

WASC Kenilworth 26SEP25

Aeromaritime

In 1934 and 1935 the Compagnie General Transsaharienne was attempting to establish an airmail route across the Sahara from Algiers and Colomb Bechar in Algeria via Niamey to Cotonou. From more than 40 flights I have discovered fewer than half-a-dozen covers. After the inauguration, in February 1935, of the Regie Air Afrique / Sabena transsaharan service, which turned east at Niamey and headed for AEF and Belgian Congo, the Niamey-Cotonou route was used by European countries for mail not only to AOF but also to Gold Coast and Nigeria: however the GPO for some unknown reason refused to use it, causing ridiculous delays to airmail for Gold Coast. The route was closed in June 1935.

In July 1935 Aeromaritime, while waiting for their proposed coastal route to be approved and the infrastructure constructed, reopened the Niamey-Cotonou route. Mail from coastal territories, notably Cameroun, could now be sent by ship to Cotonou and air through to Europe. Mail from Europe could be sent this way to Gold Coast, but still, alas, not from UK, and not vice-versa.

Finally in March 1937 Aeromaritime's coastal service between Dakar and Cotonou opened in all its glory, with a wealth of first-flight cachets applied to every single piece of mail, mostly correctly, often not. Just be grateful I'm not showing you all the French ones. The mail was carried by Sikorski S43 amphibious aircraft, allowing them to land either on airports or in harbours. In April 1937 trial flights were conducted for the extension from Cotonou to Libreville, which was inaugurated, again with commemorative cachets, in May 1937. The only BWA port of call was Takoradi. This direct access to an airmail service was much appreciated by the Gold Coast: at 1/6 per half ounce it was an expensive service, but in their hundreds they sat down and wrote home by airmail. In October 1937 the Gold Coast call was changed to Accra and the rate reduced to 1/3. This service also gave Gold Coast quick connection with North Africa: Marrakesh's cancellation enticed customers to spend winter in Marrakesh, and, perhaps my favourite correspondence, the Maroc Fruit Exchange in Casablanca was writing to the Accra Ice Company in Kumasi.

Some optimistic souls in the French and Belgian territories endeavoured to use the Aeromaritime service for mail to Sierra Leone and Gambia, with not much success: Leopoldville to Freetown 17 days, Treichville in Ivory Coast to Bathurst 24 days. The weekly service functioned impeccably: there were no crashes and only minimal delays.

When war was declared in September 1939, Aeromaritime began calling at Freetown.

And now we come to the end of the service. The last Aeromaritime flight to connect through to Europe left Accra 12 June 1940 and Freetown 13 June. The last homeward-bound flight to call at BWA airports left Accra 19 June; mail for UK was off-loaded at Freetown and forwarded by ship. The last outward-bound flight to call at BWA airports left Accra 23 June. Homeward-bound mail was accepted for the next week's flight, but France had fallen and all air services were temporarily suspended.

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But all was not lost. Before the liberation of ANF and AOF in November 1942, mail between the two sides could be exchanged at the Dahomey-Nigeria border or the Togo-Gold Coast border. Aeromaritime carried on through thick and thin, and in January 1943 extended their resumed Dakar-Abidjan service to Cotonou; in May 1943 to Lagos; in July 1943 to Douala and Pointe Noire.

On 24 February 1944 Free French airlines were placed under military control and the West African services were renamed Réseau Occidental des Transports Aériens Militaires. And that was the end of Aeromaritime. Only the name, I hasten to add: the physical assets of the company carried on regardless. Enjoy.

Example except France
65 per 5 oz.

Accra
20 May 1937
Sent
25 May
Received at bank
27 May
Rate 1/6 +
2d registration



Accra
26 August 1937
No backstamp
Rate 4/6 -
1-1/2 oz.

This cover would have reached Paris 30 August - probably on the last flight from West Africa to connect through to Germany.



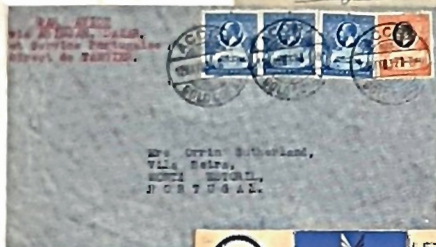
Accra
24 November 1937
Casablanca
6th same day
Accra
1 December
Rate
1/6 75 foreign postage
4/6 airmail fee
5-10 gm

Casablanca
10 July 1938
Rate
1/6 75
foreign postage
4/6 airmail fee
5-10 gm



Example except France
1/6 per 5 oz.

Accra
25 April 1937
Sent
the same day
Paris
6 May



Accra
12 May 1937
Sent
15 May
Paris
20 May
London
21 May
Exhibit
the same day

Sabon
16 July 1937
Museum
17 July
Sent
23 July
Exhibit
25 July



Airmaritime called at Accra Saturday afternoon homeward bound, and was off loaded at Dakar on Sunday. The Air France mail-plane reached Dakar Sunday night, waited for the mail from South America to arrive Monday night, left Dakar Tuesday morning and arrived in France Wednesday afternoon. Mail reached Paris and London Wednesday evening in summer, Thursday in winter.



Cover cancelled at Accra 19 November 1938 - Saturday - 12 p.m. (noon), and backstamped at Hamburg 25 November - Friday - 10.30 a.m., either on arrival or after readdressing and re-posting.

Rate 1/3



Museum
10 June 1937
Sent
11 June
Rate 4/6 - 1-1/2 oz (6+22 gm
re-weighed)
Readdressed, but not
apparently re-posted



Paris 6 Jan 1939

Rate 3/6

Europe except France
150 per 50 cc

Accra
20 June 1937
Suihim
20 June
Faculted at bank
21 June
Rate 4/6 +
2d registration



Accra
26 August 1939
No backstamp
Rate 4/6 +
1-15 cc

This cover would have reached Paris 26 August - probably on the last flight from West Africa to connect through to Germany.



Morokkosi
24 November 1937
Casablanca
6th same day
Accra
1 December
Rate
18 75 foreign postage
4 60 airmail fee
5 10 gm

Casablanca
10 July 1936
Rate
18 75
foreign postage
4 60 airmail fee
5 10 gm



Europe except France
150 per 50 cc

Accra
27 April 1937
Suihim
the same day
Paris
8 May



Accra
12 May 1937
Suihim
13 May
Paris
20 May
Lisbon
22 May
Estoril
the same day

Suihim
16 July 1937
Niamen
17 July
Suihim
23 July
Niamen
24 July

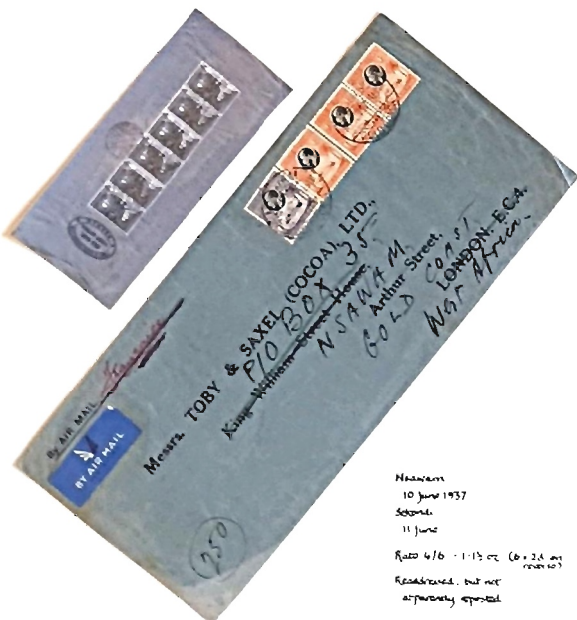


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Rate 1/3



Niamen
10 June 1937
Suihim
11 June
Rate 4/6 + 1-15 cc (6 + 24 gm
max 100)
Readdressed, but not
re-posted



Bamako 6 January 1937
Dakar 6 January
Rate 3/6 00

L.R.S. S.C.
17.1.1936

Dear Mr. Dobbie

I have examined your "letter" with the following result

(1) Although the Post-Office at present shows the routing of "de Mornay" the official papers from France dated 15 Feb. 1936 state that correspondence for Nigeria and Gold Coast is made up as for "France-Zinder". I cannot say whether the Post-Office for Nigeria different from that.

(2) The train arrived at Kano on the 28 Feb. It appears to have been forwarded by rail to the coast, whence by steamer to Sokoto, arriving there on 3 June.

(3) Sokoto then forwarded it by rail to Kano, which is at the top of the "Kano-Kano" railway system in the Gold Coast. It arrived there the same day and was transferred to the T.F.O. going in the Kano direction.

(4) The train travelled down the other side of the "line" to its destination which it reached on the 27 June. This last stage of the journey appears to have been somewhat slow.

In connection with the Zinder-Kano service, it is rather interesting to note how the Post-Office for Nigeria excludes all mention of A. Kano, which a definite day of arrival at Kano has been noted.

I hope this story will be of assistance.

Yours faithfully

(Alfred Brinkley)

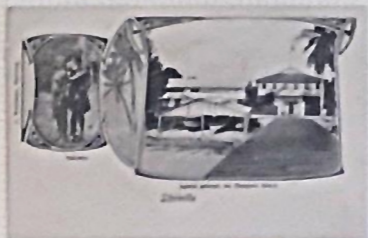
P.S. I expect you have observed that the service to the Gold Coast and Nigeria is now shown as "Morocco-Norway-Cotonou". The Norway-Cotonou section came into operation about the middle of June 1935. We don't use it.

Compagnie Africaine, "Compagnie Africaine de navigation à vapeur", was founded in 1872. In 1897 they inaugurated West Africa's first regular shipping line: France-Cotonou-Norway-Cotonou (later Dakar-Cotonou-Cap-Haitien-Norway-Cotonou-Cotonou-Norway-Cotonou). Services carrying freight, passengers and mail.

Cotonou
1 March 1935
Rue de la
postale
de Mornay



"Peut-être risqué de part, un accompagnement sera exigé, de même la plus vite possible à Cotonou pour faciliter l'arrivée à Mornay. Bien sûr, je me mets à votre service si me faites à jour pour faire le trajet."



[Article, no date. Addressed to Oxford, no postal markings]

L.P.S. S.C.
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POST OFFICE
SS 211

Aéronautique
Schereby 5-13 aéroplanes



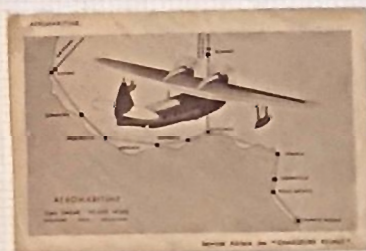
F-AOUM



F-AOUM



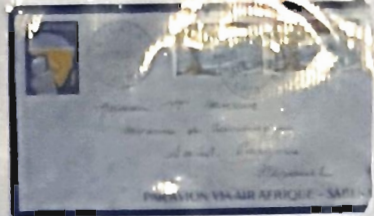
F-AOUM



Ligne Dakar-Panama-Norway, Appareil L. 43 sur le terrain d'Alger



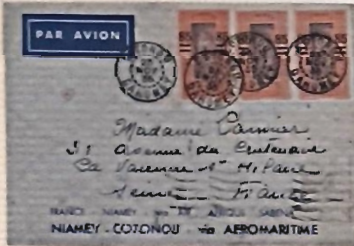
Mail from Cotonou could be sent by
Aeromarine flight service to Niamey and the Air Afrique / Sahara service
to Maurit.



Niamey 27 November 1934
Cotonou 30 November
Maurit 10 December
Saint-Esprit 14 December
Rate 19.50



In July 1935 Aeromarine, created by Chegey's Reliance in 1934, inaugurated
a postal service between Cotonou and Niamey with a Curtiss biplane acquired
from C.B.T.



Cotonou 15 November 1935, Niamey 28 November, La Vieillesse 31 May 1936



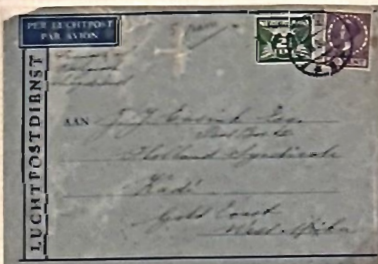
Aeromarine's first delivery
at Cotonou.



Singapour 25 November 1936
Ethiopia 26 November
Cotonou 7 December
Rate 50



In July 1935 Aeromarine re-opened the Niamey-Cotonou route and flew a weekly
service connecting with the Air Afrique Sahara-Sahara service, which
called at Niamey on Tuesdays both southbound and northbound.



Niamey 26 February 1936 - Carried by Sahara flight leaving Niamey
28 February, arriving Niamey 3 March, and by Aeromarine flight Niamey -
Cotonou 3 March. Forwarded by mail to:
Gene 5 March, Rio de Janeiro 10 March, forwarded by mail to:
Gene 12 March, Rio de Janeiro 15 March, Rio:
Rio 12 March.

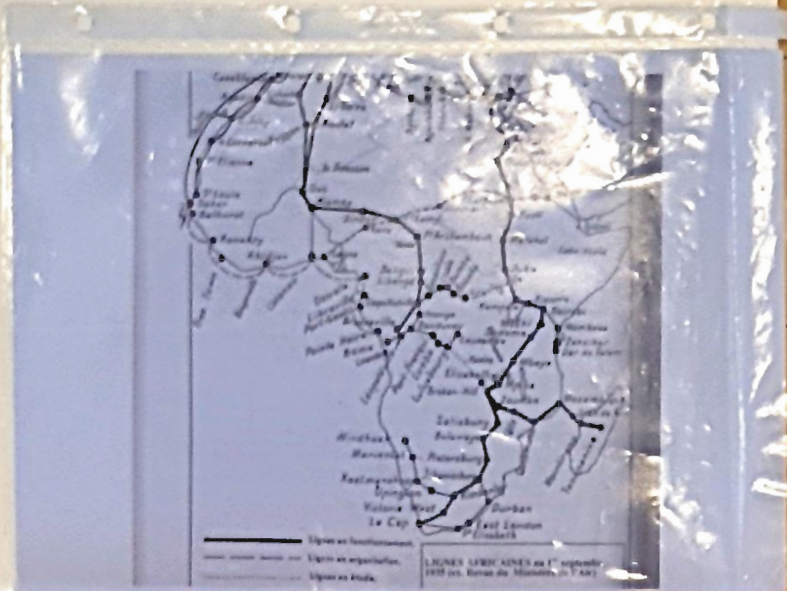


Niamey 9 December 1936
Cotonou 12 December
Rate 39.50



Cote
26 November 1935
Cotonou
30 November
Maurit
5 December

Rate 50.50



On 30 November 1934, C.G.T. extended their annual winter schedule with a flight Niamey - Cotonou. The return flight of 2-6 December used through from Cotonou to Niamey and Cotonou Dakar.

Rate 2fr 50

20 November 1934
 Paris
 25 November
 26 November
 27 November
 28 November
 29 November
 30 November
 1 December

PAR AVION
 Via Alger
 PARIS LA VIE TRANSSAHARIENNE

PAR AVION
 MONTRE AERENAT
 NOUS DES PETITS GRAMS
 PARIS PARIS

Cotonou 1 December 1934. No telegrams

1935

Regular Flights

1935: 1-15 Mar: Cotonou-Bahar-Cotonou (via Niamey) 3 times weekly by surface
 16 Mar: Niamey-Cotonou (via Niamey) 3 times weekly by surface
 17 Mar: Niamey-Cotonou (via Niamey) 3 times weekly by surface
 18 Mar: Niamey-Cotonou (via Niamey) 3 times weekly by surface
 19 Mar: Niamey-Cotonou (via Niamey) 3 times weekly by surface
 20 Mar: Niamey-Cotonou (via Niamey) 3 times weekly by surface
 21 Mar: Niamey-Cotonou (via Niamey) 3 times weekly by surface
 22 Mar: Niamey-Cotonou (via Niamey) 3 times weekly by surface
 23 Mar: Niamey-Cotonou (via Niamey) 3 times weekly by surface
 24 Mar: Niamey-Cotonou (via Niamey) 3 times weekly by surface

Scheduled Flights

17 Oct: Cotonou-Bahar-Niamey
 18 Oct: Cotonou-Bahar-Niamey
 19 Oct: Cotonou-Bahar-Niamey
 20 Oct: Cotonou-Bahar-Niamey
 21 Oct: Cotonou-Bahar-Niamey
 22 Oct: Cotonou-Bahar-Niamey
 23 Oct: Cotonou-Bahar-Niamey
 24 Oct: Cotonou-Bahar-Niamey
 25 Oct: Cotonou-Bahar-Niamey
 26 Oct: Cotonou-Bahar-Niamey
 27 Oct: Cotonou-Bahar-Niamey
 28 Oct: Cotonou-Bahar-Niamey
 29 Oct: Cotonou-Bahar-Niamey
 30 Oct: Cotonou-Bahar-Niamey
 31 Oct: Cotonou-Bahar-Niamey

1935

9 Jan: Alger-Cotonou-Bahar-Cotonou
 10 Jan: Alger-Cotonou
 11 Jan: Alger-Cotonou
 12 Jan: Alger-Cotonou
 13 Jan: Alger-Cotonou
 14 Jan: Alger-Cotonou
 15 Jan: Alger-Cotonou
 16 Jan: Alger-Cotonou
 17 Jan: Alger-Cotonou
 18 Jan: Alger-Cotonou
 19 Jan: Alger-Cotonou
 20 Jan: Alger-Cotonou
 21 Jan: Alger-Cotonou
 22 Jan: Alger-Cotonou
 23 Jan: Alger-Cotonou
 24 Jan: Alger-Cotonou
 25 Jan: Alger-Cotonou
 26 Jan: Alger-Cotonou
 27 Jan: Alger-Cotonou
 28 Jan: Alger-Cotonou
 29 Jan: Alger-Cotonou
 30 Jan: Alger-Cotonou
 31 Jan: Alger-Cotonou

Reduced Flights - mixed mail, transferred to Union Air Afrique/Alger

20 Mar: Cotonou-Cas
 30 Mar: Cas-Cotonou
 13, 22, 27 Apr, 6, 12, 20, 25 May, 3 Jun

Accumulative fare flights

1935: 7 Jul: Cotonou-Niamey
 8 Jul: Niamey-Cotonou

Mail for Gold Coast carried by the Air Afrique. Sahara zone - Sahara service was transferred to Niamey by Compagnie Aérienne Transsaharienne's direct service, which ran twice weekly between Ouagadougou and Cotonou.

Cover cancelled at Brussels 27 February 1935, carried on first French flight of joint service leaving Macclesfield 1 March, arriving Niamey 3 March, and an CGT flight Niamey - Cotonou of 9 March. Forwarded by road to Lomé, 11 March, Koba, 12 March, and Accra, 18 March.

Rate 2fr 85

PAR AVION PER VLEGTUIG
 Via Alger

Before the extension of the CGT route to Cotonou, mail from Cameroun was sent by ship to Dakar for the Air France service.

Paris 16 June 1934
 Dakar 20 June
 Cotonou 2 July
 Rate 2fr 50

Par Avion
 Monsieur Pierre Doucet
 16 rue de Ménilmontant
 Paris 17

Dakar
 Monsieur Pierre Doucet
 16 rue de Ménilmontant
 Paris 17

This attempt to use the Niamey-Cotonou route was thwarted by the C.G.T.'s official routing from L.A. to Accra being via Niamey.

Wilson Road 23 May 1934
 Paris 25 May
 Niamey 26 May
 Cotonou 27 May
 1700 Niamey-Cotonou (via Niamey)
 Accra 28 May
 1700 Accra-Cotonou (via Niamey)
 Accra 5 June
 Accra 16 June
 Accra 16 June
 Rate 2fr 85

BY AIR MAIL
 VIA NIAMEY
 Unclaimed
 Not called for

Dakar
 Monsieur Pierre Doucet
 16 rue de Ménilmontant
 Paris 17

The collection from Cameroon to Senegal, Liberia, the Gold Coast and Sierra Leone was inaugurated on 20 May 1937.
 Mail from Senegal was carried by the Postal de Afrique and the Afrique de Senegal.
 Rate by Air-Post from Senegal and from the coast.

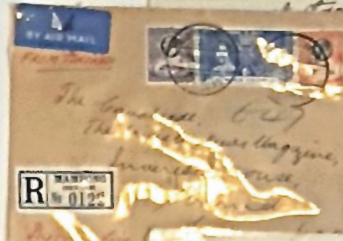


Dakar 20 May 1937
 Senegal 21 May
 Dakar 21 May
 Rate 3F 50



Postal order for an airmail service was much appreciated by the Gold Coast, despite the cost.

Senegal
 26 April 1937
 Senegal
 27 April
 Rate 1F



Senegal
 2 September 1937
 Senegal
 3 September
 Rate 1F



The return flight took place on 21-22 May

Postal Order
 20 May 1937
 Dakar
 23 May

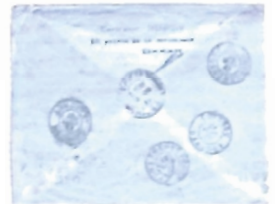


Dakar
 20 May 1937
 G. Bourcier
 23 May
 Dakar
 24 May



Dakar 19 September 1937
 Cameroon 22 September
 For the News 23 and 24 September
 Dakar 24 September
 Zaria 2 October

Rate 3F 50



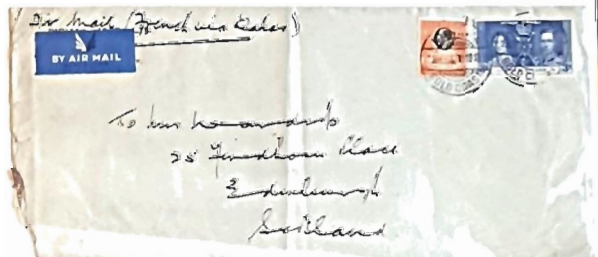
Mbangombé
 10 December 1937
 Paris
 16 December
 Rate: 1F 75 for air postage
 1F 50 for mail fee, 5 00 for
 Cameroon Rates
 75c for airmail fee
 Normal - 1F



Dakar
 6 May 1939
 Paris
 11 May
 Rate:
 1F 75 for air postage
 1F 50 for airmail fee



13 October 1937. Aeronautical changed its Gold Coast stop to Accra, and the rate was reduced to 1F.



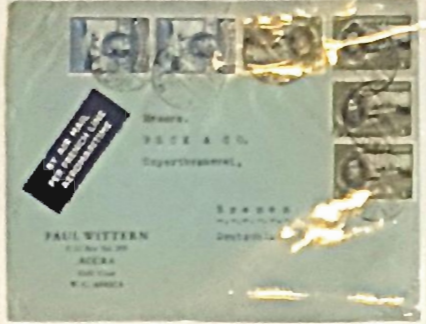
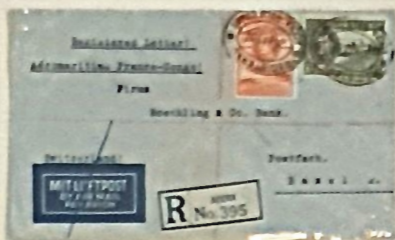
Cover cancelled at Dakar 25 December 1937. Rate reduced to 1F from 1F 75 on 14th July 1938. Rate changed to 1F on 1st December 1937.

Rate 1F
 Senegal
 22 December 1937
 Senegal
 23 December
 Accra
 24 December



Europe except France
60 per 5 oz.

Accra
20 May 1957
Sahara
20 May
London at least
27 May
Rate 15/-
No registration



This cover would have reached Paris 20 August - probably on the last flight from West Africa to connect through to Germany

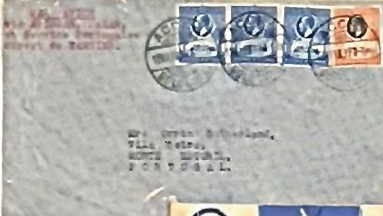


Conditions
10 July 1956
Rate
15/-
Soudan postage
left allowed for
5/- 10/-



Europe except France
175 per 5 oz.

Accra
20 April 1957
Sahara
the same day
Paris
6 May



Accra
12 May 1957
Sahara
15 May
Paris
20 May
Lyon
21 May
LONDON
the same day

Sahara
16 July 1957
London
17 July
Sahara
23 July
London
27 July



Airmail cover called at Accra Saturday afternoon (postage paid), and mail was off loaded at Dakar on Sunday. The Air France mail plane reached Dakar Sunday night, waited for the mail from South America to arrive Monday night, left Dakar Tuesday morning and arrived in France Wednesday afternoon. Mail reached Paris and London Wednesday evening in summer, Thursday in winter.



Cover sent off at Accra 19 November 1956 - Saturday - 12 pm (GMT), and back to Paris at Marseilles 25 November - Friday - 10:30 am, either on arrival or after registration and exporting.

Rate US



Marseilles
10 June 1957
Sahara
11 June
Rate 6/0 - 1/15 oz (6+24 oz)
Readdressed, but not apparently reported



Marseilles 6 January 1959
Dakar 6 January
Rate 3/- 20



Cancelled 19 June 1936
 Colours: 75 pence
 Postage: 2 July
 cancelled by Avion
 via Colours post & Parcel etc
 Rate 75 p
 1/2 basic foreign postage
 1/2 registration
 1/2 airmail fee 15 p



Takoradi was Adromaritime's only British port of call.



Paris VIII 27 February 1937. Carried on Air France flight of 28 February - 1 Month to Dakar, and an Adromaritime flight of 1-3 March to Takoradi - 3 Months.

In addition to the cancelled stamp on the 'France - Côte Occ. d'Afrique', the valid Adromaritime stamp on the 'West Coast of Africa - Morocco' has been applied.

Rate 5p 50: 1/2 50 foreign postage
 1/2 airmail fee France - West Africa
 5-10 gm



Mail for Gold Coast was transferred at Accra to the weekly Mailing - Colours service, operated since July 1935 by Adromaritime.



Monrovia 1 December 1936. Carried by flight leaving Paris 5 December, arriving Monrovia 7 December, and flight Monrovia - Colours of 8 December, forwarded by road to Accra 8 December, Accra 10 December and Accra 12 December, and by rail - Central TFO etc - to Kade 15 December.

Rate 35 p.



Until October 1937, the rate from the Gold Coast to U.K. was 1/6.

Accra
 3 March 1937
 Belgrade
 4 March 1937



YOUR NUMBER _____
 S.A.S. NUMBER _____



G.C.P. and U.K.
 GENERAL POST OFFICE,
 ACCRA,
 GOLD COAST COLONY,
 3rd March, 1937

With the compliments of the
 Postmaster General

By first regular air mail, French Aero-maritime, from the Gold Coast to Europe via Dakar and Paris.

In March 1937 Adromaritime inaugurated a coastal service between Dakar and Coloman. Takoradi was the only British stop.



Cover cancelled at Dakar 1 March 1937, with arrival c.d.s. of Setonai 3 March.

Rate 2 p 50, consisting of 1p 50 basic foreign rate
 1/2 local airmail fee



Trial flights for the extension Coloman - Douala - (Storville - Port Gentil - Pointe Noire) were made in April 1937; mail seems to have been accepted only from Douala to Coloman, by onward air transmission via Monrovia - Algiers - Marseille - Paris.



Cover cancelled at Douala 14 April 1937, with transit c.d.s. of Coloman 15 April.

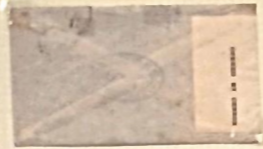
Rate 8p 30, consisting of 1p 50 basic foreign rate
 2p registration fee
 1/2 airmail fee P.W.A. - France (5 10gm)
 75c airmail fee France - Sweden
 5c over-forwarding



Administration's second call at Dakar, the first after the resumption of civil aviation, established a regular weekly service, beginning with an north-bound flight of Sunday 1 October 1939. The mail carried Dakar the same day and was transferred to the Air France service, which left Dakar Saturdays and Sundays and reached Paris the next day.



Cover with Dakar date stamp of 29 September 1939, cancelled at Dakar and Paris on 30 September.

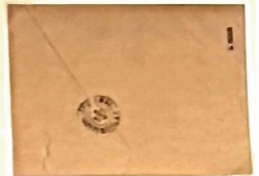


The Dakar - Paris service had been suspended, and mail from Gold Coast to Dakar was carried to Dakar, where it had to wait six days for an airmail flight.

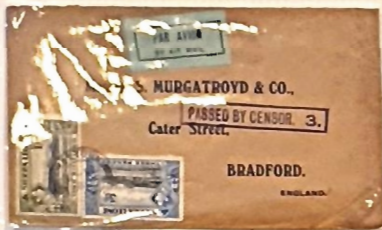


Accra 12 March 1940 - Tuesday, cover 6
Flight Accra - Dakar 13-14 March
Wednesday - Thursday
Flight Dakar - Bamako 20 March
Wednesday
Bamako 20 March, cover F2

Rate 5/- (1 1/2 x 2 oz)



From 1 November 1939 the schedule was changed, so that Administrations called at Freetown on Thursday and the mail connected with the Air France Dakar. This service of Saturday - Sunday.



Freetown
28 October 1939
Flight of
Sunday
29 October

Freetown
8 November 1939
Flight of
Thursday
9 November



Carried by rail from Freetown:
FPO Eastern 14-23 April 1940 - Sunday, to Accra; cover 10
Administration flight of 24 April from Accra to
Dakar 25 April - Thursday
Air France flight of 1 May from Dakar to
Bamako 1 May - Wednesday, cover F1
Reconnection to Dakar

Rate 4/3



Between October 1939 and June 1940 it is usually impossible to tell by which route a Gold Coast cover travelled. The upper cover is endorsed "B.O.A.C. or first available", the lower bears the Administration's signature which seems to have become available in Accra at this time; but the rates were now the same and there are no backstamps to show whether the instructions were followed.



Example 29 May 1940. Covered in Gold Coast. Rate 1/5.



Accra
- March 1940
Covered in
Gold Coast
Rate 1/3

Coastal mail, north-bound

Monrovia
11 April 1940
Freetown
the same day



Forwarded by May 1940
flight Accra - Monrovia
of 15-16 May
Monrovia 16 May

The war brought new dangers for civil aviation



Cover cancelled at Accra 5 June 1940
 Censored at Accra Rate 1/6

Controlled by Admorservice Accra Dakar 5-6 June
 and All France Dakar Paris 8-9 June

On the morning of 10 June 1940 the Air France Dewoitine 358 FARTD left Paris for London. As it flew over the coastal defences at Ostend it was brought down by anti-aircraft fire from the French Air Defence Command. The radio operator/navigator André Beaumont was killed. Part of the mail was recovered and returned to Paris, where it reached the cabinet 'Service Postal Français/Correspondance extérieure/par accident à Paris/Paris de nos pas back', but before it could be forwarded the German army entered Paris. All mail for Allied destinations that in the main post office in the Rue de la Paix was hidden until the end of the war. At some point it was checked and the contents - in this case a cheque for £1,200 - noted on the cover. In the spring of 1945 the hidden mail was brought out and returned to destination in batches. This cover was stamped in London 'Detained in France during German occupation' and finally delivered 14 June 1945, exactly five years late.

In the confusion of the time of the fall of France, letters were accepted in Senegal for transmission by Admorservice to the Air France service Dakar - Paris - London, which had ceased with the flight of 15 June.

Senegal
 15 June 1940
 Freetown
 18 June 1940



Postal on steamer
 Freetown
 20 June 1940

The last Admorservice arrival to call at British West African airports left Accra 19 June 1940.



Cover cancelled at Freetown 18 June 1940, with arrival c/o of Athens 16 October 1940.

Rate 1/6
 Censored in Gold Coast



The last flight left Dakar Friday 21 June 1940, called at Accra Sunday 23 June, and arrived at Pointe Noire Monday 24 June.



Winneba 18 June 1940, Pointe Noire 24 June

Censored at Accra

Rate 1/-
 Letter under 10 gr
 Gold Coast - French Equatorial Africa

Red wax S.C.O.A. seal on reverse



Mail for U.K. use of London at Freetown, to be forwarded by sea: hence only the local airmail rate was charged.

Senegal
 18 June 1940
 Censored in Gold Coast
 Rate 5s



Mail was accepted for the next week's flight, but France had fallen and Admorservice had suspended their services.

Senegal
 25 June 1940
 Censored in Gold Coast
 Rate 5s



Mail accepted after the suspension of Admorservice's services was re-routed by sea.



Cover registered at Accra 25 June 1940, with Admorservice stoppage, and arrival registered a.o. of Liverpool 29 July. Rate: 5s local airmail + 2s registration fee.



Cover registered at Accra 25 June 1940, ordered (By Air-Mail) to Sierra Leone only, with transit registered a.o. of Accra 3 July and arrival registered a.o. of Liverpool 6 August. Rate: 5s local airmail + 2s registration fee.

Attempts to use the International service for mail from the French Republic to
 France (Spain and Gibraltar were also under the Axis) were never successful.



This cover, registered in Gibraltar and also carried, probably under the name of
 Barcelona, 28 November 1939, was carried by mail to
 Puerto Rico 7 December, carried on flight of 31 December to
 Guayama 11 December, where it waited for a suitable steamer for
 Barbados 13 December.

Rate 14.00



In early October 1939 approval was granted for the weekly International service to
 all of Gibraltar. The 1st will see to find with 20 October.

Postmark
 1 October 1939
 Registered
 and insured
 American
 18 October
 Rate 14



Postmark
 1 October 1939
 Rate 13
 1/2 postage and
 amount for
 24 regulations



Trinidad 4 February 1939, carried on flight of 5 February to:
 Guayama 5 February, where it waited for a suitable steamer for
 Barbados 28 February.

Rate 6p. 25
 2s. 25 foreign postage
 6p. local amount for
 the 30g.



The last International service to connect through to Europe via Air France
 left Africa 12 June and Freetown 13 June 1940.



Tokyo 11 June 1940



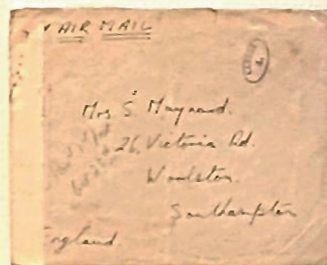
Freetown 12 June 1940

War was declared 3 September 1939. Mail already posted was delayed by the
 suspension of civil air services and the introduction of censorship.



This cover, posted at Beirut on Friday 1 September 1939, was carried on the
 Atlantic (via Flight Africa Dakar at Saturday Sunday 2-3 September).
 By this time the Air France service to Paris had been suspended, so it
 waited at Dakar for the normal service of Thursday Wednesday 15-16
 September. From Paris it was sent by rail to Caen, where it was cancelled,
 and resailed its destination, Villiers sur Mer, 16 September.

Rate 1/4



Freetown 16 October 1939. This cover, carried on the American line flight of
 16 October, should have been forwarded by the Air France service of
 17-18 October, but appears to have been held over and forwarded by the
 flight of 22-23 October, reaching Caen on 24 October.
 A subsequent endorsement "Paris 24 Oct 1939".

Rate 1/4



In May 1943 Aeronavie resumed service on the coastal route Dakar - Lagos



Covering
21 May 1943
Lagos
25 May

Lagos
12 June 1943
Covering
16 June



The service was extended to Douala and Pointe Noire in July 1943

Covering
9 July 1943
Douala
13 July



Covering
9 July 1943
Pointe Noire
13 July



PAR AVION



Covering
21 May 1943
Freetown
22 May



Monsieur FROBOUTER
C.F.A.O.

(Sierra-Leone) FREETOWN

Covering
21 May 1943
Accra
23 May
Covered
at Accra



The service began calling at Monrovia again in September 1943



Monrovia 15 September 1943, Dakar 17 September - Rate 20c



Monrovia 15 September 1943, Dakar 21 September - Rate 21c

PAR AVION



Covering
25 May 1943
Bathurst
28 May



Monsieur FROBOUTER
C.F.A.O.

(Gambia) BATHURST

Bathurst
29 May 1943
Covering
9 June



In December 1943 Aeronavie extended its service to Douala.



Cover cancelled at Abidjan, 2 December 1943, with arrival at Douala 6 December. Returned to sender, with arrival at Douala 20 January 1944.

Covered in Ivory Coast and Cameroun.

Rate 12 fr 68, consisting of 5 fr 50 basic
3 fr registration fee
8 fr amount fee



However these seem to have been a great deal of confusion when forwarding letters for the Aeronautique service.



Cotonou 13 December 1943
 Triès 18 December
 Dakar 20 December
 Searings 22 December
 Cotonou 10 January 1944
 Censored at Dakar
 Rate: FM basic
 2 fr airmail fee
 10c overpaid



The service called at all the British territories.

Accra
 15 January 1944
 Rate 43



Cotonou 31 January 1944, Lagos 8 February 1944. Censored in Nigeria. Adhesive missing.

On 24 February 1944 Free French airlines were placed under the control of the Direction des Transports Aériens for the duration of 6 months. Services in West Africa were renamed Réseau Occidental des Transports Aériens Militaires, and reorganised.



Algiers 21 August 1944, Brazzaville 25 August, Cotonou 24 September. Censored in Mayan Congo and in Nigeria. Rate 5fr 50



Algiers
 26 August 1944
 Dakar
 29 August.
 Rate 6fr 50