

G A M E O



Journal of the
West Africa Study Circle

VOLUME 4 NUMBER 2

JULY 1990

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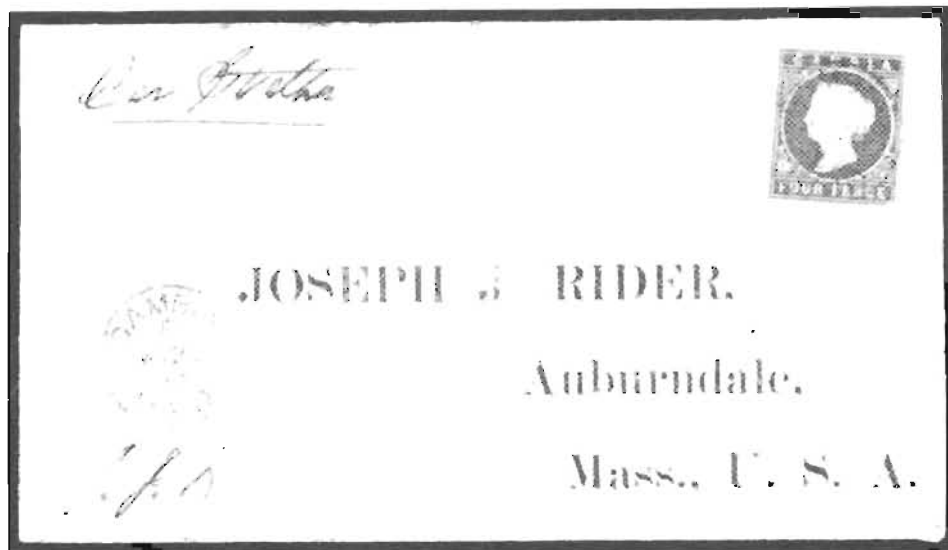


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WHOLE NUMBER 32

VOLUME 4 NUMBER 2

AUCTION REALISATIONS.....	25
TUNBRIDGE WARE LABEL.....	25
GIBBONS "B.W.A." SALE — 19 APRIL 1990.....	26
AVISO — POSTAL SENEGAL.....	27
MARGINAL MARKINGS ON EDWARD VII KEYPLATES.....	28
R.A.F. BASE CENSORSHIP IN WEST AFRICA.....	28
P/W CENSORSHIP / WEST AFRICAN FORCE.....	29
HONOUR ENVELOPES PRINTED IN WEST AFRICA.....	30
THE 1937 D.L.H. CRASH AT BATHURST.....	31
CRASH COVER FROM THE GAMBIA, 1941.....	31
CABLE & WIRELESS 'BATHURST'.....	32
ASHANTI CAMPAIGN, 1897-98.....	34
THE GOLD COAST EDWARD VII 20 SHILLINGS.....	35
CLEARING HOUSE, GOLD COAST.....	35
GOLD COAST PAQUEBOT FORGERY.....	35
NOT OPENED BY CENSOR.....	35
GOLD COAST W.W.II POST CARD.....	36
MINISTRY OF WAR TRANSPORT TAKORADI (G.C.).....	37
GHANA. BY AIR MAIL FROM ZAR.....	37
G.B. 3d ADHESIVES USED IN THE NIGER TERRITORIES.....	37
NIGER MEMORIES.....	40
SOUTHERN NIGERIA C.O.D. ENVELOPE.....	42
NIGERIA PARACHUTE MAIL 1936? COVER TO MR STANHOPE WHITE, MAIDUGARI.....	43
NIGERIA PARACHUTE MAIL 1936.....	43
ANOTHER 'BOADICEA' COVER TO WEST AFRICA DISCOVERED.....	44
GOVERNMENT OF NIGERIA NOTES.....	45
THE POST IN THE NORTH OF NIGERIA.....	46
NIGERIA K.G.V. KEY PLATE NUMBER SEQUENCE.....	48
NIGERIA REVENUE.....	49
NIGERIAN REGISTERED ENVELOPES GEORGE VI ONWARDS.....	50
THE 1973-87 NIGERIAN POSTAGE DUE ISSUE.....	51
ADVISORY TEAM, NIGERIA.....	51
THE POSTAL SERVICE OF SIERRA LEONE — A SECOND PROGRESS REPORT.....	52
ANNUAL REPORT ON THE SIERRA LEONE P.O. FOR 1935.....	52
SIERRA LEONE: SKELETON HANDSTAMPS.....	53
TOGO DOUBLE OVERPRINT ON REVERSE OF SG H 34.....	54

WEST AFRICA STUDY CIRCLE

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EDITORIAL

Members will be interested to know that Cameo was awarded a silver medal at the recent Stamp World London 90. To the many people who have contributed articles and notes to make up each issue, editorial thanks are due.

Whilst at Stamp World London 90 your editor was invited to attend a meeting of the British Aerophilatelic Federation. This was to see a display of West African Airmails covering the period up to 1940 given by Peter Wingent. This was a most informative meeting and we hope to have Peter at one of our London meetings, giving the same display.

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Subscription term now spans 1 calendar year i.e. 1st January to 31st December with payment due in January

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

CONTENTS

AUCTION REALISATIONS

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

Harmers of London December 12th 1989

Sierra Leone – 897 (March 16th) Soldier's envelope from C.S.M. Harrison 2 W.I.R., to England, franked 1897 (Mar.) 1d, tied by Freetown c.d.s., Liverpool and arrival datestamps of April 1897. Trace of a few stains, reverse a little damaged but of very fine appearance, scarce. £550 (£200).

Christie's Robson Lowe September 12th 1989

Gambia Set Silver Jubilee in corner blocks of four from Plate 2 with 'short extra flagstaff', 6d trifle toned, otherwise fine mint £187 + VAT (£100).

Gambia As above but from Plate 1 with 'extra flagstaff', 3d with minor fox mark and 6d with pulled perf., mint £242 + VAT (£125).

Gold Coast As above with 'extra flagstaff', mint £264 + VAT (£175).

Nigeria Silver Jubilee 2d Plate 2A in block of four showing 'dot in sky and dot on shore' and 'kite and vertical log' £37 + VAT (£15).

Sierra Leone As above set in blocks of four unmounted mint with 'extra flagstaff' £143 + VAT (£100).

Sierra Leone As above set from Plate 3 in blocks of four mint with 'lightning conductor' £82 + VAT (£40).

Sierra Leone 1859 6d imperforate plate proof on gummed bluish paper, a lower right corner block of four £264 (£250).

Southern Nigeria Die proof with head of Queen Victoria with uncleared surround, marked 'BEFORE HARDENING' and dated '27 Jul. 00'. £440 (£250).

Christie's Robson Lowe October 10th 1989

Gold Coast 158 Type 2 postmarks £825 + VAT (£275).

Gold Coast 256 mostly Type 5 postmarks £605 + VAT (£350).

Oil Rivers Protectorate 1893 die proofs before obliteration of 'OIL RIVERS' comprising ½d vermilion, 1d blue, 2d

green, 2½d carmine-lake, 5d grey-lilac and 1/- black, all on wove paper with 4mm margins The ½d thinned and a little soiled. £935 + VAT (£1250).

Sierra Leone 125 items, postmarks mainly of George V with examples from over 70 offices. £935 + VAT (£200).

Sierra Leone Falaba c.d.s. on 1900 cover £308 + VAT (£100).

Sierra Leone Hill Station c.d.s. on 1906 envelope £176 + VAT (£80).

Sierra Leone Tassoh-Island c.d.s. on 1907 envelope £330 + VAT (£120).

Sierra Leone York c.d.s. on 1894 card. £176 + VAT (£60).

Christie's Robson Lowe January 22nd 1990

Gold Coast 1898 unissued 2/6d die proof of the duty plate, in black on glazed card (92 x 60mm), dated '2 MAR 99' (Later issued in 1906 with the head of King Edward VII £121 (£75)).

Gold Coast 1921-24 1/- die proof, as above, marked 'BEFORE STRIKING' and dated '25/5/20' £88 (£60).

Gold Coast 1½d die proof as above, dated '26/1/22' £82 (£60).

Nigeria Postal Stationery Envelope: 1927 1d embossed die proof in vermilion on laid paper (59 x 64mm) dated '24.8.27' £165 (£75).

Nigeria as above, 2d embossed die proof in vermilion on laid paper (58 x 64mm) dated '24.8.27' and marked 'Appd. 26/8' £187 (£75).

Nigeria as above, 1931 1½d embossed die proof in chestnut on laid paper (114 x 62mm), marked 'Nigeria Reg. 4973', 'die appd', initialled and dated '9.4.31' £264 (£75).

Sierra Leone 1872 wmk. sideways 4d blue imperf. plate proof on ungummed watermarked paper £77 (£55).

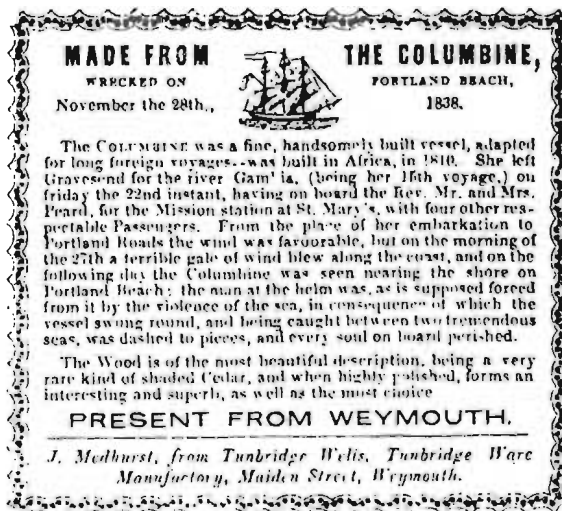
Sierra Leone as above 1/- green £77 (£65).

Southern Nigeria 1901 4d die proof of the frame in black on glazed card (92 x 60mm) marked 'BEFORE HARDENING' and date '20 OCT 00' £99 (£75).

TUNBRIDGE WARE LABEL

At a recent meeting of the Postal History Society at Bristol, John Scott, President of the P.H.S., showed this label and has provided the following background information.

"James Medhurst, originally from Tunbridge Wells, worked in Weymouth between about 1846 and 1859. The printed labels were attached to Tunbridge Ware souvenirs made from wood taken from vessels wrecked off the neighbouring coast. In this particular case the narrative on the label records that the Columbine was en route from Gravesend to Gambia on her 16th voyage when she was wrecked off Portland on 28 November 1838."



GIBBONS "B.W.A." SALE 19 APRIL 1990

JACK INCE

This was an occasion not to be missed, if possible, by Circle members for there were 490 lots in a well illustrated catalogue covering all our territories, with the exception of Ascension and Cameroon.

The main interest for your scribe lay in the quality of much of the "Nigeria" material, a few items not apparently having appeared at sale for many years and which, in some instances, necessitated amendment to the text of John Sacher's and my book on the Niger Area pre-1914 — which is now at last nearing the publishers' hands.

Strangely there were few moments of any excitement and prices achieved were mostly below and rarely above estimate. While this was entirely acceptable to successful bidders (the sale was thinly attended) many of whom were clearly from the "trade", the vendors cannot have been too happy.

The sale opened with Gambia and all 84 lots sold quickly but it was not until some complete mint sheets of the 1886-93 issue were offered that the bidding came alive, and prices for some lots climbed above estimate — a situation which so stimulated some present in the room that the next item, lot No 40, comprising an 1898 cover with ½d and 2½d (1886-93) carrying an embossed "H.M.S. ALECTO" on flap, saw the price rise rapidly above valuation of £150 to a startling £280, giving an "all-in" cost of £317.50!

A small Gold Coast offering of 9 lots followed, only two of which achieved bids just above estimate, and this was followed by 57 Lagos items, including some interesting and some rare material, notably 11 colour trials of the 1887-1902 issue; a group of Q.V. specimens, all on sheet, with printers' notations, plus some desirable die proofs. However, in all, only three of the more lowly lots exceeded estimate.

Over 60 lots were on offer in the Niger Coast section, 45 of which comprised the 1893 and 1894 provisionals, virtually all being sold at or below valuation. Exceptionally, Lot 172, SG 35 (surcharge type 10, ½d on 2½d) cancelled at Old Calabar fetched £140 (£100). Considering the excellent forgeries of these provisionals executed by Fournier, it always surprises me that these stamps sell so frequently without expert certificates. A progressive die proof in black of the initial "OIL RIVERS" design, value 5d went for £220 (£210), while plate proof blocks of the 1897/8 6d and 2/6d, with Waterlows's security punch hole, sold below estimate, except for Lot 191, comprising plate proof pairs of 6d and 2/6 which went for £120 (£100). The

real surprise of this section was the spirited bidding for Lot 203 comprising stamps, on piece or covers (mostly with address excised), of Niger Territories and Niger Coast which finally sold at £360 (£120).

The Niger Territories section contained 18 lots of which 16 were covers. These on balance sold cheaply including some nice W.A.F.F. items which, of course, were all pre-1900. There followed a small Nigeria section with some good "specimens" and then came the Northern Nigeria lots. As expected these sold well since the majority comprised manuscript cancellations (1900-01) and later (1906) stampless covers. Seven lots sold above valuation viz. Ekwanaja £600 (£500); Ibi £360 (£300) and 3 Jebba covers £320 (£300), £460 (£400), £260 (£250). A 1906 cover "No Stamps Available" reached £100 (£90).

There were 74 lots in the Sierra Leone section, virtually all items failing to reach estimate. A complete set of Wilberforce mint went for £260 (£300) and a second set, including a 5/- used, sold at £200 (£260). As elsewhere, there were bargains to be had by the few "amateurs" present.

The S. Nigeria section containing 30 lots included some nice proof material and colour trials which sold at prices well below those one would have to pay if buying from a dealer. Few items realised a price above valuation but a specialised collection went for £460 (£440), another for £290 (£300), and a third for £400 (£460).

I regret that British Rail schedules ensured that I could not stay for the small Togo section of 12 lots and, more important, for the 125 St Helena lots which included many covers from the Boer War. However, while awaiting collection of (and payment for) my few bids, it was evident that while there was good interest being displayed and estimates were being marginally exceeded on some lots, the pattern of buying which had been apparent during the afternoon was not going to change.

It was a pleasure to renew acquaintance with the Circle's own "auctioneer's clerk" from Huddersfield who was bidding on her husband's behalf. Susan assured me that she was happy to come to London "expenses paid" while Michael and his friend accomplished Wainwright's 'Coast to Coast' walk, and she was looking forward to visiting some of the shops. She also obtained some lots to prove to Michael she had been at the auction!

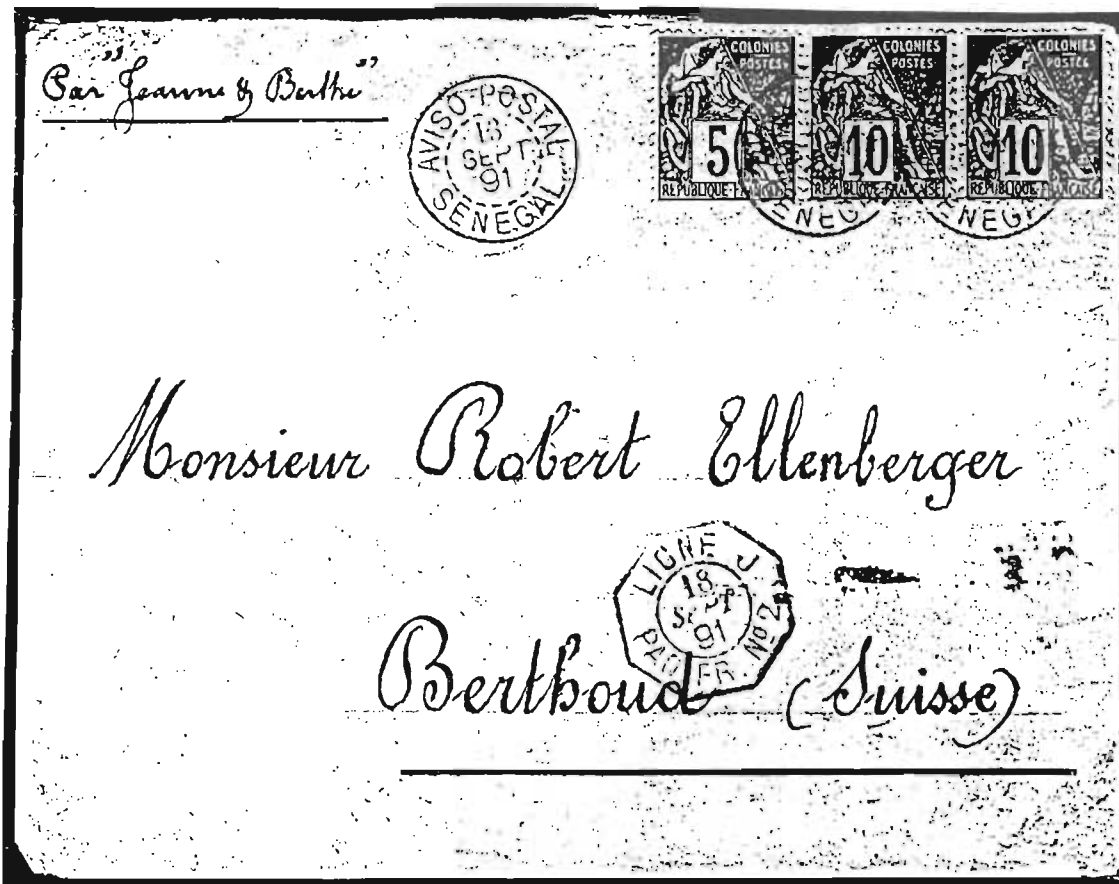
A copy of the catalogue, with prices realised, is available on loan on the usual terms from the Circle library.

AVISO — POSTAL SENEGAL

JOHN SACHER

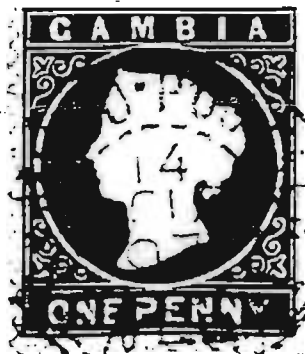
On the 1st May 1891, a decree officially appointed an agent to be responsible for a despatch boat which was to pick up and drop mail on the coast of Senegal.

The cover below shows such usage, the "Aviso — postal" date on board being 13.9.1891, and the date at Dakar, 16.9.1891, before despatch on the "Portugal" of Ligne J to France and thence to Switzerland.



Presumably this stamp, cancelled on 14.8.1897, is evidence that mail could also be sent from the Gambia via this service.

The Gambia stamp was submitted by Stewart Duncan for comment. Ed.



MARGINAL MARKINGS ON EDWARD VII KEYPLATES

The following is reprinted from the March-April 1990 issue of 'The Philatelist and P.T.G.B.' by kind permission of Peter Collins.

An old friend and postal historian of note, Jack Ince, recently asked our opinion of the marginal markings on a top right corner block of a Northern Nigeria K.E.VII 1911 3d. We suggest the top right marking is printed by the screw (and its washer) securing the metal printing plate. In the top margin, outside the protective bar of the Jubilee frame line, midway and 7½mm above the last stamp in the pane is a small dot and, to the left of this, 5½mm above the right hand edge of the penultimate stamp, is a similar dot. These dots appear to have sufficient depth and strength to have been printed rather than casual ink spots accidentally spilled there. Perhaps any specialist who has studied Key and Duty plates of Edward VII colonial issues can tell us whether these two dots have significance. Are they, for instance, two pins which held the two plates in register or, in some other way, related to the register of the two printing plates. Or are they graver marks made on the plate by a craftsman who had done some work (e.g. retouching the plate) and made these marginal markings to indicate this. It would be rewarding to discover that those marks were of philatelic significance and not merely accidental.

The K.E. VII 3d was printed in sheets of 120 comprising two panes (6 x 10). This block is obviously interpanneau from the centre of the sheet. Printing was from key and duty plates, the key plates being used in the production of stamps for other territories. Plates numbered both 1 and 2 were used in printing the Northern Nigeria 3d.



R.A.F. BASE CENSORSHIP IN WEST AFRICA

BILL GARROD



R20-1
35 mm



R20-2
37 mm



R20-3
40 mm



R20-4
37 mm



R20-5
37 mm
RAF has seriffs



R20-6
37 mm
RAF uncseriffed

The above are types of R.A.F. Base Censorship cachets. Has anyone seen any of these that could have been applied in West Africa as opposed to the U.K.?

The key would be the date in the cachet being nearly the same as the date of the letter or postmark.

Please write c/o the Editor.

HONOUR ENVELOPES PRINTED IN WEST AFRICA

500,000 of these envelopes, green on white background, were printed in West Africa in January 1943. Note the inscription 'W.A.P.S.S. 1/43/500000/3' at bottom right.

Shown by Alistair Kennedy at the joint W.A.S.C./F.P.H.S. meeting in December 1989.

<p>A.F. W3078.</p> <p style="text-align: center; font-size: 2em; font-weight: bold;">19 <u>ACTIVE</u></p> <hr style="border: 2px solid black;"/> <p>This envelope must not be used for coin or valuables. It cannot be accepted for registration.</p> <p>NOTE:—</p> <p>Correspondence in this envelope need not be censored Regimentally. The contents are liable to examination at the Base.</p> <p>The following Certificate must be signed by the writer:</p> <p><i>I certify on my honour that the contents of this envelope refer to nothing but private and family matters.</i></p> <p>Signature } Name only } <i>C. Halstead</i></p>	<p style="text-align: right;">(Crown Copyright Reserved.)</p> <p style="text-align: center; font-size: 2em; font-weight: bold;"><u>SERVICE</u></p> <div style="text-align: right; border: 1px solid black; border-radius: 50%; padding: 5px; width: fit-content; margin: 0 auto;"> <p>POST OFFICE W.A.P.S.S.</p> </div> <p>[Up to three letters may be forwarded in this Cover, but these must be all from the same writer. The cover should be addressed in such case to the Base.]</p> <p>Address:—</p> <p><i>MRS C HALSTEAD</i></p> <p><i>10 QUEENS NURSES</i></p> <p><i>2, MANCHESTER LANE</i></p> <p><i>BURY LANS</i></p> <p style="text-align: right;">W.A.P.S.S. 1/43/500000/8</p> <p style="text-align: center; font-size: 1.5em;"><i>ENGLAND</i></p>
--	---

i) Used in Sierra Leone — F.P.O. 537 26 FE 44.

<p>A.F. W3078.</p> <p style="text-align: center; font-size: 2em; font-weight: bold;">ACTIVE</p> <hr style="border: 2px solid black;"/> <p style="font-size: 2em; font-weight: bold; text-decoration: underline;">VIA AIR MAIL</p> <p>This envelope must not be used for coin or valuables. It cannot be accepted for registration.</p> <p>NOTE:—</p> <p>Correspondence in this envelope need not be censored Regimentally. The contents are liable to examination at the Base.</p> <p>The following Certificate must be signed by the writer:</p> <p><i>I certify on my honour that the contents of this envelope refer to nothing but private and family matters.</i></p> <p>Signature } Name only } <i>R.L. Lamington</i></p>	<p style="text-align: right;">(Crown Copyright Reserved.)</p> <p style="text-align: center; font-size: 2em; font-weight: bold;"><u>SERVICE</u></p> <div style="text-align: center; margin-bottom: 10px;"> <p>INDIA POSTAGE INDIA POSTAGE INDIA POSTAGE INDIA POSTAGE</p> </div> <p>Address:—</p> <p><i>MISS M. CALLISTER</i></p> <p><i>THE CROFT</i></p> <p><i>WINDSOR RD</i></p> <p><i>PORHCRAWL</i></p> <p><i>CLAM</i></p> <p><i>SOUTH WALES</i></p> <p style="text-align: right;">W.A.P.S.S. 1/43/500000/3</p>
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ii) Used in India — F.P.O. 698 1 DE 43 — with 3rd West African Brigade, at that time at Talbehah (South of Gwalior), training with Special Force for jungle operations.

THE 1937 D.L.H. CRASH AT BATHURST

BARBARA PRIDDY

Having recently acquired (from the unsold lots in a Sinais auction) a long-desired cover from the 1937 D.L.H. crash at Bathurst, I sat down to write it up, but this proved more difficult than anticipated: perhaps Cameo readers can help? Unfortunately it will not photocopy well, being purple. It is addressed to a firm in Rio de Janeiro, from a firm in Erkelenz, Rheinland; has a printed 'Mit Luftpost' notice, an M.S. '5 gr' and the red circular Deutsche Luftpost Europa Sudamerika cachet. The stamps have been floated off and only small traces of the c.d.s. remain. Traces of a back-stamp appear to read B[or P or R]EUD - - -. Across the front are two strikes (crossed at about 30°) of the single-line black ACCIDENT D'AVIATION, both faint in parts. There are no signs of fire.

Six sources available to me mention the crash: Baldwin's 'Gambian Air Mails' (The Aero-Field, 1951); Philip Beale's article in Cameo (14:94, 1981); Dalwick's 'The Gambia: The Air Mails' (The Philatelist, date not noted); Leon's 'Bridging the South Atlantic by Air Mail' (Postal History International, 1974); Nierinck's 'Recovered Mail' (1984) and the Post Office Archives (contemporary: photocopies courtesy of Peter Wingent). I thought there was another article in Cameo, but can't find it! Of these, by far the most detailed are the P.O. records, which include a vivid description of the crash by H. R. Oke, Acting Governor. Although there are too many documents to reproduce here, I could send photocopies to anyone interested. There are 21 pages so A4 s.a.e. and reimbursement of cost would be appreciated.

Everyone agrees on the date: 12 March 1977, and, where mentioned, the time: about 2.30 a.m. The aeroplane was named 'Rostock', registration D-ALIX, but was it a Heinkel (Leon) or a Junkers (see Charles Leonard's 'Gambia — The Airmail Services' (Gibbons Stamp Monthly, 1981))? It was carrying variously four crew (Nierinck); pilot, wireless operator and mechanic (Beake, quoting The Times); Commander Viereck, Radio Officer Bickner and Navigator Rebenstrost (Leon); and Alfred Viereck — Pilot, Richard Rebbentrost — Assistant Pilot, Kurt Bichner —

Wireless Telegraph Operator and (as a passenger) Hans Hemmann — 2nd Officer for the Ostmark (P.O. Archives). The Times says that the first officer of the Ostmark was killed as well as the three crew but does not make it clear he was on board the aeroplane.

The aeroplane, outward bound from Las Palmas, is agreed to have circled the Ostmark preparatory to landing at Jeshwang, then crashed into the river (although Nierinck says a swamp). It is also agreed that 'much', 'most' or 'nearly all' of the mail was recovered, and Leon adds that it was mostly for South America. The P.O. records say that nearly 50 bags of South American mail (Nierinck quotes 20 bags) were recovered, sorted and dried into 42 bags: also that the contents of two bags for The Gambia, including despatches from the Secretary of State for the Colonies and the Crown Agents' mail, were recovered. Their letter bills give the total weight for The Gambia which should have been on board as 1927gm of letters and 3955gm of "autres objets", and the list of destinations for which letters must be regarded as lost does *not* include Bathurst. Has anyone ever seen any mail from this crash destined for The Gambia? And would the weight as given be right for two bags?

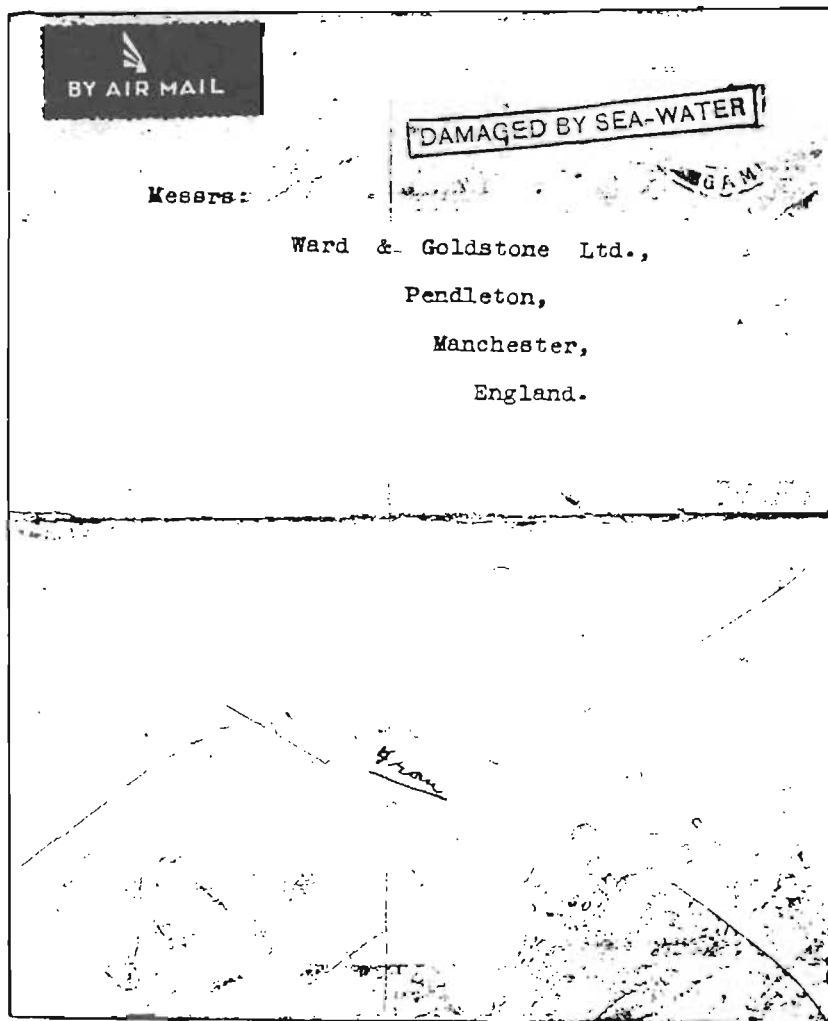
As regards cachets, Beale's cover does not have any, nor do two which I didn't purchase from Sinais. Nierinck gives 'ACCIDENTE/DE AVIAO' or 'ACCIDENT D'AVIATION', Leon says that most received 'ACCIDENT D'AVIATION', probably in the Gambia but one seen had 'ACCIDENTE/ DE AVIAO' applied in Brazil, and Baldwin gives only 'ACCIDENT D'AVIATION'. Dalwick says the mail received 'the usual framed 'DAMAGED BY SEA-WATER' but this may be attributed to this cachet, which in fact applies to a war-time crash, being illustrated in Baldwin side by side with the 1937 one and both uncaptioned. Is this cachet unique to this crash? and can I then be certain that my cover, which has no legible date-stamp left, does in fact come from this crash? Does anyone know of any other sources of information (possibly in German)?

CRASH COVER FROM THE GAMBIA, 1941

STEWART DUNCAN

Letter from GAMBIA to G.B. sent by J. I. Collingwood Johnson, P.O. Box 15, Bathurst, GAMBIA (Endorsed on reverse) to Manchester. ON 15th FEBRUARY 1941 the BRITISH OVERSEAS AIRWAYS CORPORATION Flying Boat "CLYDE" was lost at LISBON. Sinking at her moorings with the loss of the night-watchman.

On 14th SEPTEMBER her Sister Ship "CLAIRE" crashed whilst taking off from BATHURST. There are no recordings of mail being salvaged from either Flying Boat. IT IS CONSIDERED THAT THIS COVER WAS RECOVERED FROM "CLYDE".



Reduced size. Shown at York, 1989

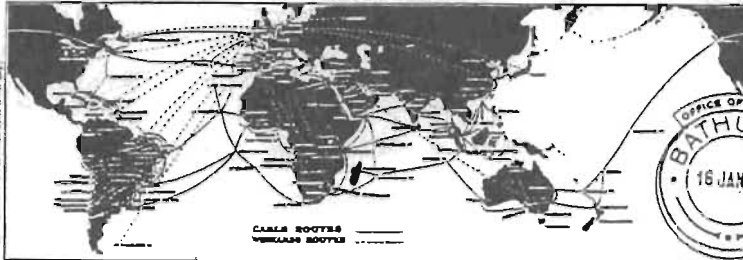
CABLE AND WIRELESS 'BATHURST'

STEWART DUNCAN

For previous reference to this 'date-stamp' see Cameo 10, page 210 by Charles Leonard and Cameo 11, page 10 by Philip Beale.

The illustration shows the earliest recorded date of use on a telegram.

CABLE AND WIRELESS LIMITED.



The price for which this advertisement is published is the following:
 10/- per line for 100 words in this advertisement.
 Single Lines and Number of Pages. Date of Copy. Number of
 Pages. Date of Issue. Time taken in and outside advertisement.

Client.	Client's Name.	Time Received.	
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MARK YOUR REPLY *"Via Imperial"*

NO ENQUIRY RESPECTING THIS TELEGRAM CAN BE ATTENDED TO WITHOUT PRODUCTION OF THIS COPY.

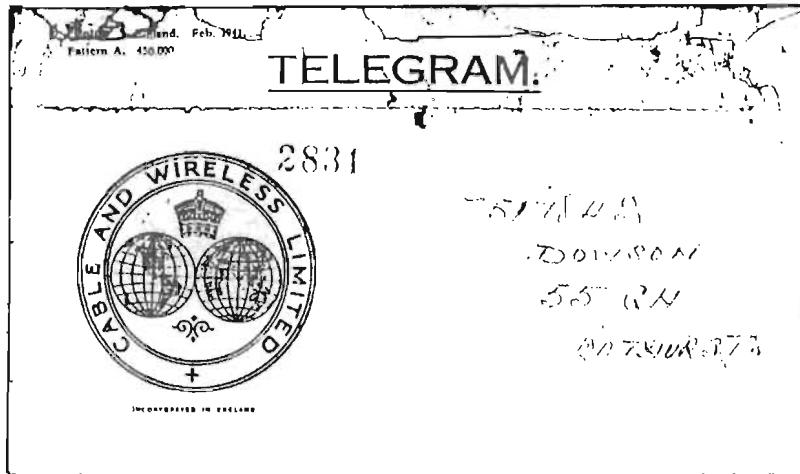
TELEGRAM.

MARK YOUR REPLY



"Via Imperial"

CABLE AND WIRELESS LIMITED.
INCORPORATED IN ENGLAND

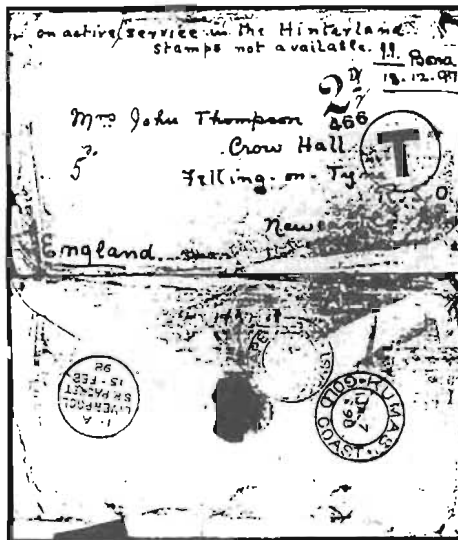


The reverse of the envelope. All reduced in scale.

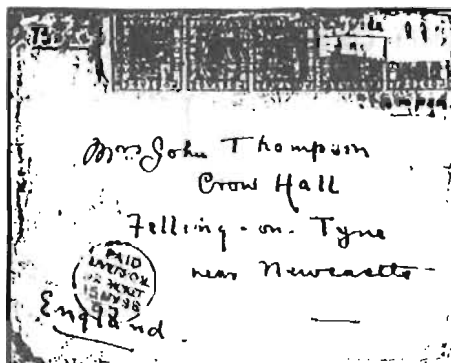
ASHANTI CAMPAIGN, 1897-98

George Crabb of the Forces P.H.S. showed these two covers at the joint meeting in December 1989.

An expedition under Sir Francis Scott was mounted in 1895 and Kumasi was occupied on January 17th 1896.



These covers were sent from Bona which is S.S.W. of Wa. It is now Bouna in the Ivory Coast.



Reduced

THE GOLD COAST EDWARD VII 20 SHILLINGS

ROY COOPER

There are frame breaks above and to the right of the value tablet. This might be foreign matter on the plate. Has any member seen a similar example?



CLEARING HOUSE, GOLD COAST

ROY COOPER

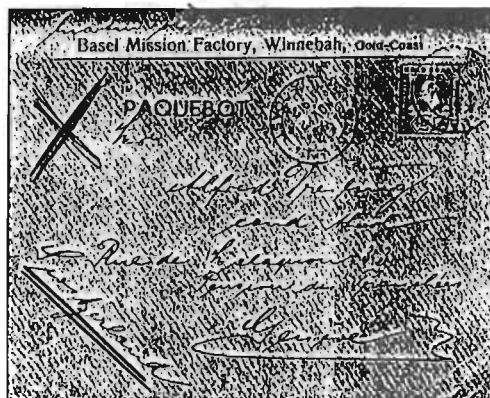
In black with dots between 'GOLD COAST' and 'CLEARING HOUSE', 24mm circle (dented). There is no date or code but has the letters 'ON' which I suppose could be part of an inverted date.

It does seem quite a late date as it is on the 3d value of the 1904-06 Edward VII issue.

GOLD COAST PAQUEBOT FORGERY

The Study Circle's attention has been drawn to a Gold Coast cover to which it appears a PAQUEBOT mark has been added later. The cachet is in purple and it is believed this originated from a letreset process.

The cover has a 2½d Edward VII stamp postmarked 1912 with a Winebah 'Crown' cancellation and is addressed to Geneva.



The illustration may not reproduce very clearly. 'PAQUEBOT' measures 39x4mm.

NOT OPENED BY CENSOR

This boxed cachet, in purple, was shown by Alistair Kennedy at the W.A.S.C. / F.P.H.S. meeting in December 1989.

It was on a civilian Gold Coast cover from Sekondi dated 15 DEC 41 to Bombay. Measurements are 39 x 28mm approximately.

Is it of West African or Indian origin?

J.J.M.



(strengthened)

GOLD COAST W.W.II POST CARD

JEREMY MARTIN

This item was acquired at the 1990 Stampex and had not previously been seen by the writer.

It is a pale green pre-printed Post Card with 'GOLD COAST/COLONY/POSTAGE/PAID' in a box in the top right

corner. It was used at Cape Coast on January 6th 1944.

The reverse has thirteen different messages which can be used.

POST CARD

GOLD COAST
 COLONY
 POSTAGE
 PAID

To _____

No. 53200 RANK Pvt NAME W. H. F. M. M. M.

5 (M) Trades Training School

West African Force

Commodore W. H. F. M. M. M.

(Nothing is to be written on this side except dates and the signature of the writer, but sentences or words not required may be struck out. If anything is added the post card will be destroyed.)

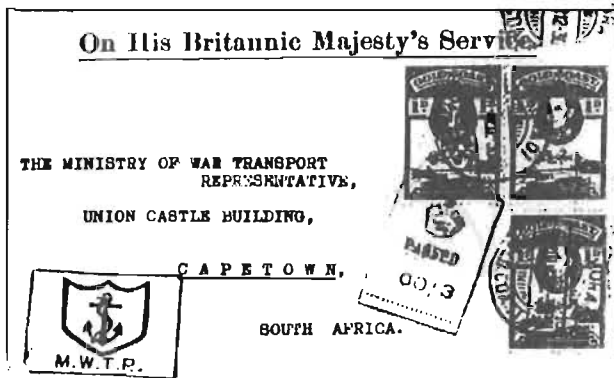
1. We are all quite well.
2. Your children and family greet you.
3. I am receiving my money regularly each month.
4. I have not received any money from you since _____
5. I have received your letter dated _____
6. I have received no letter from you for a long time.
7. We have started to clear the bush for our farms.
8. We have cleared the land and planted _____
9. Your farm is being well looked after.
10. The farm this year is very successful.
11. We expect to hear from you (again) soon.
12. _____ has married _____
13. My sister has given birth to a child.

Date 5.1.44 From W. H. F. M. M. M.

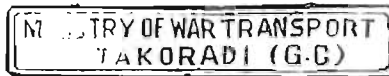
G.P.D./W. 4149/50,000/11/43

MINISTRY OF WAR TRANSPORT TAKORADI (G.C.)

Mike Mackin produced this cover at the December 1989 joint meeting.



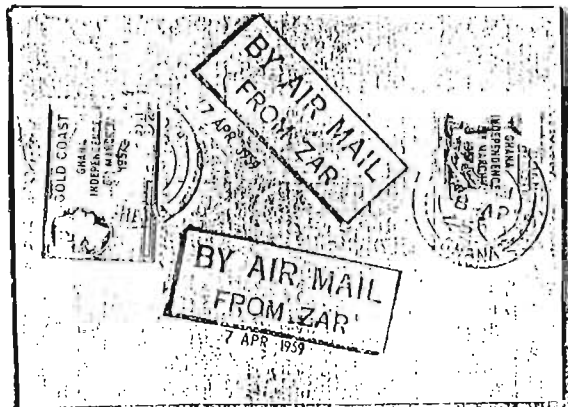
Franked 3d to South Africa from Takoradi in July 1942, it received the boxed 'CROWN/PASSED/00/3' civilian censor cachet, "OO" being the letters allocated to the Gold Coast.



The above cachet was on the reverse. By a strange coincidence Alistair Kennedy of the F.P.H.S. also showed a cover with a similar cachet.

GHANA. BY AIR MAIL FROM ZAR

ROD FORREST



The item illustrated, plus a similar one, have been in my collection for some 30 years. I have always wondered what the significance is of the cachets. The piece appears to be part of the back of a blue envelope, the stamps having been stuck over the sealed flap.

Unfortunately, the town name is illegible in the black postmarks. The cachets are in violet and are also handstamped below '7 APR 1959'.

Suggestions please.

GB 3d ADHESIVES USED IN THE NIGER TERRITORIES

JOHN SACHER

Most values of late Victorian GB stamp issues have been recorded with cancellations of The Royal Niger Company from the Niger Territories. Apart from a few heavy and large items addressed to the Company in London which bear a variety of stamps paying higher rates, very few covers survive with stamps other than 6d, later 2½d and towards the end of the Charter period 1d stamps, paying ½oz or 1oz rates. Of the exceptions, the majority appear to be philatelic and there is a considerable "correspondence" from Burutu covering most values and odd combinations all to the same address.

There are however one or two examples of 3d values on cover. Two of those seen have a strange common differentiating factor. As illustrated here were both struck with Akassa handstamps on the reverse and later cancelled on arrival in the UK. Cancellation on arrival from the Niger Territories was still in 1893 a normal practice, but virtually all other Akassa handstamps were struck on the front.

What evidence can we find to explain this anomaly? None from the Niger Territories. In Lagos and Sierra Leone, however, mail posted at village offices was usually struck

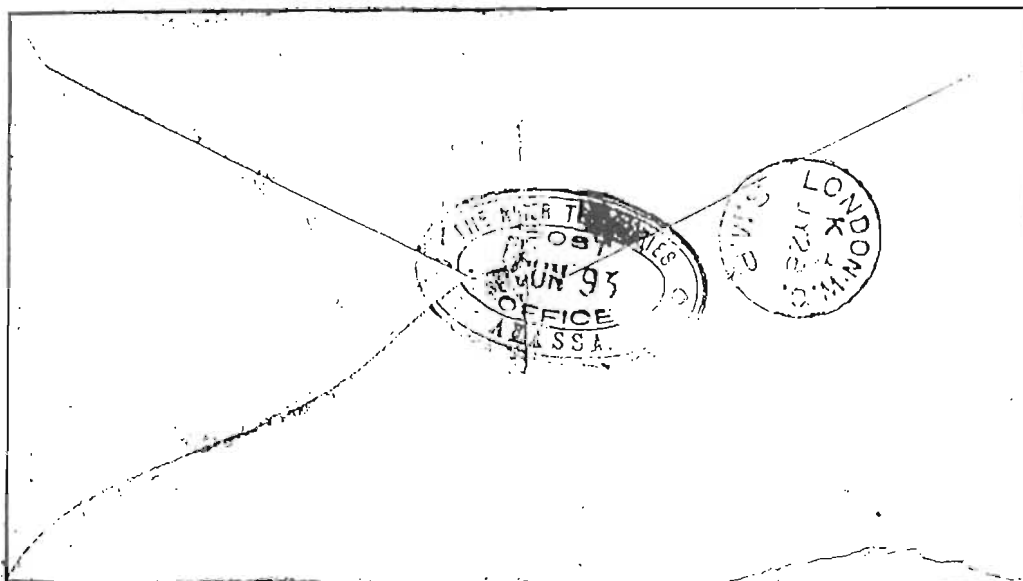
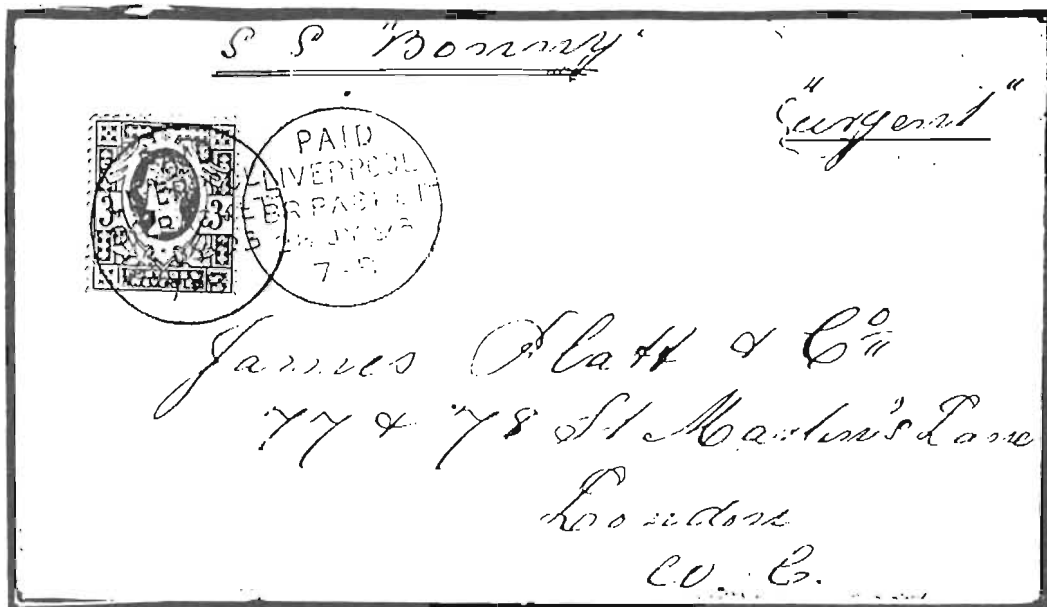
with a datestamp on the reverse and the stamp obliterated only at the head post office.

Furthermore, in the late 1870s an inland charge of 1d was raised in Sierra Leone on mail posted at Sherbro and sent abroad.

3d stamps must have been sent out to the Niger Territories for specific purposes. During the 2½d per ½oz rate period, such an extra ½d could perhaps have paid a late fee, but the handstamp on the reverse suggests an internal charge.

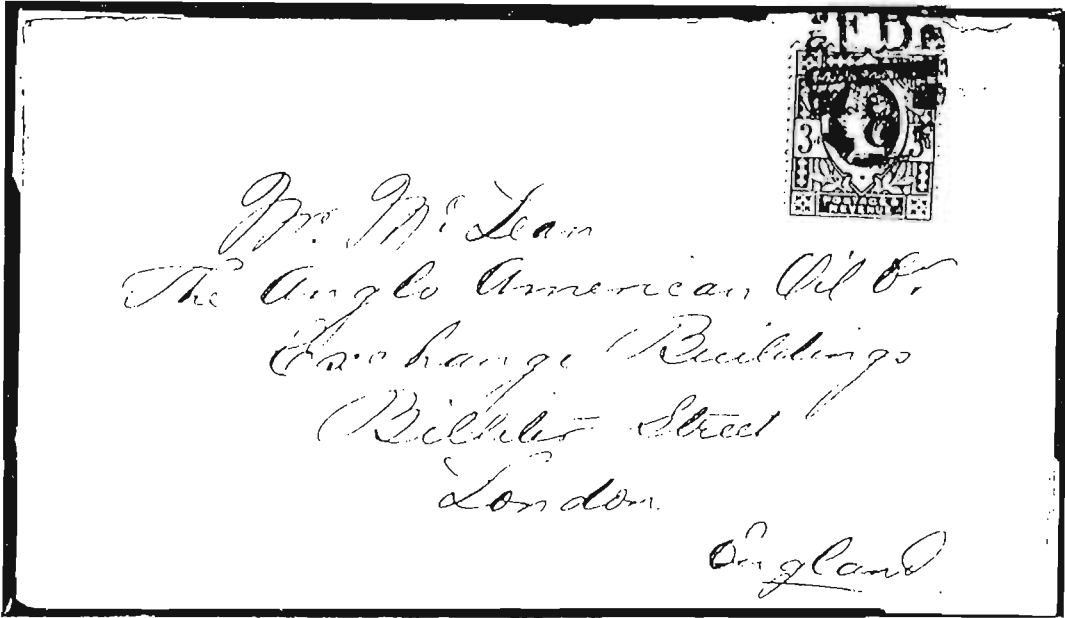
The only other 3d rate item in my own collection is a wrapper with the 3d adhesive cancelled on 2nd June 1895 at Akassa. Presumably this could have paid a 12oz commercial paper or newspaper rate, if the rate was the same as the UPU one.

Sadly, no trace of the postal administrative rules of The Royal Niger Company have been discovered. Any other items with abnormal rates or handstamps on the reverse would be of considerable interest and readers are invited to write to me.



3d cancelled "PAID LIVERPOOL BR PACKET 28 JY 93 7-B" in black on cover, probably from "up country" with "THE NIGER TERRITORIES POST OFFICE AKASSA P O (-) JUN 93" in violet on reverse.

Endorsed per "S.S. Bonny" and "Urgent". To London: 28.7.93.



3d cancelled "FB8" in black on cover marked on the reverse "THE NIGER TERRITORIES P O AKASSA POST OFFICE . SEP 93" in violet. To London.

NIGER MEMORIES

JACK INCE

It is rare these days to come across the written word of a man who served first as a consular assistant in the Niger Coast and who then went on to serve as a district commissioner for some five years in Southern Nigeria.

A young man by the name of A. C. Douglas did just this, leaving for his first tour in 1895. He published some of his experiences which later appeared in book form in 1927. To a historian they bring alive the conditions these men had to face; the responsibilities placed on their young shoulders and the initiative, not to mention personal bravery, which was expected of them. Above all one obtains a very real picture of the primitive conditions under which the fledgling postal service grew up.

The following paragraphs are a precis of some of the author's reminiscences (he wrote under the pen name of NEMO) which have been prepared for the better understanding of those who now collect the stamps and postal history of that fascinating area.

THE FIRST TOUR

Tours were officially of 12 months duration followed by some five months' absence, i.e. a month travelling each way plus three months at home in the U.K. These 'entitlements' were elastic according to the exigencies of the service and the officer's health. Starting salary for a "Consular Assistant" was £300 per annum plus accommodation and, of course, paid passage each way.

Travelling normally by the regular mail boat, the first call on the Niger Coast was off-shore, anchoring in 'The Lagos Roads', to disembark passengers for Lagos, effected by surf boat. The vessel then sailed for the estuary of the Forcados River arriving the next day where "some days were spent in this dreary and desolate place for the purpose of discharging cargo" — that destined for Lagos would be carried back along the creeks by 'branch' boats. The bar at Lagos precluded the passage of the larger ocean going vessels until effective dredging commenced in the years before World War One.

BONNY

24 hours later the vessel arrived at Nemo's destination. His orders had been to disembark at Bonny River and report to H.M. Vice Consul. His quarters comprised a small corrugated iron and wood house scheduled to hold four staff. The European community comprised some six merchants.

OPOBO

Almost immediately Nemo was ordered to proceed to Opobo. Transport was effected by a big native canoe, manned by some 50 paddlers, which comprised a large hollowed out tree about 60 feet long with a roof of bamboo mats. A steersman aft with a huge paddle was in charge. Proceeding through the creeks, they arrived at Opobo after dark following an eight to nine hour journey.

Nemo was allowed no time to settle in to his new surroundings being told next day immediately to take charge of "The Treasury" and that "... your job for the present will be that of local treasurer ... here is the key to the consular safe and here also are kept the Foreign Office ciphers and de-ciphers ... lose them at your peril" (or words to that effect!).

Nemo found that the safe held about £10,000 in cash and that traders paid their custom dues half in cash and

half in approved bills of exchange.

ROGER CASEMENT

The Vice Consul at Opobo and Nemo's superior officer was a genial bearded Irishman known in the Service as 'The Black Man's Friend' ... 'He is what some people call pro-native' ... 'certainly no braver man ever existed in Africa' ... 'he goes about unarmed amongst the wildest cannibals with only a white umbrella and a pleasant smile'.

Roger Casement, alas, was to be executed during World War One for betraying secrets to Germany.

THE TRADER

The West African merchants, Nemo writes, were generally known as the "P.O.R.", i.e. the palm oil ruffians. What they did not know about each other's business, the going price for palm oil and for kernels, etc, was not worth knowing. Each was very autocratic on his own beach and ruled his establishments, including their few white assistants, with a martinet-like discipline.

Relationships with the political service tended to be distant although the Commissioner General, Sir Claude Macdonald, especially on his visits to the various vice-consulates, was at pains to improve this relationship. Strangely this remoteness persisted generally throughout the Empire and West Africa until after World War Two, the Political Service, with its university background, tending to look down on "commerce" with which they had no wish to soil themselves, although it was the money making efforts of the latter which paid their salaries.

LEAVE AND BONNY

After many bouts of fever, Nemo in January 1897 sailed for home. However, his leave was extended for six weeks on half pay due to indifferent health. He arrived back in Bonny in August where he served for several weeks, no longer a Consular Assistant but as an Assistant District Officer, titles in the service having been changed.

According to the Colonial Office list of that time District Officers (no longer Vice Consuls although the old title died hard) were stationed at Old Calabar River, Brass River, Opobo River, Benin River, New Calabar (sic), Sapele and Warri, the latter being a general area which of course included Forcados River.

New Calabar was a large and important area for the palm oil trade which embraced the New Calabar River, the Sombreiro River and the important town of Degema.

NEW CALABAR

Nemo was then ordered to proceed to Degema (or New Calabar) on the Sombreiro River as Assistant to the District Commissioner.

The vice consulate at this station was housed in a hulk moored on the river "The George Shotton", a fine roomy old sailing vessel which had been dismasted and roofed over. Nemo's and the District Commissioner's quarters were on the top deck with offices adjoining. The station doctor was on the second deck, together with the mess and dining room. Amidships was the Court Room large enough to hold 100 persons whilst the third and lowest deck housed government prisoners, stores etc.

The whole ship was "beautifully clean and sweet" and, being moored only by the bows, swung with every tide,

so that there was a constant breeze throughout the ship. On shore was a large well-stocked garden, with a tennis court, police quarters, etc., all of which had been carved out of the surrounding jungle.

OLD CALABAR

"After three months" and with Christmas approaching Nemo was posted to Old Calabar to be assistant to A. G. Griffith, District Commissioner (Sir Claude Macdonald had left to become British Minister in Peking and Mr Moor, now Sir Ralph Moor, had been appointed whilst on leave to succeed him).

Nemo celebrated Christmas Day in the company of all the other Europeans in Calabar under the leadership of Acting Consul General Phillips who was shortly to lead the ill-advised and ill-fated expedition to Benin City where he lost his life.

Meanwhile Nemo had been given a Vice Consular Judicial Warrant which enabled him to sit in Court.

DEGEMA (again)

Nemo was now ordered back to Degema embarking on a local tramp steamer which proceeded through the creeks calling at Bonny, en route, before arriving back at "The George Shotton".

OPOBO

"After a few months" Nemo was posted back to Opobo to take charge of the vice-consulate, pending the arrival of a new vice consul, the trip being accomplished by steam launch to Bonny, and thence by another to Opobo — conditions were clearly improving, no dug-out canoe on this journey.

"These launches made very luxurious travelling" compared with the native canoes; they were like "... the big steam yachts one occasionally sees on the Thames" and for comfort, speed and travelling "left nothing to be desired".

After 13 months service Nemo now applied for leave and a month later he was aboard ship. Two tours completed.

Following a winter at home, Nemo was back in Opobo by the following summer, this time being given a certain amount of political work with the surrounding population but he was still stuck with the Treasury and "the confounded accounts". After remaining in this post for a whole nine months, he was sent to Degema for some weeks and thence to Old Calabar from where he sailed to take his leave, this time in an English summer.

QUA IBOE RIVER

Returning in the Autumn to Opobo to his usual duties, it wasn't long before he was despatched as a government emissary to the Qua Iboe River, a notoriously difficult place "... the Ibibios who inhabited that river were a wild and truculent tribe ..." only one firm, the African Association Ltd., had succeeded in establishing a factory there, at Eket, and it had the monopoly of the European trade in the river.

It was government's intention to place a Political Officer on the river and eventually to form a district but it was recognised that until some order had been established by force of arms, it would be pointless to attempt any administration. It was accepted that a Political Officer who had the courage to enter the District would acquire a great deal of political information useful for the stability of local government.

Nemo proceeded with his bodyguard of only four native

police to reconnoitre his river. On one expedition, when he had waded through bush and swamp up to his neck in water in order to interview a very difficult Chief whom he told "The Great White Queen" had sent him, he received the reply that the Chief would consent to see him this time, but that next time the Big White Queen had better come herself!

In due course a military operation became essential. Nemo was required to accompany the expedition which concluded its business in about a month when Nemo was recalled to Old Calabar to report on the current situation in the area.

THE ARO EXPEDITION

U.K. leave was taken soon afterwards, seven months absence this time being necessary to restore Nemo's health. He was posted back to the Qua Iboe region in view of the imminence of the major expedition being mounted to curb the influence of the Arochuku tribe and their juju. The transition previously from Niger Coast Protectorate to the Southern Nigeria Protectorate had as yet had little impact on the lives of the political officers in the bush except that now the Southern Nigeria Regiment of the West African Frontier Force provided Government with a much more reliable and effective weapon with which to enforce and uphold its authority.

Nemo was instructed to meet the Aro Field Force Column; to accompany it, acting as its political officer, dealing with any towns which gave trouble. In spite of the probability of an extended absence from his H.Q. Nemo was still expected to continue writing his monthly and quarterly reports, while his yearly Court returns etc. were overdue. So, for a week while under canvas and awaiting the military column, he got on with his office work!

The manner of his eventual contact proved more physical than Nemo could have wished, for his small escort was heavily fired on which only ceased when a British N.C.O. recognised a white face under a pith helmet trying to get even closer to Mother Earth! Fortunately, there were no casualties. Eventually the 3000 man force split into four columns to show the flag in the region and to disarm the natives, a job undertaken primarily by the political officer supported by the troops. Altogether several thousand rifles were taken and destroyed. On a number of these occasions this was not achieved without "a scrap".

Yet again Nemo went home on leave only to be recalled as more trouble had broken out, his relief narrowly escaping with his life (as reported in The London Times of 24th September 1903) which, of course, provoked military counter measures. Nemo's escort was now increased to 30 men with which he was left to sort out the unsettled conditions. In his diary he notes a visit to one area "... with a mere handful of men it is often impossible and at times even dangerous to try to dictate terms to a hostile chief; on the other hand, if the town is not very hostile it is sometimes possible with a little diplomacy and some patience to gain one's object".

Pitching his small tent in the middle of the town, he called a 'palaver'

At the conclusion of what had been an arduous tour, due in part to the continuing effect of periodic bouts of fever, Nemo gratefully went on leave sailing aboard a vessel "... which had come up from the Congo and the South Coast".

OBUBRA HILL

Nemo was now assigned to the station at Obubra Hill, to take charge as a District Commissioner, proceeding up the Cross River by steel canoe as, in the month of

December, the water level is low.

These steel canoes of which the government by now had a useful fleet, were 35 feet in length with a 12 foot beam, and a sun deck above. Divided into three partitions, forward there was room for camp bed, table and chair; midships a cooking compartment with stores and baggage, while aft were 20 paddlers. When lack of water resulted in grounding, the paddlers went overboard and pushed!

As Obubra was reasonably free of tsetse fly, he acquired a horse. This gave him added status when on tour as the indigenous population had not only never seen such an animal but were a little afraid. They coined their own word to describe it "The Whiteman's Cow".

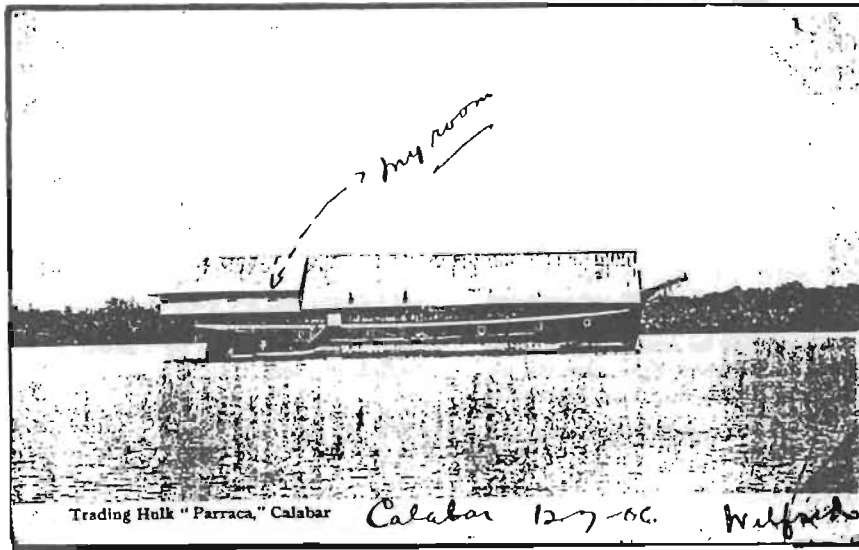
The Germans from Southern Kamerun used the Cross River which entered their territory at Itu and, apart from hospitality to German officers in charge of flotillas which moored at Obubra overnight, Nemo on at least one occasion sent his own "Commissioner's" steam launch to the frontier to provide transport down river for the German Commissioner.

Nemo recounts many other experiences during his ten year service on the coast which had commenced in the early days of the introduction of government and its administration and ended shortly before the absorption of Lagos into Southern Nigeria. While conditions had vastly changed and the rule of law and order was becoming the accepted way of life, much was still waiting to be achieved in communications especially but this was proceeding apace.

In his early years, the need to cover for sickness and periodic leave of others resulted in many different station postings. No doubt Nemo's experience did no more than match that of other consular assistants. While his diary makes no reference to the postal service, this was for some years the responsibility of each vice consulate and doubtless Nemo's accounting duties ensured that he was responsible for the issue and sale of stamps which were held by the various treasuries.

These young men had to be brave, resourceful, adaptable, diplomats, accountants, cashiers etc.

They served the country well.



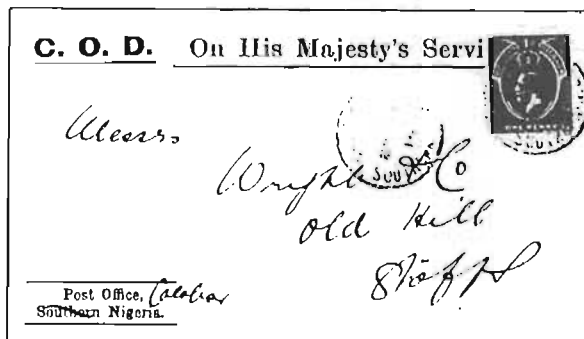
The Trading Hulk "Parraca", similar to the one mentioned in the narrative.

SOUTHERN NIGERIA C.O.D. ENVELOPE

JEREMY MARTIN

This official envelope has been modified for use in Nigeria. "C.O.D." is in red, the rest in black. 'Southern' has been crossed out and 'Calabar' added. The cancellation is 'CALABAR/A/MR 29/14/SOUTHERN NIGERIA'.

Southern Nigeria became part of Nigeria on January 1st 1914.



NIGERIA PARACHUTE MAIL 1936? COVER TO MR STANHOPE WHITE, MAIDUGARI

BOB MADDOCKS

In Cameo of January 1990, Mr K. S. Sargeant wrote about an interesting cover from Knaresborough to Maidugari, Nigeria, which had been salvaged from the crashed Imperial Airways plane, Boadicea. He enquired whether any members have information as to how the cover may have eventually reached the addressee since around September/October 1936 an epidemic of yellow fever had broken out in Nigeria. Quarantine regulations were in force and certain regional airports, including Maidugari, were believed to have been closed to traffic — hence the speculation by the late Adrian Hopkins that mail to these places was dropped by parachute.

I cannot add any information on the cover itself or as to its delivery but concerning the yellow fever epidemic, its outbreak is confirmed by the Elder Dempster Lines Ltd. Notice to Passengers Leaving Nigeria by Air which was illustrated in Cameo January 1986 on page 69.

According to that Notice, however, Maidugari was one of the three aerodromes listed (Apapa and Kano being the other two) at which passengers were, under medical surveillance, permitted to embark and, presumably, disembark. If, therefore, Maidugari airport did in fact remain open then there would have been no requirement for a parachute drop of mail but, of course, it is possible, if the epidemic worsened, for that airport to have been closed later on.

However, turning to the addressee, I can add some interesting background information on Mr Stanhope White. He was in the Colonial Service and, after serving in Kenya, he went out to Northern Nigeria in July 1936 and remained there for some 18 years. The cover now owned by Mr Sargeant was one of the earliest he would have received at his new station. After he retired he wrote, *inter alia*, his memories entitled "Dan Bana" — his Hausa nickname,

the principle meaning being, according to the Acknowledgements, "He who is up-to-date".

In this book I can find no reference to that particular epidemic of 1936 or to any parachute mail drop which would at the time have been a newsworthy event — to us postal historians perhaps, but not to him concerned with weightier matters of government! Outbreaks of yellow fever in later years and also of smallpox in 1939 in the vicinity of Maidugari are commented upon but not at length.

Of postal communications there is no mention but this little scenario is of interest. During a change of duties following altercations with his superiors he did, as he put it, "penance" back at the Secretariat in Lagos for some two months. His schedule there included such matters as Posts and Telegraphs. With the approach of 1st January 1950 he proposed that this anniversary of 50 years of British Rule in Northern Nigeria should be marked by a special issue of stamps, as an occasion for making a permanent record of the various explorers of the country. He suggested that each stamp should be the size of the higher values of their current George VI issue, and, in addition to that of the King, bear the portrait of one of the explorers and a map showing their route. For example, that for Mungo Park would show Africa from near Dakar, Senegal to Nigeria at Boussa; for Clapperton and Denham, their route across the desert to Bornu and Sokoto; for the Lander brothers their route down The Niger from Bornu to the sea. But, as Stanhope White says, "the idea was unacceptable; as usual every obstacle to the new idea was put forward and the benefits (profits on sales to stamp collectors) were discounted." So pilately lost out. "Dan Bana" was published by Cassell in 1966 and is a fascinating read.

NIGERIA PARACHUTE MAIL 1936

BARBARA PRIDDY

Further to Kenneth Sargeant's most interesting article on his Boedicea cover to Maidugari (Cameo Vol. 4 No. 1 P.15): the G.P.O. Archives contain a letter of 4th June 1936 from Imperial Airways to the G.P.O. informing them that "Maidugari aerodrome is unserviceable until further notice and for the moment we are flying Fort Lamy — Kano and vice-versa direct."

However, the time-table for the extension to Lagos in October 1936 includes a stop at "Maidugari in both directions and first-flight covers exist normally back-stamped. It may not be irrelevant to note that, although Maidugari is a separate entry on the circulation list, the volume of mail must have been relatively small and covers exist which have been flown on to Kano by mistake and then returned to Maidugari, with back-stamps testifying to their journey.

Hopkins' reference to Higham's remarks about a yellow fever epidemic causing aircraft to fly Kano-Lagos non-stop is, of course, irrelevant as Maidugari does not lie between Kano and Lagos. It may, however, be of interest to mention that Higham's story appears to be a distortion of what happened in December 1936 - February 1937.

When Imperial Airways inaugurated the Lagos extension in October 1936, they operated the Khartoum-Lagos service in two sectors, Khartoum-Kano with one aeroplane and Kano-Lagos (with intermediate stops at Kaduna, Minna and Oshogbo) with another. This was because Sudanese health regulations refused landing permission to any plane

coming from the forest area of Nigeria where yellow fever was endemic and anti-amaryl precautions at airports inadequate.

When the aeroplane operating the Khartoum-Kano sector was damaged while landing at Abéché on 23rd December 1936, the Kano-Lagos plane was transferred (after, one imagines, some precautionary spraying) to the Kano-Khartoum sector. The Kano-Lagos sector was for some weeks suspended (giving rise to some interesting correspondence between the GPO, Imperial Airways and the P.M.G. Lagos), and then flown non-stop by the Khartoum-Kano aeroplane, until a relief aeroplane was obtained. Mail for, and from, the intermediate airports was meanwhile sent from and to Kano or Lagos by rail, not dropped by parachute! All this of course was well after the time by which Kenneth Sargeant's cover must have been delivered: and in any case throughout this period aeroplanes continued to land at Maidugari as normal, as far as I am aware.

I hate to spoil a good story about a beautiful cover, but I don't think the mail-planes carried parachutes for the mail-bags. I wouldn't like to hazard a guess as to how the story arose. A final thought: it seems an enormous coincidence that Stanhope White should have had two letters from different towns in Yorkshire in the same bag. Could it be that Hopkins was remembering a cover from Middlesbrough as being from Knaresborough?

ANOTHER "BOADICEA" COVER TO WEST AFRICA DISCOVERED

KENDALL C. SANFORD

I recently acquired a cover from the Imperial Airways "Boadicea" crash, addressed to Maiduguri, Nigeria, which is shown below. Mail to West Africa from this crash is very rare and I would be interested in receiving photocopies of any other covers.

On the cover was written in pencil, that when the mail was finally delivered, it was dropped by parachute because of a yellow fever epidemic, and they were afraid to land. When I showed the cover and mentioned the yellow fever business to a few West Africa experts during the British Aerophilatelic weekend at Stamp World London 90, they didn't believe there was a yellow fever epidemic at Maiduguri. Perhaps some readers can tell the real story.

For those interested in the "Boadicea" crash, the following are the details, from a monograph I am working on about air crash mail of Southern Africa.

On a daytime mail flight from London to Paris, the plane disappeared over the Channel, and the cause was never determined. No passengers were being carried. A mail bag was found on the beach at Cucq, Pas de Calais, France, one month later, and contained mail for Africa. Another bag was found on 10 November at Dymchurch, Kent, England. A third bag was salvaged by a trawler on 27 April 1938, nineteen months after the accident. The majority of the recovered mail was addressed to Africa, and covers are known to Kenya, Tanganyika, Northern Rhodesia, Nigeria and South Africa. Mail to India, Asia and Australia was contained in the second and third bags found, but African mail predominated. Six different types of cachets and labels are known.

Imperial had purchased two of these aircraft, which were primarily used for charter and VIP flights. The "Boadicea's" sister ship, The "Britomart" (G-ACOX), crashed at Brussels in October 1935.

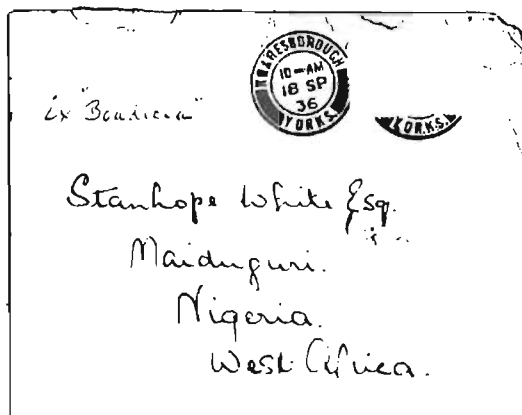
Date: 25 September 1936 (360925)

Place: English Channel

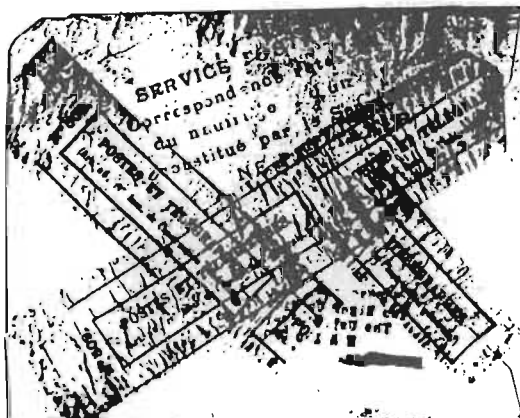
Crew: Captain Alfred C. Thomas & R/O Harold E. Percival

Airline: Imperial Airways

Aircraft: Boulton & Paul P71A/1, G-ACOX, "Boadicea"



Front of cover from the mail bag found at Cucq, Pas de Calais, France.



Back, with French cachet and sealing tape.

GOVERNMENT OF NIGERIA NOTES

ROBERT SEAMAN

At the Spring meeting of the Circle, I exhibited a set of the only notes issued by the government of Nigeria. The notes, 1/-, 10/- and 20/- were produced in Lagos in December, 1918.

In 1918, the currency in circulation in Lagos was mainly silver and base metal coins of the West African Currency Board and similar coinage with some gold as well from England and, to a lesser extent, from other European countries. In 1916 and again in 1918, notes ranging from 1/- to 20/- in value had been issued by the West African Currency Board, in small quantities. They were, however, not popular.

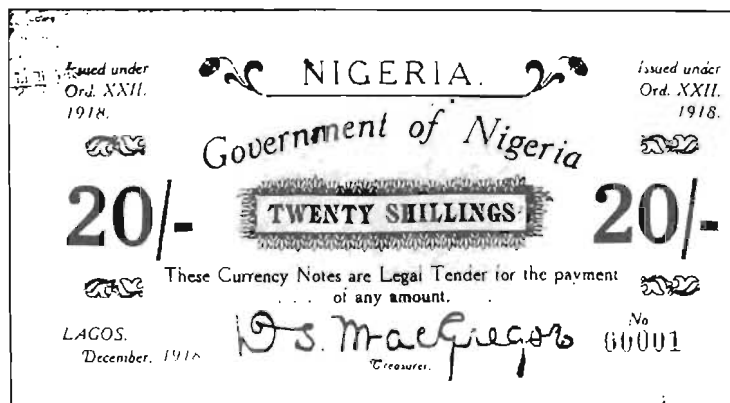
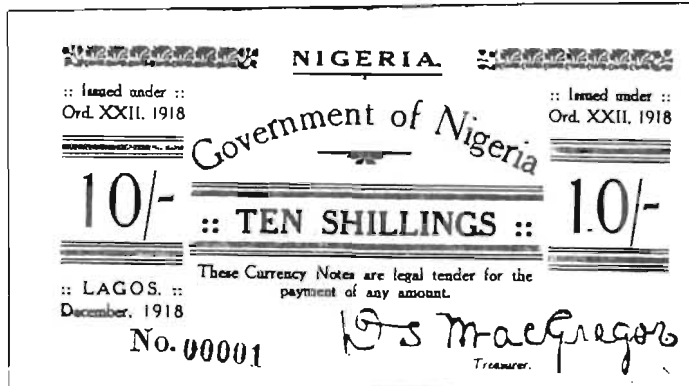
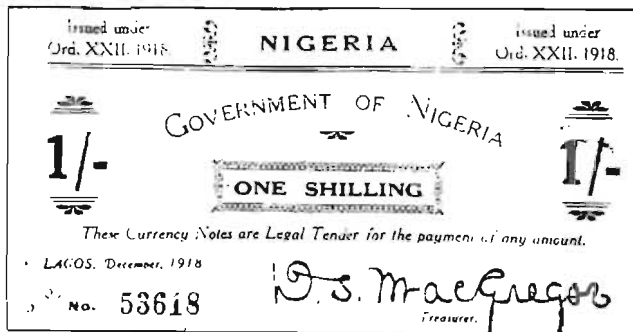
All coins and notes supplied under the auspices of the British authorities were produced in England and, because of the First World War, supplies in circulation in Lagos had become much reduced by December, 1918. As a result, the Lagos authorities produced a local emergency issue

of paper money. The notes were signed by a Mr D. S. MacGregor, a British Official, who held the post of Treasurer. Apparently, when the notes were issued Mr MacGregor became ill and, as was the practice in those days, he was put on the first boat to Liverpool.

Immediately, the local community refused to accept the notes, which were regarded as Mr MacGregor's personal cheques. However, as soon as word came from Liverpool that he had arrived safely, the notes began to circulate again. These notes are seldom seen and two of the examples are unique in that they bear the serial number 00001.

They are single-sided in one colour on unwatermarked paper as follows:

- 1/- Green
- 10/- Red
- 20/- Black



THE POST IN THE NORTH OF NIGERIA

KEN SARGEANT

I first met Mr Hogben on the 1st July 1971 after a telephone request to visit his home at Carlisle Road, Eastbourne, to value an accumulation of covers, mostly his own correspondence from his many travels.

His study, or "den" seemed to be lined with books, the majority dealing with Nigeria and, in particular, Northern Nigeria. The first bundle of covers were also from Nigeria. Naturally, in the course of conversation, I asked Mr Hogben if he had any knowledge of the workings of the Post Office in those days. There was not a lot he could tell me at the time but he did promise to write a few notes. He was as good as his word. I still have his note dated the 4th July which accompanied his recollections.

I thought this would be of interest to a wider audience and put it to one side to draft a brief introduction before submitting it for publication.

However, on Thursday the 15th July whilst on the train to London I was shocked to read in the Daily Telegraph of the death of Mr Hogben. Later, I was able to acquire the accumulation of covers but a problem arose. Where was ZANA? But first, let us have the note of Mr Hogben and his recollections:

"4th July 1971

Dear Mr Sargeant,

Here is the account of the Northern Nigerian postal services that I promised you.

I was there from 1921 to 1933, stationed in SOKOTO, BIRNIN KEBBI, KATSINA, BAUCHI, TORO near JOS, MAKURDI and KATSINA ALA in Benne Province".

Yours sincerely
S. J. Hogben

His recollections: headed "Recollections of the postal service in the bush stations off the railway in Northern Nigeria in the early 1920s and later".

Up in the far north of Sokoto Province, and in other similarly situated Provinces, such as Bornu, Bauchi and Adamawa, and wherever the District Office of the Administrative Department was not on the railway, such as Katsina, the mails were carried by porters until in about 1925 the first Native Administration lorries began to be used on newly constructed roads. They were not so much motor-roads as roads that could be used by a motor in the dry season, but with many hazards of wooden bridges, fords and sudden land-slides, or yawning ditches after an unexpected storm. Katsina had one "Rio" lorry at about this time and soon afterwards one or two T model Fords which were remarkably efficient with their peculiar mechanical design.

Since the mailboats visited Nigeria only once a fortnight, the mails for England went down to the rail-head by carrier only once a fortnight. In Birnin Kebbi, a District Headquarters, there would be only a District Officer and an Education Officer, with sometimes a Medical Officer. There would also be one or two Southern clerks for the District Office because no Northerners were nearly good enough in written and spoken English to do the normal filing and so on. So far as I knew, the mail was used only by the two or three Europeans and the clerk.

I know that the fortnightly mail consisted of only one bag. The District Office at Birnin Kebbi possessed a postal date-stamp, presumably entrusted to the District Officer but operated by his clerk. The stamp was imprinted on the postal stamp that we brought from the Office. Away from

rail-head there were no Post Office officials at all, and therefore no proper Post Offices but there were Post and Telegraph Stations. I may have been wrong in saying that "there were no Post Office officials at all" because Birnin Kebbi was one of three Post and Telegraph Stations in Sokoto Province and there certainly was a telegraphist, who must have been trained by the Department of Posts and Telegraphs. The two other stations were at Sokoto and Yelwa. There were no European postal officials to supervise the work.

Regular carriers were employed to carry the mail bags and they seemed to take pride in their work. It was 90 miles from Birnin Kebbi to Sokoto and another 250 or more miles on to the rail-head down at Zaria. These carriers covered the 250 miles between Sokoto and Zaria in about 10 days with loads of up to 80lb. The postal clerk had orders not to let the mail-bag exceed 60lb but was sometimes too lazy to make up another bag when the weight was over the limit and the poor carrier had to accept it. I seem to remember that the 90 miles between Birnin Kebbi and Sokoto was covered in only two days and certainly the 250 miles to Zaria was often done in only seven days if the load was not too heavy. I am talking now mainly about the service in the early 1920's in Sokoto Province. For some reason that I never knew, horse or other animal transport was never used.

Exactly the same system operated in a thousand square miles of Northern Nigeria where only bush paths were used. Up to at least the thirties, the mail was carried in a similar fashion in parts of the country, in the Benue Province for instance. Here, nearer the South, an occasional bicycle might be used.

There must have been very few envelopes sent out with postmarks at Birnin Kebbi and they must be rare. Sokoto, of course, had a bigger European community and, what is more important, a number of trading firms. Katsina would have been of similar size to Sokoto.

Since the great event of the month was the arrival of the two home mails, any wretched carrier who was late was liable to be rather severely punished. But then this was all part of the recognised carrier's life. He was tough, like a seaman and took everything cheerfully as it came. His pay would have been of the order of 1/- a day with an advance of 3d a day to buy food. But you could buy a chicken for 3d and 12 eggs for a penny.

It is significant that in the Annual Provincial Report for Sokoto in 1962 covering a host of activities, there is not one single mention of the word "Posts". Even the map shows no P. & T. Station as it did in the 1920's.

Obituary

18 JUL 77

Sidney John Hogben. At Eastbourne, aged 73. Superintendent of Education, Nigeria, 1921-33. Senior Education Officer, Palestine, 1933-57. Deputy Director of Education, Palestine, 1937-46. Director of Education, Trinidad, 1946-50. and of Gold Coast, 1950-53; later Principal Lecturer and chairman of Faculty of Education, Goldsmiths' College, University of London; C B E. 1950.

I have studied the datestamps on the correspondence. It appears that ZARIA was issued with two circular datestamps of the double circle type. One had the year in two figures, the other in four figures. So far as I can tell, and I have been looking for 18 years, there is no such place as ZANA. It must be an error for ZARIA.

The ZANA c.d.s. is always with the year in two figures, ZARIA always has four figures. Covers known are as follows:

15 Sep	1921	ZARIA	(two covers)
19 Sep	1921	ZARIA	
16 Oct	21	ZANA	(backstamp)
16 Oct	21	ZANA	"
30 Oct	21	ZANA	"
6 ON(sic)	1921	ZARIA	backstamp
27 Nov	1921	ZARIA	"
11 Dec	1921	ZARIA	"
18 Dec	1921	ZARIA	"
8 Jan	22	ZANA	"
15 Jan	1922	ZARIA	
19 Feb	22	ZANA	
5 Mar	22	ZANA	

12 Mar 1922 introduction of new type c.d.s., ZARIA at top, NIGERIA below, thick bars between.

26 Mar 1922 ditto, and this type persists until the end of that particular batch of correspondence. (9 March 1925).

Looking at all the ZANA strikes it does look as if the diagonal of the 'N' has been broken. Did someone spot the error and try to make the N look like an 'R'?

Perhaps someone can produce a ZANA some time earlier than October 1921 showing the N unbroken.

Two other interesting items were in the same batch. "Late Fee Unpaid". Two examples on covers from APAPA to U.K. (10 Sept and 11 Nov 1930), both with 2d stamps, 'T' in a circle and a handtuck '1d'.

Finally, what appears to be a skeleton, KACHIA CAMP, Feb 15 1931. Kachia is in central Nigeria, Zaria Province, 60 miles S.E. of Kaduna.

Can anyone tell us, please, the nature of the 'Camp'? Military perhaps or a local tribal gathering?



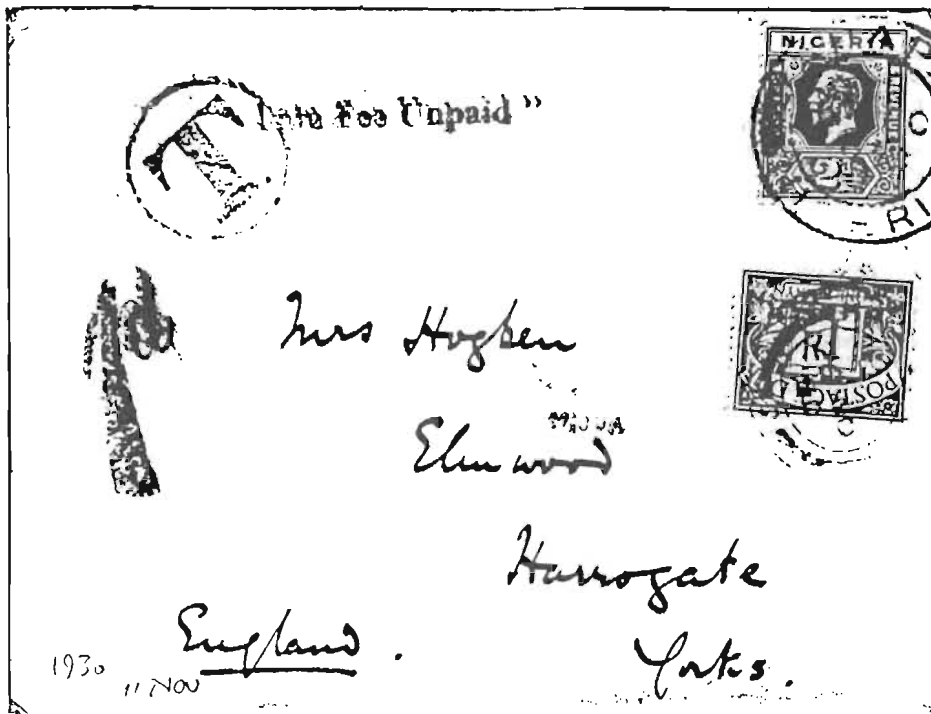
ZARIA



ZANA



ZANA



From APAPA

Late Fee Unpaid.

NIGERIA K.G.V. KEY PLATE NUMBER SEQUENCE

PETER FERNBANK

Neville Jones' interesting article of July 1986, 'Nigerian GV Plate Numbers' revealed details of correspondence between the Postmaster General's Office, Lagos, and the Crown Agents, on the sequence of plate numbers used for their recent printings. They queried in particular why the latest printing received (Reqn. 7090) was from plate 16, whereas the previous printing (Reqn. 4895) emanated from plate 17.

The CA passed the letter to De La Rue, who replied in June 1928 that three and sometimes four of the General Key plates were always available and occasionally all plates were in use at the same time, causing the numbers of plates to vary as in this instance.

This bland and somewhat matter of fact statement concealed production difficulties with the General Key plate issues over the past months which must have caused some concern at the time. An analysis of the CA's Plate Issue register for the period sheds considerable light on the usage and availability of the General Key plates, and reveals that all was not quite as 'business as usual' as had been implied.

All values (½d to £1, ex. 6d) for Nigeria Reqn. 4895 had been entered in readiness in the Plate Issue register in value order, with the exception of the 5/- value which was entered last. The plate anticipated to be used for printing the 2d to £1 values was entered as plate 11, and the 5/- value was duly printed from this plate on 23rd June 1926. Printing of the remaining values was delayed until late Sept '26, but by this time plate 11 had been withdrawn and replaced by plate 17. The plate assigned to the other 2d to £1 values was altered to '17' in the register.

The General key plates in use at this time were plates 13 & 16 (each 120 set, and at that time solely employed clamped together to print 240 set sheets), and plate 17 (used for 120 set printings only).

Plate 17 was retired on the 8th Oct '26 immediately after printing the last value (the £1) of R.4895. Its demise was premature. It was used only for the printings of Mauritius and Nigeria, and a mere 52,646 sheets were printed from

it in its brief life of four months (a typical keyplate life was 150,000 to 250,000 impressions).

Two weeks later (late Oct '26) plate 13, which had been pressed into service for 120 set printing over the past four weeks for other countries, was also condemned. This situation must have caused considerable concern to De La Rue at the time. Two of their three General key plates had been condemned, leaving only plate 16 available for use by the ten colonies still employing this keyplate type, some of which required printing from 240 set combined plates.

Fortunately plate 16 was in good condition and from Nov '26 it was employed as the general 120 set plate, the 2d to £1 values of Nigeria Reqn. 7090 being printed from it in Sept '27. Plate 16 was not used for 240 set printing after Sept '26, this role being assigned to two new plates, 19 & 20. Both of these were made at the same time, no doubt with some sense of urgency. A die proof exists annotated 'Nov 24th 240 + 6 No 19 & 20'. By 13th Dec 1926 they were both in use for a 240 set printing for Ceylon.

Plate 18 was probably also made around this time. It was made as a general 120 set plate for 120 set printing but, since plate 16 was still satisfactory, it was held in reserve and not used until Dec '27, when, probably to expedite two conflicting printing requisitions, it was brought into use. Between the 13th and 17th Dec '26 plates 16 and 18 were in use for 120 set printings of Fiji, whilst 19 & 20 combined were being employed for Ceylon printings. Plate 19 was retired in March '28 and its role in 240 set printings was taken over by plate 18.

Four keyplates were thus available for use concurrently for only three months, between Dec '27 and Mar '28, in the 26 year history of the KGV Universal keyplate, and were all in use together for a grand total of four days only. When DLR stated, with some aptomb, that we have '... sometimes four in use', and '... occasionally all are in use at the same time' their statement was the truth, but only just the truth!



5/- from R.4895
only P1.11 p'tg



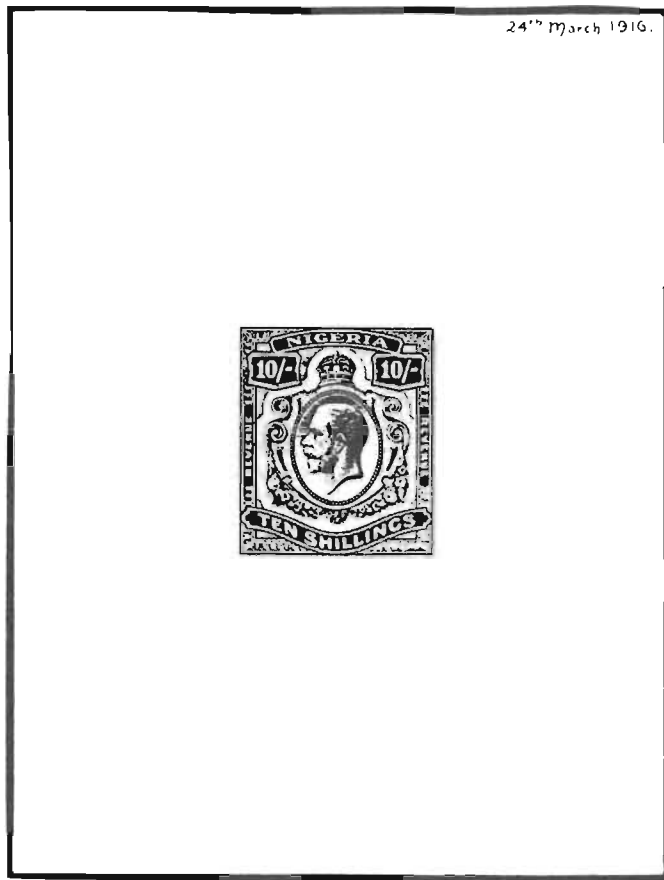
2d (grey) from R.4895
only P1.17 p'tg



2d (ch'nut) from R.7090
only P1.16 p'tg



NIGERIA REVENUE



The above was an illustration from the December 1989 Victoria Stamp Company's postal sale catalogue.

It was described as a 10/- George V Keyplate Revenue essay. Black photographic proof of frame with country name and denomination hand-painted in white. The left "Postage" tablet is over-painted "Revenue". Sunken headplate in sepia. Mounted on thick card. Dated 24th March 1916.

J.J.M.

NIGERIAN REGISTERED ENVELOPES GEORGE VI ONWARDS

JEREMY MARTING AND NEVILLE JONES

This listing is an attempt by the authors to extend the Higgins & Gage catalogue of Postal Stationery.
The first George VI issued had the head in a rectangle (H & G 4 and 5).

1937 - 51	H & G			SIZE	M	SP.	U.
	4	3d	'THOS. DE LA RUE & CO' under flap	G	✓	✓	1938-39
	4a	3d	'THOS. DE LA RUE & CO. LTD.' under flap	H2	✓		
	5	3d	'THOMAS DE LA RUE & COMPANY LIMITED' under flap	F			1951-52
	5a	3d	ditto	G			
	5b	3d	Recorded by H & G but not seen by the writers ditto	H2	✓		1951

The last George VI issue (H & G 6) has the head in a circle. H & G show the date of issue as 1938 but our examples are dated 1953.

1953	H & G			SIZE	M.	SP.	U.
	6	3d	'THOMAS DE LA RUE & COMPANY, LIMITED' under flap	F	✓		1953
	6a	3d	ditto	H2	✓		✓

The Q.E. II 4d comes with the head in two positions. H & G 7 and 7a have the head in the centre of the flap. Size H2 also exists with the head in the upper part of the flap.

1953	H & G			SIZE	M.	SP.	U.
	7	4d	'THOMAS DE LA RUE & COMPANY, LIMITED' under flap	F	✓		1954-1958
	7a	4d	ditto	H2	✓		1956-1958
	7b	4d	ditto with head in upper part of flap	H2	✓		1954-1955

The 9d envelope with head of the Queen in centre of the flap.

1961?	H & G			SIZE	M.	SP.	U.
	8a	9d	'THOS. DE LA RUE & CO' under flap	G	✓		1961
	8	9d	'THOMAS DE LA RUE & COMPANY LIMITED' under flap	H2	✓		1961

The 9d envelope with Coat of Arms.

1961	H & G			SIZE	M.		U.
	9	9d	'McCORQUODALE & CO' under flap	G	✓		1961-67
	9a	9d	ditto	H	✓		1971
	9b	9d	'McCORQUODALE & CO., LTD.' under flap 'REGISTERED LETTER' 84mm long	H2	✓		1961
	9c	9d	ditto 'REGISTERED LETTER' 56mm long	H2			1965

Change of currency to Kobos. Note that Size H measures 200 x 127mm compared with the more normal 202 x 127mm.

1976?	H & G			SIZE	M.		U.
	10	27k	Buff paper inside and out	G	✓		
	10a	27k	White cover, blue-green inside	G			1976-79
	10b	27k	Buff paper inside and out	H	✓		✓

New value 28k.

1976?							
	11	28k	'REGISTERED LETTER' 59mm with full stop. 'FEE PAID' 20mm	H	✓		1976-77
	11a	28k	'REGISTERED LETTER' 70mm without full stop. 'FEE PAID' 29mm	H	✓		1976-83

Surcharged '55k' in biro by the Post Office before issue on the 27k envelope.

1979?	H & G			SIZE	M	U
	12	55k	Blue biro on H & G 10a	G	✓	1979-80
	12a	55k	Red biro on H & G 10a	G		1981

Surcharged '60k' by the Post Office either in manuscript or by use of a cachet on the 28k envelope.

1980?	H & G			SIZE	M.	U.
	13	60k	In red biro on H & G 11a	H		1980-81
	13a	60k	In blue biro on H & G 11a	H		1980
	13b	60k	In black biro on H & G 11a	H		1981
	13c	60k	Violet boxed '60 KOBO' on H & G 11a	H		1981
	13d	60k	Black boxed '60 KOBO' on H & G 11a	H		1981
	13e	60k	In red biro on H & G 11	H		1980
	13f	60k	In blue biro on H & G 11	H		1981
	13g	60k	In black biro on H & G 11	H		1981

Note: From H & G 9 onwards, we have allocated new numbers.

THE 1973-87 NIGERIAN POST DUE ISSUE

JEREMY MARTIN

This short set of four values is full of interest. It is catalogued by Stanley Gibbons as follows:

- D11 2k red
- D12 3k blue
- D13 5k orange-yellow (shades)
- D14 10k light apple-green (shades)
- 14a Rouletted 9

The 2k exists rouletted 9 but I do not have dated copies. The colour matches the normally perforated issue.

Some examples of the 3k have a blurred background but this does not justify catalogue status.

There are three distinct shades of the 5k — pale orange-yellow, deep orange-yellow and dull orange.

The 10k perf. 12½ x 13½ exists in bright yellow-green as well as light apple-green. The rouletted 10k has a different colour altogether, difficult to define on the 'Colour Key' but perhaps nearest to emerald.

Will the 3k and 5k shortly appear rouletted?

ADVISORY TEAM, NIGERIA

MICHAEL KNOTT

i) British Army Advisory Team, Lagos

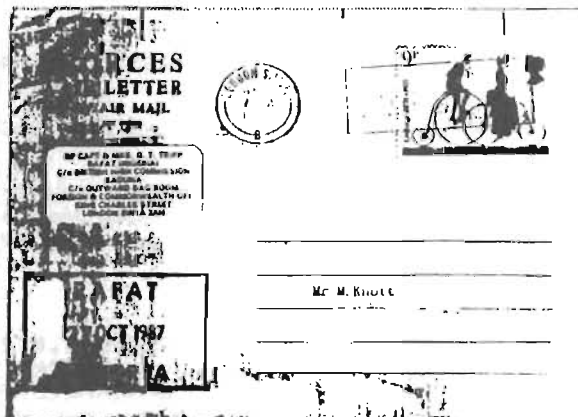
General Yakubu Gowon was ousted as President of Nigeria on 29 July 1975 whilst attending the Organisation of African Unity conference in Uganda. He was deposed by officers led by the head of his personal guard and close friend Colonel Joseph Nanvan Barba in a bloodless coup following months of strikes and student unrest caused by declining living standards and allegations of political oppression. The Nigerian Army had divisions at Kaduna, Ibadan and Port Harcourt and Brigadier Muritala Mohammed was named as Head of State and C-in-C Armed Forces. On 13 February 1976 an unsuccessful coup assassinated him and 32 anti-Government conspirators were publicly executed by firing squad on 12 March at Bar Beach and Kirikiri Prison near Lagos. The military regime wanted closer ties with Britain and a British Army Advisory Team was set up at the Defence College in Lagos where seconded British officers acted as advisors to Nigerian academics.

A British Forces Air Letter, used in 1978, bears a rubber stamp of the Team. It measures 48 x 34mm and encloses 'BAAT/9 JUN 1978/NIGERIA' (not illustrated).

ii) Royal Air Force Advisory Team, Kaduna

A Royal Air Force Advisory Team left for Nigeria in September 1978 to help and advise the Nigerian Air Force in setting up an air command and staff college and a junior command staff school. The two are in northern central Nigeria close to the large town of Kaduna. The team is

commanded by Group Captain Gordon Tripp and consists of five wing commanders, six squadron leaders as directing staff, a squadron leader administrative officer and three warrant officers as support staff. All team members who are volunteers are married and will be accompanied by their families in Nigeria. The total strength of the team is 55 and the airletter below bears a strike of their rubber stamp.



THE POSTAL SERVICE OF SIERRA LEONE — A SECOND PROGRESS REPORT

PHILIP BEALE

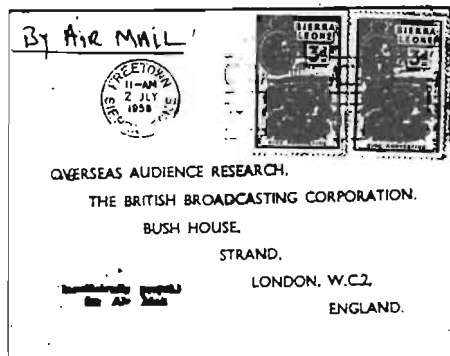
I am able to illustrate two previously unrecorded modern postal markings. The first is in one line 83mm x 3mm now Type M26, the second in two lines 32mm (the longer line) x 3mm (the capital letters) Type M27. Both are on commercial envelopes, the first with a KG6 stamp whose date is not legible, the second with a pair of QE2 stamps dated 1958.

Recently I have been trying to establish the date of issue of the 1935 Silver Jubilees, a problem that will affect other colonies. The catalogue gives May 6th, the Post Office Report May 7th, and a Circle Bulletin May 9th. As May 6th was a Public Holiday with all employees paid wages for the day, the 7th seemed logical until I found in The Sierra Leone Gazette that the 7th was also a Holiday with employees paid. First Day covers dated the 6th could well have been prepared in advance. Please inform our Editors of any commercial mail, not bearing the set of stamps, dated at this period.

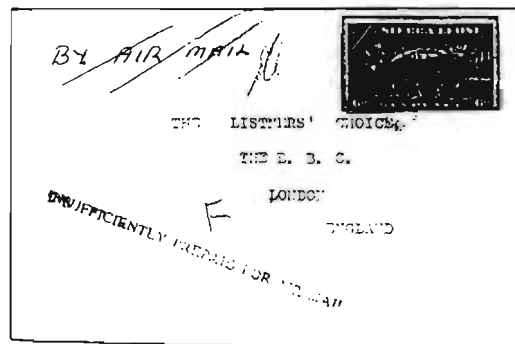
Earlier in the year I was able to visit the Bradbury

Wilkinson printing works, now taken over by De La Rue. I met the former Controller and the transfer engraver and was able to discuss the printing of the Silver Jubilees, how the flaws arose, the use of marginal markings, the surfacing of the plates and various other matters. I have also been able to see their Plate Book Records. The Controller and the former Chief Inspector of Stamps for Crown Agents have advised me on the technical interpretation of the records and have both kindly checked two articles I have written for The London Philatelist. I can send photocopies of these to members who send me £1.25 in postage stamps.

A particularly interesting envelope shown by John Sacher at the joint meeting we held with The Forces Postal History Society was a Soldier's Letter from Sierra Leone dated 1847 with the prepayment penny originally stitched to the cover. 2d, being the cost of the gratuity paid on a Ship Letter, was charged to the recipient (for details of this see my book page 20).



Insufficiently prepaid/for Air Mail



ANNUAL REPORT ON THE SIERRA LEONE P.O. FOR 1935

GENERAL POST OFFICE,
FREETOWN, SIERRA LEONE,
15th May, 1936

THE HONOURABLE THE COLONIAL SECRETARY, FREETOWN

Sir,

I have the honour to submit the annual report on the Post Office Department for the year 1935. As usual, the Savings Bank has been dealt with as a separate report.

2. The general upward trend in trade reflected itself in the business transactions of the department, and the year was marked by an all-round increase in revenue and traffic. Particularly interesting was the increase in CAsh on Delivery parcel traffic, for since 1928 the number and value of delivered parcels has steadily declined year by year. This decline was arrested in 1935 and justified the prophecy in the 1934 report that the lowest point had been reached.

Total revenue collections were approximately £4,000 higher than in 1934 and were the highest for five years, and although approximately £3,500 of this was due to unexpectedly heavy sales to stamp dealers and collectors of the Jubilee issue of stamps, yet every item of revenue showed some increase.

Expenditure was slightly in excess of 1934, due entirely to the Colony's heavier share of the cost of overseas mails and to the cost of printing the Jubilee issue of stamps.

Expenditure on personal emoluments was the lowest since 1919, this being due to casualties in the higher paid posts and replacements by officers on lower salaries.

GENERAL

3. The Silver Jubilee issue of stamps was on sale from 7th May to 31st December. It proved an extremely popular issue with collectors and dealers and the execution of the heavy orders received placed a severe strain on the staff dealing with them, especially towards the end of the year.

4. A new Air Mail Service to and from Europe via Germany and Bathurst was inaugurated and provided a useful means of quick transit from the Colony to Europe, particularly as mails despatched by the Elders' monthly express mail steamers reached London in six days and were delivered in London four days before the mails sent by ocean by the same vessel. This gave correspondents ample time to despatch replies or goods by return mail.

5. Necessary amendments to the Post Office Rules were passed in connexion with slight alterations to the limits of size and weight for letters, printed and commercial papers and samples, for the alteration in rates of postage for Small Packets and Blind Literature to bring them into conformity with the decisions of the Cairo Postal Convention.

FINANCIAL REVENUE

6. The net revenue from purely postal business amounted to £15,216 as compared with £12,212 in 1934, and the following table shows the net postal revenue and the total revenue collections by the department for the years 1929 to 1935:

Head	1935	1934	1933	1932	1931	1930	1929
	£	£	£	£	£	£	£
Sale of stamps	£11,820	9,346	*12,595	*11,950	8,084	9,015	9,627
Unpaid or underpaid postage	151	141	127	128	141	205	189
Commission on Money Orders	225	208	229	274	305	413	464
Poundage on Postal Orders	685	589	598	663	643	774	826
Postage on parcels	1,722	1,400	1,541	1,760	1,821	2,396	2,575
Rent on boxes and bags	171	125	183	183	178	192	180
Allowance for issue and payment of Postal Orders	92	81	80	87	85	100	106
Passenger fares on mail lorries	—	—	—	—	204	260	758
Miscellaneous receipts	350	322	311	405	391	408	435
Total	£15,216	12,212	15,654	15,450	11,852	13,763	15,160

This 1935 report has been submitted by Philip Beale and I am sure members will find it of interest, Ed.

SIERRA LEONE: SKELETON HANDSTAMPS

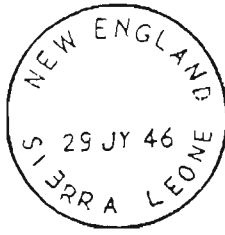
FRANK WALTON

During research into the postmarks of Sierra Leone, I have been particularly interested in the temporary skeleton marks in use in the 1940s and 1950s. Philip Beale has recorded this type (Type 43) for just three offices; Gerihun, New England and Yonibana, as well as for the Freetown to Bauya T.P.O.

The usage of this type has now been recorded for a total of fifteen offices. In most instances the skeleton type appears to have been used as a stop gap measure shortly after the office opening.

Below are listed the earliest and latest usages of these marks, together with the office opening date and earliest recorded use of the permanent standard canceller.

Post Office	(Re-) Opened	Earliest	Latest	Permanent
ALLEN TOWN	01 Apr 1943	17 Apr 1944	17 Apr 1944	29 Nov 1945
BOAJIBU	09 Feb 1948	1948	1948	27 Oct 1948
BUEDU	28 Apr 1956	30 May 1956	30 May 1956	29 June 19??
FTOWN — BAUYA		04 Jul 1945	18 Jul 1946	
GERIHUN		26 Mar 1947	07 Jan 1950	
JIMMI BAGBO	28 Mar 1954	05 Apr 1954	08 Dec 1954	28 Jan 1955
KENAMA		01 Nov 1956	29 Nov 1956	
KOINDU	08 Apr 1955	23 May 1955	23 May 1955	13 Jun 1955
LUNGI		02 Jun 1958	22 Jul 1959	07 Jan 1961
NEW ENGLAND (E of SIERRA inverted)	01 Jun 1946	29 Jul 1946	29 Jul 1946	
NEW ENGLAND	01 Jun 1946	01 Oct 1946	22 Mar 1947	03 Apr 1947
NEW SITE BO	06 June 1955	25 Jul 1955	25 Jul 1955	11 Oct 1955
ROTIFUNK		27 Jul 1944	31 Jul 1944	
WATER ST TOWN	1955	10 Jun 1955	29 Jul 1955	10 Oct 1956
YONIBANA		16 ??? ????	16 ??? ????	02 Jun 1955
YOYEMA	02 Oct 1944	15 Dec 1944	03 Jun 1945	28 Feb 1946



I would be grateful if anyone can add to these date ranges or provide details of any further skeleton marks.

TOGO DOUBLE OVERPRINT ON REVERSE OF SG H 34

Chris Jackson, a non-member, has a copy of the 1/2d 1915 Local Overprint unused with a double overprint on the back of the stamp. This is, obviously, on top of the gum.

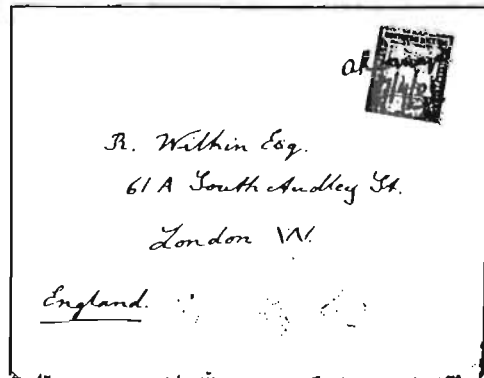
It is a proper overprint, not a mirror image that would result from a kiss print.

Submitted to the Royal for a certificate, the stamp has been returned with the comment 'Printer's Waste'

Have any other members seen similar examples?

J.J.M.

NORTHERN NIGERIA. 1901 cover with original enclosure bearing 1d Northern Nigeria cancelled by manuscript **AKWANAJA** in black ink with violet oval Lokoja Post Office 12 April date stamp on reverse. An interesting letter from the Wilkins correspondence written on Easter Sunday.



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