

GAMEO



Journal of the
West Africa Study Circle

VOLUME 4 NUMBER 1

JANUARY 1990

PETER DICKINSON FOR AFRICAN COMMONWEALTH

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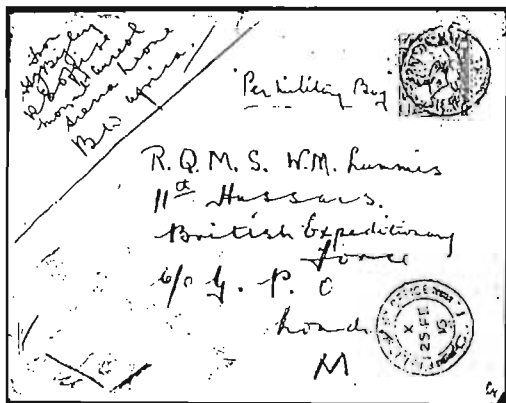
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SIERRA LEONE

1916 Envelope endorsed 'Per Military Bag', G.B. 1d with "GARRISON MAIL" cancel, plus "FIELD POST OFFICE/C.I." arrival datestamp applied in France.

"TOMMY ATKINS' LETTERS"

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Editor:

J.J. Martin,
22 Constable Way,
West Harnham,
Salisbury, Wilts.
SP2 8LN.

Hon. Secretary

J.M. Powell,
6, Warren Bank,
Simpson,
Milton Keynes, Bucks.
MK6 3AQ

Hon. Treasurer

J.W. Knight,
57, Belle Vue Road,
Southend-on-Sea
Essex SS2 4JE

Membership Secretary,

J. Mills,
70 Salisbury Road,
Canterbury, Kent,
CT2 7HH.

Hon. Advertising Manager:

G.R. Gibson,
"The Old Builders Wharf",
Honey Street, nr. Pewsey, Wilts.
SN9 5PS.

WHOLE NUMBER 31

VOLUME 4 NUMBER 1

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EDITORIAL

This issue sees the commencement of Volume 4 and includes the index for Volume 3.

There is a preponderance of articles on Nigeria. Your editor endeavours to maintain a balance but this is not always possible. Much depends on articles submitted by members.

What are always welcomed are studies, whether on an issue or single stamp, postmarks or postal stationery. It does help if such studies, or for that matter any snippet intended for publication, are submitted on A4 or Cameo size paper, and set out as in Cameo. It does not have to be typed although that does help. This all saves the editor time.

Early in December a most successful joint meeting was held with the Forces Postal History Society. This resulted in an exchange of views, the solving of many problems and the opportunity to view new material. Both in the short and longer term, the meeting should result in more articles in the publications of both societies.

The colour of the frontispiece of this issue has changed again, now to the orange of the 1886-93 2d Cameo.

Annual Subscription:

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| U.K. Members £12 per annum | } | To be approved |
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Subscription term now spans 1 calendar year i.e. 1st January to 31st December with payment due in January

Advertising Rates:

Full page: £35
Half page: £20

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

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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)

Christie's Robson Lowe April 25th 1989

Gold Coast 1900 envelope with 1898 1d (both stained) to England. Cancelled B 27 with Quittah c.d.s. and framed 'TOO LATE' £66 (£50).

Gold Coast 88 Q.V. cancellations £275 (£350)

Niger Coast 1893 1d card to England cancelled by 'BENIN' parcel handstamp in red £104 (£75)

Niger Coast 576 cancellations £2860 (£1250)

Niger Coast Revenues: 1898 handstamped 'CONSULAR' 1/- used, overprinted 'CONSULAR' 6d and 1/- (3, with a pair) on piece tied by large double-ring 'CONSULAR

COURT/OLD CALABAR' handstamp, and 6d and 10/- vertical strip of three (rejoined) similarly cancelled and with manuscript date in red ink £71 (£75).

Nigeria 1956 (22nd June) envelope to Scotland, franked at 2½d and showing 'SALVAGED MAIL EX./B.O.A.C. ARGONAUT' handstamp in violet, scorched. £165 (£100)

Sierra Leone 1872 four imperf. plate proofs in upper right corner block of six (3 x 2) with blank value tablets, in the colours of the issued 1d to 1/-, each on unwatermarked glazed paper overprinted 'CANCELLED', some slight rubbing. £352 (£225).

THE S.S. APPAM IN 1916

JOHN MAYNE

Following Philip Beale's article in the July 1989 Cameo, I am able to provide details of a further cover and some more background information. Many years ago I purchased this cover believing it to have been carried on the 'Appam'. It was only when I came to write it up that I discovered inside the envelope the following press cutting dated February 18th 1916:

APPAM PASSENGERS HOME AGAIN DIARY OF AN ADVENTUROUS VOYAGE SHORT OF FOOD AND COAL.

from our own correspondent

FALMOUTH, Feb. 17

After their long and adventurous odyssey the passengers of the Appam, which was captured by a German ocean raider on January 15 last, landed at Falmouth this afternoon.

They seemed none the worse for their extraordinary experiences, and there were many affectionate greetings between friends who had been long separated and who at one time had begun to regard their separation as final.

Among the passengers were Sir Edward Merewether, the Governor of Sierra Leone, and Lady Merewether, r. F. Seton James, Administrator in Lagos, Second Lieut. J. H. Howell, R.N., Mr. William Rowland Chadwick, and Mr. Herbert Densham Smith.

Both Sir Edward Merewether and Mr. Seton James refused to be interviewed on their experiences.

BOGUS INTERVIEWS CABLED

"We have to make a report to the Colonial Office," said Sir Edward in response to my request that he would give me some account of his experiences, "and until I do that I am precluded from saying anything whatever."

When I pointed out to Sir Edward that long statements from him had appeared in the American Press he laughed. "You are probably as well acquainted with the methods of American journalism as I am," he said. "Need I say any more? I have not said a word to anybody, and I cannot do so now."

A very interesting diary of the voyage of the Appam was placed at my disposal by Mr. Thomas Birmingham, a miner from the Gold Coast, from which I give the following extracts:-

"January 15. - Captured this afternoon by German auxiliary cruiser Moewe, manned by German officers and crew. There had been several steamers of the tramp class captured, and the officers were put aboard the Appam and the steamers sunk by torpedos from the German cruiser.

"The auxiliary cruiser was for some two or three days after capturing us near us, and then steamed away in the dark for some destination unknown.

FIGHT WITH CLAN MACTAVISH

"On Sunday evening, January 16, the German cruiser encountered another steamer loaded with frozen meat from the Colonies, called the Clan Mactavish.; The latter had a 3-pounder gun on board, and when challenged by the German cruiser to stop, instead of doing so opened fire on the Germans, and a running battle followed.

There were eleven shots in all fired - seven by the Clan Mactavish and four by the Germans. There were seven Lascars killed on the Clan Mactavish and the second engineer, a white man. It was reported that there were three men killed on the German cruiser. One Lascar died 12 hours afterwards on board the Appam.

"We have been very scantily fed since we were captured, having less than half-rations. The commander of the German cruiser is a perfect gentleman, and has given everybody the the greatest consideration, including the officers on the Appam. The German passengers were treated the same as the other passengers.

"Monday, January 17. - The German commander of the Moewe sent a message to Sir Edward Merewether, saying that all the passengers who would give their word of honour and sign a declaration not to take up arms against Germany during the war would be conveyed to their intended destinations as safely as possible. The Governor recommended everybody to sign it, as there was no alternative.

REDUCED RATIONS.

"January 30: - No rumours of anything, although we have been captured over a fortnight and steaming all the time. The coal will not last much longer. There are only about five days more provisions on the reduced scale.

"It is very strange that we should be running round the Atlantic for at least two weeks, and could do perhaps for two months if we only had coals and provisions, without any British warship coming to our assistance. What are they doing?

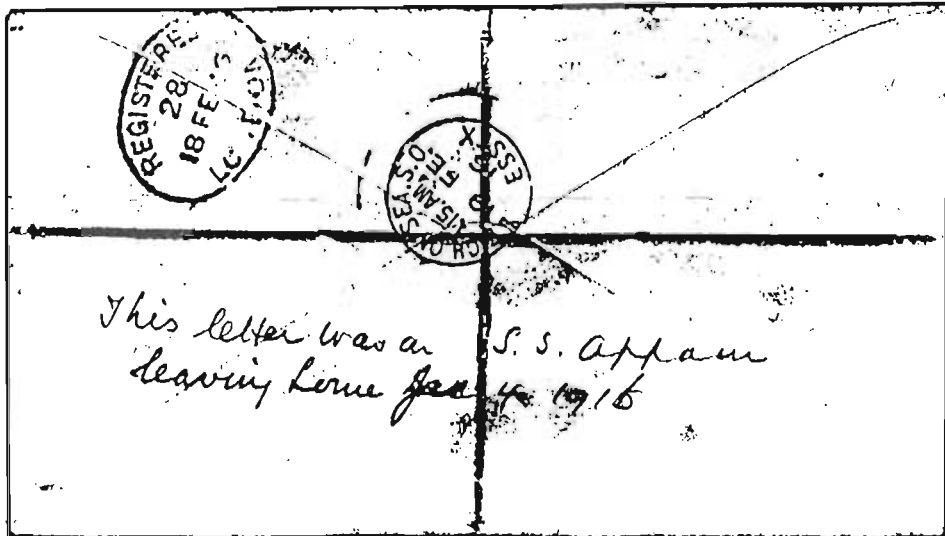
"It was stated by Lieut. Berg, who commanded the Appam, that the Moewe got out of the Kiel Canal on New Year's Day in a fog, and that she passed some British warships, who signalled her and asked if she had seen any Germans about. She replied that there were none, and wished them a Happy New Year. The Moewe was communicated with by the ships as if she was an ordinary

British trader.

"As soon as the Appam was captured the German prisoners we had on board from the Cameroons realised that they were to be released. They at once started pulling down and breaking the doors of the cabins in which they were prisoners. When released and spoken to by the German officers they became orderly, and carried out sentry and guard duty until our arrival at Newport News.

"It was suggested to us that we should all hand in our firearms and dangerous weapons, and also all telescopes and glasses. Sir Edward Merwether accompanied Lieutenant Berg when this was done. Everything was done regularly. One or two passengers went so far as to hand in their golf clubs, and one gave up a sjambok."

The cover is philatelic, from home in Togo, and it seems that the mail was landed at Falmouth on February 17th 1916 although there is no Falmouth back-stamp.



A RE-WRITE OF BRIG. A.B. CLOUGH AND THE CAMEROONS CAMPAIGN

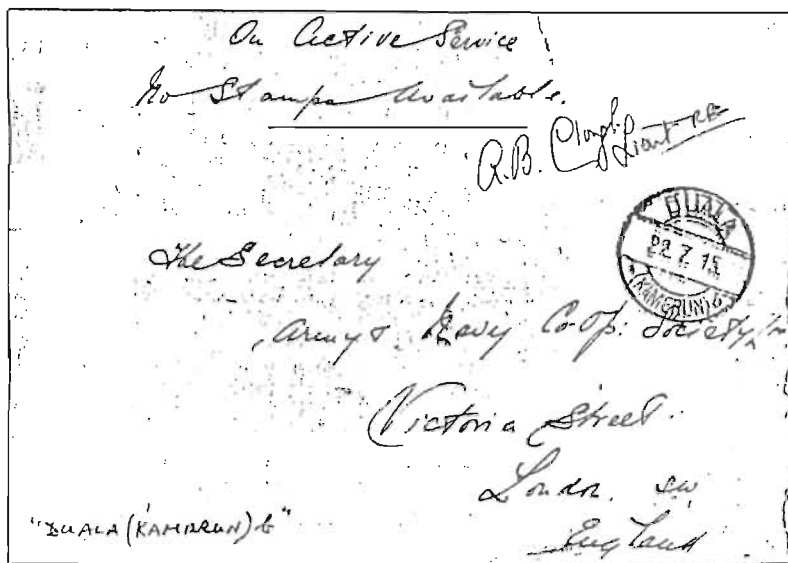
BOB MADDOCKS

In Cameo 10 the Editor gave details of a meeting he had with Brig. Clough who was a member of the Anglo-French Expeditionary Force engaged in capturing the German colony of Kamerun in W.W.I.

Sadly the Brigadier died in January 1989 at the age of 100 and, on seeing his obituary in the Press, I was reminded of a campaign cover in my collection which he had signed in 1915 as a Lieutenant in the Royal Engineers.

was attached to a party of Marines who were engaged in early morning raids on the coastal villages where enemy troops were suspected of being in residence. Returning from one of these they saw an open boat carrying the Senior Naval officer and others from the Government yacht 'Ivy' capsize while trying to come in through heavy surf.

Clough's own ship was grounded on a sandbank but a boat was launched from it and managed "with a clever



The envelope, unfranked and postmarked 'DUALA/22.7.15' (by the former German 'b' canceller), may not have been addressed by him and I feel that his signature merely, in accordance with routine procedures, confirms the annotation "On Active Service/No Stamps Available" so as to avoid postal surcharges on arrival of the letter in England. (Stamps ('C.E.F.' overprints) were, in fact, put on sale a fortnight previously though for public use at Duala Post Office – military mail went free of franking).

For the interest of Cameroons collectors, here is an extract from Brig. Clough's obituary which appeared in the Daily Telegraph in January 1989:-

"Brigadier 'Arch' Clough, a remarkable sapper surveyor..... had the exceptionally rare distinction for an Army officer of winning the Sea Gallantry Medal which he was awarded at the beginning of the 1914-18 war.... He

coxswain" to get through the surf, pick up the S.N.O. and four others and rescue them..... Clough and another subaltern had the task of working their way through the bush by night and getting behind German positions.... as they retreated along the railway line the Germans removed vital parts of their locomotives and buried them; but their former African employees soon showed the British where they had been hidden and Clough and his colleagues rapidly had the locos running again... Although Clough had originally been sent to West Africa as a surveyor there were no local facilities and the only way of reproducing the maps they made was by a sun-printing frame."

In 1916 he went home on leave but was not allowed to return to the tropics on health grounds but a long and distinguished diplomatic and military career followed in various and varied parts of the world.

"FACETS OF CAMEROUN IN WARTIME – THE CAUSE AND EFFECT OF POSTAL CENSORSHIP 1939-1945" BY R.J. MADDOCKS

Under this modest title one of our members has written a most thorough account of his central subject of the postal censorship of the French Cameroons in the second world war, with illustrations of over sixty covers as well as numerous other illustrations of control marks cachets and tapes. He has also given a necessarily detailed account of the political and administrative background of censorship, and chapters on related subjects such as civil and military free post cachets and markings, and

vaguemestre cachets. He gives a bibliography of twelve books – perhaps surprisingly only one of these is a philatelic publication, and not on the main theme. The book consists of 80 A5 size pages; roughly half the space is devoted to illustrations and half to very clear and well-laid-out typescript.

Cockrill Series Booklet No. 58 £8.

M.J. Wright

GAMBIA – 1892 1d ON 1½d POSTCARDS

CHARLES LEONARD

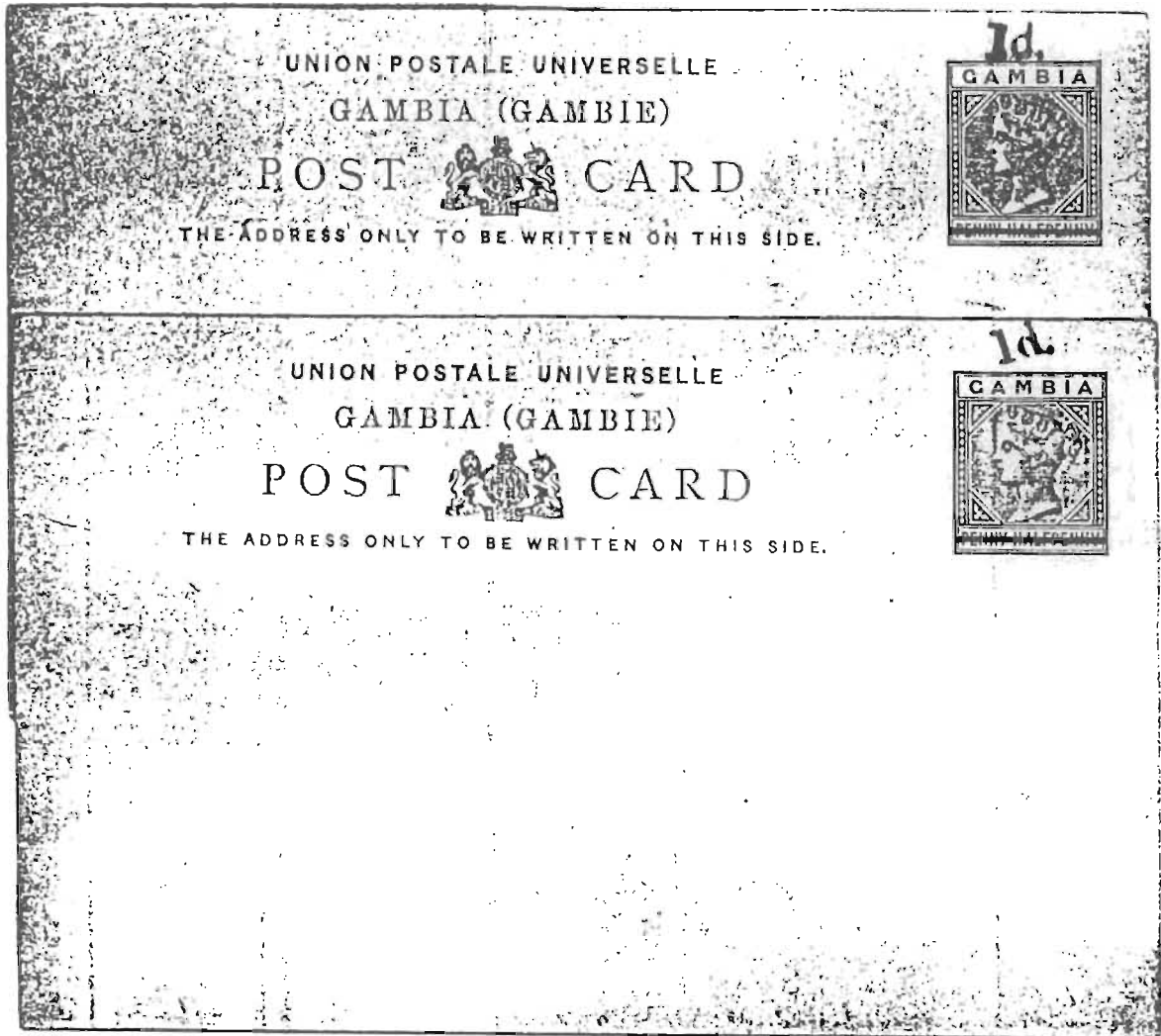
I have recently had the opportunity to examine a collection of postal stationery which was originally formed at the turn of the century and has remained in store ever since.

The Gambia section contained nothing of special note apart from the two examples of the 1892 1d on 1½d postcard illustrated here, and these both have a printed bar through the value tablet, in addition to the normal "1d"

I cannot recall ever seeing anything like this before,

though I have no doubt that they are genuine. Are they essays, or possibly a trial overprinting which was not persevered with, probably due to the problem of keeping the bar in the exact position during overprinting?

The bar and the 1d were obviously struck in two separate operations and it may have been decided that the bar was an unnecessary additional expense, in both time and money.

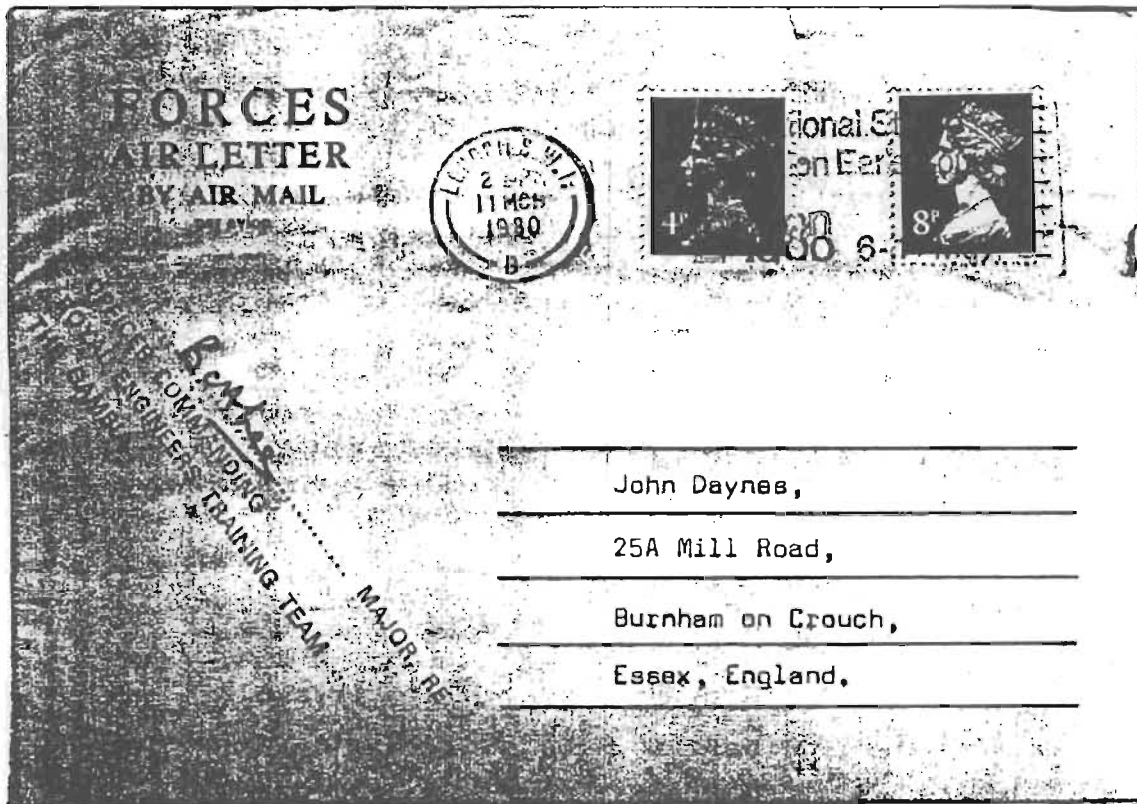


GAMBIA. ROYAL ENGINEERS TRAINING TEAM, BANJUL

MICHAEL KNOTT

The Inspector General of Police in Gambia thought it a good idea to accept an Overseas Development Ministry proposal that some of his Field Force be given pioneer training to enable them to participate in the development of the country. The beginning of the Pioneer Unit was established in February 1977 when 30 men were sent inland to Farafenin, 120 miles from Banjul, to clear a site for a camp. A three man team of Sappers was sent out

to instruct with the OC arriving for a two week recce in October 1976. By the July following the heavy equipment had begun to arrive and three buildings were finished and by May 1978 the Barracks were beginning to take shape with three office buildings and a large MT and Workshop complex. The task was scheduled to end in February 1981 and this airletter bears the rubber stamp of the Team.



GOLD COAST MANUSCRIPT AND STRAIGHT LINE CANCELLATIONS

PETER NEWROTH AND MICHAEL ENSOR

Occasionally one finds Queen Victoria and King Edward Gold Coast issues cancelled with manuscript pen or hanstamped markings; on cover or piece these are rare. The following listing summarises information gathered by the authors and probably is incomplete. It is intended to solicit further information from Circle members prior to completion of the definitive book on the stamps and postal history of the Gold Coast. The listings include the postal town name, date of cancellation and colour of pen if known, other information (catalogue number courtesy of Stanley Gibbons; Ltd.) and reference or source of the material. ABURI - 1/1/91 - overstamped "556"; Christie's Robson Lowe (RL) Sale 25 April, 1989, Lot 83. ADDAH - Ms. on Victorian pair; London Stamp Exchange

Auctions Sale 9 March, 1979, Lot 665. AXIM - 9/4/02 - in black; RL Sale 18 December, 1984, Lot 200. BEGORO - on cover associated with the Ashanti campaign; Todd, "Philatelic Magazine", Vol.80, No.4, 1972, p.208. BOLE - 18/5/99 - on cover cancelling two S.G.26, with additional Kintampo Type 5 CDS (My 22) not on adhesives; illustrated on p.51, "Advanced Philatelic Research" by P. Pearson, Arthur Barker Ltd., London (1971). DODOWAH - several examples seen (late 1901 and early 1902); "Dodowah 3.6.01" cancelling three S.G.27 (RL Sale 25 April, 1989, Lot 80), "D.H. 27.7.01" cancelling S.G.27 (RL Sale 26 April, 1989, Lot 2127) and "Dodowah 2.5.02"

on a registered cover to England (on S.G.26).
 KPONG – 23.7.92 on S.G.12 in violet; see Cooper, "Cameo", Vol.3, No.10, 1989, p.253.
 KWISSA – Newroth has three S.G.27 (off cover) dated "01" and a S.G.35 dated 1/11/01 is known; the post office was opened after 1900; see Newroth, "Cameo" Vol.3, No.10, p.251.
 MAMPONG – up to 7 examples seen. Where the dates are visible they are in 1910 and 1911; "10/5/10 Akwapim Mampong" on S.G.69, "2.7.10 Mampong" on pair S.G.59 (RL Sale 26 April, 1989, Lot 2132).
 NORTHERN TERRITORIES /GOLD COAST (two line handstamps, sometimes with date printed below) – numerous examples in black and violet ink cancelling Victorian adhesives are known on covers dated 1898 and 1899; cover may have "Gambaga" in handstamp above (Harmers of London, Sale 12 November, 1980, Lot 639). Overstrikes of cds are known from Kumasi (RL Sale 7 June, 1988, Lot 207) and Kintampo (RL Sale 4 May, 1971, Lot 237).
 NSABA – the earliest example known is dated 3.11.01. Newroth has pair SG.26 on card "Nsaba 9.1.03" in red ink; it more frequently occurs on Edwardian stamps dated 1903 or 1904 (RL Sale 18 Dec., 1984, Lot 200).

PRAMPAM – 25.12.9 (6?) on loose S.G.27; see Cooper, "Cameo", Vol.3, No.10, p.253.
 SOMANYA – Ms. on piece on S.G.27 "1./Somanya/7.04" in three lines (with B.P.A. Certificate); RL Sale 18 Dec., 1984, Lot 200.
 TSCHITO – as "Tschito 27 Oc 27 Gold Coast" on S.G.87 on cover (RL Sale 26 April, 1989, Lot 2133).
 WA – 5.10.9 (??) on loose S.G.26 overstruck with the Accra 554 mark; and a cover with "Wa 25/3/1900" in the same handwriting as the address, which is in Ayr, Scotland, are known. The latter is backstamped Kpong and Accra.
 YABUM – Ms. on loose S.G.12 written "Yabum/NT/11.X1.99" in three lines; seen in private collection by Newroth. There was never an office at Yabum, so probably written by a travelling official.
 YEGI – Two m/s marks known – date Dec 22 05 and 4.1.06.
 WINNEBAH – loose S.G.14 with Winnebah/Sept 6/9 (??) in ms has a "Paid Liverpool Packet" mark over it. Various other manuscript initials and numbers may be found on stamps of this period and probably indicate fiscal use. Red "X" markings are reported to indicate cancellation of stamps after the arrival of the letter in Liverpool.

GOLD COAST: 3d LATE FEE IN 1899

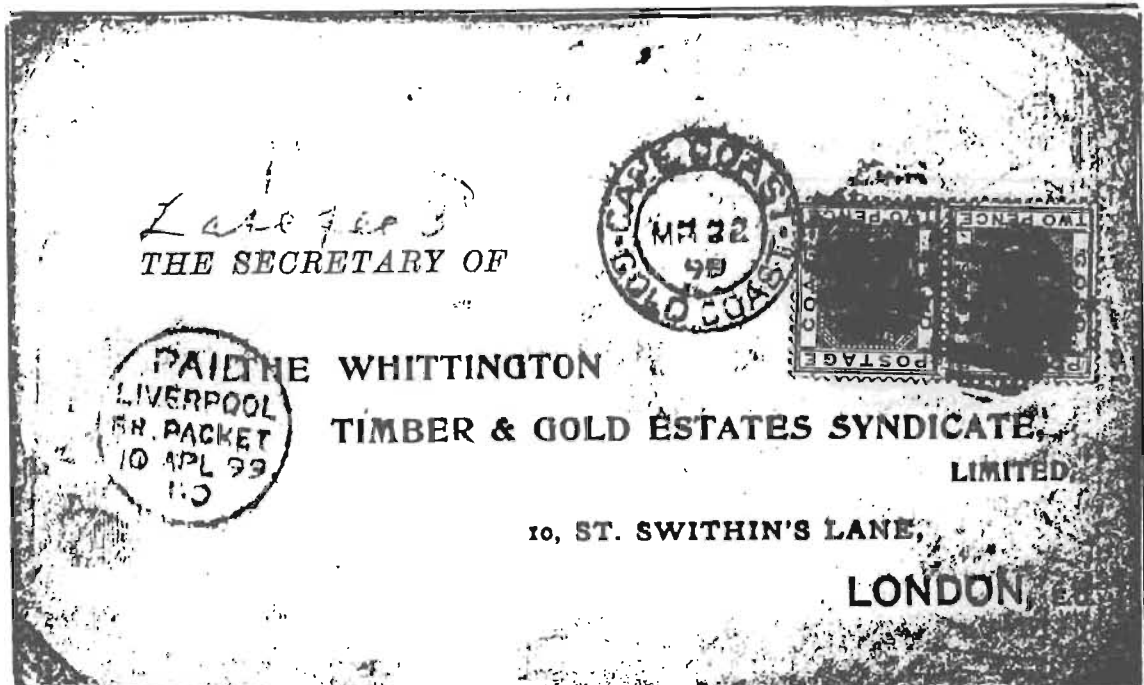
DEREK ODELL

The cover illustrated below indicates a late fee was applied, to mail from Cape Coast, when the normal last posting time had passed but the ship had not sailed.

The manuscript mark in red clearly shows 1d, for the normal postage of a letter not exceeding ½oz and Late Fee 3d.

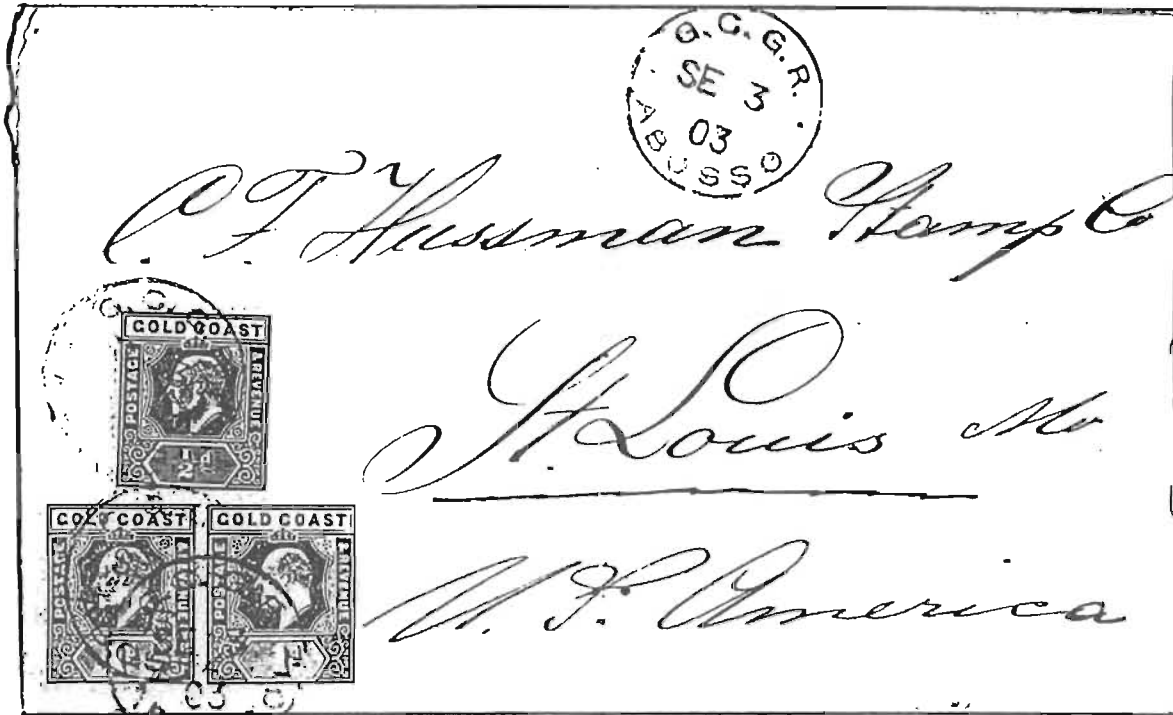
A pair of S.G. 13 2d grey adhesives, covering the total rate of 4d, has been cancelled by the 556 oval killer of Cape Coast.

The cover dated March 22nd 1899 was received in Liverpool on 10th April 1899.



GOLD COAST GOVERNMENT RAILWAY ABOSSO

FRED SCHEUER



The editor writes: this is a very fine example of the G.C.G.R. cancellation, probably used before the post office had opened.

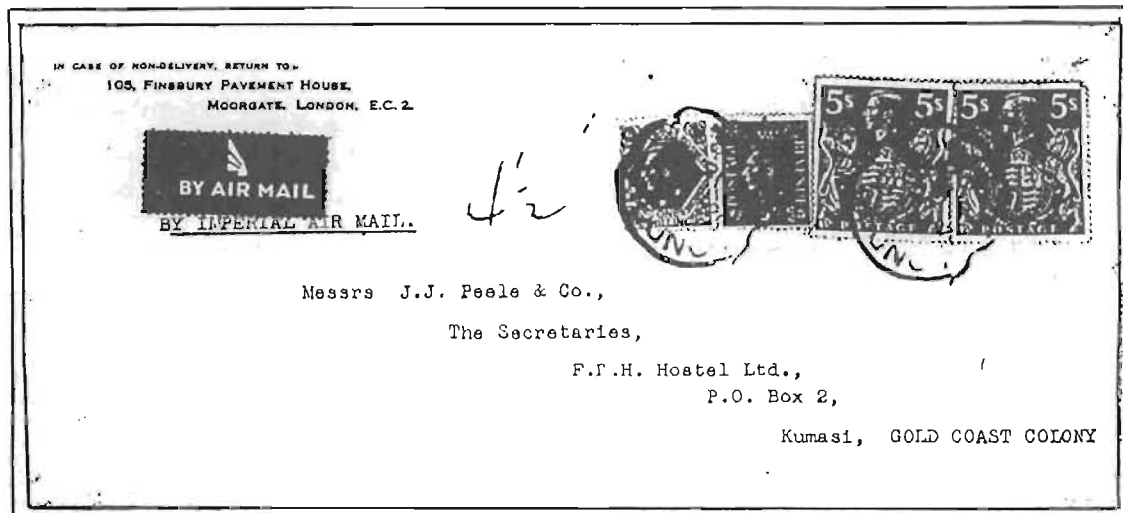
Fred also has a stamp similar cancelled but dated Au 26 03. Fred is no longer a member of the circle but the cover is worthy of inclusion in Cameo.

1939 11/3d RATE TO THE GOLD COAST

ROBERT JOHNSON

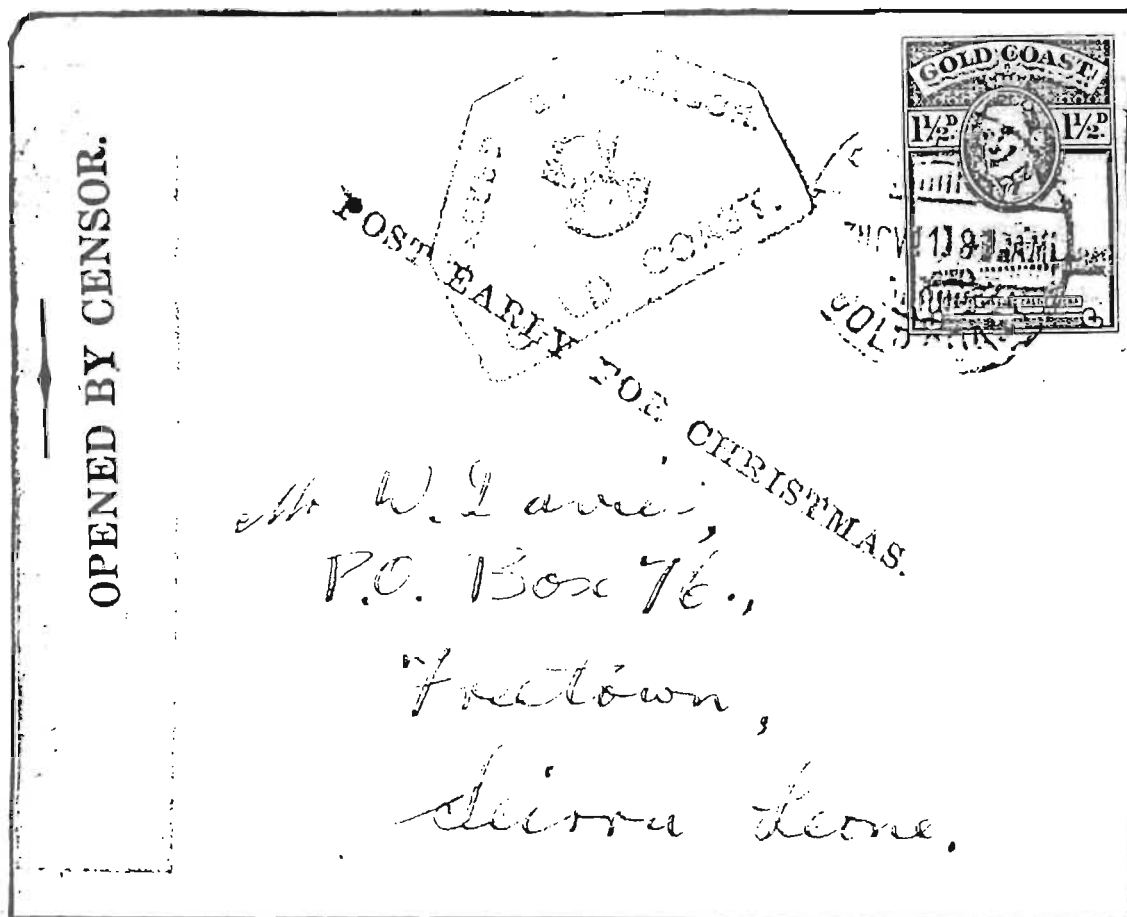
In October 1939 the Imperial Airways airmail rate was 1/3d per 1/2oz. This letter weighed between 4 and

4 1/2 ounces (4 1/2 in manuscript) and thus attracted a postage of 9 x 1/3d i.e. 11/3d.



GOLD COAST 'POST EARLY FOR CHRISTMAS'

KEN MACRAE



Posted at Dunkwa on 3 Nov 41, this cover has a pale red censor 8 cachet and has been re-sealed by a black on buff 'GOLD COAST - OPENED BY CENSOR' label.

The 'Post Early' mark is also in pale red and does not seem to have been recorded before.

The cover reached freetown on 21 Nov. 41.

THE 'DAVID SPRINGBETT' LAGOS

JACK INCE

At the Autumn 1989 Stampex, our fellow member David Springbett was awarded a 'Large Silver Gilt' medal for his superb entry of 32 pages of Lagos Postal History. Very kindly, David has given me, in bound folder, photocopies of the complete exhibit which has been placed in the Circle's library.

The Jury's comments on the entry included "...it would be hard to improve on this exhibit..."

Examples from virtually all the known pre-adhesive correspondence are included as well as, I believe, the third known surviving cover from England to the ubiquitous Gold Coast/Nigeria C.M.S. missionary, Rev. E.A. Gardiner.

A careful and detailed explanation of manuscript accountancy marks, as well as later postal rates, on the various items is a feature of the display, but the jewel undoubtedly is the cover from Sierra Leone to Woolwich dated 21 August 1861, inside the flap of which there is the handwritten addendum:

"King has been up to see me - Hollingsworth has arrived from Lagos - the Prometheus has hoisted the British flag and taken possession there and sent him up here for troops to keep it".

David's note at the foot of the page reads:
"H.M.S. Prometheus a paddle sloop of 800 tons, 200 hp, with five guns, arrived at Lagos on 26 July 1861. On 30 July her captain, Bedingfield, informed Oba Docemo (the King) that H.M. Government had decided on permanent occupation of his kingdom (due to a continuance of slaving activities in spite of agreement to desist).

"Bedingfield ended his report of the occupation stating that his ship could not leave Lagos until the arrival of a detachment of black troops requested from the War Department. About a week later Bedingfield sent his senior Lieutenant Hollingsworth, not "Hollingsworth", to Sierra Leone to expedite this troop dispatch".

Note: clauses in brackets not in original text).

This request for black troops would have referred to units of the West India Regiment stationed in Sierra Leone at this time for use as required at the British Settlements on the West Coast. They were more suited climatically than British troops, although officers were on secondment from the British Army.

The whereabouts of this historic cover was not previously known to me and I am delighted to report that permission has been given for it to be reproduced in John Sacher's and my forthcoming book.

The remaining sheets of the exhibit include a 1d 'reply portion' of a reply paid postcard cancelled in Salvador; a registered envelope (type RP1/I measurements 254 x 178mm – there can be few of these still extant; a 1d postal

stationery card to Germany, addressed to the philatelically minded Paul Kinderlen (known to most of us) which was not cancelled until arrival Liverpool when, on 11 April 1895, the usual BR Packet canceller was applied, with letters 'CD' reserved for unpaid mail, the card being understamped for Germany, but apparently no extra charge was raised; a 'Lagos Hinterland Expedition' cover to India of 1898; a cover with the earliest known strike of a 'Badagry' W.D. cds Code A dated 30 April 1901 – together with nine other handstamps!

The exhibit will have given pleasure to the many who will have viewed it at Stampex. To those who could not be present, it is available on loan from the library or photocopies will be supplied on payment.

LAGOS – U.S.A. 1896 COVER WITH GERMAN TRANSATLANTIC SEAPOST HANDSTAMP

JACK INCE

The registered cover from Lagos illustrated herewith carries on the reverse the following handstamps:-

1. Lagos c.d.s. 22nd June 1896.
2. Deutsche-Amerikansche Seepost oval handstamp "Bremen – New York 14th July 1896" (? Drechsel type 9).
3. Boston, Massachusetts arrival stamps of 23rd July (oval) and 24th July (rectangular).

The interest in this cover lies not only in the rare appearance of a German-America Sea Post handstamp on West African mail, but also in the absence of any intermediate transit handstamps either from Germany or Britain.

At this period mail boats (under the Elder Dempster agency) were taking 19-20 days from Lagos to Plymouth (port of call to drop mail en route to Liverpool) and the British Post Office had a contract for the carriage of mail with the Elders' shipping companies. It is reasonable to suppose that this cover, especially as registered mail travelled by a British vessel.

Thus, the cover, assuming the Lagos c.d.s. of 22nd June was applied the day before sailing, would have been on a vessel departing on 23rd June. Unfortunately, sailing schedules of both the Elders' vessels and the Woermann shipping line were totally destroyed in the last war in Liverpool and Hamburg respectively, so it has been impossible to determine the name of the carrying vessel. However, whereas the Elders' ships sailed at fortnightly intervals – and not on fixed days each month – the Woermann line maintained a regular monthly service which left Lagos for the U.K. on the 23rd of each month. The possibility therefore exists that a German ship was used for the Lagos-U.K. part of the route.

Ships of the German-U.S. Sea Post Service called at Southampton on the outward voyage to pick up passengers and mail at Southampton, and thus any mail from West Africa brought by either British or German ship would have been off-loaded at Plymouth and transported by the G.P.O. to Southampton to await the next sailing to New York.

Registered mail from Lagos would, before delivery to ship, have been made up and enclosed in a sealed and labelled bag. The absence of a Plymouth and/or Southampton handstamp to the cover tends to confirm that the sealed bag contained only trans-Atlantic mail and thus only the bag label would be hand-stamped.

Following transfer to the German vessel at Southampton, the ship's post office staff would have dealt first with registered mail – as the most important – and placed the sorted mail into sealed pouches addressed to the appropriate districts, handstamping each cover, as sorted. Since registered mail was sorted first, the date of 14th July on the Seepost handstamp would probably be on the first day of sailing from Southampton. Due to the sealed pouch, no transit stamp on arrival at New York could be applied to the individual items of mail, only to the label on the pouch.

Unfortunately, the Roman numeral which would have helped to identify the German ship is illegible on the handstamp strike. However, on this section of the route the carrying vessel is undoubtedly from the North German Lloyd line.

The passage of time of the Lagos cover would therefore have been:-

Lagos.....sailed 23rd June
Plymouth.....arrived 11/12th July after 19/20 days
Southampton.....by G.P.O. 11/12th July (same day)
German ship.....sailed 13/14th July
New York.....arrived 22/23rd July (8/9 days passage)
Boston.....arrived 23/24th July

The joint German-American Sea Post service started in 1891 when three clerks were sent from the New York Post Office to Germany. The inaugural service was on the S.S. Havel which sailed on 31st March with one American and two German postal clerks aboard. This was followed by the S.S. Columnia from Hamburg with a similar staff complement on 3rd April.

I am greatly indebted to Mr Philip Cockrill and to Mr Arno Gottspenn of Hamburg for their invaluable assistance in providing possible answers to the questions raised by the this cover. They advise that neither of them has previously seen a West African cover bearing this Sea Post backstamp.

BIBLIOGRAPHY:-

1. U.S.A. Sea Post Cancellations (Part 1, Transatlantic routes) Cockrill Series Booklet No. 54.
2. 1896-1986 A Century of German Ship Posts by E Drechsel.
3. Service Instructions for the Sea-Post Offices between Bremen or Hamburg and New York.

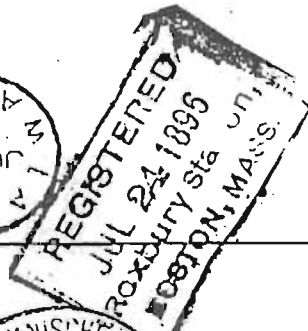
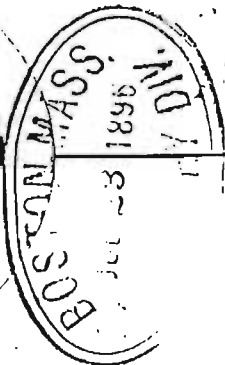


REGISTERED LETTER.
 THIS LETTER MUST BE GIVEN TO AN OFFICER OF THE POST OFFICE
 TO BE REGISTERED AND A RECEIPT OBTAINED FOR IT.



5323

Mr. John Noble junr
168, Rutherford Street,
Roxbury, Mass.
United States of America



NIGER COAST – NEW CALABAR

JACK INCE

The rare 'New Calabar' registered oval date-stamp (Type N.C. 4b) has so far been recorded only on stamps of Niger Coast, and only subsequent to 31st December 1899 i.e. dates of use 1st January 1900 to 16th May 1902.

I have recently acquired a S. Nigeria Q.V. 4d, S.G. 4 with a clear N.C. 4b strike dated 9th January 1902.

I shall be glad to have details (for our forthcoming book) of any similar examples which members may have.

NORTHERN NIGERIA MANUSCRIPT CANCELLATIONS

JACK INCE

From the writings of the late H.G. Porter onwards, a manuscript cancellation on a N. Nigeria stamp has been recorded for EBBA – a place which I have never been able to locate even during extensive researches and perusal of maps of the period in preparation for John Sacher's and my forthcoming book.

In the "T V Roberts" sale in 1989, a small lot of manuscript cancellations included one described as

'Ebba'. This lot was purchased by me unseen. Imagine my surprise when, upon close examination of the cancel under a magnifying glass, I discovered that the item was only a 'JEBBA' cancel, the apparently missing 'J' being clearly visible.

The record of a m/s cancel at Ebba has now been deleted from our draft.

LETTERS FROM N. NIGERIA 1908-9

JACK INCE

In July 1989 issue of *Cameo*, the experiences of a young officer in the political service, first of The Niger Coast Protectorate and then in the early days of S. Nigeria, were recorded from an earlier book "Niger Memories" by A.C. Douglas published in 1927.*

It is now possible to balance that article with the following paraphrased extracts from "Letters & Sketches from N. Nigeria" by M.S. Kisch published by Chatto & Windus in 1910.

Martin Kisch was born in 1884, entered Oxford as a University candidate for the Army. Having gained a high place in the Army Competitive Examination, he was gazetted to the Royal Field Artillery with a commission in December 1904. Finding promotion slow, he resigned in July 1906 and returned to Oxford to read law prior to applying for an appointment in the Colonial Service as an assistant resident in N. Nigeria.

From the date of sailing, his letters home comprise a continuous record which give a real insight into the duties and responsibilities placed on the shoulders of these young men, and the initiative expected, in the far flung outposts of Empire.

Northern Nigeria, climatically, geographically and ethnically was vastly different from the areas of the Niger Coast and S. Nigeria in which Douglas served in a similar role only a few years earlier, but Martin Kirsch in his letter (and drawings – as reproduced in the book) brilliantly conveys the loyalty, integrity and faithfulness of so many fine young men who believed in service before self for an ideal, even if it meant giving their life, if required.

The book is notable for the frequent references to the postal service and the following extracts concentrate on this aspect in order to enable philatelists to appreciate something of the exigencies, even as late as 1908-9, of that service in a land of such vast distances where even the province of Sokoto, to which Martin was posted, could easily encompass Scotland, with some square miles to spare.

THE OUTWARD VOYAGE

3rd October 1908 – Sailed from Liverpool on s.s. DAKAR.... the ship goes right on to Benguela and sails up the Congo river for a bit. There are 61 first class passengers.... six of us and three white sergeants are

bound for Forcados. (This letter will leave with the pilot at 3 p.m.)

5th October – Mr. E advises that I start taking quinine from the Canary Islands. I have now completed the sixth exercise in the Huasa language.

11th October – Three of the first class passengers going to Lokoja are officers in the West African Frontier Force; another is Major H. of the West India Regt.

13th October – This letter is being posted on board and will be put straight on board the next home going ship, so it will not bear the post mark of Sierra Leone where we are due to arrive at 5.30 a.m. tomorrow.

14th October – We went ashore and purchased some stamps at the post office.

17th October – We have just left Axim and in about two hours will be in Sekondi – where there are about 150 Europeans. Tonight we shall drop down to Cape Coast and disembark passengers at 6 a.m.

18th October – We left Cape Coast early and are due to arrive Accra 2 p.m. Where I shall post this letter.

19th October – We should arrive Lagos this morning. The steamer stops about three miles off-shore and a branch boat comes out to fetch the passengers.

UP THE NIGER TO LOKOJA

21st October – Arrived Forcados 6 a.m. yesterday but the branch boat did not arrive until 11.30 and transshipment was not completed until 4 p.m. We left the mails and it was quite dark by the time we reached Burutu. All was confusion and darkness as the electricity on the river boat and the branch boat seemed to have gone wrong. Most of the baggage had to be left over until daybreak.

We then went back to Forcados to collect the mails and then to Burutu again (5 miles) where we stayed 1½ hours before pushing on.

Forcados and Burutu are just clearings with impenetrable swampy bush behind.

22nd – et seq. "On board S.W. Sarota"

This letter is going by the down river boat we meet tomorrow.

23rd October – Terrible night – three of us sleeping on the front deck, caught in a fierce storm; the wind caught our mosquito nets and nearly blew us and our beds into the river.

26th October – Due Lokoja tonight. Last night the flies and mosquitoes were terrible. The Niger is in flood – it has never on record been so high – 40 feet above normal. The R. Kaduna has risen 60 feet!

* This should have been in the July 1989 issue but had to be omitted due to lack of space. It will appear in the future.

LOKOJA TO ZUNGERU

27th October – I am to proceed to Sokoto via Zunguru; boat to Baro, rail and canoe to Zungeru (9 days), then a 25 day march.

28th October – The steamer is going as far as Mureji (confluence with R. Kaduna) instead of Baro, made possible by high level of R. Niger. P.S. This letter will be posted at Baro.

30th October – Before leaving Lokoja, I had to pass an exam at The Treasury on the operation of the Suspense Account as to the method of entering in the books the cowries and cloth collected for taxes, until they are converted into cash! (See Note 1)

3rd November – On pole barge "Cormorant" I don't suppose I shall be able to catch the post this week. The tug "Black Swan" (wood-fired) was to tow us up in two pole barges to Bari-Juko. After we had been going two hours it was found that the current was too strong to make headway and it was decided to pole the barges upstream separately and meet up at night on some sandbank.

5th November – Arrived Zungeru this p.m. having left the pole barges at Bari-Juko and proceeded here on the light railway (2½ feet gauge).

My cook-boy has just sold his wife – at a great profit!

9th November – On trek. Forty carriers, all Hausus, have arrived for me sent by the Resident, Sokoto, having travelled 300 miles in 13 days.

After dining with officers of the 1st N. Nigerian Regt. (W.A.F.F.) we left this morning having travelled 23 miles. Just after leaving Zungeru we crossed the R. Kaduna by the (railway) bridge – the river was a mass of rapids with high rocky banks on both sides. My cook went sick at 10 a.m. so I lent him my horse and walked from 11 a.m. to 3 p.m. in the heat of the day. We camped for the night at Tegina and had a scratch meal at 6 p.m. only the second of the day. As far as Tegina we had followed the Kano road, a fine broad, red sand and gravel road, the country being fairly flat. We passed several herds of native cattle and goats.

10th November – Off again at 7.30 a.m. Made 14 miles to Wokka. I am sitting writing this in a native hut in the village with my bed already made up.

The main route from Tegina to Sokoto is only a bush path, at times as much as two feet wide but most of the time only twelve to eighteen inches or less – just like an ill-defined footpath through a cornfield in England but with the corn five feet higher than a horseman.

At times it gets lower and you can see the palms and other trees on either side. We forded some thirty streams before we reached Wokka. Occasionally we catch a glimpse of the telegraph line to Sokoto.

You probably won't here from me for three weeks as I pass no towns in which to post this letter – so it will accumulate.

EXPERIENCES ON ROAD

Arrived at Marabu having started out at 6.45 a.m. As usual, I brought up the rear wearing my burberry against the morning chill. The grass was so high and wet with dew and the path so narrow that my coat and boots were soon soaking wet.

We crossed some 20 streams and one river was deep enough for the water to come up to the carriers' waists. Once my horse sank deep in the mud and fell over but I jumped off in time.

During the final stretch of the day's march we encountered frequent bush fires – great masses of flame. Once on either side of us, the grass being ten to eighteen feet high; but we got through before the flames met over the path.

11th November – We are now camped for the night at Galma, a big town with a surrounding mud wall, and mud-built palaces, but all in a state of ruin, since they were destroyed by Fulani from Kontagora.

The place swarms with goats.

12th November – We made an early start today at 4 a.m., having risen at 2.30 a.m. arriving here at Kontonkoro by 11 a.m.

I wish I had brought more chop boxes (food). Mine are nearly finished and it will cost me sixteen shillings for every parcel sent to Sokoto.

14th November – Up at 1.30 a.m. and on the march by 3 a.m. It is delightful marching by moonlight, the air is so cool that I have to wear both coat and burberry. The night is perfectly still, not a sound until the crickets begin just before dawn.

15th November – Repeat performance. Having travelled twenty miles to reach Bena, 20 miles to Daraga and now 21 miles to Badena, having passed through Banagada.

The carriers are very good indeed, most over six foot. They are Sokoto men, not like those from Zungeru who would take four or five days longer. The road is now wider and over rocky ground – very hot but a dry not a sticky heat.

At each village the Sarkin, or headman, comes out to greet us.

At Daraga I stayed in the Rest House just outside the town wall. It is built in the traditional Northern style from mud; is four square with mud pillars inside for support; a big, mud-walled courtyard; and all white washed inside and out except for the outside corners which are red brick in colour – and a hut roof overall.

16th November – We are now at Badeja having got up at 2 a.m. We should reach Anka tomorrow and Sokoto in 3-4 days. Met an Assistant Resident who has just completed his tour and is on his way home. Tells me that the Hon. E.J. Stanley has just died at Sokoto from an abscess on the liver.

18th November – We got to this place, Damri at 1.30 p.m. It was a long march mostly through a big forest eighteen miles across.

19th November – Shortly I shall be in Sokoto. It has one 1st Class Resident, one 3rd Class and seven assistant residents to administer an area of over 35,000 square miles. There are plenty of cows, horses, donkeys, sheep and camels, as of course, there is no tsetse fly here in the North.

23rd November – The journey over – at last I have arrived in Sokoto. Yesterday met up with a gunner (Officer, WAFF) with no carriers but 40 donkeys. He had with him some £8,000 of Government money, each donkey carrying £200 in silver.

The post leaves here on Wednesdays, as a rule.

THE WORK OF AN A.R.

29th November – I have now been here a full week. I am being worked very hard as H.E. (the Governor, Sir Percy Girouard) is coming to inspect us. I have taken over the Provincial Store and the Prison Store. Many things down in the ledger cannot be found. I have to take over the whole Provincial Office work on Tuesday which means taking charge of £7,000 in the safe; collecting and counting £23,000 from the village headmen (taxes); paying everybody; ordering carriers and donkeys; sending in countless returns every month, quarterly and six monthly; hearing cases in the Provincial Court of which I am a judge; taking a record of all cases in the native courts; copying maps; measuring prisoners on arrival and entering particulars in six different books; estimating the price of guinea corn, and ordering any building work required and

paying for it!

Yesterday there were 1,000 carriers, all in one tremendous string in front of my office for me to inspect their loads of corn. I have to inspect 4,000 more loads today.

Today I visited the town (Sokoto) for the first time. We are two miles outside the walls. I rode for an hour but did not come to the wall on the further side.

7th December – H.E has arrived. We rode out to meet him at the head of ten to fifteen thousand horsemen. The dust was appalling but it was a glorious sight.

Yesterday there was a reception of the chiefs – about 25,000 natives turned out to see it.

P.S. Letter post is best for everything...it reaches!

12th December – (Telegram Letter – handed in at Sokoto at 1 p.m.) (See Note 2)

"Everything I possess burnt in fire except evening clothes I was wearing, bedclothes, saddle and tiffin box. Send by return in tin uniform case: cavalry burberry, two pairs brown boots, handkerchieves, socks, prismatic compass, medicine case".

13th December – As no doubt my letter wired from here to Lagos will have informed you...

19th December – In one morning a few days ago, I paid 2113 carriers all going off to Jega, six days march from here, to fetch building stores which had come up the Niger and Gulbin Kebbi in canoes.

2nd January '09 – "Wurnu", I am afraid I may miss the post this week as I am on trek again... I hear that elephants and lions abound in the district... it is three years since a white man was seen in this place.

6th January – Tomorrow I shall be out in "the bush" which swarms with elephant, giraffe, lions, deer, etc. My Fulani courier tells me he was in an elephant hunt where two men were killed before they killed and ate the elephant and it was very nice!

12th January – Back in Sokoto. Plenty of work awaiting me and specially with all the annual returns.

I found your letters of 26th and 27th November awaiting me. There was nothing to pay for portorage on the films and tobacco received by the same post. I have been smoking local grown tobacco... not too bad.

I have now been receiving your letters regularly every week... so far but I could not catch the post last week as I was sent off to Sabon Birni at a moment's notice.

P.S. The mail has just come in – newspapers and the Strand Magazine but no letters. I expect my letters often

miss the English mail at Zungeru. The runners from here catch the mail if they do the journey Sokoto to Zungeru in thirteen days. As a rule, they take fourteen to sixteen days going down and only eight days coming up, as they are in a hurry to get home.

17th January – yesterday I was working from 6.30 a.m. to 5 p.m. with returns, court cases, prisoners and counting over £500 in taxes brought in, chiefly in 3d pieces.

24th January – Received yours of 18th Dec. yesterday but letter of 4th Dec. has not yet arrived. Nor any parcels.

The post now leaves on Saturday instead of Wednesday.

29th January – It is a week now since I have been laid up with a bullet wound in my leg. I am feeling very fit and am in no pain. I have had to take over the administration of the estate of the late E.J. Stanley.

Branch boats have been abolished and all Elder Dempster liners are going to put in at Burutu.

P.S. Please post an elementary English spelling and reading book for my boy, Joe.

4th February – Last Monday the missing letters of 4th Dec. arrived. A whole Sokoto mail bag has been sent to Kano and Katsena by some stupid sorting clerk at Zungeru. Letters and papers of Dec. 25th have arrived but it will be at least three weeks before we get another mail, as no telegram has been received as yet about one having started from Zungeru.

In the last mail I heard from Hibbert who has gone to Nassarawa. His letter of 9th Nov. only reached here on 1st Feb.

18th February – I received the parcel of boots, toys & plum pudding last Sunday by post. All the toys were damaged and I think some customs clerk had had his finger in the pudding. There was two shillings customs duty and two shillings & ninepence portorage to pay.

I have been in the wars again I am afraid. Two days ago I got an attack of tonsillitis and can only swallow with difficulty. I have had nothing but liquids for two days. I have been left in charge of the Provincial Office.

19th February – Can't write any more – feeling too rotten. Hard at work all morning. Can't swallow anything.

Hope to be better next week – tonsils as big as footballs.

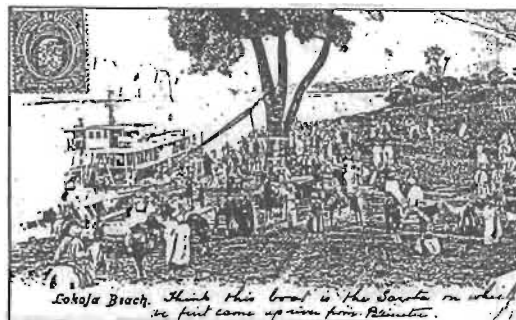
NOTICE: Martin Kisch died of diptheria 24th February, 1909.

NOTE 1. Rate of Exchange 1800 cowries to 1/- ("so our money, i.e. Silver coin, is very popular)

NOTE 2. "Telegram Letters" – from the interior to Lagos GPO and then sent by mail boat in ordinary course of post.

MAILBOAT SAROTA

PETER COCKSHOTT



The writer comments 'Think this is the Sarota on which we first came up river from Burutu'.

His message on the other side reads: 'This shows part of the Gort beach at Lokoja with the mail steamer alongside. Notice the Arabs or Hausas on their ponies. So

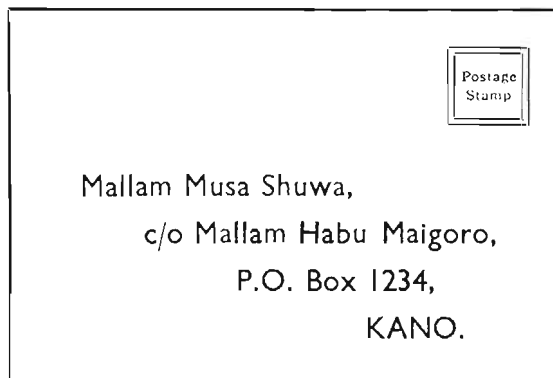
many horses dying from Tstse fly the natives are now prohibited from riding into the Cantonment proper but must keep to their own quarter. River is very high now but not finished rising yet.'

Postmarked ONITSHA (?) Au 26 1910.

Posts and Telegraphs Department

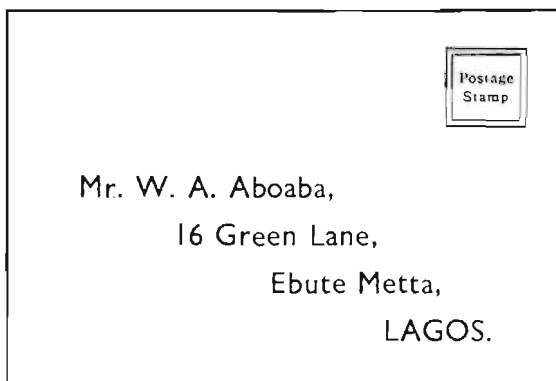
HOW TO ADDRESS LETTERS

This man has a friend who rents a Post Office Box.



On this page are shown correct methods of addressing letters :

- (1) Write the name clearly, add titles as necessary such as Mallam, Mr., Mrs., Esq., C.M.G.
- (2) Put the address on a separate line underneath.
- (3) If your friend has a Post Office Box Number, add it in clear letters and figures.
- (4) If he has an address where letters are delivered by a postman or can be collected, write his house, office or business address very clearly.
- (5) Put the name of the town in LARGE letters. This is a great help to the sorting clerk. He can then see at once to what town the letter should go.
- (6) Fix the stamp in the top right-hand corner. If you put the stamp on the back or at the left the letter may be delayed. Take care to put on enough stamps.
- (7) Always write your own name and address on the BACK of the envelope so that the letter can be returned to you unopened if it cannot be delivered.



This man has an address where letters are delivered by a postman.

NIGERIA 1936 PARACHUTE MAIL?

KENNETH S. SARGEANT

In his book "A History of Wreck Covers" the late Adrian Hopkins related the story of the Imperial Airways "Boadicea". She left Croydon on the 25th September 1936 but disappeared with both crew members (there were no passengers) while over the English Channel.

A mail bag was washed up on the French coast at Cucq, Pas de Calais, a month later. Another was washed ashore on November 10th at Dymchurch, Kent. A third was salvaged by a trawler on April 27th 1938, nineteen months after the accident, but this bag contained only mails for India and the East.

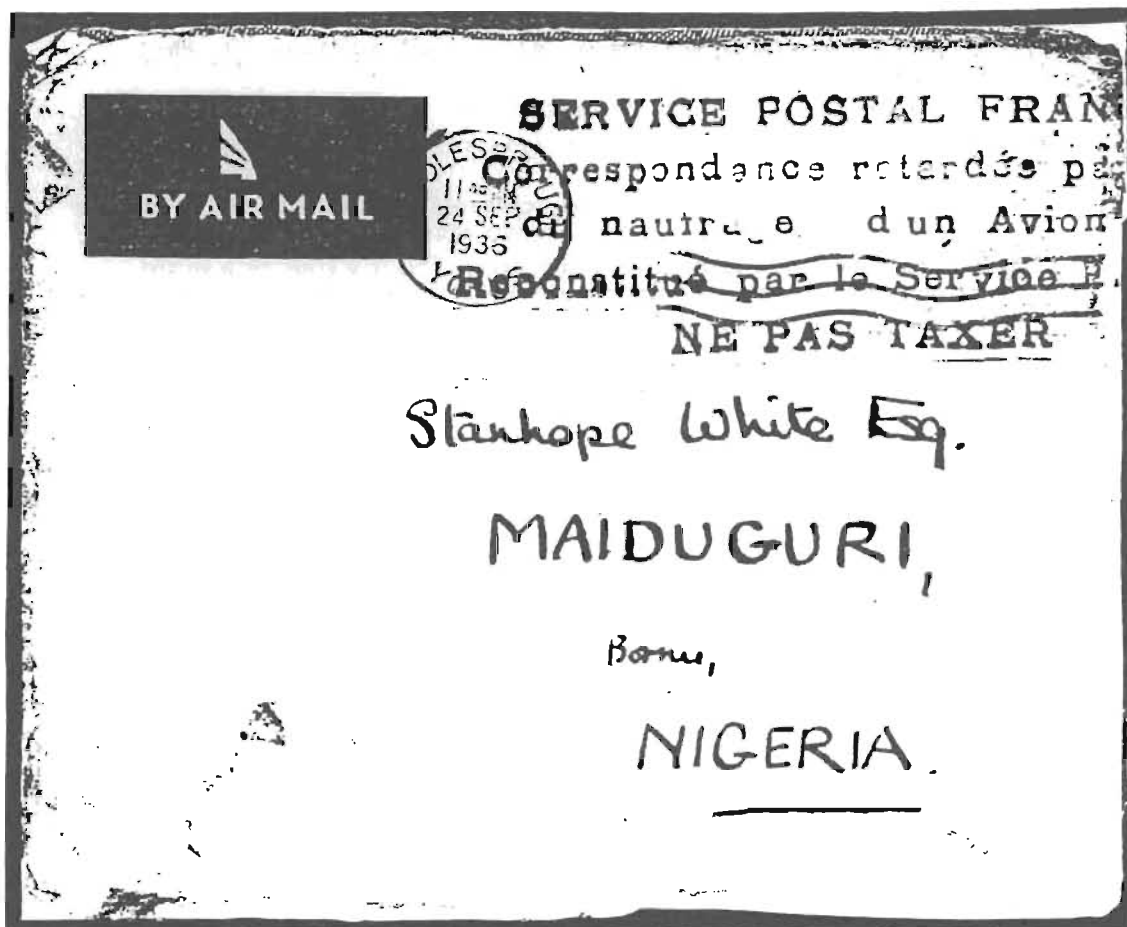
The French applied a large cachet in red and it appears that that bag contained mail solely for Africa.

Hopkins goes on "There is a story that some of the salvaged mail from Boadicea which was addressed to Nigeria was on its way out there after recovery and finished its much delayed adventurous journey by parachute. It seems that this was at a place called Maiduguri, where there was an epidemic of yellow fever at that time and the pilot would not risk landing. I have seen a cover said to

have been so involved ex Knaresborough, Yorks addressed to a Mr Stanhope White at Maiduguri, but there were no further markings of any sort beyond the Boadicea salvage. No corroboration has been possible in spite of enquiries in many directions. There is, however, some support to this story in "Britain's Imperial Air Routes 1918-1939" by R. Higham where he talks of an epidemic of yellow fever in Nigeria. In order to prevent the spread it was arranged that all "trans-desert" planes would fly only between Kano and Lagos. From which it can be deduced that mail for intervening planes could well have been dropped by parachute."

I have had this cover in my collection for some years without appreciating its possible significance. Obviously Mr. Stanhope White had more than one letter salvaged from the "Boadicea" and it seems likely that he related the parachute story to the owner of the Knaresborough cover

Can any of our members add any information?



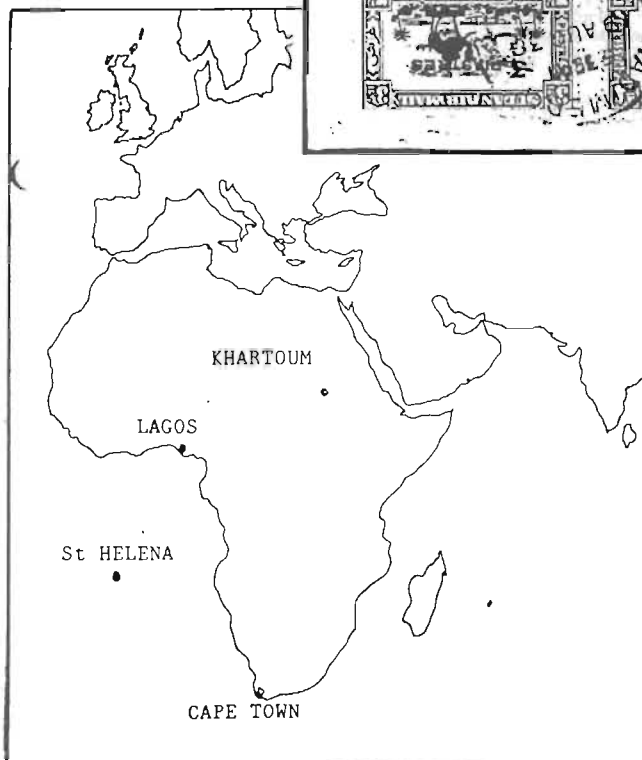
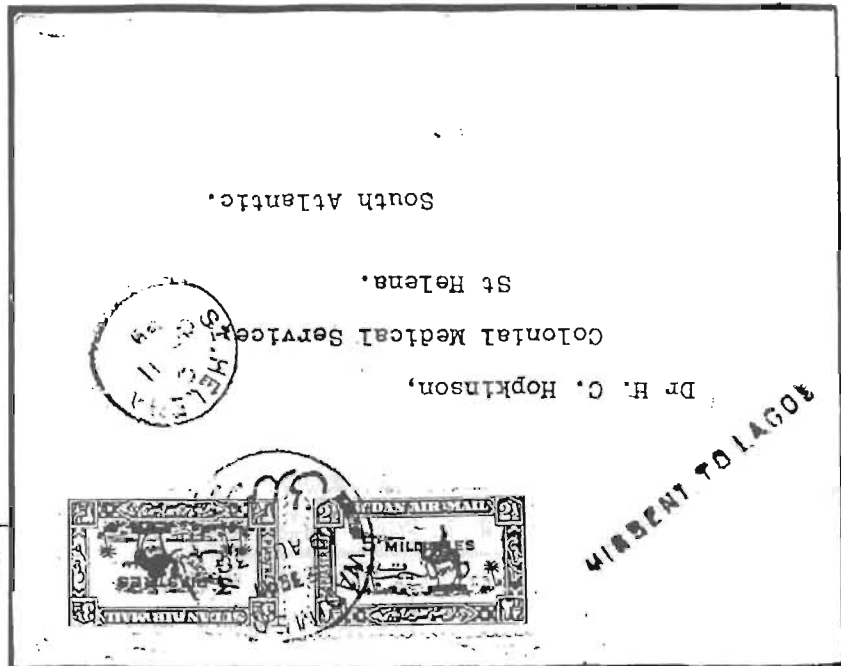
MISSENT TO LAGOS 1938

BRIAN CARTWRIGHT

Cover from Wad Medani 19 Aug 38, Stagg type 39 addressed to St. Helena. Route was to South Africa thence St. Helena but the cover was wrongly sent to Lagos,

backstamp Lagos 23 Aug 38. The cover was returned to the Sudan, backstamp Khartoum 27 Aug 38, then correctly routed to St. Helena where it arrived 11 Oct 38.

Missent to Lagos



Brian is not a member of the circle but sent the cover to your Editor asking for further information about the cachet.

NIGERIA GEORGE VI 3d BLUE WATERMARK SIDWAYS

BOB ALLEN

Some time ago I came across this stamp SG 53 with a sideways watermark. Despite careful searching, no other copy has turned up. The only other sideways watermark recorded in this definitive list is the 1/3d SG 576 which is perforated 11½.

My example of the 3d is used and is only known perforated 12.

Note: Neville Jones and your Editor have both examined the stamp and the watermark is clearly sideways.

NIGERIAN CRASH COVER

NEVILLE JONES

In John Field's booklet on Nigerian Airmails, mention is made of a British Airways' flying-boat which crashed in County Derry (Northern Ireland) on 28 July 1943 while on a flight from Lisbon. Reference is made to an air letter, cancelled at Jos on 21st July, which was among the mail which was saved.

A two line cachet 'DAMAGED BY FIRE IN TRANSIT' was

applied in violet.

Recently I was able to purchase a badly burnt registered cover, cancelled at Zaria on 20th July, 1943 with the above cachet and blank censor mark (see illustration).

For the record, does any other member have a cover from this crash? Details, including date and place of cancellation would be appreciated.



THE POSTAL SERVICE OF SIERRA LEONE – A PROGRESS REPORT

PHILIP BEALE

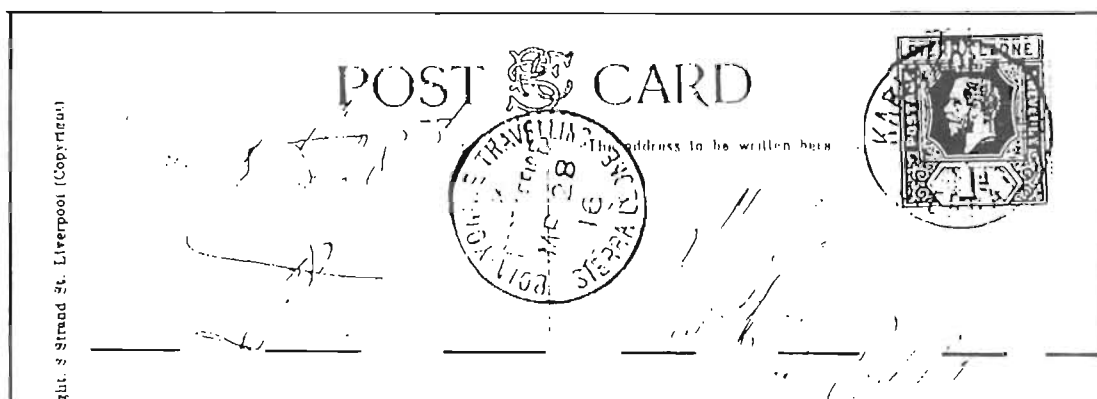
Publication of my book has led to some interesting correspondence. I think it unlikely that we shall add much of significance to our knowledge of the stamps before 1934 but much study is being given to the 1935 colonial Silver Jubilee issues, principally by our member John Cooper, and eventually we should be able to report to members on that research. An article by Richard Lockyer in Gibbons Stamp Monthly November 1989 refers to Plate 1B being used on the 1946 Victory 1½d value for Sierra Leone. This has not been seen by members of the Circle and I would be pleased to know of any example with 1B in the margin.

Mr Aggersburg, Stanley Gibbons catalogue editor, has asked me about the possible postal use of the KG5 £2 and £5 stamps. Both were ordered as revenues. There was no postal use for such stamps. The heaviest permitted parcel, insured, registered and on A R service, would not have cost £1. I suppose there is a remote possibility that a parcel could be sent by air in the late 1920s for £2 but I have little doubt that the one or two postmarked stamps are philatelic. All Victorian and Edwardian stamps over the value of a shilling were ordered as revenues: it is likely that postmarked stamps were soaked off telegraph forms, Offices having no other means of cancelling a stamp other than by using the datestamps usually used for postal purposes. I would welcome any comments.

Opened by Censor, and Mr Badham has sent a new number for WW2 Type A200, number 1949.

The section on postmarks was the one which I could easily have made longer but I felt this would have made it disproportionate in a book dealing with the entire Postal Service. Obviously, first and last dates on 20th century stamps, variants of the code letters, revenue handstamps, lists of registration labels, overseas paquebot marks on Sierra Leone stamps and postal seals would have been of limited interest and would soon have been out of date. However, one of our members, Frank Walton, has started on this task and we have had two lengthy meetings together. Please write to either of us if you have postmarks that you think we should need to know about. I have seen part of a strike of Type 100 and Dia Sherbro has also been seen. John Forrest showed at York a manuscript Njala cancelling the stamp on an envelope and there were several other most interesting items among the superb display he gave us. Lionel Schiff has sent a photocopy of a postcard showing Kabinkola with a T P O Boia Yonnie datestamp alongside for March 28th 1916. This proves that the Office was open in 1916 despite no reference in official sources. John Forrest showed a strike in 1917. The place is just north of Makeni.

Finally, I have been asked what are the fruits shown on



In the section on Postal Stationery a heading disappeared on page 225. The gap in the right hand column should read Twopence Halfpenny envelope. A correspondent not in the Circle tells me that he has a QV 1d Reply card on white, as well as on buff which I mention.

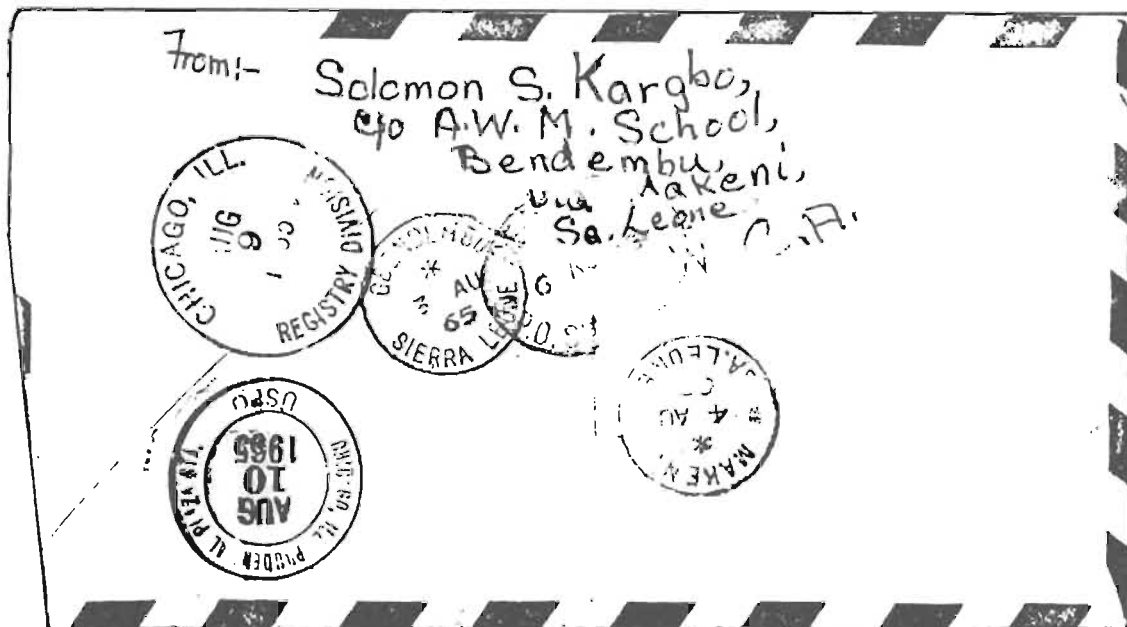
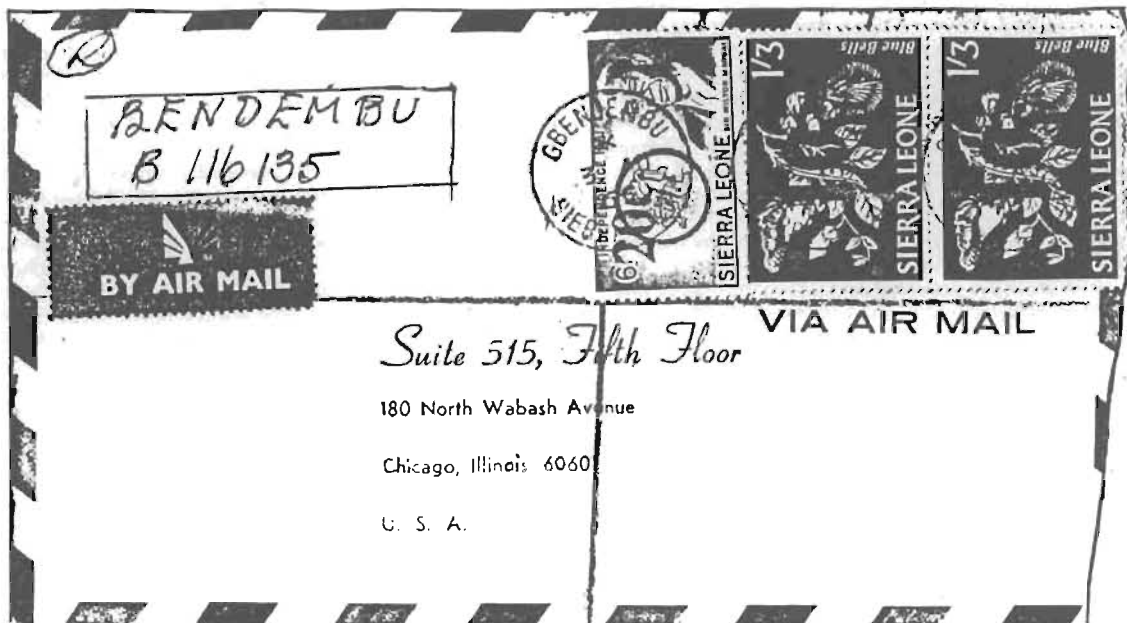
One member, Mike Pigin, has sent me a photostat of a WW1 Civil Censor tape Type 2 with 6057 after the words

the palm tree which is on the coloured wrapper. Actually, they are the nests of weaver birds!

Con Rutter continues his listing of Sierra Leone postcards before 1925 and would welcome photocopies and correspondence from members. Peter Rolfe is making a detailed study of post Independence stamps and would also welcome correspondence.

(G) BENDEMBU POST OFFICE, SIERRA LEONE

BRIAN McCLOY



The cover shown above from Bendembu to Chicago of 1965 has a manuscript registration of BENDEMBU and a cancellation of GBENDEMBU. The address on the reverse of the envelope is Bendembu via Makeni, Sa. Leone. There is a transit of Makeni struck a day after posting, on the

reverse.

This post office is not listed in Philip Beale's book. Do any members have any information on the opening of this office?

GERMAN TOGO RUNNER MAIL SANSANE-MANGU TO SUMBU

BOB MADDOCKS

I came across the following snippet from a wonderfully entitled book viz 'A Camera Actress in the Wilds of Togoland', 'The Adventures, Observations and Experiences of a Cinematograph Actress in the West African Forests whilst Collecting Films Depicting Native Life and when posing as the White Woman in Anglo-African Cinematograph Dramas! (Whew!) – by Miss M. Gehrts 1913/14.

Part of the snippet has appeared in Greenwood's 1916 book 'Togo, The Stamps of the British and French Occupations'. I trust members find the whole extract of interest.

"...Cablegram from Moving Picture Sales Agency, London received via Lome telephone to Mangu, runner to Sumbu in 36 hours. Despatched by a relay of runners, the date-stamp showed that the cablegram had left Mangu at 10 a.m. and reached us at Sumbu at 8.00 p.m. evening,

the distance from Mangu to Sumbu being approximately 55 miles.

....it had been brought to us by what is known as "Chief's Mail", an institution peculiar to Togo. The letter, message, telegram or whatever, is wrapped in oilskin by the clerk at the issuing office, firmly fixed into the cleft of a stick and handed to a native runner who at once dashes off with it to the nearest village along the line or route it is intended it shall take.

Arrived there he calls out to the top of his voice "Chief's Mail" and hands it to the first native he happens to meet who at once starts off with it at top speed to the next village where the operation is repeated. In this way messages can be despatched to practically any part of the country with marvellous celerity."

Interesting especially when matched with those Togo stamps which portray mail runners as here illustrated.



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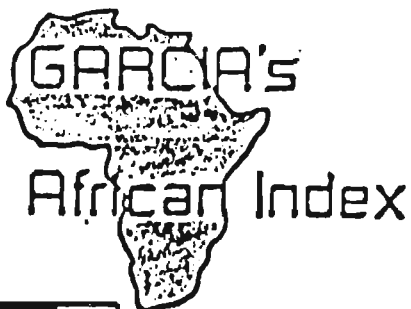
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