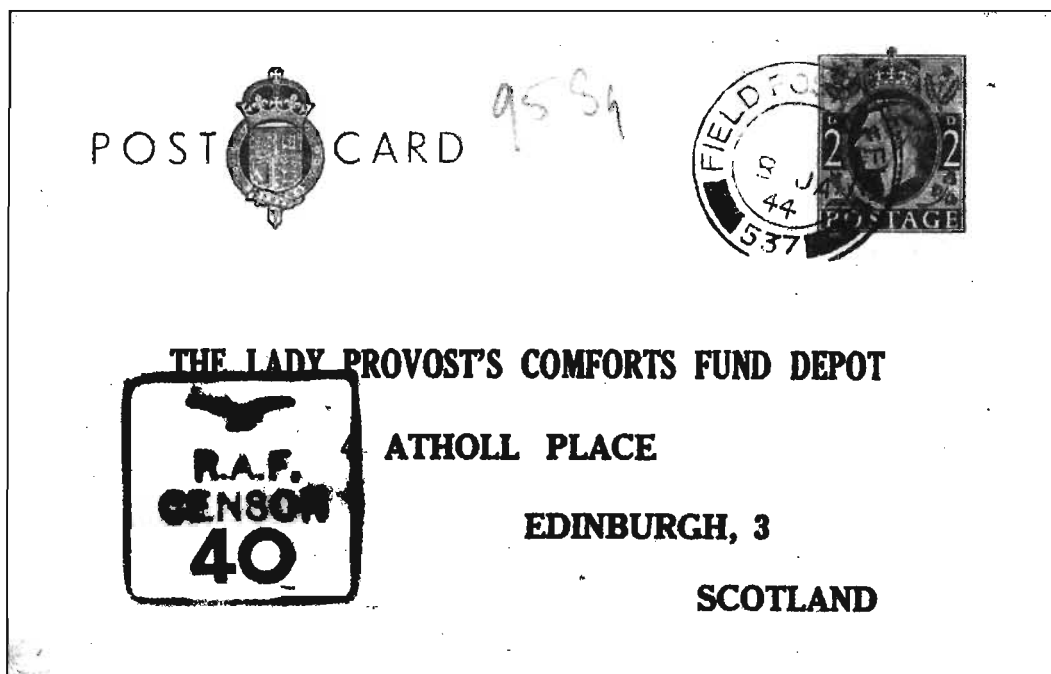


Figure 1 Card from Sierra Leone with RAF Censor 40 in blue and m/s 95 Sq and, below right (Figure 2, reduced to 65%) the printed reply on reverse

There is also a faint pencilled '95 Sq' at the top. Not knowing very much about this unit I managed to find some good research material on the internet which I am pleased to acknowledge.

Originally, 95 Squadron was formed on 8 October 1917 but was disbanded on 4 July 1918 before becoming operational. It began to re-form at Kenley on 1 October 1918 but this was abandoned when the war ended.

LADY PROVOST'S COMFORTS FUND FOR H.M. FORCES

Received parcel in good order.

Name J. Caldwell

Rank CPL

Home address 23 Surrey Place, Edinburgh

Remarks With all my thanks and good wishes

The new 95 Squadron 15 Group, was a Coastal Command Squadron RAF formed on 16 January 1941 with three Sunderlands from No. 210 Squadron, 18 Group, at Pembroke Dock and which flew out to Gibraltar in February later that year. After flying patrols, the Sunderlands began to arrive at their base in Freetown on 17 March and began anti-submarine patrols over the South Atlantic for the rest of the war. Other references say their arrival at Freetown was 1 February 1941 and later at Jui, Sierra Leone on 1 April 1942.

In March 1943, 95 Sqn moved to The Gambia at Bathurst operating detachments from Sierra Leone, Dakar and Liberia until hostilities ceased. On 30 June 1945 the Squadron disbanded. The planes were probably B/95, D/95, G/95 and K/95.

Their motto was *Trans Mare exivi*, translated as *I went out over the sea*.

RMS *Appam* - The Log of 1915 WWI Sailing from Liverpool to Fernando Po and Return

Bob Maddocks

The most interesting log of Elder Dempster's RMS *Appam* of the West African Service would undoubtedly be that covering her voyage beginning at Liverpool on 17 November 1915 and including her capture on 15 January 1916 by the Germans when homeward bound. It is not known whether it still exists. I failed to find it at the National Archives, Kew where only a sampling of ships' logs are held.

I did, however, find that covering the *Appam*'s first round voyage after she was released from service with the Cameroons Expeditionary Force at the end of 1914 (Ref. 1).

The *Appam* had been hired in August 1914 by the British Government to transport the British contingent of the Anglo-French Force to Duala. There she served as the Allied Commander's General Headquarters and then, once the Force was established ashore, as a depot and a temporary hospital ship for the wounded troops. On the second or third of December 1914 she returned to England carrying Force's mail and also German prisoners of war. Thereafter she resumed her scheduled sailings on Elder's West African Service.

The first round voyage in this respect was almost certainly that out of Liverpool on 13 January 1915 and ending on 23 March 1915. For general interest, concerning the mails she handled to and from the many ports of call en route, the log details are shown hereunder. It may well have been that because of wartime exigencies the calls at Lome in Allied Occupied Togoland were additional to those on the normal sailings' schedule.

Port	Arrived	Left	Port	Arrived	Left
Liverpool	-	13.1.15	Suellaba (base for Duala)	16.2.15	17.2.15
Sierra Leone	23.1.15	23.1.15	Bonny	18.2.15	18.2.15
Grand Bassam	26.1.15	26.1.15	Forcados	19.2.15	27.2.15
Secondee	26.1.15	27.1.15	Lagos	28.2.15	28.2.15
Accra	27.1.15	27.1.15	Lome	1.3.15	1.3.15
Lome	28.1.15	28.1.15	Accra	1.3.15	2.3.15
Lagos	29.1.15	30.1.15	Secondee	3.3.15	3.3.15
Forcados	31.1.15	9.2.15	Sierra Leone	6.3.15	7.3.15
Bonny	10.2.15	10.2.15	Tenerife	11.3.15	11.3.15
Suellaba (base for Duala)	11.2.15	11.2.15	Plymouth	16.3.15	16.3.15
Calabar	12.2.15	15.2.15	Liverpool	23.3.15	-
Fernando Po	16.2.15	16.2.15			

Of further interest and concerning the *Appam*'s capture later by German gunboat *Moewe* (Fig. 1) in January 1916 is a letter (Ref. 2) I found in the Library of the Royal Commonwealth Society. It was written at the Hospital, Lokoja, Nigeria on 4 February 1916 to a friend in England by Sister Mary Ward who was on the staff there. Most of its content concerns the grapevine news received about the capture and the thoughts of the local expatriate staff. For reasons of space I have omitted non-relevant personal matters in the following transposition:

“...We are all in great distress here over the loss of the *Appam*; we are all afraid there can be no hope. Our first news that she had not arrived was that the Bank and the merchants got instructions to repeat all orders sent by that mail then we heard from the passengers on the *Burutu* the outward mail of the dreadful weather there had been when she was passing through the Bay [of Biscay ?] The Captain said he never expected to get to the Islands [Canaries]. They had thirteen wireless calls for help which they were not able to give, in fact they had to ask for help themselves so I was afraid there must have been a number of wrecks. Now we have just seen in Reuter that she was ten days overdue and one of her lifeboats has been found. I expect you will have seen all this. There are so many people on board known to us here and we keep hearing of fresh ones. The two sisters and the doctor I told you I met when I was coming up river were on board. One of the sisters was a very special friend of mine. I had a letter from Sierra Leone saying what a comfortable boat it was (it was one of the latest new ones and thought by some to be top heavy) and what a jolly party were on board - it seems impossible to realise and I suppose we shall never know any particulars. We have just got news of *Appam*'s arrival at Virginia in charge of a German crew so now we are full of wonder, thankfulness and curiosity but you of course will know all about it. We cannot understand it or make head or tail of what could have happened. I wonder about our mails. I sent you a handkerchief from Sierra Leone but I hope that got the previous mail. I don't quite know to whom I wrote by the *Appam* but fortunately nothing very particular.”

“...Today we heard more particulars about the *Appam* and the tragedy seems turned into a comedy. We, knowing so many of the people well, keep picturing their behaviour. The great James, great in stature, also in his own sight; the disgust of that gentleman will be great that he should have been caught by the Germans.”

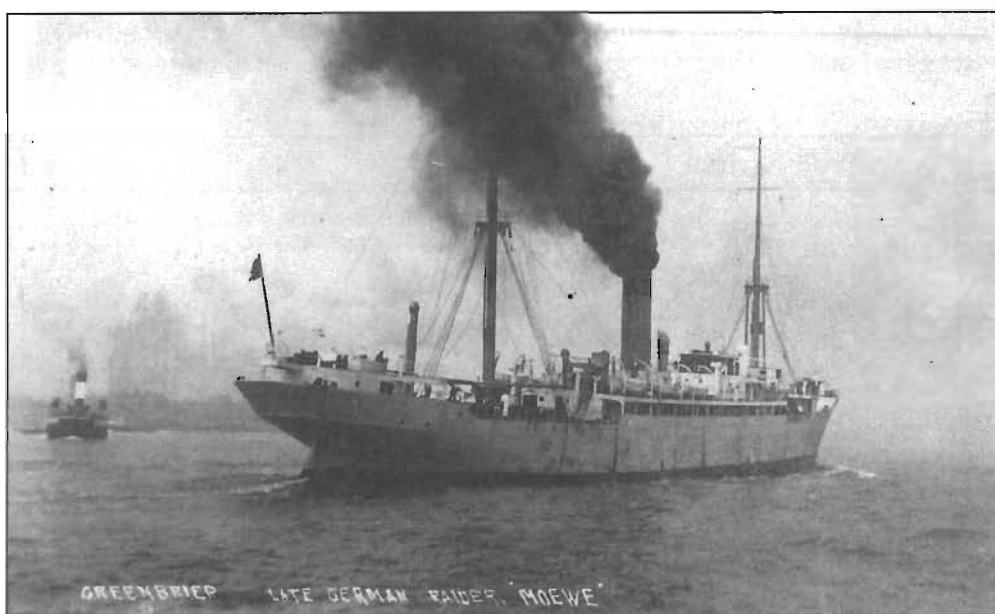


Figure 1

The former German raider *Möewe*, captor of the RMS *Appam*. Launched in 1913 as the *Pungo* to convey bananas from Kamerun to Germany, she was acquired by the German Government in December 1914 and converted for armed sea-raiding purposes. On her two transoceanic marauding voyages of 66 and 120 days respectively, she sank some 182,000 tons of Allied Shipping.

Post-war reparation took her into British ownership and, ironically, she reverted to carrying bananas. Renamed *Greenbrier*, she sailed under Elders and Fyffes' flag between England and the West Indies.

References

- 1 P.R.O. File 165/1285 (1915)
- 2 R.C.S. File 134 (1915)

German Tax Marks on Togo and Kamerun/Cameroun Mail

Bob Maddocks

This article was initially published in the Journal of the France and Colonies Philatelic Society of September 2008, Volume 58, Number 4. It is reproduced here, with a modification to the caption of Figure 4, with the help of Bob and the kind permission of the Journal's Editor, Maurice S. Tyler - Barry Burns.



Figure 1

Postcard from Kamerun township (later Duala) postmarked 6.1.00 to Karlsbad, Bohemia. Bears German boxed 'T' type *taxe* handstamp. *Taxe* collected in Karlsbad.

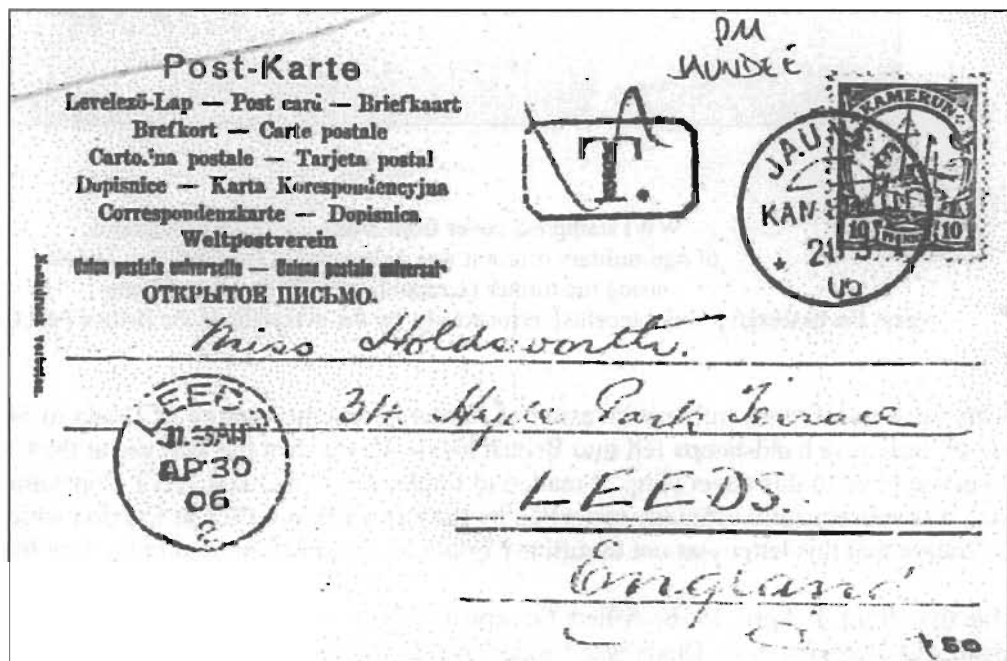


Figure 2

Postcard from Jaunde 28.3.06 to England correctly franked 10Pfg but taxed in error with boxed 'T' type handstamp pen cancelled.

Apropos the questions and answers raised by both John Mayne and Marty Bratzel in *Journals* 246 of December 2007 and 248 of June 2008, I should like to offer my own observations on the initial and extended use of the German boxed 'T' type *taxe* handstamp in Kamerun pre-WWI and subsequently. Neither correspondent had seen any cover with a German Kamerun provenance bearing such a handstamp,

only on those post-War mailed from the French Mandate of Cameroun. Opinion was therefore divided as to whether the mark was, in fact, of German origin, even though a similar handstamp was seen used in the sister colony of German Togo. Incidentally, perhaps I should add here that the correct terminology for this type of handstamp is 'a 'T' in a chamfered corner box!'

Though neither cover is now owned by me, I do have photocopies of these two pre-1914 German Kamerun covers which clearly prove that this boxed 'T' type handstamp was indeed introduced into the territory by the German postal service. The first (Fig. 1) was on a cover from Duala in 1900 and the second (Fig. 2) on one from Jaunde. It is assumed that the respective post offices would have been supplied with their own *taxe* handstamp as were other offices. Thus, more than one would have existed.

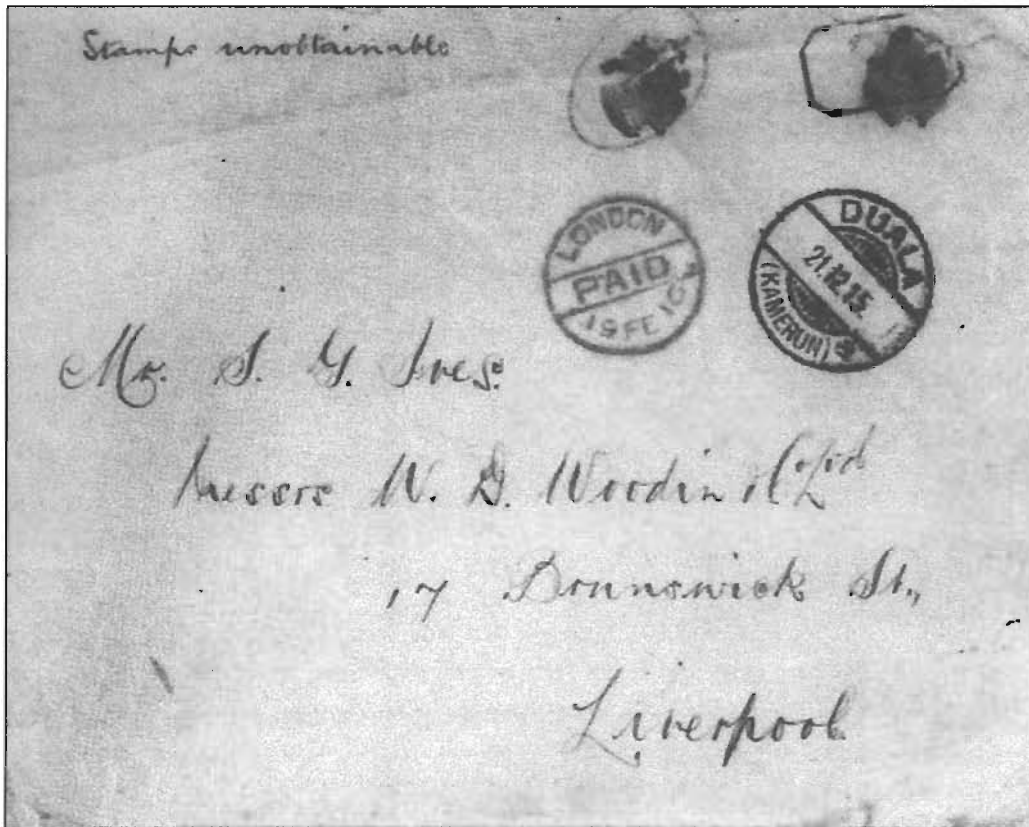


Figure 3

WWI stampless cover from Duala 21.12.15 to England;
of non-military origin it was duly taxed at the CEF Post Office
using the former German boxed 'T' type handstamp
Again the handstamp was cancelled, erroneously, by the oversight of the British Post Office in London.

With the Anglo-French military invasion of Kamerun and the capture of Duala in September 1914 at least one of these *taxe* handstamps fell into British hands. It was then put into use at the CEF Post Office, Duala, as seen applied to this cover (Fig. 3) mailed to England with a Duala 21.12.15 postmark. The charge, by the way, was subsequently officially cancelled by the British Post Office in London which, however, had failed to observe that this letter was not of military origin and thus not entitled to the free frank concession.

Effective from 1 April 1916, Allied Occupied Kamerun was divided into separate British and French spheres of administration. Duala was handed over to the French who re-opened the former British-run CEF Post Office. There is no evidence so far that in the initial years the French had taken over or used the former German boxed 'T' handstamp. Instead, it is apparent that they introduced their own *taxe* stamp – an inverted triangle containing a serified 'T'. I have this cover (Fig. 4) postmarked Duala, Kamerun 8.3.17 to confirm such usage. This is four years before Marty Bratzel's first recorded date. He also gives 1921 as his own observed first date of usage in French Cameroun of the German boxed 'T' handstamp. No doubt a specialised study of French usage of both these and other *taxe* marks would reveal earlier dates.



Figure 4

French Cameroun local cover postmarked Duala 8.3.17 showing possible earliest usage of French introduced triangular type 'T' *taxe* mark.

Finally, this German boxed 'T' type also saw extended use in the British Cameroons, as seen on this cover (Fig. 5) to England, postmarked Buea, Cameroons 19.8.33. The application, whilst probably made at Buea, could have been made when transiting Victoria (22.8.33), the main sorting office. The handstamp may have been found left behind in Buea by the Germans along with the single Buea postal datestamp. Or it could have been brought over to Victoria (where no postal stamps were found) by the British, together with the imperial weights and measures for letters and parcels from the former CEF Post Office, Duala.

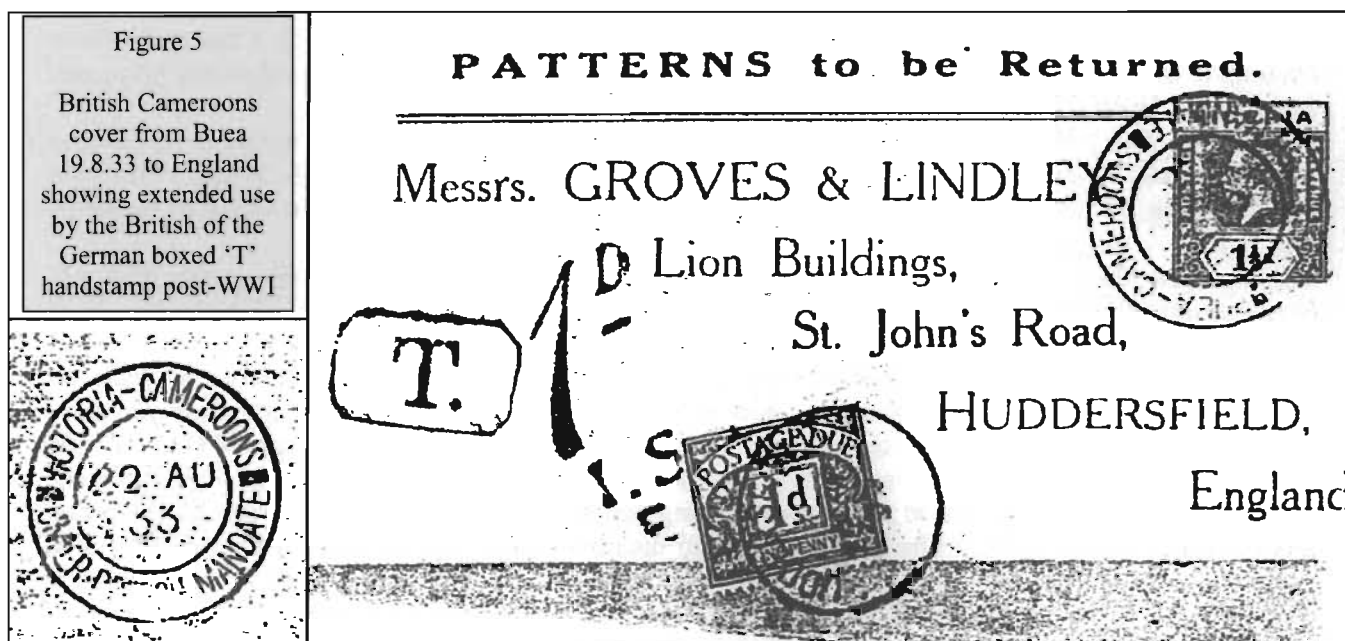


Figure 5

British Cameroons cover from Buea 19.8.33 to England showing extended use by the British of the German boxed 'T' handstamp post-WWI

Early French Gold Coast or Côte d'Ivoire's Postal Arrangements: a Testimony

Michel Melot (translated by Marc Parren)

During the Summer holidays I spent a week in Paris and bought the July-August Timbres Magazine and discovered it contained a highly interesting article on French Gold Coast or Cote d'Ivoire which made mention of postal connections with the British postal system at the time. I contacted the author Michel Melot and requested his permission to translate and publish it in Cameo, duly acknowledging the original source. I have added a table with all 12 known covers so far of the period 1862-1870. I possess five of these covers, four scans of which are included here. It is extremely rare West African material and touches on both French and British activities.

Earlier this year two covers were auctioned of the classical French colonial period and fetched prices of €43,000 and €37,000 each, far above their estimates. However, considering the rarity of these covers with only some 12 known so far, they belong to one of the rarest groups of letters known. These two covers originating from the Gulf of Guinea testify to the beginnings of the postal service in the former colony of the Côte d'Ivoire, when it was still called 'French Establishments of the Gold Coast', and tell a story of Assinie and Grand-Bassam.

France made its initial contact with Côte d'Ivoire in 1637 when missionaries landed at Assinie near the Gold Coast (now Ghana) border. Early contacts were limited to a few missionaries because of the inhospitable coastline and settlers' fear of the inhabitants. In the Eighteenth Century the country was invaded by two related Akan groups from present day Ghana - the Agnis who occupied the southeast and the Baoules who settled in the central section. When the slave trade was abolished during the first half of the nineteenth century the European powers looked for other African natural resources to be exploited: rubber, timber, ivory, and precious stones. In 1838 Admiral Bouët-Willaumez was nominated commander of the naval station of Senegal and the West Coast of Africa to defend the French interests in the region and to sign treaties with the kings and people of Gabon (1839), Grand-Bassam (1842) and Assinie (1843) regions to place their territories under a French protectorate. Next some fortifications were constructed and small garrisons put in place to induce traders to install themselves under their watchful eye.

Soon there was also a need to establish a postal service and, as from 1856, the commander of the naval base established a regular link from Goree every second month. Six years later, on 7 August 1862, on board the frigate *Junon* with 46 guns, Baron Didelot declared the following bye-law:

Local bye-law relating to the establishment of the post offices of Gabon and Assinie. We, Chief of the Naval Division of the West African Coast and Superior Commander of the Establishments on the Gold Coast and Gabon have decreed:

First Article. Two post offices will be established: one in Gabon and the other one in Assinie. The one at Assinie will stay in contact with the metropolitan offices of le Havre and Calais via the British Post Office in Cape Coast, the one in Gabon establishes its connections through the British Post Office in Fernando Po.

Second Article. These two offices are to be managed by agents who will bear the title Postmaster. They will be responsible for the forwarding and distribution of letters.

This decree follows a ministerial *dépêche* of that same year which was published in the *Bulletin Officiel du Gabon-Congo*: 'Commander, following my *dépêche* dated 21st June, I have the honour to inform you that I will dispatch to Bordeaux to board on the *Monredon* destined for Gabon, two cases marked GAB N^o 806 and 864 and containing gummed paper to serve as envelopes for closed dispatches as well as others, balances with their weight sets as well as obliterating handstamps and circular postmarks for the postal service at the trading posts. I kindly request you to distribute these objects between the two offices at Assinie and Gabon. You will notice that the obliterating handstamp for Assinie bears in the middle the letters ASI, while the one for Gabon the letters GAB. I also kindly request you to inform me to what office

I should address official correspondence and especially those destined for the Superior Commander and the Officers of the Station.’

Once in possession of obliterating handstamps one could expect that the office in Assinie would quickly receive postage stamps to affix on its letters. Those at hand were the stock of *Eagle* stamps received by Gabon and included just four values, the 10, 20, 40 and 80 centimes. It should be noticed that the 1c and 5c were never used at Assinie.

The installation in 1863 of the trader Arthur Verdier would be decisive for the future of Côte d’Ivoire. Fascinated by the African continent he was energetic to defend and develop the French interest in the region against the British influence. After a first attempt to establish it the trading post was destroyed by fire. Financially ruined Verdier returned to Europe and found work for a Dutch trading company. In 1867, assisted by his relative Paul Wladimir Morch, he established his own business in Grand-Bassam. Through his numerous contacts with the indigenous population, his business prospered and soon afterwards he owned three ships making four round trips per year from La Rochelle, France.

But then the 1870 war spoilt the established order. The war between France and Germany was declared on 19 July; Sedan had to surrender on 2 September, while the effective siege of Paris began on the 18th, with the French surrender ultimately signed on 28 January 1871. The Frankfurt Peace Treaty was ratified on 10 May of that year. In the meantime a civil revolt took place in Paris with another siege which saw a bloody week of fighting in May 1871. Following these events the Minister of Marine and of the Colonies ordered the evacuation of all trading posts in the French Gold Coast. A *Bulletin des Postes* of August 1871 detailed:

The Minister of Marine and of the Colonies informs the Administration of the evacuation of all French trading posts of the Gold Coast, and as a consequence, the closure of the colonial post office in Assinie. The sites where these trading posts were established (Assinie, Dabou, Grand-Bassam) become, from a postal point of view, overseas countries for which on all correspondence postage stamps have to be affixed before being dispatched to France via England and British liners of West Africa which land at Grand-Bassam. In one word, the correspondence for the Gold Coast (Africa) is as from today dealt with in a similar manner as those for Bathurst, Bonny, Fernando Po, etc.

Next Arthur Verdier witnessed the departure of all local administrative staff as well as the 300 soldiers of the Assinie garrison. However, he decided to stay to keep the French flag flying. One of his friends, the British trader Swansy, stayed behind in Grand-Bassam to look after Verdier’s interests. The title Resident of France would eventually be given to him by decree dated 23 November 1878. In the meantime he faced some adventures such as the arrival of a British naval ship on 4 September 1873 declaring itself part of a fleet to blockade a section of coast of which the limit was formed by the river Assinie! Later that year the British accused the French of supplying arms to the Ashanti, with whom the British were at war. Accordingly the British forbade Verdier to load or off load his ships. He demanded financial compensation from the French State which was refused. Actually, through his contacts, in the next couple of years several coastal villages requested his protectorate. In 1878, he also organised the restoration of the fortifications of Assinie and Grand-Bassam to protect themselves against the British. In 1880, he negotiated the reopening of the post office at Assinie and the establishment of one at Grand-Bassam, at his own cost guaranteeing their operations. He ordered postage stamps and obliterating handstamps which he would not receive before the end of the next year. As for postage stamps the *Alphée Dubois* type was sent only in 1886! So it was logical that letters forwarded during this long period were devoid of all postage stamps.

With the Berlin conference of 1885 settling the rules to divide Africa amongst the European countries, a rush for the hinterland began. The possessions of French Gold Coast were at that time limited to a tiny coastal strip. However, with Treich-Laplène, a former employee of Verdier and Binger, the first expeditions and claims on the interior took place. After signing several protectorate agreements and by fixing certain boundaries the authorities decided on 10 March 1893 to officially declare the Côte d’Ivoire a colony. The change in name was most likely due to avoid confusion with its neighbours, or because on the French side of the border gold had never been found by that time. It would not be until the end of the 1910s that the entire territory would be pacified.

As for Arthur Verdier he continued to have troubles with the administration over the years, demanding financial compensation and territory. To his good fortune, in August 1890 his *Compagnie du Pays Kong* was ceded a territory measuring 30 km by 90 km at San Pedro up to the border with Liberia with exceptional rights: the whole ownership of the land and the soil, a land recognised such as by the Court of The Hague with rights to issue his own money, to raise an army, establish customs, in brief a real small State. He might even have issued his own postage stamps if he had not died in 1898.

What is evident from this account is that between 1862 and 1895 very little correspondence left the French Gold Coast or Côte d'Ivoire. In 1895 for instance there were established only a dozen companies of which just three French ones were active in the entire colony. Some ten others went bankrupt in the meantime after trying to establish themselves between 1890-1893. This all explains the rarity of letters (with or without postage stamps) originating from this colony. Loose stamps are equally rare whatever cancellation they carry.

**Table of all Known Covers of the
'French Establishments of the Gold Coast' 1862 - 1870**

Cancellation Type	Date of Posting	Postage
Large double circle 'ÉTABLISS ^{TS} DE LA CÔTE D'OR / ASSINIE' (26 mm)		
	3 November 1862 (Figure 1)	40c, 10c
	3 January 1863	40c, 10c
Large double circle 'ÉTABLISS ^{TS} DE LA CÔTE D'OR / ASSINIE' (26 mm) and the lozenge handstamp with 46 dots and 'ASI'		
	5 June 1863	40c, 10c
	5 August 1864	10c x 3
	5 October 1863 (Figure 2)	40c x 2, 10c x 2
	5 November 1864	40c, 10c
Small double circle 'CÔTE D'OR ET GABON / ASSINIE' (23 mm) and the lozenge handstamp with 46 dots and 'ASI'		
	29 August 1867	10c, 20c x 3
	25 August 1868	10c, 20c, 40c
	28 July 1869	20c, 10c x 3
	14 March 1870 (Figure 3)	80c
Oval commercial cachet of the trading house P.W. Morch		
	7 April 1870 (Figure 4)	10c, 20c, 40c
The lozenge handstamp with 46 dots and 'ASI' arrived March 1863 which explains the application of only the large double circle dater on the early letters.		
Postage consisted of <i>Eagle</i> stamps, initially only two values 10 and 40 centimes were available, while the 20 and 80 centimes were not put into use before the end of 1865.		



Figure 1

Cover posted 3 November 1862 at 50c rate



Figure 2

Entire posted 5 October 1863 to La Rochelle at 100c rate



Figure 3

80c rate of 14 March 1870



Figure 4

70c rate of 7 April 1870

More Documents from the St Helena Archives

Robert Johnson FRPSL, with commentary by Barry Burns

Several documents that I unearthed in May 2002 during our group visit to the Government Archives at The Castle, Jamestown have already been reported (Refs, 1, 2 and 3). The five items illustrated here were found at the same time and together give an interesting insight into the workings of the Post Office at St Helena.

Figure 1 shows a receipt dated 1 October 1889, received at St Helena 28 October, for seven steel Type at 1½d each. These are obviously date plugs for circular date stamps of the years (18) 90, 91, 92, 93, 94 and 95. Of particular interest is the seventh item, a similar plug for 'FE'. It is known that this plug was apparently lost, mislaid or damaged, as several covers are known with the datestamp showing '2' for 'FE' during 1888 (*I will be publishing an article on this subject in a future issue of Cameo - Barry*).



Figure 1

Receipt / Invoice for year date plugs, October 1889

The second document is illustrated as Figure 2, and is for a consignment of postage stamps from The Colonial Stamp Department at 110 Bunhill Row, London, which was the address of Thomas De La Rue and Company's printing factory.

I have reduced the height of the document to enable me to scan it, but have not left out any text or writing.

220
1886
89

GOVERNMENT OF *Malaya*

DESCRIPTION.	Duty.	Number of Sheets.	Stamps on each Sheet.	Number of Stamps.
<i>Postage Stamps</i>	<i>1/2d.</i>	<i>298</i>	<i>240</i>	<i>72,480</i>
		<i>8</i>	<i>120</i>	<i>960</i>
	<i>1d.</i>	<i>190</i>	<i>240</i>	<i>45,600</i>
		<i>10</i>	<i>120</i>	<i>1,200</i>
<i>New duty</i>	<i>1/2d.</i>	<i>1000</i>	<i>120</i>	<i>120,000</i>
	<i>3d.</i>	<i>194</i>	<i>240</i>	<i>46,560</i>
		<i>12</i>	<i>120</i>	<i>1,440</i>
<i>New colour</i>	<i>4d.</i>	<i>200</i>	<i>240</i>	<i>48,000</i>
	<i>6d.</i>	<i>204</i>	<i>240</i>	<i>48,960</i>

J. Seymour 22/10/89

I Certify that the Stamps, &c., as detailed above, were packed in this Case.

COLONIAL STAMP DEPARTMENT,
110, BUNHILL ROW, LONDON.

13 March 1890

[Signature]

Figure 2 Order for postage stamps, ready for dispatch 13 March 1890

This certifies that the following stamps have been packed on 13 March 1890 (*I have appended the SG catalogue numbers in the following table - Barry*).

SG Number	Duty	No. of Sheets	Stamps on each Sheet	Number of Stamps
35	1/2d	298	240	72,480
		8	120	
38	1d	190	240	46,800
		10	120	
48	1 1/2d - New Duty	1000	120	120,000
41/42	3d	194	240	48,000
		12	120	
43	4d - New Colour	200	240	48,000
44	6d	204	240	48,960

Figure 3 illustrates a shipping manifest of the Union Steam Ship Company Limited, dated 26 March 1890, which refers to this stamp order. It is for the SS *Nubian* (Captain Moloney) lying at Southampton, and refers to one case of Postage stamps from The Crown Agents for the Colonies, destination St Helena. On the back of this (Fig. 4) is the manuscript annotation: 86/89 (?) Postage Stamps De la Rue £46 (?).

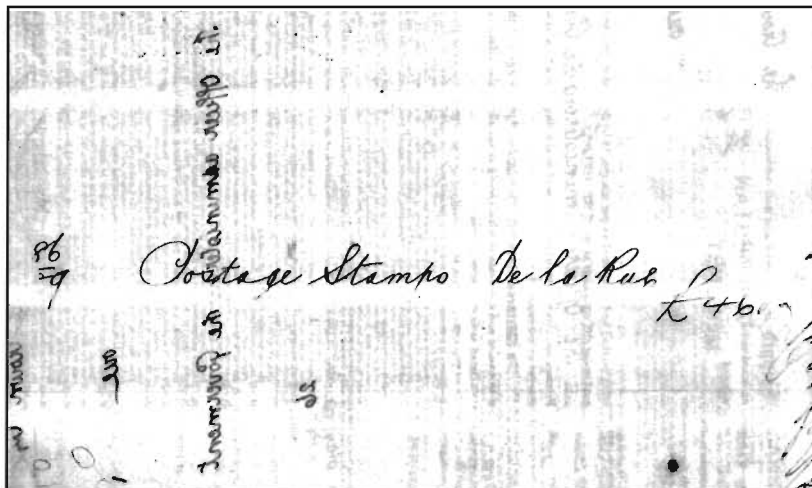


Figure 4
Reverse of the document illustrated in Fig. 3

Although the '8' in '89' looks at first glance like '2', I believe it was originally intended to be 8, as 86/89 was the normal method for representing requisition and date, and 89 is the most likely at this time. Note this agrees with the requisition for the stamps in Figure 2. I do not understand the £46 as the total face value of the stamps in this requisition is £3720. Perhaps it is the shipping charge?

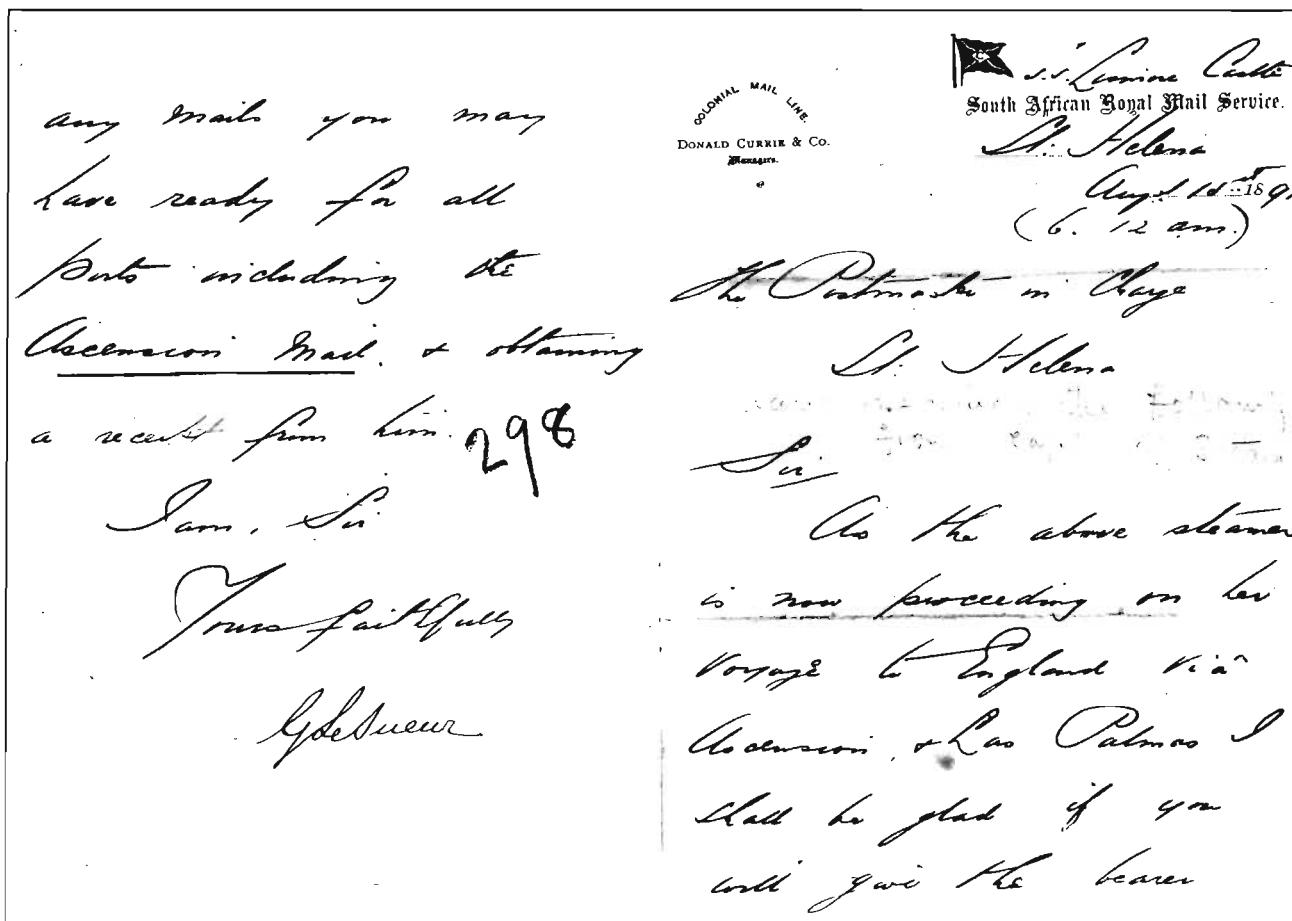


Figure 5

Note carried aboard SS *Lismore Castle* en route to St Helena, August 1891

The next document is illustrated in Figure 5. It is on notepaper headed COLONIAL MAIL LINE./ DONALD CURRIE & CO./Managers, and South African Royal Mail Service. Referring to the SS *Lismore Castle* and written August 1(?) 1891 (6.12 am) it is addressed to The Postmaster in Charge, St Helena.

Sir,

As the above steamer is now proceeding on her voyage to England via Ascension & Las Palmas I shall be glad if you will give the bearer any mails you may have ready for all ports including the Ascension Mail & obtaining a receipt from him.

I am, Sir

Yours faithfully

(? signed)

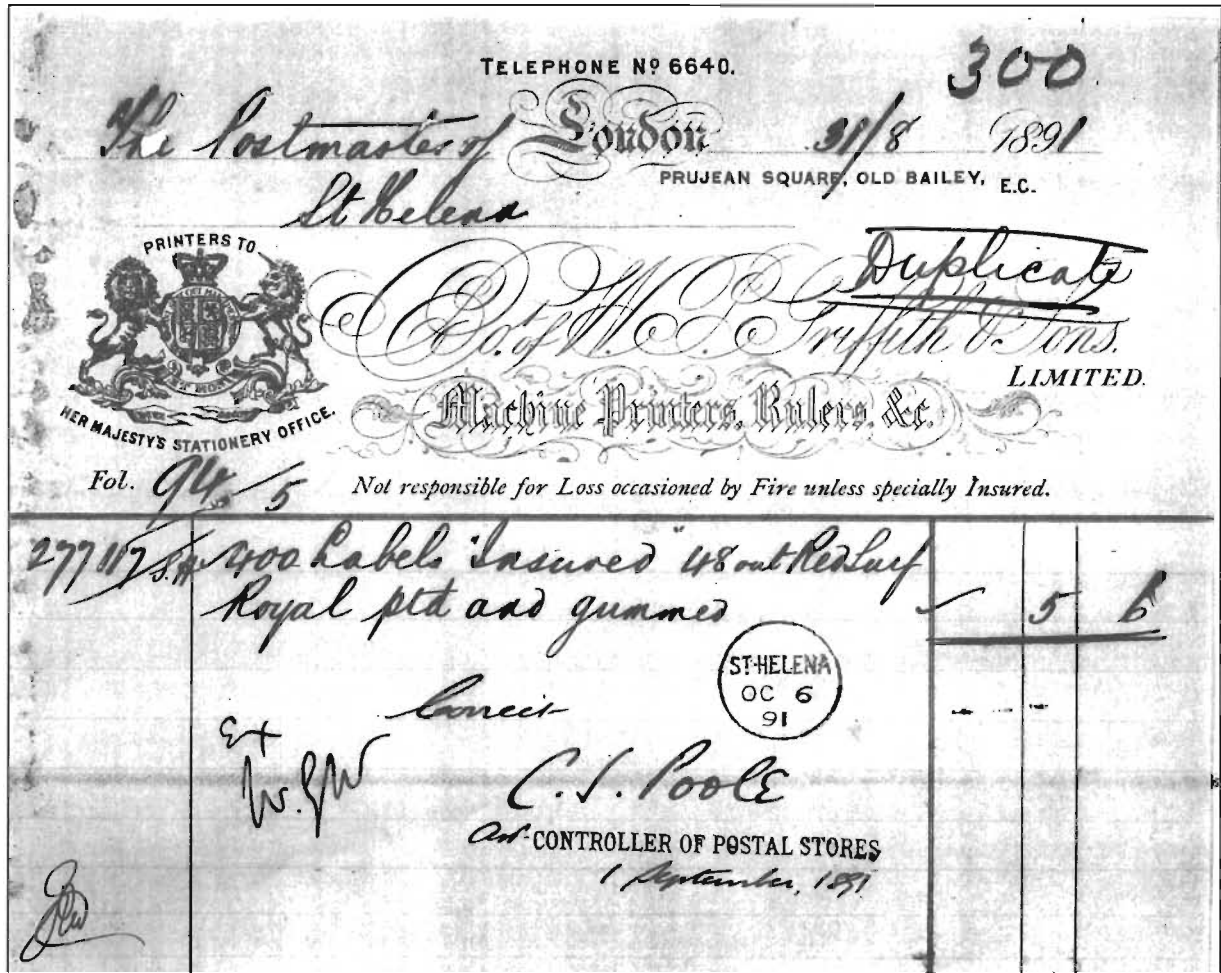


Figure 6

Order for 400 'Insured' labels, received at St Helena 6 October 1891

The final item (Fig. 6) is for a consignment of 'Insured' labels and is dated 31 August 1891 at London. It was received on the Island on 6 October, where the order for 400 would presumably last for many years judging by the number of such labels one sees on the mail!

References

- 1 Johnson R.I., "Visits to the Archives in The Castle, St Helena May 2002", *St Helena & Ascension Supplement* No. 39, pp20-26, WASC, January 2003
- 2 Johnson R., "The Post Office of St Helena in 1888", *Cameo*, Volume 8 pp38-48, WASC, October 2003
- 3 Johnson R., "Invoice for 'Specimen' Handstamp", *Cameo*, Volume 8 pp49-50, WASC, October 2003

St Helena CH1 Castle Handstamp

Frank Walton FRPSL

Bernard Mabbett's book (Ref. 1) lists the first 'THE CASTLE' handstamp of St Helena, CH1, as being first recorded used on archive material on 14 July 1887, although the first use on mail was 4 August.

Whilst looking for something completely different in the GB Post Office Impression Books at the British Postal Museum and Archive, I stumbled across this entry (Fig. 1)

144.



To what Place	Date when sent	Stamps
Bawtry	1. 4 87	
St Helena	By the Mail of 14. 7. 87	

Figure 1
Part of page 144
from GB
Post Office
Impression Books

The Castle handstamp struck here is the same dimension and style as CH 1 in Bernard's book, and was evidently sent from the UK on 14 July 1887. Interesting that this is the same date as recorded by Bernard for its first use, but perhaps this should now be amended to 30 June 1887?

Reference

- Mabbett B., *St Helena; The Postal, Instructional and Censor Markings 1815-2000*, p59, WASC, Dronfield, 1st Edition 2002

St Helena CH2 Castle Handstamp

Bill Thorpe

As nearly always happens when you are looking for a particular item, you discover another, and then find yourself doing something different.

The illustration shows what I had thought was just another 'on piece with handstamp' that was bought several years ago. As the CH2 handstamp was listed by Mabbett (Ref. 1, above) as only being recorded on archive material, I checked with Bernard and he confirmed that it is CH2, and was delighted that one had been found being used for postage. The main clue is that it is the only one of the early handstamps to have a capital T in ST. Are there any more out there?



Sierra Leone Wilberforce Issue - Colour Trials?

Chris Gregory

I have just purchased a set of the Sierra Leone 1933 Centenary of Abolition of Slavery and of the Death of William Wilberforce, SG 168-180. When comparing the two pence and three pence values with my other copies, there is a significant difference in colour. The Gibbons catalogue describes the colour of the two pence as purple and the three pence as blue.

Figure 1 illustrates examples of the front and back of both values from my original collection, i.e. the usual colours, and Figure 2 illustrates these new examples. I have not come across these before, and am wondering if they are colour trials or if they have been manipulated in some way. These two values are the only ones which exhibit any variation—all the others are similar to my original examples, so it is not as though the new set has been exposed to sunlight or other potential hazard. Any help in solving the puzzle will be gratefully appreciated.

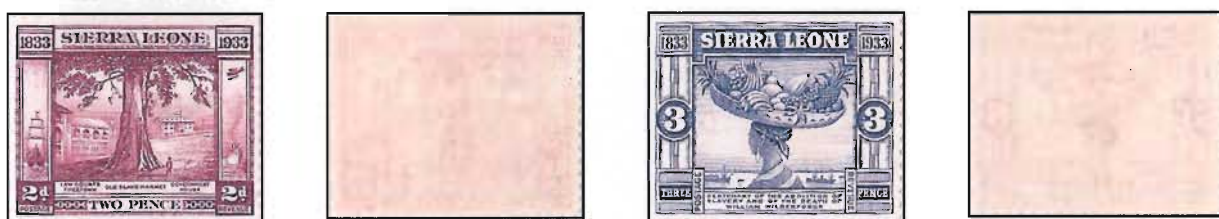
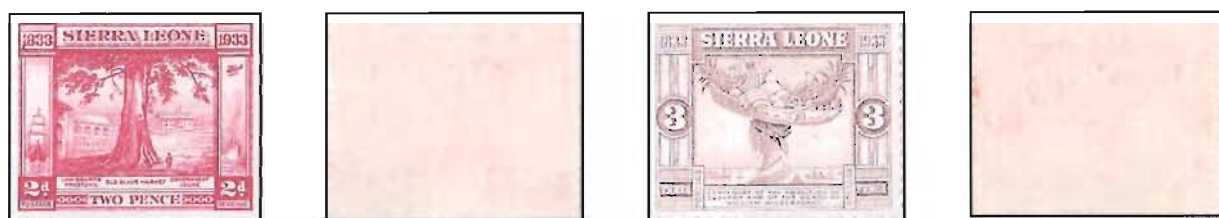


Figure 1 (above) showing the front and back of the 'normal' stamps
Figure 2 (below) showing the colour variations



Frank Walton adds: The definitive book on Sierra Leone is Philip Beale's *The Postal Service of Sierra Leone* (RPSL, 1988). This has four pages (pp175-178) of detail on the Wilberforce issue. It mentions colour trials on unwatermarked paper, but does not specify which colours; and although it doesn't say, I would guess that these were imperforate. I have been collecting Sierra Leone for over 20 years now, but I have never seen anything like the stamps in the scan.

Unrecognised Ascension Cancellation

John Cooper

I illustrate an Ascension Silver Jubilee 5d stamp which has a cancellation that I do not recognise. Can any Ascension collector suggest what it may be?

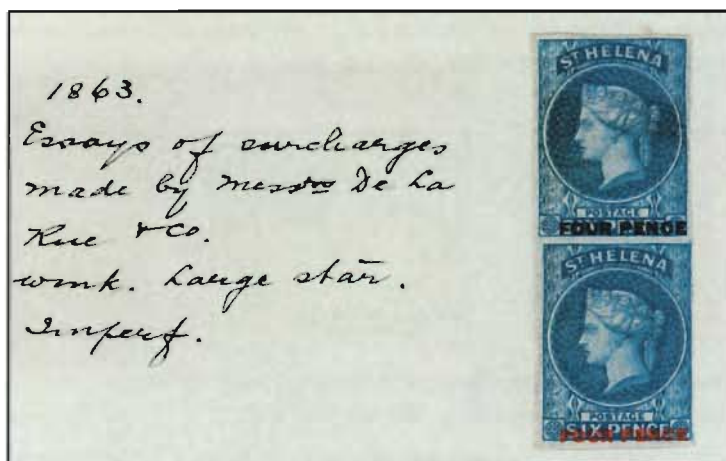


St Helena 1863 Overprint Essays

Jeremy Martin FRPSL

This article, and the response which follows, were first published in The London Philatelist, Volume 118 pp42-43 and pp147-148, March and May 2009. They are reproduced with the kind permission of the author, Frank Walton FRPSL (Editor of LP), and David Beech FRPSL (Curator, British Library). - Barry

The Supplementary Collection, held by The British Library Philatelic Collections, contains mostly British Colonial material from around 1900 up to 1922, mainly donated by the Crown Agents.



Figures 1 (top) and 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8



Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14

The St Helena section does contain earlier material including 14 examples of the 1856 imperforate 6d value (SG 1), with various overprints in red or black and also in manuscript, for the 1d and 4d values. A note by the side of the essays is dated 1863: *Essays of surcharges made by Messrs De La Rue & Co. Wmk. Large Star. Imperf.* in the hand of Sir Edward Bacon (1860-1938) who arranged the collection. He wrote about and listed these essays in 1906 (Ref. 1).

Sir Edward Bacon wrote about these essays again in 1922 (Ref. 2) but they were not illustrated. Edward Hibbert (1920-) in his book on St Helena (Ref. 3) mentioned them but referred to them as being in the Tapling Collection, also held by the British Library, rather than being part of the Supplementary Collection. He also noted that seven similar essays were present in the Royal Philatelic Collection. I have written about the essays in *The St Helena & Ascension Supplement* (Ref. 4) but did not illustrate them.

Harmers of London sold the Jamestown collection (Ref. 5) and illustrated in black and white five single essays and a pair. With the description was a note that 14 examples were in the Supplementary Collection, seven in the Royal Philatelic Collection and that the Earl of Crawford (1847-1913) had three in his collection.

These essays were, I believe, prepared for the 1863 surcharges 1d and 4d, SG 3, 4 and 5. By permission of the British Library, who own the copyright, I am able to illustrate the 14 examples:

- Fig. 1. Upper stamp of pair. FOUR PENCE in black, 16½mm in length, no bar.
- Fig. 2. Lower stamp of pair. FOUR PENCE in red, 17mm, no bar.
- Fig. 3. Black ONE PENNY 19mm and black bar over red FOUR PENCE.
- Fig. 4. Black ONE PENNY 19mm in length and black bar.
- Fig. 5. Black printed ONE 5½ mm over manuscript black bar.
- Fig. 6. Black FOUR PENCE 18mm, no bar.
- Fig. 7. Black FOUR PENCE 19mm with a thin black bar.
- Fig. 8. Red manuscript Four (pence?) over black FOUR PENCE with a red line through original value.
- Fig. 9. Red FOUR PENCE 19mm over thin red line.
- Fig. 10. Red ONE PENNY 17mm, no bar.
- Fig. 11. Red FOUR PENCE 18mm, no bar.
- Fig. 12. Manuscript red 1 and dark red bar over black printed FOUR PENCE.
- Fig. 13. Red manuscript One Penny with red ink bar.
- Fig. 14. Black manuscript FOUR PENCE over black printed FOUR PENCE which has been crossed out in black ink.

My thanks to David Beech FRPSL and Paul Skinner, Curators of Philatelic Collections at the British Library, for their help.

References

1. Bacon E.D. (Editor), *The Postage Stamps, Envelopes, Wrappers, Post Cards and Telegraph Stamps of the British Colonies, Possessions and Protectorates in Africa, Part III*, pp321-322, Stanley Gibbons Ltd for The Philatelic Society London, London 1906
2. Bacon E.D., "The National Stamp Collection at the British Museum", *London Philatelist*, Vol. 31, pp3-6, 28-31, January and February 1922
3. Hibbert, Edward, *St Helena Postal History and Stamps*, pp38, 39 & 161, Robson Lowe, London 1979
4. Martin, Jeremy, *St Helena & Ascension Supplement*, No 12, pp18-19, West Africa Study Circle, July 1989
5. Harmers of London, The Jamestown Collection, Lots 1047-1052, 8 March 1989

St Helena 1863 Overprint Essays

Barry Burns

I would like to add a few notes to the interesting article on the above subject by Jeremy Martin. In order to avoid too much repetition I am using the same references to the illustrations etc. that Jeremy used.

It is widely accepted that the essays were produced for the 1863 surcharges of the One Penny and Four Pence values, but it may not be common knowledge that these stamps were the first 'overprints' on postage stamps that Messrs De La Rue & Co. had been commissioned to produce – hence the need for such a wide range of styles. There does not appear to be any information regarding the number of essays prepared or to have survived, although most collectors agree that they are, at least, very scarce.

The following is my first attempt at listing those examples known to exist, from the references given in Jeremy's article, plus a more recent discovery. Sir Edward Bacon (Ref. 1) stated that the Earl of Crawford's collection had examples of those illustrated as Figures 4, 6 and 10. Sir John Marriot in *The Royal Philatelic Collection* (Ref. 6) lists the seven essays in the collection as those in Figures 1, 2, 4, 6, 7, 9 and 10. Note that this is my interpretation of his written description as the essays were not illustrated; however, four of these were illustrated in John Marriott's article in *The London Philatelist* (Ref. 7) but not in colour. The Jamestown Collection sold by Harmers of London in 1989 (Ref. 5) illustrated the following, again not in colour:

Lot 1047	Figure 4 a re-joined horizontal pair
Lot 1048	Figures 1 and 2
Lot 1049	Figure 6
Lot 1050	Figure 6
Lot 1051	Figure 6
Lot 1052	Figure 11 but only the letters FO showing – obstruction during printing?

The auction catalogue states that Figure 1 is ex Southey, and Figure 6 (Lot 1051) is ex Brocklebank. I have not seen illustrations of those examples from the Crawford Collection, and it may be that some were included in this sale. However, I believe this unlikely given that Harmers did list the provenance of two of the examples.

I can only record one other example (Figure 15), and this was purchased during 2006 from a provincial UK auction house, where it was described as 'assumed to be a fake surcharge'. It is another example of Figure 6 and, although has very poor margins, was given a 'genuine' RPSL certificate (195053).



Figure 15

Summarising these recorded examples gives the following:

Figure 1	BL; RPC; Jamestown	3
Figure 2	BL; RPC; Jamestown	3
Figure 3	BL	1
Figure 4	BL; RPC; Crawford; Jamestown (2)	5
Figure 5	BL	1
Figure 6/15	BL; RPC; Crawford; Jamestown (3); Burns	7
Figure 7	BL; RPC	2
Figure 8	BL	1
Figure 9	BL; RPC	2
Figure 10	BL; RPC; Crawford	3
Figure 11	BL; Jamestown	2
Figure 12	BL	1
Figure 13	BL	1
Figure 14	BL	1
Total		<u>33</u>

No doubt the publication of these details will bring a flurry of responses recording further examples. If so, good, but I would please ask if collectors are prepared to send illustrations or high definition scans to me (contact details p145). Using the minor plate flaws well documented for the basic stamp, and the fact that many of the surviving examples of these essays have irregular margins, it may be possible to reconstruct the part of the sheet(s) used for the essays.

Additional References

- 6 Wilson, Sir John, *The Royal Philatelic Collection*, p41, Dropmore Press, London 1952
- 7 Marriott, John B., "St Helena: Comments on a display from the Royal Philatelic Collection..." *The London Philatelist*, Vol. 83, p11, January 1974

The FAM 18 Stop at Horta, ...and The Birth of a Unified Trans-Atlantic Route

Bob Wilcsek

In the number of recent articles to discuss Pan American Airways' trans-Atlantic services during WWII, the topic of stops at Horta, in the Azores, has been vague and is in need of further explanation. Even superb references like Horst Augustinovic's table of FAM 18 flights in Flynn's book (Ref. 1) and Aitink and Hovenkamp (Ref. 2) leave us unclear on the matter of Horta stops. Simply stated, some flights stopped there and some did not.

According to Aitink and Hovenkamp, in 1940 Horta was over-flown only three times (all eastbound) of approximately 160 opportunities in both directions on the New York ↔ Lisbon route, with an additional 30 delays recorded at Horta. These delays were presumably the result of waiting for better conditions to depart. (It must be kept in mind that it is *much* more difficult to get a flying boat airborne than to land it in less-than-ideal conditions, although landings are more dangerous). In 1941 the number of Horta over-flights increased to 23 (18 eastbound and 5 westbound) of 200 opportunities, with 26 delays. Aitink and Hovenkamp do not give details beyond 1941, but if we go to Augustinovic's tables for 1942, we see all westbound FAM 18 flights that called at Bermuda came from Trinidad until May. After that, 5 of 16 westbound flights flew directly from Lisbon to Bermuda on their way to New York (Augustinovic does not show delays at Horta, and does not list destinations beyond Bermuda in either direction. It is therefore not possible to know how many eastbound flights left Bermuda nonstop for Lisbon in 1942) (Note 1). So, just what determined whether a Pan American clipper made a call at Horta when crossing the Atlantic, either eastbound or westbound?

In order to answer this, we must examine an additional group of documents which thus far are unmentioned in the current discussion. These documents not only suggest why and under what conditions the Horta stop was made, but they also seem to be the actual instruments that allowed Pan Am to merge FAM 22 into FAM 18 in late 1942.

These documents, from a meeting of the American Civil Aeronautics Board (CAB) held in Washington, DC on 15 October 1942 (note San Juan and Fisherman's Lake were added to FAM 18

on 18 October 1942 and the FAM 22 route 'ceased' soon thereafter [Ref. 3]), were initially marked 'Confidential' and subsequently declassified.

They were first discussed by George Sioras in the Jan-Mar 2006 issue of the *Bulletin of the Metropolitan Air Post Society* (MAPS), of New York. They are transcribed at the end of this article exactly as they were written, in Appendices A, B and C. Photocopies would not be legible if published as images. An image of the first page of the first document is illustrated (Fig. 4) so that the reader may grasp what the originals look like today. Not one word in the transcription has been changed, and the rather repetitious and confusing nature of the wording can be attributed to needlessly poor verbiage and legalese. In order to get to the topic of calls at Horta, a 'translation' of the intent of each document is given as a summary at the end of each appendix, but will not be discussed further at this time.

The matter of FAM 18 stops at Horta is really quite simple. Document 1, point 4 (Appendix A) tells us all that we need to know. In requesting an exemption from the original FAM 18 route, Pan Am states:

That during the winter months strong winds blowing from west to east prevail in the north Atlantic; that during such period the landing area used by applicant at Horta. the Asores, which is the only landing area available between Lisbon and Bermuda, is frequently not suitable for landing or take-off, or both, because of wind conditions which cause heavy swells at that point; that applicant's aircraft are not capable, except under favorable wind conditions, of taking substantial pay loads westbound between Lisbon and Bermuda without stopping at Horta:

Translation:

In the winter months Horta is not a reliable landing site in either direction (eastbound or westbound) due to high winds and large swells at the landing site. It sometimes can be used eastbound, but hardly ever westbound. If Horta is overflowed westbound, it must be done with much smaller payloads in order to carry more fuel to reach Bermuda nonstop from Lisbon.

This means Horta was not only an unpredictably dangerous place to stop when crossing the Atlantic, but the route was not as economically feasible if Horta was overflown, especially traveling westbound into the prevailing winds. Point 5 goes on to state the economic benefits of returning to North America (westbound) via Bolama as:

That the prevailing winds between Bolama or Monrovia and Belem or Natal blow from east to west with trade wind regularity and force and that available data indicate that westbound flights between such points can be made with pay loads approximately as great as those possible on eastbound flights from Bermuda to Lisbon direct:

Translation:

Flying west from Bolama usually has tailwinds, and if that route is used (in place of Horta), the payloads can be kept the same as direct eastbound flights from Bermuda to Lisbon, even when overflying Horta eastbound.

This sets the table for what became the 'clockwise' FAM 18 route as we have recently come to know it (Ref. 3). Pan Am wanted out of Horta as a necessary stop, and was making a case for the circular, clockwise FAM 18 route in winter.

The exemption (exemption from flying the FAM 18 route as originally intended via Horta) was requested, granted and used in either direction at Pan Am's discretion. How was the decision made for each flight? While we do not know with absolute certainty, it is not hard to speculate that a simple radio message from Horta to either Bermuda (eastbound) or Lisbon (westbound) would tell those planning each flight whether conditions at Horta were favorable or hostile before the plane left. If Horta was overflown in either direction, then the corresponding amounts of cargo and fuel were adjusted before the flight left the water at either Bermuda or Lisbon.

Point 5 makes a good economic case for using Bolama on westbound trips on its own, regardless of weather, and it is certain that Pan Am preferred this westbound route if for no other reason than the increased payloads that could be carried. Remember, payloads pay the bills for any airline. Furthermore, although it is not mentioned in these CAB documents, Pan Am had to be thinking that FAM 6 was available going north from Belém or Natal and could supplement the capacity if need be.

While not plainly stated, the implications of frequently substituting Bolama for Horta are profound. These are the very measures that resulted in FAM 22 being merged into FAM 18, and we now have the logic that led to that choice. The consolidation of routes was not the result of a grand plan to eliminate duplicative efforts, or to conserve assets, although they did just that. The combination of the two routes was ultimately the result of pure pragmatism. Horta wasn't working, and 'via Bolama' or '...an airfield serving Monrovia when operating conditions require' offered legitimate economic benefits as an alternative route. The term '...or an airfield serving Monrovia when operating conditions require' is clearly a euphemism for plans that resulted in a FAM 18 stop at Fisherman's Lake in Liberia in lieu of Bolama on 18 October 1942. Until this date, only FAM 22 stopped at Fisherman's Lake and FAM 18 did not.

It should be noted that Bolama was first added to FAM 18 in February 1941 (see Figures 1 and 2) as evidenced by AAMC catalogue numbers FAM 18-20 to FAM 18-23. This 'inauguration' was a bit ambiguous to be sure. The AAMC tells us that all FAM 18-20 to FAM 18-23 inauguration covers were prepared by Pan Am (6000 sets, or about 54,000 covers), and the inaugural route did not return via South America. These covers therefore flew a route that went directly from Bolama to Trinidad, taking only three days to travel from Lisbon to New York. According to the table on page 173 of Aitink & Hovenkamp, this direct, nonstop route was not the usual route, and was only used for about one in three westbound flights, with the others returning via Belém.

While the AAMC listing for this inauguration mentions problems at the Horta landing site as the reason of introducing stops at Bolama, it does not give a schedule of services alternating between Horta and Bolama. No such schedule was used, of course, and that is the point of this article, and why it took almost two years, until October 1942, for the route to become legitimised with FAM 22 merging into FAM 18, via the CAB hearings and resulting documents discussed herein. It is an educated guess that the real purpose of the CAB documents offered below was not only to legitimise the existing Bolama stops, but to also combine FAM 22 and FAM 18 by *replacing* Bolama with '...an airfield serving Monrovia when operating conditions require.' This would become Fisherman's Lake, inaugurated on 18 October 1942 as a FAM 18 stop. Not mentioned in the documents, but equally important, is the fact that San Juan was added as a

FAM 18 stop on the very same date as Fisherman's Lake. Natal was also used as a second South American gateway to / from Africa for South Atlantic services.

So it is that simple. There are no unsolved or complicated reasons for the on-again off-again, erratic use of Horta. It seems that Pan Am preferred using the Horta stop in either direction *as long as conditions were right*, meaning that winds were light and swells small. More payload and less fuel could be carried through Horta, which therefore made it a useful stop. If either of those conditions were lacking, however, as was frequently the case, then Horta was simply overflowed going eastbound and the southern route via Bolama, which became Fisherman's Lake, was used westbound.

An important observation on the eastbound overflights of Horta is that when Horta was overflowed, mail would need to be offloaded at Bermuda with the corresponding weight replaced by fuel for the longer direct leg to Lisbon. This may give an additional reason why Bermuda became a bottleneck for eastbound mail. Thus far, British insistence (or fixation, depending on your point of view) on censorship may not have been the only reason for the notorious backlog of mail at Bermuda. It has been reported (Ref. 4) that in working off this backlog, priority was given to old mail, and that when the next flight came along, fresh mail was discharged and replaced by an equivalent weight of mail in the backlog ('First in, first out').

Some of the terms the CAB uses in granting the exemption seem a bit puzzling, and can be better understood if we read phrases like '...could prevent the airline (or service) from operating...' as '...if long delays were encountered while waiting for favourable conditions at Horta,' or 'if an aircraft were lost or damaged at Horta,' this would severely compromise operations on other legs of the route.

At this point it is worth mentioning that just such an incident occurred on 23 July 1939 when the *Atlantic Clipper* (NC 18604), with R.O.D. Sullivan at the controls, was damaged badly upon landing at Horta. The damage was sufficient to prevent the flight from continuing to New York on schedule, and the *American Clipper* was used to finish the flight. This happened during the summer months, and it could be argued that this had more to do with pilot error than with conditions at Horta (Ref. 5). Nonetheless, it was a genuine accident at Horta, and this had to have affected the thinking of Pan Am management very early in the process.

There are three documents. The first, in Appendix A, is a request by Pan American Airways for an exemption from flying the original FAM 18 route. Reasons for the request are stated therein. The exemption is granted at the end of the document. The second document, Appendix B, asks for a new return route via Bolama and states reasons why this is in the public interest. The request is granted. The third document, Appendix C, is dated 11 December 1942. It has nothing to do with Horta or Foynes, and the sole point of this document is for the CAB to make it clear beyond doubt that Pan Am is not permitted to carry passengers between Bolama and Monrovia, and that the only passengers allowed to be carried between Lisbon and Monrovia and Foynes and Monrovia must first be approved by the US government. This seems to be a US security measure in order to control exactly who is allowed to fly on certain legs of this route between neutral nations such as Ireland and Portugal and Portuguese Colonies. A summary of each of the three documents follows the figures.

Note

- 1 FAM 18 flights in 1939 are deliberately omitted from this discussion as they are considered to have been in the developmental stage, and are therefore presumed to be too early to see pattern problems. This discussion also does not cover flights after 15 October 1942, since that is the date of the documents being presented herein.

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Acknowledgements

Matt Rodina and Jonathan L. Johnson, Jr. must be credited with uncovering these documents from the National Archives and sharing them with us, and George Sioras must be given generous credit for first trying to decipher the intent of these very cryptic documents in the *MAPS Bulletin* back in 2006, at a time when they seemed beyond bizarre.

Peer review was graciously provided by 'The Group,' which includes John Wilson, Richard Beith, Rob May, Peter Wingent, Barbara Priddy, Robert Picirilli and Jim Graue. Thanks to all for such generous patience, support and input.



Figure 1 Front and Back

FAM 18-22 cover posted Lisbon 6 February 1941 and received in New York 9 February 1941. Note map in cachet shows route directly from Bolama to Trinidad. This was not typical for FAM 18 return flights via Bolama, as most such flights went via Belém (or later, Natal) to South America. This inauguration was a philatelic flight that carried over 50,000 pieces of mail, all of which were prepared by Pan Am. Note crew signed cover *after* the flight, not during it like most other signed FAM covers, as signatures 'wrap' around NY receiving cancellation. Two Captains on this flight, Gray and La Porte. Rate 5.25 pesos



Figure 2

FAM 18-23 cover posted Bolama 6 February 1941 to New York; Receiving stamp of NY 9 February 1941. Rate 5.25 guineas. These company-prepared covers are beautiful and purely philatelic. It is not believed any commercial mail was carried on this inaugural flight



Figure 3

Photo of three Boeing aircraft (*Yankee*?, *American* and *Atlantic* Clippers) at Horta, ca. late 1939 from PAA archives and reproduced in *Life Magazine* 20 October 1941. Caption in *Life Magazine* is almost certainly wrong, 'At Horta, the Azores Clipper passengers in winter of 1939 sometimes waited as long as three weeks for rough water to subside. This often made passengers bored and surly.' There is no evidence in either A&H or Augustinovic that any delays at Horta were longer than a day or so. A&H show that on 8 November 1939 the *Dixie* (eastbound), *American* and *Atlantic* clippers were at Horta, but only overnight

Photo and caption courtesy of David Crotty

UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

At a session of the Civil Aeronautics Board
held at its office in Washington, D. C.
on the 15th day of October, 1942

In the Matter of the Application of

PAN AMERICAN AIRWAYS, INC.

for an exemption order pursuant to section
416 of the Civil Aeronautics Act of 1938,
as amended, from certain terms, conditions,
and limitations contained in its certificate
of public convenience and necessity.

ORDER GRANTING TEMPORARY EXEMPTION

IT APPEARING TO THE BOARD:

1. That Pan American Airways, Inc., hereinafter called the
"applicant", is an air carrier engaged in transatlantic air trans-
portation as authorized by a certificate of public convenience and
necessity issued to it effective January 10, 1942, and that operations
are now being conducted under said certificate, and under certain orders
issued by the Board pursuant to section 416(b) of the act, between the
terminal point New York, New York, the intermediate points Hamilton,
Bermuda: Hecla, the Azores; Lisbon, Portugal; and the terminal point
Dublin, Irish Free State; and between the terminal point New York,

Figure 4

Appendix A Page 1

Appendix A

Document 1; Serial number 1979 from October 15, 1942 reads:

UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D.C.

At a session of the Civil Aeronautics Board
held at its office in Washington, D.C.
on the 15th day of October 1942

In the Matter of the Application of

PAN AMERICAN AIRWAYS, INC.
for an exemption order pursuant to section
416 of the Civil Aeronautics Act of 1938,
as amended, from certain terms, conditions,
and limitations contained in its certificate
of public convenience and necessity.

ORDER GRANTING TEMPORARY EXEMPTION

IT APPEARING TO THE BOARD:

1. That Pan American Airways, Inc., hereinafter called the "applicant", is an air carrier engaged in transatlantic air transportation as authorized by a certificate of public convenience and necessity issued to it effective January 10, 1942, and that operations are now being conducted under said certificate, and under certain orders issued by the Board pursuant to section 416[b] of the Act, between the terminal point New York, New York, the intermediate points Hamilton, Bermuda; Horta, the Azores; Lisbon, Portugal; and the terminal point, Foynes, Irish Free State; and between the terminal point, New York, New York; the intermediate points Hamilton, Bermuda; San Juan, Puerto Rico; Port of Spain, Trinidad; Belem, Brazil; Natal, Brazil; Bolama, Portuguese Guinea; (or an airport serving Monrovia, Liberia, when operating conditions require); and the terminal point Lisbon, Portugal; and between the terminal point New York, New York; the intermediate points Shediac, New Brunswick; Botwood, Newfoundland; and the terminal point Foynes, Irish Free State; and that the above-mentioned certificate contains a restriction prohibiting the origination or termination of trips at points short of terminal points:

2. That the applicant filed with the Board on October 8, 1942, a request for an order temporarily exempting applicant from the terms, limitations, and conditions contained in said certificate insofar as they would otherwise prohibit applicant, during the period from October 17, 1942 to May 1, 1943, hereinafter called the "winter months", from temporarily operating (a) all of its eastbound transatlantic trips from New York to Foynes via Bermuda, Horta, and Lisbon, (b) westbound transatlantic flights between Foynes and New York via Lisbon, Bolama (or an airport serving Monrovia when operating conditions require), Natal, Belem, Port of Spain, Trinidad; San Juan and Bermuda, and (c) certain additional trips between Foynes and Natal and Lisbon;

3. That the weather during the winter months on the route between New York and Foynes, via Shediac and Botwood is not conducive to regular and dependable air transportation service;

4. That during the winter months strong winds blowing from, west to east prevail in the north Atlantic: that during such period the landing area used by applicant at Horta, the Azores, which is the only landing area available between Lisbon and Bermuda, is frequently not suitable for landing or take-off, or both, because of wind conditions which cause heavy swells at that point; that applicant's aircraft are not capable, except under favorable wind conditions, of taking substantial pay loads westbound between Lisbon and Bermuda without stopping at Horta;

5. That the prevailing winds between Bolama or Monrovia and Belem or Natal blow from east to west with trade wind regularity and force and that available data indicate that westbound flights between such points can be made with pay loads approximately as great as those possible on eastbound flights from Bermuda to Lisbon direct:

6. That it is in the public interest that applicant's transatlantic operations be conducted with regularity and dependability, and the maximum utilization of applicant's equipment obtained, in view of the need for service across the Atlantic Ocean;

The Board, acting pursuant, to the authority vested in it by the Civil Aeronautics Act of 1938, as amended, particularly sections 205(a) and 416(b) thereof, and finding that its action is necessary and appropriate to carry out the provisions of the Act and is required by the public interest, and that the present enforcement of the terms and limitations, and conditions of the certificate of public convenience and necessity held by applicant, insofar as such terms, limitations, and conditions would otherwise prohibit the applicant, during the winter months, from temporarily operating the above requested service, would be an undue burden upon applicant by reason of the unusual circumstances affecting its operations and would not be in the public interest:

IT IS ORDERED:

1. That Pan American Airways, Inc., be and it is temporarily exempted, during the period from October 17, 1942 to May 1 1943 from the terms, limitations, and conditions of its certificate of public convenience and necessity issued on January 10, 1942 (Order Serial No. 1487) insofar as said terms, limitations, and conditions could otherwise prevent said Pan American Airways, Inc., from (a) operating eastbound transatlantic flights between Foynes and New York: via Lisbon, Bolama (or an airfield serving Monrovia when operating conditions require), Natal, Belem, Port of Spain, San Juan, and Bermuda: (b) operating certain additional trips between Foynes and Natal and between Natal and Lisbon: and (c) suspending service on its route between New York and Foynes via Shediac and Botwood. and westbound on its route between New York and Foynes via Bermuda, Horta, and Lisbon:

2. This order may be amended, rescinded, or revoked at any time in the discretion of the Board without notice to applicant and without hearing.

By the Civil Aeronautics Board:

/s/ Darwin Charles Brown

Darwin Charles Brown
Secretary
(SEAL)

.....
Interpretation of Appendix A:

IT APPEARING TO THE BOARD:

Point 1 (The set-up)

Pan Am states to the CAB that it has a contract to fly from NY to Foynes via the traditional FAM 18 route, NY- Bermuda- Horta- Lisbon- Foynes. Pan Am also has a contract to fly NY- Bermuda- San Juan- Trinidad- Belem- Natal- Bolama- or somewhere else convenient in Liberia (like Fisherman's Lake?)-Lisbon. This is a non-traditional FAM 22 route as Miami is not included, but other than that, the route is clearly FAM 22. Note the FAM 22 inaugural on 6 December 1941 was flown from NY.

Point 2 (The request for exemption)

- (a) Pan Am requests an exemption from the CAB from flying the northern route eastbound to Foynes in winter.
- (b) Pan Am also requests an exemption from flying FAM 18 directly westbound from Foynes to NY through Horta in winter.
- (c) Pan Am also asks for exemption for all other flights to Foynes in winter.

Point 3 (Reason for request for exemption from flying to Foynes)

The northern route is not usable in winter months due to weather.

Point 4 (Reason for request for exemption from flying to Horta in winter)

Horta is not a *reliable* landing site in either direction (eastbound or westbound) in winter due to high winds and large swells at the landing site. It sometimes can be used eastbound, but hardly ever westbound. If Horta is overflown westbound, it must be done with much smaller payloads in order to carry more fuel to reach Bermuda nonstop from Lisbon.

Point 5 (Reason for flying via Bolama and West Africa to Belém or Natal)

Pan Am argues that flying west from Bolama always has tailwinds, and if that route is used (presumably in place of Horta), the payloads can be kept the same as direct eastbound flights from Bermuda to Lisbon, even when over-flying Horta eastbound. They want out of Horta, and are making a case for the circular, clockwise FAM 18 route in winter.

Point 6 (A regular service requires these requested changes)

This point says it would be a better use of assets to pick a more reliable route, the one suggested in point 5.

Introduction to Order

It is an undue burden on Pan Am to continue the service as it presently exists.

IT IS ORDERED ('Accepted' may be a better word here; the CAB accepts Pan Am's argument).

Use of the original route is not the best use of assets, and it is in the public interest to accept the recommended exemptions (changes) requested by Pan Am on a temporary basis. Pan Am is therefore temporarily exempted (on **17 October 1942!** to 1 May 1943) from flying the original route in winter because:

- (a) It could prevent the airline from operating westbound (counter-clockwise) service, Foynes and NY.
- (b) It could prevent service between Foynes↔Belém / Natal and Belém / Natal↔Lisbon (LATI Substitute Route) (Ref.. 6).
- (c) It could prevent the suspension of the northern route through Canada and central route through Bermuda and Horta. One has to wonder about this, and 'prevent' may make more sense if we consider they may be worried about losing an aircraft at Horta. That certainly would curtail (prevent) services described in this paragraph.

Use of the word 'prevent' in the three points (a),(b), and (c) above issuing the order suggests that continuation of a problematical stop at Horta could cause delays on other parts of the route. Unspoken, is any mention of what the consequences might be if an aircraft were lost at Horta. Note on 23 July 1939 the Boeing A314 *Atlantic Clipper* (NC 18604), 'landed heavily' into a swell at Horta with R.O.D. Sullivan at the controls, and was damaged badly enough that it could not continue the flight to New York on schedule. The aircraft was repaired and continued to New York three days later without passengers. This had to be regarded as a serious warning of what might happen if the risks at Horta were ignored.

.....
Appendix B

Document 2; Possible serial number 2007 (not clearly stated as such) Dated October 15, 1942 reads:

In the Matter of the Application of

PAN AMERICAN AIRWAYS, INC.

for an exemption order pursuant to section 416 of the Civil Aeronautics Act of 1938, as amended, from certain terms, conditions, and limitations contained in its certificate of public convenience and necessity.

ORDER GRANTING TEMPORARY EXEMPTION

IT APPEARING TO THE BOARD:

1. That Pan American Airways. Inc., hereinafter called the "applicant," is authorized by its certificate of public convenience and necessity effective January 10, 1942 (Order Serial No. 1487) and an order issued by the Board contemporaneously herewith pursuant to section 416(b) of the Act (Order Serial No. 1979) to operate westbound transatlantic flights between Foynes. Irish Free State, and New York. New York, via the intermediate points Bolama. Portuguese Guiana (sic) (or an airport serving Monrovia, Liberia, when operating conditions require); Natal, Brazil; Belem, Brazil; Port au Spain, Trinidad; San Juan, Puerto Rico; and Hamilton, Bermuda; during the period from October 17, 1942, to May 1, 1943 [corrected] which period is hereinafter celled the "winter months":

2. That in making its request for the exemption granted by said Order Serial No. 1979 the applicant has indicated its willingness to refrain from carrying passengers, property, and mail between Foynes and Lisbon, and between Foynes and Bolama on trips operated by it during the winter months:

3. It appearing to the Board that the authorization granted by said Order Serial Number 1979 should not be granted by the Board unless it is made subject to the condition that the applicant shall not carry passengers, property, and mail between Foynes and Lisbon and between Foynes and Bolama on trips operate by it during the winter months: and

4. Written objection having been made to the public disclosure of the aforesaid restrictions, and the Board finding that this order contains secret information affecting national defense and that publication thereof should be withheld.

IT IS ORDERED:

1. That it is a condition of the granting of the authority contained in Order Serial Number 1979, adopted on October 15, 1942, that Pan American Airways. Inc., shall refrain from carrying passengers, property, and mail between Foynes and Lisbon and between Foynes and Bolama on trips operated by it during the winter months:

2. This order may be amended, rescinded, or revoked at any time in the discretion of the Board without notice to applicant and without hearing.

3. That this order be withheld from publication.

By the Civil Aeronautics Board:

/s/ Darwin Charles Brown

Darwin Charles Brown

Secretary

(SEAL)

.....
Interpretation of Appendix B:

IT APPEARING TO THE BOARD:

This document is the official grant of Pan Am's request for the changes described above. Up to now, all that had been granted was an exemption from the old route. This implements the new route requested.

Point 1

This point states that Pan Am has rights to the route we call FAM 18, more specifically, to operate as a commercial carrier between Foynes and NY. It goes on to allow the route to be changed to the southern route in winter months through Natal and Bolama (or somewhere in Liberia, which apparently immediately became Fisherman's Lake).

Point 2

This point states that in its request, Pan Am has offered to 'refrain' from carrying mail, freight and passengers between the intermediate points of Foynes and Lisbon, and Foynes and Bolama. This is in line with the San Juan Agreement (Ref. 6) regarding transport of mail between intermediate points on the route. The refrain is not general, but limited to specific dispatches from neutral nations. Other mail already placed on board was carried through to destination in sealed bags.

Point 3

This point states that the request for a route change will not be granted unless Pan Am's offer to 'refrain' in point 2 above becomes a mandate, i.e. a condition of approval.

Point 4

This point states that this entire topic is to remain secret in a spirit of national defence.

IT IS ORDERED:

Point 1

The new route request is approved contingent upon the terms that no passengers, mail or freight will be carried between the intermediate points of Foynes and Bolama.

Point 2

The order may be changed at any time by the CAB.

.....
Appendix C

Document 3; Dated December 11, 1942 reads:

UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D.C.

Adopted by the Civil Aeronautics Board
at its office in Washington, D.C.
on the 11th day of December 1942

In the Matter of the Exemption of

PAN AMERICAN AIRWAYS, INC.

pursuant to section 416 of the Civil
Aeronautics Act of 1938, as amended,
from certain terms, conditions, and
limitations contained in its certificate
of public convenience and necessity.

ORDER GRANTING TEMPORARY EXEMPTION

IT APPEARING TO THE BOARD:

1. That Pan American Airways, Inc. is authorized by its certificate of public convenience and necessity, effective January 10, 1942 (Order Serial No. 1487), exemption Orders Serial Nos. 1979 and 2007, and a confidential exemption order issued May 5, 1942 to operate certain transatlantic flights between Foynes, Irish Free State, and New York, New York, via the intermediate points Lisbon, Portugal; Bolama, Portuguese Guiana (sic); Monrovia, Liberia; Natal and Belem, Brazil; Port of Spain, Trinidad; San Juan, Puerto Rico; and Hamilton, Bermuda, during the period from October 17, 1942, to May 1, 1943:

2. That in view of the existing military situation in North Africa it is in the public interest and in the interest of the national defense that said authorization should be made subject to the conditions hereinafter imposed by this order; and The Board finding that this order contains secret information affecting the national defense and that the publication thereof should be withheld; and; The Board acting pursuant to their authority vested in it by the Civil Aeronautics Act of 1938, as amended, and finding that its action is necessary and appropriate to carry out the provisions of the Act and is required by the public interest, and that the present enforcement of the terms, limitations, and conditions of the certificate of public convenience and necessity held by Pan American

Airways, Inc., in so far as such terms, limitations, and conditions would otherwise prevent the said air carrier from operating in the manner authorized by Orders Serial Nos. 1979 and 2007 and said confidential exemption order issued May 5, 1942, subject, however, to the conditions hereinafter imposed by this order, would be an undue burden upon the said air carrier by reason of the unusual circumstances affecting its operations and would not be in the public interest;

IT IS ORDERED:

1. That it is a condition of the granting of the authority contained in Orders Serial Nos. 1979 and 2007 and said confidential exemption Pan American Airways, Inc. shall refrain from carrying passengers between Bolama and Monrovia, and that the carriage of passengers between Lisbon and Monrovia, and between Foynes and Monrovia shall be restricted to persons authorized by competent authority of the United States Government;
2. That this order may be amended, rescinded, or revoked at any time in the discretion of the Board without notice to said air carrier and without hearing; and
3. That this order be withheld from publication.

By the Civil Aeronautics Board:

/s/ Darwin Charles Brown

Darwin Charles Brown

Secretary

Interpretation of Appendix C:

The sole point of this document is to restrict Pan Am from transporting passengers from the neutral stops Foynes, Lisbon and Bolama to Monrovia, Liberia. Such actions must first be specifically approved for each individual passenger by the US government. This is apparently a security measure for reasons unknown at this time.



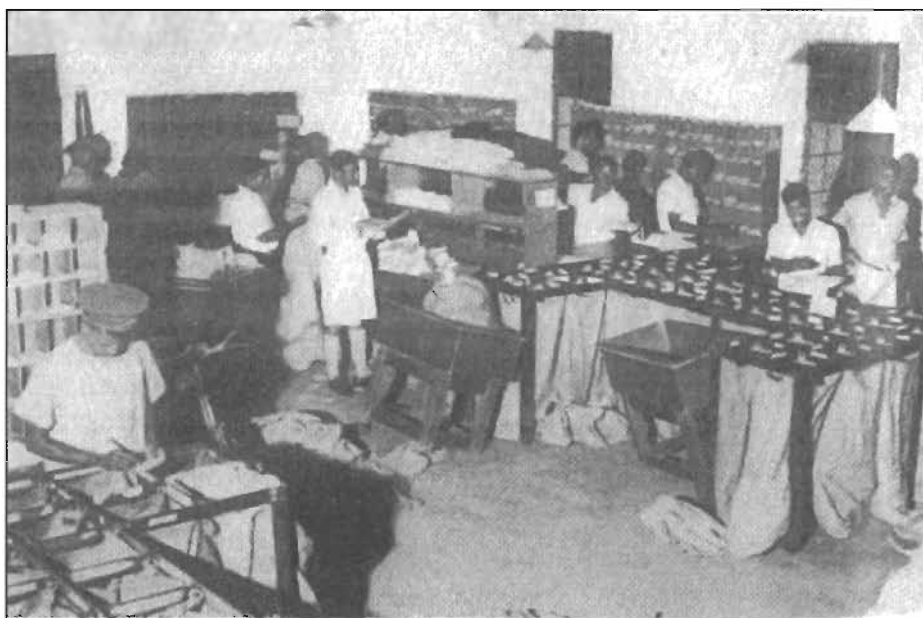
Kaduna Junction Sorting Office

Dr Simon Heap

Kaduna Junction Post Office became a major sorting office for the Nigerian postal service from the late 1920s onwards. Almost equidistant from Lagos and Port Harcourt at 566 and 569 miles respectively, it was situated south of Kaduna River on the southern edge of the northern Nigerian town of Kaduna, where the previous main transit mail sorting centre had been located (Ref. 1).

This was a significant period in the colony's postal history as 1 January 1929 saw Nigeria join the Universal Postal Union (Ref. 2). In that year, 'mails generally in Northern Nigeria have been greatly accelerated by making Kaduna Junction Post Office the main transit mail sorting centre instead of Kaduna Capital' (Ref. 3). Taking advantage of the short period of time when Kaduna Junction station was the busy meeting point of several long-distance trains, further improvements were made in the following year:

The installation of electric lighting in the Post Office at Port Harcourt, Kano, Kaduna Capital and Kaduna Junction has greatly facilitated night working, particularly at Kaduna Junction office where considerable sorting has to be done in the short interval between the arrival and departure of the main line trains from Lagos, Kano and Jos on three nights each week. (Ref. 4)



‘The postal clearing centre for mail bags brought from the North, the East, the Plateau and the West’

Source:
Vivian Renwick,
‘Forty years on’,
Nigeria, 43,
1954, p206

Clearly a successful move in terms of efficiency of sorting mail bags, the authorities erected a new permanent post office building on the Kaduna Junction railway platform for use as a sorting office in August 1931 (Ref. 5). Later on it was reported that, ‘in this office stamps are sold and telegrams accepted between the hours of 4pm and 6pm daily (Ref. 6).

References

- 1 Proud E.B., *The Postal History of Nigeria*, pp529-530, Proud Bailey, Heathfield 1995
- 2 Southern Nigeria had been a UPU member up to 1914, unlike Northern Nigeria owing to the unfavourable situation of transporting mail to French West Africa colonies at Union rates by carriers. The opening of the Provinces of Nigeria by means of railways and motorable roads made the situation ‘less unfavourable’ *Nigeria Posts and Telegraphs Annual Report*, p6 1928
See also Wright M.St.J. ‘Nigerian Membership of the UPU’, *Cameo*, 3(3), p68 January 1986
- 3 *Nigeria Posts and Telegraphs*, p6, 1929
- 4 *Nigeria Posts and Telegraphs*, p2, 1930
- 5 *Nigeria Posts and Telegraphs*, p2, 1931
- 6 Bryant K.J., *A Guide to Kaduna: The Capital of Northern Nigeria*, p32, Gaskiya Corporation, Zaria 1959



Ascension 1924 4d ‘Comma’ Flaw

Michael Hale

I illustrate an unrecorded flaw on the Ascension 1924 ‘Badge’ 4d value. The left value tablet has a ‘comma’ flaw in the top left corner. The stamp is position 55 (row 5, column 7).

This is probably just a ‘one off’, but is worth recording. Although the photocopy is poor, the flaw is clearly seen.



Lufthansa Catapult Flights Between Gambia & Brazil

Klaus Hahn

At the end of WWI aviation began to play a role in mail traffic, and in 1926 the German national airline Deutsche Lufthansa or DLH, later Lufthansa, was founded. In 1934 Lufthansa started flying mail to South America.

To accomplish this the mail was flown from Stuttgart to Sevilla, Las Palmas and Bathurst. The latter is almost the most western point of Africa and the start of the shortest route to the nearest and most eastern area of South America at Natal in Brazil. Because the distance between the two continents was too far for the planes, the aircraft had to land for refueling. To take this into account the Lufthansa had bought two steamers, *Schwabenland* and *Westfalen* and converted both ships into catapult ships, with *Westfalen* the first to be completed in May 1933.

The aircraft had to land onto a landing mat beside the ship and then be lifted aboard ship by crane. Later, to assure the utmost speed, the mail would be transferred to another plane waiting on board the ship, which would then be catapulted off with a speed of 100 km per hour. The total time to reach South America was four days, an enormous saving on the usual ship transport.

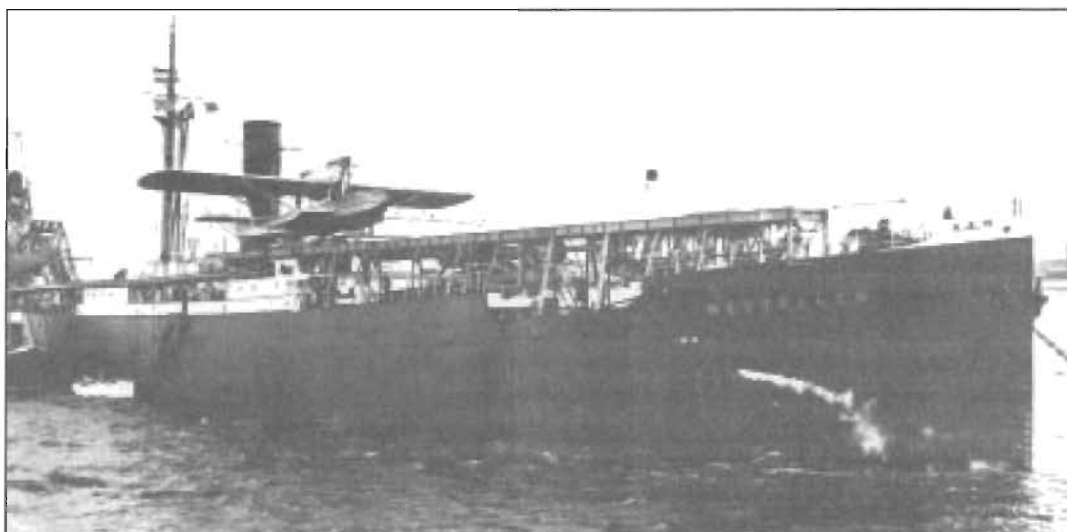


Figure 1 Dampfer *Westfalen* with Dornier Wal on board

In September 1934, the larger Super Wal was introduced. This aircraft had the range to fly from Bathurst to Natal, and so the *Westfalen* was repositioned off the coast of Gambia so that it could catapult the aircraft for the non-stop flight. For the return, the *Schwabenland* was positioned off Natal, near the island of Fernando de Noronha. From May 1933 several experimental flights were flown from Bathurst to the *Westfalen* (and later to Natal) with the Dornier Wal flying boats. Small numbers of covers are known for some of these flights.

The first regular air mail flight (L1 = Lufthansa Flight No. 1) started at Stuttgart, Germany to Brazil on 3 February 1934, and was flown from Bathurst by Wal to the *Westfalen* and then on to Natal in Brazil. Initially these flights were twice monthly but soon increased to weekly.

The first return flight from South America on 8 February 1934 (L2) to Germany started at Natal and flown to the *Westfalen*, positioned 3:04N, 24:06W in mid-Atlantic. The Wal, named *Taifun* reached the *Westfalen* and was lifted on board the catapult ship which then steamed to Bathurst. The next day it left for Europe with a catapult start from the ship. The mail was transferred at the Canary Islands to a Junkers Ju-52, and again in Spain to a Heinkel He-70 before arriving at Stuttgart where an arrival stamp of Stuttgart for 12 February 1934 was applied.

Figure 2 illustrates a sepia postcard showing the flight deck of the *Westfalen* with a Wal aircraft on the catapult as Lindberg flies past. The caption translates: *Lindberg passes the Lufthansa Catapult Ship "Westfalen" in the South Atlantic.*



Figure 2 Wal aircraft on the *Westfalen*

The postcard (Figure 3) was written by a crew member, Walter Hamken on 8 February 1934, at the time when the D. *Westfalen* had to be positioned in the middle of the South Atlantic between Bathurst and Natal. The translation is:

At Sea, 8.2.34

Dear Uncle Ernst,

*I want to send you the best wishes to your birthday from the first mail South America - Germany. The first air mail to the south passed happy and punctual. Tomorrow the plane - the *Taifun* - comes back to us to take-off the day after. We are in mid-Ocean and will steam back to Cape Verde and then Bathurst. Best wishes to you both Walter Hamken*

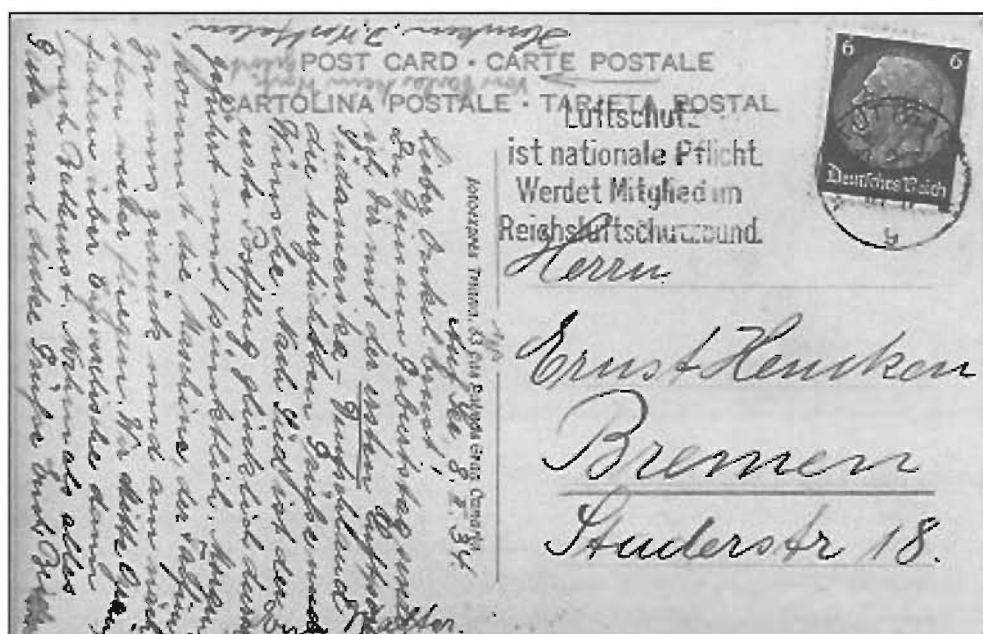


Figure 3 The message side of the PPC, written by a crew member from the *Westfalen*

This postcard was given to the Dornier Wal, *Taifun* on board the *Westfalen* and was struck with a common machine obliterator at Stuttgart on 12 February 1934. There is no other cancellation concerning this first flight from South America via the *Westfalen* to Germany. There was no ship post office on the *Westfalen*.

Let us now jump two months to April 1934, when the same crew member, Walter Hamken, wrote another picture postcard, this time to his aunt and uncle in Bremen. The picture side (Fig. 4) shows 4 Lufthansa Dornier Wal's off Natal, Brazil. On the right side of the picture, behind a sea plane, is pictured a ship of Air France.



Figure 4
PPC showing 4
Dornier Wal's at
Natal, Brazil

The message, partly translated from German to English, because most of the text is gossip (Fig. 5):

D. (Dampfer = steamer) *Westfalen* at sea 6 April 1934.

...We were lying off the coast of Africa, Bathurst in our neck. Our main work was on Easter Monday. We have received mail from Germany, I've got a lot ...



Figure 5
PPC also written by
Walter Hamken
on 6 April 1934

This is a summary of the dates mentioned on this PPC:

- | | |
|-------------------------|--|
| 31 March 1934 | Start Lufthansa flight from Stuttgart to Brazil |
| 1 April (Easter Sunday) | <i>Westfalen</i> anchored off the coast at Bathurst |
| 2 April (Easter Monday) | Dornier Wal arrived beside <i>Westfalen</i> |
| 5 April | Start of the Dornier Wal <i>Taifun</i> in Brazil |
| 6 April | Our crew member wrote his PPC and handed it to the pilot coming from Natal for transportation to Stuttgart |

This means Walter H. has written this message on Friday 6 April 1934 and mail had arrived Easter Monday 2 April from Germany. He mentioned the flight starting 31 March from Stuttgart to the D. *Westfalen* off Bathurst (L9). The day before, Easter Sunday, the *Westfalen* had anchored off Bathurst - according the message of Walter H. That is an interesting statement and it corresponds with the official documents. The plane landed beside the *Westfalen* on 2 April and she then steamed to a position off the coast of Southern Senegal at 12:52N, 17:38W. The catapult departure was during the morning of 3 April.

His pictured postcard was sent with the return flight from Brazil (L10), which had started off from Natal on 6 April 1934 and reached Stuttgart 9 April. The Stuttgart datestamp was applied the same day as the Stuttgart arrival datestamp on the mail from South America (examples of such datestamps are shown in Fig. 7). This second postcard also bears no cancellation concerning the catapult flight because the first post office it passed through was Stuttgart.

But - I don't want to describe the catapult flights without publishing an example of a typical mail of these Lufthansa Flights between Brazil - Bathurst - Germany. Shown as Figure 6 is a cover, mailed and postmarked on 22 August 1934 from Sao Paulo to Germany. The sender intended to send the cover by Zeppelin but the next Zeppelin passage was planned for October, so the cover was sent with the Lufthansa flight departing from Natal 30 August 1934. One of two available arrival datestamp of these South Atlantic Flights was struck on the reverse, confirming this mail was sent by a catapult flight (Fig. 7).



Figure 6

A typical Lufthansa return flight cover Brazil to Germany with Brazil confirmation cachet, and not a Zeppelin flight as proposed



Figure 7 (left)

The 2 available Stuttgart arrival datestamps for incoming mail from the South Atlantic Route. But not all mail from South America was struck with one of these datestamps

A cachet, used in Brazil and similar to those from other South America countries, was struck on the front of this cover. These handstamps were also used for Zeppelin flights (the seaplane flights were one day faster).

Three years later when the airship *Hindenburg* crashed and burnt out at Lakehurst in the USA the Zeppelin flights were suspended.

Mail with these cancellations can be identified only through the dates of the flights and/or the datestamps of departure and - if available - the arrival datestamps of Stuttgart (for Catapult Flights) or Friedrichshafen (for Zeppelin flights). In a few cases, when bad weather conditions prevented a landing in Stuttgart, the aircraft would be diverted to Nuernberg or Berlin, and these transit datestamps can be found sometimes on the mail.

For the flights to South America a red cachet was used on all mail with no distinction between carriage by Lufthansa Seaplanes or by Zeppelin. Covers addressed to Gambia, the Canary Islands or elsewhere are cancelled with the same red cachet. To distinguish Seaplane Flights from Zeppelin Flights you need to know the schedule. These details may be found in the literature (Ref. Nos. 1 and 2).

The red cachet 'DEUTSCHE LUFTPOST / EUROPA-SÜDAMERICA' was used on mail from Europe to South America and to all intermediate landing points - here seen on a philatelic cover of 27 July 1934 from London to Bathurst, with Stuttgart transit of 28 July and Bathurst arrival of 30 July 1934. (Fig. 8)

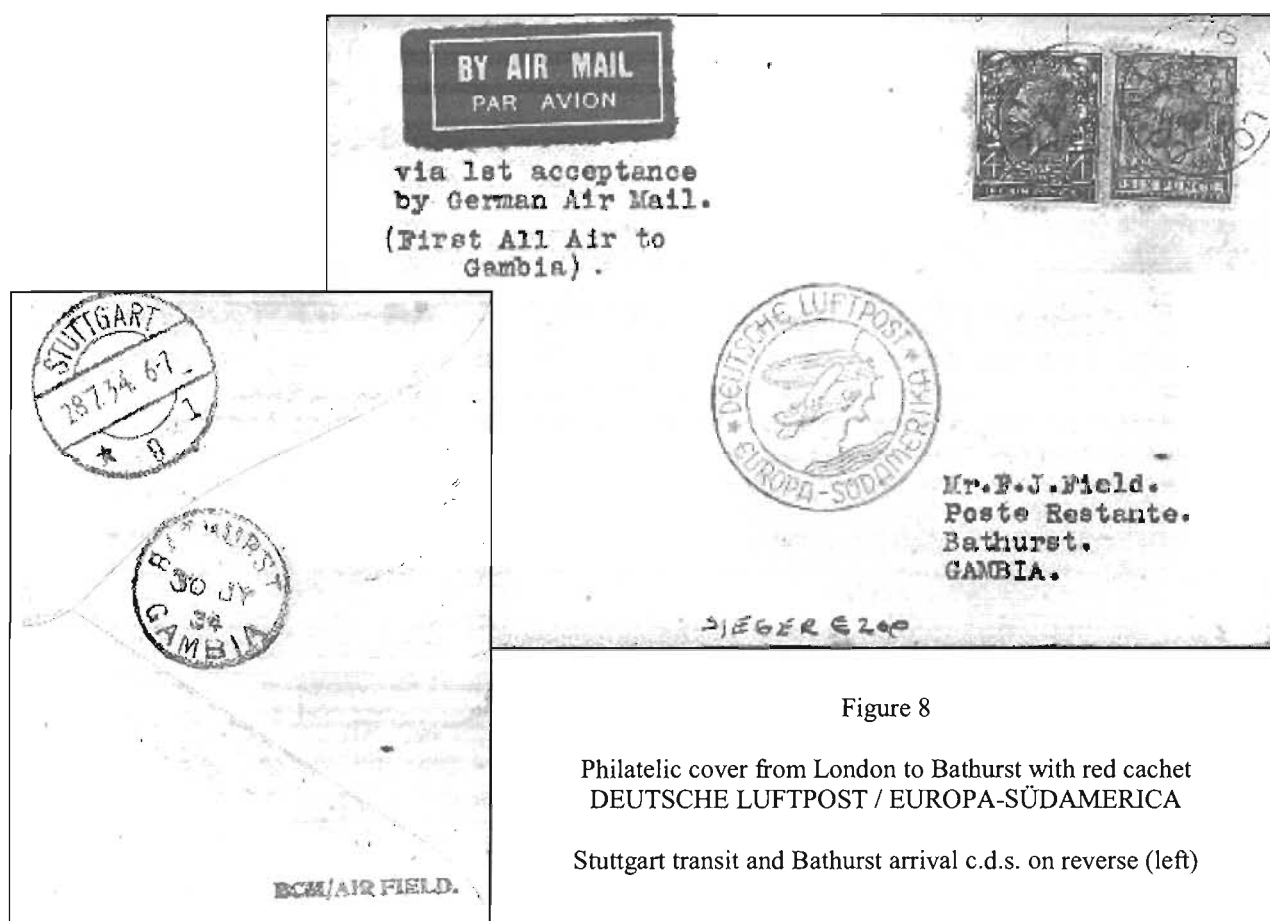


Figure 8

Philatelic cover from London to Bathurst with red cachet
DEUTSCHE LUFTPOST / EUROPA-SÜDAMERICA

Stuttgart transit and Bathurst arrival c.d.s. on reverse (left)

The catapult flights over the South Atlantic ended with the outbreak of WWII. The last mail was prepared for a flight on 31 August 1939 to South America but was cancelled because of the beginning of the war. The mail which was already struck with the German obliterator was transported by another method to South America.

Dampfer *Westfalen* was taken over by the Luftwaffe in 1940, and was stationed at Seefliegerhorst Hoornum / Sylt. On 1 May 1941 she went to Trondheim, in 1942 to Altafjord and in 1943 back to Trondheim. On 7 September 1944 she hit a mine in the Skagerrak (near Stora Pool-san), and sank, with the loss of 150.

Of course this fascinating topic of German South Atlantic Flights is much wider than I can write about on this limited space. There exist a few special cachets, such as for Christmas Flights, 1 year South Atlantic Service, Gambia cachets etc. Due to bad weather conditions at the intermediate landing points or arrival airports, the routes were changed, the mail delayed, aircrafts crashed etc.

For any readers who want to dip further into this topic I can recommend the book / catalogue *Deutsche Lufthansa South Atlantic Airmail Service* (Ref. 2), which is written in English. This comprehensive work is of 236 pages, softback, but out of print and only a few dealers of philatelic literature can provide it. A reprint is planned but not within the next couple of years. If you need this book perhaps I can help with the address of a dealer in the USA (my contact details are in the WASC membership list).

References

- 1 Katapultpost-Katalog Teil 2: Südamerika, 50 Jahre Lufthansa im Südatlantikdienst, Erich Haberer, 1984
- 2 Graue J.W. & Duggan J. *Deutsche Lufthansa South Atlantic Airmail Service 1934-1939*, Zeppelin Study Group 2000

Acknowledgements

www.lufthansa.com
www.steelnavy.com/1250DLHships.htm
www.wikipedia.com
www.seemotive.de/html/dkatapult.htm



Lagos's Pigeon-Post, 1900-01

Dr Simon Heap

At the turn of the twentieth century, the Lagos Government tried to start a carrier pigeon service between Lagos and Forcados River, eastwards down the coast (Ref. 1).

The finances of the Colony (of Lagos) would not justify undertaking a subsidy of £3,500 a year to connect the two places (Lagos and Forcados) by cable, and the construction of a land wire would mean an expenditure for building and maintenance that could not at the time be met. There remained only the pigeon-post and the proposals were submitted and approved by the Secretary of State (Rt Hon Joseph Chamberlain) for the establishment of this system of communications between the two places.



The training of pigeons was taken in hand by Captain Elgee (Elgee). This officer has successfully trained birds to fly from stations within the Colony and Protectorate, and in spite of many difficulties to be overcome, it is hoped that this system will be perfected at no distant date, and the experiment of connecting the two ports be successful (Ref. 2).

The pigeon-post does not appear to have been a success and is never again mentioned, not even in the following year's Annual Report. Maybe the many hawks, buzzards, and kestrels that inhabited the forests of Southern Nigeria killed off this attempt at pigeon-post.

Captain Charles Elgee was Private Secretary and ADC to the Governor, Sir William MacGregor. The hiatus did not harm Elgee, who a couple of years later was appointed Resident at Ibadan, Africa's largest city (Ref. 3).

Still, an explanation why a scheme approved by the Secretary of State never produced any result would be of interest. Somewhere in the archives must be a report on this scheme.

References

- 1 Jeffreys M.D.W., (1947), 'Pigeon-Post', *Nigeria*, 27, pp66-67
- 2 *Lagos Annual Report*, p8, 1900-01
- 3 Elgee C.H., *The Evolution of Ibadan*, Lagos, 1914

Letter from St Helena 1815

Michael Hale

I illustrate an entire letter written at The Briars, St Helena on Christmas Day 1815 (concluded the following day, 26 December) from Catherine, the wife of Captain Younghusband, to her sisters at Cheltenham.



The letter 'per Doris' was landed at Portsmouth, and has a charge mark which looks like '5/-'. This has been crossed through and replaced with '4/6'. I have asked Barry Burns for his interpretation of these markings and he responds:

The rates at this time were 3/6d Packet Letter and 8d Ship Letter from St Helena to the UK. To this was added the mileage rate from the landing port (in this case Portsmouth) to the destination (Cheltenham, Gloucestershire). Quite often the UK postal clerk would write the ship charge on the entire, to be later crossed out and replaced by the total charge i.e. ship plus mileage rates. As the latter is clearly 4/6d, I don't think the rate crossed out could have been 5/-. Also, of course, 5/- is not a simple multiple of 8d. The letter appears quite long, and would possibly be triple or quadruple rate (?). If the former, the ship rate would be $3 \times 8d = 2/-$, and the mileage rate could possibly have been $3 \times 10d = 2/6d$ making 4/6d total. This fits well, and the mileage rate of 10d from Portsmouth to Cheltenham seems about right (a GB collector could confirm this). Unfortunately, however, the crossed out rate on the letter does not look like 2/-! Can any reader offer a different opinion?

A transcript of the letter, with a few omissions () and uncertainties (?) is as follows:

To Miss Rachel Whinyates / Cheltenham / Gloucestershire / England
Briars. Christmas Day 1815
My Dearest Rachel

A Happy Christmas and New Year to all my dear sisters at Cheltenham. I have just been writing the same to my darling James. I trust in God his little smiling face is one as your Happy Granpa. I am spending the Christmas with our kind and hospitable friends the Balcombes in the late residence of Bonaparte. There is to be a very grand dinner here today, Admiral Cockburn Countess Bertrand and all the grandees.

This is the height of summer. I was wakened for the first time of a Christmas morning by warbling of Birds and on looking out of window my eyes were regaled by myriads of Roses in full bloom + pomegranates and myrtles etc in pale blue trees bending with loads of 1000 + 1000s ripe peaches. This is something quite novel, for in India Christmas is cold and icy.

I closed my last letter from Plantation House the seat of the Governor where we spent some time and told you of Bonaparte going to Longwood. Countess Bertrand not liking the apartments allotted to her at Longwood took a Country House on the top of our Hill. We are just perpendicularly under it. I have seen her every day since and do all I can to alleviate the uncomfortable state of a woman of high rank placed in a Hovel without any comforts or the least idea of shifting [?] with difficulties + placing her chief happiness in splendour and luxury she is very interesting and animated + her manners most flattering and caressing she has showed me all her superb jewels and trinkets given her by the 2 Emperors (Josephine is her cousin) she showed me a most lovely portrait of her richly set with large pearls/whole not cut/ + one of Josephines daughter the Queen of Holland if she resembles it she must be an angel that timidity that delicacy and bloom I never beheld Josephine is a beautiful Brunette. The Queen of Holland delicately Fair with auburn locks.

Whilst we were in the midst of looking at these interesting portraits + many others a servant came running in to say "the Emperor is coming, the Emperor is coming". We started up, she seemed as much at a loss as if she had never seen him + I felt frightened too I darted out of the back door and tried to get home without Boney seeing me but he saw me as he dismounted and took off his hat I did not see him and Madame B told me he was very vexed at my going off + not returning his bow. After this the Emperor peeped into the kitchen, the bed rooms + I saw him look into the pig sty [sic] as Emily and I walked home. He is like the Duchess of Aldenborough he pokes his head into every hole and corner and asks questions about every person and every thing he has found out exactly how many cows there are in the Island. He asks in G.B. how long the officers are at Dinner and how long they Drink after dinner he is shocked to hear that the subalterns dine with the captains and the captains with the field officers and at the same mess, he says it is horribly degrading.

I took Henry Gasset to see Madame Bertrand she received us in her bed room which made poor Henry blush. But this was nothing she was up and elegantly dressed, in general she receives half a dozen gentlemen whilst she is in bed. The French fashion is very strange but they have no more idea of its being improper than we have of walking across the room. Madame Bertrand thought Henry beautiful and talked a great deal to him - she thanks Your husband. So like General Lebedoyere who was shot that she squaks [sic] out whenever she sees him oh mon dieu quelle resemblance + then she tells him that Lebedoyere was called me Adonis of Paris. Little Hortense comes to play with Emily and Madame B comes scrambling down the mountain thru mud and Briar and jumps over the back of our garden and pops in upon us as often as she can.

At Dinner you would have laughed at a combination the other day. Sir G. Bingham Major Feherson [?]. The Grand Marshall of France. Bertrand Emily and myself in a rocky ditch picking Blackberries at Geranium Vale. The Marshall did not know what Blackberry meant but he said he remembered in reading in the Vicar of Wakefield that the good Doctors house was named "Blackberry". The Marshall speaks very little English but he has a great desire to learn. He is about 50 a fine handsome man with an expression of the greatest candour and goodness in his countenance he is the best of the whole party. Mrs Balcombe and the 2 young ladies myself + Emily are going tomorrow to Longwood to visit Countess Montholon it is five miles from the Briars. We are to ride I shall write you an account of our visit. I hope we shall see Boney No body can go without a written permission from the Admiral

Dec 26th

Mrs Balcombes little boy was taken alarmingly ill yesterday so the Breakfasting with Bonaparte is deferred The Admiral _ me to dinner yesterday. I said to him "I am delighted to find you have a young cousin of mine gone aboard your ship". Ho ho said he I suppose by that you want him made a Lieutenant. Whats his name -xxx I can tell you what if you really want him made you must sing to me in your very best manner tonight. So after dinner - when the gents came in the Admiral said aloud now ladies + gentlemen be silent for Mr. Your husband is going to sing to make a young man a lieutenant.

So I sung as well as I [torn page] Inspired by the hopes of being useful to Dear [torn page] Emily also sang to him for the first time and pleased [torn page] greatly he shook hands most kindly + so I hope he will promote him. I also spoke to Captain Ross who is the Admirals Captain + brother in law in praise of Henry indeed nothing can be said too much in favour of that elegant amiable boy - Pray that Mr Gasset - this + say I have written 2 letters to him telling this letter which he carried by a Mrs King sister to Admiral Burston Naval Commander in Chief at Madras she + the whole family Husband and daughter went with the Admiral to India, he died suddenly + they are returning home in great grief. They talk of going to Cheltenham and promised to see you _ and told you about us. They dined and slept here last night + expect to sail tomorrow. I am overjoyed you will like Mrs King she is sensible and genteel.

We are going to live in camp in a tent The landlord of Geranium Vale will not let us stay beyond the 30th the house will not be ready this month. I hope it will not rain for we shall get soaked there. The Admiral says he will give us a wooden house to live in there. I will write soon again the Admiral expects to go home as soon as Sir Hudson Lowe arrives. I shall send lots of letters by Henry Gasset give lots of love to Amy I have received the most kind + affectionate letters directed to Plymouth yesterday they had been sent to the Cape. Emily is writing to James. I don't know positively what I have written since Emily and the Mrs B are talking to me + kicking up such- a row as you never heard. God bless you all. I will write to Amy when I get to camp.

Love to all from ever affectionate

C. Younghusband.

I write dozens of letters by the window.

PS Boney in talking of me the other day said Ah! Voila une femme D'Espirit.

I dare say you will think me vain for telling this but it is only to you alone.

Barry Burns adds:

To make the letter easier to read, I have inserted a few paragraphs in the above transcript, as the original had none.

Whilst at St Helena in February, I checked at the Castle Archives to find that HMS *Doris* arrived from Bengal and the Cape of Good Hope on 23 December 1815 (Ref. 1). She is listed as an English Frigate under Commander Harper, with a cargo of livestock. Destination is given as England, and she left St Helena 27 December 1815, presumably carrying this letter - and Mrs King! The ship is known to have been progressing up the Channel to Portsmouth on 30 January 1816 and on 4 February she moored at Spithead, so presumably the post was offloaded then or shortly afterwards (Ref. 2).

Also, I have done an internet search for other persons mentioned, with the following results:

Duchess of Aldenburgh – no trace. The nearest I found was the Duchess of Oldenburg (Germany), also known as Ekaterina (Catherine) Pavlovna of Russia before she married Duke George of Oldenburg on 3 August 1809. Of interest, and possibly coincidentally, Napoleon had hinted during the course of the Napoleonic Wars that he wished to marry Ekaterina, mainly to draw the Russians to his side!! Her family was so horrified that they rapidly arranged her marriage to George. Of course, this may not be the Duchess referred to in the letter although I can find no alternative.

Henry Gasset - I can find no record, although the entry of his name later in the letter looks more like Gosset to me. However, there is no trace of him either!

Major Fehrzen - Yes, there are several reports of his presence at St Helena.

General Lebedoyere. Presumably this is General Charles de la Bedoyere who was executed by firing squad at Grenelle on 19 August 1815.

Admiral Burston. This must be Admiral George Burlton, who commanded the East India Station in 1814.

References

- 1 *List of Ships Arriving and Departing from St Helena 1815-1818*, p12, Castle Archives, Jamestown, St Helena
- 2 Captain's Log of HMS *Doris*, TNA, ADM 51/2043: part 8

Early Use of the Sapele Cancellor of Niger Coast

Robert Seaman

I have recently acquired a pair of Niger Coast 1d stamps with the squared circle cancel, code F, of Sapele. The date is clearly JU 3 99. Both the Ince & Sacher book (Ref. 1) and Niger News Volume 6 give recorded dates of use as 17.6.99 to 20.7.99. I am not aware of any more recent articles giving other dates for this cancellation and so I illustrate the pair (at 150%) for the record.



Reference

- 1 Ince J.F. & Sacher J., *The Postal Services of the British Nigeria Region Prior to 1914*, p180, RPSL, London 1992



Parcel Cancel of Funtua, Nigeria

John Cooper

I illustrate a copy of the One Shilling 1935 Silver Jubilee issue of Nigeria with what I believe to be a previously unrecorded Parcel Post cancellation of Funtua.



Oil Rivers Protectorate 'Broken I' Variety

Roger B. West

I illustrate a couple of scans of a copy from a block of four of the 1892 2d value (SG 3) of Oil Rivers Protectorate in which the 'I' of 'RIVERS' is broken. It is on part of the design where it is difficult to tell if it actually is a variety or a missing part of the paper surface. I would be most interested if any member has seen this before and, if so, can they plate it?



Tony Plumbe adds: There are quite a range of minor variations on these overprints, and these are listed on pages 187-188 of the Ince and Sacher book (see reference above). But I don't think any plating of these variations has been achieved.

Southern Nigeria 1908 ½d on 1d Postal Card

Peter Hørlyck

Although the rate for internal postcards had been ½d since 1 January 1900, it was not until February 1908 that ½d postcards were available (Ref. 1). The ½d postcards were produced by overprinting existing 1d cards with ½d in black with bars obliterating the old rate. The overprinting was probably done locally and the quality of the overprint seems to support this. Weak overprints are common, leading to difficulties when looking for varieties. So the absence of ink is certainly not an indication of a possible constant variety.

On the other hand cases of surplus ink are more promising. Shown is an example of what I call the square serif variety. The serif at the base of the figure '2' is normally angled but on some examples it appears squared. It is only under magnification which reveals that the square is mostly made up of a short line joining the serif to the neck of the '2'. I have three examples – two mint, and one used example in a weakened state where the line no longer touches the neck of the '2' and the square appears broken.



Reference

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

Nigeria 1914 KGV 1d Postal Stationery Card

Peter Hørlyck

In their book Maddocks and Bratzel (Ref. 1) state that the use of the Nigerian KGV postal cards from the Cameroons has not been reported. A couple of years ago I bought on eBay a One Penny card used from Tiko, Cameroons 26 SE 37. The card is clearly philatelic with no message on the back and it is franked by a couple of British stamps in addition to a Nigeria 1½d stamp. The British stamps are cancelled with a London single ring postmark but the date is not clear (Fig. 1).



I find it hard to believe that the card was on sale at the Tiko Post Office so long after the normal period of usage. Instead I believe this card was sent out to Tiko under cover to be returned to England. This could also explain the British stamps and the use of a stamp for the address. The recipient Captain T.A. Smye turns up in other philatelic contexts, e.g. First Flight covers from the Middle East, but there is also another Cameroons connection as Maddocks and Bratzel picture a cover with a similar stamped address in their book on page 52 (Ref. 1).

The KGV postal cards are apparently scarce today, although according to Jones (Ref. 2) quite a number of these were printed between 1914 and 1919 (½d 7728, 1d 9348, 1d reply 960). The One Penny card has previously been treated in a couple of articles in *Cameo* in 1994 (Refs. 3 & 4) and is apparently the most common of the three. It has appeared in various auctions since then - Empire Stamp Auctions especially seems to attract this card. The most recent auction it has appeared in, to my knowledge, was the Stanley Gibbons Postbid Sale No. 208 of 18 March 2009 where it realised £170.

At present I have recorded ten examples of the 1d card with the following dates and places of usage and destinations:

25 JY 1920	Lagos	France
09 JY 1921	Lagos	Berlin
30 JY 1921	Asaba	France
1922*	Lagos	Germany
09 JU 1922	Lagos	London
18 JY 1922	Jebu Ode	England
19 JY 1922	Lagos	Holland
11 MY 1923	Lagos	USA
31 DE 1923	Warri	Oxford
26 SE 1937	Tiko, Cameroons	England

* I have not seen this card but it was offered by Argyll Etkin in the nineties priced at £500. Does any member have further information?

Concerning the ½d card I have recorded three examples – all used between April and August 1919 and sent from Lagos to different addresses in England. All three have been taxed and bear a 1d British postage due stamp.

I would be very interested if any members have information about other examples of any of the three KGV postal cards with dates and places of usage. I have never seen any references to the 1d reply card. Likewise I have never seen any references to any of the cards in mint condition.

Finally I wish to thank Marty Bratzel and Ray Harris for information appearing in this article.

References

- 1 Maddocks R.J., & Bratzel M.P. Jr., *The Postmarks and Postal History of the Cameroons under British Administration 1916-1961* Marty Bratzel, Canada 1991
- 2 Jones N.W. (Ed.), "Nigeria-Embossed Envelopes, Postcards, Registered Envelopes, Stamp Booklets 1914-1936", WASC, 1983
- 3 Martin J., "Nigeria GV Postal Stationery Cards", *Cameo*, Volume 4 p202, WASC, July 1993
- 4 Nelson R.C.J., "New Discoveries-Nigeria George V Postcard", *Cameo*, Volume 4 p246, WASC, January 1994



US Reply Card Postmarked in St Helena

Len McMaster

I acquired the reply postal card shown in Figure 1 along with several similar reply cards that the addressee, Edward P. Lyons, Jr., sent to different foreign post offices requesting information on stamps available for sale. All the others were up-rated with the 1898 1c Franklin (US Scott 279) to make up the 2c UPU foreign postcard rate, and were cancelled by the foreign post office in returning them to the addressee. Wawrukiewicz & Beecher note that 'the prepayment of the reply half of a paid postal reply card by means of the postage stamp of the country which had issued the card was valid' if the card was delivered to a destination in the issuing country (Ref. 1), which is true for all of the reply cards. However, this is the only reply card that was assessed postage due, which raised the question of whether the up-rating stamp was in fact attached to the reply card when it arrived in St Helena.



Figure 1 US Postal Reply Card (US Scott UY1r) postmarked St Helena 8 June 1898

Normally one knows little, if anything, about the individuals sending the mail/covers we collect, but in this case Mr Lyons was profiled in the May 1898 issue of *The Virginia Philatelist*, as a member of the new Virginia Philatelic Association (VPA). Mr Lyons was described as 'one of the greatest enthusiasts on stamps in our city.' Born in Petersburg, Virginia, circa 1861, he later moved to Richmond where he attended high school. He served in the volunteer militia from 1877 to 1895, and was currently employed by the Mutual Guarantee Building and Loan Association. He started collecting stamps at the age of 14 and his current collection contained 'between 3000 and 4000 stamps ... U.S., Confederates and British Colonial are his preferences, though he does not specialise.' (Ref. 2). Mr. Lyons' preference for British Colonial stamps explains why he sent his requests for the availability of local stamps where he did, including the Falkland Islands, Gambia, Malaysia, and New Zealand, as well as St Helena.

The reply card was postmarked by the St Helena post office 8 June 1898, but the c.d.s. does not touch either the postal indicium or the postage stamp. However, we know that the up-rating 1898 1c Franklin was cancelled in St Helena, because of the unique cancel used, i.e., the up-rating stamp was in fact on the reply card when it arrived in St. Helena. Mabbett lists this cancel as Type 06.11 used in 1898 (Ref. 3); and Proud lists the cancel as Type K82 in use between 17 May and 27 August 1898 (Ref. 4) consistent with Mr Lyons having added this stamp to all of the reply cards he sent to foreign post offices, and St Helena cancelling the stamp 8 July 1898.

Since the correct UPU rate of 2c was prepaid, this leaves the question of why the short-paid markings were added. The purple box in which the card is rated 20 centimes (4c) due, later changed to 15 centimes (3c), is a St Helena post office marking, Mabbett Type 3 (Ref. 5), Proud Type UP2 (Ref. 6), but neither of these due amounts seem consistent with the UPU regulations. Others have suggested that the 'collect 2 cents postage' marking would likely have been added by the New York post office in spite of the 15 centimes short-paid, realising that 3c was incorrect and interpreted the postage due as 2c (double the 1c short payment) based on the mistaken assumption that the up-rating stamp had been previously used or otherwise not accepted; and that the 2c postage due stamp (Scott J39) was added by the destination post office in Richmond.

The rules for short paid mail were complex for the postal employees having to apply the rules. The statutes of the 1878 International Congress stated that 'in the case of insufficient prepayment, articles of correspondence of all kinds were liable to a charge equal to double the amount of the deficiency, to be paid by the addressee ... that is, the amount prepaid was first subtracted from the ... rate, and the short paid amount was then doubled' (Ref. 7). The statutes of the 1891 UPU Convention indicated that if the reply postal card was not fully paid, 'it was subject to the rate applicable to unpaid letters' (Ref. 8). The statutes of the 1897 UPU Congress, which didn't become effective until 1 January 1899 (after this card was received), stated that if the reply postal card was not fully paid, then 'it was treated as an unpaid postcard' (Ref. 9). Since none of these explanations seem to apply, it appears that the short-paid markings and postage due stamps were simply a misunderstanding of the UPU regulations.

We don't know exactly what Mr Lyons requested, but the answer on the message side of the card, shown in Figure 2, suggests he asked whether St Helena was a member of the UPU and what stamps and other postal material were available. The reply signed by Thomas R. Bruce, postmaster from 1898 to 1928 (Ref. 10) states that St Helena joined the UPU 'Oct. 1st 96', and lists the stamps available for purchase. The pencil notes apparently added by Mr Lyons after receiving this answer, suggests he 'ordered 2 sets Aug 2/98'.

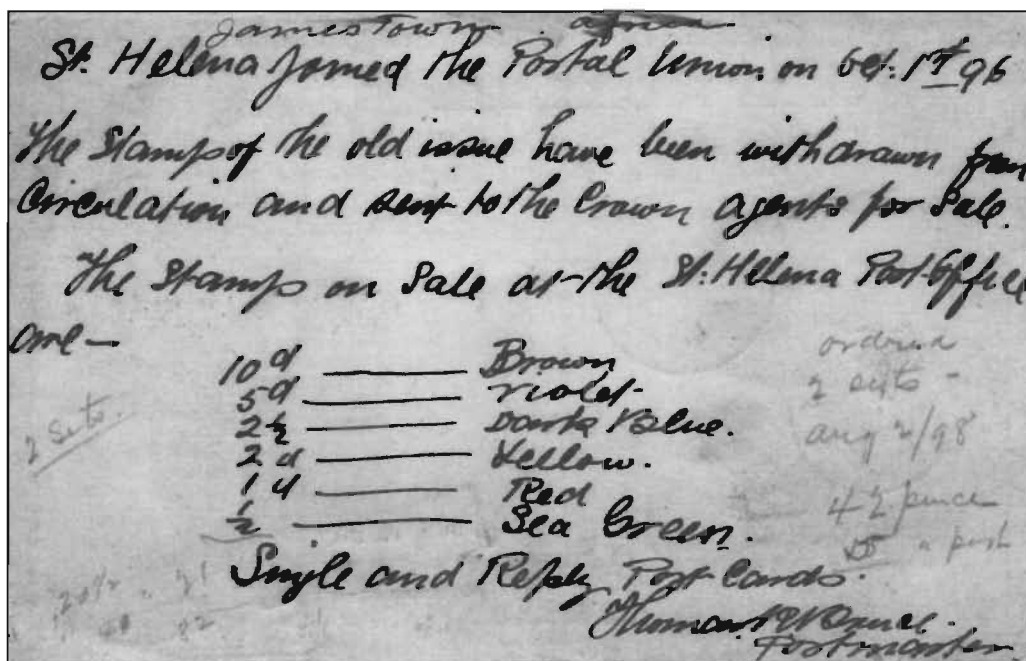


Figure 2

Return message signed by Thomas R. Bruce, postmaster

I would like to thank Barry Burns, Stefan Heijtz and Mike Mead for their assistance in identifying the St Helena markings and the identity of the postmaster.

For references see over

References

- 1 Wawrukiewicz, Anthony S., and Henry W. Beecher, *U.S. International Postal Rates, 1872-1996*, p81 Cama Publishing Company, Portland, Oregon, 1996
- 2 Dietz, August, editor, *The Virginia Philatelist*, 1898, Vol. 1, No. 9, p165, May 1898
- 3 Mabbett, Bernard, *St Helena: The Postal, Instructional and Censor Markings, 1815-2000*, pp57-58, West Africa Study Circle, Dronfield, 2002
- 4 Proud, Edward B., *The Postal History of Ascension, St Helena & Tristan da Cunha*, p153, Proud-Bailey Co. Ltd., Heathfield, East Sussex, 2005
- 5 Mabbett, Bernard, *St. Helena: The Postal, Instructional and Censor Markings, 1815-2000*, p75, West Africa Study Circle, Dronfield, 2002
- 6 Proud, Edward B., *The Postal History of Ascension, St Helena & Tristan da Cunha*, p159, Proud-Bailey Co. Ltd., Heathfield, East Sussex, 2005
- 7 Wawrukiewicz, Anthony S., and Henry W. Beecher, *U.S. International Postal Rates, 1872-1996* p254, Cama Publishing Company, Portland, Oregon, 1996
- 8 *ibid.*, p81
- 9 *ibid.*, p81
- 10 Hibbert, Edward, *St Helena, Postal History and Stamps*, p127, Robson Lowe Ltd., London, 1979

Ascension 'Returned Letter' Handstamp

Bernard Mabbett

While visiting Ascension and St Helena in January / February 2009, Barry Burns and I posted a number of items of mail to ourselves at the different stages of the journey between Ascension / St Helena / Cape Town and the UK.

The cover illustrated (Figure 1, at 80%) was posted by some friends who departed St Helena for Ascension on 6 February 2009, in the vain hope that it would receive some form of re-direction markings, as we had left Ascension back in mid January. The cover was franked with the correct 15p Ascension Island stamp and received the R.M.S. *ST. HELENA* / POSTED AT SEA cachet. For some unknown reason none of the mail posted on the RMS en-route to Ascension was offloaded there; in fact it was all returned to St Helena where it received the datestamp for 2 February 2009. No doubt this should have been 2 March as the RMS did not leave for Ascension until 6 February, and this particular cover had not even been posted on the RMS at that date.

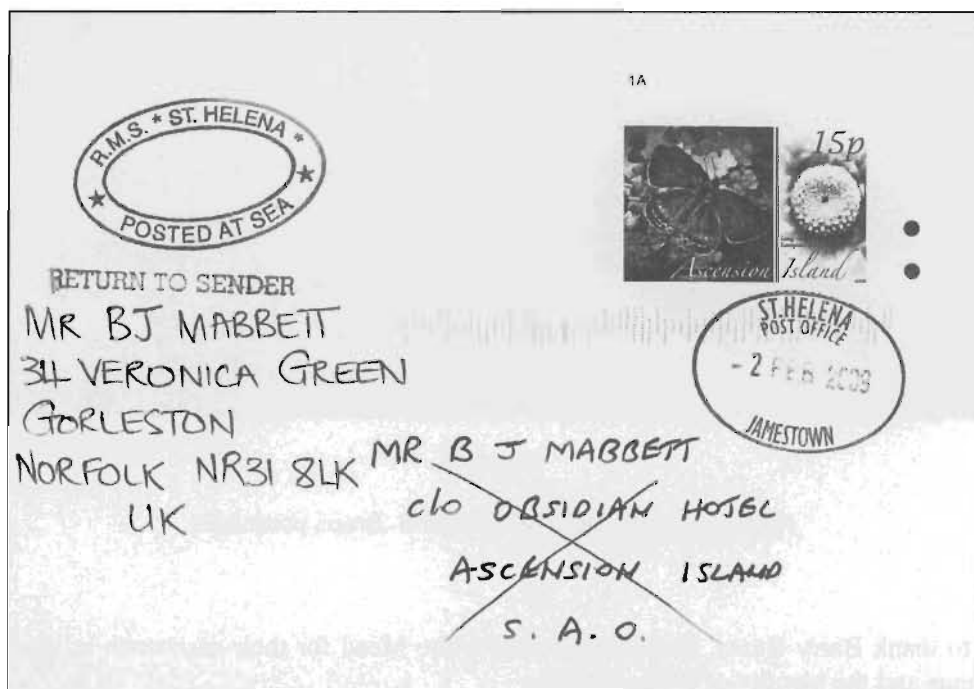
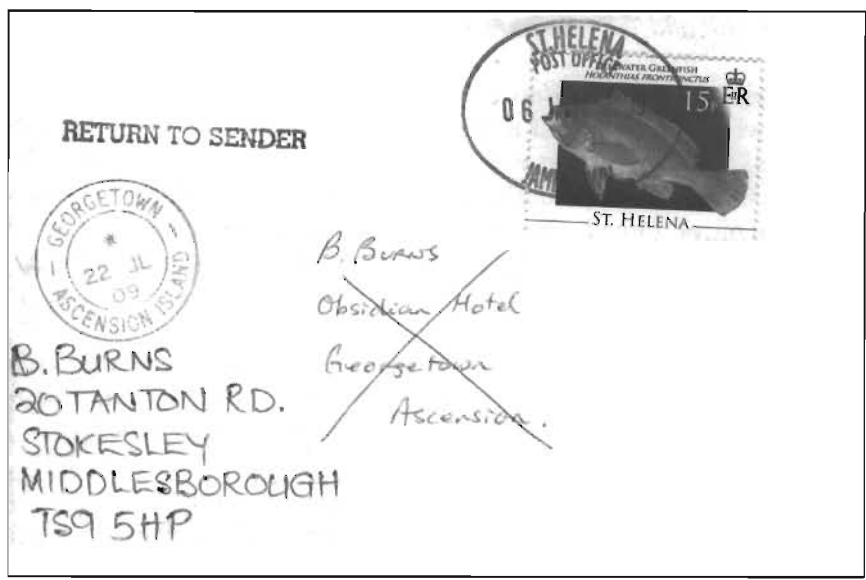


Figure 1 Posted on the RMS *St Helena* en route to Georgetown

It would appear that it was then sent to Ascension where it waited at the Obsidian Hotel, or the Post Office. Finally it received the 40 mm RETURN TO SENDER handstamp, and I received it back in the UK at the end of July 2009.

Barry Burns adds: I sent a similar cover (Figure 2, also at 80%) addressed to me at Georgetown, and it was posted at the Jamestown Post Office on St Helena in early February. It was stamped at the correct local rate with a St Helena 15p stamp. Note that the cancellation is dated 6 January 2009 - this presumably should have been 6 February - we were still in the UK on 6 January! Unlike Bernard's cover, mine did receive a Georgetown datestamp of July, and the same RETURN TO SENDER handstamp. I received it at Stokesley on 1 August.

Figure 2
Posted at Jamestown
early February 2009
Note the stamp cancelled
6 January!



2 2

These two covers, both of which received incorrect, but different, dated cancellations, just go to prove that dated stamps and covers are not necessarily correct. Postal historians of modern material take note!

Pilfering from the Jos Letter Box, 1928

Dr Simon Heap

Complaints from the public regarding the loss of mail sent from the Jos area reached 'alarming proportions between April and July 1928(Ref. 1). With trust in the postal system at stake, the colonial authorities made a systematic check of all the complaints.

Such records elicited a pattern: 90% of the complaints related to letters for Lagos and the UK that were posted in the letter box on the Tuesday night preceding the departure of the boat train from Jos. Further investigation proved that the letter box aperture was sufficiently wide to permit of the insertion of a human being's arm and this, together with the heavy postings which filled the box to the brim, enabled illegal extraction of mail. The letter box was changed and the mail thefts stopped (Ref. 2).

The authorities then conducted a 'careful investigation' into the mail violations (Ref. 3). Two clerks were arrested and prosecuted; one being convicted and sentenced to five years imprisonment and the other acquitted. The *Posts and Telegraphs Annual Report* of 1929 concluded that 'the prosecution and various staff changes which have been made during the year have resulted in the cessation of complaints of losses at Jos.' (Ref. 4)

So collectors with stamps and covers bearing Jos cancellations between April and July 1928 are fortunate; their envelopes were handed over the counter and not pilfered from the post box.

References

- 1 *Nigeria Annual Report of Posts and Telegraphs Department*, p12, 1928
- 2 *Ibid*
- 3 *Nigeria Annual Report of Posts and Telegraphs Department*, p14, 1929
- 4 *Ibid*

Madame Joseph Cancels (and Others) on Ascension

Bill Thorpe

This is an amended version of an article that Bill wrote for the Ascension Study Circle, and which was published earlier this year in Wideawake Journal (Volume 22, Number 4). It is printed here with the kind permission of Bill and Tony Wilkins, Editor of Wideawake Journal - Barry Burns

I recently heard of an Ascension 1932 (1933 according to the SG catalogue) 1d being sold as a genuine used stamp when in fact it had a Madame Joseph cancellation. Neither the dealer nor the purchaser was aware of this, but the situation was pointed out to both parties a little while later. It is quite obvious that however good and honest a dealer may be, some have little or no knowledge on the subject of either Madame Joseph or forged cancellations in general, and some of them do not want to know. This is probably also true of many collectors, so what is there to stop them from buying not quite what they thought they were buying?

There is one publication currently on the market - *Madame Joseph Revisited* by Brian Cartwright (Ref. 1), which goes into great detail and has acetate overlays of all the cancellations. This is a revised version of *Madame Joseph Forged Postmarks* by Derek Worboys, edited by Roger B. West, and published in 1994.



According to Brian Cartwright, stamps with identifiable Madame Joseph cancellations which came into Stanley Gibbons stock had a small handstamp reading 'Madame/Joseph/FORGED/CANCEL' (Fig. 1, 200%) applied to the reverse.

There are mixed views as to whether Madame Joseph or forged cancellations in general should form part of a collection. My personal view is that if the 'cancellation', whatever it is, appears on a stamp in your collecting area, then why not? Such a collection of stamps can form an interesting corner, and so the next question can then be raised - does such a cancellation have a greater or lesser value than a genuine one? Although there are obviously no figures available, it is unlikely that a Madame Joseph cancellation was applied to wholesale quantities or sheets of stamps. Indeed, Cartwright states on page 16:

(Gordon) Rhodes was using these implements to 'improve' heavily mounted and no-gum stamps, mainly of the British Empire, by making them 'fine used'. It was said at the time that one could take him a heavily mounted or unused stamp and return later to collect a superb used copy! If a collector asked for a fine used stamp he would say 'Call back tomorrow, I will have one by then'.

Where then, as in Ascension, there are major varieties, e.g. the Torn Flag, could it be said that one with such a cancellation is rare, as the probability is that only a few were produced?

Hopefully having persuaded you to read further, here is a run down on the 11 Madame Joseph cancellations that appeared on Ascension stamps during the reigns of KGV and KGVII. Although there are genuine postmarks from the dates chosen by the Madame Joseph forgers, I have never seen one in any copy of a used Ascension stamp. If you therefore have a stamp with a date that coincides with any of the 11, you can be 98% sure that it is a forgery.

MJ 19

This is dated MY 24 / 23, has no 'C' slug, and only appears on the St Helena overprinted set, SG 1-9, and was probably produced for specific use on this issue. The cancellation can be found on all values from this set.



MJ 20

Dated 28 OC / 29, and only appearing on the Badge set SG10 - 20, it again was probably only used on this issue. Apart from the date, there is a break in the frame line of the postmark at eight o'clock that provides further identification. The cancellation can be found on all values and printings of the Badge Set.



1932 Printing



With Broken Mast
Note break at 8 o'clock



1927 Printing



1930 Printing

MJ 21

Dated JY 10 / 34, and as far as is known only appears on the GV 1934 pictorial definitive set, for which it was probably prepared.



MJ 22

Both of these oval Registered cancellations have the same date, 6 MY / 35, and were produced for the first day of issue of the 1935 Silver Jubilee set. They differ in the thickness of the lettering, with MJ 22 having thinner letters than those of MJ 23. Although appearing mainly on the Jubilee stamps, examples have been found on the 'Badge' set.



MJ 22 (left) &
MJ 23 (right)
Note thicker lettering
on MJ 23



MJ 24

This is dated 19 MY with no year slug, and was probably produced for the KGVI Coronation first day covers, issued this date in 1937. However, examples can be found used on the 1938 definitive set.



MJ 25 to MJ 29

None of the dates in these last five devices seem to have been produced with any particular issue in mind. The last two, both dated 15 June 1944, are one month after the issue of the perforation 13 stamps which were mostly issued on 17 May of that year, although there is nothing to support that this was the reason for their production. All five appear to be limited to the 1938 KGVI definitive set.

- MJ 25 Registered Oval Dated C / 16 MY 41
- MJ 26 Circular Dated C / JY 10 / 41
- MJ 27 Circular Dated C / AU 27 / 43
- MJ 28 Circular Dated C / JU 15 / 44
- MJ 29 Circular Dated C / JU 15 / 44 Cross-bar of 'A' not joined, 'S' appears strengthened



MJ 25



MJ 26



MJ 29

Apart from Madame Joseph, there appear to have been very few other forged cancellations, but it may be that someone else has a more detailed knowledge. Whether or not the 1d issued in 1932 was ever delivered to Ascension for postal use is open to conjecture, as most of the cancellations I have seen would not appear to be correct. The first of these is a c.d.s. dated 7 FE / 32 that not only appears on the 1d value of 1932 but on the 1922 1½d as well.



Left: Ascension has always had oval Registered cancellations, but someone took the trouble to produce a circular one. It looks very impressive, but is obviously a forgery.

Right : Another c.d.s. was produced for a time when the 1932 1d would, in theory, have been on sale, but it has no 'C' slug, again it just does not look right.



Finally, a couple of cancellations (left) that appear to be genuine, although someone out there may have other ideas.

I hope that this has stimulated the 'little grey cells', and that you will now approach with caution buying used copies of the more expensive stamps. Most of the dealers that I know who actually recognise Madame Joseph do not differentiate in their prices. You may sometimes pick up a bargain, but then that may be a matter of opinion depending on your view of Madame Joseph.

Reference

1 Cartwright Brian M., *Madame Joseph Revisited*, Royal Philatelic Society London, 2005. ISBN 0-900631-38-4

Waterlow Colour Trials - St Helena

Dickon Pollard (Murray Payne Ltd.)

Illustrated on the front cover of this edition of *Cameo* is one of the ten colour trials prepared by Waterlow & Sons Limited around 1947. This example is of the St Helena 1938 set - the only West African Colony to feature in this trial as all other definitive sets of the period were produced by other printers. This, together with the other nine examples, was auctioned on 29 September 2009. In our catalogue for the sale on page 12 is the following note:

There are ten of these pages, one of each for some of the colonies whose stamps were Waterlow printed. Each has a prominent watermark 'Waterlow & Sons Limited' and the trials are stuck below this watermark. Each sheet is stuck to a black album page. The vendor purchased these in 1991 and subsequently wrote to the late Marcus Faux, the former Chief Inspector for the Crown Agents, enquiring as to whether these were 'an elaborate hoax'. Mr Faux replied that they were 'a serious experiment' designed to increase the attractiveness and thus the competitiveness, of Waterlow's designs and that they would have been used by the firm's overseas sales unit. He believed that on the winding-up of Waterlow's stamp-printing business (in 1960) these trials would have passed to De La Rue. On the dispersal of the DLR archive their significance was evidently not recognised and indeed, at the time of their sale in 1991, they were deemed to be 'unofficial'. Each sheet is offered with a copy of Mr Faux's letter.

The St Helena set (Lot 671) is described:

c. 1947 page with Waterlow colour trials of nine values to 1/-, each with head cut out and mounted in the frame of another value; giving the following head colours - ½d orange, 1d grey, 1½d blue. 2d ultramarine, 3d red, 4d green, 6d sepia, 8d violet, 1/- orange. Estimate £750

The other colonies with similar colour trials are: Antigua, Basutoland, Cayman Islands, Cyprus, Malta (original 1938 and Self Government 1948 sets), Northern Rhodesia, Nyasaland and Turks & Caicos Islands.

St Helena 1890-1900 Keyplate Printings

Robin Davis

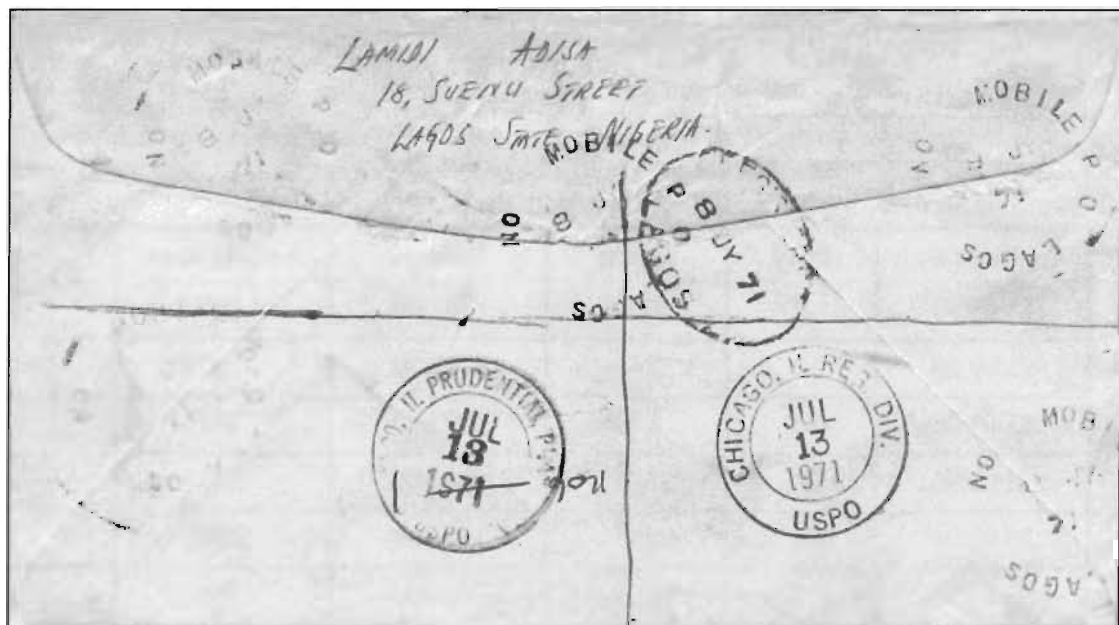
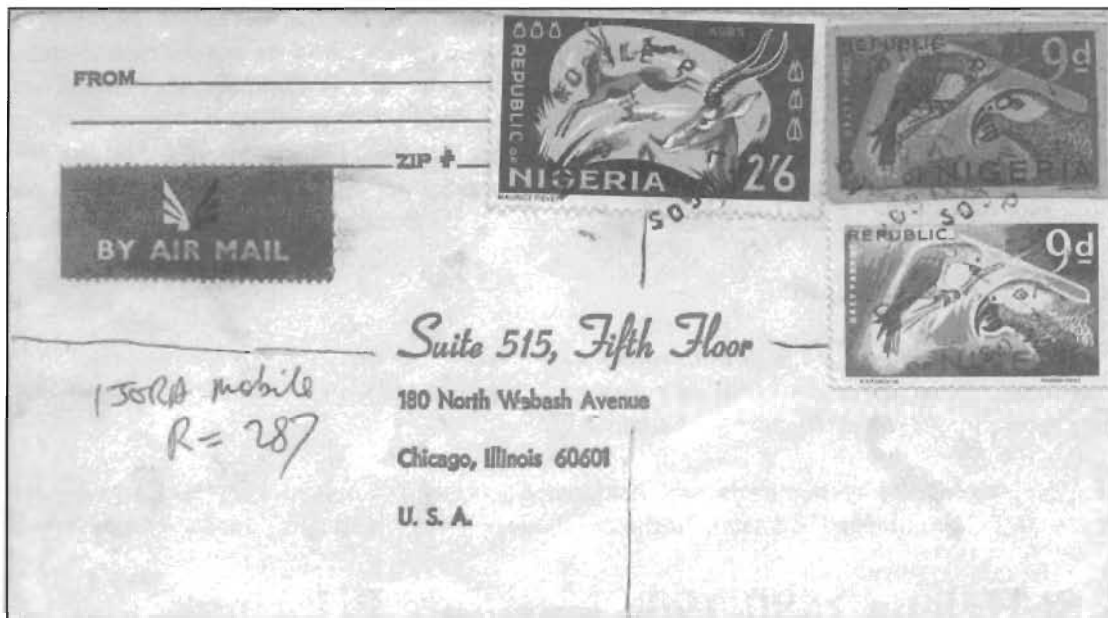
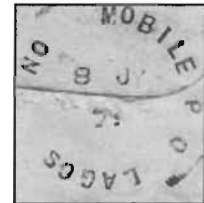
The Table below gives details of all the printings of the Queen Victoria Keyplate definitives between 1890 and 1900. They were obtained from the Day Books, part of the De La Rue Archive at the British Postal Museum and Archive, and are reproduced here with their kind permission.

Day Book Date	Duty	Sheets	Stamps	+ Specimens	Plate Number
14.03.90	1½d	1000	120,000	400	1
23.09.96	1d	845	101,400	750	2
23.09.96	2d	840	100,800	750	2
23.09.96	2½d	845	101,400	750	2
23.09.96	5d	505	60,600	750	2
23.09.96	10d	505	60,600	750	2
25.11.96	½d	850	102,000	750	2
23.08.00	½d	600	72,000		3
23.08.00	1d	1234	148,080		3

A New Nigeria Mobile Post Office Cancel

Ray Harris

A recently acquired cover shows several examples of a cancellation not recorded by Jones (Ref. 1) or Proud (Ref. 2). It is of an un-numbered mobile post office based in Lagos, about 31½ mm in diameter, dated 8 JY 71 and used on a registered cover with a handwritten 'IJORA Mobile / R=287' in red ballpoint. Ijora is on the mainland, just over the water from the North West of Lagos Island. It looks as if the cancel could at one time have had a number but there is no trace of any character after 'NO'. Presumably the cancellation should be read clockwise from 'Mobile'. Fragments of an outer ring are visible suggesting the canceller is worn, but the characters are very clear.



References

- 1 Jones N.M., *The Cancellations and Postmarks of Nigeria 1914-1980*, WASC, Dronfield 2nd Edition 1999
- 2 Proud E.B., *The Postal History of Nigeria*, Proud Bailey, Heathfield 1995

St Helena - Foreign Bill Stamps

Bob Maddocks

Barry Burns in *Cameo* 72 pp148-9 and Stefan Heijtz in *Cameo* 76 p55 have both illustrated British Foreign Bill stamps used in a St Helena context. The former was on a piece relating to a document of the Government of St Helena whilst the latter was on a complete document of commercial origin - both were monetary instruments known as Bills of Exchange. However, whilst the documents themselves originated on St Helena, the Foreign Bill stamps did not, having been affixed elsewhere in the course of the negotiation of the settlement of the Bills, namely the United Kingdom.

For the best and visual explanation, recourse is made to Stefan Heijtz's illustrated bill of exchange of 1881, albeit that I have not seen the original and I disagree with some of his accompanying comments and conclusions as hereunder.

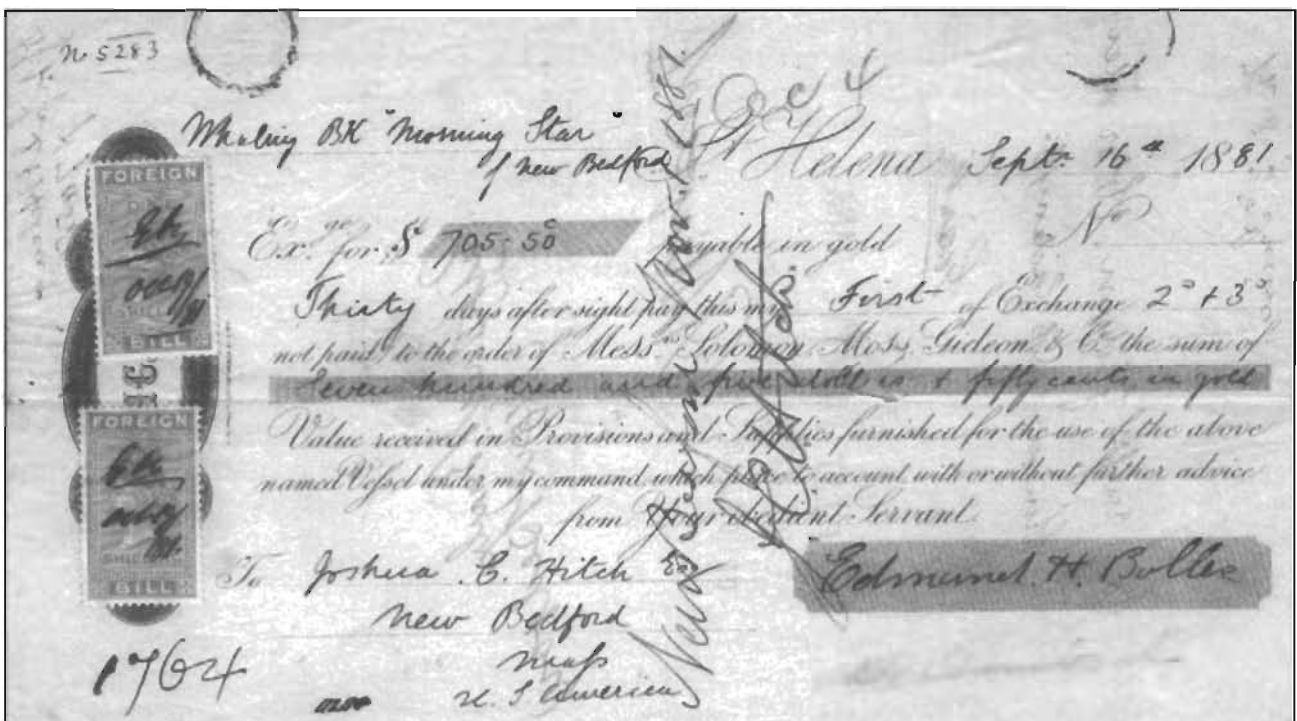


Figure 1 Stefan Heijtz's Bill of Exchange

This Bill of Exchange (reproduced here as Figure 1), dated St Helena 16 September 1881, was **not issued** by Solomon, Moss, Gideon and Co., **but** was drawn in their favour by Edmund H. Bollie (or Bollen/Boller?) who has signed it as the Master of the mentioned New Bedford (USA) whaling bark *Morning Star*. He was requiring the vessel's owner or charterer, Joshua C. Hitch of New Bedford to pay to the order of Solomon, Moss, Gideon & Co. the sum of \$705.50 in gold for the cost of provisions and supplies taken on board at St Helena. It is noted that the said J.C. Hitch has signed across the Bill his acceptance of the debt on 1 November 1881; payment to be made 30 days (plus 3 days of grace likely) thereafter.

Whilst it may seem that the two Foreign Bill stamps were cancelled with the initials of the drawer (Bollie) and in the same ink, I do not think this was the actual case, given that the date 19 October 1881 has also been added - one month later!

To obtain acceptance and subsequent payment m/s Solomon would have duly endorsed the instrument over to their Agent or Bankers in England (probably London, but I have not seen the reverse side of the Bill), and they in turn to their Agents in the USA.

Foreign Bill stamps represented stamp duty levied by the British Government on cheques and bills of exchange, both Empire and Foreign drawn, payable on demand or at various term periods after sight. This duty was payable by the first person/firm in the UK who presented the bill for payment. All foreign bills payable on demand/sight up to 3 days attracted a fixed duty of, I understand, 2d whilst those beyond 3 days were ad valorem as anon. Those liable to the fixed rate of duty could be stamped with adhesive postage & revenue stamps, but for ad valorem duty, only special adhesive Foreign Bill stamps were to be used. By British law these adhesive stamps were to be cancelled immediately on being affixed by the affixer's signature or initials together with the date of his so writing. For a company, rubber date stamp cancellations were also acceptable. No doubt there is an endorsement on Stefan's Bill which will show the name of Solomon's UK Agent and, in turn, his Agent in the USA who would have presented to and obtained acceptance of the Bill by the drawee, Hitch, and ultimately its payment on due date.

Foreign Bill implies, of course, that the bill of exchange has been drawn or made outside of the United Kingdom. Term bills attracted ad valorem duty according to the scale laid down by periodic Acts of Parliament, viz. Stamp Act of 1853 et seq. Whilst I stand to be corrected, I believe the sterling value equivalent of \$705.50, being the amount of Stefan's Bill, was around £175. Accordingly duty payable was 2/- as stamped, being one shilling for exceeding £100 and then a further shilling for every £100 thereafter and any fractional part thereof. I think this answers the question as to why normal St Helena postage (and revenue?) stamps were not used.

Philatelic Addressees from Sierra Leone

Frank Walton FRPSL

Following an exchange of emails with Kevin Lowther, a WASC member in the USA, about philatelically inspired covers from Sierra Leone, it struck me that I've never seen a list of such names and addresses.

I created a base list of such addresses from my own collection, and then contacted everyone on the WASC membership list who expressed an interest in Sierra Leone and also who provided an email address, inviting them to contribute any potential additions. The names and periods of activity that we collectively came up with are:

Nicholas F. Seebeck, New York, USA	1877
L. Gorgerat, Freetown, Sierra Leone	1888-94
Gebrüder Senf, Leipzig, Germany	1895-96
Geo. F. Jackson, Knowle, Warwickshire, England	1896
Scheller, <i>S.M.S.Stosch</i> , Freetown Harbour	1896
J. Eaton, Manchester, England	1897
M. Goubert, Paris, France	1897
Archie E.J. Ackerman, Banbury, England	1901-08
Herman Meyer, Dömitz a.d.Elbe, Germany	1903
Franz Pospischil, Salzburg, Austria	1910
Alex Trouchet, Perth, Australia	1914
Miss A. Nevill, Bath, England	1927
W.T. Wilson, Sutton Coldfield, England	1935
F.L. Martin, Lichfield, England	1941
J.H. Avery, Murray Town, Sierra Leone	1945
E. M. Berry, Accrington, England	1946
L. Christian, Lincoln, England	1956 (TPOs only)
D. Addey, Hounslow, England	1961

My thanks go to Kevin Lowther, Ray Revell, John Hossack and Keith Hanman who have all contributed names to this list. Any additions to the list would be welcomed.

I like this idea. Any offers from members to compile a similar listing for our other territories - perhaps the relevant Study Editors could get the ball rolling? -Barry

Kano Field Force 1917 - Some Queries Answered

Bob Maddocks

In his article 'Kano Field Force 1917' (*Cameo* 76 pp53-54) Michael Wright showed and discussed a most intriguing and rare Northern Nigeria campaign cover with the sender's address given as Tessaoua, French Sudan. However, he had been unable to verify that British West African troops had actually been deployed across the Nigerian border and in French Sudan.

According to the book *Nigeria in the First World War* by Akinjide Osuntokun (Humanities Press 1979) here is confirmation that British forces in this campaign did indeed operate in French Territory. '...The troops under Col. Coles (1st Nigeria Regt. and ex Cameroons Campaign - RJM) established headquarters at El-Hassan. Further to the west, British forces were engaged in patrolling the country north and east of Tahoua (see Wright's map) on a radius of about 30 miles, whilst the remainder of the forces patrolled from Madawa with a post established at Guidambado (again, see map). The Nigerian troops remained on French soil until 5th and 18th May 1917 when the two columns were withdrawn...'

Also queried by Michael was the name of the sender's (Lt. Bush) regiment for, as written on the cover, this was unclear. It was further clouded by Editor May's somewhat irrational intervention 'Maybe 1st W.I.R.?' Presumably, he meant 1st West India Regiment? This Regiment, however, whilst one time based in Sierra Leone, had at no time seen service in Northern Nigeria. More considered scrutiny of the address written by Lt. Bush will determine that he was the officer commanding G and H Companies of I.N.R., being 1st Battalion Nigeria Regiment.



Where Have all Gambia SG 12A Gone?

Inge Gulstorff

Having collected The Gambia, both mint and used, for 25 years and today having a very large collection up to 1930, with one single exception I cannot find SG 12A - mint or used! This stamp is the One Penny Maroon, with the Crown CC watermark sideways, issued 1880-81.

After so many years searching, totally in vain, I would like to know if any members of WASC have this stamp in their collection - and if so, how many? Apart from wishing to find a copy of the stamp, I find it extremely interesting to find out the reason behind its disappearance from the market! Everybody just tells me 'It is very rare', yes, but why? There were only 66 sheets printed, but SG 14A with even smaller numbers printed, is not impossible to find today.

I have studied auction catalogues for the past 40 years, and with just ONE exception, none have appeared at auction. Even the latest fabulous collection of Sir Gawaine Baillie did not contain a copy. And many specialised Gambia collections have been offered complete, without a single copy of 12A! Overprinted 'SPECIMEN' or 'CANCELLED' yes, and I know of some copies in the Royal Philatelic Collection and the Tapling at the British Library.

I have asked hundreds of dealers around the world, and none have even seen one! I have also enquired with Oliver Andrew (10 years or so ago), and when I asked the 'experts' at Stanley Gibbons they knew of only three copies, all used.

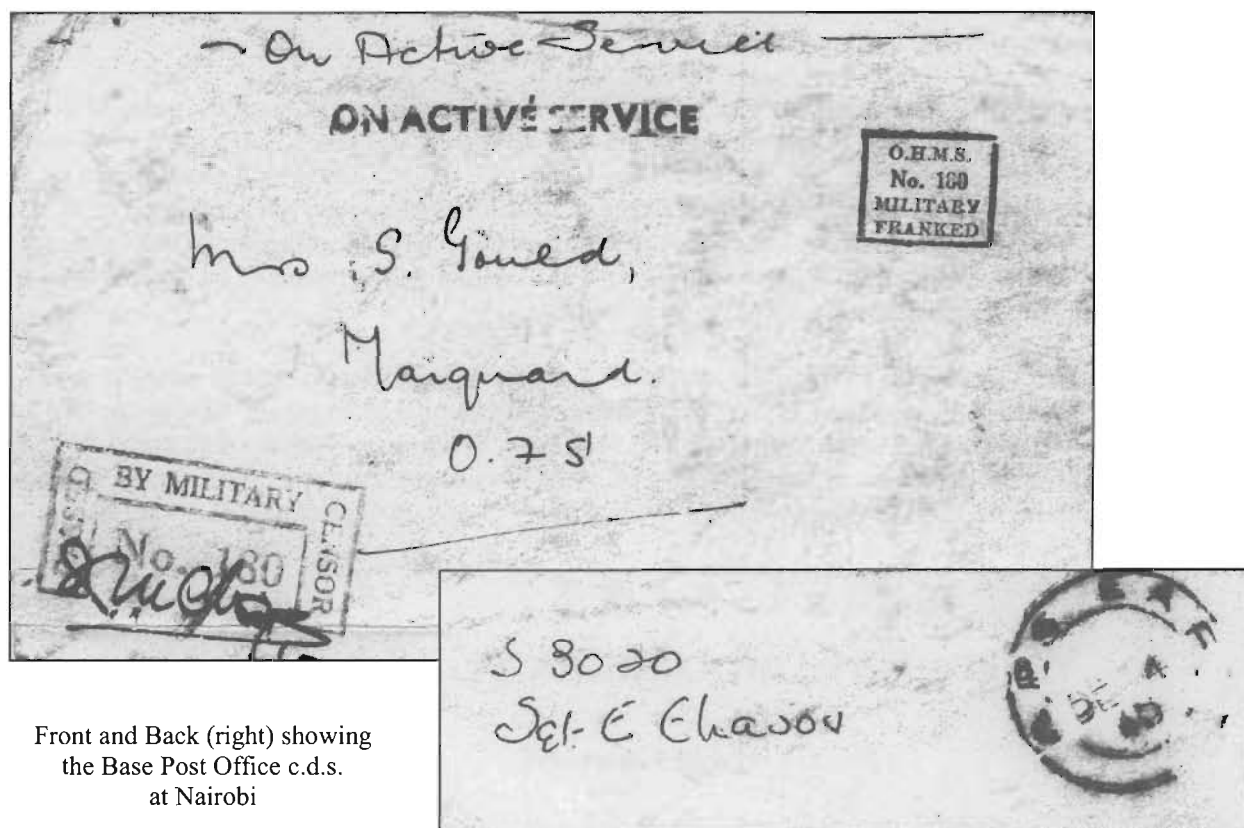
My hope now is that some collector(s) in the Study Circle possess examples of this extremely rare stamp, much scarcer than the Gibbons price indicates (£550 mint, £450 used in 2008 catalogue - Ed.). Or perhaps they have knowledge of the destiny of these stamps? When this is revealed I am sure that all Gambia collectors will be interested in the story!



West African Forces in East Africa in WWII

Ross Debenham

I illustrate an 'On Active Service' cover to and from the same addressee and serviceman as mentioned in Tony Plumb's letter to the editor in *Cameo* Volume 8 Number 4 of October 2004.



Front and Back (right) showing the Base Post Office c.d.s. at Nairobi

This time the letter was censored using East African censor mark and postal frank number 180 which has not previously been seen according to Edward Proud's fine publication on the subject. The envelope has been backstamped at the Base Post Office at Nairobi on 4 December 1940, which is within the period in which West African forces were in East Africa.

If, as previously contended by Tony, the writer of the original letter was attached to West African forces, can it be possible that this East African censor mark was allocated to West African forces after the use of West African censor marks was discontinued? Oh well, hoping somebody can assist me with this!

2009 South Atlantic Visit

Part 2 - St Helena

Barry Burns

The RMS *St Helena* dropped anchor in James Bay at 3:15 pm on Monday 19 January. Although this was the third visit to St Helena for Bernard and myself, there was still a sense of excitement as the small launch arrived at The Steps and we set foot on the Island again. We were met on the Quay by our good friend Peter Johnston, whom we first met in 1998, and Patsy Flagg, the owner of Harlyn Flat which we had booked to stay during our visit. Although our accommodation was described as a self catering flat, it was more like a wing of Patsy's delightful single story home at Half Tree Hollow (HTH) with a wonderful view across the Ocean.

During the next four weeks Bernard and I would sit in shorts and T-shirts on the veranda there and watch the sun set over the South Atlantic, thinking of our relatives and friends back in the UK as they struggled through the elements during that cold and snowy first week of February.

On our previous visits we had visited the Government Archives at The Castle in Jamestown, but we knew that there were many records we had not found time to examine. In addition, we had promised to look for any information relating to William Thomas (Refs. 1 and 2), and Younghusband (see pages 190-193). So we made our first visit to the Archives only two days after arriving at St Helena.

Maureen Stevens had retired since our 2002 visit, although she still called in occasionally as we were to discover, but the present Curator was just as helpful in pointing us to the right records. I busied myself with the sailing of vessels around Christmas 1815 in order to verify Michael's HMS *Doris* entire, whilst Bernard searched for the whereabouts of William's grave. We discovered that William Thomas had been buried at St Paul's in Area B, but subsequent searches there failed to find a headstone or marked grave. This was slightly unexpected as he had not died a poor man, and his wife and children remained on the Island following his death.

One aspect of the stamps of St Helena had been bothering me for many years. Edward Hibbert, in his 1979 book (Ref. 3), when discussing the reasons for the issue of the unusual (7/6d and 15/-) high values of the 1922 'Badge' set quoted an extract from a letter from the Colonial Office to the Crown Agents dated 23 November 1921 ...*a new issue of postage and revenue stamps is required by the Government of St. Helena in view of the promulgation at an early date of an Ordinance providing for the imposition of stamp duties in the island.* He did not mention the number of the Ordinance in this book, but a later article for the *London Philatelist* (Ref. 4) gave this as No. 3 of 1922, dated 30 March 1922. Ever since reading that statement I had wondered about the details of these stamp duties, particularly as stamps so used do not appear to have appeared on the philatelic market (unlike, for example, the numerous examples of the 12/6d values of Bermuda which paid the levy of a tax on departing air and sea passengers).

A request to view this Ordinance was one of my main tasks at the Archives, so I was delighted when the lengthy document was brought to me. Although I photographed all nine pages of it, only three pages were given to the explanation of the various fees required. I have refrained from illustrating the full section as the listings are very detailed (which is presumably why Hibbert made the same decision), but Figure 1 does show a small extract. The duties apply to the following types of documentation: Arbitration, Authentication Certificates, Mortgage Bonds, Charter Parties, Company Capital Duties, Leases (and Agreements of Leases), Marketable Security and Partnership Agreements. If any readers would like copies of the actual Ordinance then please contact me.

As a result of this find, we asked the Archivist if any such documents still existed in the archives, and after a quick search, photocopies of several documents were brought to us. Sure enough, many had postage and revenue stamps thereon, but we were told that any actual surviving examples would be with the Legal and Lands Department. Visiting their office we met Gavin George, who informed us that following a reorganisation of the system in the 1980s, during which all documentation was computerised, the originals had been returned to the Archives! Fortunately, he could remember the type of containers they were in, and armed with this knowledge we successfully located them. A number dated back to the 1930s although most were more recent, up until the early 1980s.

(2) If the lease, agreement, or instrument be for a definite period of one year or longer, duty shall be payable according to the following scale on a sum equal to the aggregate amount of rent payable during the period of the lease, agreement, or instrument, plus the amount of any other consideration whatsoever due or payable in respect of or by virtue thereof :	
If the lease, agreement, or instrument be for any period not exceeding five years—for every £100 or part thereof ...	0 5 0
If the lease, agreement, or instrument be for any period exceeding five years but not exceeding ten years—for every £100 or part thereof ...	0 7 6
If the lease, agreement, or instrument be for any period exceeding ten years but not exceeding twenty years—for every £100 or part thereof ...	0 10 0
If the lease, agreement, or instrument be for any period exceeding twenty years—for every £100 or part thereof ...	0 15 0

Figure 1

Small extract of
Ordinance No. 3 of 1922

Figure 2 shows one such document, the fee being paid by 1s and 5s values of the 1922-37 'Badge' set, which have been cancelled in pen with the date 4/10/32.

Registered No. 554 on 4th October 1932.

F.W. Lane
Registrar

CONVEYANCE. (Form 1 of Ordinance No. 1 of 1893).

(1) Fill in Seller's Name. (1). Grantor MARTHA ELIZABETH BOLTON

(2) Fill in Buyer's Name (2). Grantee THOMAS HOPKINS

IN CONSIDERATION OF the sum of one hundred & twelve pounds

the receipt whereof is hereby acknowledged (1). SOLOMON & CO.
in their capacity as AGENTS for MARTHA ELIZABETH BOLTON

(3) Here describe Land, and if there is any Mortgage thereon say subject to a Mortgage of £ and in interest at in the £100, payable yearly or half-yearly to here state name of Mortgagee, that is the person who lends the money.

of Jamestown, Island of St. Helena.

conveys to (2). THOMAS HOPKINS

to of Jamestown, Island of St. Helena

The Dwelling house situated in Napoleon Street Jamestown, St. Helena known as "FRITHS", bounded on the North by the street leading from Napoleon Street to the Market, on the South by the property of Mr Robert Francis, on the East by Napoleon Street, and on the West by the Main Culvert.

State by what Properties the land is bounded.

Figure 2
Conveyance of
4 October 1932,
duty paid by 1s and 5s
postage and revenue stamps



This Deed must be Registered within 30 days when both parties live in the Colony, and within 180 days if either party is living out of the Colony. The charge is 4/- for 200 words, and 2/- for every further 100 words.

Although we spent several days in the Castle Archives, taking hundreds of photographs, much of this will have to wait until I find time to collate and study them.

Our best discovery, however, was not at the Castle. Speaking with the St Helena Postmistress, Beverley Francis, we asked again about the whereabouts of any Post Office records, as the Castle Archives seemed lacking; for instance I was particularly keen to find any records of the destruction of withdrawn stamps. I knew that such details were recorded at Port Stanley for the Falkland Islands, and could see no reason why St Helena should be any different. So when Barbara asked Bernard and I 'Have you been down to the cellar?' we were not only taken aback but filled with a sense of excitement not experienced for many a day!

Accompanying Barbara downstairs and round the back of the Post Office building, we descended a small flight of steps to a securely padlocked door. Unlocking it, the door opened to reveal a low cellar which can only be described as a junk store. When Barbara turned on the light, we found the cellar was actually divided into two areas, the nearest of which was full of old furniture and such like, with bags of goodness knows what littering the floor.



Figure 3 (above) Bernard at the cellar doors

Figure 4 (left) Part of the inner cellar

Stepping carefully across the bags, with your writer banging his head on the low ceiling (this and every time we returned!) we discovered that the inner section was fitted with crude shelves on the three sides. Piled on these shelves, and the floor beneath, was a mass of boxes, files of papers and such like, apparently stored in no order whatsoever. What a find!

A quick perusal of one of the boxes and some ledgers told us that here was an invaluable record of the workings of the Post Office dating back decades; in fact to at least the first part of the last century. It was obvious that even if we spent the remainder of our time on the Island, we could only scratch the surface of this archive. Nevertheless, we set about going through some of the ledgers and boxes systematically, and as Bernard took notes I photographed as much of the interesting records as time allowed. In all, including the photographs at the Castle and between 100 and 200 snapshots of the Island, I took over 3000.

I am illustrating (Fig. 5) just one item, which gives the numbers of St Helena 1946 Peace and 1948 Silver Wedding stamps destroyed. It is interesting to note that the document is dated 17 October 1957, almost ten years since the stamps would have been withdrawn from sale.

We also noted at least one box containing World stamp issues from around the year 2000, presumably from a UPU distribution. Of more relevance to St Helena, however, were sets from Tristan da Cunha with the SP2 SPECIMEN handstamp. These were given to Beverley for safe keeping in the Post Office safe. I will be reporting with much further information from both the Castle and this important Postal Archive in future editions of *Cameo*.

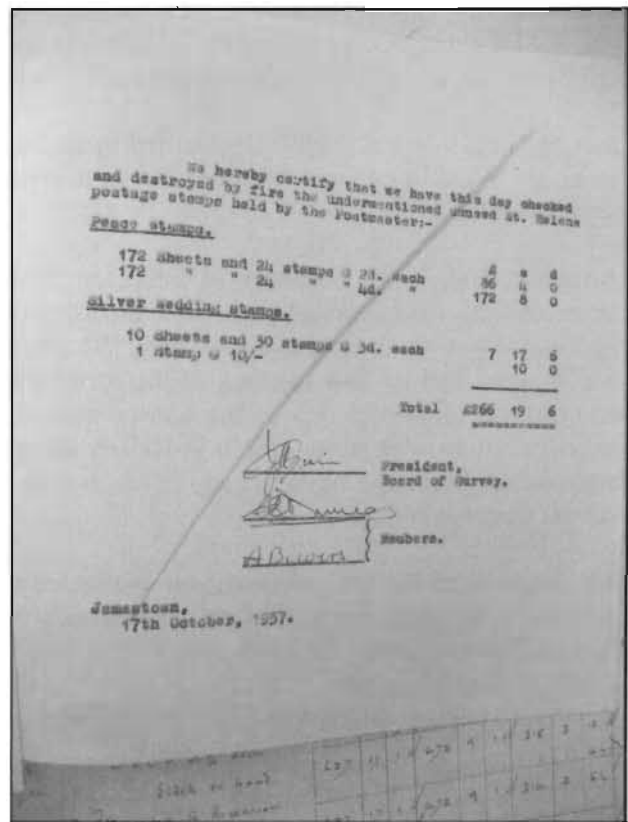


Figure 5
Postage stamps of St Helena destroyed 17 October 1957

We posted a selection of cards and covers from the 8 local sub post offices, and visited the main Post Office at Jamestown on numerous occasions. As was the case at Ascension, no registered envelopes were for sale, but there was a selection of three different very colourful aerogrammes each with eight pictures of the Island. The main illustrations for each aerogramme were: tree ferns on Diana's Peak, the RMS *St Helena* at anchor in James Bay, and a view of Sandy Bay. They were published by Southern Cross Ventures. There were no other postal stationery items available, and just one stamp booklet labelled ST. HELENA ISLAND FLAG This was an attractive design, with pictures of flying fish and the St Helena flag on the cover, and contained 12 x 35p self-adhesive stamps in the shape of a waving flag. I also purchased a Postal Order for one of our members but, unlike at Ascension where it was not stamped with the issuing office, here the St Helena c.d.s was applied (see also the letter on page 148).

One day, as we left the Post Office, we met Patsy with a friend. She introduced us to the gentleman, Dave Streatfield, a one-time member of the Island's Stamp Committee. During our short conversation, he told us that back in 1961 he had been responsible for the destruction of the withdrawn 'Tristan Relief' overprinted stamps. Just in case there are any readers who do not know about these infamous stamps, they were withdrawn after just seven days on sale when the position became known to the Crown Agents. The popular belief is that they were withdrawn because their issue did not have the agreement of the authorities, but in actual fact they were withdrawn because the 'charity' surcharge on the stamps had not been approved. I hope to contact Dave with a view to publishing his experiences in a future edition.

Radio St Helena often has interviews with those visitors to the Island who have interesting reasons for coming, or who will be doing important work whilst ashore. One such group were three RSPB workers on the same voyage as ourselves, and were here to study and count the Wirebird. We had become friends with Des, Gill and Sue, so we were interested when they were interviewed by Gary Walters. Perhaps they mentioned Bernard and I, as the following week we were invited to the studio. The interview was for thirty minutes, during which time we attempted to inform the islanders about the attractions of stamp collecting! Whether we succeeded or not we will probably never know, but at least one person was listening as the following day we were invited to view the collection of 'Rose' from Jamestown. Unfortunately this turned out to be the usual collection of FDCs, albeit in large numbers and good condition. I wonder if anybody on the Island has any really interesting material?

Just before we left St Helena, we called again on Beverley Francis to stress the importance of the cellar archives. She told us that her ambition was to create a postal archive within the post office, something we heartily endorse.

At about 4:00 pm on Saturday 14 February the RMS lifted anchor and we set sail for Cape Town via Namibia. The voyage lasted eight days, inclusive of a nine hour stop at Walvis Bay, and it was Saturday 21 February when we docked at Cape Town. We met up again with Andrew and Sandy, two very good friends, and they invited us to a meeting of the Royal Philatelic Society of Cape Town. By pure chance it was competition night and one of the entries was of the Anglo-Boer War, by Roddy Sparks. This was an excellent study with some superb St Helena items - we were very pleased to see it win. The other entries were not bad either! I hope to keep in touch with Roddy, and possibly be allowed to publish some of the covers from his collection.

We returned to the UK overnight on Wednesday 25th February by British Airways on a very full 747, arriving at Terminal 5 at Heathrow. The philately was not finished yet, however, as it was the second day of Spring Stampex, and your scribe was able to spend a few hours there awaiting my train from nearby Kings Cross. Bernard, however, was eager to get home although he did find the time to meet his daughter Diane in London to tell her what a wonderful holiday we had both had.

References

- 1 Walklate N., "William Thomas....Part 1", *Cameo*, Volume 10 pp325-332, WASC, October 2008
- 2 Walklate N., "William Thomas....Part 2", *Cameo*, Volume 11 pp48-53, WASC, January 2009
- 3 Hibbert E., *St Helena: Postal History and Stamps*, p76, Robson Lowe Ltd., London 1979
- 4 Hibbert E., "The King George V Badge of St Helena Issue", *London Philatelist*, Volume 84 p85, RPSL, April 1975

SURFACE MAIL			SPECIAL CHARGES		
LETTERS	INTERNATIONAL	ASCENSION	Registration Fee	£0.50	£0.50
10g	£0.25	£0.15	Insurance Premium	£0.50 per £20 of the insured value or part thereof plus registration fee	
3g-100g	£0.50	£0.35	Maximum insured value	£1000	
10g-250g	£1.00	£0.65	Advice of delivery	£0.30	£0.30
10g-500g	£1.75	£1.25	PARCELS		
10g-1000g	£2.75	£2.00	Weight up to 1kg	G.B. £7.00	S.A. £6.00
100g-2000g	£4.75	£4.00	Above 1-3kg	£9.00	£8.00
POSTCARDS	35	35	Above 3-5kg	£11.00	£10.00
	£0.25	£0.15	Above 5-10kg	£16.00	£13.00
PRINTED MATTER			Above 10-15kg	£26.00	£15.00
g	£0.20	£0.10	Above 15-20kg	£36.00	£19.00
Above 20g-100g	£0.45	£0.25	Above 20-21kg	£28.00	£20.50
Above 100g-250g	£0.75	£0.35	Above 21-22kg	£40.00	£22.00
Above 250g-500g	£1.00	£0.60	Above 22-23kg	£42.00	£23.50
Above 500g-1000g	£1.25	£0.85	Above 23-24kg	£44.00	£25.00
Above 1000g-2000g	£2.50	£1.25	Above 24-25kg	£46.00	£26.50
			Above 25-26kg	£48.00	£28.00
Maximum weight: papers 2kg, books & pamphlets 5kg			Above 26-27kg	£50.00	£29.50
Above 2000g-3000g	£3.50	£1.85	Above 27-28kg	£52.00	£31.00
Above 3000g-4000g	£4.50	£2.45	Above 28-29kg	£54.00	£32.50
Above 4000g-5000g	£5.50	£3.05	Above 29-30kg	£56.00	£34.00
			Maximum weight 30kg		
ALL PACKETS			To other countries, the rate of postage to Great Britain or South Africa plus the onward postage to the country of destination (see table CP81)		
0g	£0.45	£0.25	Insurance (via Great Britain only) £0.50 per £20 of the insured value or part thereof		
Above 100g-250g	£0.75	£0.35	Maximum insured value £1000		
Above 250g-500g	£1.00	£0.60			
Above 500g-1000g	£1.25	£0.85			
Above 1000g-2000g	£2.50	£1.25			
Maximum weight 2kg					



ST. HELENA POST OFFICE

OPENING HOURS
 Monday, Tuesday, Thursday & Friday
 09:00am - 15:00hrs
 Saturdays
 09:00am - 12:00 Noon

The post office will be open on a Wednesday of the week the RMS arrives from Cape Town.

Telephone - general enquires: 02902652
 Postmistress-0290 2629
 Facsimile: 0290 2242
 Email address: PM.PO@helanta.sh

GET YOUR POSTAGE RATES RIGHT

Figures 6 (above) and 7 (below) Postal Rates of St Helena February 2009

AIRMAIL - LETTERS			PRINTED MATTER			SMALL PACKETS				
10g	£0.40	960g-980g £14.90	Under 20g	£0.30	960g-980g	£9.90	Under 100g	£1.00	1060g-1080g	£10.80
10g-20g	£0.50	980g-1000g £15.20	20g-40g	£0.50	1000g-1020g	£10.30	100g-120g	£1.20	1080g-1100g	£11.00
20g-40g	£0.80	1000-1020g £15.50	40g-60g	£0.70	1020g-1040g	£10.50	120g-140g	£1.40	1100g-1120g	£11.20
40g-60g	£1.10	1020-1040g £15.80	60g-80g	£0.90	1040g-1060g	£10.70	140g-160g	£1.60	1120g-1140g	£11.40
60g-80g	£1.40	1040-1060g £16.10	80g-100g	£1.10	1060g-1080g	£10.90	160g-180g	£1.80	1140g-1160g	£11.60
80g-100g	£1.70	1060-1080g £16.40	100g-120g	£1.30	1080g-1100g	£11.10	180g-200g	£2.00	1160g-1180g	£11.80
100g-120g	£2.00	1080-1100g £16.70	120g-140g	£1.50	1100g-1120g	£11.30	200g-220g	£2.20	1180g-1200g	£12.00
120g-140g	£2.30	1100-1120g £17.00	140g-160g	£1.70	1120g-1140g	£11.50	220g-240g	£2.40	1200g-1220g	£12.20
140g-160g	£2.60	1120-1140g £17.30	160g-180g	£1.90	1140g-1160g	£11.70	240g-260g	£2.60	1220g-1240g	£12.40
160g-180g	£2.90	1140-1160g £17.60	180g-200g	£2.10	1160g-1180g	£11.90	260g-280g	£2.80	1240g-1260g	£12.60
180g-200g	£3.20	1160-1180g £17.90	200g-220g	£2.30	1180g-1200g	£12.10	280g-300g	£3.00	1260g-1280g	£12.80
200g-220g	£3.50	1180-1200g £18.20	220g-240g	£2.50	1200g-1220g	£12.30	300g-320g	£3.20	1280g-1300g	£13.00
220g-240g	£3.80	1200-1220g £18.50	240g-260g	£2.70	1220g-1240g	£12.50	320g-340g	£3.40	1300g-1320g	£13.20
240g-260g	£4.10	1220-1240g £18.80	260g-280g	£2.90	1240g-1260g	£12.70	340g-360g	£3.60	1320g-1340g	£13.40
260g-280g	£4.40	1240-1260g £19.10	280g-300g	£3.10	1260g-1280g	£12.90	360g-380g	£3.80	1340g-1360g	£13.60
280g-300g	£4.70	1260-1280g £19.40	300g-320g	£3.30	1280g-1300g	£13.10	380g-400g	£4.00	1360g-1380g	£13.80
300g-320g	£5.00	1280-1300g £19.70	320g-340g	£3.50	1300g-1320g	£13.30	400g-420g	£4.20	1380g-1400g	£14.00
320g-340g	£5.30	1300-1320g £20.00	340g-360g	£3.70	1320g-1340g	£13.50	420g-440g	£4.40	1400g-1420g	£14.20
340g-360g	£5.60	1320-1340g £20.30	360g-380g	£3.90	1340g-1360g	£13.70	440g-460g	£4.60	1420g-1440g	£14.40
360g-380g	£5.90	1340-1360g £20.60	380g-400g	£4.10	1360g-1380g	£13.90	460g-480g	£4.80	1440g-1460g	£14.60
380g-400g	£6.20	1360-1380g £20.90	400g-420g	£4.30	1380g-1400g	£14.10	480g-500g	£5.00	1460g-1480g	£14.80
400g-420g	£6.50	1380-1400g £21.20	420g-440g	£4.50	1400g-1420g	£14.30	500g-520g	£5.20	1480g-1500g	£15.00
420g-440g	£6.80	1400-1420g £21.50	440g-460g	£4.70	1420g-1440g	£14.50	520g-540g	£5.40	1500g-1520g	£15.20
440g-460g	£7.10	1420-1440g £21.80	460g-480g	£4.90	1440g-1460g	£14.70	540g-560g	£5.60	1520g-1540g	£15.40
460g-480g	£7.40	1440-1460g £22.10	480g-500g	£5.10	1460g-1480g	£14.90	560g-580g	£5.80	1540g-1560g	£15.60
480g-500g	£7.70	1460-1480g £22.40	500g-520g	£5.30	1480g-1500g	£15.10	580g-600g	£6.00	1560g-1580g	£15.80
500g-520g	£8.00	1480-1500g £22.70	520g-540g	£5.50	1500g-1520g	£15.30	600g-620g	£6.20	1580g-1600g	£16.00
520g-540g	£8.30	1500-1520g £23.00	540g-560g	£5.70	1520g-1540g	£15.50	620g-640g	£6.40	1600g-1620g	£16.20
540g-560g	£8.60	1520-1540g £23.30	560g-580g	£5.90	1540g-1560g	£15.70	640g-660g	£6.60	1620g-1640g	£16.40
560g-580g	£8.90	1540-1560g £23.60	580g-600g	£6.10	1560g-1580g	£15.90	660g-680g	£6.80	1640g-1660g	£16.60
580g-600g	£9.20	1560-1580g £23.90	600g-620g	£6.30	1580g-1600g	£16.10	680g-700g	£7.00	1660g-1680g	£16.80
600g-620g	£9.50	1580-1600g £24.20	620g-640g	£6.50	1600g-1620g	£16.30	700g-720g	£7.20	1680g-1700g	£17.00
620g-640g	£9.80	1600-1620g £24.50	640g-660g	£6.70	1620g-1640g	£16.50	720g-740g	£7.40	1700g-1720g	£17.20
640g-660g	£10.10	1620-1640g £24.80	660g-680g	£6.90	1640g-1660g	£16.70	740g-760g	£7.60	1720g-1740g	£17.40
660g-680g	£10.40	1640-1660g £25.10	680g-700g	£7.10	1660g-1680g	£16.90	760g-780g	£7.80	1740g-1760g	£17.60
680g-700g	£10.70	1660-1680g £25.40	700g-720g	£7.30	1680g-1700g	£17.10	780g-800g	£8.00	1760g-1780g	£17.80
700g-720g	£11.00	1680-1700g £25.70	720g-740g	£7.50	1700g-1720g	£17.30	800g-820g	£8.20	1780g-1800g	£18.00
720g-740g	£11.30	1700-1720g £26.00	740g-760g	£7.70	1720g-1740g	£17.50	820g-840g	£8.40	1800g-1820g	£18.20
740g-760g	£11.60	1720-1740g £26.30	760g-780g	£7.90	1740g-1760g	£17.70	840g-860g	£8.60	1820g-1840g	£18.40
760g-780g	£11.90	1740-1760g £26.60	780g-800g	£8.10	1760g-1780g	£17.90	860g-880g	£8.80	1840g-1860g	£18.60
780g-800g	£12.20	1760-1780g £26.90	800g-820g	£8.30	1780g-1800g	£18.10	880g-900g	£9.00	1860g-1880g	£18.80
800g-820g	£12.50	1780-1800g £27.20	820g-840g	£8.50	1800g-1820g	£18.30	900g-920g	£9.20	1880g-1900g	£19.00
820g-840g	£12.80	1800-1820g £27.50	840g-860g	£8.70	1820g-1840g	£18.50	920g-940g	£9.40	1900g-1920g	£19.20
840g-860g	£13.10	1820-1840g £27.80	860g-880g	£8.90	1840g-1860g	£18.70	940g-960g	£9.60	1920g-1940g	£19.40
860g-880g	£13.40	1840-1860g £28.10	880g-900g	£9.10	1860g-1880g	£18.90	960g-980g	£9.80	1940g-1960g	£19.60
880g-900g	£13.70	1860-1880g £28.40	900g-920g	£9.30	1880g-1900g	£19.10	980g-1000g	£10.00	1960g-1980g	£19.80
900g-920g	£14.00	1880-1900g £28.70			1900g-1920g	£19.30	1000g-1020g	£10.20	1980g-2000g	£20.00
920g-940g	£14.30	1900-1920g £29.00			1920g-1940g	£19.50	1020g-1040g	£10.40		
					1940g-1960g	£19.70	1040g-1060g	£10.60		
					1960g-1980g	£19.90				

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GOLD COAST. 1884 2d single and bisect tied to piece by 'ADDAH' c.d.s. in blue 'NO 29 88'. SG 13c. £475	ST HELENA. 1922/37 Badge set of 16 optd 'SPECIMEN'. Very fine mint. SG 97s/113s. £850
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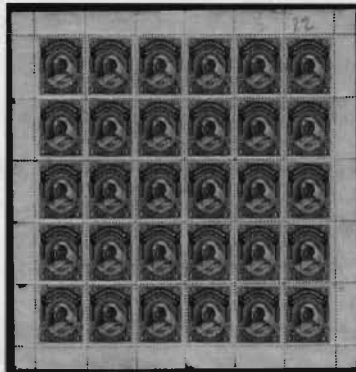
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NIGER COAST 1894 SG 56a/b

1894 (May) 1s black, no wmk, complete sheet of 30 (6x5), basically perf 13½-14, but with column 6 perf 12-13 horizontally (except at foot) and row 5 perf 12-13 vertically (except at left), and also showing perf 12-13 at left of R2/1 and at foot of R5/1, large part o.g. From the first (1894) printing (192 sheets only), with blue crayon sheet number '22' above R1/6 (and a mysterious '5' in red crayon above R1/5). Some small tones and separation, and odd small faults (a few stamps with unobtrusive creasing), but overall fine condition. A rare and fascinating item. (18 stamps perf 13½-14, 12 stamps compound perf).

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1893 "Oil Rivers Obliterated" issue – Imperforate colour trials in unissued colours for the six values on ungummed unwatermarked paper, probably struck from original dies

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