

G A M E O



Journal of the
West Africa Study Circle

VOLUME 3 NUMBER 1

JANUARY 1985

BYRON DEAN

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EDITORIAL

In this issue members will find an article by Oliver Andrew about some Gambia surcharges which appear to have been released with no publicity until several months later, possibly not to have been on general sale and, inevitably, were sold at many times face value. In 1960 your Editor stopped collecting the stamps of Ghana due to wayward philatelic activities. He will be watching the Gambia with some care in case a similar decision has to be taken.

Thanks are due to John Daynes, one of the foremost students of modern forces postal history, for his article on Ascension, Part I of which appears in this issue.

The P.O. Notices are reproduced by kind permission of P.O. Archives.

Two final points. Do try and attend London and/or Regional meetings. Once you come, you will be assured of a warm welcome and want to come again. We have several new advertisers. Support them, tell them you have contacted them because of Cameo ... and they will advertise again.

WHOLE NUMBER 21

VOLUME 3 NUMBER 1

JANUARY 1985

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BRITISH WEST AFRICA STUDY CIRCLE

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AUCTION REALISATIONS

Realisations include buyer's premium. Estimates in brackets.

Christie's Robson Lowe May 9th 1984

Lagos 1872 envelope to England showing Crowned Circle "PAID/AT/LAGOS" in black with large double-ring despatch d.s. "POST OFFICE LAGOS/ WEST COAST OF AFRICA" in blue on reverse and Liverpool "BR. PACKET" paid d.s. Endorsed "per S.S. Africa". Opened out for display. £1296 (£1250).

Phillips June 14th 1984

St. Helena 1890-97 2½d cancelled framed cross on 1898 envelope to England with c.d.s. on face and Plymouth Ship Letter backstamp. £94 (£50/£60).

Christie's Robson Lowe May 22nd 1984

Nigeria 1925 envelope carried on return of R.A.F. Survey flight from Kano to Cairo £58 (£50).

Sierra Leone 1864 mourning envelope to England, with '5' accountancy mark. On reverse 'PAID - AT - SIERRA-LEONE' c.d.s. £86 (£75).

Phillips July 19th 1984

Gambia 1902 Die Proof of the head plate in black on glazed card (92 x 60mm.) dated "8 JAN 02" and stamped "BEFORE/HARDENING" £126 (£60/£80).

St. Helena 1864-80 CC perf. 12½d 5/- orange a block of four handstamped SPECIMEN type SH2. Faults. £176. (£80/£100).

St. Helena 1864-80 CC perf. 14 x 12½d 4d marginal block of six. Some faults. £550 (£100/£150).

St. Helena 1/- marginal block of four, as above. Some faults £319 (£80/£90).

St. Helena 1884-94 CA ½d (17mm. setting) marginal block of six. Few perfs. severed. £374 (£80/£100).

London & Brighton Stamp Auctions September 7th 1984

Gambia 1894 ½d and 1d pair used on envelope BATHURST via Liverpool to Buenos Ayres. £250 + VAT (£140).

St. Helena 1833 entire to Scotland with manuscript 'fwd'd. by your obed. Servant S. SOLOMON, St. Helene April 23rd' £130 (£50).

Phillips September 20th 1984

St. Helena 1903 1d black De La Rue die proof of frame plate on glazed card (92 x 60mm.) stamped "BEFORE HARDENING" and dated "2 JAN 03". £137 (£120-£150).

St. Helena 1922 1d black De La Rue die proof of frame plate on glazed card (92 x 60mm.) dated in manuscript "21.3.22." Very slight soiling. £137 (£120-£150).

Stephen Walter

(STEPHEN W. BRAHAM)

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ASCENSION. MAJOR VARIETY ON 1938-53 ISSUE

J. H. ATTWOOD

I have just come into possession of a major variety on the 1938 2/6 Perf. 13 1/2 value in lightly mounted condition. Specifically this variety is a clear example, previously unrecorded for Ascension, of the frame printed double once albino. The albino impression is some 1 1/2mm. to the right and some 1/2mm. vertically up.

This variety will be recorded in the Stanley Gibbons Stamp Catalogue Part I, 1986 edition and numbered S.G.45a. The existing 2/6 Perf. 13 stamp will be numbered S.G.45b.

Other examples of the frame printed double, once albino, and recorded by Stanley Gibbons comprise Antigua, S.G.105ab, and Northern Rhodesia, S.G.21a. A reliable source advises that 7 or 8 copies are believed to exist of the Antigua variety and 4 or 5 copies of Northern Rhodesia. Other Ascension enthusiasts might like to check their Ascension collections for this variety I would be very interested to hear of the result of any such checks, although I naturally hope that the example in my collection is unique.

MILITARY POSTAL HISTORY OF ASCENSION SINCE W.W.II PART I

J. A. DAYNES

John Daynes, Librarian of the Forces Postal History Society has kindly contributed this article.

During the years after the Second World War there were no permanent units of British forces stationed on Ascension although exercises to Ascension did take place from time to time. The only philatelic example of these visits is illustrated 'A' and is a cover flown in a Nimrod aircraft of 42 Squadron R.A.F. in November 1973.

Several cachets are known used by the American Space Shuttle Tracking Station.
See illustrations B, C and D.

Flown in Nimrod XV 253 of No. 42 Squadron on exercise to Ascension Islands and return.

Captain: Wg Cdr D. W. Ham, O.C. No. 42 Sqn.

Derek Ham

A

ASCENSION AAF

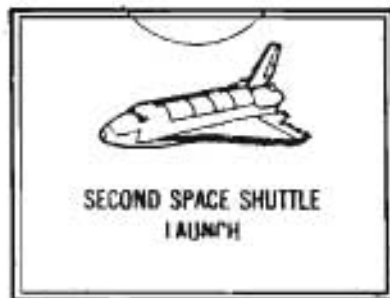
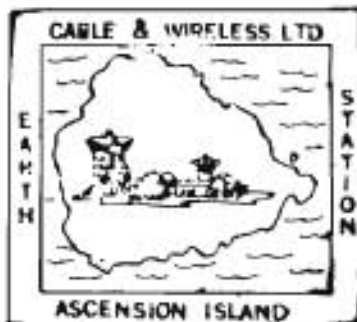


B

TRACKING STATION



C



D

Ascension is a small island, some seven miles wide, in the middle of the South Atlantic, located between the Equator and the Tropic of Capricorn. The island has metamorphic origins; its landscape is punctuated with volcanic cones long-since extinct. The terrain is largely barren of vegetation, there is no natural water and little shelter from the hot sun. Green Mountain, the highest peak on the island at 2,817 ft, has lush vegetation and trees. Ascension is governed by the British Dependency of St. Helena. The island's normal population of about 800 are personnel working on contract, there being no indigenous population. Establishments on the island reflect its key location in the middle of the South Atlantic and comprise a BBC Relay Station, Cable and Wireless and a United States Satellite and missile tracking station.

1982 marked the 40th anniversary of the airfield at Ascension, the honour of being the first aircraft to land at Wideawake going to a Fairey Swordfish on 15th June 1942. A commemorative set of postage stamps was issued on the actual anniversary.



An Ascension Island (ASIX) cachet was carved from an eraser for use by the R.A.F. Admin. Officer and used on a wide variety of official forms as well as on mail.

The cachet depicts a volcano and not as was suggested a wig wam!



Owned by the USAF, the airfield was originally constructed as a staging post on the Brazil to Africa route during World War Two. Post-war it was developed further to accommodate large transports supporting the US tracking stations. Although American-controlled Britain retains a right to use the airfield following a 1962 agreement whereby the US base commander requires a day's notification of the arrival of a UK aircraft. Fortunately during the Falklands crisis this requirement was waived.

The average number of movements on the 10,000ft. airfield is 55 per month, but during the 1982 Falklands crisis the figure rose to a massive peak of 800 per day indicating just how important Ascension was to the success of Operation Corporate.

The island's location permitted shipping time to be saved by flying servicemen and freight to Ascension for loading on to ships bound for the Falklands. On and off loading was complicated by there being no harbour at Ascension and lighters operated a shuttle service between the ships and the pierhead at Georgetown. The poor weather often hampered this and helicopter 'ops' proved essential to the transfer of goods, the Chinook's 10 ton capacity proving particularly invaluable.

In mid April the island's population was increased by some 1,400 UK servicemen. This brought problems with accommodation; Georgetown and Two Boats, the only two towns on the island absorbed a proportion of these but a large number had to go under canvas.

By the end of the operation some 5,000 personnel and 7,500 tons of stores had been flown to Ascension using over 17,000 flying hours by RAF Hercules and VC10s.

The first aircraft to deploy in force to Ascension were RAF Victors which arrived in mid-April. They were immediately employed in a role not normally associated with the type, that of maritime radar reconnaissance. A number of the tankers were specially adapted for the task. Six Victor missions were flown down to occupied South Georgia and along the coast of South America, to ascertain the location of the Argentine fleet and to confirm a clear passage south for the Task Force. With the arrival at Ascension of Vulcans and Nimrods equipped for in-flight refuelling, the Victors reverted back to their normal tanker role.

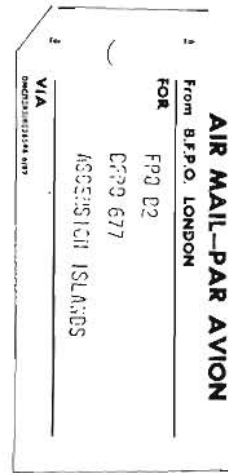
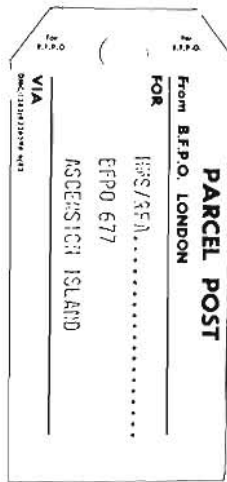
At an early stage of the conflict it was recognised that Ascension itself represented a target for the Argentinians, a potential threat being a commando raid flown by Hercules. Several measures were taken to counter the danger. An air defence radar was set up on the summit of Green Mountain (airlifted into position by a Chinook), an RAF Regiment force equipped with Rapier was stationed there as were three RAF F-4 Phantom fighters. Nimrods also flew continuous patrols around a 400 mile radius of the island.

Nimrods provided essential surveillance cover for vital elements of the Task Force and the in-flight refuelling capacity, fitted in only three weeks, enabled the RAF to extend the range and time on task of the aircraft; its endurance on patrols was more than doubled and some 150 or so sorties lasted over 19 hours. A self-defence capacity was given to the Nimrods with the fitment of air-to-air Sidewinder missiles and the aircraft was also adapted to carry the anti-ship Harpoon missile.

	<p>FORCES OVERSEAS REGISTERED LETTER RECOMMANDÉ</p>   <p>This letter must be handed to a Post Office official and a receipt obtained</p>
<p>Royal Mail Ascension</p> 	<p>JOHN DAYNES 25A Hill Rd BURNHAM - ON - CROFT ESSEX ENGLAND</p> <p>Postcode: CM0 8PZ</p> 

A registered letter from Ascension Island postmarked F.P.O. 777 'A' in black ink. Note that the label has the B.F.P.O. number rather than the more usual D.S. [datestamp] number.

Mail bag labels used at B.F.P.O. London on Ascension Island mail



Ascension Island – Port Stanley airmail

ASCENSION ISLAND - PORT STANLEY AIRMAIL

This envelope commemorates the first airmail to be despatched from Wideawake Airfield, Ascension Island and landed at Port Stanley in the Falkland Islands after their re-occupation by British Forces. The mail was carried in a Royal Air Force C-130 Hercules transport aircraft. In order to cover the 3377 nautical miles between Ascension Island and Port Stanley, and return, the Hercules received two fuel transfers in flight from Victor K2 tanker aircraft of the Royal Air Force based at Wideawake Airfield.

Bernard Pouncefort

B E Pouncefort
Administrator
Ascension Island

J S B Price

J S B Price
Group Captain
Commander
British Forces Support Unit
Ascension Island



1000 of these covers were prepared for sale to raise money for the South Atlantic Fund. The cover was printed at the office of the 'Islander' newspaper. The Forces Post Office would not permit the covers to be flown to Stanley but they were issued on the day the first Hercules landed at Stanley, 24th June 1982.

50 of these covers were flown from Ascension down to Stanley on 17th October 1982 with the first Phantom aircraft of No. 29 Squadron R.A.F.

COVER RE-FLOWN IN PHANTOM : ASCENSION ISLAND - RAF STANLEY

ASCENSION ISLAND - PORT STANLEY AIRMAIL

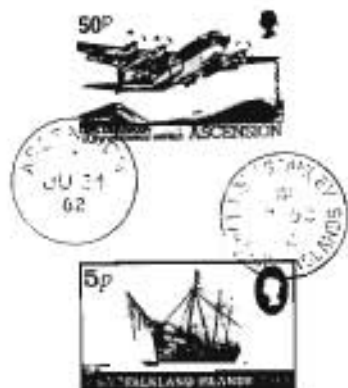
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B E Pauncefort

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Administrator
Ascension Island

J S B Price

J S B Price
Group Captain
Commander
British Forces Support Unit
Ascension Island



Certified Copy No 4 of 50

18/10

OC 29 (FTR) SQN
17 OCT 1982
RAF STANLEY

This cover was re-flown in Phantom FGR2 IV 468 of No 29(Fighter) Squadron on the first flight into RAF Stanley of a supersonic fighter on 17th October 1982. The aircraft was flown non-stop from Ascension Island, with seven air-air refuellings from Victor Tanker aircraft.

Pilot: Wing Commander I D Macfadyen RAF
Navigator: Squadron Leader G P Simpson RAF
Flight Time: 8 hours 45 minutes

I D Macfadyen

Pete Simpson

The photographs (not reproduced) show the building used by the F.P.O. although the flag flown was that of 2 Postal & Courier Regiment. R.E. the building also provided shelter for the following units:

- Royal Marine Detachment
- R.A.F. Admin Cell
- Accommodation NCO
- M.T.
- Pay Office
- R.N. Regulating Branch
- Transit Briefings

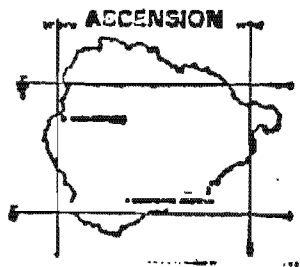
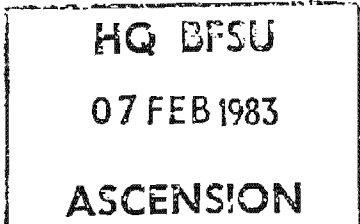
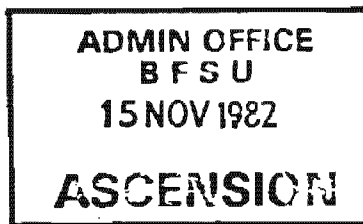
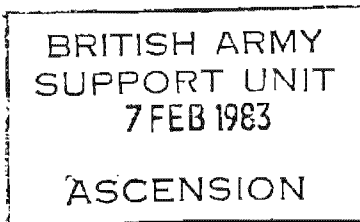
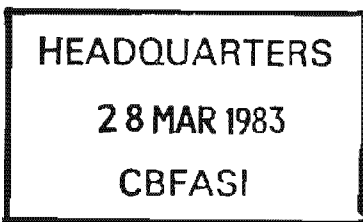
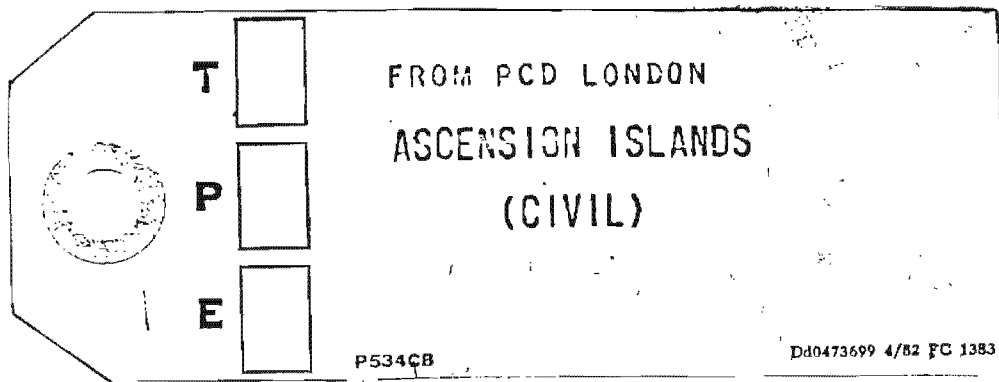
The FPO consisted of a room approximately 7 x 12 feet where the staff also slept and cooked. Mail handling was, in the main, carried out in the open. The FPO took over the whole building in late June.

During the course of hostilities the Ascension Island P.C. Detachment handled a total of 26,300 bags of mail. Of this, some 24,000 were moved by sea, the loading being done by helicopters of 845 Naval Air Squadron. WO1 (RSM) R. G. Randali was awarded the M.B.E. in recognition of service within the operations in the South Atlantic. The other members of his team were Sgt. Gardiner, Cpl. Kieilty, LCpl. Copping, LCpl. Davies and two late arrivals LCpl. Cowburn and Spr. Paul.

The following signal was received by the Commander, British Forces Support Unit at Ascension from HMS Hermes on 15th July: "During our deployment Hermes has received 1004 bags of mail. Very many thanks for the superb service provided under extremely difficult circumstances. I believe that Corporate mail was one of the outstanding successes of the campaign. Well done."

As with the Falkland Islands civil mail was handled through the F.P.O. facilities.

Cachets of units in Ascension Islands are shown below.



(P.C.D. = The (Forces) Postal & Courier Depot, Mill Hill London)

To be continued

CAMEROONS, EARLY BUEA POSTMARKS (1914 – 1930)

DR. J. E. SCHELLING

BUEA, the former headquarters of the German Colonial Administration, is situated on the south eastern slopes of Cameroon Mountain. It was occupied by the Cameroons Expeditionary Force on 15 November 1914. Mail from the troops in the Buea area was usually routed directly to the British P.O. at Duala, until this was closed in early 1916. After the completion of the conquest of the Cameroons and the provisional partition of the territory between Britain and France, a British Post Office was opened at BUEA in 1916, where Nigerian postage stamps were put on sale. Although a cover of May 1916 is known,

endorsed "No stamps available" (see: R. J. Maddocks' article in "Vorläufer", December 1982). All mail from the BUEA P.O. was forwarded through the Head Post Office of the territory at VICTORIA.

A. The German canceller.

At first the BUEA P.O. used the German date-stamp inscribed: "BUEA/KAMERUN". Even before the opening of a British P.O. there are occasional reports of postal facilities (probably executed by the military) at BUEA, as a stampless campaign cover is known, postmarked by the

German date-stamp as early as December 1914. In the early days of its use at the BUEA P.O. (during 1916), the German canceller was frequently struck in violet, on later usage (up to September 1919) always in black.

As in German days the year date slugs of this canceller were sent annually from Berlin, there were no fitting slugs for the years of British usage. Therefore, the year had to be made from British type, resulting in a much smaller year (especially for 1919) than the original ones. Probably this British (skeleton ?) type did not fit very well into the canceller, as in 1917 the year often appears as "7" only.



Figure 1: Examples of the German-type canceller used at the British P.O. at BUEA.

B. The Skeletons.

From 1918 (possibly already from 1916) British skeleton date-stamps came into use at the BUEA P.O. At least three different cancellers of this type are known to be used between 1918 and 1923. The nature of the skeletons is described by D. van Reken ("Cameo", July 1975) as follows: "This rather large circle uses loose type which fits into holes around the circle. There are 26 spaces for the type to fit into and, after fitting, these can be locked in place." In this way the wording of these date-stamps is easily changed, and this has been done several times with the first two skeleton-types (A and B, see figure 2), giving the different settings. The date, appearing in the centre of the skeleton, is also movable and it appears in different positions in the various settings.

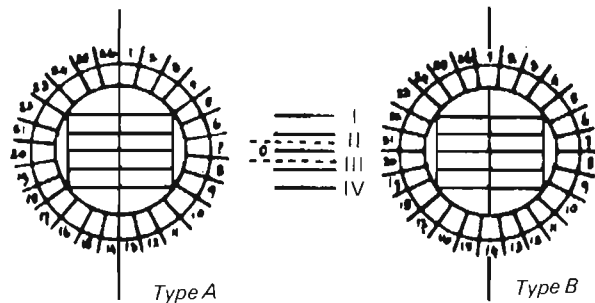


Figure 2: Schematic representation of the two first BUEA-skeleton types, showing the 26 places around the circumference and the four date positions (I to IV).

The differences in the two types, and the settings of each type are as follows:-

Skeleton-type A: measuring 28½ to 28¾mm, the wording is very close to the outer circle (½ to 1mm), that is showing a characteristic frame-break in position 17. The vertical axis goes between two places, giving a skeleton designed for a symmetrical representation of a P.O. name with an even number of letters (BUEA unspaced).



Setting 1: BUEA (in positions 25, 26, 1 and 2)
 BRITISH KAMERUN (in positions 21 to 15, and 12 to 6)
 Date in position IV, dates known:
 14 FE 18, 12 MR 18 and 19 AU 18.
 A minor variety exists, showing an extra, inverted "A" in position 13.



Setting 2: BUEA (23, 25, 1 and 3)
 KAMERUN (18 to 12)
 Date in position IV, only date known:
 22 JA 20 (see figure 3).
 A similar setting (2A) is known, with the word "BUEA" moved one place to the right (thus into positions 24, 26, 2 and 4), dated 2 MY 20.
 A third variety of this setting (2B) has the word "BUEA" unspaced (in positions 25, 26, 1 and 2); only date known: 5 JY 20.



Setting 3: BUEA (25, 26, and 2)
CAMEROONS (18 to 10)
Date in position IV, dates known:
9 JA 21 and 15 JU 21.

Note that in settings 2 and 3 the letters "AMER" of "KAMERUN" and "CAMEROONS" respectively are in the same positions, possibly explaining the very unsymmetrical position of the word "KAMERUN" in setting 2 (in anticipation of the change to "CAMEROONS" in setting 3).

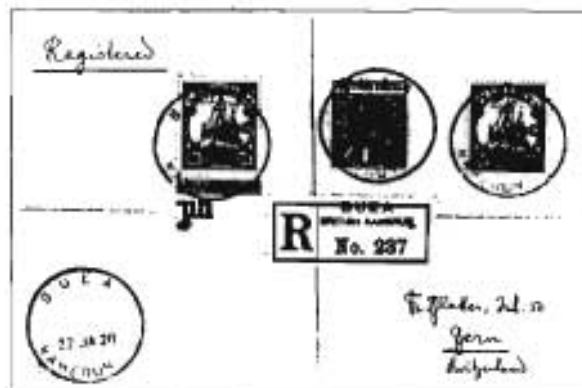


Figure 3: A typical over-rated "Blatter cover", showing the skeleton type A, setting 2. Note the registration label, handstamped "BUEA/BRITISH KAMERUN".

Skeleton-type B: measuring 29¹/₂mm, letters further away (1 to 1¹/₂mm) from the circumference, and showing characteristic frame-breaks in positions 17 and 18. Vertical axis through the middle of the top-place, so this skeleton is designed for symmetrical representation of a P.O. name with an uneven number of letters (BUEA spaced).



Setting 1: BUEA (24, 25, 2 and 4)
NIGERIA (17 to 11)
Date in position III; only date known:
15 AU 20.



Setting 2: BUEA (25, 26, 1 and 2)
KAMERUN (16 to 10)
Date in position II; dates known:
23 JA 21 and 15 MY 21.

A third skeleton-type, more regular than the first two, and showing no variations was introduced in 1921.

Skeleton-type C: consisting of a regular circle (measuring 29 $\frac{3}{4}$ mm) with the letters still further away (1 $\frac{1}{2}$ to 2mm) from the circumference. The positions of the letters are placed as in type B, but the date appears exactly on the horizontal axis (position 0). There is only one setting of this skeleton:



BUEA (24, 26, 2 and 4)
CAMEROONS (18 to 10)
Dates known: from 16 AU 21 to 19 AP 23.



Backstamped

Figure 4: A commercial cover to Huddersfield, showing the skeleton-type C. The VICTORIA transit mark is already in the Nigeria type.

C. The Nigerian cancellers.

After the declaration of the British Mandate in 1921, the British Cameroons were administered as part of Nigeria, and gradually the skeletons were replaced by Nigeria-type date stamps. For cancelling ordinary mail there was a double-circle (27 $\frac{1}{2}$ and 17 $\frac{1}{2}$ mm) date stamp with solid bars on the sides and reading "BUEA/NIGERIA", and for cancelling registered mail an oval (31 x 23 $\frac{1}{2}$ mm) date-stamp, inscribed "REGISTERED/BUEA. NIGERIA". These cancellers remained in use until 1930.

NOTES:

1. There are several reports of other dates and possibly other settings of the skeleton-types, but only the ones checked according to the described system are mentioned here.
2. As the differences in the types and settings of the skeletons are very small, it is hard to classify the skeleton of an individual example. It should always be compared to examples already classified. Therefore, if members wish to identify their examples accordingly, the author would gladly do so, if a clear photocopy is sent to him.



CAMEROUN RESEARCH PROJECT

Objective:

To prepare a Handbook of postmarks and postal control/ censorship markings for French-Cameroun.

Scope:

To illustrate each of the more than 400 postmarks used between 1914 and 1959, provide information about their dates of use, plus other relevant information.

To illustrate each of the more than 100 postal control/ censorship markings used during World War I and World War II, and provide information on the dates and circumstances of their use.

The scope can be expanded, per suggestions.

Rationale:

The numerous publications to date, although informative, have been incomplete. Development of a Handbook would consolidate available information and fill in many of the gaps.

Information Sought:

Government regulations, directives, documents, and archives regarding postal operations in Cameroun.

Other relevant information, published or unpublished.

Photocopies of Cameroun postmarks on cover and/or individual stamps.

Photocopies of postal control/ censorship marks.

Note: Because of the large number of postmarks, their similarities, and concurrent usage, hand illustrations or written descriptions are not adequate. Example: More than 25 cancellation devices were used for Duala alone.

Collaboration:

If there is sufficient interest, a study group can be formed.

Contact:

Dr. M. P. Bratzel, Jr.
1233 Virginia Avenue,
Window, Ontario N8S 2Z1
CANADA

Personal Philatelic References:

American Philatelic Society (No. 101437)
Germany Philatelic Society (No. 3549)
France & Colonies Philatelic Society (No. 2394)
West Africa Study Circle.

GAMBIA. H.M. MANSA KILA BA AT BASSE

G. GIBSON

This photograph has been taken from a picture postcard. So far as I can find out, the vessel came into service on the T.P.O. run in 1913 and was withdrawn in 1944. She was petrol driven and displaced only 70 tons – I would think she was probably well suited to river work with such a small displacement and would be able to get into very shallow moorings.

From my maps it seems that Basse is about 240 miles inland from the river mouth.

“Mansa Kila Ba” means King’s Chief Messenger which seems to have been a very appropriate name. “Mansa Kila” was the original T.P.O. boat.



WEST AFRICA USED IN EGYPT 1941-42

M. TOZER

During January 1982 I was offered, by a senior member of my local Society, The Johannesburg Philatelic, 5 covers posted in Egypt during 1941-42. These covers have stamps from GAMBIA, GOLD COAST and BASUTOLAND. A little later I was able to obtain from the same member a copy of a communication to the person who posted the letters, advising him of the arrangement which allowed the stamps to be used thus. The covers were purchased by the person who sold them to me in 1981 at auction in DURBAN.

A point of interest brought to my attention by Mr. J. O. Andrew is that the KGV 4d GAMBIA - ELEPHANT & PALM was withdrawn from circulation AUGUST 1 1929 and the other stamps on the cover (not illustrated) i.e., 1d, 3d and 6d, were withdrawn during APRIL 1938. The cover was posted on 30 SEPT 41. The term PER LUGPOS on the airmail sticker is AFRIKAANS.

I would like to mention that the person who sold me these interesting covers did so for a nominal sum. He explained that he would prefer to sell them to a keen collector rather than put them in the hands of a dealer



The communication referred to above was dated 28th May 1942 and written by Lieut. Col. G. Leech for the Secretary for Defence. It confirmed that 'by arrangement with the Egyptian Government, Imperial soldiers are permitted to use the postage stamps of the Dominions having troops in that area, in respect of letters etc., posted through Army Post Office channels'

GAMBIA SURCHARGES

J. O. ANDREW

On the 14th of December 1983, The Gambia issued a set of provisional overprints. They were:

- D 1.50 on the D 1.25 World Cup 1982
- D 1.50 on the D 1.25 London 1980
- D 2.00 on the D 1.25 Royal Wedding 1981
- D 2.00 on the D 1.10 Royal Wedding 1981

The set is currently sold at £50 + VAT

Information about the background of this set is sparse and conflicting. It has been claimed that they were placed on sale only via New York distributors, not over the counter in Banjul. One cover, an FDC from the Gambian P.O., is said to exist. Numbers surcharged are said to be: 2000 or 4000 for the Royal Wedding stamps, and between 480 and 650 for the others. Faced with questions about the issue, the Gambia Post Office has maintained an undignified silence. Probably it is unaware of the scale of the rumours.

I would strongly urge interested members to write to:

The Director of Posts;	Mr. B. Jallow
General Post Office	Philatelic Bureau
BANJUL	General Post Office
The Gambia	BANJUL
	The Gambia

to express alarm at the uncertainty surrounding these stamps; to point out the damage such issues may do to the reputation of the Gambia P.O. and to attempt to discover

1. How many of each value were surcharged?
2. Why the issue was necessary?
3. Whether the issue was genuinely on sale in The Gambia?
4. and, if so, between which dates?

Any answers would be most welcome.

GOLD COAST - VARIETY ON 1889-94 10/-

K. J. MACRAE

Mr. Greenwich, a member, has shown me a copy of this stamp S.G. 23a, the 10/- dull mauve and carmine, which has a distinct break in the spiral ornament in the bottom left-hand corner (the downward spiral).

I shall be glad if any members, who have a similar variety, will let me know, with full details including date of cancellation, if any. A clear photo-copy will be most helpful but is not essential.

GOLD COAST STAMP BOOKLETS

J. J. MARTIN

In June 1916 Messrs. de la Rue and Co. prepared proofs of advertisements for stamp booklets and quoted 'The cost of the books will be 49s. 3d. per 1000, in addition to the cost of stamps.'

WAY & COMPANY, Ltd.

(Formerly) WAYBREAD, LONDON.

COMPLETE CAMP OUTFITS.

Before going to or on returning from the Gold Coast call at our Office and Showrooms, as below.

PRICE LISTS ON APPLICATION.

WAY & CO. Ltd., 11, Raymarket, London, S.W.

THE Tarquah Trading Co. Ltd.,

General Merchants at
ACCRA, SECCONDEE, TARQUAH,
and Branches.

Importers of all European Commodities
Purchasers of Cocoa and other Produce.

BANK OF BRITISH WEST AFRICA LIMITED.

ESTABLISHED 1884.

Bankers to the Governments of the Gambia,
Sierra Leone, the Gold Coast and Nigeria.

HEAD OFFICE:

17 & 18, Leadenhall Street, London, E.C.

Authorized Capital £2,000,000

Called Up Capital £400,000 Reserves £750,000.

Deposits received at Branches in West Coast
and Ashanti at the following Rates:-

6 months 3 per cent. per annum.
12 months 3 1/2 per cent. per annum.

Gross, Sherwood & Heald, Ltd.

Barking, London, England.

Manufacturers of
Paints, Colours, Varnishes, Enamels,
Distempers, etc., in all grades and
for every purpose.

Sole producers of

Sherwood's "Rystolite"

"The Perfect Enamel Paint."

Sole Agents for Gold Coast Colony:

Barnard, Digby & Co.,

Head Office: ACCRA.

AFRICAN TENTS & OUTFIT



Write for
CATALOGUE
of
**BENJAMIN
EDDINGTON'S**
Tents,
Clothing, &
Camp
Equipment.

SILVER & EDDINGTON, Ltd.
81ND WILLIAM HOUSE, EASTCHEAP, E.C. &
DUKE STREET, LONDON BRIDGE, E.C.

THE ENGLAND CLOTHING Co.

**YOU
WILL SAVE
MONEY
IF YOU**

SEND FOR OUR PRICE LIST

ALL
GOODS
BEST VALUE.
LOWEST POSSIBLE PRICES.
PROMPT DELIVERY GUARANTEED

29, GREAT TITCHFIELD STREET,
Oxford Street, LONDON, England.

Improve your Stamina

Increase your reserve of vitality
to resist fever, wasting diseases,
etc., by taking—

Trade **'KEPLER'** Brand

Cod Liver Oil with Malt Extract

It checks and repairs loss of
flesh. Most nourishing reinforcement
of the diet after illness.

Obtainable at all Stores
Harrington, Wellcome & Co., London

These can be found in Volume 63 of the Correspondence Books and due acknowledgement is given to the National Postal Museum.

GOLD COAST: FORGED WAR TAX OVERPRINT

M. ENSOR

The double War Tax overprint, included by me in a display at last year's (1984) March meeting of the W.A.S.C., has been judged to be a forgery by the Royal's Expert Committee. It is illustrated on the cover bearing it which is cancelled DODOWAH and backstamped ACCRA JUL 4 1919. This date is within the period when war tax stamps were on sale and, although war tax did not have to be paid on letters to foreign countries, such overprinted stamps are often found on covers of this period to America.

It is almost certain that the cover is a genuinely commercial one and that the second overprint was added after passage through the post. However, financial gain may not have been the forger's motive since it was found among a large accumula-



tion of covers to Montgomery Ward from the Gold Coast which, together with covers to this firm from other countries, came on to the market in the early 1980's.

GOLD COAST POSTMARK SURVEY

M. MACKIN

In the January 1984 issue of CAMEO I wrote a letter asking for members help in attempting to improve our knowledge of the cancellations of the Gold Coast. To the members who replied with lists of types and dates, my sincere thanks on behalf of the Study Circle.

So many amendments to the period of usage, plus many previously unrecorded items, have been gleaned from these lists that I am led to believe that probably most members of our circle have dates or types that would be of help. To those who never quite got around to sending details of the cancellations in their collection, please do so since your help is always welcome.

For some time, as I indicated in the previous article, I have been struck by the number of postal agencies/ offices that are recorded as having

opened in the 1915-40 period, but which do not have a single postmark recorded. It is quite possible that some of these agencies/ offices closed shortly after opening, or were transferred to larger ones for various reasons, but it is also quite possible that members may have a cancellation of one of these without realising the significance of it being the only known item. With this in mind, I list below the offices that are a complete blank in our list in the hope that we might strike lucky.

In the second column I list offices which, although they opened many years earlier, the first date recorded is more than ten years later I list these in the hope of being able to amend them with earlier dates than those previously recorded. (Earliest date in brackets).

List 1 Unrecorded offices

Adjina
Aferewa
Agufo
Ahuren/Ahwiren
Aiquay, W. P.
Aiyikuma
Aimensah
Amanfupong
Amedika
Anyaboni
Anyirawase
Apeguso
Asikuma Junction
Ashieme
Asokori
Asuinu
Attititi
Ayimensa
Beku
Boankra
Chickiwere/Chechewere
Chito

More lists will follow in future bulletins.

List 2 Earliest recorded date

Abakrampa (1947)
Abaw/Abor (1952)
Achinakrom (1948)
Adidome (1935)
Agotime Kpetoe (1950)
Aiyinasi (1949)
Akenkauso (1942)
Akropong Akim (1954)
Akropong Ashanti (1952)
Amasaman (1949)
Amedjofe (1949)
Ampumyase (1938)
Anamase/1 (1958)
Angu (1929)
Anyako (1935)
Asaafa (1957)
Asafo Akim (1935)
Asankrangwa (1936)
Asebu (1939)
Asene (1952)
Asuboni (1939)
Asuom (1952)

GOLD COAST W.W. 11 CENSOR LABEL

Bob Roberts, a member of the Society of Postal Historians, has shown your Editor a censor label that we believe has not been recorded before.

The label is on the reverse of an envelope post-marked TAKORADI 18 SEP 39 which is addressed to a Fraulein Elizabeth Hees in Germany. A manuscript 'Returned to Sender' has been added to the face of the cover and a label placed on the reverse.

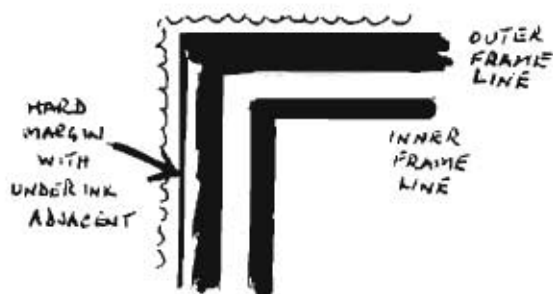
This measures 75 x 50 mm and is black on red and thus does not reproduce well. The wording is serifed.

The Censor regrets that he is unable to allow the onward transmission of this postal article

NORTHERN NIGERIA – PLATE FLAWS

J. F. INCE

Further to the article in CAMEO July 1984 issue concerning plate flaws on issues of KE VII, attention has been drawn to the occurrence of apparent flaws or re-touching on the margin of the outer left-hand frame line (see illustration) of the 1905 issue.



Following examination of examples on values 1d, 2d, 6d (3) and 1/- from this issue, the cause would seem to be encrustation of ink on the plate due to incomplete cleaning after printing. No 'doubling' of

the marginal 'line' exists nor is there any evidence of re-touching but the effect of the encrustation is to give a clear and hard line to the left-hand side of the outer frame line, with consequent failure to print the area adjacent thereto.

The downward extent of the encrustation varies between values but nowhere appears to reach the base line.

Similar examples are believed to occur in other colonial keyplate issues of the period printed by de la Rue by typography. I have a very clear example of Gold Coast KE VII 1d SG.50 (1904-07) where it occurs on both the left and right-hand outer frame lines, the right-hand occurrence ending before reaching the top horizontal line, giving an effect which could easily be initially mistaken for re-touching or a frame line break.

The incidence of these examples on KE VII issues circa 1905-06, is interesting and perhaps relates to a comparatively short period when supervision at de la Rue's was not of its usual high standard.

In my opinion, these occurrences do not rank as plate flaws and do not warrant a higher than usual price being charged by a dealer.

SOUTHERN NIGERIA 'LAGOS' FORGED CANCELLATIONS

J. F. INCE



The above c.d.s., Southern Nigeria type 6, has a diameter of 25mm, and was introduced at Lagos in 1907 with codes of A, B, E and F and, in 1908, with no code.

For some time examples of this canceller have appeared at auction or in dealers' stocks on the 2/6 and 5/- KE VII (SGs 17 and 18) but the diameter has varied from 25mm down to 22.5mm

and in all cases the date has been prior to 16 Feb 1906 when the colony of Lagos was incorporated into Southern Nigeria.

The following examples were listed in the Circle's study on the cancellations of S. Nigeria (published in February 1981, editor Ray Harris) and attention was drawn to the anomalies of diameter and date.

- 1 On SG.18, no code, dated 31st Dec 1903 (two separate stamps) 22.5mm
- 2 On SG.18, no code, dated 15th Mar 1905 – 22.5 mm diameter

The following additional examples are now recorded:

- 3 On SG.17, code A, dated 24th – 1904 diameter 25mm
- 4 On SG.18, no code, dated 15th Jan 1902 diameter 33.5 – at BRASS (not Lagos) (Note: Type 6 c.d.s. was not introduced at Brass until 1908)

All these cancellations have been struck on the 2/6 and 5/- stamps of the 1903 issue (March) which surely raises doubts as to their authenticity, especially so with the Brass strike.

Included in the above five examples, two strikes on the 2/6 stamp additionally carry indications of green or brown crayon marks across their face. These *may* indicate fiscal use or possible registration marks but the application, if fiscal, of a doubtful Lagos c.d.s. requires explanation.

In view of the keen philatelic interest in new issues of stamps of the British Empire at this

period, and the desire for good 'used' copies, it seems possible that a forged canceller(s) was in use to meet this demand. It is significant that examples seen are all clear, centrally struck copies, but members possessing examples are invited to measure the diameter of the c.d.s. and to check whether or not crayon marks exist, and then to report their findings to Ray Harris. Certainly members should be careful in the price they pay when purchasing such items.

NIGERIAN T.P.O. SERVICES

J. F. INCE

The late Colin McCaig's study covering both the River Niger travelling post offices and those of the railways, although written as long ago as 1962, remains the most up-to-date work on this subject. There continue to be, however, areas of uncertainty and hopefully, solutions at least in part, are capable of being found within the present membership of the Circle by comparing notes with those who hold relevant material.



A major problem lies in the use of canceller type 6 (as illustrated) comprising double circles (28.5 x 20 mm). Codes recorded are 'A', 'C' and 'D' and a period of use from 26/6/15 to 21/6/22. McCaig lists this canceller primarily as having been used on the river services but states that he has seen covers with type 6 used in conjunction with railway markings e.g.

- (1) 21/7/20 - with Lagos registered oval d.s. of 22/7/20 and, in manuscript, 'Down T.P.O. North'
- (2) 21/6/22 - with Ibadan double circle c.d.s. of 22/6/22.

These two covers certainly prove that type 6 must have been in use on the Western Railway line in the early 1920's. McCaig then poses the questions 'when therefore was the River T.P.O. service discontinued.' (The generally accepted year is 1919 and no cancellers subsequent to type 6 are recorded for river service). And, 'when did the Railway T.P.O. service commence?'

I possess type 6 on cover code 'A' dated 3rd April 1919 with no other marking (presumably therefore riverine service?) while a member of the T.P.O.

Study Circle has provided photocopy of a postcard with type 6 code 'A' dated 28/11/16, together with a transit c.d.s. of Lagos dated clearly Nov. 1916, the day probably being 29th. This would tend to indicate railway use.

The assumption is that a type 6 canceller was issued to the Western Railway as well as being issued to the River Niger service! Did the two services overlap? McCaig asks, and if so, 'To what extent?'

In view of the post card usage in Nov. 1916 and the earliest date for riverine use of 26/6/15, the issue of identical cancellers simultaneously for both services *may* have occurred but is not proved. As regards duration, the riverine service is believed finally to have been withdrawn in 1919 while usage on the railway continued to 21/6/22 as shown by the above covers.

McCaig notes that the Western line was using its first skeleton type cancellers for the T.P.O. services (types 7 and 7a) - Jebba/Ibadan Down T.P.O., Ibadan (Jebba Up T.P.O.) in 1916 which continued to 1919. The first T.P.O. canceller for the Iddo/Ibadan section (so named) was type 8 introduced in late 1919 in both UP and DOWN versions (Iddo was the southern terminus serving Lagos).

If the Ibadan/Jebba section had T.P.O. facilities from 1916, it would be expected that a similar service was operating on the Iddo/Ibadan sections: and, if so, that an appropriate canceller had been issued. McCaig cites the Nigerian Postmaster General, Mr. G. Ivor Righton, after being transferred from the Gold Coast in 1917, who recalls establishing the Iddo/Ibadan service - which was probably running on an experimental basis prior thereto, but not prior to 1916.

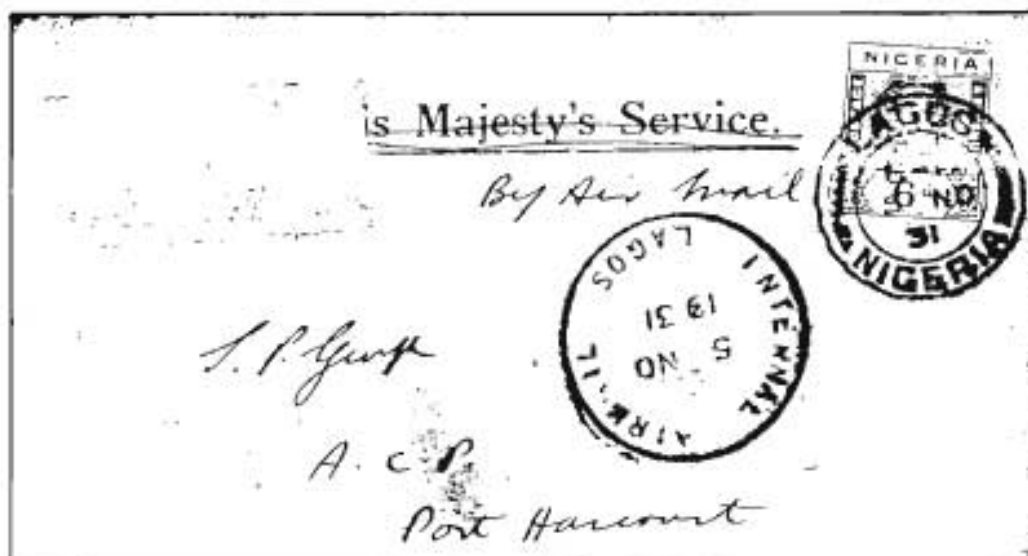
One possibility, being wartime, could be that cancellers for the Iddo/Ibadan section were lost at sea en route from England. A more feasible possibility is that an experimental service had earlier been introduced using a 'general purpose' T.P.O. canceller which was met by appropriating spare cancellers of Type 6 from the river service, and then after the war proper cancellers for the railway Iddo/Ibadan service were ordered and were in use by December 1919 i.e., Type 8.

Neither of these possibilities account for the failure to use Type B on the covers of 1920 and 1922 (quoted above) unless there was an inadequate supply of Type B or one or more was temporarily mislaid.

Only the opportunity to collate the various examples of the period which still exist will enable the usage of Type B to be clarified and I would be grateful to hear from any member with relevant material, with photocopies if possible.

NIGERIAN EXPERIMENTAL AIR MAIL SERVICES: NOVEMBER 1931

Michael Wright has provided illustrations of two postmarks used on covers carried on this experimental service. See Cameo whole number 19 for details.



STAMPS IN USE IN NIGERIA IN 1949

J. J. M.

See Cameo 18 (Ascension) for previous note. This material is reproduced by courtesy of the Controller of Her Majesty's Stationery Office.

THE territory known as Nigeria consists of Lagos Colony at the south western extremity, the Protectorate, and that part of the Cameroons which is under United Kingdom Trusteeship on the eastern side. It lies between the parallels of latitude 4° and 14° north and the meridians of longitude 3° and 14° east. Situated on the north eastern shore of the Gulf of Guinea it is bounded on the west by the French colony of Dahomey, on the north-west and north by the French Sudan and on the east and north-east by the Cameroons.

The total area of Nigeria is 372,674 square miles (slightly less than Norway and Sweden together). The population at the last census was 19,928,171, but it is now estimated at over 21,800,000.

The currency of Nigeria is British West African silver and currency notes, at par with sterling.

There are 122 post offices, and no fewer than 371 postal agencies distributed throughout the territory.

The first stamps to be printed for any part of Nigeria were those of Lagos Colony which appeared in June, 1874. The Niger Coast issued her own stamps in July 1892. Those territories were combined in 1899 following which separate issues of stamps were made for Northern Nigeria, in 1900, and for Southern Nigeria, 1901. Since 1914, however, all stamps have been headed Nigeria. The current set was issued on the 1st May, 1938. It comprises 11 denominations, as follows:—

DENOMINATION	COLOURS	SUBJECT	DATE OF ISSUE
½d.	Green	King George VI	1. 5.38
1d.	Magenta	King George VI	11.12.44
1½d.	Brown	King George VI	1. 5.38
2d.	Rose-red	King George VI	11.12.44
2½d.	Orange	King George VI	28. 4.41
3d.	Blue	King George VI	1. 5.38
6d.	Dull violet	King George VI	1. 5.38
1/-	Sage-green	King George VI	1. 5.38
1/3	Light blue	King George VI	13. 2.40
2/6	Black and blue	Victoria-Buea Road	1. 5.38
5/-	Black and red-orange	Niger at Jebba	1. 5.38

All the above are recess printed: the "King's Head" design stamps by Messrs. Bradbury, Wilkinson & Co., Ltd., and the two pictorial designs by Messrs. De La Rue & Co., Ltd.

The portraits of His Majesty, King George VI, appearing on these stamps are copied from photographs taken by Messrs. Bertram Park.



½d. to 11. 3d. inclusive. A medallion portrait of His Majesty, King George VI, surmounted by a Crown, and flanked with palm trees in fruit.

25 6d. *Victoria-Buea Road*. The first motor road to be constructed in Nigeria. It was commenced by the Germans, in 1905, as a feeder-road from Oyo to Ibadan. Since modified and improved it now joins the capital of the mandated Cameroons Province with its port.

5s. *The Niger at Jebba*. In the early days of the Protectorate of Northern Nigeria, the River Niger and its tributaries, the Benue and Kaduna Rivers, formed the only available lines of communication. In 1916 the Railway Department completed the bridge to carry their main line over the Niger. It is in two parts, the longer being over the main or South Channel, and measures 1,795 feet in total length. Between the two parts is a small rocky island on which stands the memorial to Mungo Park and Richard Lander. Park was drowned a few miles up-stream, while Lander passed this site on his great voyage of discovery of the termination of the Niger.

SIERRA LEONE 'SHAPE' BISECTS

P. D. ROLFE



Four covers recently came into my possession bearing Sierra Leone stamps of the 'Shapes' period, all including a 20 cent value bisected and used as 10 cents. Details are as follows:-

1. Postmark FREETOWN D
Dated 4 AP 67
Stamped with SG 382 bisected SG 377 and SG 378 x 2
2. As number 1
3. Postmark FREETOWN
Dated 25 MY 68
Stamped with SG 382 bisected SG 438 x 2
4. Postmark FREETOWN
Dated 25 MY 68
Stamp with SG 382 bisected SG 421 x 3; SG 427

Cover 1

None of the covers have any back markings. All covers are addressed to Devon, England and are stamped to the correct rate (15c) for airmail letters if you allow 10 cents for the bisect. From the contents it appears probable that the covers passed through the post without being surcharged.

It is not known whether this use of bisected stamps (presumably due to local shortage of the appropriate values) was authorised or officially condoned.

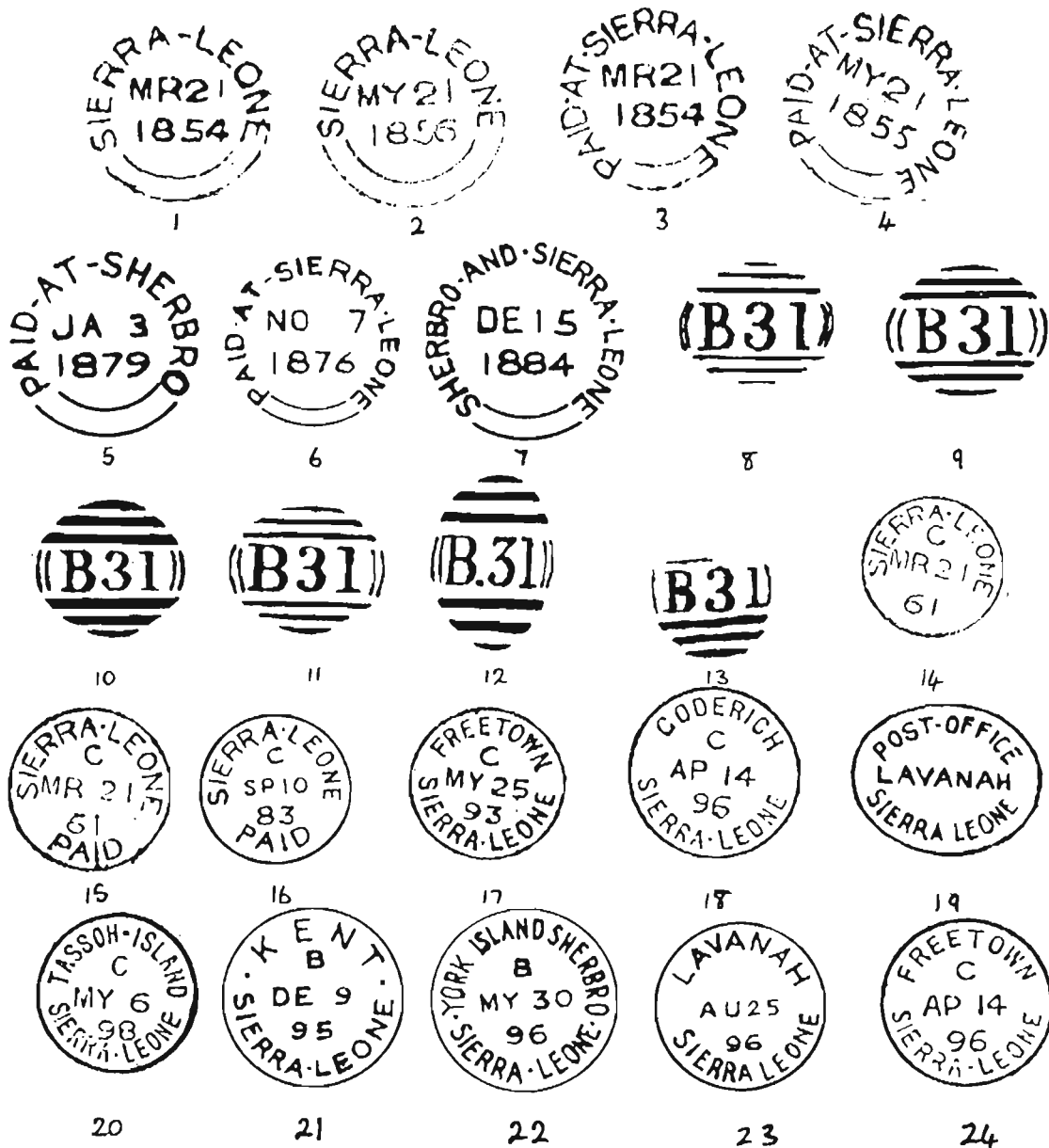
Further information or advice on other examples would be appreciated.

SIERRA LEONE POSTMARK TYPES

P. O. BEALE

The late Colin McCaig published our Circle's study of the postmarks until 1930. This list endeavours to continue until Independence in 1961. It has been thought necessary to illustrate a few new types pre 1930 and so there has been some re-numbering. As far as possible I have followed an historical sequence. The town and village marks are 1 - 50, the pre-paids 60 - 63, the registered 70 - 78, exceptional types 90 - 92, T.P.O. and Patrol Post

100 - 109 with a, b, and c. for branch lines on the railway. Military marks will be dealt with separately. I am now engaged in listing all Post Offices and Agencies together with dates of opening and closing and the types of marks used at each place. I would be pleased to correspond with anyone who can add information: photostats will be welcome.





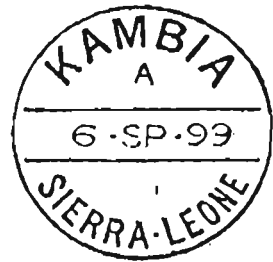
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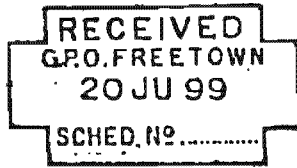
48



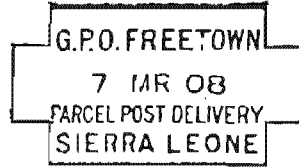
49



59



90



91



92



60



61



62



63



70



71



72



73



74



75



76



77



78



100



101



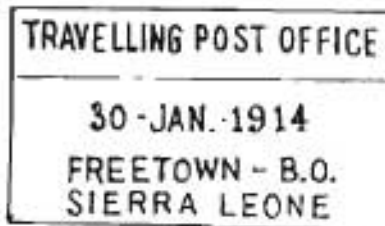
102



102 a



102 b



103



104



105



105 a



106



106 a



106 b



106 c



107

30mm



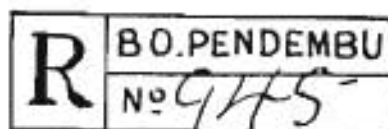
108



108 a



109



110



Type 93 is a temporary datestamp reading ROKUPR/6May 1938/Sierra Leone. The cover illustrated was sold by Robson Lowe on April 13th 1983.

BRITISH WEST AFRICA STUDY CIRCLE

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G. W. Crabb
B. Mabbett
E. H. Hibbert
B. Mabbett
B. Mabbett
B. Mabbett
E. H. Hibbert
E. H. Hibbert
E. H. Hibbert
E. H. Hibbert
B. Mabbett
A. J. P. Perlman
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P. O. Beale
J. Sacher
J. Sacher
P. O. Beale
P. O. Beale
J. J. Martin
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