

# G A M E O



Journal of the  
West Africa Study Circle

VOLUME 3 NUMBER 7

JANUARY 1988

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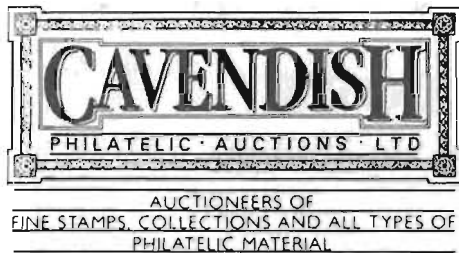
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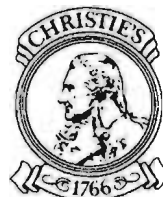
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**EDITORIAL**

Some corrections need to be made to the July 1987 issue. These concern the numbering shown on the CONTENTS page. The whole number should be 26 and not 25. The two Togo articles are on page 161, not 160.

The listing of the G.P.O. Records is by courtesy of P.O. Archives.

For the London 1990 International the Circle hope to produce a 'special issue' as well as the two Cameos. This will consist of special single items – stamps, covers, ephemera – plus a brief write up. So if you have anything suitable, please submit it as well as the usual items for Cameo.

**Annual Subscription:**

United Kingdom and Europe £10  
Overseas (Airmail) £12  
Entry Fee £1

**Advertising Rates:**

Full page: £32  
Half page: £16

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

**WHOLE NUMBER 27**

**VOLUME 3 NUMBER 7**

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**WEST AFRICA STUDY CIRCLE**

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## AUCTION REALISATIONS

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

### Bournemouth Stamp Auctions 4th June 1987

**Togo** 1914 1 mark Yacht with forged 'Togo Anglo-French Occupation' overprint. Unused £40 + VAT (£40).

### Christie's Robson Lowe 7th July 1987

The following six lots are from the Bradbury, Wilkinson archive, are perforated "SPECIMEN" (Samuel Type B9) and are without gum.

**Gambia** 1935 1/- Silver Jubilee imperforate £286 + VAT (£200).

**Gold Coast** 1935 Silver Jubilee 1d and 3d perforated; 6d and 1/- imperforate £715 + VAT (£400).

**Ascension** 1948 Silver Wedding 10/-, one short, perf, and corner crease at lower left. £220 + VAT (£200).

**Gambia** 1948 Silver Wedding £1. £264 + VAT (£200).

**Gold Coast** 1948 Silver Wedding 10/- £357 + VAT (£200).

**Ascension** 1949 U.P.U. 4d and 6d (two short perfs. at foot) £412 + VAT (£300).

**Gambia** 1938-46 1½d blue and black imperforate proof affixed to large folded sheet of paper headed "GAMBIA / 1944" and marked below "Approved subject to the grey being strengthened to that of the 2d value in the first printing of the King George VI series", initialled and dated "30/6/44" Ex the printer's archive £495 + VAT (£150).

**Gold Coast** Postal Stationery Aerogrammes: 1953 6d

perforated "SPECIMEN", numbered "0/89933" and dated "5/6/53"; 1955 6d perforated "SPECIMEN", numbered "0/95500" and dated "15/5/54", and 1956 6d perforated "CANCELLED", numbered "0/101596" and dated "25/11/55". Also Ghana 1957 6d (3, all are Gold Coast 1956 issue) perforated "CANCELLED" and "SPECIMEN" and dated "18/7/57" and "14/5/58" respectively, the third (defects) overprinted "SPECIMEN" in red and with stamp impression perforated "SPECIMEN" (Samuel Type B9). £330 + VAT (£125).

**Nigeria** Postal Stationery Aerogrammes: 1953 6d perforated "CANCELLED", numbered 0/89524 and dated "5/5/53" and 1956 6d (3, different shades of blue overlay), two are perforated "SPECIMEN", dated "4/6/57" and "11/2/60"; the third is perforated "CANCELLED" and dated "3/2/59". Also a British Formula type perforated "SPECIMEN", marked "Nigerian Railways Corps" and dated "8/10/59". Ex. the printer's archive £264 + VAT (£125).

**Sierra Leone** 1933 Wilberforce ½d. to £1 set of thirteen, each an imperforate colour proof affixed to card (62 x 104 mm.), marked "appd. for colour", initialled and dated between "15/7/33" and "26/7/33" Rare and attractive £2860 + VAT (£3000).

**Sierra Leone** De La Rue 6d. photographic essays (2, one with matt finish) £66 + VAT (£150).

**Sierra Leone** 1896 (9th Apr.) cover to London bearing 1891 2½d. tied by "SHAINGAY/SIERRA LEONE" c.d.s. with another strike alongside and showing "PAID/LIVERPOOL/BR. PACKET" c.d.s. in red with, on reverse, Freetown transit c.d.s. £467 (£50).

## MEMBERS

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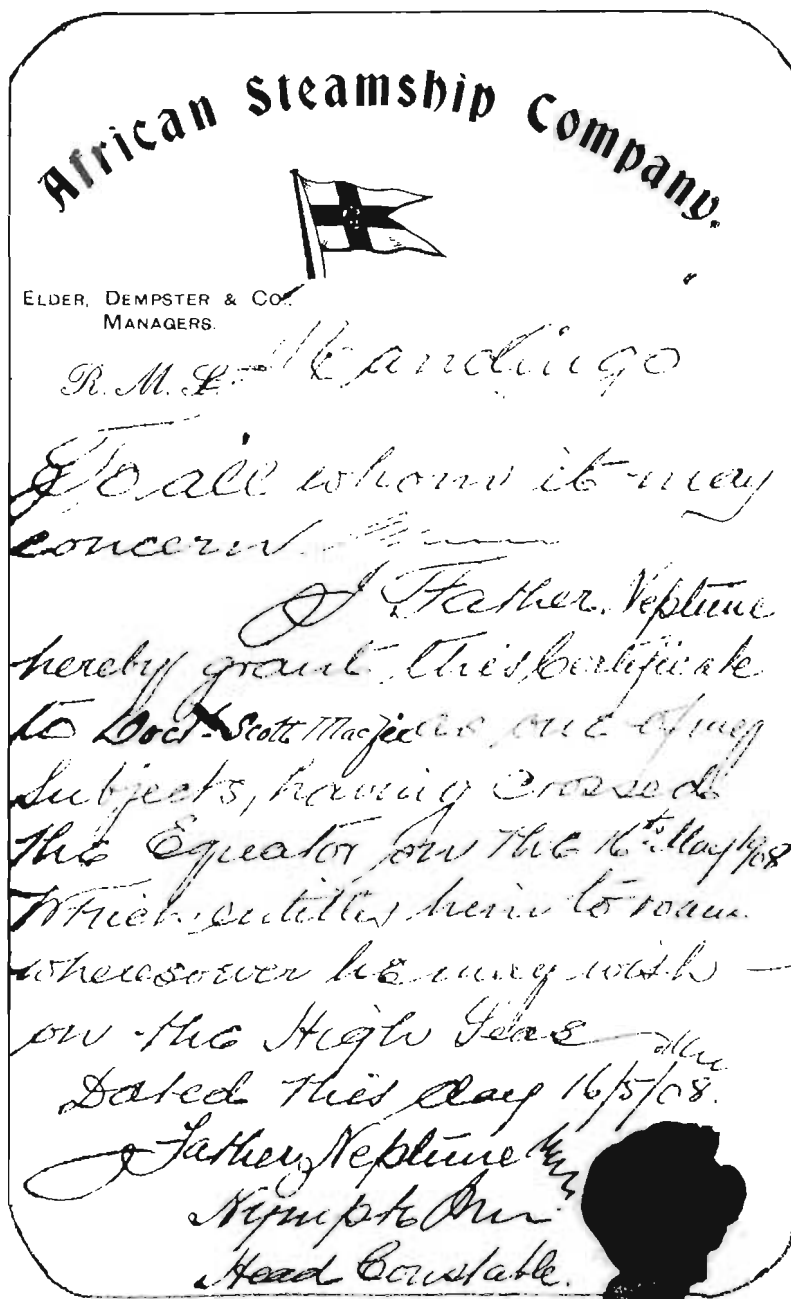
Jack Ince is selling his Gold Coast collection. Stamps are from 1875 to the KG V Key Plates. The cancellations formed one of the base collections upon which Mike Mackin based his study. Offers £6 - £6500 negotiable but to be sold as one lot.

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R.M.S. MANDIGO – CROSSING THE LINE

COLIN TABEART

This certificate was in a display, given in Salisbury, for The Society of Postal Historians.



The Doctor, to whom it was awarded, kept a diary and the following is an extract dated May 16th 1908:—

"We were due to cross the line soon after leaving St. Thome today. For some time Father Neptune's visit had been predicted to us neophytes, the ritual of induction described in lurid terms, and the whole matter made the subject of

*perennial chaff. So that when after lunch we saw a throne erected on the hatch and a canvas trough before it, those of us who were wise changed into pyjamas or old flannel pants, and prepared for the worst. On the hatch was a double throne draped with a Union Jack for Neptune and his Queen, a chain on each side for The Chief Constable and the Master of Ceremonies, and a stool in front for the neophyte. Behind the throne was a deep pool of water retained by stretching a canvas from the edge of the hatch on which the stool rested to the rails of the ship. Arranged thus the very slightest push was enough to topple the neophyte from his stool backwards into the water where two nymphs would be ready to catch him and complete his baptism. It was shortly after 4 o'clock when Neptune climbed over the bows with his blushing Queen. He was received by a detachment of his police, and escorted to the upper deck where he was welcomed by the Captain, and handed a list of those who had ventured to cross the seas without having paid homage to His Maritime Majesty. Then the procession wound along the deck to the steam hatch, and the company took up their stations. I was the first to be inducted so that I had hardly time to take in the scene before I heard the Master of Ceremonies demanding my presence. A detachment of police was at once told off to arrest me, and bring me to the court. I was at once thrust down on to the stool and asked my name, the name of my father, my christian name, where I came from, and many other questions, and every time I opened my mouth the Doctor, who stood by with a large calabash, thrust a soap pill between my teeth. Then an order was given and a great brush full of a mixture of tar and treacle and flour was dabbed over my face. The latherer plied his brush until my face was plastered all over, and then the Barber stepped up with a great wooden razor, and began to shave my cheeks. Suddenly with a deft push on the chest he sent me headlong backwards into the water, where two water nymphs seized me and soused me with the hose, and rolled over and over me, struggling with me until a whistle sounded; when they released me and allowed me to crawl out like a half drowned rat, and go before King Neptune once again to get my certificate admitting me as one of his subjects.*

*As soon as I had changed my clothes and washed off most of the sticky yellow paste, I went back to enjoy the fun. There were some 10 other victims, and very amusing it was to see them shaved and baptised. All around stood the native boys half amazed and half amused, and little John Wesley the headmaster's son sat perched up on the winch like a little limb of Satan, grinning and showing a line of white teeth in his black mischievous face. The Third Mate was Father Neptune, and very fine he looked with his crown and trident and flowing beard and hair. His wife was one of the stewards who had arranged a very elaborate toilet. They sat side by side on the throne and looked as regal as was possible under their locks of tow. To the right of their majesties was The Master of Ceremonies – a most comical figure with a large red lead nose and an immense paper frill. He it was who summoned the victims and eventually gave them their certificates. To the left sat the Chief Constable, whose whistle it was gave a welcome end to the immersion ceremony. The Doctor was quite professional, and wore a cardboard mortarboard, it was his duty to thrust pills as large as marbles into the victims mouths whenever they spoke. The pills were composed largely of carbolic soap, and were very tasty. Then there was the latherer with his brush and pail of yellow soap, and the white-capped, white-aproned barber with a toilet roll tied round his waist. He wielded an immense wooden razor a masterpiece of the ship's carpenters, with silver painted blade and black handle all complete. But for low comedy of the very best commend me to the police gang. Headed by the bathroom steward they were the most awful looking set of ruffians. The leader in a khaki helmet and regulation blue suit had padded out his thighs to prodigious proportions, and strapped on to his enormous sea boots were a set of spurs cut from the lids of cigarette tins. The scullery man, armed with a truncheon that was a stick with a turnip on the end, looked most ridiculous as he strutted about with two pillows on his chest and a saucepan on his head, blowing a whistle cut out of a carrot. But one and all had devised some comic costume, and the fun they got out of the ceremony was a delight to see. When the last victim had scrambled out of the water the procession reformed and marched onto the upper deck, where the Captain bid farewell to his visitors, and invited them all to have a drink at his expense. And so to the tune of "For He's a jolly good fellow" the Court trooped down – to the bar!"*

## I WONDER

GEORGE GIBSON

Idly thumbing through the July '86 copy of *Cameo* I happened to notice the signature below the "Orders for Vessels Calling at Ascension Island – 1851". I just wonder if the Commodore Fanshawe who signed those orders was an ancestor of the famous Thomas Evelyn Fanshawe who was Commodore in Simonstown, South Africa, in 1970. My ship H.M.S. Scylla passed through on our way to the Far East and we were entertained to the customary cocktail party at the Commodore's house. For a bit of a skylark we all introduced ourselves as somebody else, and I became the Roman Catholic Padre for the evening. To my amazement I

wasn't rumbled until we were saying our thank you's and departing (after a very jovial evening), when our Captain happened to hear the Commodore saying how much he admired the work we Padres did at sea. "Padre, my foot," he burst out, "That's my blasted Engineer!" The scene closed with one Engineer Officer/Roman Catholic Padre being chased off the premises by an irate Commodore. I've never seen him since, and I don't suppose I'll ever get the chance to ask if it was his great-grandfather at Ascension in 1851. Pity! It would have been nice to know.

## ATLANTIC BRIDGE

In 1945 His Majesty's Stationery Office published "Atlantic Bridge", The Official Account of R.A.F. Transport Command's Ocean Ferry. This told the story of the ferrying of aircraft across the Atlantic and then through West Africa to Egypt.

Some extracts may be of interest to members.

### Ascension

*The staff of Transport Command permanently stationed on the island, have had an opportunity of examining the remarkably fertile farms now flourishing near the summit, where at over 2,000 feet above sea level the only fresh vegetables and milk which Ascension has ever known are now produced. The farm produce has been used for many years by cable officials stationed in what was, before the war, one of the most desolate of posts. Until the arrival of the American reconnaissance party late in 1941, they and their dependants were the only inhabitants. It was in March 1942 that the main American Task Force arrived. The engineers moved vast quantities of the lava rock by blasting and carved the single runway, along the track of the prevailing wind, through vast barriers of jagged rock. In June the runway was ready, and the first American aircraft were eagerly expected when a solitary Swordfish, piloted by Lieut. E. Dixon Child of the Fleet Air Arm, flew over the island, unaware of the engineering feat just completed, in order to drop a message from his parent aircraft carrier. There was considerable excitement, and after a hasty exchange of signals Lieut. Child landed, the first pilot ever to use that amazing but effective strip which runs between looming crags.*

### West Africa

*The development of West Africa as an air base, serving local and trunk routes, has resulted from the uncommon foresight of flying men and colonial administrators, over more than a decade, and from the unparalleled energy shown in tropical conditions by Service men and civilians since the fall of France in 1940. Within the four British West African territories – Nigeria, Gold Coast, Sierra Leone and the Gambia – some forty airfields, flying-boat bases and landing grounds have been created. Nearly two million pounds of British money have been spent. Between November 1940 and May 1943 over 5,300 aircraft were ferried by the Royal Air Force from West Africa to Egypt.*

*The immediate occasion of this development was the dangerous situation which arose in the Mediterranean as soon as France was beaten and Italy entered the war. Malta alone stood as a link between the west and all the vital campaigns to the east. and all the world knows the assault which fell upon Malta. The only possible alternative route for aerial reinforcements was by way of the west across the waist of Africa, and fortunately the ground was already surveyed. As early as 1925, the commercial and strategic possibilities of such a route caused the R.A.F. to send Squadron Leader A. Coningham – now familiar as Air Marshal Sir Arthur Coningham – to make a survey flight from the Nile to Kano in Northern Nigeria. This survey was extended in 1930 by the first flight across Africa from Egypt, via Khartoum and Kano, to Bathurst in the Gambia and back, led by Squadron Leader (now Air Commodore) E. Howard-Williams – a pioneering journey of nearly 10,000 miles.*

*Throughout the nineteen-thirties, civil pilots, backed by the Public Works Departments of the various colonies, did a splendid job of survey and consolidation, opening up the commercial aspects of that relatively remote territory and creating an air pattern which was to be of the first importance, strategically, later. In 1936 Imperial Airways opened a civil air service from West Africa to Cairo, by way of Lagos, Kano, Khartoum and the Valley of the Nile, a string of airfields having been cleared and developed by the local Colonial and other Governments. British Overseas Airways, absorbing Imperial Airways, ran a regular weekly service over the route.*

*That was the position in 1940, when Italy entered the war and it became apparent that large and sustained reinforcements would be needed in the Middle East. The strategic instrument was at hand.*

### Takoradi – a Tropical Air-Oasis

*Within a month, an R.A.F. advance party arrived at the modern trading post of Takoradi, built at the top of red cliffs on the outskirts of the vivid Gold Coast bush. The existing facilities had to be rapidly extended: new workshops, hangars and runways were made. Living accommodation had to keep pace with a staff which by 1942 had been increased to more than three thousand men. The expansion was tackled with much energy. The station created at Takoradi is one of the finest outposts of the R.A.F., when we consider the remoteness and the trying climatic conditions. It has become an air-oasis upon that tropical coast, surrounded by the palm trees and rank vegetation of the bush, by mosquito-breeding swamps and pools, and by the hazy, shark-infested sea. The climate is humid, unvarying throughout the year, with a temperature between seventy-five and ninety degrees. There is the constant threat of malaria and other tropical diseases. But the construction and maintenance of the station were of incalculable assistance to the fortunes of battle in the desert.*

*Within three months of their arrival, the advance party sent off their first reinforcement aircraft. Within fourteen months, they had passed more than 1,400 "up the line" (as they call it) to the Middle East. All along the route, bases and landing grounds were extended or brought into existence. The work of the pioneers, more particularly the surveying and flying experience of the men of B.O.A.C., were of immense value. For the actual ground construction, the Public Works Departments bore the main responsibility. The Nigerian Department, for example, has built seventeen entirely new airfields since June 1940, and carried out extensions to nine existing ones. The Royal Engineers have co-operated in much of the construction work along the route.*

*Deliveries from Britain to the Middle East were accelerated by two months by the opening of the route from Takoradi. The deliveries fall into two categories. Most of these early reinforcements were fighters carried in crates by sea. Takoradi, and later the Apapa airfield at Lagos, in Nigeria, were used as unloading and assembly points for sea-borne cargoes. The ground crews, working*

*fantastically long hours in the humid heat, were able to assemble a Hurricane ready to take off on test within twelve hours of its wooden crate passing over the side of the ship. Pilots had to sit in the cramped space of a fighter cockpit in blinding sun, in the harmattan dust storms, or in tropical rain, and fly thousands of miles in formation following a navigator leader in a Blenheim or Bisley light bomber. While the Mediterranean was closed, except for the gallant staging post of Malta where they handled longer-range bombers, the earlier deliveries all followed the sea-air route from Britain, by way of West Africa, to the Middle East. And wholly successful, owing to pre-war foresight, was that method of delivery.*

*The second category of ferry aircraft naturally developed with the creation of the South Atlantic Bridge. Besides fighters and all the light bombers which could be spared from Britain, the Desert Forces needed the Marylands, Baltimores, Bostons and Mitchells manufactured in America. For those the southern route across the Atlantic was opened. They arrived in one piece, not needing the services of the assembly plants at Takoradi and Apapa. Their arrival base became Accra, a peace-time airfield built by the Gold Coast Public Works Department and extended since the war at British Government expense to be an important airport, the Americans supplying some of their own equipment.*

*From Accra, the route most likely to be followed by the light bombers is first along the surf-beaten coast, dotted here and there with the square, turreted castles of the old slave traders. Following round the Bight of Benin the aircraft strike inland over mangrove swamps and put down at Ikeja, the first staging post in Nigeria, a short distance inland from the port of Lagos. Thousands of natives hacked the runways of Ikeja out of the jungle. When the station was first opened the airfield-control unit inhabited a Hurricane packing case close to the runway; the staffs' cinema consisted of a sheet slung between two palm trees under a roof of stars but they were proud of their private orange grove, which supplied the messes with fruit.*

*The next leg of the flight is over dense jungle, becoming more sparse toward the north of Nigeria. Close to its confluence with the Kaduna River, the Niger reflects the sun with an oily bronze lustre. A landing may be made at Kano, one of the most romantic cities in all Africa, built of reddish clay and compassed by a wall eleven miles in*

*perimeter, ruled by an Emir from a palace covering thirty-three acres. In clouds of red dust the aircraft pour in and out of the airfield, which is sited upon the sparse plain on the outskirts of the city. It is a mere staging post in the traffic of the air: but for centuries it has been a staging post for the land traffic which moves north across the Sahara and south into the Congo, and written history carries the records of its kings back to A.D. 900. It is during this part of the flight that the delivery crews are most likely to encounter the harmattan, a persistent wind which raises a haze of Sahara dust sometimes to 10,000 feet, often blotting out visibility. An encounter with the harmattan always endangers convoy flying: only constant cross-checking by radio can keep the units together.*

*They pass over dense jungle again to reach the staging post at Maiduguri, over territory which is so dense as to make a forced landing inconceivable. Possibly an aircraft which has landed at Kano, however, may fly on direct to Fort Lamy in Equatorial Africa, where the French flag flies, and the maintenance men who do the refuelling speak only French. Beyond, the ground grows more sparse, more yellow, and the going is steady, monotonous, gruelling.*

*El Fasher is the next stop – a cool rest-house built on the sand near the airfield with plain white rooms, scarlet blankets, and silent attentive Sudanese. Into the dining room in this remote station will drift men from India, from the Mediterranean fronts, from America, to spin a yarn or two before taking off again at dawn. It is an easy lap to the Nile, to the confluence of the White and the Blue Niles by Omdurman and Khartoum. Then comes the magnificent flight down the Nile, the crews cut off the corners where the river winds, but they may catch sight of the cataracts, Luxor, the Valley of Kings. Finally the Pyramids loom up ahead, and the vast smudge of Cairo spreads beside them. The aircraft drop down over minarets to their destination.*

*Many thousands of aircraft, and tens of thousands of men, have followed with variations this transcontinental route. Many fly it regularly to and fro at the mercy of gruelling climate, rains, dust storms, winds and tropical diseases. It is the vital link with the Bridge, pioneered, built, paid for, and maintained by British skill. It is open to the Allies with whom Britain shares the traffic of the Bridge and with whom is shared the reinforcement line.*

## THE G.P.O. RECORDS 1931 – 1952

JEREMY MARTIN

In Cameo's 10, 11 and 13, I gave details of Post 29 and Post 33 Volumes 1 and 2. This listing continues Post 33 and covers the period 1931 – 1952.

Reference	File No.	Description
3232	M 2257/1931	<b>1914-1933.</b> Mail Service with Togoland.
3246 and 3247	M 3701/1931	<b>1910-1956.</b> Infectious diseases. Outbreak in an officer's home. Procedures.
3397	M 12729/1931	<b>1897-1938.</b> Imperial Wireless Chain. Telegraph communications in West Africa. General papers.
3441	M 14122/1931	<b>1912-1939.</b> Gold Coast Colony. Mail service. General papers.
3907	P 6690/1933	<b>1931-1936.</b> Wireless Code messages from ships. Quarantine warnings.
4914	P 18474/1935	<b>1935-1939.</b> West Coast of Africa Mail Service. Laeisz sailings.
5105	P 18548/1936	<b>1934-1939.</b> Air mails. Services to Gambia, Sierra Leone.
5136	P 22593/1936	<b>1934-1935.</b> Nigeria. Mail Service. Proposed use of French desert motor services.
5189	P 16106/1937	<b>1935-1939.</b> Empire air mails scheme. Proposed contract with Imperial Airways.
5192	P 16292/1937	<b>1934-1950.</b> African postal and telegraph convention. Reports and amendments to regulations.
5263	P 218199/1937	<b>1933-1940.</b> Empire air mail scheme. Contract with Imperial Airways.
5367	P 24865/1938	<b>1935-1937.</b> Empire air mail scheme. African route, mail service arrangements.
5368	P 24958/1938	<b>1935-1939.</b> Empire air mail scheme. African route, miscellaneous correspondence with Dominions, Colonies and other Administrations on operation.
5412	P 27315/1938	<b>1934-1939.</b> Air mail service to West Africa. Agreements with Imperial Airways, general papers.
5519	P 6095/1940	<b>1937-1938.</b> Empire air mail scheme. Introduction, stage I. East and South Africa.
5551	P 11349/1940	<b>1932-1938.</b> Empire air mail scheme. Minutes and reports of air mail committee. Sub committee of Imperial Circulation reports – England – Africa air-borne scheme.
5560	P 11715/1940	<b>1919-1932.</b> Air mail service France – South America Via Dakar. – Circulation papers.
5735	P 785/1950	<b>1949-1961.</b> Tristan da Cunha: Postal services and packet index.
5756	P 8219/1950	<b>1948.</b> St. Helena: Delay to air mail items.
5912	P 4653/1952	<b>1940-1958.</b> Tristan da Cunha: Mail services with United Kingdom and Australia.

# CAMEROONS POSTMARK VARIETIES – A PRELIMINARY STUDY

DR. M. P. BRATZEL, JR.

In his discussion (1) of the early postmarks of Buea, Cameroons, Dr. Schelling describes the fascinating variety which exists for the skeleton date-stamps used between 1918 and 1923. In his compendium (2), Mr. Wright stresses the importance to fully characterize postmarks, in order to properly distinguish between similar but nonetheless unique markings. He notes, for example, that there are two varieties of the oval UUKA registration postmark for Kumba and, likewise, two for Mamfe.

Such attention to detail has its rewards. Close inspection of nine British Cameroons postmarks reveals numerous differences, indicating that different cancellation devices were employed, often concurrently.

The illustrations accompanying this discussion depict the differences between these similar markings. To ensure clarity of reproduction, the illustrations have been strengthened. This was done on enlarged copies of the postmarks, which were then reduced back to their original size. In so doing, some subtle differences may have been lost, but the major differences are nonetheless quite evident.

Comparison of postmarks to reveal differences is quite straightforward, even for an incomplete strike on a stamp. Prepare a photocopy of a postmark and,

through use of an intense light box, superimpose it on the appropriate figures below. Identical postmarks align, different marks do not. It is suggested that the markings in the article be photocopied as well; this will facilitate handling and also eliminate interference from printing on the back side of the page.

In conducting the comparisons of postmarks for this article, scrupulous care was taken to avoid any misinterpretation that could arise from comparing a distorted or partial strike.

The differences between similar postmarks can be quantified, for example, by measuring the distance between particular letters and the height of the letters. However, the ease with which this can be done depends on the completeness and the sharpness of the strike, as well as the eye of the observer (a penchant for flyspecking does help!). Nonetheless, the text below describes some key differences between similar markings. It must be stressed, however, that all distances are approximate. Superposition of photocopies is by far the fastest and most reliable procedure for differentiation.

Also presented below are the observed dates of usage for each postmark. The range will, of course, be expanded as additional information is obtained.

## VICTORIA/NIGERIA



Earliest: - 1 MY 19  
Latest: - 13 JU 25

Figure 1A:— Without the time of day. Each killer bar is about 8¼mm long, as measured on the inside edge. The distance from the bottom of the V to the right leg of the A in VICTORIA is about 15¼mm.



Earliest: - 10 MY 26  
Latest: - 17 JY 26

Figure 1B: – With time. The right killer bar is about 6¼mm and the left about 6¾mm. The V – A distance is about 17mm.



Earliest: - 16 MY 25  
Latest: - 6 AU 30

Figure 1C: – With time. The right killer bar is about 6mm and the left about 6½mm. The V – A distance is about 16¾mm. The letters are shaped differently from those in Figure 1B; note, for example, the O in VICTORIA.

## VICTORIA – CAMEROONS/UNDER BRITISH MANDATE



Earliest:  
Latest:

Figure 2A: – Height of letters is about 3mm. The distance between the H. of BRITISH and the M of MANDATE (as measured at the top) is about 1¾mm. The distance between the A of VICTORIA and the C of CAMEROONS (as measured at the bottom) is about 2½mm.

– 7 MY 33  
– 27 AU 44



Earliest:  
Latest:

Figure 2B: – The letter height is about 2½mm. The H – M distance is about 1¾mm and the A – C distance about 2mm.

– NO 30  
– 27 AU 44



Earliest:  
Latest:

Figure 2C: – The letter height is about 2¾mm. The H – M distance is about 1¼mm and the A – C distance about 2½mm.

– 5 OC 35  
– 25 AP 50

## VICTORIA/CAMEROONS UUKT



Figure 3A: – The distance from the bottom of the V to the right leg of the A in VICTORIA is about 11¼mm. The distance from the left arm of the U to the right end of the crossbar of the T in UUKT is about 8¼mm.

Earliest:  
Latest:

– 19 MR 54  
– 1 OC 54



Figure 3B: – The V – A distance is about 10¾mm and the U – T distance about 10mm.

Earliest:  
Latest:-

–  
– 4 MR 58

## REGISTERED/VICTORIA CAMEROONS UUKT



Figure 4A: – No hyphen between VICTORIA and CAMEROONS. The distance between the T of UUKT and the D of REGISTERED (as measured from the top of the T) is about 1mm.

Earliest:	–	29 JY 52
Latest:	–	59

Figure 4B: – Hyphen. The T – D distance is about 2mm.



Earliest:	–	14 NO 57
Latest:	–	10 MY 58

## VICTORIA (DUMB)

There are two varieties of the VICTORIA (dumb) parcel canceller (Type VIII in Wright's compendium). Both are on King George V stamps, and neither lends itself to reproduction. The one, struck in black, has sans serif letters which are about 4mm high. The other, struck in violet, has slightly smaller serified letters.

## BUEA – CAMEROONS/UNDER BRITISH MANDATE



Figure 5A: – The height of the letters is about 3mm. The distance between the H of BRITISH and the M of MANDATE (as measured at the top) is about 1½mm. The distance between the A of BUEA and the C of CAMEROONS (as measured at the bottom) is about 2½mm.

Earliest:	–	11 MY 31
Latest:	–	23 AU 38



Figure 5B: – The letter height is about 2¾mm. The H – M distance is about 1¾mm and the A – C distance about 3½mm.

Earliest:	–	1 MY 34
Latest:	–	29 FE 44

## REGISTERED/BUEA CAMEROONS UUKT



Figure 6A: – The distance between the T of UUKT and the D of REGISTERED (as measured from the top of the T) is about 2½mm. The distance between the R of REGISTERED and the B of BUEA (as measured from the bottom of the R) is about 1¾mm.

Earliest: – 13 JA 56  
Latest: – 3 MR 56

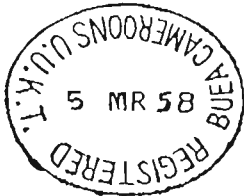


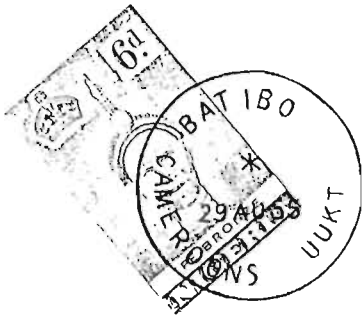
Figure 6B: – The T – D distance is about 3½mm and the R – B distance about 2¾mm.

Earliest: – 26 NO 57  
Latest: – 26 DE 58

## REGISTERED/TIKO CAMEROONS UUKT

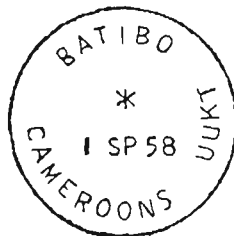
There are two varieties of the registration oval inscribed TIKO CAMEROONS UUKT These are illustrated and discussed in a separate article (4).

## BATIBO/CAMEROONS UUKT



Unlike the above examples, which deal with different cancellation devices, Figures 7A and 7B depict two different settings for the same skeleton postmark. As Dr. Schelling explained for the Buea skeleton postmark, the letters in these devices could be easily changed (2). In Figure 7A (dated 29 AU 55), the CAMEROONS UUKT is swung to the left and, in Figure 7B (dated 1 SP 58), to the right.

Dr. Schelling reports (3) a third setting with an intermediate date, having only the postal agency name moved to the right. He speculates that there may be more settings of this skeleton, as well as for skeleton postmarks for other postal establishments. Dr. Schelling would appreciate photocopies of any examples which members might have.



Careful examination of Cameroons postmarks has revealed some fascinating differences. The author would appreciate observations and comments from Circle members and would welcome the opportunity to examine additional material or photocopies firsthand.

I am indebted to Dr. Schelling, Mr. Wright, and Mr. Robert Stone (of the France & Colonies Philatelic Society – USA) for providing comments and/or photocopies of postmarks. They contributed significantly to the information presented in this article.

### REFERENCES

1. J. E. Schelling, "Cameroons, Early Buea Postmarks (1914-1930)." *Cameo*, Vol. 3, No. 1, January 1985, pp 8-11
2. M. St. J. Wright, "The Postal History of the British Occupation and Administration of the Cameroons (1914-1961)." *British West Africa Study Circle*, March 1983.
3. J. E. Schelling. Personal communication, July 16, 1987
4. M. P. Bratzel, Jr., "Cameroons: Post-Independence Usage of Three Trusteeship Cancellers." *Cameo*, in press.

# CAMEROONS: POST-INDEPENDENCE USAGE OF THREE TRUSTEESHIP CANCELLERS

DR. M. P. BRATZEL, JR.

In his compendium (1), Mr. Wright reports the use of British-style postmarks in Cameroons after the trusteeship had ended. This note provides a sidelight for three such marks.

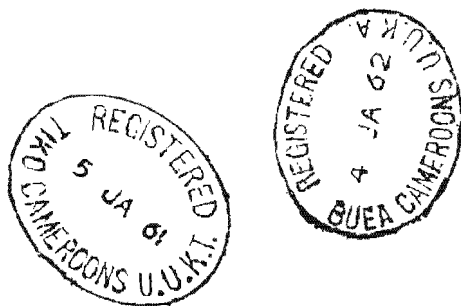
Figure 1 depicts two oval registration markings taken from the back of a cover posted at Buea on 4 JA 62. The year date for the Buea postmark is correct but that for Tiko is not: the old year slug was not removed at the end of 1961

Figures 2 and 3 depict backstamps on a cover posted at Tiko on 5 FE 62. The year has been inserted by hand; however, for the postmarks on the front of the cover, the year was not entered at all!

Note that the two TIKO CAMEROONS UUKT postmarks are different. Major differences are:

Figure 1:-

Distance between the D of REGISTERED and the T of UUKT (as measured from the top of the T) is about 2½mm. Distance between the R of REGISTERED and the T of TIKO (as measured from the bottom of the R) is about 3mm.



Figures 2 and 3:-

The D - T distance is about 2mm, as is the R - T distance.



Fig. 2

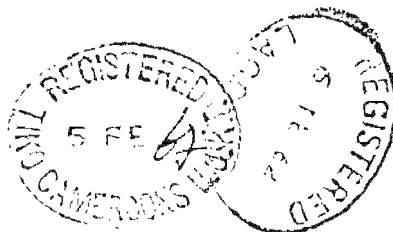


Fig. 3

The author has in his collection examples of the latter between 14 SE 51 through 5 FE 62, but only the one example of the former. Did that canceller see use prior to the end of the trusteeship period?

## REFERENCE

- 1 M. St. J. Wright, "The Postal History of the British Occupation and Administration of the Cameroons (1914-1961)." British West Africa Study Circle, March 1983.

## THE GAMBIA PRE-STAMP MAIL

ROBERT SEAMAN

Members who have The Gambia listed as their interest, or amongst their interests, were circulated towards the end of 1986 and asked for details of any pre-stamp mail (say up to 1870) from The Gambia, together with photocopies of items in their collections. A number of members have provided details whilst others have

submitted a 'nil' return. Would those members who have not replied, or any member holding such material who did not receive a circular, please advise Robert Seaman as soon as convenient. Nil returns from those members in the former category would be appreciated.

## GAMBIA. THE RECEIVED POSTMARKS

PHILIP BEALE

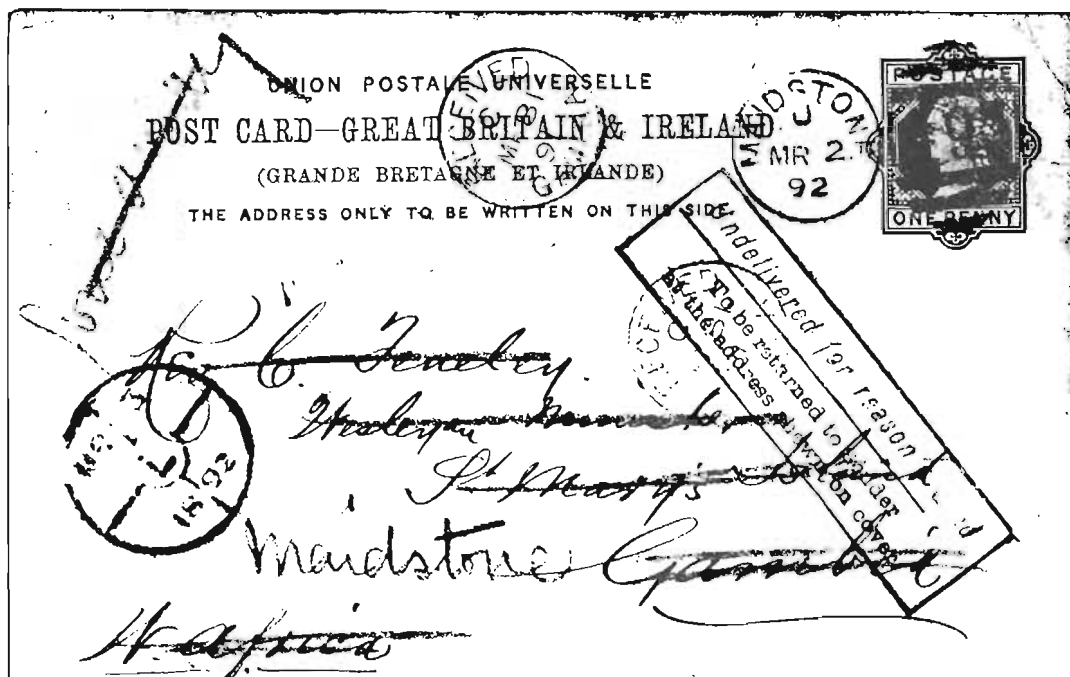
The Handbook describes the three postmarks as 12C, 12B and 12\*. The one with an asterisk is easily distinguished from the other two as the ring is 21mm, one mm larger than those with codes.

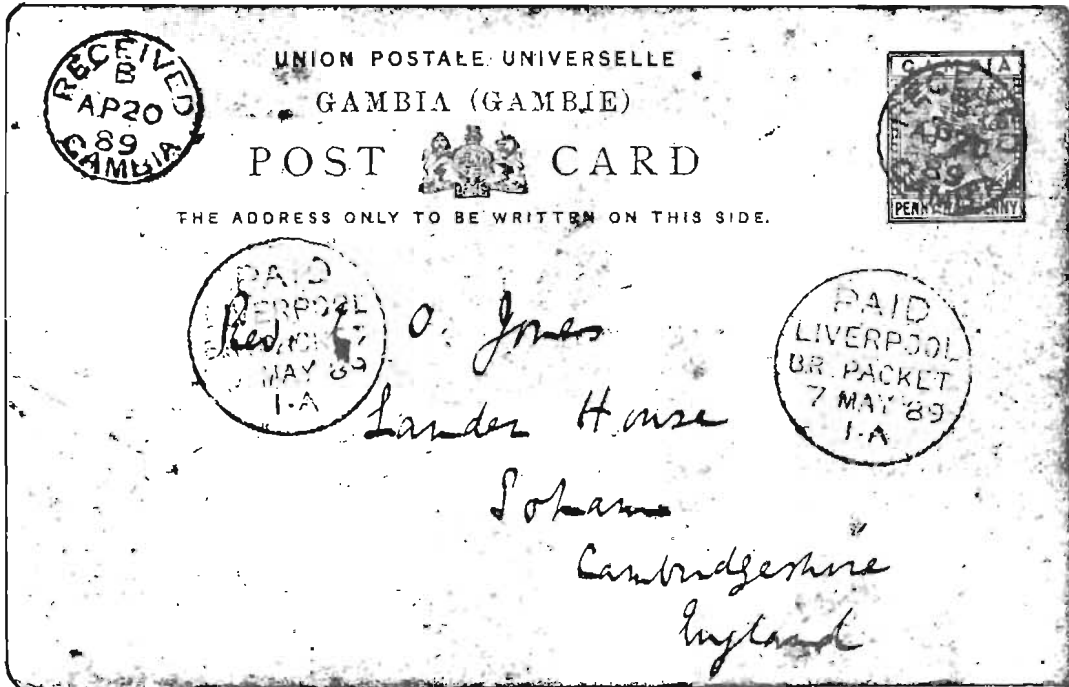
I had always presumed that the two with codes were the same postmark, the letters being changed. Examination of the example of 12C which is referred to in the handbook shows that it is a distinct postmark, the style of lettering differing from that of 12B. Examination of the letters D, V and C in received shows that the

type face is quite different.

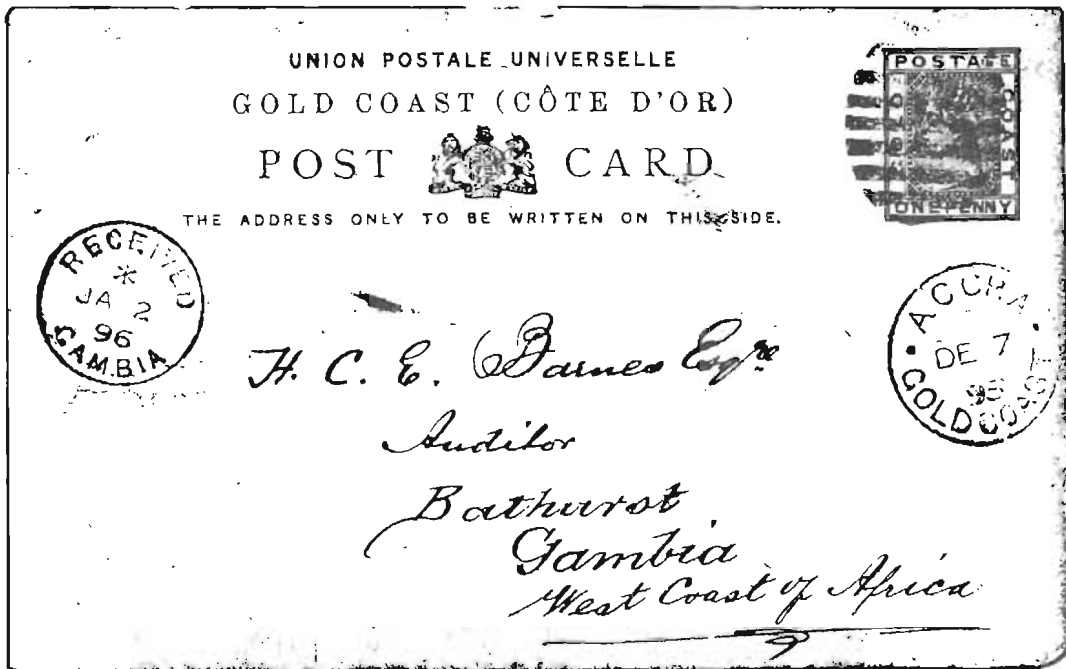
The postcard showing 12C below was in both the McCaig and Bavington-Jones collections. The date on the received postmark has clearly been carelessly entered and should be MR 18 92.

Received with asterisk is occasionally seen on loose stamps and is scarce on an envelope or postcard. With a code letter it is far more difficult to find. Indeed, the example of 12C illustrated below is the only one I have seen.





12B



12\*

# GAMBIA MICROGRAM SERVICE

JEREMY MARTIN

WL 98447412 00m 4/44 KILBERRAN Qm 28/3

MICROGRAM SERVICE	Subject	PAY SERVICES.
<b>L/2966/20</b>	Ref. & Date	WAG/Q/30/E d. 26 Aug. 44
REGISTRY, WAR OFFICE	From	R.P., R.E. RADCLIFFE.
	To	C.P. GAMBIA, WEST AFRICA.

R.P., R.E. WAG/Q/30/1/21 d. 26th Aug. 44.

Ref. CPG/REG/BOR/10 of 14 April 44. 2052816  
Britten J. (Eng. Serv. Pool R.E.) The foll'g  
information has been rec'd from the Commissioners  
of Income Duty, War Office, "It is conf'd by  
local district that they have no assessments and  
have taken no tax 1941/42 or 1942/43 Civil Pay  
however is assessed locally for 1943/44 and 1944/  
45.

*[Signature]*  
Lieut.  
for Regimental Paymaster, R. E.

R.E.

COMMAND PAYMASTER  
GAMBIA  
2001 1947  
WEST AFRICA

Your Editor recently obtained this item. The Microgram Service seems very similar to the Airgraph Service. The write-up on the album sheet, by the previous owner, stated that the principle of Micrograms was to reduce the size of documents by photographic process. The film was transported and subsequently enlarged to the original size.

By this means it was possible to convey 1700 sheets on 100 feet of 16mm film.

This particular document was dated 26 Aug. 44 and sent to the Command Paymaster, Gambia, arriving 2 Oct. 1944.

## VISIT TO ASHANTI IN 1839

DEREK ODELL

This entire was written at Cape Coast Castle on May 9th 1839. It was carried by the East India Company brig "Velocity", received a boxed 'India Letter/

Gravesend' and arrived London on July 22nd. The postal rate was 10d – India letter fee 4d plus 6d inland (20 to 30 miles).

*Revd. and dear Sirs,*

*Having heard that the Brig Velocity will leave this coast for England in a day or two I embrace the opportunity of informing you of my safe arrival from Ashantee on the twenty third of April after an absence of three months and three days. Although I started from this on the thirteenth of January I did not reach Coomassie until the first of April having been detained on the road fifty days. This detention was the result of those strong jealousies which characterize the Ashantees. Since my return a slight sickness bought on by sudden changes of the atmosphere privations together with the duties devolving upon me after so long an absence from the circuit has hindered me from sending you at the present moment that copious information concerning my enterprize which you have a right to expect from me but I hope I shall be able to send you a copy of my journal by the Brig Maclean which vessel will leave this coast in all probability about six or seven weeks. Meantime I am happy to inform you that thro' the mercy of the God of Missions I have surmounted every difficulty and returned fully satisfied that sanguinary Ashantee is ready to receive the gospel and that as soon as our Committee can send as good supply of Missionaries to this station we shall by the blessing of God succeed in establishing a Mission among that people. During my travels I passed thro' many blood stained streets and witnessed many scenes of horror and misery. If ever there was a country which needed your special attention it is Ashantee where human sacrifices are every day occurrences and where tho' they do not eat human flesh like the Fegeans the mangled bodies of human victims are suffered to lay smelling and putrifying in the streets like dead dogs. Many awful facts of this description are contained in my journal. I experienced much kindness from the sanguinary Monarch while stay in Coomassie and have every reason to believe that as he becomes better acquainted with us all his jealousies will vanish away. The number of inhabitants in Coomassie is about 30,000 and the whole population of Ashantee at a moderate calculation from seven to eight hundred thousand. An extensive field this for Missionary enterprize. I feel deeply humbled in the reflection that as unworthy an individual as myself should have the honour of being the first Christian Missionary who has ever entered the secret bounds of jealous Ashantee and trust that my visit will be followed with results of eternal importance to that sanguinary people since a communication is now open which will afford us an opportunity of holding continual intercourse with them. I am not certain whether you are acquainted with the young Ashantee Princes who are staying in England or not and therefore beg leave to remind you of the importance of paying them every attention as I think they will be likely to have considerable influence at count on their return to their own country. I have mentioned this to President Maclean who has kindly promised to write home to their friends in England to request them to give*

*you an opportunity of becoming well acquainted with them. The expense of travelling in the neighbourhood where there are no horses and where the roads are excessively bad must in consequence be very heavy and when I farther add that I had eighteen men to keep during my long detention in Fomminah you will not be surprised I trust to hear that my expenses during the enterprise amount to £130 independent of my regular personal expenses &c &c. I am happy to state however that the Christian zeal of our Societies here in assisting me has been so great that I have received from them in special contributions £57-13-0 a noble practical proof of their firm attraction to that religion which has confirmed such signal blessings upon them. The King of Ashantee made me a present of £15-5-0 currency in Gold dust an equivalent to which will be returned in presents as soon as the rainy season is over. I must take the liberty in hinting to you the advantages which would result from a handsome present being sent to the King. Surely some of our wealthy friends would do this if they were aware of the favourable impression which it would make on his mind respecting us. If I were asked what would be the most acceptable thing to send to him I would say a handsome little Pony Phaeton strongly built with complete harness for any Ashantee horse their horses being about the size of a large English Pony. Several powerful Fantee chiefs whose territories lay between this place and Ashantee are favourable to the establishment of Missions among their people and have expressed themselves as ready to receive a Missionary at any time. My most hearty and grateful thanks are due to President Maclean for his kindness in recommending me to the favour and protection of the King of Ashantee and for sending two soldiers a Sgt. and a Private to conduct me thither. Pray send without delay a good supply of Missionaries to this Station another for Cape Coast and one for British Accra at least and pray send them married.*

*I am anxiously waiting for an answer from you concerning the Schools, the purchase of my present dwelling for a permanent Mission House and the bringing or sending one of our young men to England. Time will not permit me to say any more as the post is just about to start for Accra where the Velocity is laying.*

*Begging a constant interest in your prayers I remain*

*Revd. and dear Sirs,  
Your humble Servt.  
in the Gospel  
T. B. Freeman*

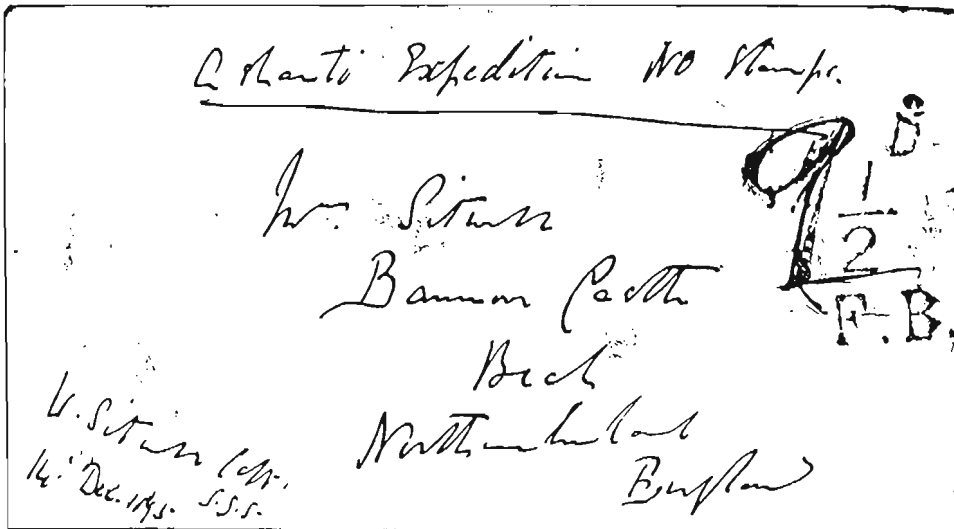
*The General Secretaries  
of the  
Weslyan Missions.*

*P.S. I am delighted with the pleasing account of the Centenary of Methodism and will not fail to make my grateful offering when I forward my accounts. In great haste.*

## THE ASHANTI WARS

The Christies Robson Lowe sale of Postal History on March 24th 1987 contained four covers from the above campaign of 1895-96 which had not been on

the market before. They are all unstamped and are addressed to Northumberland.



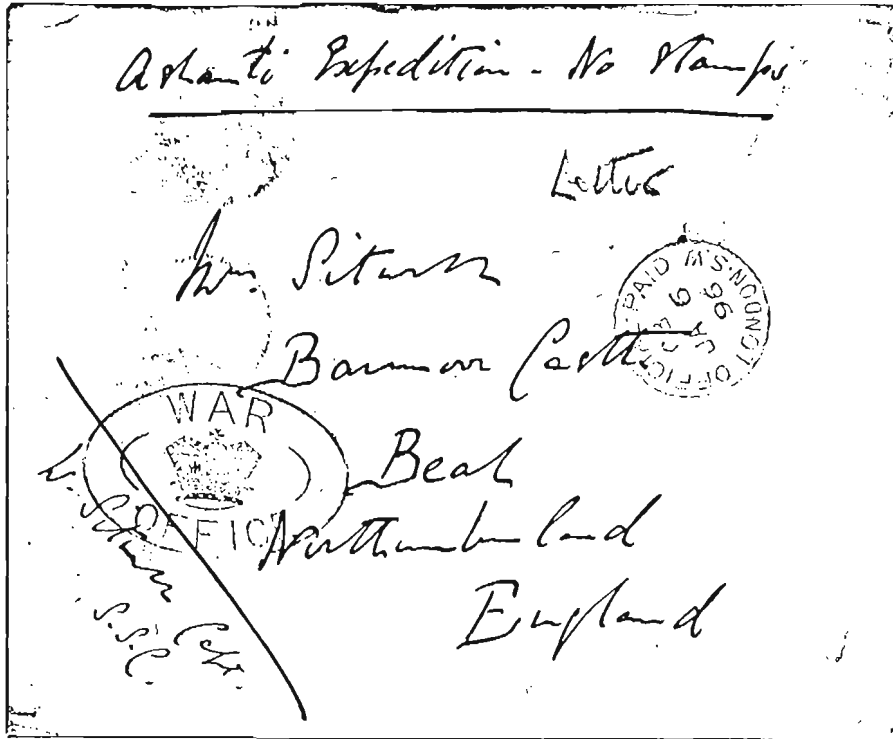
The first one is endorsed 'Ashanti Expedition No Stamps' and signed by Capt. W. Sitwell on 14th Dec. 1895. The 1½d Foreign Branch postage due mark has

been amended in ink to 2½d. The reverse has a violet cachet of the British Vice Consulate, Las Palmas, Grand Canary.



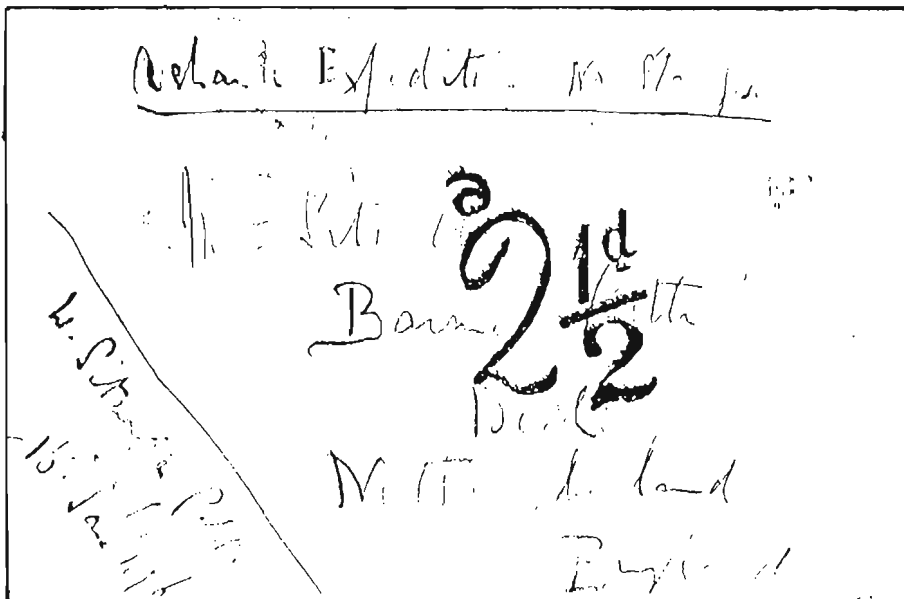
The second cover is interesting in that it was forwarded in a closed bag to London where it received

an oval 'WAR/CROWN/OFFICIAL' cachet and an Official Paid c.d.s. of JA 6 96.



The third cover was sent by Capt. Sitwell on January 16th 1896, and has a 'LIVERPOOL/BR. PACKET/ 19

FE/96' on the flap and a 2½d postage due cachet upon arrival in London.



The final letter, not illustrated, was written on 29 January 1896. A copy of the original letter was enclosed. This is headed 'Tobiassi - 8 miles N. of the Prah' This might be Atobiassi which is also south of Kumasi.

*"My dear Mum*

*I have not written for a week as I had rather expected to be leaving as soon as any letters - however it is likely - - to be delayed at Cape Coast waiting for the hospitals and sick to be put on board.*

*I have endeavoured to describe Kumassi (sic) generally in 3 letters I have sent to the N.C. Daily Journal so look out for them.*

*To say that we are utterly disgusted with things as they have been allowed to happen gives no adequate idea of our feelings. A rascally bit of treachery following closely*

*on utter slackness and failure to act on the part of the old woman who commanded the expedition.*

*With the organisation of the expedition and supply and transport, I cannot speak too highly. They have been perfect, but what's the use with the native left unconquered and no fight. Now that there is nothing to look forward to, the men need ten times more looking after. Many of these are worse than children about going into the sun and drinking bad water. They deserve to die, and do."*

The remainder of the letter did not concern the campaign.

Realisations include the buyer's premium. Estimates in brackets. First cover £385 (£300), second £495 (£250), third £308 (£250), fourth £385 (£250).

## EARLY GOLD COAST CANCELLATIONS

MIKE MACKIN

While working on the study paper 'The Post Offices/ Agencies and their cancellations 1875-1957', I was loaned a very comprehensive collection of the Victorian period. Detailed examination of which has enabled me to offer the following observations to members, in the hope of getting confirmation by comparison. In coming to my conclusions I have, where possible, illustrated or drawn the item in question.

1) Type 2:- This 20mm single circle datestamp is normally found with code letter and date plug, although five offices for a short time (1876-79) are recorded with town only. It was while examining two examples

of these (Saltpond & Winnebah) that the difference detailed below came to light. Later a fellow member confirmed that the Secondee datestamp has the same characteristics. Would members who have examples as above of Axim or Dixcove, please check for the same variety.

Saltpond, Secondee and Winnebah:- all examples have smaller letters in comparison to the datestamp with code and date more commonly found. Are the other two offices the same? If so, why? (See Figs. 1 - 2a).



Fig. 1



Fig. 1a



Fig. 2



Fig. 2a

2) Type 2:- 'Appam'. I now record two types of lettering, see Fig. 3 (normal) Figs. 3a/b (larger) with both code 'A' and 'C',

3) Type 2:- 'Cape Coast'. Previously recorded with larger letters, code 'A' Now add code 'C' (Fig. 4).



Fig. 3



Fig. 3a



Fig. 3b



Fig. 4

4) Type 2:- Elmina is now recorded with both types of lettering (Figs. 5/5a).

5) Type 5:- Bole. Only found in violet with no code letter. The collection contained a probably unique block

of six with the year in full (see Fig. 6). All type 5 date-stamps previously recorded have the usual two digit year plug.



Fig. 5



Fig. 5a



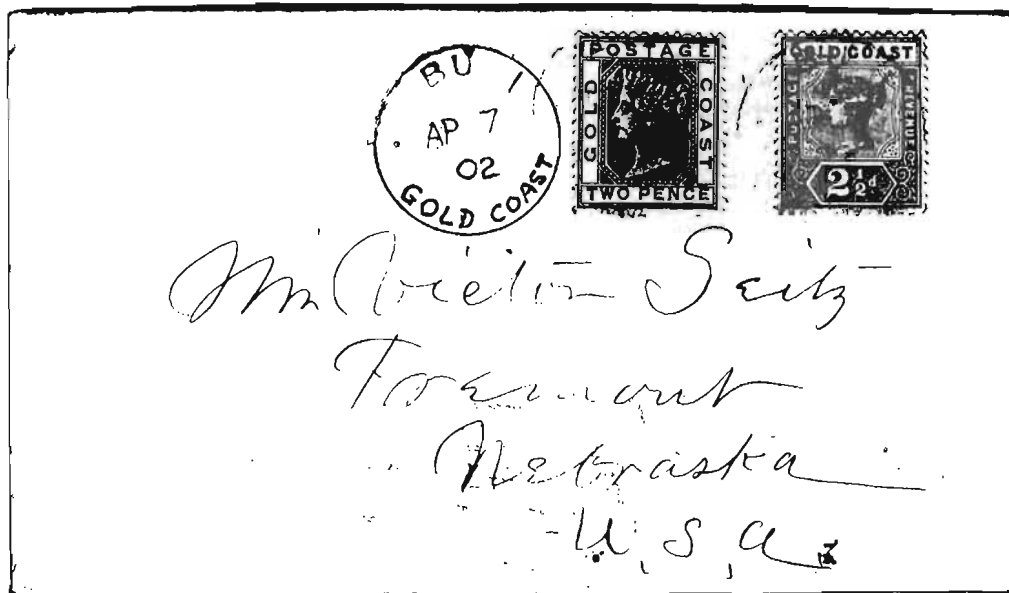
Fig. 6

## GOLD COAST. THE 'BU I' CANCELLATION IN VIOLET.

ROY COOPER

The cover to Mr. Victor Seitz of Fremont may solve the puzzle of this cancellation. As you will notice, the

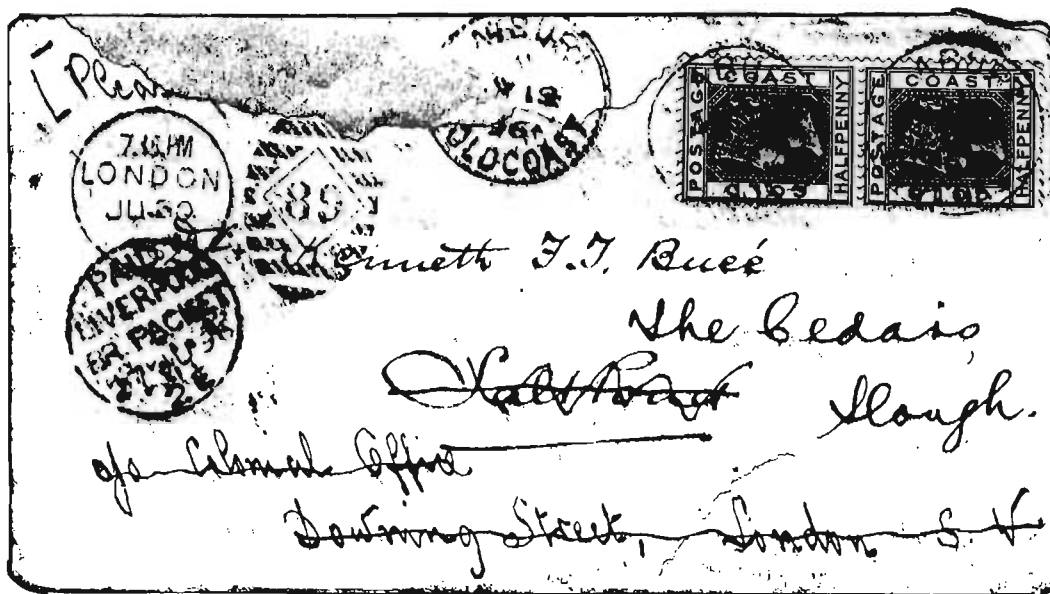
letters "B", "U" and "I" are spaced out exactly right to accommodate the "A" and "R" of "ABURI".



On some cancellations the "B", "U" and "I" are not spaced so accurately as this one, consequently the "A" and "R" did not fit.

This inaccuracy was caused by loose type being used in this cancell. The "A" and "B" were, I believe, lost and the remaining letters not always placed in the right

position. That loose type was used in ABURI cancellers is proved by the next cover which, although well travelled, show the spelling "AHSURI" whereas the two cancellations on the stamps show "ABURI" spelt correctly. (This may not show too clearly in the reproduction.)



**GOLD COAST: U.S. ARMY POST OFFICE 606 (ACCRA)**

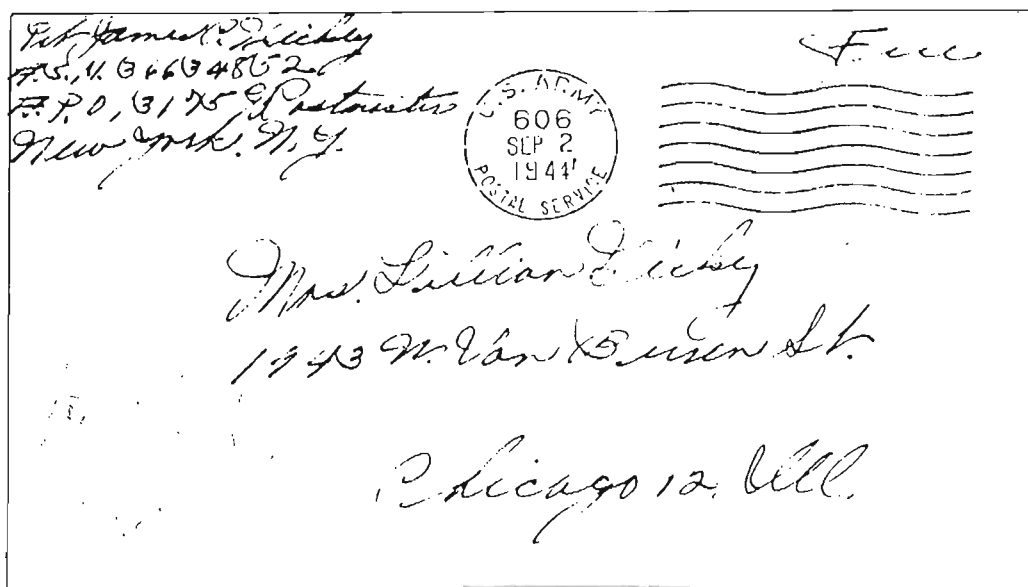
DEREK ODELL

The office opened on 25th May 1942 and closed in March 1946. Surface mail was free; air mail at 6c, the U.S. inland rate.

I have two interesting covers. The first (not illustrated) was from a Royal Canadian Air Force

Officer, with an R.A.F. censor cachet, despatched via Miami to Quebec in Canada. This was dated 28th May 1944.

The second cover was dated 2nd September 1944 and is illustrated:



Whilst all regular mail was sent via Miami, this cover was sent via New York, the base normally used for mail to Europe. The high number accommodation A.P.O.'s

were used for special units and as temporary addresses for troops awaiting posting.

# OIL RIVERS PROTECTORATE POSTAL HISTORY

JACK INCE

Two fundamental facts in the Protectorate's postal history which have been accepted, and repeated, by successive postal historians (including the late H. G. Porter) would appear to be incorrect as a result of examination of the relative files of the Foreign Office (at the PRO, Kew) and of the Post Office (at the P.O. Archives building in S. London).

An amendment requires to be made to the statements –

- a. That the first G.B. ovptd stamps etc. were brought out in **person** by the Commissioner Sir Claude Macdonald in July 1892.
- b. That the first "post offices" were opened in Nov. 1891 and shortly after, (at Old Calabar, Benin, Bonny, Brass, Opobo and Warri (Forcados)),

The importance attaching to whether or not Macdonald arrived on the Niger Coast in July 1892 will be demonstrated later in this article. Suffice to say, all the correspondence shows that he was on the Coast from 23rd July 1891 until he proceeded on leave in September 1892. Further that he sailed to take up his appointment on 1st July 1891 having spent several months in London recruiting his consular and other staff and dealing with other administrative preliminaries.

While in London, Macdonald (having already visited the Protectorate in 1889 at the Foreign Office direction to report on the most suitable form of administration) wrote to the F.O. on 29th Jan. 1891 proposing "... H.Q. pro-tem at Old Calabar. The following would be treaty ports with customs officers at each ... Benin, Brass, Bonny (for New Calabar, Abonnema etc.), Opobo, Old Calabar ... Qua Iboe duties to be paid at Old Calabar; ... customs officers to have ranking of vice consul". On 23rd May this list was extended by the addition of Forcados.

On 20th May Macdonald wrote to the F.O. requesting to be put in touch with the G.P.O. with a view to arriving at some arrangement for the Protectorate's postal services. By the end of that month he was advising the F.O. that following an interview with Mr. Baines and Mr. Rea of The Post Office a proposal to establish "post offices" at the six (vice) consulates was envisaged and he had requested the preparation of a simple code of rules to arrange for opening the service. A month later, and just before his departure on 1st July he was notifying the F.O. that the code of rules was being drawn up but Mr. Rea could not say when they would be ready and he asked that the F.O. request the G.P.O. to treat the Protectorate as a crown colony or at least as being within the Postal Union. He (Macdonald) was prepared to establish "postal agencies" in the Protectorate where regular Postal Union procedures "can be carried on under the personal supervision of myself and my consular staff".

On 2nd October 1891 from the Coast Macdonald wrote to the GPO (via the F.O.) referring to his 4th (?) July representation on the postal rates and listing the disadvantages under which the Protectorate laboured, in particular that letters insufficiently stamped were returned to sender (there were no G.B. stamps officially on sale in the Protectorate at this time). He undertook to arrange collection of under-postage claimed "... such letters could be placed in a separate bag but all letters should be posted and not delayed". He followed this on 6th October again requesting that the Protectorate be allowed to join the U.P.U. to preclude the 6d per ½oz. rate to be paid.

Some six weeks later on 24th November he acknowledged receipt of F.O. letter of 24th September and undertook at once to instruct vice consuls in each of the rivers to make arrangements to act as "postal agents" but he insisted that it was essential for the G.P.O. to supply each vice consulate with all "requisite Forms, Stationery, Postal Notices, Bags, Seals, Wax, String, **Date Stamps** etc." ...". Again he requested also 'Code of Instructions' and enclosed a requisition for an initial supply for each vice consulate of postage stamps, post cards and registered envelopes.

Six sets of Rules were forwarded at this time and acknowledged on 11th December. Unfortunately no copy appears to have survived. However possession of the rules did not apparently constitute formal recognition of the postal agencies as on 28th February 1892 Macdonald was cabling London (via the cable head at Bonny) "agree all Post Office suggestions conveyed their letter 20th October. My officers organised, only await stamps, bags etc." He was advised again by cable that the Post Office was deferring supplies until an answer was received about homeward mails.

The problem which had arisen concerned unpaid letters from "W.C.A. Native Possessions" and the question of allowing them to pass at the new rate of 2½d per ½oz which had been introduced for outward mails from the U.K. from 1st October 1891

A Post Office Minute to the Postmaster General of 28th April 1892 clarifies the difficulty –

"The reduction made on 1st October 1891 was really in the  
"outward postage only and it was intended to fix a low rate on  
"the universally applicable condition of prepayment"  
"The reduction in the outward postage did not necessarily imply  
"any change in the homeward rate; it would have been  
"competent to the Post Office to go on charging the old 6d rate  
"on letters from native possessions on the West Coast of Africa.  
"It was in the nature of a concession to extend to those places  
"the uniform rate of 2½d for prepaid homeward rates and twice  
"that sum for unpaid letters"  
"It is of course not the business of the Post Office to set up  
"an agency at every remote place to which people choose to take  
"themselves for their own ends. It is not impossible to obtain  
"British stamps for prepayment; and as a matter of fact letters  
"arrive from Benin etc. with such stamps"

"The traders of The Oil Rivers of course have correspondents at  
 "home and can obtain stamps by post"  
 "Finally a rate which is reasonable in case of prepayment is no  
 "longer so if the postage has to be collected on delivery, which  
 "is an expensive process"  
 "If you nevertheless decide to charge only the single rate of 2½d  
 "the ½oz on the delivery of unpaid letters from the native  
 "possessions on the West Coast of Africa, there is no reason for  
 "withholding the information from the House of Commons, save that  
 "the decision and announcement would concede too much to those  
 "who go to remote places and expect all the conveniences of the  
 "Postal System to follow them into the wilderness"!

On 5th May a further Minute continued "... a 'post office' in each of the vice-consulates is about to be opened and the necessary stores and postage stamps will be despatched almost immediately" and in a separate minute "... I am suggesting that, on the establishment of these offices, the exchange of mails can be conducted as if the Protectorate were in the Postal Union."

In the following approaches to H. M. Treasury on 6th and 16th May for their official sanction to the proposed exchange of mails on Postal Union Principles it was stated "... there being no post offices in the Protectorate of course there are no local postage stamps and the letters etc. therefore are either pre-paid by means of British stamps at the rate applicable to the outward correspondence or are sent unpaid and charged double postage on delivery". "In the interests of British residents in the Protectorate, H.M. Commissioner after consultation with this Department has arranged to open post offices at the various vice consulates. . . . and to undertake responsibility for the postal service". A favourable reply enabled a cable to be sent to the Coast (in response to an urgent enquiry from Macdonald as to when he could expect the postage stamps "etc") advising "Postage stamps ready in a few days". However it was not until 22nd September 1892 that the acting Consul General Ralph Moor (Macdonald having gone on leave) in acknowledging a letter of 29th July which enclosed the accounts for the stamps "etc" was able to write "The granting of authority by the Treasury for exchange of mails between the Protectorate and England on Postal Union Principles has been duly noted."

The de la Rue invoices for the supply of the G.B. overprinted stamps were dated 2nd July and the Post Office notice in Old Calabar advising that the stamps and postal stationery could 'now be obtained' is dated 20th July.

Clearly until this time the six vice consulates were only acting as collection and distribution centres for mail and were not recognised post offices or even postal agencies of the Imperial Post Office. The date of 20th July now seems a practical date to adopt for the formal establishment of these offices and of the postal system.

Two subsidiary points are also now clarified. First, reports of strikes of type 1 cds prior to 20th July are suspect and need checking by their owners to establish if the date is really clear or alternatively the date stamp may have been altered in error or for philatelic reasons. (The owner of the earliest item namely 6.2.92 concedes that '92' might be '93'). Secondly it may have been noted that strikes of type 1 cds really only commence from end August/ early September 1892. This is possibly because the first supplies of date stamps did not come with the stamps (which were despatched by de la Rue) but arrived a month or so later having been sent by The Post Office and would thus account for the use from 23rd July (earliest date recorded) of the Oil Rivers "Oval" administrative handstamp to cancel the stamps as a temporary expedient.

A further point is also clarified by the files. Although the Protectorate was exchanging mail on "Postal Union Principles" from 20th July 1892, it was not until after control had been transferred from the Foreign Office to The Colonial Office in 1896 that full membership of the Union was obtained, in 1897

This article is a précis from the relative section of the book on the stamps and postal history of The Niger Area on which John Sacher and I are currently engaged. I shall be glad to receive any observations or queries members may have (with a s.a.e. please!).

## TOGO. THE HYPHEN MYSTERY

DR. M.P. BRATZEL JNR.

I read the write-up in the most recent issue of *Cameo* (July 1987) and checked my collection for missing and heavy hypheens and my stamps generally corroborate the observations. I do, however, have a couple of items which may be useful. (These are sent for your editor's examination).

- i) ½d pair, one with a heavy hyphen and the H broken, like position 28. (The stamp on the left of the variety does not fit in with either position 4 or 27 in the pane in my possession. Position 28 does seem the more likely. Editor).
- ii) ½d with broken CH, like position 5 but with a "blob" of print after the H. (5 Ed.).
- iii) ½d as ii) but without blob. (5 Ed.).
- iv) ½d no broken letters (? position. Ed.).
- v) 1d with H broken (28 Ed.).
- vi) 1d with CH broken (5 Ed.).
- vii) 3d with CH broken (5 Ed.).

Not enclosed is a copy of the 1d with the CH broken and with inverted overprint (Gibbons 35 h C). Question: How many panes were printed with overprint inverted? Were there just two stamps per pane without hyphen?

## SIERRA LEONE REGISTRATION

PHILIP BEALE

This 1857 Notice is reproduced by courtesy of P.O. Archives.

No. 62, 1857.

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### REGISTRATION OF LETTERS AND PACKETS OF PRINTED PAPERS FOR CERTAIN BRITISH COLONIES.

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*On the 1st January next, and thenceforward, a Letter or a Packet of Printed Papers addressed to any of the under-mentioned British Colonies may be registered on the application of the person posting it, provided the postage, together with a Registration fee of Sixpence, be paid in advance:—*

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Barbadoes,	Mauritius,
Turk's Islands,	Ceylon,
Trinidad,	South Australia, and
Sierra Leone,	Western Australia.
Gold Coast,	

ROWLAND HILL,  
*Secretary.*

GENERAL POST OFFICE,  
12th December, 1857.

## LAGOS

In connection with the book on the early Niger area on which John Sacher and Jack Ince are currently engaged, the latter would like to hear from any member possessing examples of the plate 2 printings (1/2d, 1d, 6d, 1/-) circa 1900. Postage refunded, if required.

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	ditto E1 “Asterisks” for “Hyphens” in block of 4 with 3 normals. MINT	SG 284Ev7	£45
1964	N Y World's Fair Postage 1/- VALUE Etc. OMITTED MINT	SG 289a	£35
	ditto Postage mint set of 7 values – complete – Engraved Overprint: “Specimen” in Red. VERY RARE!	SG 285-291(S)	£125
	ditto Airmail 1/3d VALUE Etc. OMITTED MINT	SG 294a	£35
	ditto Airmail mint set of 6 values (no 7d) – Engraved Overprint: “Specimen” in Black. VERY RARE!	SG 293-298(S)	£95
1964	Kennedy Postage & Air Complete Mint Set of 14 values – Engraved Overprint: “Specimen” in Black. VERY RARE!	SG 299-312(S)	£225
1964	Decimal Surcharge 3c on 3d SURCHARGE INVERTED Mint faint climatization but extremely scarce!	SG 315a	£135
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1965	Second Surcharge 4c on 3d STAMP OMITTED “4c” PRINTED ON BACKING! in Block on 4 with 3 Normals. The piece from which SG Catalogue Listing was made. ALMOST CERTAINLY UNIQUE! MINT	SG 330b	£295
1965	Churchill 2L on 10/- VALUE & “AIRMAIL” omitted Less than 30 known! MINT	SG 376a	£225
1968	Human Rights Complete set of 14 values on the 6 different Maps. Not errors but quite rare thus: “A–F”	SG 443-456	£175
	ditto 1/2c value – the six different maps ON THIN TRANSPARENT BACKING PAPER. Unlisted & Scarce: “A–F”	SG 443+	£85
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