

G A M E O



**Journal of the
West Africa Study Circle**

VOLUME 3 NUMBER 5

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EDITORIAL

This issue sees our quarter century reached. It seems a long time ago that issue number one appeared in somewhat primitive form.

There was an error in the last issue on page 75. The heading to Barbara Priddy's article should have read "Airmail Services at the Outbreak (not End) of W.W.II". An Editorial lapse.

In this issue thanks are due to P.O. Archives for permission to reproduce the Gambia P.O. notice. Also to Peter Lanouead and Geoffrey Osborn who are members of The Society of Postal Historians.

We ought to review the West Africa changes in the Gibbons Part I catalogue. Several years ago your Editor requested a volunteer for this task. Silence. Is anyone prepared to take on this task?

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The Circle covers The Gambia, Gold Coast, Nigeria, Sierra Leone plus Ascension, Cameroons, St. Helena, Togo and nearby British Postal Agencies.

WHOLE NUMBER 25

VOLUME 3 NUMBER 5

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WEST AFRICA STUDY CIRCLE

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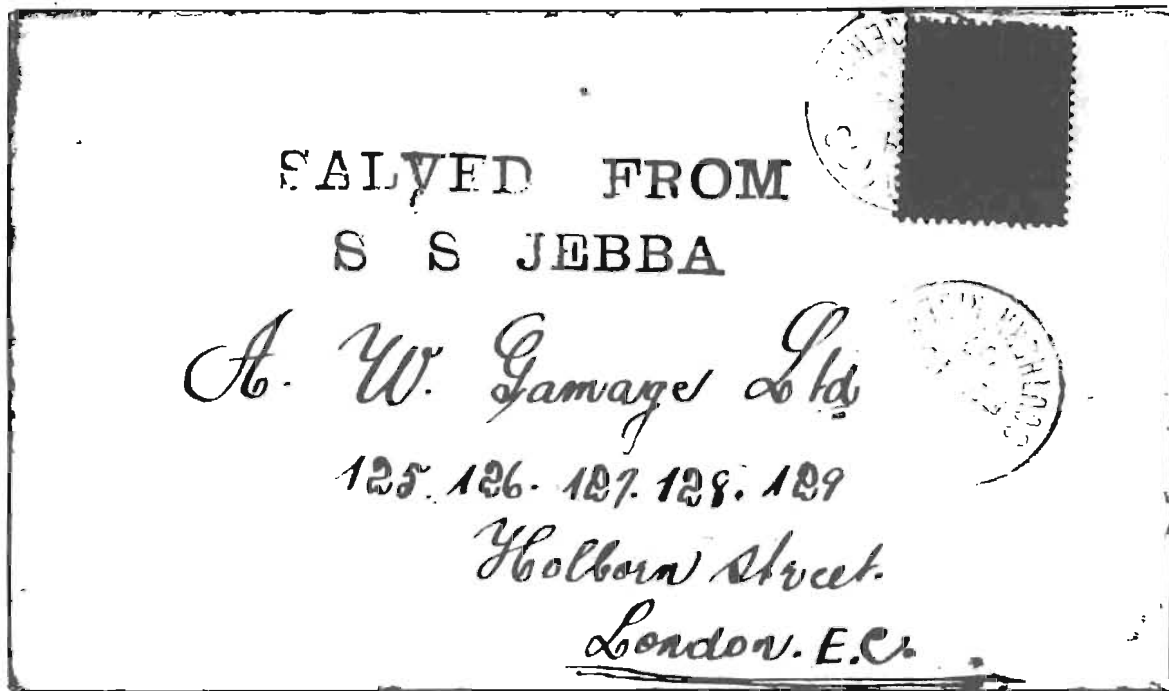
THE S.S. JEBBA

K. S. SERGEANT

The S.S. "Jebba", 3,813 tons, was built in 1896 by Sir Raylton Dixon and Company, Middlesbrough. She was named "ALBERTVILLE" and registered at Antwerp under the Belgian flag for the Compagnie Belge Maritime du Congo. In 1896 she was acquired by the African Steamship Company and re-named "JEBBA" and was registered at London under the British flag.

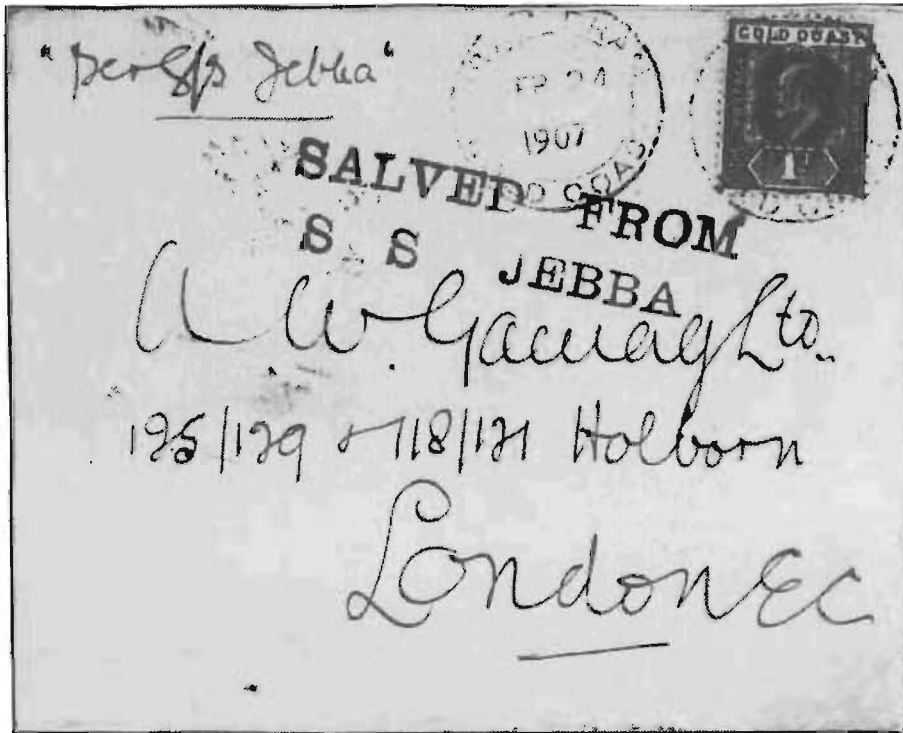
On the 18th March 1907 whilst en route from the west coast of Africa to Plymouth she ran ashore in dense fog near Bolt Tail, South Devon. All 155 passengers and crew were hauled to safety by breeches buoy. Later the vessel was declared a total wreck but much of the cargo of rubber, ivory and palm oil was salvaged. The mail, after being dried out, was dealt with at Plymouth and forwarded with the application of one of a variety of cachets made up from John Bull type printing outfits.

The first cachet exists in two forms, differing in the spacing of the "S S" below "SALVED".



Type I

The cachets are all in violet with one exception.



Type Ia

Cachet type II.

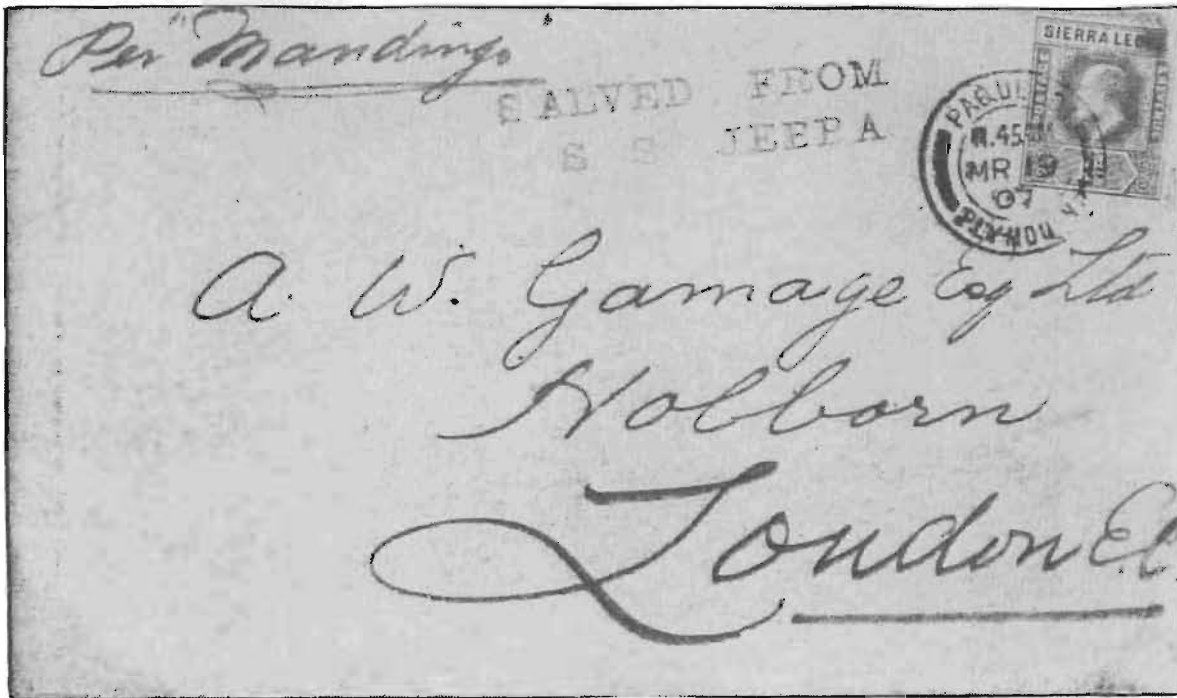
Registration labels were introduced into Britain on the 1st February 1907. They were used on the small quantity of registered items salvaged from the "Jebba" before being forwarded from Plymouth.



Type II

Cachet type IIa differs from type II in the spacing of the "S S" under "SALVED" and the fact that both letters are normal – in type II the second "S" is inverted.

This cover from SIERRA LEONE was conveyed most likely to LAGOS by the "MANDINGO" and may even have been posted on board. In addition to the cachet, Plymouth also applied their PAQUEBOT c.d.s. to the uncanceled adhesive.



Type IIa

Cachet type IIa, probably applied after the application of a poor strike of the scarce "fancy lettering" type cachet in the lower right corner.



Type IIa

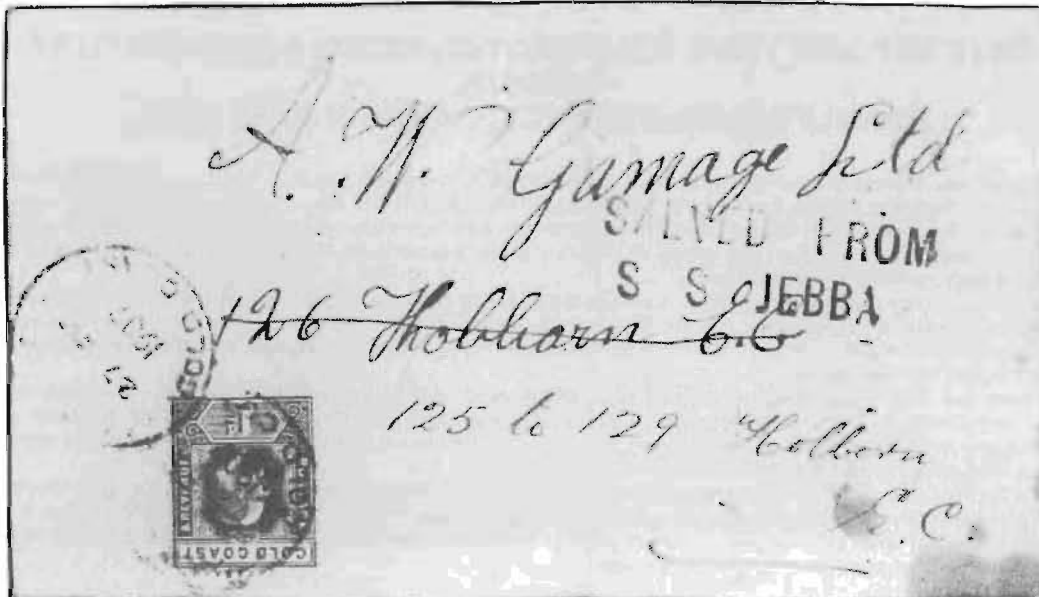
Cachet type IIb again differs from types II and IIa in the spacing of "S S" under "SALVED".



Type IIb

Cachet type III is the only type made up from sans-serif letters. The spacing of the letters varies and it is not clear whether there was more than one handstamp or whether the loose type was re-assembled at different times to give several variations.

The foot of the letter 'J' is very different from the next example. Otherwise the letters could be the same.



Type III – struck in black.

Cachet type III

The spacing differs from the previous example and the foot of the letter 'J' is very different. Whether this represents a different cachet or merely a re-assembly of the letters is difficult to say.



Type III

SALE REPORT: THE R.F. BAVINGTON – JONES 20th CENTURY GAMBIA. STANLEY GIBBONS AUCTIONS 20th JUNE 1986.

Seven collector Members appeared at the sale, one sorrowfully announcing that in the Second Test England were 14 for 3 and struggling against a mediocre Indian attack. The 1898/1902 issue sold in line with expectations although prices for commercial covers were not surprisingly well in excess of estimate. Proof material sold quite reasonably; Edward VII duty plate die proofs at £95/£100 each were surely under-priced and the range of colour trials of the same period made similar sums.

Generally speaking, examples of constant varieties on Keyplate stamps and varieties on the 1906 surcharges sold in line with or a little above estimate. The 1922/27 proof material sold more or less in line with prices realised in the 'Glover' sale of May 1985, although proofs of the head and frame plates of the large format design sold for £425 against £525 at the earlier sale.

The most keenly contested section seemed to be the flight covers; two of our Members who tried very hard on these were forced to produce white flags before the section was concluded. There was consolation, however, as the sale seemed to run out of steam at the end and, certainly amongst the collections of more basic material, some real bargains were to be had. Several lots appeared to be bought in.

A final verdict? The extra bid was often missing and activity was not as frantic as at the 'Glover' sale. Maybe this was due to the hot summer weather outside and the fact that the sale took place on a Friday afternoon in Ascot week. I suspect those of us who attended the sale were happier than the spectators at Headingley – England All Out for 102 – as we retired to the pavilion to calculate our averages.

(All prices subject to 11.5% premium)

1961.	1898/1902 1/- handpainted essay. (Ex Glover, sold for £550) Est. £400.	£375
1985	1898/1902 3d. in plate block of 24, one with 'Malformed S' Est. £140.	£300
1987.	1898/1902 4d., O.G single with 'Malformed S'. Est. £60.	£54
1995.	1898/1902 2 x 2 1/2d. used on commercial cover to U.S.A.. Est. £20.	£58
2037.	1902/05 1/6d. o.g. single showing 'Glover' flaw. Est. £30.	£36
2042.	1904/6 Specimen set of three. Est. £40.	£34
2066.	1906 1d. on 3/- opt. double lightly mounted og. Est. £1000	£1000
2067.	Ditto, used. Est. £2000.	£1200
2080.	1906 1d. on 3/- used on ppc to Senegal. Est. £200.	£180
2085.	1909 6d. complete left pane, one with 'Glover' flaw. Est. £40.	£85
2102.	1912/22 set complete in pairs, one of each with 'Split A' variety. Est. £300.	£325
2132.	1922/27 Four progressive die proofs of head design for small format. Est. £300.	£475
2148.	1922/27 set of perf trials with blank val tablets on two Appendix sheets from D.L.R. Records. Est. £2500.	£2200
2166.	1922/27 3/- Slate purple used from Macarthy Island 17/2/27. Est. £200.	£180
2170.	1922/27 superb mint study with many blocks, etc., Est. £800.	£900
2180.	1935 Jubilee set in blocks of four with 'Extra Flagstaff' var. Est. £300.	£210
2194.	1953 set of imperf plate proofs to £1. Est. £750.	£1200
2200.	31/3/26 Cover carried on first acceptance of airmail from London Est. £100.	£325
2215.	Nov. 8th. 1934 Gambia – England First Official Airmail cover. Est. £30.	£46
2230.	Collection of 28 Censor mail items. Est. £70.	£140
2231.	1913 cover with 1d. cancelled Liverpool Paquebot. Est. £25.	£26
2233.	1930 cover with 1/2d. cancelled Plymouth Paquebot. Est. £15.	£13
2236.	1939 OHMS cover with MISSENT TO GAMBIA cachet. Est. £25.	£95
2254.	Collection of TPO markings, including 17 covers. Est. £200.	£280
2255.	Collection of Village postmarks, including 54 covers. Est. £250.	£350

M.J.R.

AUCTION REALISATIONS

(Prices realised include buyer's premium where applicable. Estimates in brackets).

Stanley Gibbons Auctions 17th – 20th

June 1986

Gold Coast 1875 master die proof without value, in black on glazed card dated "Apr. 16. 1875" with "BEFORE HARDENING" £264 (£240).

Gold Coast Wolseley Expedition envelope to Dublin endorsed "No stamps procurable/ Ashanti expedition"; handstruck "6d" in black and "CAPE COAST CASTLE/ A/JA 23/74" c.d.s. £467 (£150).

Sierra Leone 1872 stampless envelope from H.M.S. Seagull "From Black Point, W. Coast Africa – no stamps available" addressed to London. Rated 6d £253 (£180).

Harmers of London 16–17th July 1986

The second 'Reprints and Forgeries' sale included:-

Gold Coast Sperati signed 1889-94 20s. green and red "unused" £154 (£60).

Southern Nigeria 1901-02 5/- "unused" by Sperati, not signed £60 (£25).

Southern Nigeria Sperati 1903-04 £1 "used", not signed £88 (£20).

Gambia 1880 perf. 1/2d, 2d, 3d, 4d, 6d, 1/- all "used" £115 (£50).

Gambia 1902-05 2/-, 3/- in yellow and green, 3/- in red and green, two overprinted "FAUX" £52 (£20).

Sierra Leone 1859-74 6d, litho block of 9 (3 x 3) perf. "used" £20 (£15).

Sierra Leone 1903 £1 "unused" £48 (£30).

Sierra Leone 1903 £1 "used" £35 (£20).

Christie's Robson Lowe 30th September 1986

Cameroons 1915 (9th Aug.) P.P.C. to London marked "On Active Service, No Stamps" and showing "DUALA/(KAMERUN)" c.d.s. £77 + VAT (£35).

Gold Coast 1928 (c) 6d perforated printer's sample in chocolate and violet, a block of four each optd. "HARRISON'S/SPECIMEN" (Samuel Type HS 1) affixed to small piece of brown card £396 + VAT (£300).

Gold Coast as above but in chocolate and blue-green. £396 + VAT (£300).

Niger Coast Protectorate 1893 – 94 Waterlow File die proof of the Head, in black on wove paper numbered "1563", affixed to small piece (36 x 31mm) and crossed by red crayon at foot. Small surface abrasion at right not affecting design £357 + VAT (£150).

Niger Coast Protectorate 1893-94 ½d, 1d, 2½d, 5d and 1/- complete die proofs in black on wove paper, each with approximately 3mm margins. Fine. £1200 + VAT (£1000).

Niger Coast Protectorate 1894 (May) Waterlow File die proofs of ½d in vermillion, 1d in blue, 2d in pale green (small light stain), 2½d in lake, 5d in lilac and 1/- in black, each on wove paper with approximately 4mm margins £1045 + VAT (£650).

Niger Coast Protectorate 1877 – 98 Waterlow File die proofs, 6d, 2/6d and 10/-, each in black on wove paper with die number written above. Some light toning otherwise fine. £770 + VAT (£500).

Nigeria 1935 Jubilee master die proof in black on card (47 x 37mm) without value but inscribed "NIGERIA", numbered "14547" and "9932" above, both numbers crossed through by red ink and "3014 O.K. PROOF" written above, the vignette space marked "1½d, 2d, 3d and 1/- in red ink and the whole is marked "Cancelled" with diagonal line, also in red ink. Some soiling but very rare £550 + VAT (£450).

Nigeria 1948 Wedding 5/- without gum and perforated "SPECIMEN" (Samuel Type B9), small mark on Queen's face, otherwise fine £286 + VAT (£150).

St. Helena 1934 Centenary, ½d to 10/- set of ten each imperforate and perforated "SPECIMEN" (Samuel Type B9), all without gum £2860 + VAT (£1750).

St. Helena 1948 Silver Wedding £1 without gum and perforated "SPECIMEN" (Type B9). Ex printer's archive £412 + VAT (£200).

St. Helena 1949 U.P.U. 4d and 6d both without gum and perforated "SPECIMEN" (Type B9) £330 + VAT (£200).

Sierra Leone 1932 2/- to £1 master die proof with blank value tablets, in brown on wove paper, affixed at top to sheet of paper (203 x 324mm, folded), headed "SIERRA LEONE", 25th Sept. 1931, BLANK KEY DIE", marked "Proof of Die Approved", initialled and dated "25.9.31". The proof with small tear at top clear of design. £352 + VAT (£250).


Sierra Leone 1932 2/-, 5/-, 10/- (small tear at right) and £1, each a marginal imperforate proof in the issued colours on wove paper, all are affixed at top to sheet of paper (203 x 330mm, folded), marked "Appd. for colour" and dated "8/10/31" £825 + VAT (£400).

Sierra Leone 1933 Centenary ½d to £1, the set of thirteen, each imperforate and perforated "SPECIMEN" (Type B9) all without gum. £2530 + VAT (£2500).

Sierra Leone 1935 Jubilee 1/- without gum, imperforate and perforated "SPECIMEN" (Type B9), small surface fault at left. £242 + VAT (£125).

POST OFFICE NOTICE 1865

NO. 21, 1865.



LETTERS FOR GAMBIA.

ON the 1st July next, and thenceforward, Letters addressed to Gambia, posted unpaid, will be charged with an additional rate of sixpence each Letter, besides the usual postage; and Letters posted insufficiently pre-paid, will also be charged with the amount deficient, and with sixpence additional.

A similar fine, in addition to the postage, will be levied in this Country upon all Letters received from Gambia, which may have been posted unpaid, or insufficiently paid.

By Command of the Postmaster-General.

GENERAL POST OFFICE.
12th June, 1865.

Printed by W. P. Colman, 5, Ludgate Street, Long Acre, London, W.C.

ARMY TELEGRAPHS 1895-1902

PETER LANGMEAD. O.B.E. F.R.P.S., L.

Dear Mr. Martin,

When we met at Herstonceux you asked me for copies of two of the sheets which I exhibited at Stampex, for reproduction in 'Cameo'.

These I now enclose, but I should emphasise that I still have reservations on the JU cancel. If it was used in the Gold Coast then JAYKUMBA seems the most likely. The 'Precis of the Ashanti Expedition 1895-6' published by the War Office in 1897 indicates that camps were established at:-

Jaykumba	7¼	miles from Cape Coast Castle
Akroful	13½	do
Dunkwas	19½	do
Mansu	34½	do
Suta	45	do
Assin Yankumassi	56	do
Prahsu		

On the other hand a contemporary map shows JUKWA just inland from Cape Coast Castle – what do your members think?

A new type of 'office dating stamp' was in use from 1895. It was engraved with ARMY TELEGRAPHS and had nine steel type wheels. Wheels one and eight having thirteen letters of the first half of the alphabet A to M and a blank or hyphen. Wheels two and nine having thirteen letters of the second half of the alphabet N to Z and a blank or hyphen. Wheels three to seven numbered to print the date.

The wheels were intended to be set to print the Code of the office or some combination representing approximately the name of the station.

THE SCOTT EXPEDITION ASHANTI Gold Coast 1895-96

Capt. Curtis, Director of Military Telegraphs, had a supply of Army Telegraph stamps and seven office dating stamps, and Robson Lowe (Ency II) states that he would accept as having been used in the Gold Coast

any example cancelled between December 1895 and July 1896.

JU – JAYKUMBA? Gold Coast 30th June 1896.



Camps were established between Cape Coast Castle and Prahsu, and Kumassi was occupied without fighting on January 17th 1896. Troops of the West India

Regiment and a Detachment of R.E. remaining there after the withdrawal of the expedition.

ARMY TELEGRAPHS 1895-1902

A record sheet showing the printing warrants and the values used in the Ashanti Campaign.



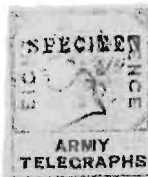
*P.O. 5105^r
95 W^s 94. 95. 96 97. 20 Nov. 1895
First Consignment to Cap^t Curtis Telegraph Detachment
22 Nov. 1895. Cape Coast Castle*



*R 3792 W^s 60
96 Aug. 19 1896*



*W^s 69
1 Oct. 1896*



*W^s 61
Aug 19 1896 R 3797*



*W^s 78
14 Oct. 1896*

CENSORED MAIL

CHARLES LEONARD

At the meeting in London, on 27th September, Philip Beale showed a most interesting cover from Gambia to Sierra Leone. Posted at Bathurst on 12th March 1942, it bears a Freetown arrival date stamp for 17th March and shows not only an unusual straight line "PASSED BY/CENSOR" in pale violet which, as far as I am aware, has not previously been recorded, but also a tombstone type for "P202" (Fig. 1).

The sight of Philip's cover reminded me of one in my own collection which also shows the P202 Censor. This is from Barbados (27th Feb. 1942), via Bathurst (18th March), to Freetown (30th March) (Fig. 2). The high rate of 2/2d and "Via Bathurst" endorsement would suggest that this was carried on the Pan-American South Atlantic service.

Code "P" was one which was allocated to the United Kingdom but we know that, on occasions, Censors were sent out from the U.K. e.g. to Bermuda and then to Trinidad, and took their own handstamp and label stocks with them.

These two covers, the dates of which are, incidentally, very close, would appear to indicate that something similar occurred in West Africa, but was P202 used in Bathurst, or in Freetown?

Do any of our members possess further examples of P202 which would confirm the origin, or at least, add to the known information?

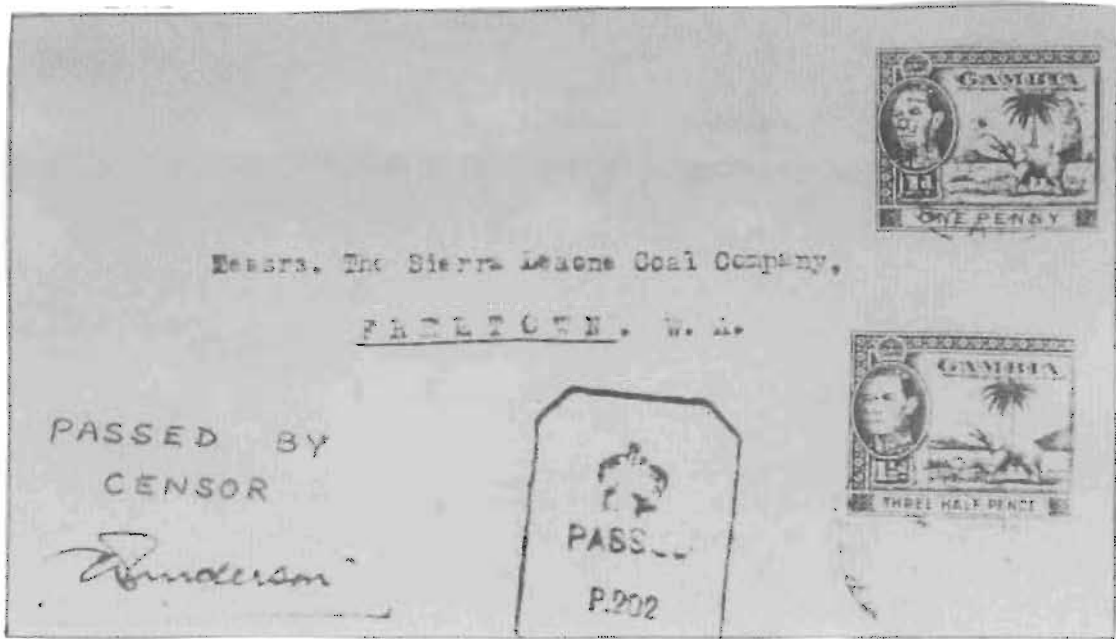


Fig. 1

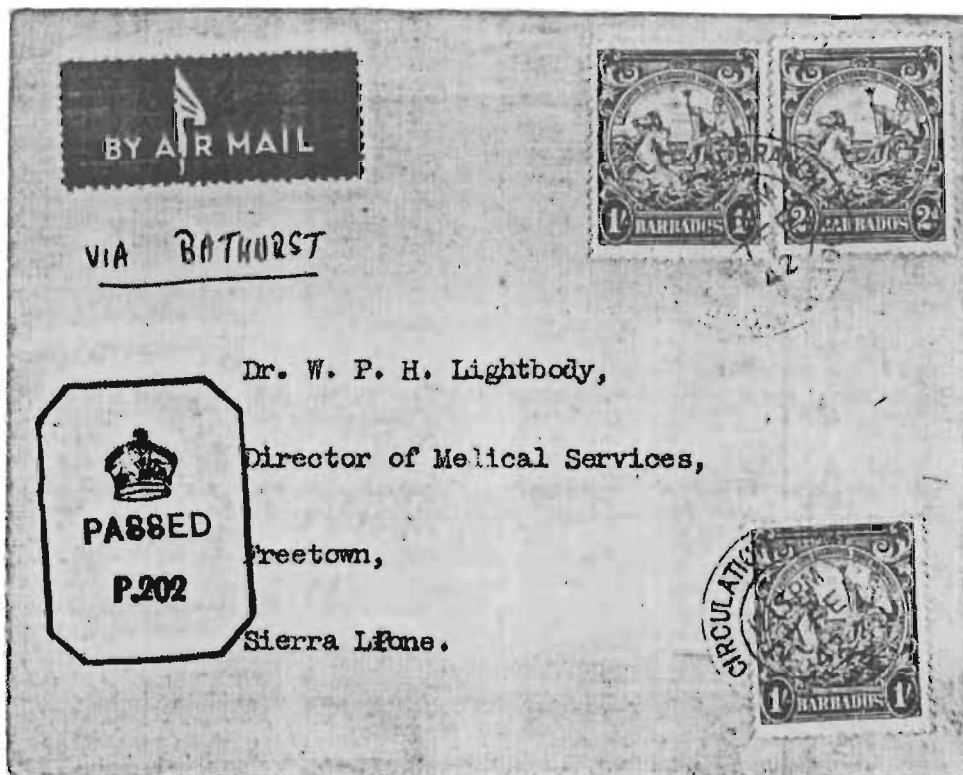
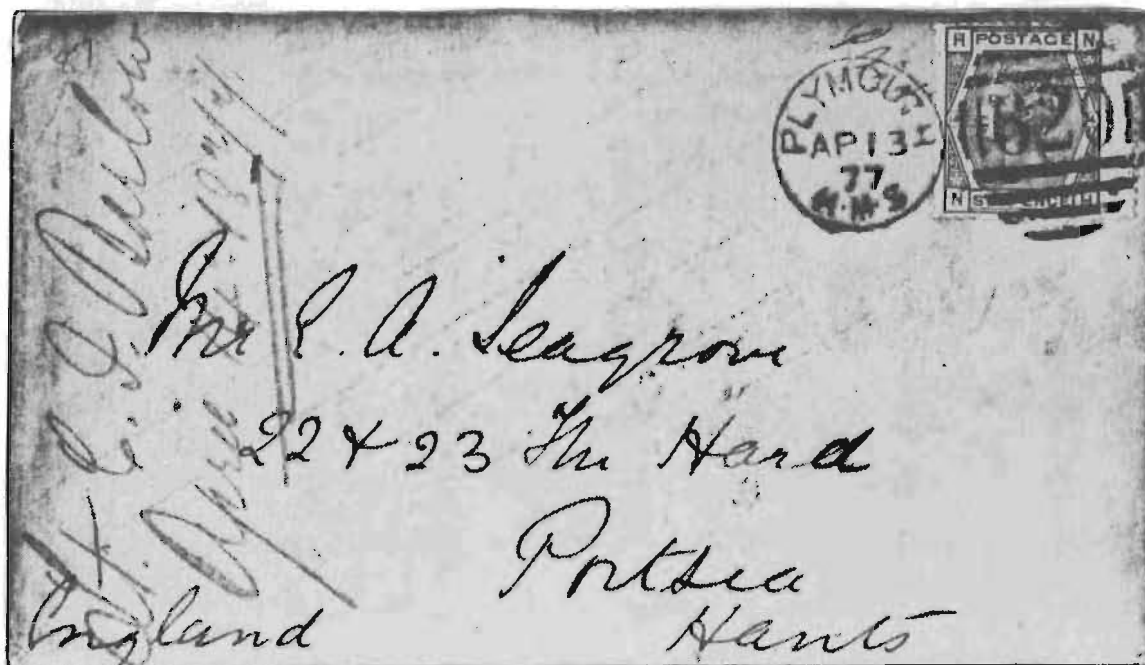


Fig. 2

EARLY ASCENSION MAIL (1)

G. A. OSBORN



The illustrated envelope is one of several addressed to the firm of naval outfitters, E. A. Seagrove and Co. in Portsea. It is fortunate that the name and rank of the sender was written across one end of each envelope by Mr. Seagrove or his clerk, since this makes it possible to determine the places of origin of the correspondence.

Before amplifying that statement it is appropriate to quote from the Post Office Guides of the period which establish the validity of G.B. stamps in pre-payment of letters from officers on overseas stations when sent by fleet mail in sealed bags. Such bags were carried either by naval despatch vessels or, more frequently, by British contract mail steamers, and were opened on arrival in England. Regulation number XIX, 4, reads "British postage stamps, though available for all letters, etc. going out of this country, are not, as a general rule, available for letters etc. coming into it; the principle exception being the case of letters posted by naval officers, marines and seamen serving abroad which, if posted in the ship's bag, must be pre-paid by means of British postage stamps." To take advantage of this regulation a stock of G.B. stamps was usually carried on naval vessels proceeding abroad.

Referring back to the particular item, it is seen as coming from Lt. C. J. Barlow. In the Navy List of 1877 C. J. Barlow appears as a Lieutenant, with seniority from 3rd September 72, serving on IMMORTALITÉ, a screw frigate of 28 guns, with a Detached Squadron. The log of Immortalité, housed in the Public Records Office at Kew, London, gives the day to day movements of the ship. From 20th to 23rd March, 1877, she was at St. Helena, and from 29th March to 1st April she was at Ascension, proceeding then to St. Vincent, Cape Verde which she reached on 15th April.

Note the arrival date of the envelope at Plymouth is April 13th. The Post Office contract with the Castle Packet Company called for a transit time of sixteen days between Ascension and Plymouth on the return journey from Cape Town. Departure from Ascension would thus have been March 29th, the day Immortalité arrived there.

The duplex with H.M.S. below Plymouth is now believed to have been employed on letters from fleet mail bags, the initials standing for Her Majesty's Ships. Sixpence was the correct postal rate for a letter from Ascension to Britain at this time and, if further proof of origin is needed there is on the back of the envelope a small pencilled notation reading "H.M.S. Imortalitié (sic) Ascension 29/3/77". On at least two other items from the Seagrove correspondence similar notations have been confirmed by the local newspapers of Gibraltar and Bermuda. Whoever pencilled these notes, possibly an earlier collector, may have had access to the contents which are now missing.

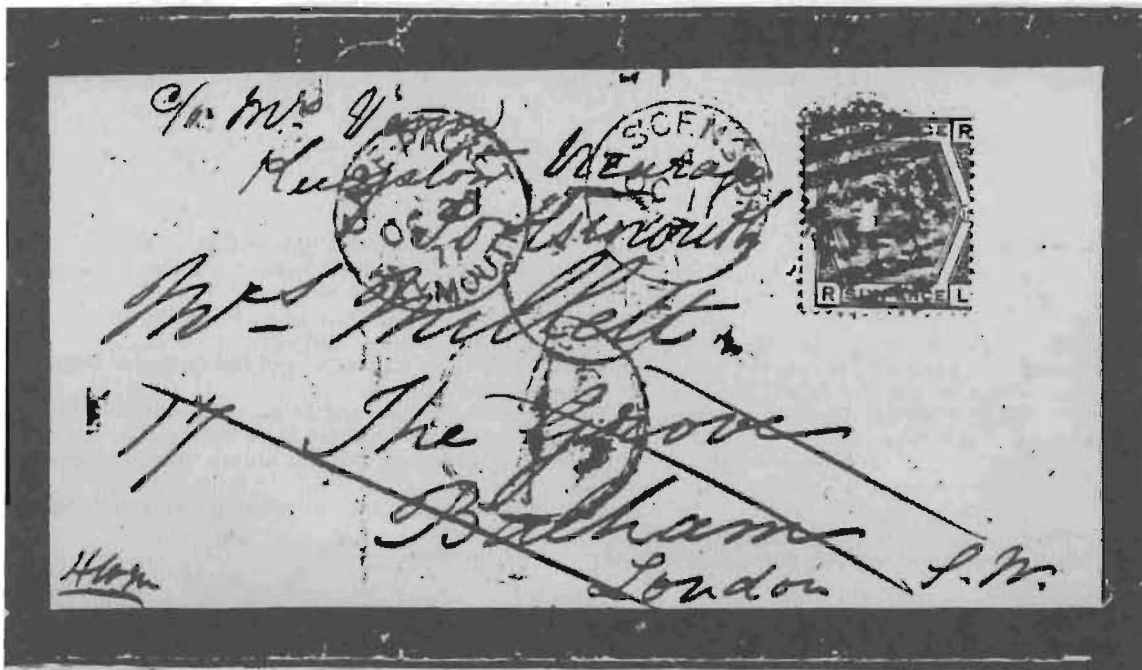
It is, therefore, fairly conclusive that this envelope was posted in a ship's bag at Ascension on March 29th 1877.

EARLY ASCENSION MAIL (2)

J. H. ATTWOOD

COMMENTS ON MR. G. A. OSBORN'S ARTICLE

The five 1877/78 covers listed on page 12 of my book, together with the enclosed photostat of a 1877 mourning cove and each bearing a 6d grey S. G. Type 43, were to my knowledge the only surviving examples from Ascension. This belief could still be strictly valid since all the aforementioned six covers bear an Ascension c.d.s. whereas the cover illustrated by Mr. Osborn bears no such indication of having been handled by the Ascension post office.



It is also interesting to note that the 6d adhesive on each of the six covers with the Ascension c.d.s. is plate no. 15 and presumably purchased from the Ascension post office. Mr. Osborn's example is, however, plate no. 14.

I believe the above comments substantiate Mr. Osborn's belief that his cover was indeed stamped with a 6d adhesive from the ship's stock and that the letter was posted in the ship's mail bag. The use of the arrival duplex "PLYMOUTH HMS 620", indicating carriage by warship, would not obviate the use of the Ascension c.d.s. when handled by the Ascension post office since a Matron Reade cover, and others of similar age from the island, have both the identical arrival duplex and the Ascension c.d.s.

As Mr. Osborn states 6d was the correct postal rate but this was only the case for letters not exceeding ½ oz. from Officers, Midshipmen and Master Mates in accordance with a Treasury Warrant dated 16 May 1857. By the same Warrant a privilege rate of 1d was applicable for seamen.

No stamps from the G.P.O. London were received on the island until 3 March 1867 so any unstamped service mail from Ascension between 1857 and 1867 would be delivered and the recipient charged the appropriate rate of 6d or 1d. The mourning cover I have illustrated bears additional postage due of 1d but this was the inland postal charge for readdressing and delivering the letter from London to Portsmouth.

The mail arrangements from and to Ascension between 1864 and 1879 are partly covered on pages seven and eight of my book on which I illustrate the Post Office Notices of 1863 and 1864. Briefly these cover the postal charges for non-service personnel and are 1/0d for each ½ oz. for a letter by Mail Packet and 4d for each ½ oz. for a letter by Private Ship when great speed and punctuality were not required. I also indicated in my book that from 1863 the mail contract was held solely by the Union Steamship Company but was shared in 1877 by both the Castle and Union Lines.

ASCENSION 1934 K. G. V. PICTORIAL 1½D VALUE

Recently your Editor purchased a block of four of the 1½d value from the upper left corner of the sheet. Stamps one and seven (the first stamps of rows one and two) show apparent re-entries to 'ASCENSION'.

ASCENSION

John Attwood writes as follows:

"There were five printings of the 1½d value of the 1934 K.G.V. pictorial issue as follows:-

Sheets Ordered	Number of Sheets Despatched	Despatch Date	Dealers Reserve Sheets	Total Sheets Despatched
800	834	8/11.5.34	250	
300	310	22.5.36		
250	245	16.10.36		
500	530	17.12.36		
800	847	2.2.37		2766

Of the original printing only a small (unrecorded) quantity was despatched to Ascension on 8 May 1934, the main stock to St. Helena on 11 May 1934 and quantities reserved for the philatelic trade. The dealers reserves remained on sale in London for three months after which time any balance was despatched to St. Helena.

Variations of shade, of colour and of both ink and paper between printings are discernable but unknown stocks held by Ascension make it presently impossible to assign positive characteristics to each printing.

(The above data extracted from an article by R.C.F. Baker, Ph.D. in the St. Helena and Dependencies Philatelic Society Newsletter, Vol. VI No. 3 July 1982 and with Dr. Baker's agreement).

The complete sheet of 60 in my collection shows no indication of this apparent re-entry but in my case the colour of the stamps is a much brighter scarlet and clearly a different printing from that of your block. However the colour of your block is very close to that of the perforated specimen which would indicate that your block is from the original or an early printing and my complete sheet from a later printing.

I am sorry I cannot be more specific but I personally know of only one other Ascension collector who has a complete sheet of this value so the opportunity for research is limited to say the least!

P.S. The above data was originally provided by the Crown Agents, London."

THE TRIALS AND TRIBULATIONS OF A TINTO, CAMEROONS POSTMASTER

R. J. MADDOCKS

Searching for the ever elusive date of reopening by the British of the former German post office at Ossidinge (officially renamed Mamfe in 1922), Bamenda and Tinto, I recently came across the autobiography of Sir Bryan S. Smith, a former Governor of Northern Nigeria whose first years in West Africa were spent as an Assistant District Officer in the Cameroons. During 1921 up to 1926 he lived in both Mamfe and Bamenda. Though none the wiser concerning the mentioned opening dates the reader is however given an amusing insight into some of the problems which faced the Tinto postmaster at that time. Extracts are quoted as follows by way of general interest.

"Early in 1921 there were three Europeans in Mamfe (which is fourteen days trek from Buea); the District Officer, the medicine officer and a young trading company assistant... I made the fourth."

"Thirty miles from Mamfe [Note: this would be Tinto] the east west telegraph line connected with a line running from Buea to Bamenda. The little telegraph office which had been sited by the Germans on the edge of the village had collapsed. The Nigerian Dept. of Posts and Telegraphs decided, with the best intentions, that the subpostmaster and his linesmen would be

happier in cooler, healthier surroundings on a little open plateau a mile or so out on the Bamenda road. It fell to me as D.O., to lay out the new office and the living quarters for the staff. From the moment of occupation however, the postmaster bombarded me with letters and telegrams demanding in almost hysterical terms, protection against the malignancy of the local villagers. Nightly they threatened his person and his property. In the guise of leopards they ravaged his hen houses. In the shape of elephants they uprooted his plantains. The realities of his predicament were bad enough and I had every sympathy. I had myself seen steaming elephant droppings within a quarter of a mile of the post office and leopards were notoriously common in the surrounding hills. Before long the site was abandoned in favour of one less remote from human habitation."

In 1932 with the introduction of wireless communication within the Cameroons, Tinto Post Office was closed; presumably the Postmaster survived!

From: B. S. Smith, "But Always as Friends" Recollections of British Administrations in the Cameroons and Northern Nigeria 1921-1957.

INVALID USE OF A BRITISH STAMP IN THE CAMEROONS

R. J. MADDOCKS



The article by John Sacher "Cancellation of British Stamps in The Niger Territories" which appeared in the latest 'Cameo' reminded me of an item in my collection which originated from the Cameroons bearing a British stamp.

This cover was posted for despatch by sea mail at Tiko, Cameroons under British Mandate on 3rd January 1938 being franked with a King Edward VIII 1½d stamp of Great Britain. Such franking was not acceptable to the local postal authorities and the cover was accordingly taxed as evidenced by the bold encircled 'T'. The Tiko post office canceller was also applied but well clear of the British stamp.

The carrying vessel was the German M/S "Pionier", a Laeisz company banana boat which regularly sailed between the ports of Hamburg and Tiko. This vessel's handstamp has lightly tied the postage stamp to the envelope in the top right hand corner; it was probably applied on board ship rather than at its destination, Hamburg.

There are no transit or receiving marks on the back of the cover to indicate how it reached England though presumably this was via Hamburg as the ship is not known to have called in English ports en route. However on arrival in London the Inland section of the Post Office applied its "1½d" handstamp for such payment to be collected on delivery of the letter. It is assumed that here too the postage stamp was heavily cancelled by an obliterator though perhaps it could have been done at Tiko.

There are no "Postage Due" labels on the cover to confirm that the 1½d charge raised was collected from the addressee. But how was this charge of 1½d arrived at? I understand that the then Imperial letter rate, which also applied to the Cameroons, was 2d for the first ounce; thus if the 1½d British stamp was invalid for prepayment the amount of double postage to be collected would have been 4d. If the 1½d stamp was surprisingly acceptable, the shortfall of ½d would entail a charge of 1d to the addressee. Can this be resolved?

Though not to hand at present I do have a Cameroons cover to England bearing a Q.E.II British stamp cancelled as acceptable by Tiko P.O. without surcharge – but it travelled on a British boat. British stamps were also used on British Forces mail from the Cameroons during 1960/61.

SIX EARLY LETTERS FROM "RIVER GAMBIA" 1755-57

ERIC LEWIS

A few weeks ago I was discussing Gambia Postal History with an old friend who is a member of various societies. We were considering an early letter lately auctioned in London (ex Glover collection). The had been claimed to be the first known cover from The Gambia and was, I understand, a very fine example.

It so happens that my friend is taking an interest in 'The Gambia' and that, as a Postal Historian of many years experience, he is at present checking the Archive Section at a local library at the request of the Archivist who needed advice on postal markings etc. which make these old letters more valuable and necessitate added security for that reason.

Some days later he surprised me by stating that he had seen several early letters from The Gambia, much earlier than the cover in question, the dates of these being 1755-57. He has obtained permission to photocopy these and to pass on the information to postal historians. The provenance of the Sheffield City Archive Department is hereby acknowledged.

I enclose brief details of the six letters and a copy of the first one in full.

- I From 'James Fort, River Gambia 20th July 1755'
To 'Benjamin Spencer Merchant London
Bishop Mark 10th No. m/s "7D"
from James Gaul (Captain of Ship)
- II From 'James Fort, River Gambia 17th August 1755
To. Benjamin Spencer, Merchant London **Received** 2nd Dec. 1755
By favour of Capt. Reffs (or similar name)
Signed "Charles Quinsac" (no postal rate) Q.D.C.
- III 21 Sept. 1755 To Benjamin Spencer
at **Amsterdam Coffee House** London
By favour of Capt. Vening – VIA ANTIGUA Q.D.C.
(not in very good condition on address panel)
- IV From Antigua (but mentions GAMBIA in letter) 19th Nov 1755 Recd. **6 Feb 1756**
To B. S. (as before) at **PORTUGAL COFFEE HOUSE** LONDON
Refers to letter from GAMBYA 21/9/55 (see above)
Mentions Ship 'CANNON HALL' and 'SNOW AFRICA' (?)
- V From James FORT 3 JUNE 1757 to B.S. LONDON
per 'Sloop Williams' CAPT. GRIFFITHS VIA NEW YORK
"3/SE BISHOP MARK m/s "7D"
- VI From James Fort 24 JUNE 1757 to B.S. LONDON M/S 2/9
per BLACK PRINCE – BOSTOCK – VIA CAROLINA
BISHOP MARK 12/DE "SHIP" in Black

Acknowledgement and our thanks are also due to Mr. W. A. Sedgewick, the Postal Historian concerned.

The copy of the first letter follows:

James Fort, River Gambia
20th July 1755

Mr. Benjamin Spencer

Dear Spencer

I take this agreeable opportunity of acquainting you, by Governor Skinner who takes his passage home by the way of Lisbon in the Betsy & Henry Captain Rankieleor, of my safe arrival here the 15th inst., notwithstanding the disadvantage which we met with on our passage, and were that on the 29th ult. about 5 o'clock morning being just clear of the Canaries with a hard gale of northerly winds and a great sea which carried away our Mn. mast close to the deck which left us in the unhappy situation of not having anything standing one foot above our deck by which we were entirely mastered by a turbulent sea which scene was whilst it continued very disagreeable, however before 4 o'clock afternoon got her before the sea and wind by the help of a pair of sheets which we raised forward by which we hoisted our Mn. top Gt. sail and under it made a shift to go 2 and 2½ knots so that the sea continuing turbulent we could help her no more till 7th July when by the sea falling somewhat we with great difficulty got our bowspritt in and shipped foreward for a foremast and our sheets aft so that we made her a scow under low sails so say Sqr. foresail Mn. sail and try sail, by which sail and Gods assistance we gained the mouth of this river 14th inst. at night by which being obliged to come to an anchor in a great sea, where being for some hours we lost our best bower? by the cables parting but as above arrived here (thank God) without further disappointment, where I met an agreeable reception and found the plan of our cargoe as layed down by Mr. Quinsac to be well calculated as far as by enquiry hitherto I could be informed and live in hopes to convince you that my idears shall not be wanting to advance the good prospects I have in view, Slaves they say are in plenty where I design being ready to starve for want of food, as I have with great hazard and fatigue saved most of our materials in the accident knowing without them here should be in great distress, I hope to be in status quo (?) in a few days which I am now about and then with speed to a purchase. There has been a great mortality amongst the whitemen of the shops in this river for some time past but I believe more owing to irregularity than any other cause, I, (thank God) with Mr. Quinsac and all my crew are in perfect health which God continue, the season has been remarkably moderate I shall be careful to advise you of all my further proceedings by every opportunity but as my time hitherto has been taken up mostly about the ships refitting, can enlarge no further, than once more to assure you I have nothing more at heart than to render this undertaking advantageous and agreeable and to convey you to what sincerity I am

Dear Sir your most assured honourable servant

James Gaul

P.S.

We had one man overboard at the time of the accident but (thank God) I got him in again.

The address panel reads,

To
Mr. Benjamin Spencer Merchant London.

There is a manuscript seven and a Bishop Mark for 10 NO.

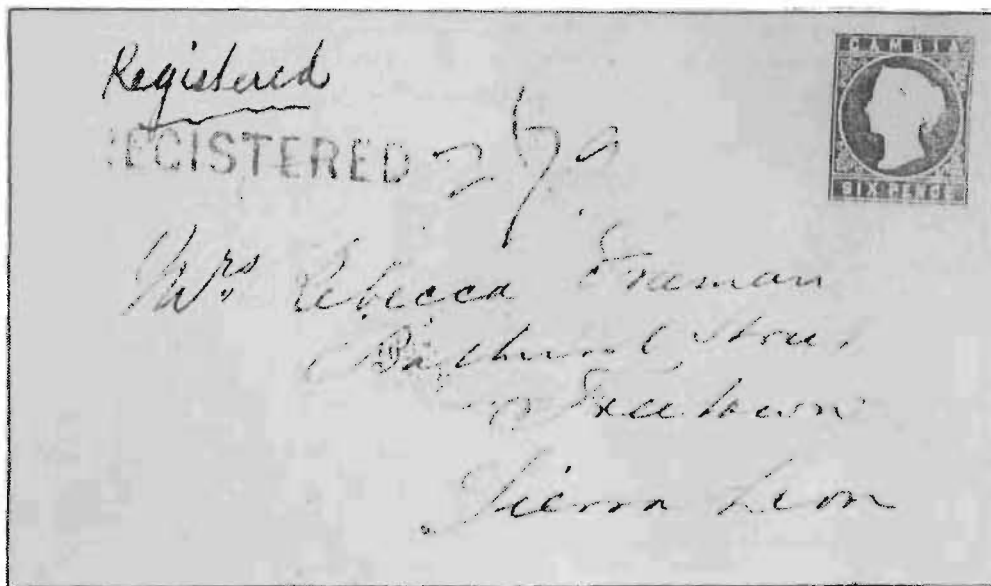
A manuscript endorsement reads "Received 11 November" Published by permission of Sheffield City Archive Dept.

GAMBIA "REGISTERED"

JOHN SACHER

Since the new Gambia book edited by Oliver Andrew went to press a cover has come to light with an unboxed "REGISTERED" in red, 43 x 3.3mm. It bears the

1880 6d deep blue with sloping label (No.1), SG.17a, cancelled "GAMBIA PAID B FE 7 86" in red.



It is an intermediate port cover to Sierra Leone pre-paid 4d postage and 2d registration.



SOME GAMBIA NEWS

J. O. ANDREW

Robert Seaman has sent me a photocopy of a sheet of the 1883-6 4d with clear sloping labels on stamps 1, 5, and 11 (the most pronounced). Stamp No. 15 appears perfectly rectangular. The handbook did not mention this variety on the top row. Another amendment is a new early date for the 1921-22 set: 10 SP 21 (on the 1d).

It is almost impossible to extract information from the Gambia Post Office.

A friend on a recent visit (July 86) has provided the following:

- There is no sea mail to the U.K. (for letters, at least).
- The airmail rate is 1 dalasi. The dalasi was then at 11.40 to the £. Airletters are 75 bututs.
- Registration fee is 2D. Registered envelopes cost 1D50; sizes G and H are available.
- The Banjul P.O. is currently using BANJUL NORTH registration labels.
- The airmail route to the U.K. is not always by British Caledonian. Some, at least, must go via Dakar - Paris.

Charles Leonard's researches have established the existence in the Second World War of a 2 1/2d seairmail rate to the U.K. The Gambia Editor is anxious to have details of any W.W.II covers that might illustrate (or disprove) this rate.

Finally, cancellation No. 23, originally, on the strength of one example dated 12 AP 73, thought to be the reserve canceller, has turned up again, dated 24 AP 73. Can it have had a full, if ephemeral life? (Type 23: double ring 27/16mm.

'BATHURST/THE GAMBIA' with code letter A).

MORE GAMBIA NEWS. THE 2½D RATE

Charles Leonard writes that he has received from Philip Beale a Gambia Regulation of 1941 which mentions the 2½d rate. "It ties down the Forces rate but not the 2½d civilian rate.

The regulation refers to the 1926 Imperial rate as being 2½d whereas it was, of course, 1½d. So there must have been another amendment giving the increase to 2½d - I suspect this would be sometime after 1 May 1940, which was when the U.K. increased to 2½d."

*Supplement to the Gambia Government Gazette Vol. LVIII, No. 7,
dated 14th February, 1941.*



16740.

GAMBIA COLONY

Regulations No. 6 of 1941.

REGULATIONS

MADE BY THE DIRECTOR OF POSTS AND TELEGRAPHS
AND APPROVED BY THE GOVERNOR-IN-COUNCIL
UNDER SECTION 62 OF THE POST OFFICE
ORDINANCE, 1912.

1. THESE REGULATIONS may be cited as the Postal Regulations, 1941. Short title.

2. Regulation 1 of the Postal Regulations, 1926, is amended by revoking the undermentioned words appearing under the heading "IMPERIAL," therein, namely:— Amendment of Regulation 1 of Postal Regulations, 1926.

" Letters—for each ounce or part thereof ... 2½d." and substituting therefor the following words:—

" Letters—(a) When written and despatched by members of His Majesty's Naval, Military or Air Forces—

For each ounce or part thereof 1½d.

(b) In any other case—

For each ounce or part thereof 2½d."

Made by the Director of Posts and Telegraphs this Sixth day of February, 1941.

K. C. JACOBS,

Acting Director of Posts & Telegraphs.

Approved by the Governor-in-Council this 9th day of February, 1941.

J. M. STOW,

Clerk of Executive Council.

Printed by the Government Printer, Bathurst, Gambia.—155—14-2-41.
And to be purchased from
THE CROWN AGENTS for the Colonies, 4, Millbank, Westminster, London, S.W. 1.

GOLD COAST: A PRIVATE POSTAL SERVICE

MICHAEL ENSOR

Among the papers kindly lent to me by Mr. L. N. Williams there is a copy, made by him, of a letter dated 26 Feb'y 1882 addressed to the Acting Colonial Secretary by Mr. A. North Daniel, the Acting Civil Commissioner in Cape Coast. He reports that the Governor during recent visit to Elmina instructed him to look into the best Postal route to Tarquah. He reports that his enquiries have led him to find 'the road taken by Messrs Swanzy's Post to be the best'. This is a clear indication that Messrs Swanzy were providing a postal service to Tarquah from Cape Coast in 1883, prior to the opening of an official service. There is no indication of how long the service had been in operation. But Ward's History of the Gold Coast states that the first mineral concession was taken out in Tarquah in 1877. The Swanzy service would not have predated that. The writer goes on to say -

"This road is good to Chamah, but after leaving that place, en route for Eastern Wassaw the road requires cleaning. The Interpreter for the Interior knows this road, having been to Tarquah by this route in 1863 with Captain Adams, during the War of that year.

Messrs Swanzy's Postman takes three days to do the distance between Cape Coast & Tarquah, and four hours extra to Crockerville. To establish a Weekly Post two men would be required who would carry a load of 70lb each, being paid at the rate of £2.10.0. a month each or £5.0.0. total. Messrs. Swanzy would not undertake to carry the Government Mails under £6.0.0. per month. The pay of a man making a single journey to Tarquah and back, when engaged as a special messenger only, would be s.18/-. Swanzy's Postman leaves Cape Coast on Thursday Morning arriving at Tarquah on Sunday at 9 a.m. The same man leaves the Mines on the following Thursday on his return journey to Cape Coast, the two men thus maintaining a regular weekly post."

I hope this will interest members of the Circle who have been able to secure covers carried by Swanzy's post to Tarquah or Crockerville. Perhaps they will tell me what such covers look like?

XBORG CASTLE, GOLD COAST

R. SEAMAN



This card from Addah was addressed to the Govt. Treasurer at Christiansborg and shows strikes of the scarce VICTORIABORG, ACCRA and the rare XBORG CASTLE.

THE END OF THE GOLD COAST K. E. VII STAMPS

M. ENSOR

Mr. Norman Williams has generously allowed me to make use of notes he made from Gold Coast records while on local leave of absence at the time when he was serving in the army in Accra during World War II. Those of most immediate interest to me concern the fate of the King Edward VII stamps after the arrival of those bearing his successor's portrait. The following is a summary of what occurred.

On 23rd July 1913 the Treasurer sent to the Colonial Secretary a return of stamp stocks held in the Treasury vault, giving it as his opinion that these were unnecessarily large. He cited the £73,000 worth of the 20/- value as an example. (Although he did not mention this it can be worked out that some £7,000 of these were on paper with the Crown CA watermark despatched not later than 1903). The Acting Postmaster General, on being asked to comment, suggested that, as an ample stock of the KG V stamps had been received, the KE VII stamps should be destroyed. The Treasurer and Acting Colonial Secretary agreed; a Board was convened; and the sheets for destruction were counted and fastened up in two cases on 24th August. The cases were "bound with iron wire and weighted with iron, and taken about 3½ miles in a surf boat. On being thrown overboard with some difficulty they persisted in floating and had to be brought back". Eventually the two cases were burned in the furnace of the Resident Engineer, Harbour Works, and a certificate of destruction was signed by members of the Board. No postal stationery was involved as the reign issue had not arrived. It was expected that this was the end of the matter.

However the records on this subject in Accra contained as their next item a copy of a demi-official letter dated 5th October, 1914, from Sir John Anderson in the Colonial Office to the Governor reporting that King George V had found that his collection of stamps of the Gold Coast did not include any specimen of the 5/- green and red on yellow or the 10/- green and red with King Edward's head. It went on to request a corner block of four stamps of each value, unused and unobliterated in any way. When a copy of this letter reached the Gold Coast there was mild consternation at this failure to observe a standing order especially since there was no longer a stock of these stamps from which to meet the royal request. The explanation of the acting P.M.G. at the time that the 10/- value had never been issued did not of course cover the 5/- value. He got away without a formal expression of the Governor's displeasure on saying that during the hurried taking over from Mr. Somerville (P.M.G.) in 1913 he was not informed of the existence in the Treasury vault of any stamps to which the order to provide blocks for the Royal collection applied.

The need to fill the gap in the Royal collection remained and so it was decided to order a special printing of one sheet of each value. When this was done the Crown Agents sent the two blocks to Sir John Anderson for the King and the remainders of the two sheets to the Postmaster General in Accra. The cost was two guineas chargeable to the Post Office vote. The incomplete sheets were duly received in Accra and the Postmaster General recommended that, as the King Edward issue had been destroyed, these stamps should be similarly treated.

Unfortunately the record does not show whether the P.M.G.'s recommendation was carried out. So we shall probably never know whether the 'rather water stained' specimen of the 10/- put on sale last year escaped from the main stock taken out to sea and then brought back for incineration or from the remainder of the special printing, assuming it was not a specimen issue from which the word 'Specimen' had been removed.

USSHER TOWN, GOLD COAST

Barbara Priddy and Philip Beale have both confirmed that the telegraph form shown in Cameo 24, page 87, was received at USSHER TOWN.

Barbara writes "I think the datestamp is Ussher Town in Accra, the receiving office. Ussher Town is the area landwards of Ussher Fort and is sometimes jokingly called Dutch Accra, as opposed to James Town, the

area near James Fort, known as British Accra, from the former proprietors of the respective forts. Both forts are now prisons.

The area has some fine old buildings but I don't recall a Waterville House, nor can I remember where the P.O. is although the main G.P.O. is quite near."

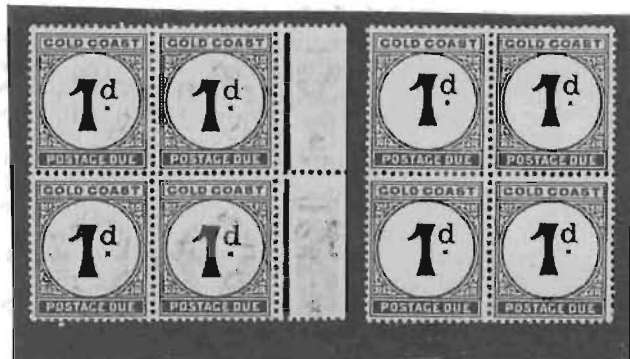
GOLD COAST 1923 1D POSTAGE DUE ON WHITE PAPER

JOHN MILLS

Last year I bought a block of four of the 1d value (S.G. D2) on white paper which, to date and as far as I am aware, has not been recorded. Most members will know that S.G. D2, first issued in 1923, is normally found on yellowish toned paper.

I therefore decided to submit details of my "find" to the Editor of Stanley Gibbons catalogues, Mr. D. J. Aggersberg. At that time I thought that the white paper may have been the type used for the subsequent Postage Due set issued in 1951 and 1952 (i.e. S.G. D5-D8) which was issued on chalky paper. However, Stanley Gibbons, after carrying out a silver test, have confirmed my "find" is on ordinary paper.

I would, therefore, be grateful if any member could shed any further light on this find, particularly as regards the date of its printing and the circumstances which led thereto.



S.G. D2 1923
YELLOWISH TONED PAPER

S.G. D2 ?
WHITE PAPER

MR. AGGERSBERG commented:

I have carefully examined the two mint-blocks of four submitted and can report that the second, whiter, paper is not chalk-surfaced, that is it does not react to the silver test. Obviously a number of new printings must have occurred between the introduction of this set in 1923 and the replacement, of the two higher values, at the end of 1951. I suspect that the final printing of D2 remained in current use until the name change in 1957. Our reference examples of all four values show the yellowish toned paper, as described in the catalogue, so I would agree with your comment that such an appearance is original and not the result of storage in a hot climate or something similar.

It has previously been suggested that a printing of the top three values in 1945 does exist on different paper which is usually described as being rougher and showing a deeper impression. Comparison with the original printing suggests that neither of these differences can really be applied to your example. As you remark the obvious difference is the colour of the paper.

In such circumstances it is our usual practice to discuss such obviously fruitful queries with the relevant specialist societies, but I note that you will be submitting an article on your findings to the Editor of *Cameo*. Such an article may well provide fresh information so I suggest that we should await its publication before proceeding further with this matter. If you receive no response to the article then we will institute enquiries through various archive collections. Please do mention our discussion to Mr. Martin, Editor of *Cameo* when submitting your article.

GOLD COAST PIGEON POST

BARBARA PRIDDY

This article (*Cameo* 24, page 90) roused me to write about Gold Coast pigeon posts, possible existence of, as mentioned in Baldwin (*The Aero Field*, June 1957). Browsing through *The Aero Field* in the N.P.S. Library some months ago, I came across the following in the Aug.-Sept. 1943 issue:

"The Winsford 'Wings for Victory' campaign was inaugurated on May 1st, and messages from the Chancellor of the Exchequer, the Air Minister, and Lord Kindersley were despatched by pigeon post."

This was in the U.K. but the October issue adds "We now learn that the special Pigeon Post forms used were those prepared and employed on the commercial pigeon service in Gold Coast and Ivory Coast some 20 years ago for despatches of market and commodity reports." An advertisement in the same issue offers for sale "Gold Coast and Ivory Coast commercial pigeon post service c 1925 – special unused message form – no locally flown examples are known."

I leave members to draw their own conclusions.
Your Editor is able to provide a copy of the form.

REF 492
PIGEON POST.

From _____

To _____

Date _____ *No.* _____

Sender's Signature _____

Time _____

No. of Copies sent by P.S. _____

GOLD COAST – AEROMARITIME CACHETS

BARBARA PRIDDY

A look at the French West African cachets will clear up any problem (reference Cameo 24, page 89).

Each port of call (what is the aeronautical equivalent, by the way?) had a set of three hand-stamps. One was oblong and read simply WEST COAST OF AFRICA (for English speaking ports) or CÔTE OCCIDENTALE D'AFRIQUE (for French speaking ports). This was for use on coastal mail, as can also be deduced from the mention of Aéromaritime only as the carrier.

Two were diamond-shaped: of these, one read WEST COAST OF AFRICA – MOROCCO or CÔTE OCC. D'AFRIQUE – MAROC, for use on mail from West Africa to North Africa, and the other read WEST COAST OF AFRICA – FRANCE or CÔTE OCC. D'AFRIQUE – FRANCE, for use on mail from West Africa to Europe. These two, of course, mention Air France in addition to Aeromaritime. I have a fair selection, variously in red, violet and black.

Diamond-shaped handstamps were also used from Morocco (MAROC – CÔTE OCC. D'AFRIQUE) and France (FRANCE – CÔTE OCCID. D'AFRIQUE), both of which I have.

All these cachets were used appropriately on mail originating in French territories but English-speaking ones may not have been so careful.

I cannot explain how a first-flight cachet could have been applied in June 1938, except by favour, but I can offer some further information, a query and a problem.

When the service was extended to Pointe Noire in May, oblong cachets similar to the March 1937 ones were used at the French ports, reading SERVICE AERIEN SENEGAL – CONGO/AEROMARITIME/ 1er VOYAGE MAI 1937 (both outward and return flights). I also have a French one (on a cover to Cameroun) mentioning, in addition, Air France and Air Afrique (because Dahomey and places east were served by the trans-Saharan route rather than the coastal one). Has anyone seen these cachets on a Gold Coast cover? I know they are illustrated by both Baldwin and Williams but has anyone seen them?

The diamond-shaped cachet was adapted by Liberia as a first-day cachet and I have a cover (sent from Monrovia to Accra) on which it reads LIBERIA-EUROPE/ 1st day covers/ SEPT 1938.

I have a cover from France to Takoradi with the appropriate diamond-shaped FRANCE – CÔTE OCCID. D'AFRIQUE cachet but also bearing the diamond-shaped WEST COAST OF AFRICA-MOROCCO cachet. Did the Takoradi postal clerk in charge of the handstamp think it was a receiving mark for the new airmail service or did the inward and outward mail just get mixed up and stamped with whatever came to hand?

COVERS FROM TRIPOLI TO KANO 1905/06

J. F. INCE

Two registered covers have recently been seen (courtesy John Davies) addressed both in Arabic and English to Moslem addresses in Kano viz:-

1. Tripoli 2nd April 1905 – backstamped Valletta, Malta 3 Ap 05; London 7 Ap 05; Liverpool 8 Ap. 05; Zungeru 7 May 05; Kano 6 June 05.
2. Tripoli 14 January 1906 – backstamped Valletta Malta 15 Jan 06; London 19 Jan 06; Liverpool 20 Jan 06; Lokoja 10 Feb 06; Zungeru 14 Feb 06 (No Kano backstamp).

The time in transit for both as far as Zungeru was approximately 5 weeks and thence (surprisingly) one month for the first to Kano. As there is no date-stamp for Kano on the second cover, the time taken on this final section is not known but probably was considerably less.

ROUTE – the route taken was clearly from Malta to Marseilles and thence by train across France to Calais – Dover – London – Liverpool.

Ocean sailings from Liverpool to Forcados by 1905 were weekly. A branch boat transported mail and passengers further up the Forcados river to Burutu where the N. Nigeria Govt. had an enclave and which was the terminus for the River Niger Transport Service. Mail and passengers travelled upstream to Lokoja (6 days) which was the main postal centre for the North. Mail for Zungeru left weekly at this period and averaged 500lbs. in weight. It travelled by steam launch up the Niger and Kaduna rivers for about eight hours steaming and thence by land from Bida by mail cart for a distance of 100 miles – normally a journey of three days duration.

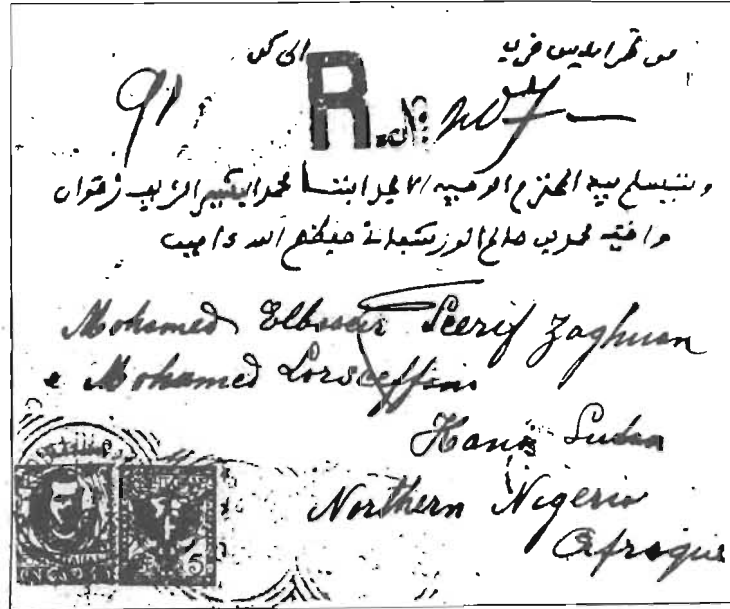
At Zungeru (the Administration H.Q. of the Protectorate) the mail was broken down for onward transmission as necessary. That for Kano proceeded by mail cart to Zaria and thence probably by runners to Kano, a total distance of 250 miles (the mail carts were drawn by oxen). In 1906, the new mail cart road to Kano was completed.

COMMERCE – Kano's large market had been the commercial centre of the Western Sudan for centuries and was both the destination and starting point of caravans which traversed the desert in all directions. The Tripoli Arabs, with their partners resident in Kano, had traditionally had the monopoly of importing the "morocco" leather made from goatskins while other manufactured goods exported from Kano included woven cloths, embroidered native gowns, slippers, horse gear and other leather goods.

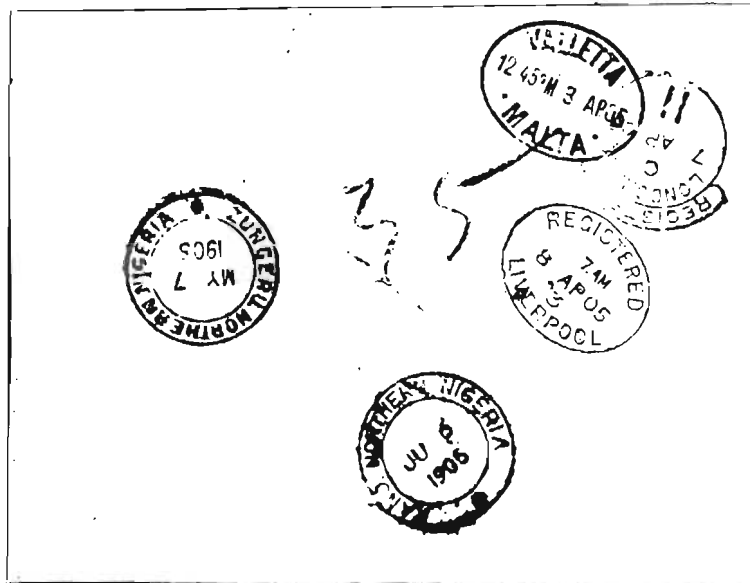
The arrival of the British opened up potential trade routes through the coastal ports to Europe and elsewhere. In

The 1905 cover.

Front



Back



1904, a Tripoli Arab "Nasruf" tested the advantages of the 'Southern' trade route i.e. via the R. Niger to Forcados, thence by sea to Europe etc. and compared it with the traditional 'Northern' route. That to the South had the advantage of scheduled regular sailings (both on the River Niger and from the coastal parts; it was cheaper and quicker. Caravans tended to arrive via the Northern route in Kano in December and January, and not leave again for Tripoli until May/June. They took up to five months in passage and the overall cost could be up to £40 per ton. Although Nasruf, as a result of his investigations, recommended for the time being that his partners stayed with the desert route, this was largely due to his dislike of Liverpool and the costs of his stay in England!

POSTAL – Kano Province had been incorporated into the N. Nigerian Administration from 2nd February 1903. The telegraph service, on temporary wooden poles, reached Kano in 1904.

In 1905/6 the working and organisation of the Postal Service at stations other than Lokoja and Zungeru was still in the hands of the Political Department and, as Residents at this period still had more demands on their time than they could reasonably attend to properly, the postal service was at times "lamentably defective".

In his report for 1905, Sir Frederick Lugard reported that the 45% increase in the parcels traffic was due to Arabs at Kano "are now importing goods by parcel post".

Clearly by now the Tripoli Arabs had found that they could communicate with their trading partners in Kano by a reasonably expeditious postal system which, although vastly greater in distance, ensured arrival of mail in two months or less.

NIGERIA – OFFICIAL ENVELOPES

N. M. JONES

For some years I have been collecting examples of official envelopes used on Federal and Regional Government Service in Nigeria and which superseded those of the O.H.M.S. category.

I enclose photocopies of envelopes by Federal Government Departments and one from the Northern Region Government? and will provide details of those used in other areas at a later date.

For convenience I have separated the F.G. envelopes into two groups

- 1/ F.G. applied with a rubber stamp, and
- 2/ F.G. printed on the envelope.

F. G. (RUBBER STAMP)

TYPE	PMK.	DEPARTMENT
1	Lagos, 7 Dec 1956	Chief Accountant, P & T. Lagos
1	Lagos, Nov 58	Director, Posts and Telegraphs, Lagos
1	(None)	Controller of Posts P & T
2	Apapa, 24 Mar 59	Government Coastal Agent, Apapa
3	Port Harcourt, 14 Oct 59	Head Postmaster, Port Harcourt Area
4	(None)	Senior Executive Officer (Accounts), Posts & Telegraphs Department, Enugu
	(Manuscript Date 18 No 60)	Ministry of Education, Jos.
5	Jos 11 Ap 81	Presidential Liaison Office, Niger State, Minna
6	Minna 7 My 81 (Registered Envelope)	
7	Ebute-Metta 19 My 61	Postmaster, Ebute-Metta
F. G. (PRINTED)		
8	Kano 16 Sp 59	Federal Inland Revenue Dept. Kano
8	Lagos 9 Feb 1960	Office of Governor-General
9	Lagos. 1. 4 No 61	(Certified Official)
9	Lagos 20 Jan 1964	Head Postmaster Lagos Postal Area
9	Lagos 19 Aug 1964	National Library of Nigeria, Ministry of Information, Lagos
9	Registered/Lagos 20 No 1965	Head Postmaster Lagos Postal Area
10	Lagos 14 Jul 1964	Head Postmaster Lagos Postal Area
11	Registered/Maloney St. Lagos 18 Au 64	Controller of Finance and Accounts Posts & Telegraphs
12	Registered Ibadan 2 7 Ja 65	Plant Quarantine Service, Dept. of Agric. Research /Ibadan
13	Apapa 4 No 65	The Superintendent, Maximum Security Prison, Fed. Prison Dept., Kirikiri
14	Lagos 7 De 1965	Controller of Posts, Posts & Telegraphs. Lagos
14	Lagos 13 Aug 1969	Ministry of Mines & Power, Lagos.
15	Lagos 10 Sp 66	Government Coastal Agency, Apapa
16	Lagos G.P.O. 1 Sp 72	Chief Inspector of Taxes, Fed. Inland Revenue Dept. Lagos
17	Agege MR 79	(None)
17	Benin 5 Jun 1981	The Commandant, Police Refresher Course School, Benin City.
18	Lagos 1.2 My 66	Head Postmaster Lagos Postal Area.
N. R. (PRINTED)		
1	Registered/Maiduguri 31 My 61	Provincial Office Maiduguri (No details of any particular dept.)

No doubt there are others.

~~F.G.~~

1

F.G.

2

F.G.

3

F.G.

4

F.G.

5

F.G.

6

On Her Majesty's Service.

BY AIR MAIL

EBUTE-METTA
19:30 PM
19 SEP 66

m/s. A. Peal Ltd.
52 Marshall Avenue,
Bognor Regis,
Sussex.

POSTMASTER
EBUTE-METTA

U.K.

F.G.

8

HEAD POSTMASTER
F.G. LAGOS POSTAL AREA

9

F.G.

HEAD POSTMASTER
LAGOS POSTAL AREA.

10

F.G.

11

PLANT QUARANTINE
SERVICE
6 - JAN 1966
DEPT. OF AGRIC. RESEARCH
LEADAN

F.G.

12

F.G.

13

GOVERNMENT QUARANTINE SERVICE
- 9 SEP 1966
F.G. LAGOS

15

F.G.

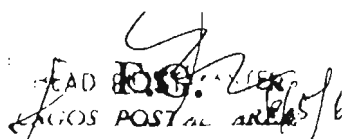
14

F.G.

16



17



18

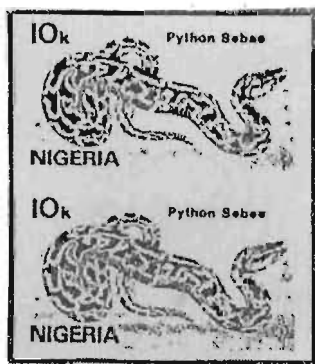


NR 1

NIGERIA. IMPERF. AFRICAN REPTILES AND BUGS

Derek Worboys has reported two values of the Reptiles set issued on April 15th 1986 in imperforate condition. They are the 10k Python and the 20k Crocodile.

The printing was carried out by Security Printing and Minting Co., Lagos.



Mr. Worboys subsequently advised that he has been offered imperforate sheets of the 1986 'Bugs' set. This comprised 10k Goliath Beetle, 20k Common Wasp, 25k Cricket and 30k Carpet Beetle.

SIERRA LEONE – SPECIMEN SELF ADHESIVES

P. D. ROLFE

I have recently been shown some examples of 'Specimen' markings on self-adhesive issues of the 1964-69 period.

The markings are of two kinds as:-

- a) A diagonal script overprint
- b) Perforated with very fine holes.

Specimen

(a)



(b)



- a) This overprint has been seen on four values of the 1964 Kennedy issue – 1d, 6d, 7d and 2/6 values (S.G. 299, 302, 306 and 309).

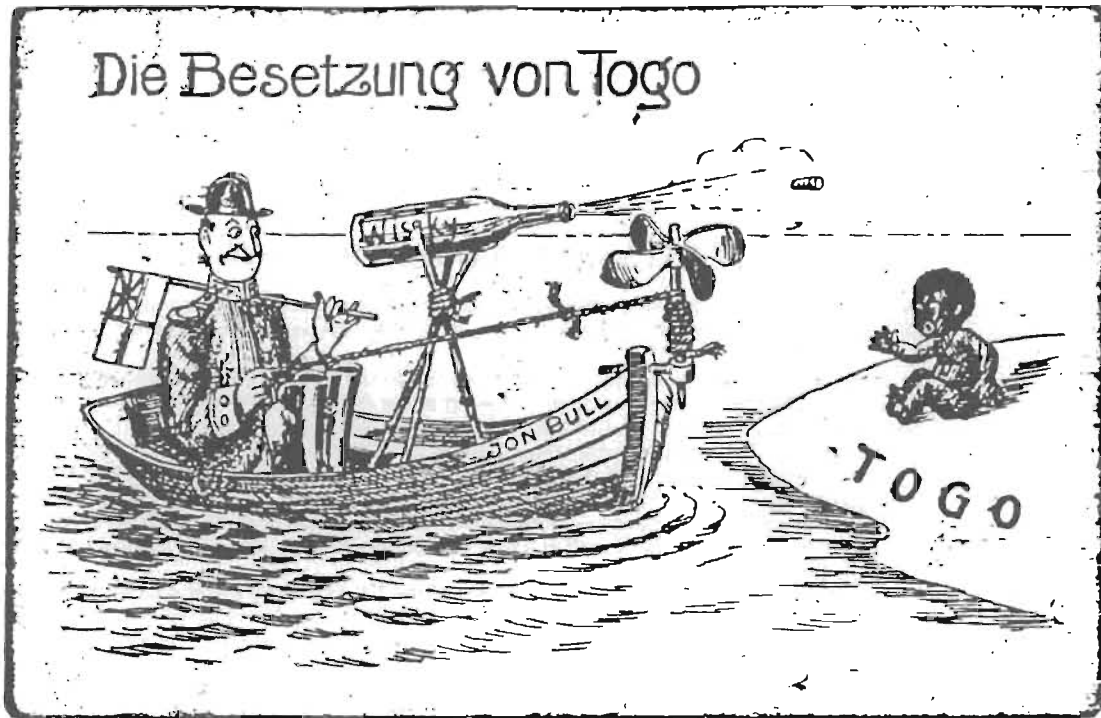
I have been advised by Walsall Security Printers that these items were produced as publicity material for the use of the Agent (Bernard Mechnic). It is not known how many were produced or whether other items exist.

- b) The perforated specimens are on all values of the 1969 Postal History issue (S.G. 467-478) and were produced by Walsall Security Printers for their own publicity purposes. It is not known how many were produced but it should be noted that this publicity was not necessarily confined to postal or philatelic purposes.

I am now attempting a study of this period of Sierra Leone postal history and would be interested to hear from anyone with more information or comments on these specimen items or with any other interesting material.

THE OCCUPATION OF TOGOLAND AUGUST 1914

R. J. MADDOCKS



This German cartoon has been used as a stampless field post card mailed from Danzig to Berlin on 7th October 1914; there are no postmarks.

It shows a British naval officer bombarding Togoland with whisky corks from a ramshackle rowing boat watched from the shore by a somewhat astonished piccaninny. But is the truth stranger than fiction? Such unusual firepower must have been devastating and a credit to the distillers who unwittingly had contributed to the war effort. It was so effective that a British officer, Captain Baker, who had on 6th August 1914 cycled from his base at Ade in the Gold Coast and crossed into Togo under a flag of truce to demand the surrender of the German colony found himself some twenty four hours later in somewhat anxious control of the capital Lome and the coastline to Anecho near the Dahomey border. The supporting British troops did not meet up with the Captain until 9th August 1914.

An apt corollary to this cartoon is found in *The Times History of W.W.I* in a footnote to the account of the Togo campaign as follows:-

"The British public in general had lived in comfortable ignorance that there was such a place as Togoland. Even four years later on 19 July 1918 in an important case being heard in London, the following conversation occurred between the judge and the witness (an ex-Postmaster-General) who deposed to alleged greetings from Togoland received in Berlin by wireless telegraphy.

The Judge:- "Who sent the greeting? The King?"

Witness:- "Very likely!"

His Lordship asked:- "Where is Togoland?"

Witness:- "It is one of those places we have recently acquired."

The Judge:- "Cheap?"

The witness' reply is not recorded but perhaps he could have responded "The cost of a bottle of whisky, milord!"

In conclusion one muses whether there would have been an alcoholic holocaust if the Germans had had the presence of mind to defend their territory with an Oktoberfest "Bottalion"! Sic itur ad astra!

TOGO STAMPS FOR THE ROYAL COLLECTION

Michael Ensor has submitted further information culled from notes made by Norman Williams, the philatelic author, from P.O. records in Accra.

Tucked into a minute by the P.M.G. (Gosling), largely on another subject, is a tantalising reference to Togo where he had gone with the Gold Coast forces in 1914.

The minute is to the Hon. Colonial Secretary, is dated 30 Oct. 14 and is apparently in reply to a reminder that blocks of Gold Coast stamps with Togo overprints should, like all others, be provided for the Royal collection.

Gosling writes "... no Gold Coast stamps have yet been overprinted, but if it is decided to do so I will see that the specimens asked for are sent to His Excellency.

2. Although overprinted Togo stamps are not mentioned in Mr. Bulter's letter possibly these are desired and, if so, three sets up to 80 pfennigs can be supplied from those I brought back for Accra officers.

Initialed S.B.G. 30.10.14"

The Governor's minute includes

"2. I shall be glad if the P.M.G. will let me have the stamps mentioned . . .

H.C. 3.11.14"

The minute reference is 17176/4. I thought members would be interested. It shows that Gosling was fully involved in exploiting the philatelic possibilities of the situation found to exist on his arrival in Lome.

TOGO. THE 1915 ACCRA OVERPRINTING

In Cameo whole number 24 your editor reported what appeared to be a new discovery. This was the 1915 1/- (S.G. 41) but with an olive back similar to the 1916 London printing S. G. 53a. This particular stamp had the small 'F' in 'FRENCH'.

Michael Ensor wrote: "I suspect there may be a colour problem. The London overprinting of Togo coincides with the third Gold Coast printing in December 1915. So it is virtually certain that the Accra overprinting took place on one of the earlier printings. The first printing of the KG V 1/- had a green (in my view slightly blue-green) back.

But there was a second printing in 1914 whose exact colour I do not believe anyone had tried to identify. I do not think it was olive back, generally reckoned to be 1915 at earliest and more commonly 1916. But given that the same papers were used for most colonial issues, I am prompted by your note to see what is on record for other colonies.

Neville Jones' note on Nigeria lists a printing of the 1/- of April 1915 with yellow green back. Strong in an article on B.E.A. shows that a new paper manufacturer was found in 1914 - Saunders & Co. - and they probably produced paper of a different shade from their predecessors.

A possible explanation would be that the 1914 and 1915 printings of the 1/- (including the first London printing of the Togo overprints) were of an intermediate shade of back while the true olive shade of back came in the 1918 printing with the Togo overprint. The Accra 'Togo' overprints could then have been made on two different shades - the 1913 green back and the 1914 intermediate back."

Note: At your editor's suggestion this particular stamp was submitted for a certificate. The owner has just advised "that the committee's opinion was the stamp had a forged overprint and they have issued a certificate to this effect."

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| 1935 | Silver Jubilee set in lower left corner blocks of four, one in each with the extra flagstaff variety, S.G.143a-146a, v.f. mint | £425 |
| 1964 | Shakespeare 6d variety, watermark inverted, S.G.210Ei, marginal, u/m | £25 |

GOLD COAST

- | | | |
|-----------------|---|-----|
| 1889
(March) | Provisional 'ONE PENNY' on 6d S.G.20, lovely corner copy, stamp u/m | £75 |
| 1913 | ½d imperf. colour trial in green on unwatermarked paper and overprinted SPECIMEN, superb block of four. Very scarce | £80 |

SIERRA LEONE



SPECIMEN-UNIQUE

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|------|--|------|
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