

CAMEO



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Front Cover

Un-adopted design for Northern Nigeria's first postage stamps suggested by Frederick Lugard and re-drawn to stamp size and shape by William Mercer. See page 8.

Editorial

Firstly, I must make a belated apology to Frank Walton for transposing the images in his article in *Cameo* #92 regarding KGV keyplate 20. I hope members with relevant material in their collections have been able to respond to him in any event.

The publications committee has received proposals for several very specialist booklet-style publications. For example Nick Pertwee has prepared a booklet on the postmarks of modern Benin, Chris Jackson has prepared a printed version of his presentation on Togo WW1 at Trinity College Oxford in September 2014, marking the centenary of the start of the Great War, and Michael Dobbs has submitted, via Jeremy Martin, a booklet on British Intervention in War-torn Sierra Leone, 1997-2006.

The weight steps for UK postage now deter us from expanding *Cameo* to include such specialised long items either as content or supplements, so I am proposing that these will first be published on our website, with a short print run for library deposits and author copies, plus any pre-orders from members. Expressions of interest to purchase printed copies of the three titles mentioned above, are now invited.

The next issue will be edited by Rob, datelined June 2015, and the copy deadline is 31 May

Rob May



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

Scope

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

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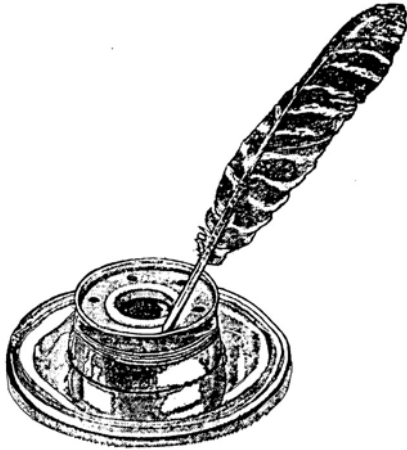
A subscription of £20 per annum provides UK members with a printed copy of *Cameo* three times a year, but this assumes electronic distribution to all overseas members, either as a website download or on CD-R. Those overseas members who prefer to receive *Cameo* in print format may do so at an additional charge of £7.50 to Europe or £12.50 to the rest of the world. There is no entry fee. The subscription term is for calendar years.

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Letters to the Editor

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

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

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

Rob May & Barry Burns



Philatelic Archive for St Helena

Dear Sir,

I want to record my appreciation of the efforts of Mr. Burns and his colleagues in rescuing the St Helena archives. I imagine that it's not often that philatelists can make this sort of substantial contribution to preserving a country's history (if St Helena is classified as a country), especially important for a small, relatively obscure place. Probably outsiders will make more use of the postal archives than islanders themselves, but it is still a very worthy achievement.

Nicholas Stanmore
Greenford, Middlesex



Cameroun: the Harrison airmail stamps

Dear Rob,

I can't say when the air mail stamps were actually put on sale in any of the French Colonies which declared for de Gaulle, but I have two old cuttings which both give 1942 as the year of issue in the UK: James Watson *The Stamp Designs of Edmund Dulac*, (Gibbons' Stamp Monthly, August 1953, pp. 138-139) and, from 1942, *Origin of the Free French Colonial Designs*, (Philatelic Magazine, 24 April 1942). This anonymous text states *'All these stamps [regular and airmail] were issued in 1942 [including those for the 'Cameroons']; they were followed by postage issues for the remaining colonies of French Somali Coast, Madagascar, Reunion, St Pierre and Miquelon and Wallis and Futuna Islands'*. A 1951 letter from Antony Walker (Editor 'Stamp Collecting' at that time?) to my late mother also gave 1942 for all the air mail stamps for the Free French Colonies.

It is interesting to note that the French technicians consulted during the design of the air mail stamp wanted the most up-to-date 'plane to be shown. In fact the design is based on the never-built Fairey FC1. Two prototypes and 12 production models were ordered in November 1938. The project was cancelled in October 1939. The FC1 was to carry 26 passengers in a pressurised (!) cabin and to be flown by the original British Airways Ltd.

Richard Beith, Auchterarder



FAM 22 westbound first flight dates

Dear Rob,

The FAM 22 inaugural flight from Gambia departed 30 December 1941, transited Miami 8 January 1942, and double Atlantic covers arrived in the UK 24 January, according to Norman Baldwin. (Baldwin N.C., ed., "The Chronicle", *The Aero Field*, Volume 6 p75, May 1942)

From Gold Coast the inaugural flight departed 2 January, transited Miami [date?], and double Atlantic covers arrived in the UK 29 January, according to Norman and Maurice Williams. (Williams L.M. & N., "Gold Coast Air Mails", *The Aero Field*, Volume 8 p180, November 1944)

That has the appearance of similar sequential operations, but I have been unable to find a registered Gold Coast first flight cover to establish the Miami transit date. Does any Cameo reader have one they could copy to me via the editor?

From Nigeria the first westbound FAM 22 mail departed from Lagos 14 December, arrived/transited Miami on 16 December and/or New York on 17 December, then was delivered in the UK on 30 January according to C. S. Palmer as reported by Norman Baldwin in the March 1942 *Aero Field*. If that was the earliest UK delivery from Lagos, one must wonder why it was delayed longer than later departures from Bathurst and Accra.

Ken Lawrence



Gold Coast QV 3d Damaged 'R'

Dear Barry,

Further to the article on page 82 of *Cameo* 92 'Gold Coast QV Three Pence Damaged 'R'', I am pleased to report that the stamp was submitted for certification and received a 'Genuine' opinion.

Richard Lewis
Murrow, Cambridgeshire

 **Gambia 2½d stamp (SG26 and SG27).**

Dear Rob,
John Rose's 2011 book "Gambia Perforated Cameos" thoroughly studied the nine printings of the 2½d stamp (SG26 and SG27). This particular stamp has always interested me and I'm considering applying some contemporary forensic philately to the area. In 2013 the Smithsonian published the "Proceedings of the First International Symposium on Analytical Methods in Philately" that I view as the definitive work on this fast-moving subject. I am not aware of such approaches having been employed in the study of the Gambian cameos.

I'd like to learn more about the paper and inks used in the production of the nine printings. I'm in process of designing a research project employing various analytical tools available through the National Postal Museum in Washington DC. As part of the study I will require up to ten copies of each of the nine printings. These will need to be used copies with the month and year clearly determinable (and preferably the day as well). I already have two complete runs plus a few partial runs. The testing will be non-destructive, but I'm reluctant to borrow other collectors' holdings. However,

I am interested in purchasing quantities of the used stamps if they're reasonably priced. (Donations, of course, will certainly be welcome.) Moreover, I also welcome WASC members' suggestions for this study. I can be reached by email at GaryWLoew@gmail.com. Thank you in advance for your assistance.

Gary Loew
Pine Brook, NJ

 **St Helena - the Boer POW Transports**

Barry,
I am afraid there is a mistake in my article on the Boer War Transports, pp170-173 in *Cameo* 93, which was my fault entirely. The *Bavarian's* 2nd trip to St Helena should have been listed as 24 January 1901, not 28 February 1902, and the *Orient* should have been 27 January 1902, not 1901 as stated.

Where I made my mistake is that the *Bavarian* left Cape Town on 8 February 1902 bound for the UK via St Helena. For some reason she is not listed on the Anglo Boer War web site as calling at St Helena in January 1901, but she is listed in Jackson's book on page 107. I should have double checked my references.

Bernard Mabbett
Gorleston

Cover from 1898 Kishi Campaign, Nigeria

Malcolm Lacey



The illustrated cover passed through my hands in early 2013. It is illustrated on page 500 of Ince & Sacher's *The Postal Services of the British Nigeria Region*. In the left centre of the cover there is now a serif T mark lying on its side. In the book illustration there is just a blank space! Was the book illustration cleaned up or has somebody damaged this lovely cover by faking an extra marking on it?

Centenary of Nigeria, new stamp issue

Dear Rob and Barry,

On 27 November 2014, NIPOST issued its first and only stamps of the year, marking the Centenary of Nigeria. Printed by Tacoms International Limited, Lagos, the seven 50 Naira circular stamps with square holograms and within perforated square frames (reminiscent of the newly defunct British vehicle tax disc), show the civilian leaders who have presided over Nigeria since 1960 (figure 1)

Unfortunately, like two recent issues reported to you [Benue State (2011) and Philippines (2013)], I have noticed design errors. The scale is far worse than before: four spelling mistakes, a wrongly ordered name, and a completely mistitled first (and up to now, only) Prime Minister of Nigeria:

1. The word 'Centinary' in the right-hand circular logo should be Centenary.
2. Nnamdi Azikwe should be Nnamdi Azikiwe.
3. Earnest Shonekan should be Ernest Shonekan.
4. Umar Musa Yar'dua should be Umar Musa Yar'Adua.
5. Alhaji Aliyu Shehu Shagari should be Alhaji Shehu Usman Aliyu Shagari.
6. Sir Tafawa Balewa should be called Alhaji Sir Abubakar Tafawa Balewa.

While future Stanley Gibbons catalogues are going to show quite a few asterisks on this issue, it cannot be said that collecting Nigeria's new issues is dull!

Dr Simon Heap
Oxford

This new issue also includes an imperforate miniature sheet; size 185mm x 150mm


Rob May



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

- Airmails – Barbara Priddy
- Ascension – Bernard Hughes
- Biafra – Tony Plumbe
- Cameroons – Marty Bratzel
- Gambia – Oliver Andrew
- Ghana – Ian Anderson
- Gold Coast – Peter Duggan
- Maritime – John Knight
- Nigerias to 1914 – Simon Heap
- Nigeria post 1914 – Tony Plumbe
- St. Helena – Bernard Mabbett
- Sierra Leone to 1961 – Frank Walton
- Sierra Leone post 1961 – Peter Rolfe
- Togo – Jeremy Martin

**The Publications Committee Chairman
is Rob May**

 **Forged meters marks from Nigeria**

Dear Rob,

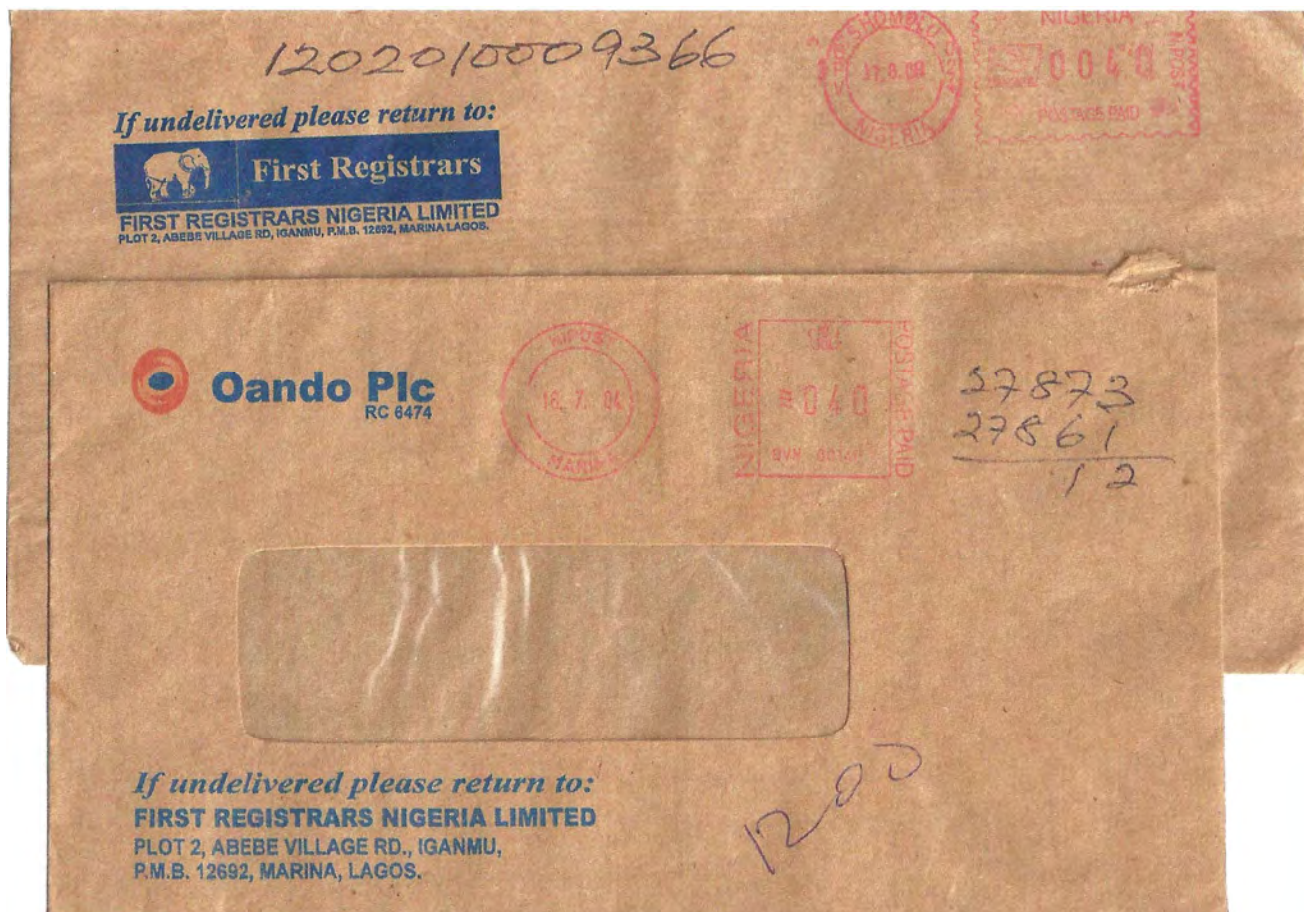
I refer to your article in Cameo 93, October 2014, page 122. In it you say “*The Nigerian Post Office withdrew all postage meter machines in 1995 And they have not been re-instated since.*”

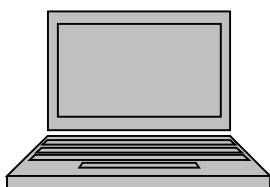
I don’t think that is correct. I have recently received two envelopes from fellow member Eddy Akpan in Nigeria, illustrated below, which appear to be genuine meter frankings dated 17 August 2000 and 16 July 2004.

Gordon Crow
Farnham

Rob May replies:

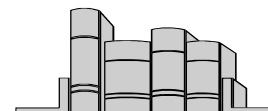
These two are certainly genuine NIPOST meters. I contacted Eddy Akpan who was able to send me eight more meter franked envelopes (all from internal mails, dated between years 2000 and 2014), so my statement is plainly not correct. All these meter usages will be added to a database that Michael Wright started some years ago, which Ray Harris is now transcribing onto our website for other members to update with the names of meter user companies, machine identification numbers and earliest and latest dates of use, taken from covers in their own collections.






Sources

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



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

 *West African Censorship, 3rd edition* by Martin, Walton & Harris, published by West Africa Study Circle, 2014, card-covers, 184pp, black & white illustrations, ISBN 978-1-905647-13-2. Price £12 UK, €15.50, US\$20 to members, £18 retail to non-members, plus P&P £4.40 UK, £8 Europe, £14.50 elsewhere.

Reviewed by Mike Roberts.

Previous editions of this standard work appeared in 1993 and 1999. Civilian and military censorship of mail during both World Wars for each of the mainland countries and the Atlantic islands falls within the scope of this publication, together with material relating to the Biafran War. In the last fifteen years our members have been busy recording new types of cachets, new numbers for existing types and extensively extending dates of use. There is little new to report for some countries but elsewhere significant revisions have become necessary.

Work by Bob Maddocks, John Wilson and Konrad Morenweiser has resulted in a far better understanding of what was happening at Bathurst and accordingly the section on Gambian WW2 tapes has been revised. In the Nigeria section probable locations are allocated to some of the civilian handstamps. It is clear that the collectors of Nigeria and Sierra Leone have been particularly busy in recording new types, numbers and dates of usage. A small section on Tristan da Cunha appears for the first time.

A number of appendices, particularly those listing relevant FPO numbers up to 2009, British Examiner Tapes found on West African mail and extracts from WW1 Censorship Reports provide useful and fascinating information. It is remarkable that simply in terms of the number of pages this volume is 50% larger than its predecessor.

The overall layout has been tidied up. Data now appears alongside, rather than beneath, illustrations, making for easier reading. Glossy paper with illustrations of some particularly appealing covers make for a publication which is very professional in appearance. I was initially worried that the soft card covers would quickly crease and wear but in fact the book handles very well.

I have one very major complaint. When I rewrote my collection about twelve years ago I foolishly made reference to the number of types known, ranges of recorded dates, boasting that several of my covers were proving pieces, ERDs or LRDs. Anyone possessing a copy of the Third Edition, which is an essential tool for anyone with any interest in this field of collecting, will now immediately identify me as an idiot. In the foreword to the Second edition I stated that “the final word on this fascinating and popular subject has yet to be written...” This is no doubt still true, but the authors are to be congratulated for another massive step towards that goal.

Access to the internet?

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Other recent additions include documents by WASC members including information on
Air Routes and Nigerian Postmarks, with extra material frequently added**

Pictorial Designs for Northern Nigeria's First Postage Stamps, 1899

Dr Simon Heap

Jack Ince and John Sacher's chapter 16 of 'The Postal Services of the British Nigeria Region' relating to Northern Nigeria opens with the following paragraph:

In the interests of economy the Crown Agents opted for the De La Rue Universal key Plate for the new Protectorate's stamp requirements. This entailed the provision of only a set of plates for printing the name and value of each stamp. This decision also ensured the early supply of stamps in the territory, which was achieved by March 1900. (Ref. 1)

This paper is a prologue to that decision to choose Queen Victoria's head on the first stamps of Northern Nigeria. It was with a large degree of astonishment and excitement that I read at the UK National Archives a regular Colonial Office despatch of 1899 on the matter which had enclosures folded or loose in an envelope attached to it.

On 28 April 1899, Frederick Lugard, the soon-to-be High Commissioner of a colony whose name had yet to be confirmed, wrote to the Colonial Office from London's Junior Army and Navy Club:

I have the honour to forward three designs for a stamp for Northern Nigeria. A note is attached to designs 1 and 2, specifying the colours to be employed. In the case of all three stamps the word "Nigeria" at the head will of course be altered to whatever name is to be employed to designate the territory, viz., Niger Sudan, British Sudan, Upper Nigeria or Northern Nigeria. The central picture in designs 2 and 3 could be replaced either by the Queen's head or by a sketch based on the photograph attached to design 2, which represents Beikie's rock at Jebba, which is perhaps the most distinctive feature on the course of the British Niger. I am informed that design 1 is the most artistic both in composition and balance of parts, and that it would look best when reduced to the size of a postage stamp. (Ref. 2)

The note of the exact same wording attached to both Designs 1 and 2 reads:

The words "One Penny" and also the words "Nigeria", scarlet, and the part of the scroll on which Nigeria is written, as also the circle containing it and the oblong space which is also one penny to be of contrasting colours, say light green like the South African Company's stamps [$\frac{1}{2}$ d stamp: dull bluish green].

The following colours would do well:-

*Light blue and crimson
Violet and light green
Scarlet and green grey [in original]
Dark green and pink
Red and yellow
Red brown and ultramarine. (Ref. 3)*

The Colonial Office considered the matter over the following months. Here are the minutes in long-hand recorded in the file, which shows how the officials came to the decision to reject the designs and approve the Queen's Head.



Figure 1: design 1 by Lugard attached to his letter of 28 April 1899

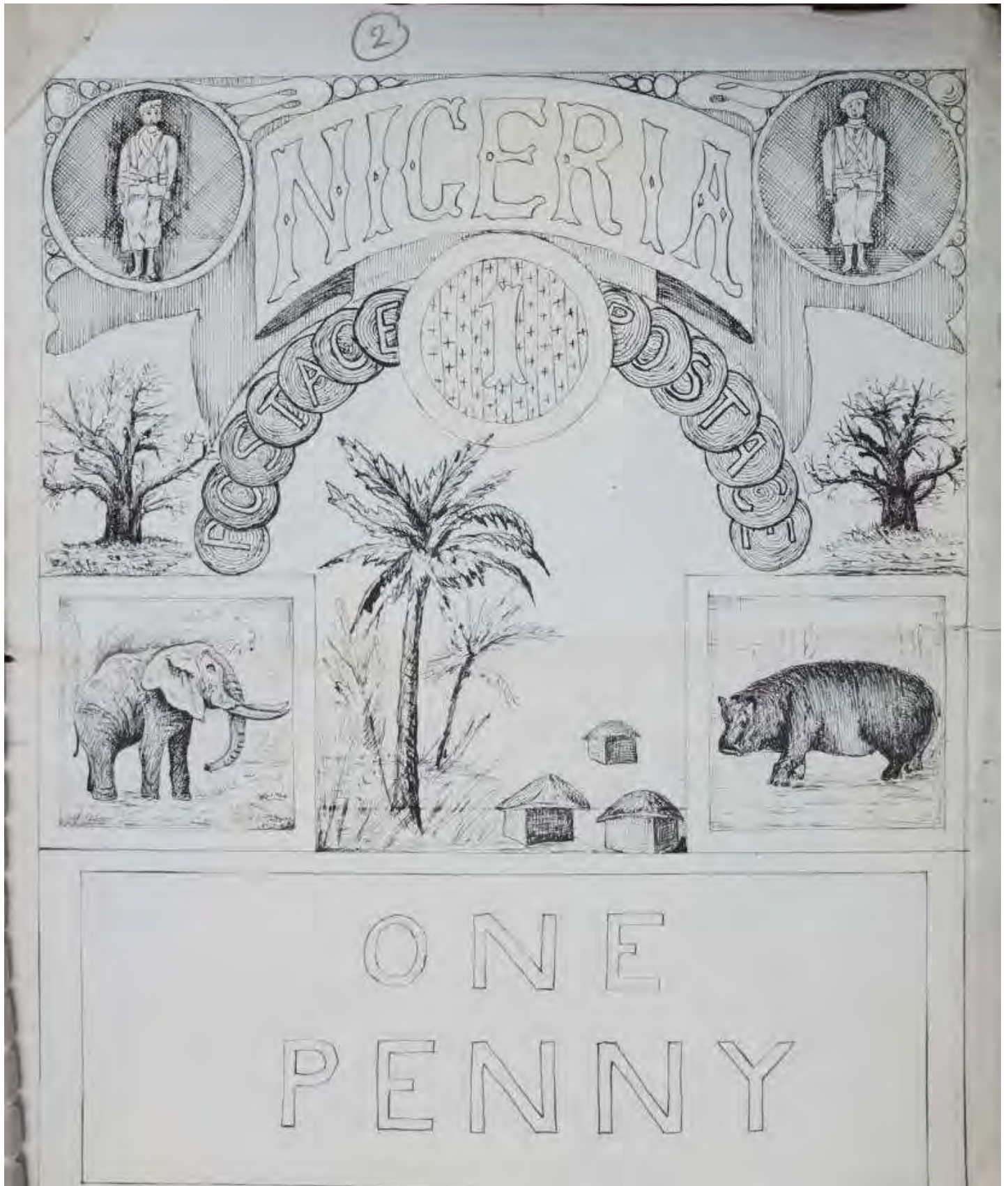


Figure 2: design 2 by Lugard attached to his letter of 28 April 1899

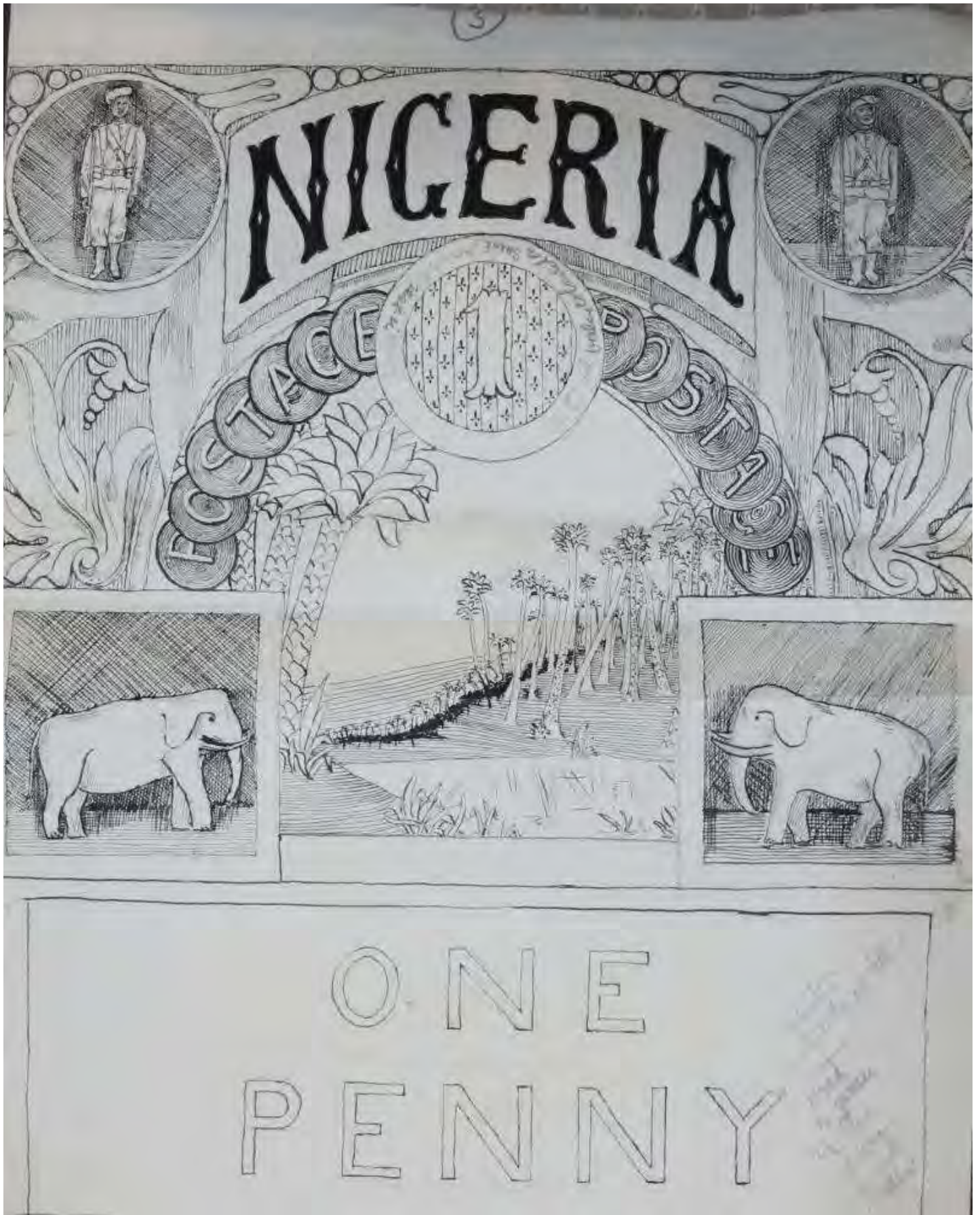


Figure 3: design 3 by Lugard attached to his letter of 28 April 1899

Minute by Charles Strachey, 2nd May 1899:

To Mr Antrobus, I understand that all designs for stamps must be submitted to the Queen, so await Her Majesty's return and then submit? (Ref. 4)

Over six weeks later, William Mercer, who had made a stamp sized reduction of Design 1 (illustrated, enlarged, on the front cover of this issue of *Cameo*, and also as figures 4 and 5 below) replied:

We have not in this Department understood that the Queen desired that designs for such stamps should be submitted to her.

I attach a reduction of no. I design to the proportions of a stamp to indicate how it would look on that scale. Designs II and III are made up of separate parts, which would have a confused appearance when reduced.

The conception of no. I is novel and striking, and the opposed figures of the subject and crocodile gives an artistic whole and would come out pretty clearly.

Some space would be saved by making the design oblong as the figures all in the middle, rather than round.

But first ask Colonel Lugard whether the 1d value is the only stamp required? (Ref. 5)



Figure 4: stamp size version of Lugard's design 1, created by William Mercer



Figure 5: alternative design for the frame, created by William Mercer

A further two months passed before Reginald Antrobus, Assistant Under-Secretary of State for the Colonies, minuted on the 23rd August 1899:

We shall want stamps for Northern Nigeria of the same denominations as are used in the other West African possessions. The colours of the Postal Union should be adopted as in other Colonies.

The design which Mr Mercer has had reduced is a striking one, and the Protectorate will probably make a good deal of money by sales to collectors if it is adopted; but it is not calculated to give encouragement either to traders or to officials to go to Nigeria. I am inclined to think that a Queens's head, or some more commonplace design would be better.

I circulate this for a decision as to the design. The Crown Agents would then be instructed to get an estimate of the cost and asked what values should be sent out. (Ref. 6)

Sir Edward Wingfield then minuted on the 29th August 1899:

No. 1 design is decidedly artistic, but I agree with Mr Antrobus that it conveys an unpleasant suggestion of the character of the Country – the other two are too rambling – I think we must be content with the Queen's head and had better get a design through the Crown Agents and when we have settled upon it instruct them as proposed. (Ref. 7)

The Under-Secretary of State for the Colonies, the Earl of Selborne, minuted on the 30th August 1899:

Surely the argument of discouragement of traders and officials by means of the design on a stamp is not seriously put forward – I always prefer a Queens head myself unless there is a good reason to the contrary and the argument that the crocodile design will bring money to the Colonial Treasury seems to me a good one. (Ref. 8)

Two days later, Joseph Chamberlain, Secretary of State for the Colonies, minuted on the 1st September 1899:

I prefer the Queens Head. It is the symbol, the family, the Empire. I think the Naturalists would be very sarcastic over this amazing Crocodile. (Ref. 9)

A week later, on the 8th September 1899, after a circuitous route around designs involving crocodiles, snakes, elephants, hippopotamuses, baobab trees, soldiers and landscapes, a sober letter to Lugard was drafted by the Colonial Office which finally settled the matter:

I am directed by Mr Secretary Chamberlain to inform you that, as it will be necessary to issue postage stamps for Northern Nigeria when the administration of the Royal Niger Company's territories has been transferred to the Crown, he desires you to obtain a design containing the head of H. M. the Queen, and to submit it to him for approval. (Ref. 10)

References

1. Jack Ince and John Sacher, *The Postal Services of the British Nigeria Region*. London, RPSL, 1992, p.291.
2. National Archives (NA), Colonial Office (CO) 446/7, Frederick Lugard, Junior Army and Navy Club, London, to CO, London, 28 April 1899.
3. NA, CO 446/7, Lugard to CO, 28 April 1899.
4. NA, CO 446/7, Minute by Charles Strachey, 2 May 1899.
5. NA, CO 446/7, Minute by William Mercer, 20 June 1899.
6. NA, CO 446/7, Minute by Reginald Antrobus, Assistant Under-Secretary of State for the Colonies, 23 August 1899.
7. NA, CO 446/7, Minute by Sir Edward Wingfield, Permanent Under-Secretary of State for the Colonies, 29 August 1899
8. NA, CO 446/7, Minute by Earl of Selborne, Parliamentary Under-Secretary of State for the Colonies, 30 August 1899.
9. NA, CO 446/7, Minute by J. Chamberlain, Secretary of State for the Colonies, 1 September 1899.
10. NA, CO 446/7, Draft letter, 8 September 1899.

Lagos and village cancels from Lagos Colony 1859-1906

Svein Vikhamar

During recent years I have been studying all examples of Lagos cancellations that I can find, recording early and late dates. I worked with the data in Ince & Sacher (Ref. 1) which used as its basis a listing created in the 1980s by WASC members. My numbering of the cancellers follows that of I&S, and where I have no additional information, the dates given in Ince & Sacher are recorded here. I am grateful to several colleagues in the Study Circle for their contributions to my list, especially to Simon Binsted and to Paul Redhead. The latter is maintaining his own records of early and late dates for Nigerian cancellations up to 1980, for which the link is available on the WASC website.

Here is a summary of the I&S list of types (There are no changes to the earliest cancels, types 1 and 2).

- TYPE 5 Single circle LAGOS over code letter/date/year.
- TYPE 6 "L" in circle and bars, 27 x 22mm.
- TYPE 7 Barred oval - 7A with 9 bars and 7B with 8 bars. 7A is known in blue. Another type with 5 bars (18 x 15mm) is considered to be a forgery.
- TYPE 8 "LAGOS/W. AFRICA A"
There are two types: Type 8A L to W 4mm and Type 8B L to W 3 to 3½mm.
- TYPE 9A/B "LAGOS/.W. AFRICA.B" etc.
There are two types: Type 9A L to W 5½ to 6mm, and Type 9B L to W 6½mm. Most village marks are with dots at the sides, a few without. (*see my note below*)
- TYPE 9C This circular date stamp has "BADAGRY" or "LECKIE" at the top and "LAGOS W.D." or "LAGOS E.D." at the bottom. W.D. and E.D. stand for Western District and Eastern District.
- TYPE O.10 Single circle "LAGOS W.C.A. / OFFICIAL/PAID / date.
- TYPE 11 Single circle "POST OFFICE / code / date / SHAGAMU.
- TYPE 12 Office / time of posting / date. The time is expressed both as "7.30" and "9AM". This circular date stamp has only been seen on 6d and 1/- stamps. It may well be a telegraph canceller (*but see below*).
- TYPE 13A/B office at top, "W.C.A." at bottom; Type 13A is large and Type 13B small. (*see below re type 13B*)
- TYPE 13C has "LAGOS/W. AFRICA" or "LAGOS" below instead of "W.C.A.". (*and see below*)
- TYPE 14 Single circle with office at top over date in the centre. (*see below*)
- TYPE 15 A variety of Lagos special purpose marks, fairly large single circles.
Type 15A has "POST OFFICE/.LAGOS.W.C.A. E" etc. or "BRANCH POST OFFICE", with dots at the sides;
Type 15B has "PARCEL POST", (P.15B), or "REGISTERED", (R.15B), at the top. The latter has no dots. "REGISTERED/ABEOKUTA" also exists.
- TYPE 16 An oval "REGISTERED/IFON" — 24mm high is reported but has not been seen for illustration.
- TYPE 17 Large circle "ABEOKUTA STATION LAGOS / W. AFRICA, code F" also "ARO LAGOS / W. AFRICA, code F".
- TYPE RY18 Straight line cancels with office name only; these may have been used at stations to cancel mail arriving on a train or handed in there, or more probably at termini to cancel mail handed in en route.
- TYPE RY19 "+ L. G. R. + / IDDO" double circle used by Lagos Government Railway.

I suggest some minor alterations, applied in my own list:

Types 9A and 9B have flanking dots in cancels seen for all villages, while type 9C does not.

Type 12 has also now been seen on ½d and 1d stamps so is presumably not a telegraph canceller.
 Type 13B letter B has only two reported instances. They are probably part cancels of 9B. I have a full Abeokuta 9B letter B cancel on Southern Nigeria 1d dated MY 5 1908.
 All type 13C have been redefined to type 17. Size, style and text "villagename LAGOS" appears on top for all these cancels as it does for Aro and Abeokuta Station.
 The latter two were the only villages previously defined under type 17. This makes the use of type 13C obsolete.
 Types 12 and 14 are the same cancel with/without time.

Office	Opened	Type	Size	Code	EKD	LKD	Remarks
Lagos	1859	5A	20 mm	A	28.11.73	22.02.89	
				B	16.06.74	30.10.75	complete
				B	29.06.74		used without date (I&S page 44)
		5B	21-22 mm	A	14.05.84	24.05.86	L to S 17¾ mm
		6	27x22 mm	-	25.02.76	??.04.82	
		7A	20-20½ x 26-26½ mm	-	13.05.87	12.07.97	9 bars
		7B	as above	-	30.07.80	08.08.00	8 bars
		8A	21 mm	A	02.07.87	12.11.95	L to W 4 mm
				B			Reported by Porter
		8B	21 mm	A	31.08.91	02.07.96	L to W 3 to 3½ mm
		9A	24 mm L to W is 5½ to 6 mm	A	10.12.95	02.07.04	Examples known with date completed in m/s on both 9A and 9B
				B	02.04.96	02.07.04	
				C (?)	04.10.99		
				None	27.02.04	12.12.04	
		9B	23-23½mm L to W 6½mm	A	13.03.02	14.09.04	
				B	20.01.97	17.12.04	
				None	11.12.01	??.06.04	
12	23-23½ mm	-	29.07.04	30.09.05			
Post Office, Lagos WCA		15A	28½ mm	A	23.01.05	24.07.05	
				B	04.04.05	01.04.06	
				C	29.03.05	>30.04.06	
				D	16.02.05	>30.04.06	
				E	18.02.05	27.10.05	
				F	28.01.05	>30.04.06	
				None	26.07.05	>30.04.06	
Branch Post Office, Lagos WCA		15A	27½ mm	A	16.04.06	>30.04.06	In Broad Street
				B	>30.04.06		
				C	12.10.04	>30.04.06	
				D	20.10.04	>30.04.06	
				E	08.11.04	>30.04.06	
				F	18.03.05	>30.04.06	
				None	>30.04.06		
Parcel Post, Lagos WCA		P15B	28 mm	A	?		
				C	?		
				D	??..12.??		
				E	09.02.05	>30.04.06	
				F	26.11.04	>30.04.06	

Office	Opened	Type	Size	Code	EKD	LKD	Remarks
Registered, Lagos WCA		R15B	28½ mm	A	30.01.05	12.02.05	
				B	11.10.04	>30.04.06	
				C	22.11.05	>30.04.06	
				D	14.??05	15.02.06	ERD 14 ?E 1905
				E	04.11.04	>30.04.06	
				F	29.10.04	>30.04.06	
				none	11.02.05	>30.04.06	
Lagos WCA Official Paid		O.10	25½ mm	-	07.05.90	??09.05	LRD ?? SE 1905
				E	11.??06		
Abeokuta	1899	9B	23 mm	A	17.08.99	07.11.00	
				B	14.01.01	07.10.04	
				F			
				none	26.04.05	01.07.05	
		13A	27½ mm	A	12.12.04	>30.04.06	
				B	20.12.04	>30.04.06	
				C	05.04.05	>30.04.06	
				D	12.01.05	>30.04.06	
				E	02.12.04	>30.04.06	
				F	11.02.05	>30.04.06	
		none	16.07.00	>30.04.06			
13B	23 mm	B	10.06.04		Type 9B??		
Registered . Abeokuta		R15B	28 mm	?	>30.04.06		
AB Station	LGR	m/s		-	23.05.02		
Abeokuta Station	27.10.04	17	28½ mm	A	18.09.05	>30.04.06	
				B	?		
				C	>30.04.06		
				D	02.06.0?		
				E	>30.04.06		
				F	10.03.06		
Agege	<1.5.06	17	?	C	19.04.05		
				D	>30.04.06		24.08.06 Proud
Aro	27.10.04	17	28-29 mm	C	>30.04.06		
				D	?		
				E	>30.04.06		
				F	>30.04.06		
Badagry	1893	9B	23 mm	A	19.07.99	13.09.04	
				B	26.11.03		
				C	14.??03		
		13A	27 mm	A	>30.04.06		
				B	25.05.05	>30.04.06	
				C	02.10.05	>30.04.06	
				D	25.05.05	>30.04.06	
				E	22.12.05		
				F	24.06.05		
?	29.12.04						
Badagry Lagos WD	1893	9C	23 mm	A	30.04.01	29.07.02	WD=Western District
				B	31.01.93	15.03.99	
				none	17.02.03	13.06.03	

Office	Opened	Type	Size	Code	EKD	LKD	Remarks
Ebute Metta	1.11.98	9A	23½ mm	A	25.08.03	22.04.04	
				B	14.08.00	02.07.04	
				E	?		
		13A	27 mm	A	12.07.04	>30.04.06	
				B	>30.04.06		
				C	13.12.05	>30.04.06	
				D	?		Part cancel
				E	>30.04.06		
Epe	By 1896	9B	22½ mm	A	26.07.00	23.08.04	
				11	23 mm	A	03.08.97
		13A	27½ mm	A	>30.04.06		
				B	05.01.04	27.02.06	
				C	>30.04.06		
				D	20.08.02		
				F	>30.04.06		
Eruwa	by 1906	17	29 mm	D	?		20.08.02 in I&S unlikely
				E	07.04.06		
				F	>30.04.06		
Ibadan	1894	9B	23 mm	A	09.07.99	23.10.01	
				B	15.03.02	02.10.05	
				X	25.08.99		
		11	23 mm	A	26.3(?) .96	16.09.98	
				B	28.03.97		
		13A	27 mm	A	01.05.05	>30.04.06	
				B	19.09.05	>30.04.06	
				C	12.07.05	>30.04.06	
				D	20.10.04	>30.04.06	
				E	04.12.04	>30.04.06	
				F	26.08.05	>30.04.06	
		13A	26 mm	none	>30.04.06		
		13B	23 mm	B	18.03.04		?? 9B
Ry18	23x4½ mm	-			Black or Violet		
		30x5½ mm	-		Violet (includes full stop at end)		
Iddo	c.1898	Ry18	15x4½ mm	-	-		
		Ry19	24½ mm	-	?? .03.05	>30.04.06	
Ifo	27.10.04	17	28½ mm	B	27.07.05	>30.04.06	
Ifon	By 1904	13A		?	14.10.04	>30.04.06	Ifon Southern Nigeria type 3B has ERD 14.10.04 (Proud). The 13A may have been misinterpreted for this cancel.
		R16		E	14.10.04		

Office	Opened	Type	Size	Code	EKD	LKD	Remarks
Ikorodu	By 1896	9B	23 mm	A	08.03.01		
		11	24 mm	C	11.07.98		
		13A	27 mm	A	>30.04.06		
				D	05.04.06	>30.04.06	
				E	?		
				none	05.01.05		
Iseyin	By 1904	14	25 mm	-	23.02.06		
Itori	27.10.04	17	28 mm	B	09.04.05	>30.04.06	
Jebu Ode	1894	9A	24 mm	A	29.05.02	05.07.04	
				none	18.04.04		
		11	23 mm	C	19.05.95	01.01.00	
		13A	27 mm	A	05.07.04	>30.04.06	
				B	31.10.0?		
				C	06.12.05	>30.04.06	
				D	>30.04.06		
				E	>30.04.06		
				F	15.07.05	>30.04.06	
none	23.07.05						
Leckie Lagos ED	1893	9C	23 mm	A	07.07.95	07.05.03	ED=Eastern District
				B	31.01.93	03.09.97	
Ode Ondo	1904	13A	27 mm	A	?		
				B	>30.04.06		
				D	>30.04.06		
				E	04.11.04	>30.04.06	
				F	30.12.04	07.01.05	
				none	>30.04.06		
Ogbomosho	By 1904	14	23½ mm	-	27.08.04	>30.04.06	
Olokemeji	27.10.04	17	28½ mm	A	?		
				B	??.01.0?		
				E	>30.04.06		
Oshogbo	By 1904	14	25 mm	-	>30.04.06		
Otta	27.10.04	17	28½ mm	E	21.07.05		
Oyo	1904	12	23½ mm	-	13.08.04	21.09.05	
		14	23½ mm	-	07.01.05	>30.04.06	
Saki	1904	12	23½ mm	-	22.08.04	04.12.04	
		14	23½ mm	-	22.04.06	>30.04.06	
		13A	27½ mm	D	>30.04.06		
F	11.??.05			>30.04.06			
Shagamu	1895	9A	24 mm	B	23.02.02	23.03.04	
		11	24 mm	B	11.04.97	10.05.99	
		13A	27½mm	A	03.04.05		
				B	28.11.05		
				C	>30.04.06		
				D	?		
E	14.03.06						

Readers are encouraged to send new information about these cancels to the editors for incorporation into a further updated list.

Reference 1. Ince, Jack and Sacher, John *"The Postal Services of the British Nigeria Region"* The Royal Philatelic Society London 1992

First Use of Gold Coast Stamps in Togo

Chris Jackson & John Mayne

The earliest date of use of Gold Coast stamps in Togo was discussed by John Mayne in *Cameo* 88, Vol. 14 no 1, January 2013 at page 33. His article illustrated a cover posted as first mail under the British flag from Lomé on 8th August 1914, an item first seen as a photocopy from Peter Vogenbeck, and sold by him on 29 September 2012, lot 920 for Euro 320 plus charges. The article suggested the cover could only have been sent by one of two persons, Captain Barker or H.S. Newlands, the only British persons known in Lomé on 8 August 1914 having stayed overnight.



Figure 1

At the 21 September 2014 Togo exhibition at Trinity College, Oxford, Chris gave a display of Gold Coast overprints in sheet format with interleaves included. He gave a half hour talk to an audience of 80 in the evening of Friday 19 September with slides etc; the same talk also was given on the Saturday and Sunday. Within the exhibits was a second cover (Figure 1) from Lomé differing from the one mentioned in the above article only in minor regards. Chris noticed both covers were addressed to L.C.C. Miles and that his name is recorded as a postscript in Moberley's official history of the Great War - *military operations - Togoland and Cameroons*.

Moberley on page 14 states Accra learnt of the outbreak of war by intercepting on August 5th a message from Berlin to Kamina - a telegram with the same news from London was received later. A postscript states this message was *'intercepted by a small wireless receiving set installed at Accra by the Postmaster-General. From 30th July to 25th August a continuous and close watch was kept here to catch interceptions by Messrs L.C.C. Miles and E. Edington, the only two British officials available for duty. The twelve hours daily duty which this meant for each of them imposed an intense strain, aggravated by the trying climate and endured by a devotion that deserves our admiration'*.

This confirms neither Miles nor Edington were in Lomé on 8 August. We know a telegraphic team was sent on 8 August to Lomé to repair the cable at the post office and in view of the occupation of Miles, he could have requested a colleague in this party to post the letter to him.

With postage of 2/3d paid, 4/6d for two, perhaps a significant sum for a civilian in West Africa in 1914, one wonders how many more if any covers await discovery.

“Double Atlantic” from Lebanon carried by Pan American. The routes, the rates and the reasons

John Wilson and Bob Wilcsek

Introduction.

Some years ago as part of the research carried out by a group of experienced postal historians, at a time when the term “FAM-22” was being used carelessly and incorrectly to describe any and all wartime mail that travelled between West Africa and the United States, attention turned to some covers that had been sent from Lebanon on the first French service destined for Leopoldville via Brazzaville. That these arrived in Leopoldville was not in dispute, since they carried transit strikes of the Leopoldville postal authority. However, there was a long delay between their arrival in Leopoldville and arrival in the United States, raising further queries about the flights and routes from Leopoldville. In the published article (Ref. 1), the matter of postal rates from Lebanon was not addressed because of the general lack of knowledge on the subject at the time, although postal history is often defined as a study of “Routes and Rates”.

It is hoped that this text can clear up both the question of the delay and also add to our knowledge of the postal rates.

First flight.

Following the publication of Bob Picirilli’s superb study of French and Colonies airmail rates (Ref. 2), together with the advances in knowledge of the Pan American Atlantic flights and a prompt from Peter Wingent about an inexplicable 1942 cover from Lebanon to Britain, it has been possible to extend the analysis. A typical cover from that first French service connection is shown as figure 1 below:



Figure 1

The most obvious feature is the large “First Flight” cachet applied at Beirut and reading “Courrier Aerien-Damas-Lignes Aeriennes de la France Libre-Pan American Airways-New York” with the dates 20-I-42 and 1-II-42 corresponding (presumably) to the departure from Beirut and projected arrival in New York. Frank Muller did record a first flight from Beirut on 20 January 1942 via “Damascus-Dakar-New York”, the mail carrying a “Cachet Speciale”. The reference to Dakar was clearly a mistake since Senegal was Vichy territory and the flight would never have taken that route. Robert Picirilli confirmed that the route Beirut to Brazzaville had actually been inaugurated in October 1941 under the auspices of Lignes Aeriennes

Militaire. The route was Damascus-Cairo-Khartoum-Fort Lamy-Bangui-Brazzaville. The back of the cover (Figure 2) tells the route from Brazzaville – or does it?

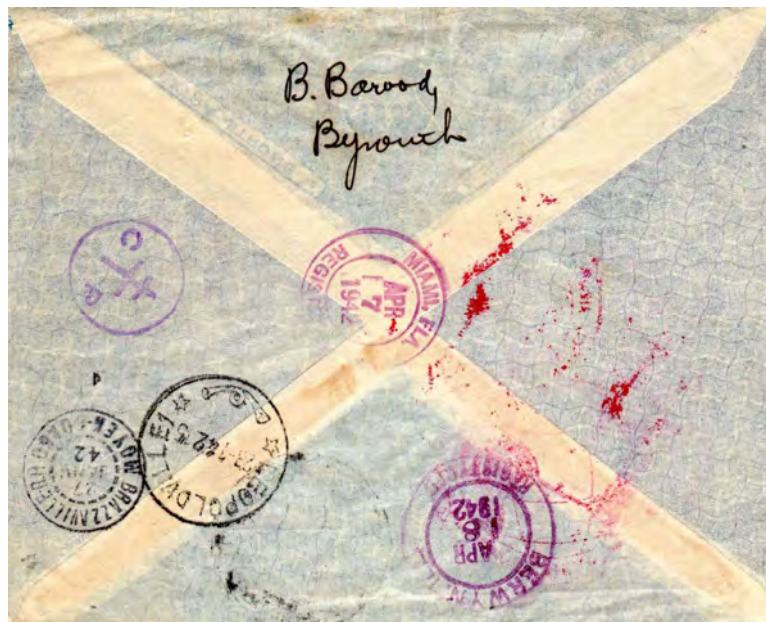


Figure 2

The cover arrived in Brazzaville on 27 January 1942 and was shipped across the Congo River to Leopoldville, arriving there the next day. Then there is a huge delay before a transit mark of Miami for 7 April and arrival at Berwyn on 8 April. Other covers of this type also show the same arrival in Brazzaville on 27 January and transit Leopoldville on 28 or 29 January, followed by a long delay to America. Why?

The reasons.

We have assumed that the French and Belgian postal authorities believed the “FAM-22” service between Miami and Leopoldville was flown as described, a commercial, fortnightly mail carrying operation, rather than an entirely military affair using mail as a cover story for the “Special Missions” (Refs. 3 & 4). On the same basis it would also be true to say that the same postal authorities expected the service to be operated to a timetable, although as we now know the so-called timetable was itself a fabrication bearing little resemblance to reality. It would seem that once the “first flight” covers from Beirut arrived in Leopoldville, there they sat until such time as a Pan American Boeing 314 appeared to carry them westward to America. What aircraft actually called at Leopoldville?

From Pan American records we find that *Capetown Clipper* NC-18612 under charter to the US Army Air Corps departed North Beach on 15 January 1942 destined for Karachi via Miami-Trinidad-Belem-Natal-Fisherman’s Lake-Lagos-Leopoldville-Port Bell (Uganda)-Khartoum-Aden-Karachi. The cargo manifest shows that the aircraft was carrying over 2100 kilograms of “airplane spares” to be forwarded to General Brett, and almost 500 kilograms of supplies for the US African Mission in Cairo. *Capetown Clipper* landed at Leopoldville on 20 January, before the Lebanon covers arrived and of course was heading in the wrong direction to have carried them. On the return trip from Karachi, *Capetown Clipper* landed at Leopoldville on 30 January, but did not pick up any mail. The reason for this is unknown, but the aircraft seems to have been operating at close to maximum cabin load, carrying in addition to cargo, 26 passengers and crew including a deputation from the Chinese Foreign Office who came aboard in Karachi.

Whatever the explanation, no mail was taken aboard at Leopoldville so the Lebanon covers stayed right there. The next Special Mission #11 flew to Rio de Janeiro and not to Africa, whilst Missions #12, 13, 14 and 15 flew the shuttles between America and Lagos, not going to Leopoldville. So the next Special Mission to fly was #16 which was ordered to the Indian Ocean for a survey of the Cocos Islands as a possible trans-Indian Ocean route to Australia should the need arise. The Mission Order dated 20 February

1942 includes the following:

“Your flight from the United States to Leopoldville as well as your return from Leopoldville to the United States will operate as a Certificate Contract Flight.”

In other words, the aircraft could carry mail to Leopoldville from the United States and return mail from Leopoldville, but not beyond the Belgian Congo. The actual trip record shows *Capetown Clipper* departing Leopoldville as flight 6006 on the return trip at 16:24 hours on 22 March 1942 and arriving in Miami at 02:30 in the morning of 26 March. You will recall that the Miami arrival mark on the cover shown is dated 7 April, so is this another query? Fortunately amongst the group of collectors we have other covers carried on the same flight from the Lebanon.

Two of these were opened and re-sealed by the British censors in Trinidad, and as was the case at this time, a censor applied a dated hand stamp of 27 March, which ties in with the arrival of *Capetown Clipper* in Trinidad on 25 March, so this cover and presumably all the other mail on the flight were off-loaded at Trinidad and not carried onward to Miami on that same plane. No surprise here, because this was normal procedure for mail coming from Africa, and is confirmed by comments in the Pan American Mission Orders telling their crews to warn passengers not to carry mail because it would be examined in Trinidad and be contrary to regulations.



Figure 3

And so the first question about “why the delay?” seems to be answered. Special Mission #10 did not pick up mail at Leopoldville, subsequent missions did not fly to Leopoldville, and it was Special Mission #16 that finally carried the mail – but only to Trinidad from where, after examination, it was transported to Miami by Pan American’s South American regular services and not by the Clippers. Not all the mail was opened by the Trinidad censors and not all the mail carries a Miami transit mark, this being seemingly reserved for registered letters. Despite this, it is probable that all the mail from Trinidad was dropped at Miami and forwarded from there.

Rates.

That’s the route; now what about the rates? Collectors over the years have struggled with the often incomprehensible structure of French airmail postage rates, but light has been shone on the subject by another group study led by Robert Picirilli (Ref. 2). This explains how the French postal system worked but there are/were still some gaps in knowledge, particularly in the rates charged for the “Double Atlantic” mail from Africa to the United Kingdom, carried twice across the ocean by Pan American Airways. The simple statement of the rule is that the rate for mail not transiting France is made up of a “basic foreign” fee, which we can equate to the UPU or surface rate, plus an air fee together with registration and/or special delivery

fees. Confusion is added where mail is carried from one French colony to another French colony, in which case the “basic foreign” fee is replaced by a “basic domestic” fee.

For mail from Lebanon, Picirilli shows a basic foreign fee of 15 Piastres, registration of 15 Piastres and air fee to the United States of 85 Piastres. The cover of Fig. 1 is carrying 115 Piastres made up as 15P basic + 15P registration + 85 Piastres. The cover of Fig. 3 carries 185 Piastres made up as 15P basic + two air fees of 85 Piastres. So far, so good. However, Picirilli has recorded no data for mail travelling to UK from Lebanon via the Atlantic and Peter Wingent queried a cover (Fig. 4) from Lebanon to UK dated 2 September 1942 carrying 235 Piastres which seemed inexplicable because there were no transit markings other than an endorsement “Via Palestine and Portugal”. This would seem to rule out carriage to Brazzaville/Leopoldville, but how did it travel?



Figure 4

Fortunately one of the authors has a cover also from Lebanon to UK dated 12 May 1942 (Figs. 5,6) which is registered and consequently offers an explanation of the route and the rate.



Figure 5

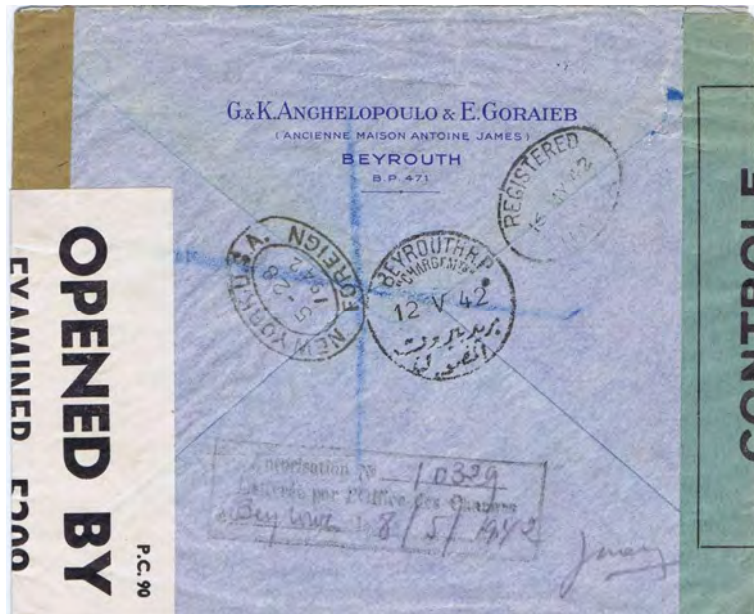


Figure 6

This cover carries clear despatch and transit marks on the rear as shown here. Leaving Beirut on 12 May the cover travelled to Palestine, picking up a Haifa Censor mark (H17) and a Haifa transit mark for 16 May and then, remarkably, a New York transit on 28 May 1942. This confirms that the cover travelled from West Africa to the United States and then back to the UK by air. Did it go through Leopoldville? Highly unlikely since as a registered cover it would have been recorded in both Brazzaville and Leopoldville, so it must have been carried Beirut-Haifa-Cairo probably by MISR, Cairo-Khartoum-Sahara-Lagos by BOAC, Lagos to the United States by “Special Mission”, possibly direct to New York because under standing orders (Ref. 5) there was no transit censorship applied to mail going to the UK. One assumes that this is because of 100% inward censor examination in UK. From New York the cover would have been carried by flight 3003 of the re-introduced PanAm Route 3 service via Botwood and Shediac to Foynes, then to England by BOAC.

And the rate?

The registered cover carries 140 Piastres made up of 15P basic foreign + 15P registration + (x). The Wingent cover carries 235 Piastres made up of 15P basic foreign + (2x) where $x = 110$ Piastres. The previously unknown air fee for airmail from Lebanon to UK via the United States must be 110 Piastres.

Then up came your second author with a different question on a cover (Fig.7) from Lebanon to Algeria, also endorsed “via Palestine and Portugal”. The postage on this is 116 Piastres???



Figure 7

Seemingly insoluble, until one remembers the French rule that the “basic” fee between French colonies is less than the “foreign” fee, and in this case, Picirilli records that the “basic domestic” fee from Lebanon was 6 Piastres and not the 15 Piastre foreign rate. The Algeria cover therefore must have travelled “Double Atlantic” because it carries the 6P basic domestic fee + 110P Atlantic fee. Despite the absence of a transit mark of any American port of call, it was intercepted and examined by the British censors in Bermuda (836 IC), so definitely travelled twice over the ocean. Unlike the previous cover, this would have been carried to Lisbon by a PanAm Route 8 flight (the LATI substitute). Note that the 6 Piastre domestic fee was an increase applied on 1 January 1942 necessitating overprinting the 7.50 Piastre stamp.

Was there another route?

Ironically, this waiting around in Leopoldville for the PanAm magic carpet to arrive did not apply to “regular”. i.e. non-philatelic mail, since BOAC were already running a weekly service from Leopoldville to Lagos, and the mail could have been placed aboard one of these flights and been transferred at Lagos to a PanAm “Special Mission” flight (#12, 13, 14 and 15) operating on a six day schedule to America. An example of this service to Lagos for regular mail is demonstrated by a cover posted in Bikfaya, Lebanon which transited Beirut on 16 January 1942, travelled on the same “French connection” as the philatelic mail and arrived in Brazzaville on 27 January. Because this was addressed to French Guinea, it was put on board a BOAC flight and went via Lagos as can be seen by the Nigerian re-sealing label and censor cachets.



Figure 8

To complete the story, this cover carries 40 Piastres in current stamps but has had an additional 1930 issue 1 Piastre stamp added making 41 Piastres, because as in the previous cover example, the “basic domestic” fee between French colonies had increased from 5 to 6 Piastres on 1 January 1942, with an air fee of 35 Piastres (Ref. 2).

Summary

The reason for the delay at Brazzaville/Leopoldville to the first cover has been explained, as has the reason for the route from Lebanon not being used later in 1942 because of the irregular (and later discontinued in October 1942) flights to Leopoldville from America. A previously unknown “Double Atlantic” postage rate has been determined, and the alternative route for mail from Leopoldville has been demonstrated.

References:

- 1) Wilson, J. “FAM-22; Blockage at Brazzaville?”, *Cameo*, June 2009
- 2) Picirilli Robert E., “*Postal and Airmail Rates in France & Colonies 1920 – 1945*”, France & Colonies Philatelic Society, 2011
- 3) Wilson, J. “FAM-22: What was it all about?”, *Air Post Journal*, January 2013
- 4) Wilson, J. “*Pan American, FAM-22, Special Missions, 1942 and 70 years of misunderstanding.*” *APJ*, Journal of the American Air Mail Society, December 2011, and *Cameo*, January 2012.
- 5) *San Juan, Policy and Staff*, File held at UK National Archive. Reference DEFE 1/197.

Stanley Gibbons

Commonwealth Department



Togo 1914 (Used) SG H20

1914 (Oct) 40pf black and carmine, type 3 opt (2mm spacing, 'Anglo-French' 16mm), fine used with part 'LO(ME)' cds. A very rare stamp of which about 25-30 were issued. PF cert (1998) as Scott 54.

£1,600



Gambia 1869 (Unused) SG 1

1869-72 4d brown, no wmk, imperforate with good to large margins, fine large part o.g. with fresh colour.

£600



Niger Coast 1894 (Unused) SG 57

1894 (May) 1/2 on right half of 1d dull blue, type 15 surcharge in red, Opobo bisect provisional, fresh part o.g. Only 120 issued and a rarity in unused condition.

BPA cert (1991) (cat £2250).

£1,950



Niger Coast 1894 (cover) SG 65

1894 (OC 29) O.H.M.S. envelope (with black embossed 'NIGER COAST PROTECTORATE' crowned logo on flap) to London re-addressed to Brighton, franked at correct 2½d rate by 1894 (10 Aug) ½d on 2½d blue provisional, type 17 surcharge, pos. 3 of the setting, and 1894 (May) 2d lake, tied by bold 'OLD CALABAR' squared circles with red Liverpool British Packet entry cds at lower left and black 'LONDON W' forwarding squared circle (NO 30 94) at lower right. London and Brighton backstamps. Light soiling (mainly on reverse), but only 960 issued, and a rarity on cover.

£1,200



Biafra 1969 (Unused) SG 36a

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

£375

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Cameroun - CAMPOST innovations noted during 2014

Marc Parren

Shiny self-inking postmarks

The Shiny self-inking postmarks were introduced in the year 2007 (Ref. 1). After inspecting the no longer used device at the Yaoundé-Bastos post office, I now can report that apart from the cancellation type used in Campo another type was introduced which is the Shiny Ideal V34R type of canceller. This concerns the two types 'BUREAU DE POSTE/YAOUNDE BASTOS' with either 'COURRIER' or 'GUICHET' introduced after the opening in June 2009.

During September 2014 I visited the newly-opened Mutengene post office in the South-West Region which started operating on 10 March 2014. Here, to my surprise, they introduced a new Shiny bi-coloured self-inking canceller of the type Shiny Printer S-542D which was manufactured on 27 December 2013 in Taiwan, as could be seen from an imprint at the top of the cancellation device. Neither the wording CAMPOST nor Cameroun Postal Services figures in this postmark (Figure 2). The Mutengene post office building is located along the busy Tiko - Limbe road and managed by the postmaster Valentine Atanga since late May 2014 (Fig. 1).



Figure 3. Mutengene post office building located along the busy Tiko - Limbe road and managed by the postmaster Valentine Atanga



Figure 2. Production date of the Mutengene Post Office by the Shiny Stamp Company in Taiwan

When I visited the Molyko post office in Buea the following month (Fig. 3) I was surprised to find the same type of canceller as at Mutengene in use with the same manufacturing date at top of 27 December 2013. Unfortunately the postmistress was not able to tell me the date of introduction, but it should be early 2014 as at Mutengene. It now seems likely that they form part of a batch of the same type of cancellers ordered and manufactured the same day by the Shiny Stamp Company in Taiwan. We still have to find out what other post office were supplied with these at the same time.

Another part of the puzzle was revealed when I made a courtesy visit to the CAMPOST Headquarters in September, where I met with the General Manager Mr. Beril, of Sofrepost a 100% subsidiary of France Post, who have a concession for technical assistance. He informed me that the contract for all postmarks of the Shiny type as well as the 29½ mm double ring with Cameroun Postal Services at the bottom, in use since February 2012, went to a firm in Canada. However, apparently this firm is not manufacturing themselves, but orders the required cancellers from sub-contractors in Taiwan (Shiny) and the People's Republic of China (other type).

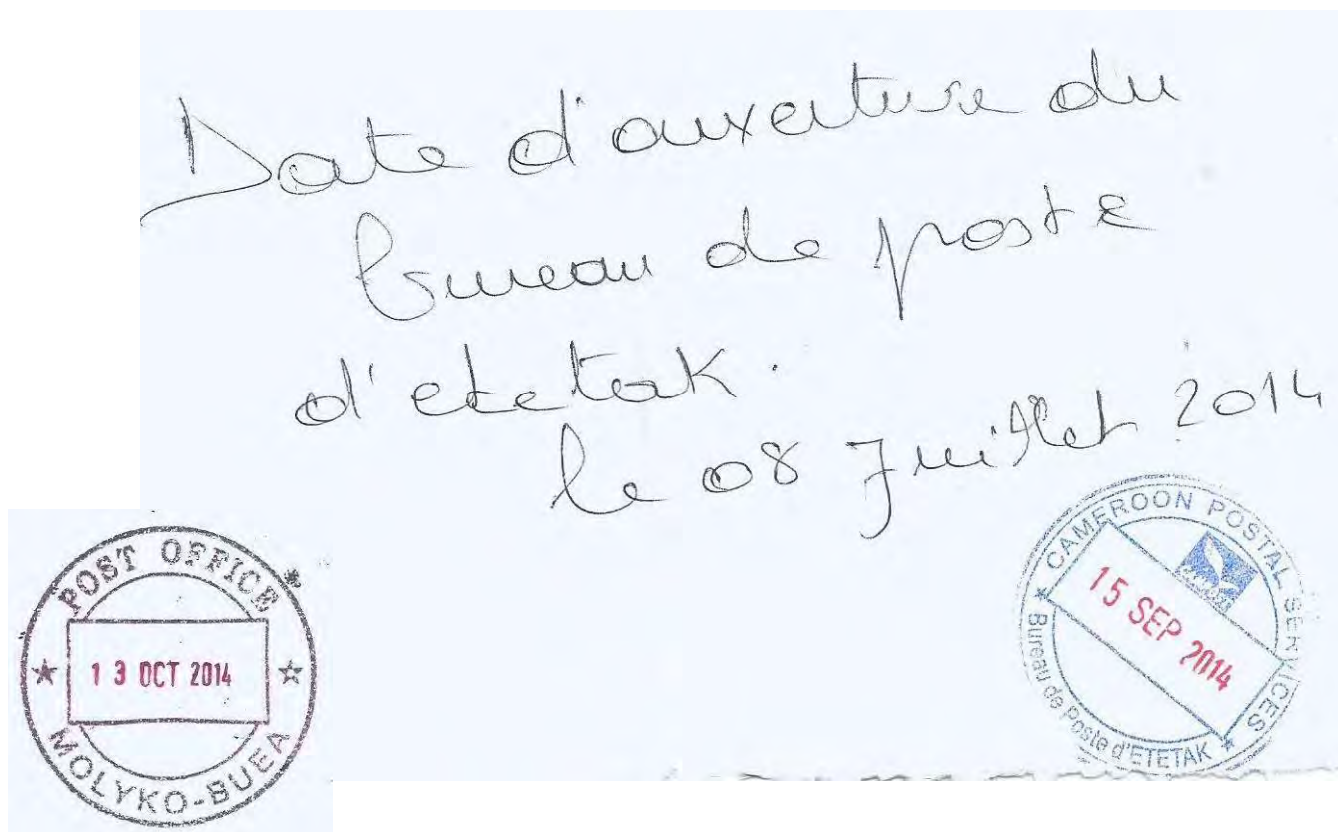


Figure 3. Molyko-Buea Post Office Shiny postmark

Figure 4. Etetak Post Office opening date as per postmaster

CAMPOST is also in the process of opening many new post offices in the country and in the outskirts of big cities such as Douala, Yaoundé and Kumba for instance. I can here report the opening of the Etetak post office in Yaoundé close to Nkolbisson, where a large agricultural research centre is located at the northern edge of town. The Etetak postmaster whom I met, when I visited the Yaoundé-Bastos post office, was kind enough to handle a registered cover for me and look up the opening date which was 8 July 2014 (Fig. 4). The canceller looks like another bi-coloured self-inking Shiny canceller, this time with the CAMPOST logo and a mixture of English and French text reading 'CAMEROON POSTAL SERVICES' at the top and 'Bureau de Poste d'ETETAK' at the bottom. Whenever I have a chance to visit this post office in future the canceller will have to be checked whether it is indeed a Shiny canceller and what type exactly. It will also be of interest to look for other newly opened post offices and see what cancellers they have in use.

Special services using barcodes: Domestic and foreign letters registration and Express Mail Service (EMS)

I sent some registered letters which allowed me to discover some new procedures which I will describe next. Nowadays, most post offices possess barcode scanners while self-adhesive barcode labels are applied. A registered letter, whether domestic or with an external destination, still might receive the old style paper registration labels with a number. But in addition to that a self-adhesive barcode label for track and trace purposes will be affixed (Figs. 5 & 6). Domestic registered covers have a plain self-adhesive barcode label with the prefix DA and suffix CM (Fig. 7). Registered covers sent abroad have blue UPU type of self-adhesive barcode labels affixed with the prefix RR and suffix CM (Fig. 8), while domestic Express Mail Service (EMS) dispatches have simple self-adhesive barcode labels affixed with the prefix EE and suffix CM (Fig. 9). From the latter cover sent to the USA it appears that the Mutengene post office has no special EMS canceller such as the rectangular EMS ones seen in many post offices.



Figure 5. Preparation of some registered letters at Mutengene post office showing a combination of paper labels and different types of self-adhesive barcoded registration labels and the operations book for registered letters

It was also explained to me that the old style paper registration labels with a number were still used on registered covers since not all post offices are yet equipped with barcode scanners. These are mainly small post offices in rural areas where not much postal handling takes place. I believe that, with time, this type of registration will disappear.

OBJETS AFFRANCHIS EN NUMERAIRE ITEMS WITH PREPAYMENT IN MONEY DA 000 111 369 cm	MONTANT des perceptions AMOUNT of charges 2	POST OFFICE MUTENGENE 0 8 SEP 2014
Imprimés et échantillons, Paquets-poste Printed papers - Samples packet Journaux et périodiques News-papers and periodicals Machines à affranchir Postage meters 4502 Dr Marc Pamen Bp 35007 y/de	4950	
TOTAL (Voir au verso.) - See on the other side		

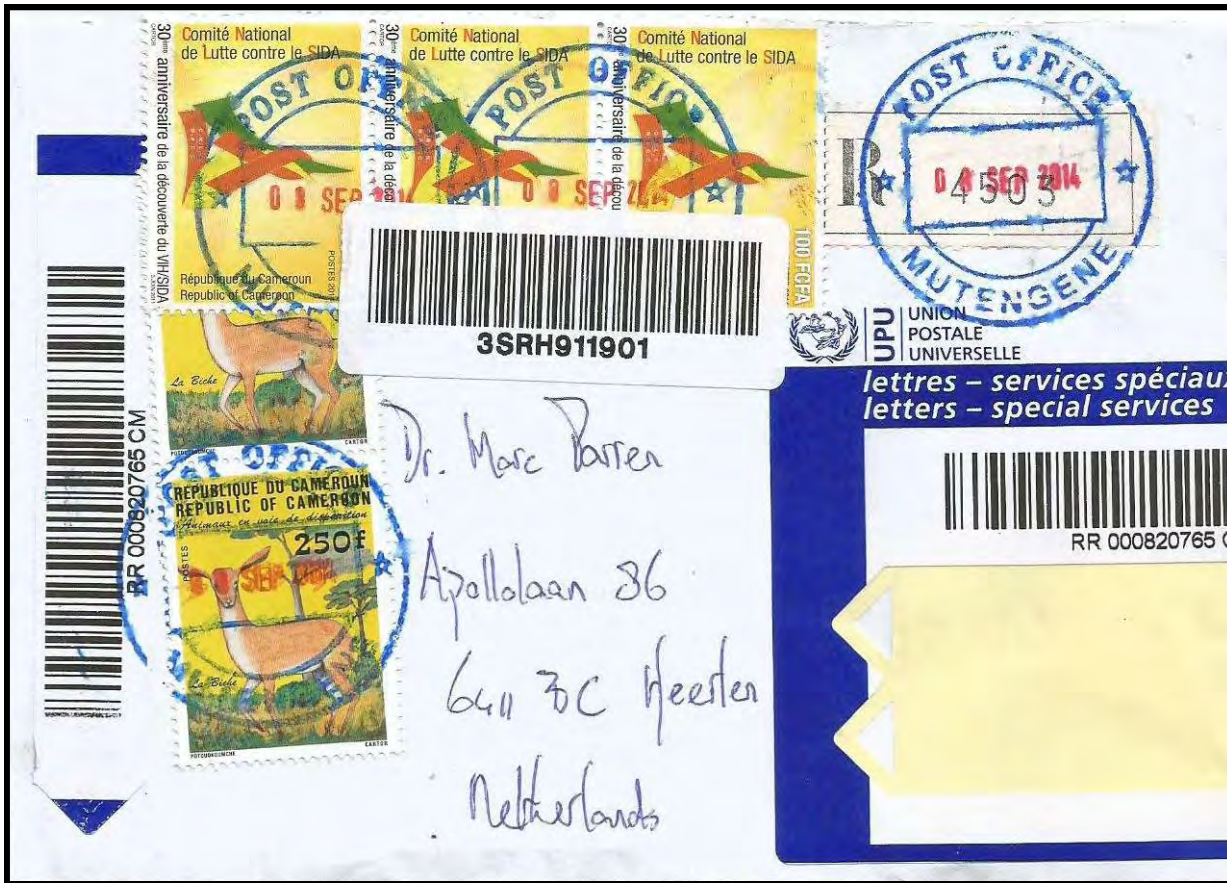
OBJETS AFFRANCHIS EN NUMERAIRE ITEMS WITH PREPAYMENT IN MONEY RR 000 820 765 cm	MONTANT des perceptions AMOUNT of charges 4503	N° 0 8 SEP 2014
Imprimés et échantillons, Paquets-poste Printed papers - Samples packet Journaux et périodiques News-papers and periodicals Machines à affranchir Postage meters Dr Marc Pamen Abd Kholam 86 TOTAL (Voir au verso.) - See on the other side	800	

Figure 6. Registration slips for a domestic registered letter and an international registered letter



Figure 7. Domestic registered cover with a plain self-adhesive barcode label with the prefix DA and suffix CM. The inset illustration shows part of the reverse of this cover showing the Yaounde Bastos arrival postmark in which the date can no longer be adjusted, so a separate horizontal one is applied





Receipt of Registered or Insured Item

Nature of item	International L. LC	RR000820765CM
Address of Sender	B.P 302 BUEA PSANH HERMANNIS	
Address of Addressee	APOLLOLAAN 86, 6411 BC HEERLEN, NETHERLANDS DR MARC PARREN	
Weight(g)	19	
Insured value(XAF)	0	C.O.D. 0
REMARK-Enquiries Enquiries are received in every post office but as far as possible in the post office of posting and only within one year.		
Charge Detail		
ID	Charge Name	Amount(XAF)
1	Basic Charge	410
2	Registered Charge	360
Total		770
Received		770
Change		0
Date & Signature:		2014'09'04

Figure 8a. Foreign registered cover with a UPU-type of self-adhesive barcode label with the prefix RR and suffix CM.

Figure 8b. Receipt slip for the same foreign registered cover
 Coming back to the EMS which was launched in the 1990s in Cameroon. This service is currently available from 80 post offices in the country. CAMPOST is offering track and trace service through the internet at www.campost.cm.

The current domestic rates (in FCFA) are as follows:

Weight (gr)	urban	Peri-urban	Yaoundé Douala	Regional Chief town	Other cities
0-500	1000	1500	2000	3000	3500
500-1000	1300	1950	2600	3900	4550



Weight (gr)	Zone 1 Africa	Zone 2 France	Zone 3 Europe	Zone 4 Rest of world
0-250	23,000	24,500	27,000	30,000
250-500	24,000	25,000	28,000	31,000
500-1000	28,500	29,500	32,500	35,500

CEF Overprints on Kamerun Yacht Stamps Update Number 6

Marty Bratzel

This article is the sixth in an occasional series about the C.E.F. overprints on Kamerun yacht stamps, first placed on sale at Duala on 12 July 1915. The purpose is to supplement and expand Robert Gibbs' definitive work on the subject (Ref. 1). In the fifth update in January 2014 (Ref. 2), we illustrated a 4d. on 40 pf. stamp with quadruple overprint, three albino, only the second copy reported. The overprint plate was arranged as ten rows of five, allowing 50 stamps to be overprinted at a time. Therefore, only 50 stamps were prepared.

Ten more copies have now been found. *Two of the stamps have major varieties and are unique.*



Figure 1. Front – 4d. on 40 pf. stamp with quadruple overprint, three albino.
Positions 86 - 90 and 96 - 100.



Figure 2. Back – 4d. on 40 pf. stamp with quadruple overprint, three albino.

Illustrated opposite, as figures 1 and 2 respectively, are the front and back of a block of ten of the 4d. on 40 pf. stamp with quadruple overprint, three albino. The stamps are sheet positions 86 - 90 and 96 - 100. Clearly, the quadruple overprint was applied to the right half of the sheet, columns 6 - 10. The stamps all have black ink offset on the back, as does the single copy reported earlier.

The sheet was in a slightly different position in the press for each overprint impression. Also, the four impressions are all at slightly different angles. For example, the inked overprint is angled slightly downward from left to right. Consequently, the relative positions of the four impressions will be slightly different on each of the 50 stamps so overprinted. One of the albino overprints is sufficiently shifted to the right so that part of the overprint appears on the adjacent stamp and, for stamps in the tenth column, a portion of the overprint appears in the right margin of the sheet. Also, the stamps in the sixth column do not have an impression from the adjacent stamp to the left.

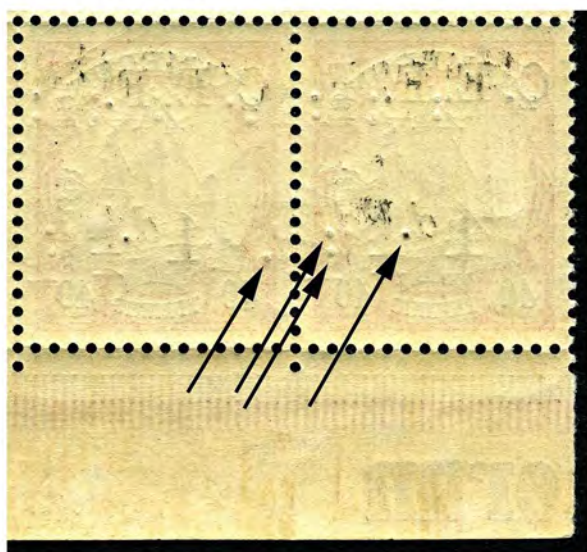


Figure 3.

Back – Enlargement of Positions 96 and 97.

The arrows point out the stop after the 4d. for the four impressions associated with Position 96.

The far right arrow indicates the stop corresponding to the inked overprint. One of the albino overprints is partially shifted onto the stamp at Position 97.



Figure 4.

Front – Enlargement of Positions 96 and 97.

The arrows indicate the broken line above the right numeral of value at Position 96 and the broken 4 at Position 97. Coupled with the quadruple overprint, three albino, each stamp is unique. The three albino overprints are difficult to see in the illustration, but the C for each should be most easily discernible, along other portions of the three impressions.

The relative positions of the four overprints are shown in Figure 3 for the stamps at Positions 96 and 97. The arrows indicate the stop after the 4d. for each impression. The far right arrow indicates the stop that corresponds with the inked impression.

Two of the stamps have easily recognized major varieties. Since only one half of one sheet received a quadruple overprint, each stamp is unique. Enlargements are presented in Figure 4.

Position 97 – Broken 4

The broken 4 variety occurs only once in an overprint setting of 50, at Row 10, Position 2, which corresponds to Positions 92 and 97 for a sheet of 100 stamps. Since only a half sheet of stamps received the quadruple overprint, the stamp at Position 97 with quadruple overprint and broken 4 is unique.

Position 96 – Broken Line above Right Numeral of Value

Two distinctive plate flaws have been identified on the basic 40 pfennig yacht stamp. The first, a broken line above the 0 of the right numeral of value, occurs only once in a sheet of 100 stamps, at Position 96. For that reason, the stamp at Position 96 with quadruple overprint and broken line is unique.

Positions 27 and 77 – A Variety to Look For

The other distinctive plate flaw on the basic stamp is a coloured dot below the 0 of the right numeral of value. The flaw occurs twice in a sheet of 100 stamps, at Positions 27 and 77. Since the right half of the sheet received the quadruple overprint, two stamps with this plate variety received the quadruple overprint. As yet, neither has been seen. For further discussion and an illustration of this distinctive flaw, see Ref. 3.

Other Plate Flaws to Look For

A number of other plate flaws have been identified on the basic 40 pfennig stamp which allow the plating of several other positions in a sheet. This means more C.E.F. varieties to look for, especially when coupled with identified varieties in the overprint plate, such as the thick d at Row 1, Position 2 previously illustrated by Trevor Williams (Ref. 4). For reference, the author has a photograph of a complete sheet of the overprinted stamp. If and when other varieties are found, they will be reported.

The Previously Reported Stamp

Returning to the single stamp with quadruple overprint previously reported, that stamp, like the block of ten, also has one albino overprint shifted to the right, but does *not* have any shifted albino overprint from the adjacent stamp to the left. Therefore, the single stamp must be from column 6 in a sheet of 100 stamps. Remembering that the overprints are all slightly angled and considering the inked overprint impression in particular, I am of the opinion that the single stamp is from Row 2, Position 1 of the overprint plate, that is, Position 16 in a full sheet of 100 stamps.

The block of ten 4d. stamps was offered as part of Lot 439 of the Schwarzenbach Auction held in Zurich on 17 October 2014. The lot also contained blocks of 10 of eight other low-denomination stamps of the C.E.F. issue. The stamps in the other blocks showed nothing out of the ordinary. Against an estimate of 200 Swiss francs, the lot sold for 2,000 SFr + 20% commission. Thanks are extended to the staff at Schwarzenbach for kindly providing high-quality scans of the stamps.

References

1. Gibbs, R.M. *G.R.I. The Postage Stamps of the German Colonies Occupied by the British 1914-1918*. Christie's-Robson Lowe, London [1988]. 275 pages. ISBN 0-85397-428-4.
2. Bratzel, Marty. CEF Overprints on Kamerun Yacht Stamps – Update Number 5. *Cameo*, Vol. 15, No. 1, January 2014, pages 11-13.
3. Bratzel, Marty. CEF Overprints on Kamerun Yacht Stamps – Update Number 4. *Cameo*, Vol. 11, No. 6, October 2010, pages 397-400.
4. Williams, Trevor. Cameroon CEF Overprint Varieties. *Cameo*, Vol. 12, No. 1, January 2011, page 21.



St Helena - Speculation in the South Atlantic in 1894

Bernard Mabbett

During our third visit to the island of St Helena in 2009 a large amount of time was spent in the St Helena archives based in the Castle at Jamestown. During our research looking for postal information I came across a number of documents relating to irregularities with the purchase and selling of large stocks of the 1884-1894 issue postage stamps. The documents were duly photographed by Barry Burns, and downloaded onto my memory stick, and it was not until recently that I looked at them in more detail.

It would appear that the then Governor, W. Grey-Wilson had on 10 July 1894 sent to the Crown Agents for the Colonies an order for a new issue of 2,000 sheets of stamps of values from 1d to 1/-. This would seem all well and above board, but on 11 July Mr. H.S. Hands (in St Helena) wrote to Whitfield King & Company offering them the entire stock (449 sheets = 107,760 stamps) of the ½d value which he had purchased from the Postmaster. He offered them the whole lot for the sum of £673.10.0. Apparently the Governor had assured him that the ½d stamp would not be in issue again.

On 15 July 1894 Guy Weir Hogg, Sheriff of St Helena also wrote to Whitfield King offering them the entire stock of 2½d, 3d and 1/- stamps that he had purchased. He stated that the Governor had ordered a new issue of postage stamps, and that the present issue was going to be stopped. He also offered to get them obliterated at the Post Office if required. These two letters aroused Whitfield King's suspicions, and they informed the authorities regarding this. Another dealer, Mr. A. Ludwig also received a circular from the St Helena Post Office regarding the sale of postage stamps that resulted in him writing to the Secretary of State for the Colonies.

On 17 August a dispatch was sent from Downing Street regarding the request for a new stamp issue. This was turned down and the Governor informed that stamps precisely similar to existing issues would be sent at half the quantities in the requisition. This was due to the large purchases made by individuals for other than postal purposes.

It is not clear from the correspondence if the Governor W. Grey Wilson was complicit in allowing these large scale purchases of stamps by H.S. Hands and Guy Weir Hogg. It would appear that S.P. Young the Postmaster was, and he was replaced as Postmaster by Henry Stephen Hands that same year. It seems strange that Henry Stephen Hands was given the job of Postmaster given that he was involved in the speculation of selling of the ½d stamps. W. Grey Wilson remained as Governor until 1897.

I have typed out the documents exactly, so as to save space in *Cameo*. Scans of the originals can be obtained from me - my contact details are in the Membership List, or please contact either of the *Cameo* Editors.

Document 1

JAMES TOWN
ISLAND OF ST HELENA
11th July, 1894.

Messrs Whitfield King & Company.

Gentlemen,

Having purchased the entire stock (449 sheets = 107,760 stamps) of the ½d ("half-penny") stamp of this Colony, as will be seen from the Post Master's receipt enclosed, which I would like returned I write to offer you the lot for the sum of £673.10.0.

I have been assured by his Excellency the Governor that this stamp will not be again in issue.

This offer holds good until the end of August 1894 by which time you will be able to reply.

Yours etc.,
(Sd) H.S. Hands

Please address:-

H. S. Hands Esq.,
C/o the Reverend J.P. Hands J.P.
James Town
St Helena.

Document 2

Prince's Lodge
St Helena,
July 15th 1894.

Gentlemen,

I write to inform you that the Governor of this Island is ordering by this mail a new issue of St Helena stamps, and the present issue is going to be stopped. I have accordingly bought up the entire sets of 2½d, 3d, and 1/- stamps. The 2½d were only issued October 1893, and I have got more than ⅔rds of the original issue. The original issue was 290 sheets and I have got 199½. Of the 1/- I have got 50 sheets and of the 3d 226 sheets. Do you care to buy one or all of these sets, so as to have the monopoly, and at what price? The ½d stamps have also all been sold, but I have secured 28 sheets, at double face value, and I have secured a certain number of sheets of every kind, so that I am now the only man here who can supply complete sets of the present St Helena stamps. If you care for me to act as your agent here, to advise you re any changes there may be, or make any transactions for you, I shall be glad to do so, if you will let me know what commission you will give. I am in a better position than most to know of any changes, and what they are. I enclose card of my firm, of which I am managing partner, and am also Consul for various countries, as you will see by Colonial List for 1894.

Please send me your catalogue as I am a collector myself. My intention is, if I do not get a good offer, to lock up the stamps for a time, and perhaps burn some of them, so as to increase their value. They are at present in the Government vaults. I can sell them unused, or get them obliterated, if you so desire. I expect to purchaser to pay postage and Insurance or registration, as may be required.

Yours truly,
(Sgd) Guy W. Hogg.

Messrs Whitfield King & Co
Ipswich.

Document 3

SAINT HELENA

Downing Street,
17 August 1894.

Sir,

I have the honour to acknowledge the receipt of your despatch No. 49 of the 10th of July, in the third paragraph of which you reported that you had sent to the Crown Agents for the Colonies an order for 2000 sheets of stamps of values from 1d to 1/-.

2. I am unable to approve at present of any alteration in the stamps of St. Helena. I have, therefore, instructed the Crown Agents not to comply with your requisition No. 152 of the 7th July, but to send out stamps precisely similar in all respects to the existing issues to the extent of half the quantities named in that requisition.
3. As it appears that large purchases of stamps for other than postal purposes have been made in St. Helena in consequence of your having announced that you had ordered a fresh issue, and as it was perhaps not understood that your order was liable to be countermanded by the Secretary of State, I have to instruct you that, if the purchasers desire to return the stamps to the Post Office, the Postmaster should take them back and refund the money paid for them.
4. I enclose a copy of an advertisement which I have instructed the Crown Agents to have inserted in the journals published for stamp collectors.

I have the honour to be,
Sir,
Your most obedient
humble Servant,

(signed) Ripon

Document 4

16 Mincing Lane,
London, E.C.
August 29th 1894

Sir,

In further reference to your esteemed communication of 20th instant re St Helena Postage stamps it may interest you to see the enclosed printed circular which reached me this morning from the St Helena Post Office.

As I had not ordered any stamps quite lately it appears this Circular has been sent to all those who ever have applied for a supply with a view to make propaganda for the remaining sheets as well as for the alleged new issue which after all they will not get according to your letter of 20th instant.

Enclosed Circular fully confirms that the said Post Office evidently lends a hand to the manipulation previously brought to your notice and that they have cleared out their entire stock of 5 of the nine values without apparently any restriction.

The remaining sheets of 4 values no doubt are used at the present time with provisional surcharge to serve as a substitute for the sold out values only to be handled ultimately for speculative purposes by the same parties in question.

I have etc.
(Sd) A. Ludwig

Her Majesty's Secretary of State
for the Colonies.

Document 5

Ipswich, (England)
September 12th 1894

Sir,

We enclose for your information the following documents, viz:-

1. A letter from H.S. Hands, dated July 11th 1894.
2. An official receipt of the postmaster of St Helena for £224.10.0 for the purchase of all the halfpenny stamps in stock.
3. A letter from Guy W. Hogg, dated July 15th 1894.
4. A printed notice issued by the post office at St. Helena on August 6th 1894.

We particularly wish to draw your attention to the paragraph in Mr. Hogg's letter in which he states that the stamps he had purchased were, at the date of his letter, still in the Government vaults.

We offer no comment upon these irregular proceedings, which appear to us, from the contents of the two letters herein, to have been instigated by the Governor of the Colony himself.

We are, &c.
(Sgd) Whitfield King & Co.

The Secretary of State for the Colonies
Downing Street, London, S.W.

Document 6

COPY £224. 10. 0.

Received from Mr H.S. Hands the sum of Two hundred and twenty-four pounds ten shillings for the purchase of the remaining stock of ½d (half penny) stamps.

(Sd) S.P. Young
P.M.

Post Office
St Helena
11th July, 1894.

Document 7

ST HELENA

Downing Street,
19th September, 1894.

Sir,

I have the honour to transmit to you, for your report a copy of a further letter from Mr A. Ludwig relating to the sale of postage stamps in St. Helena.

I have the honour to be,
Sir,
Your most obedient,
humble servant.

(signed) *Ripon*

Governor Grey Wilson, C.M.G.

Document 8

St. HELENA

Downing Street,
20th September, 1894

Sir,

I have the honour to transmit to you, for your report, the accompanying copy of a letter from Messrs Whitfield King and Company relating to the irregular dealings in postage stamps which have recently taken place in St. Helena. I also enclose copies of the first three enclosures to their letter, and a copy of the reply which has been returned with it.

2. I trust that there is no foundation for Mr. Hogg's statement, in his letter of the 15th of July, that he was "in a better position than most to know of any changes and what they are".
3. I request you to inform me whether it is true that Mr Hogg was allowed to leave stamps which he had purchased in the Government vault, and whether they were paid for by him in cash or in what way. The same information should be supplied to me with regard to Mr Hands and any other persons who bought stamps for speculative purposes.
4. You should on no account allow the Postmaster to obliterate stamps for Mr Hogg or any one else.

I have the honour to be,
Sir,
Your most obedient,
humble servant,
(signed) *Ripon*

Document 9

Downing Street,
20th September 1894.

Gentlemen,

I am directed by the Marquess of Ripon to acknowledge the receipt of your letter of the 12th instant relating to the sale of postage stamps in Saint Helena, and to inform you that the matters to which you refer are engaging his Lordship's attention.

2. The following advertisement had been published by Lord Ripon's direction before receipt of your letter:-

"As it appears that large purchases of postage stamps have been made in St Helena in consequence of an announcement that a new issue had been ordered, the Secretary of State for the Colonies thinks it right to give notice that there will be no change in any of the stamps at present, and that a fresh supply of stamps of the existing issues is being sent out for sale at the Post Office in the Colony".

I am, etc.

(Signed) *Edward Wingfield.*

Messrs Whitfield King and Company.

Togo: Use of Un-overprinted German yacht stamps during the British Occupation

John Mayne

Martin & Walton (Ref 1) illustrated what might be the only example of a German Togo 10pf yacht stamp, un-overprinted, used alone to meet the 1d postcard rate to England on 23 March 1915. Jeremy added that a 2mark value used from Palime is known, with BPA certificate, as too is a philatelic cover to Holland dated 13 September 1915 which bears a mixed franking which includes a 1mark value, but no other details of the franking are known.



Figure 1

I can add three more records. Figure 1 shows a registered cover from a French officer with a range of British and French overprints sent from Atakpame 26 December 1914 to France. Treating the 20pf, 25pf and 30pf French values as 10c each, and ignoring the invalid un-overprinted German 10pf stamp, correct postage of 50c was paid, including the letter rate with the additional registration fee.

Figure 2 shows a piece with a German 40pf and British 1d on 5pf (with small “y”), cancelled together on the first day of issue of the British stamp, 1 October 1914, at Lomé. This was recently offered by German auction house, Jennes and Klütterman, at a start price, including premium, of €400. One can only hazard a guess that the German value was ignored and the 1d stamp met the correct rate.

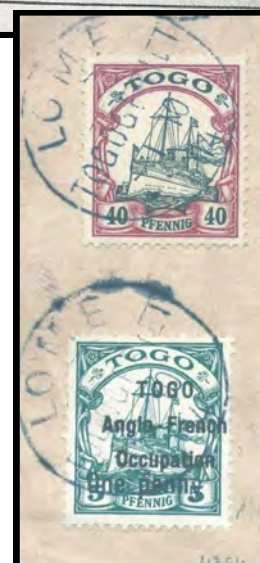


Figure 2



Figure 3

Figure 3 is part of a considerable correspondence from William Pyle to his family at Ferndale Road, Clapham. Whilst the messages are genuine, he had an eye for philatelic manufacture. This postcard was posted at Lomé on 28 October 1914 after being written three days earlier at Palime. Correct postage was paid by use of an un-overprinted Gold Coast 1d stamp. The German 5pf yacht stamp was superfluous, but has nonetheless been cancelled.

Reference

1. Martin J.J. & Walton F.L., *Togo: The Postal History of the Anglo-French Occupation 1914-1922*, p42, WASC, Sheffield 1995



Bompata, Gold Coast postmark

Dr Philip Levine



I can illustrate the postmarks on a cover sent from Bompata on 10 November 1949 by Airmail to UK, rated at 1s per half-ounce. There are no back-stamps. This Bompata postmark is Type 19, which is unlisted by Proud (Ref 1) or by Anderson (Ref 2).

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1941-42 Bathurst First Flight Covers Revisited

Ken Lawrence

On November 4, 1941, the United States Post Office Department issued a news release (Ref 1) that began as follows:

Postmaster General Frank C. Walker announced today that the Post Office Department plans to inaugurate air mail service between the United States and Africa on or about November 29, 1941. The new air mail route across the South Atlantic will run from Miami, Florida, to Leopoldville, Belgian Congo via San Juan, Puerto Rico, Port of Spain, Trinidad, Belem and Natal, Brazil, Bathurst, Gambia, and Lagos, Nigeria to Leopoldville.

Bathurst is to be designated temporarily as an intermediate stop, pending the development of landing facilities at Monrovia, Liberia.

For the information of stamp and cover collectors, first-flight covers will be carried from Miami, San Juan, Port of Spain, Belem, and Natal to each of the three African offices of Bathurst, Lagos, and Leopoldville and from each of those three offices to Natal, Belem, Port of Spain, San Juan and Miami, and from Bathurst to Lagos and Leopoldville, and from Lagos to Leopoldville and Bathurst, and from Leopoldville to Lagos and Bathurst.

*It is possible that a cachet will also be applied at Port of Spain, although assurance to this effect has not been received. **All first-flight covers will be back-stamped upon receipt** but no special treatment will be given covers that may be carried between offices of Miami, San Juan, Port of Spain, Belem and Natal and no round trip or other irregular covers are to be handled.*

I have emphasized the pledge to include back-stamps on the covers because this has been a contentious but poorly understood subject.

In a series of articles in *Cameo* (Refs 2 & 3), *Air Mail News* (Refs 4 & 5), and *Airpost Journal* (Ref 6), John Wilson, sometimes in collaboration with Barbara Priddy, has described first flight covers from Bathurst that were returned to Natal for postmarking with such colorful adjectives as “dubious,” “spurious,” and “fraudulent.” He and they are surely entitled to hold those opinions. My view is that the U.S. Post Office Department and Pan American Airways took exceptional steps to honor their pledges to collectors, and ought to be praised for their efforts.

Here is the context that I think supports my judgment.

Passengers aboard the inaugural *Capetown Clipper* flight (which had been postponed until December 6) from New York to Léopoldville and back included Fred S. Laidlaw, the Pan American Airways philatelic representative whose job was to service the covers that collectors had submitted, to assure that they were properly franked, cacheted, and postmarked at each call, and also an unidentified representative of the New York post office to satisfy U.S. legal cancellation requirements. But Laidlaw was not present to chaperone the westbound covers from Bathurst.

Because of the war danger, *Capetown Clipper* had called at Fisherman’s Lake, Liberia, to refuel on her return flight, and had bypassed Gambia, so she had carried no covers from Gambia on the westbound segment of her inaugural trip. In a 1942 *Airpost Journal* FAM Notes column, Richard Singley (Ref 7) wrote:

It is quite evident that Bathurst was ready for the return flight for covers bear a postmark of the 14th, although all the westbound covers were picked up at Bathurst on December 30th, on which date the first plane was to leave Bathurst for Brazil, Trinidad, Puerto Rico, and the United States.

In the May 1942 *Aero Field* Norman Baldwin (Ref 8) wrote:

In fact, the first stop was on the second return service which called at Bathurst on Dec. 30th. This explains the long interval between the despatch postmark of Dec. 14th and the Miami transit postmark of Jan. 8th.

Both writers assumed that FAM 22 flights had adhered to the published twice monthly schedule, which was not the case. The next recorded westbound trans-Atlantic flight that called at Bathurst was a 30 December unscheduled call by *Yankee Clipper* on its FAM 18 winter route return from Lisbon to New York by way of Portuguese Guinea, Brazil, and Bermuda (Ref 9). If the covers were transported to the U.S. on a flying boat, as Wilson and Priddy believe, that must have been the flight. If not, they were flown aboard a land-based ferry aircraft (Ref 10 and note 1).

Without having had PanAm's philatelic representative present to supervise cover servicing, someone at Bathurst screwed up. Singley (Ref 7) advised his readers:

The Bathurst post office erroneously dispatched all Bathurst to Natal covers in a sealed dispatch to Miami. At the present time Pan-American is endeavoring to make arrangements with the Postal Administrations concerned so that these covers may be assembled in New York and forwarded in bulk to Natal, Brazil, where that post office may back-stamp all covers as of January 1, 1942, the date on which the plane carrying these covers arrived in Natal.

The 1 January 1942 date for arrival at Natal agrees with *Yankee Clipper's* Trip 482 summary, but covers from Bathurst to Miami were struck with 8 January 1942 arrival back-stamps, including the covers that should have been unloaded at Natal, which doesn't agree with the trip summary. After Natal, the plane had flown to Belem later on January 1, to Port of Spain and Bermuda on January 2, and to New York on January 3, but did not call at Miami.

If the Bathurst mail had been delivered at New York on 3 January 1942, it should have taken no more than one additional day to reach Miami on a domestic flight, not five. In a July 2014 *Airpost Journal* article (Ref 6), Wilson wrote that the January 8 Miami arrival

....suggests that Bathurst mail was off-loaded in Trinidad for censoring as was normal for FAM 18 practice and forwarded to Miami from there."

If that had occurred, why do first flight covers from Bathurst to Port of Spain have 15 January 1940 arrival back-stamps instead of 2 January 1940, the date of the Trip 482 censorship call at Trinidad?

Ironically and paradoxically, a cover Wilson and Priddy pictured and described in the May 2013 *Air Mail News* (Figure 1 and Ref 4) proved that this mail entered the United States at Miami, with no indication of Trinidad transit and no need for Trinidad censorship. The cover was sent by L. E. Ardin of Gambia, passed and marked there by both local and Imperial Censorship, addressed to himself at Poste Restante, General Post Office, New York City. Wilson and Priddy attempted to contrast the treatment of Ardin's cover with that accorded to covers they deemed "official." That was an invalid distinction. The covers they described were all submitted by collectors and treated according to regulation.

Two features set the Ardin cover apart. First, it was sent by registered mail, which meant that within the U.S. postal system it had to be struck across the sealed flap on arrival with a registry datestamp in magenta ink (not a normal black postmark), had to be transported in a locked pouch, had to be recorded with a signature in a ledger subject to audit at each transfer, and had to be backstamped again at each location when it was removed from the locked pouch. Second, because it was addressed to General Delivery, it had to be dated and endorsed when notice was posted, and endorsed for return when the addressee failed to collect it within the specified number of days.

Thus its markings recorded steps on its journey that had no equivalents on ordinary mail covers sent to fixed addresses.

The postmark trail on the Ardin cover documented this odyssey:

Registered G.P.O. Gambia, 9 December 1941;
Miami registered, 8 January 1942;
New York registry division, 13 January 1942;
New York, Church Street Annex registry, 13 January 1942;
First Notice, 13 January 1942;
Second Notice, No Reply to First Notice, 16 January 1942;
New York, Church Street Annex registry, 19 January 1942;
New York registry division 19 January 1942;
Retour Non Reclamé [return by surface transport]; Registered G.P.O. Gambia 20 February 1942.

Also in need of explanation is an inaugural flight cover from Bathurst to London. In *Bridging the Continents in Wartime*, authors Hans E. Aitink and Egbert Hovenkamp (Ref 11) pictured another Ardin registered cover also struck by a 8 January 1942 transit back-stamp of Miami. Those authors believed it flew aboard a westbound Clipper flight that departed Léopoldville on 2 January 1942, which they mistakenly listed as a FAM 22 flight. The only Pan Am flying boat in the vicinity at that time was the FAM 19 *Pacific Clipper*, which had departed Léopoldville on 2 January 1942 for a non-stop flight to Natal on the next-to-last leg of its epic globe-circling flight from New Zealand to avoid capture by Japan. *Pacific Clipper* carried no trans-Atlantic mail and made no calls between the Belgian Congo and Brazil (Refs 12 & 13).

If instead their cover had been carried westbound to New York aboard the *Yankee Clipper*, as Wilson and Priddy wrote, there should have been no need for a Miami transit, which would have been in the wrong direction. There is no indication of Trinidad censorship. Aitink and Hovenkamp speculated their cover was flown from New York to Lisbon aboard *Yankee Clipper's* 13 January 1942 eastbound FAM 18 flight. If it had first made the westbound voyage aboard that same plane, there should have been no need to unload it en route, least of all for a holiday outing in Florida. A zigzag odyssey from New York to Miami to New York seems even less plausible. In my opinion transport by land-based aircraft is more consistent with the postal markings (Note 1 and Ref 10).

At present we have no proven explanation for routing discrepancies after the covers departed Brazil, nor for the January 14 arrival back-stamps on first flight covers from Bathurst to San Juan; only conjecture. Whether these covers were carried from Africa to America on a FAM 18 flying boat or on a land-based ferry transport or perhaps on a combination of both over a shuttle route, they certainly represented the inauguration of air mail service from Gambia to the United States and other Western Hemisphere destinations, which was what collectors had sought to record postally.

Three days after service began from Gambia, Gold Coast was added to the list of countries that offered air mail service to the United States by way of the South Atlantic crossing to Miami (Ref 14). The only Pan Am flying boat in the vicinity at that time was the previously mentioned FAM 19 *Pacific Clipper*, on its non-stop flight from Léopoldville to Natal. Therefore the westbound inaugural flight from Accra must have been a land-based transport. Contemporaneous reports by Baldwin in *Aero Field* (Refs 15 & 16) and in his 1945 book *Bridging the Atlantic* (Ref 17) treated the 30 December 1941 Gambia and 2 January 1942 Gold Coast inaugural flight sequence as a routine succession. The possibility, even likelihood, that both may have employed similar aircraft ought not be brushed off, but is at present an unconfirmed hypothesis.

Without casting blame on the Bathurst post office, a 28 January 1942, notice from Second Assistant Postmaster General Smith W. Purdum about additional FAM 22 service for Liberia (Ref 18) sought to assure collectors that PMG Walker's original pledge to provide proper back-stamps had been sincere:

With respect to covers heretofore carried on this route from Bathurst to Natal, it is understood that they were not back-stamped at the Natal office. If holders of such covers desire to do so they may send them to Pan American Airways, 135 East Forty-Second Street, New York, N.Y., prior to February 20, 1942, which company will endeavor to have the appropriate back-stamp applied.



Figure 1: registered philatelic cover, Self - addressed by L.E. Ardin for the first PANAM flight from Bathurst to USA. Shown front and reverse (the reverse reduced to 70%)

Images courtesy of Barbara Priddy

There was precedent for correcting such mistakes on inaugural flight covers. On the first Imperial Airways flight from Sharjah to London in 1932, twelve covers were flown but none had been canceled before departure at the nearby Dubai post office as they should have been (Ref 19). They were returned to Sharjah and Dubai for cancellation more than a month later. In Alexander S. Newall's book *British External Airmails until 1934* (Ref 20), those covers have the highest valuation of any inaugural covers for the Trucial States route.

But the Bathurst-to-Natal fiasco could scarcely have come at a more difficult time. Mail and cargo piled up at every port of call along the route as the Air Force's Ferrying Command loaded southbound and eastbound flights with as much war matériel as could be carried on the limited number of aircraft in service that were capable of intercontinental flights. The covers eventually reached Brazil in late April, after the backlogs had diminished.



3rd of April 1903 double rate cover to Germany with a mixed franking of QV and KEVIIth
 All cancelled by manuscript Nsaba 3/IV/03 in red with Winnebah transit and arrival marks at back.
 Nsaba did not receive a datestamp until July 1904. An exceptional cover.

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Figure 2; front and reverse of Pan American first flight cover from Gambia showing postmarks of Natal, Brazil dated 1 JAN 1942 and 1 MAI 1942. (reduced to 85%)

At Natal they were postmarked 1 May 1942, probably on that very day (Figure 2). Perhaps the request for January 1 date-stamps had gotten garbled in translation. On the second attempt in August, a Natal post office representative applied proper 1 January 1942 postmarks as requested. My cover that bears all those markings is illustrated as figure 1. Long-suffering air mail collectors finally received their corrected souvenirs in September, more than eight months after the flight. The POD had kept its promise.

Note 1

Once-classified and formerly unpublished references published recently by this author (see ref 10) describe the November 1941 origin of shuttle service by land-based aircraft in three Ferrying Command and Air Transport Command reports:

“With General Arnold’s approval, the shuttle was inaugurated November 14, 1941, with three B-24s and ACFC [Air Corps Ferrying Command] crews. The first run landed at Cairo on November 21st, traveling by way of Puerto Rico, Belem, Natal, Takoradi, and El Fasher. The first plane started its return trip November 25th, and arrived at Washington December 1st.” Source: *History of the Air Transport Command in Central Africa and the Middle-East*, Part I, *History of the Ferrying Command in Africa and the Middle-East (29 May 1941 – 30 June 1942)* page 35.

“During the first six months of the Command’s existence, it served primarily as an agency for facilitating the delivery of aircraft to the beleaguered British, and for maintaining a limited flow of key personnel and mail between the United States and London and Cairo.” Source: *History of the Air Transport Command, 29 May 1941 – 30 September 1945, A Brief Sketch* by Frank H. Beck, March 5, 1946, page 2.

“[F]ive trips of the B-24 shuttle service of the Ferrying Command departed Bolling Field prior to December 7, one round trip of the Pan American flying boat service was made to Leopoldville and back, and a few dozen trips of the trans-African transport line were completed between Bathurst and Khartoum.” Source, *Ferrying Command Operations, May 29 – December 7, 1941*, May 1946, pages 129-130.

When fully operational, the Ferrying Command, later renamed Air Transport Command, located its Atlantic Ocean western terminus at Miami and its African hub at Accra, Gold Coast. Ray D., *Pan American Airways and the Trans-African Air Base Program of World War II*, pp89-90, 219n24, unpublished New York University PhD dissertation, 1975

Acknowledgements:

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King George V Keyplate Nose line

Tony Simmonds



Over a number of years I have been collecting George V Keyplates that have the first and second horizontal lines from the base of the nose filled in between, resulting in one thick line. This was originally found in the stamps of Nigeria but I soon realised it exists in all the other colonies that use the KGV keyplate issues.

Initially I only found it on Die II stamps - but later found the occasional Die I with this flaw including two Northern Nigeria.

I suspect that this is not constant or positional and it can be found in various stages of partial filling in. The reason I suppose for the occurrence of this anomaly is the convergence of these two lines at the back of the nostril and a slight over-inking / plate wear.

Articles of Interest Published in Other Journals

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

Air Mail News, Volume 57, no. 226, August 2014

pp20-24, *African Repositioning Flights in June 1940* by Robert Clark. This article deals with the diversions of Imperial Airways aircraft when the Mediterranean was blocked in June 1940 .

(John Crowe provided a follow up to this article in **Air Mail News** volume 58, no 227, pp 8-10, but note that this issue of AMN is mis-numbered volume 56)

Journal of the France & Colonies PS, Volume 64, no. 3, September 2014

pp110-112, *Everywhere but Greece: the Travels of two WWII Cameroun airmails to Greece Returned due to the Suspension of Services*, by Adrian Ritoris of the Hellenic Philatelic Society

pp113-114, *West African Airmail to Marseille Transiting at Niamey*, by Barbara Priddy

Pp117-118, *Togo—the 1921 issues, perhaps the last word!*, by John Mayne

Volume 64, no. 4, December 2014

pp143-149, *Gabon: the development of the Postal Services 1862-1889*, by John Yeomans

Civil Censorship Study Group Bulletin, Volume 41, no. 4, October 2014

pp 160-175, *Censorship within the Congo Region*, by Alan Morvay

pp 178-186 *WWII mail examined in Trinidad by Bermuda Staff—February to April 1941*, by Mark Dutton. Includes useful lists of Examiner numbers.



British Occupation of Togo; SG 28,28a and 28b

John Mayne

These stamps are the overprinted 5pf German yacht forming part of the Kamina find, released in mid-October 1914. Their value was amended to 1d to overcome the shortage of 10pf values, (at that time approximating to 1d), of which only 2000 were available, as compared to 57,700 of the 5pf. The stamps were equally divided between the Allies; so the British received a total of 28,850 of the 5pf stamps.

Of these, 1000, SG2, were overprinted with the wide spacing and issued on 28 September. A further 912, SG13, were overprinted with the 1d added separately and issued on 1 October. Then the narrow setting was introduced in mid-October. The number of 5pf stamps without the value amended remains unknown. The number of stamps with the narrow overprint on 5pf with values amended is stated to be 26,850 and these are 28, 28a and 28b in the Stanley Gibbons catalogue. Charles H. Greenwood states they were over-printed in half sheets of 50, due to a shortage of capital "O"s, so on each full sheet of 100 there are two of the TOG variety (SG28a) and fourteen stamps with the small dropped "y" in "penny" variety (SG28b).

Recently a full un-mounted sheet of SG28, 28a and 28b became available which has German HAN number H4313.10 in the right hand margin. I am indebted to Michael Farrant of the Germany & Colonies Philatelic Society who tells me the Hausauftragsnummern or Printers Order Number first appeared on the 1902 Germania issue, after the initial printing of German Colonial yachts for Togo in November 1900.

In the case of Togo HAN numbers appear only on the watermarked stamps and the 5pf is found with H2490.09, followed by H4313.10. Every sheet received the HAN number and the final two numbers refer to the year of printing. This suggests Togo had no need to order further 5pf stamp supplies after 1910. HAN4313.10 for Togo differs from all others in that the number appears in the right hand selvedge rather than at the bottom of the sheet. The selvedge is often discarded and, perhaps for that reason, Michel place a considerable value on an un-mounted marginal pair showing the complete HAN number: - considerably higher than the value they put on the TOG variety.

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CAMEROONS. 1915 1d on 10pf surcharge double, one albino in corner block of four. Unmounted mint. SG B3ba. £550	ST HELENA. 1936 5d Badge with 'cleft rock'. Very fine mint. Scarce on this printing. SG 103dc. £275
GAMBIA. 1880 1d maroon with clear double embossing. Very fine mint (faint perf tone). RPS Cert. SG 12Bvar. £450	ST HELENA. 1937 7/6 Badge. Very fine used with 'AP 9 38' c.d.s. Extremely scarce. BPA Cert. SG 111d. £1650
GAMBIA. 1902 2½d ultramarine with 'dented frame'. Very fine mint. SG 48a. £475	SIERRA LEONE. 1921 2/- purple and blue/blue with watermark inverted. Very fine used. SG 144w. £150
GOLD COAST. 1885 4d rosy-mauve corner Plate '2' block of six. Unmounted mint. SG 16a. £175	SOUTHERN NIGERIA. 1901 10/- black and purple/yellow. Very fine used central OLD CALABAR c.d.s. SG 9. £200
GOLD COAST. 1888 2/- deep brown corner Plate '2' block of four. Very fine mint. SG 19a. £275	TOGO. 1914 ½d on 3pf marginal block of six, two stamps with thin 'y' (Pos# 21,31). Very fine used. SG H12/12a £650
GOLD COAST. 1889 1d on 6d orange (7mm spacing). Top marginal with Plate '1'. Very fine mint. SG 20. £125	TOGO. 1914 (Narrow) 5pf green. Very fine used with LOME c.d.s. '13.11.14'. Ex Gibbs. SG H15. £500

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