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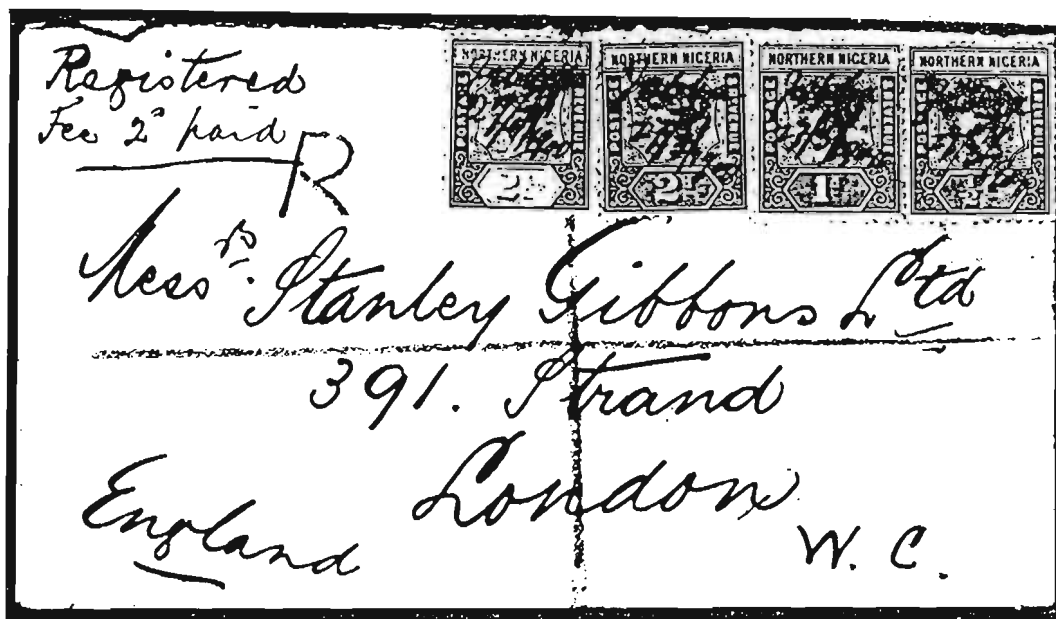


Journal of the
West Africa Study Circle

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West Africa



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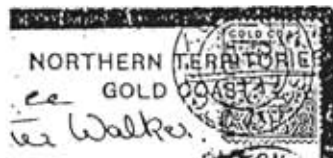
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EDITORIAL

I am glad to report that our new Maltese printers have been able, at our new lower price, to return to the old format of the front cover.

Since the last edition of Cameo, the York meeting has been held and the new policy of those showing material providing a resume of their display has been implemented. I intend to publish from time to time some of these resumes not only for the benefit of those who were not able to be there but also for those who were and who found like your editor that there was not enough time fully to appreciate the displays.

As a matter of policy, I try to keep a balanced issue with something for everyone. However, I can only do this if I get a supply of suitable material. I do not seem to get enough Cameroons and Togo articles; so I make the obvious plea to you the readers.

Although the Circle notionally studies only British West Africa, the postal history of British West Africa can only be fully understood by reference to the other surrounding territories and the shipping lines that served them. To that end I am publishing the first portion of an article by Edwin Drechsel on 'German Colonial Seaposts: West African Routes'.

Future Circle Publications - The editor is pleased to announce that very shortly the Circle will be publishing Jack Ince's Travelling Post Offices of Nigeria and the indexes to Mike Mackin's Post Offices of the Gold Coast by Frank Walton. The purpose of the Gold Coast Indexes is to ease the identification of a postmark if only the end of a postmark is visible as the indexes give both left and right listings.

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GAMBIA ZEPPELIN MAIL

STEWART DUNCAN

Since writing the Article on Gambian Zeppelin Mail in the last issue of Cameo, Peter Wingent gave a display of West African Airmails to the Circle. One of the items on view was a copy of a letter written by the German Charge d'Affairs to the British Foreign Secretary Ref. C695/348/18 (Translation) B2415 Courtesy of P.O. Archives.

- a) "The German Charge d'Affairs has the honour to request the very kind assistance of the Secretary of State for Foreign Affairs in the following matter:-

In the note of December 21st, 1933 (No. C 11073/290/18) His Majesty's Government readily gave their consent in principle to the use of Bathurst as an intermediate landing place for the German air line to South America by the Deutsche Lufthansa Company.

The Deutsche Lufthansa now proposes to place in service on this line during the Autumn of this year, while the catapult ships in the South Atlantic are being overhauled, instead of the Wal flying boats, the airship "Graf Zeppelin", which they have chartered. The airship, coming from Recife, is to call at Bathurst and after delivering and taking up the European mail will return immediately to Recife. No landing of the airship is contemplated for the purpose of carrying out the exchange of mails at Bathurst.

The exchange of mails, which probably will occupy half-an-hour, is to be made on each occasion according as the technical and meteorological conditions permit, at the aerodrome at Bathurst, or, in the case of particularly squally weather, on the coast close to the shore. The manner of carrying out the exchange will be communicated at the time by the Manager of the Lufthansa air service in British Gambia to the Governor. It will be effected by means of a cable (Tau). This has already been carried out during the current year on eight airship journeys in Spanish Morocco. The exchange of mails will be made on the following dates:-

Saturday, November 16th
Saturday, November 23rd
Saturday, November 30th

The arrival of the airship over Bathurst will be at 14 o'clock at the earliest, and probably up to 18 o'clock.

No further journeys of the airship to British Gambia are contemplated beyond the dates stated. At the beginning of December the two catapult ships are to be placed into position again and then the mail service in both directions will be performed by Lufthansa flying boats.

The details of carrying out the matter would, according to the procedure hitherto adopted, be settled direct between the Deutsche Lufthansa Company and the Governor of Gambia.

Prince Bismarck would be extremely grateful to Sir Samuel Hoare if he would secure the consent of the British Government to the above-mentioned plan for a call of the airship "Graf Zeppelin" at Bathurst on three occasions in November this year. GERMAN EMBASSY, LONDON, 26th August, 1935."

- b) This was obviously in preparation for the scheduled refitting of both vessels in November 1935 with their temporary withdrawal from service to Las Palmas and Bremen.

For a country to use the "Zeppelin" service prior arrangements as previously stated, had to be made with the airline to avail itself of this. This has been the consensus of opinion up to now, but Prince Bismarck's letter of 26th August was a request on behalf of Deutsche Lufthansa, who were chartering the airship "Graf Zeppelin", to continue the Lufthansa South American service in and out of Gambia. Since mail was being accepted throughout November by Lufthansa from Gambia for Europe why would they have stopped accepting South American mail from Gambia on their chartered airship?

During these flights the airship's complement also received mail and illustrated (Fig. 5) is a postcard addressed to Max Pruss, Captain of the "Graf Zeppelin" on board. The card is rated 6pf and is cancelled at Stuttgart on 14-11-35. The mail for the crew of the dirigible/s as well as the catapult ships was now carried in a sealed bag at "the forces rate". This card would have flown with the first dispatch of mail from Germany to connect with the mail drop from the "Graf Zeppelin" in Gambia on 16th November. It must have then travelled a further six times across the South Atlantic during the pendulum flights. It is worth noting that unlike the "Westfalen" cover which is shown in comparison (Fig. 6) the on board canceller of the Zeppelin was not also used as an acceptance cachet.

The flight logs in the previous Article were reproduced by kind permission of the Cardinal Spellman Philatelic Museum.



Fig. 6 Cover addressed to "Westfalen" at sea showing acceptance.

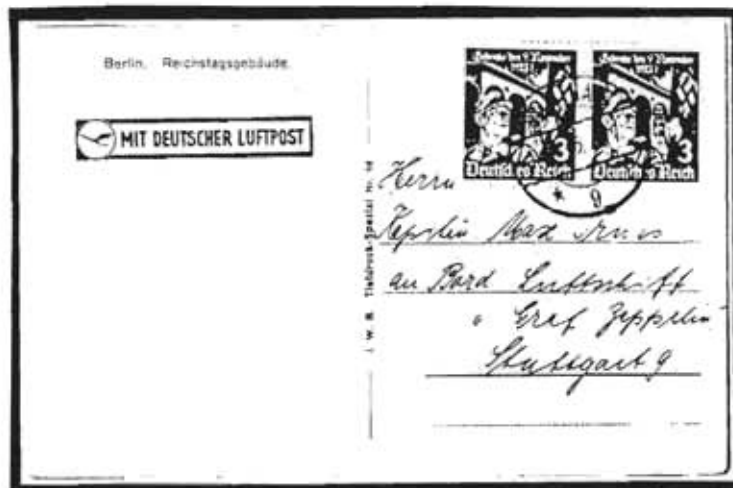


Fig. 5 Postcard addressed to "Graf Zeppelin" on board. No acceptance

Due to the poor reproduction of the illustrations in the last issue it has been decided to show these again to better effect.



Fig. 1 First shuttle flight of 16th November 1935 from GAMBIA.

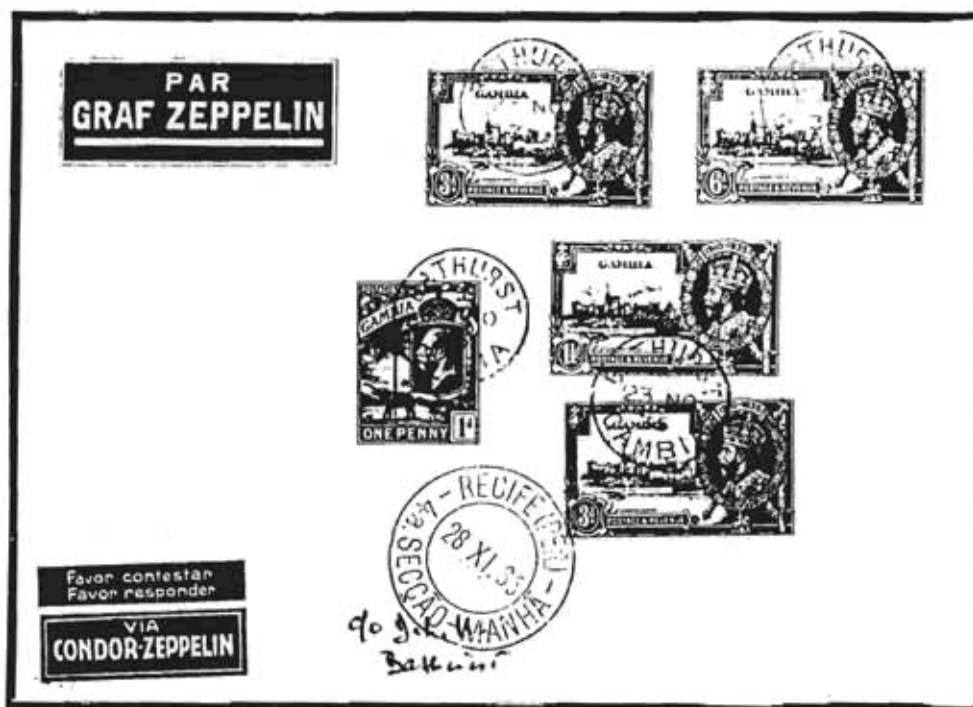


Fig. 2 Second shuttle flight of 23rd November 1935 from GAMBIA.



Fig. 3 Third shuttle flight of the 29th November 1935 to GAMBIA and returned on the resumed normal service by D.L.H.

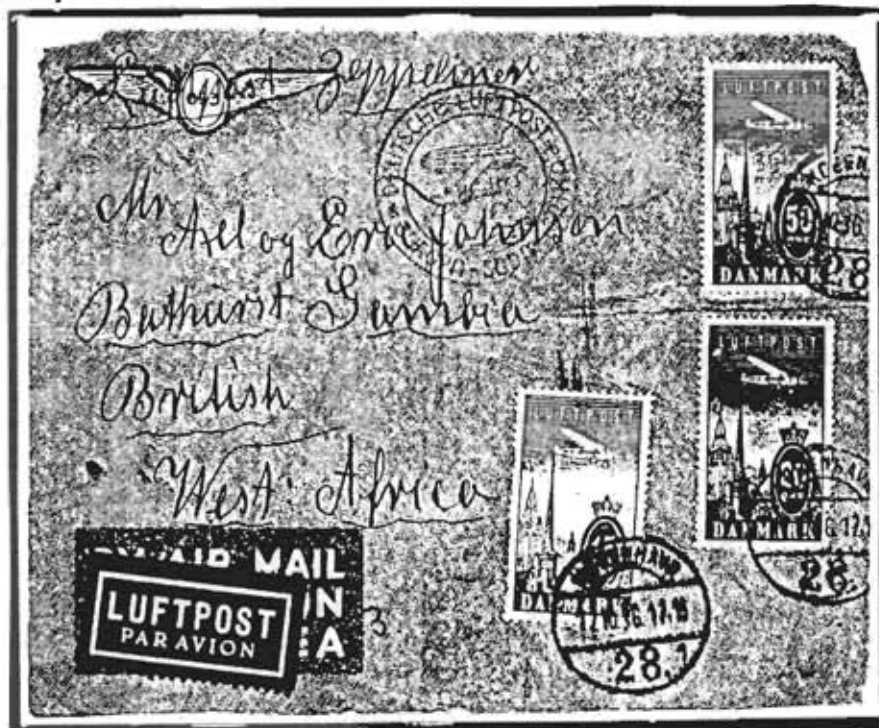


Fig. 4 Front c.d.s. KOBENHAVEN 17.10.36. Haberer's Catalogue records no regular flights by D.L.H. from Europe after 15.10.36 or from S. America after 22.10.36 until early December. Was this cover carried by "Hindenberg"?

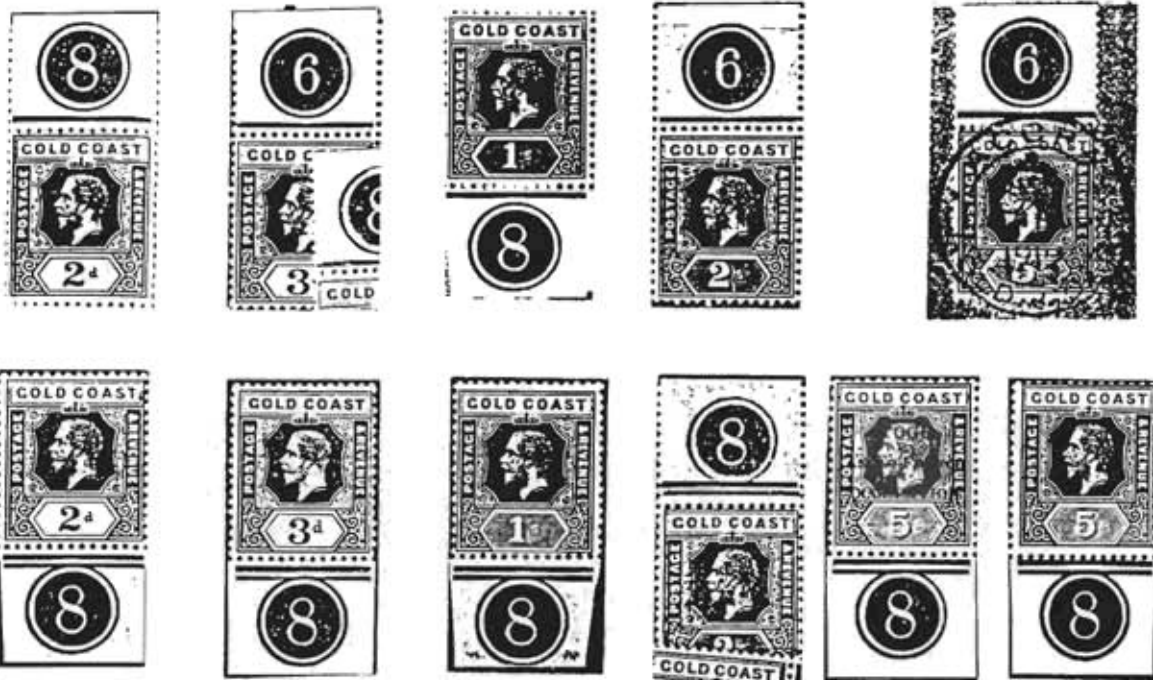
GOLD COAST - REPLACEMENT KG.V DUTY PLATES

PETER FERNBANK

Replacement duty plates for the 2/- and 5/- values were made in 1919, and those for the 2d and 1/- values in 1920. 'After Striking' duty die proofs exist dated '11/2/19' for the 2/- and 5/-, and '31/5/20' for the 2d and 1/-. The 3d duty plate was also replaced at sometime during this period but the 'After Striking' die proof in this case is undated.

The new duty plates were made with a marginal rule surrounding each pane, which did not feature on the original duty plates. Printed sheets from the new plates feature double jubilee lines and thus issues from the old and new plates can be readily distinguished. There appears to be no difference in the design of the value or colony name and the original dies were presumably employed for the new plates.

Illustrated below are examples of the 3d, 2/- and 5/- from key plate 6 with single lines, the 2d and 1/- from pl.8 with single lines, and all five values from pl.8 with double jubilee lines. All subsequent printings from later key plates also feature double lines.



Key plate 6 was in use between November '18 and November '19, plate 8 between December '19 and January '21. It should therefore be possible to determine which was the first printing from the new duty plate for each value. The Togo 'Anglo-French Occupation' overprints on the Gold Coast issues must also be considered.

| Colony | Printing | 2d | 3d | 1/- | 2/- | 5/- | Key Plate |
|--------|----------|----|----|-----|-----|-----|-----------|
| GC | Dec '18 | *S | *S | *S | *S | *S | Pl.6 |
| Togo | Feb '19 | | * | *S | * | * | Pl.6 |
| Togo | Oct '19 | | | *S | | | Pl.6 |
| GC | Oct '19 | *S | * | *S | | | Pl.6 |
| GC | Mar '20 | | | *S | | | Pl.8 |
| GC | Jun '20 | *S | * | * | * | * | Pl.8 |
| Togo | Sep '20 | * | * | * | * | *D | Pl.8 |
| GC | Dec '20 | *D | *D | *D | *D | *D | Pl.8 |

* - a printing, S - single line, D - double line

The Gold Coast 1/- pl.8 single line exists in two different paper shades, suggesting that the second pl.8 printing (June '20) was also from the old duty plate.

Plate number examples which I have, or have photocopies of, permit identification of values which can be safely allocated as single or double line printings. My copies of the Togo and GC 5/- pl.8 with double lines are on identical shades of pale yellow paper and are almost certainly from the September and December '20 printings. It is possible that the June '20 pl.8 printing of the 5/- was on orange-buff paper.

Can any member provide information on plate number copies of the values listed below which will assist in identifying the first double line printing of each value. Photocopies together with the paper shade of any of the listed 3d and 5/- values would be much appreciated.

| | | |
|------------|--------------------------|--------------------------|
| Togo | 3d, 2/- and 5/- P1.6 | (single or double line?) |
| Togo | 2d, 3d, 1/- and 2/- P1.8 | (single or double line?) |
| Gold Coast | 3d, 2/- and 5/- P1.8 | single jubilee line |

WEST AFRICAN AIRWAYS CORPORATION/NIGERIA AIRWAYS AIR MAIL EXPRESS SERVICE

R.J. MADDOCKS

Apropos Don Van Rekens' initial article (Cameo July 1988) on the "Nigeria Airways Letter Service" and Michael Wright's follow-up (Cameo July 1989), I can throw some more positive light on the inauguration of and initial handling procedures for the above service.

The "Internal Airmail Express Service" was introduced on 1st October 1958 to speed delivery of urgent mail such as business documents between specified towns, viz Benin City, Calabar, Enugu, Ibadan, Jos, Kaduna, Kano, Lagos, Port Harcourt and Tiko, served by W.A.A.C. As to size and weight limits; the maximum size was of that for letters with length, breadth and depth combined not to exceed 3 feet. I do not know what was the initial weight limit but can confirm that it was raised to 4lb with effect from 1st July 1959.

In addition to the normal letter postage rate to be prepaid, an additional fee was charged as follows (1959):-

| | |
|---------------------------------------|-----|
| For packets weighing up to 1 lb | 2/- |
| " " weighing over 1 lb and up to 3 lb | 3/- |
| " " weighing over 3 lb - 4 lb | 4/- |

Items could not be registered but were receipted.

These rates and limits were still applicable as at the end of 1962 as evidenced by the extract from the 1963 edition of the Nigeria Post Office Guide at the end of this article. Details of scope of service, latest time of posting and handling procedures are also given. It should be noted then the service to Tiko was no longer offered: the former Southern Cameroons had ceased to be politically and economically associated with Nigeria after 30/9/61.

It should also be noted that items to be sent by this service were handed in over the counters of the Chief Post Office in the towns named and NOT to the airlines' own offices. The Post Office in the receiving town was also responsible for the special delivery of such items. As far as is known stamps used in prepayments of the postage and delivery fees were cancelled with the normal c.d.s. or a service cancel, viz 'parcels', date stamp.

When Nigeria achieved independence in 1960 West African Airways Corporation was liquidated and a new airline, Nigeria Airways, took over the country's internal air services. Obviously with the fairly rapid expansion of these services and given that Posts and Aviation Departments were the responsibility of one Ministry, that of Communications, Nigeria Airways took a more active and direct role in promoting and providing this airmail express service through its own offices. This entailed changes in the handling procedures etc. as is evidenced by the numerous Nigeria airways' own forms, labels, cachets and stamp cancellors found on the mail and detailed in the aforementioned 'Cameo' articles. Full details of the system would no doubt be found in subsequent Nigeria Post Office Guides.

Air Mail Express Delivery fees

A fee of 2s is payable in addition to the normal letter postage rate for packets weighing up to 1 lb. Over 1 lb. and up to 3 lb. a fee of 3s is payable and over 3 lb. and up to 4 lb. a fee of 4s is charged.

Scope of Service

The service operates only between the following towns:

| | | | | |
|---------|--------|--------|-------|---------------|
| Benin | Enugu | Jos | Kano | Port Harcourt |
| Calabar | Ibadan | Kaduna | Lagos | |

Delivery

The items are specially delivered to the street address shown on the item up to a five-mile radius of the Chief Post Office in the towns named. From Lagos G.P.O. the delivery Officers deliver to Apapa, Suru Lere, Ebute Metta, Yaba and Ikoyi. Delivery is made daily; except on Sundays, between 8 a.m. and 5 p.m. as soon as possible after the mail is received in the sorting office.

Weights and Size

The limit of weight is 4 lb.

The limits of size are as for letters.

Address

Letters (or letter packets) intended for the service must be addressed in full with the street address of the recipient as well as the Private Box or Private Mail Bag number (if any).

Items to be handed over the Counter

Items intended for the service must be handed over the counter at the Chief Post Office of the towns named and in the Lagos Area must be taken to the Lagos G.P.O. and Apapa. A receipt is given but the items **may not be registered.**

Latest Time of Posting

Items intended to connect with a particular aircraft must be handed over the counter **not later than two hours** before the aircraft is scheduled to leave, otherwise they will connect with the next aircraft due to leave. The latest time of posting is in all cases, 4.30 p.m., except at Apapa where it is noon.

Extract from the Salisbury Journal May 16th 1791.

THE Pomona frigate of 28 guns, commanded by Captain H. Savage, on her return to Europe, touched at our factory of Sierra Leona, and being informed that a quarrel subsisted between the British colony and the Sovereign of the country, which threatened to prove unfavourable to the former, he endeavoured to obtain an accommodation: and, for the purpose, sent a boat with a few men under the command of a Midshipman, and a small body of marines under the command of a Lieutenant, to the African town, where they had an interview with the petty Despot, and reconciled all parties.

In returning to the boat, one of the sailors wantonly fired a pistol into the thatch of a small cabin, which immediately took fire, and communicating to other houses, the whole town was soon in flames.

Captain Savage, seeing the conflagration at a distance, and apprehending some mischief, sent a second boat full of men to the assistance of their comrades. The two bodies formed a junction, and were proceeding in as orderly a manner as possible to their ships, when the natives recovering from the consternation this accident had occasioned, fired at them in volleys from behind trees and bushes, killing some and wounding many: Among the former was the midshipman, a youth of great expectation, and much lamented. The remainder of the party with difficulty escaped to their boats, leaving many of their wounded companions to the mercy of a barbarous set of Savages.

The consequence of this circumstance has been that the Sovereign of the Country ordered the factory to depart within a few days, with which decree they were obliged to comply, and it is imagined he has forced them to make ample compensation for the injury his people sustained.

RAPID CANCELLING MACHINES OF THE GOLD COAST

JOHN POWELL

Despite extensive researches not one document directly related to the machine cancellations in use in the Gold Coast was discovered. The illustrations are therefore from examples in the authors collection supplemented by copies sent from circle members. As can be seen these marks were made by two categories of machines - namely continuous (CIM) and single impression (SIM). From examples seen CIM were in use between 1924 and World War II and SIM commenced from 1940 and continued into the Ghana period.

In an endeavour to identify the types of machine used, measurements can be taken and try to match them to known examples in use in the U.K. Measuring the width of the cancellor die can be unreliable due to the envelope slipping in the machine; vertical measurements are likely to be more accurate.



d = dia of dater h = height l = wavelength
L = Distance between successive similar parts of impression


















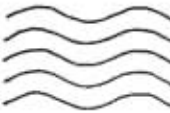




Continuous Impression Machines

By using this method and reference to information on the various machines it can be safely assumed that all the known cancellations were made by Krag Machines produced in Norway. (After January 1931 produced by Roneo Neopost under licence from Krag). With types 1, 2 and 3 the distance between successive similar parts of the impression (L) is 78.5mm and were made by a machine using a 50mm diameter die; with types 4 and 5, L = 64mm produced by a 41mm diameter die. It is assumed that the dies were interchangeable. The machine at Accra had a 50mm die (possibly model XII - power driven) whereas the one at Sekondi used a 41mm die on a model XIII hand driven model.

The die head rotated continuously and provided an impression running across the whole of the top of each envelope. There were two dies and two canceller dies in the die head which accounts for variations in the dater dies (or even the complete omission) in the same impression. Whilst these machines were more tolerant of varying thicknesses of envelope the fact that "missed envelopes" resulted in offset impressions on the back of the succeeding one which made them less popular with the public. CIM's had two dies (as distinct from one on SIM) and it was therefore more costly to make advertisement dies especially when they were only used over a short period. The other drawback was there was no counting device and these reasons led to them being replaced by single impression machines.

CHECK LIST OF CIM CANCELLATIONS

TYPE DATES

| | | | | | |
|-------|-----------|--|--|---|---|
| CIM 1 | 1924 | BRITISH EMPIRE  EXHIBITION 1924 |  | BRITISH EMPIRE  EXHIBITION 1924 |  |
| CIM 2 | 1926 - 32 |  |  |  |  |
| CIM 3 | 1935 - 41 |  |  |  |  |
| | | |  | |  |
| CIM 4 | 1928 - 30 |  |  |  |  |
| CIM 5 | 1937 |  |  |  |  |










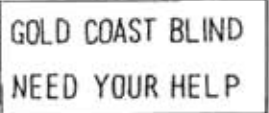

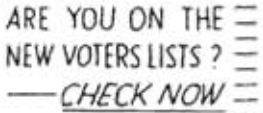

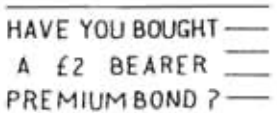

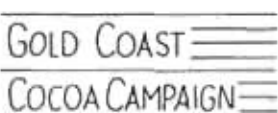






Single Impression Machines

In the U.K. in 1933 the dater dies on International and Krag single impression machines were changed to the type then in use on Universal machines. After this date, which applies to all known Gold Coast S.I. cancellations, it is not possible to identify the type of machine from any particular impression and these marks are referred to as "Unified". Cancellation dies were unified in the U.K. from 1936.

It is likely therefore that machines purchased after 1940 were Universal sold by U.P.F. and a contemporary advertisement illustrates the Gold Coast mark SIM 6. Machines were supplied with "one suitably engraved post-marking die, one die hub with an obliterator of seven wavy lines or to any desired design or wording, a complete set of specially engraved type.....". Early types SIM 10 and 11 have dater die diameters of 22½mm with curved line at the bottom which was typical of Universal machines in use in the U.K. in the 1930's. The hour, quarter hour, day, month and year characters were engraved on separate slugs and note that in these two types the central information reads day/month/hour/quarter/year.

The remaining SIM 1 - 9 all have "unified" type dater dies at 21mm diameter with only minor variation of canceller die and are typical of Universal machine type DD medium speed. Central information on all these are hour/quarter/day/month/year.

CHECK LIST OF SIM CANCELLATIONS

| TYPE/ DATES | TOWNS | TYPE/ DATES | TOWNS |
|--|--|---|---|
| SIM 1 1943 - 50 | A | SIM 6 1947 | S |
|  |  |  |  |
| SIM 2 1952 | K | SIM 7 1952 - 55 | A K T |
|  |  |  |  |
| SIM 3 1952 - 54 | A K T | SIM 8 1954 | A |
|  |  |  |  |
| SIM 4 1955 | A K | SIM 9 1955 | A K |
|  |  |  |  |
| SIM 5 1953 | K T | SIM 10 1940 | K |
|  |  |  |  |
| | | SIM 11 1942 | K |
| | |  |  |

T = Takoradi S = Sekondi
A = Accra K = Kumasi


Any additional information would be gratefully appreciated.

GOLD COAST R.A.F. PRIVILEGE ENVELOPE

JEREMY MARTIN

I have not previously come across an R.A.F. "Honour" envelope used in the Gold Coast. The example illustrated was used at F.P.O. 45 in November 1945, after the war had ended and, presumably, censorship had ceased.

Possibly this was just a case of using up stationery. However, the "Honour" declaration on the reverse has been signed. The wording is blue on buff.

| | |
|---|---|
| <p>ACTIVE SERVICE R.A.F. PRIVILEGE ENVELOPE</p> <p>INSTRUCTIONS.</p> <ol style="list-style-type: none">1. Up to 3 letters by the same writer may be forwarded in this cover. Each letter must be individually addressed.2. If the enclosed letters are all for the same addressee, this cover should be similarly addressed. If they are for various addressees, this cover should be addressed to the Base Censor, Army Post Office.3. Except in areas where the free postage concession is in force, postage stamps at the full inland rate, must be affixed to the enclosed letters. If there is only one letter enclosed, the stamp should be affixed to this cover.4. This cover must not be used for coin or valuables. It cannot be accepted for registration.5. The certificate on the back of this cover must be completed. <p>R.A.F. FORM 1645. C & Co (B) Ltd</p> | <p></p> <p>ADDRESS</p> <p><u>THE SCHOOL OF ACCOUNTANCY</u> <u>67, REGENT HOUSE,</u> <u>GLASGOW C-2.</u> <u>ENGLAND.</u></p> |
|---|---|

CENSORSHIP
Correspondence in this envelope need not be censored by ~~posts~~ or on board ship, but is liable to examination by the Postal Censorship Authorities.

The following certificate must be signed by the writer;

| |
|---|
| I certify, on my honour that the contents of this letter refer to nothing but private and family matters. |
| Signature: <u>Eric Cannon</u> |
| Name only: <u>Eric Cannon</u> |

SALE OF PERFORATING CANCELLING PRESSES

J.J. MARTIN

By courtesy of the National Postal Museum, the following notes are reproduced from Volume 87 of the De La Rue Correspondence Books. This concerned an effort by the Crown Agents in February 1928 to sell five perforating cancelling presses, previously used in the Gold Coast, to De La Rue.

The first letter to De La Rue advised that the Crown Agents "have been asked by the Government of the Gold Coast to endeavour to dispose of five Perforating Cancelling Presses which were purchased by the Colonial Government in 1921 and 1922 at a cost of £17.10s.0d. for the purpose of cancelling postage stamps affixed to parcel delivery notices and telegrams, and which are no longer required.

2. A general description and specification of the presses, which are stated to be in good order is attached. They are at present in the Colony, but will be sent to England if a sale is likely to be effected.

3. We should be glad if you would inform us whether you are likely to be interested in that purchase and, if so, what price you would be prepared to offer for them delivered in London."

The specification is reproduced below:

PERFORATING CANCELLING PRESSES,

purchased from Waterlow and Sons, Ltd., London Wall.

Messrs. Waterlow's general Catalogue description:-

This powerful machine will cut a hole through a bulk of papers up to $\frac{1}{2}$ in. thick and is specially adapted for cancelling large quantities of bonds, coupons, cheques, etc.

Specification of pattern supplied to Gold Coast Posts and Telegraphs Department in August, 1921:-

Perforating cancelling presses for cancellation of stamps on parcel delivery notices and telegrams, Actual word "CANCELLED" measuring $6\frac{1}{2}$ " x $\frac{3}{4}$ " in pin-hole perforations, having two wavy lines of pin-hole perforations above and below "CANCELLED" and a 6-hole triangle in each letter. Pin-hole punches round and spaced.

De La Rue replied to the Crown Agents on February 22nd 1928 and advised that "such presses are of no use to us".

GOLD COAST INSTRUCTIONAL MARKS

JOHN POWELL

Continuing these draft listings from the last two issues below are the first part of the tax marks. The second part will hopefully appear in the next issue.

| TYPE | DIAMETER | DATES | TOWNS |
|------|----------------------|-----------|------------------------------|
| TX1 | - | 1880-1901 | Accra Cape Coast |
| TX1a | - | 1919-195? | Keta Ada Besease |
| TX1b | - | 1909 | Axim |
| TX2 | - | 1956 | Obuasi |
| TX3 | 13mm | 1913-1934 | Aburi Koforidua Tamale |
| TX4 | 17mm | 1942 | (US APO) Accra |
| TX5 | 25mm 'Thicker T' | 1894-1898 | Kumasi Appam |
| TX6 | 22mm 'Touching T' | 1945 | Mangoase |
| TX7 | 22mm | 1951-1956 | Bawjiasi Saltpond |
| TX8 | 23mm 'Pat T' | 1910-1932 | Kumasi Accra |
| TX9 | 24mm 'Thin T' | 1956 | Jumapo Asuboni |

HISTORICAL NOTES ON THE GOLD COAST POST OFFICE

Historical Notes on the Gold Coast Post Office for a talk to recruits to the Postal and Telegraph Service 1949/50, reproduced by kind permission of the Librarian, Rhodes House Library, Oxford.

* * *

The crown resumed control of the Colony from the Group of Merchants in 1843 and commenced a local mail service that year. The Colonial Secretary performed the duties of Postmaster.

- 1853 Local postal service semi-weekly ("about 1853"). A second weekly service Cape Coast to Accra at a cost of £40 p.a.
- 1854 6d rate for $\frac{1}{2}$ oz. letters introduced from U.K. to Gold Coast.
- 1856 Commandant Accra granted salary of £35 p.a. as Postmaster Accra, and Colonial Secretary allowed £50 p.a.
- 1857 Registered letter service introduced - rate 6d to Gold Coast.
- 1860 Compulsory pre-payment of postage. (Compulsory prepayment of postage was also introduced in Sierra Leone in 1860 but the requirement had been dropped by 1864. It is still unknown whether this was the case in the Gold Coast. Ed.)
- 1866 Registration service introduced locally.
- 1856 British Post Office issued a notice advising completion of convention with France which included mails to and from Gold Coast.
- 1870 The first Postmaster to be appointed a full time officer - Mr. Rowland Cole. He resigned 1876 but resumed 1879.
- Mr. Cole, after a break in service, was appointed Colonial Postmaster in 1887, Postmaster General in 1892 and retired on pension in 1.11.99.
- A European Mr. Thomas Deacon arrived September 26th, 1899 and was appointed P.M.G.
- 1873 The British Post Office entered into contracts with two British Shipping Companies for conveyance of mails between Liverpool and West Africa. (Two contracts for the conveyance of mails had been entered into in 1869 but those contracts had terminated and were renewed after a break, in 1873. Ed.)
- Public Notices of Sailings were issued four times a month. These lines (now Elder Dempster) gave a sailing frequency of three times a month.
- 1874 The "General Postal Union" was formed and in 1878 the Gold Coast Post Office was admitted a member with effect from 1.1.1879 after the grounds of objection by the Russian Post Office had been removed at the Postal Congress of 1878 held in Paris.
- 1st Sept. 1877 Head Office transferred from Cape Coast to Accra.
- 1879 Postmaster Accra appointed - £150 p.a.
- 1888 First Post Office Ordinance promulgated.
- Staff at end of year:
1 P.M., 2 Sub P.M.'s, 8 Clerks, 2 Messengers, 21 Postmen (17 Post Offices)
- During this year the Telegraph services were taken over from the P.W.D.
- 1891 9 Telegraph offices open.

- 1910 47 Telegraph offices open.
- 1906 First Telephone exchange opened and by 1910 there were 8.
- 1891 30 Post Offices with a Postmaster.
 13 Post Offices in charge of Customs Offices.
 3 Post Offices in charge of Missionaries.
 1 Post Office in charge of Mining Company.

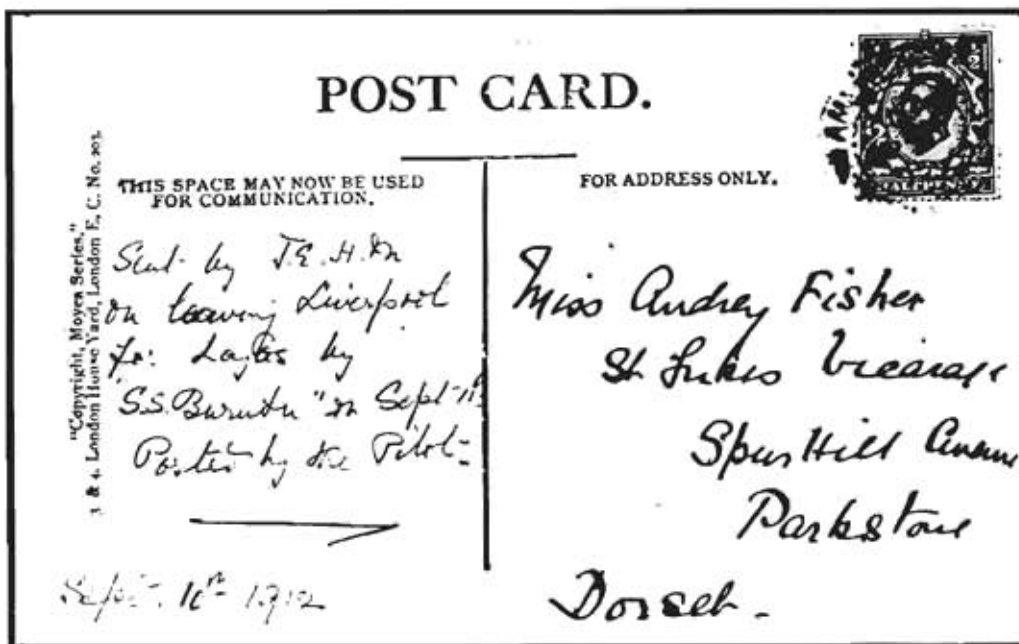
Whilst carrying out research in the Rhodes House Library, Oxford, Jack Ince and John Sacher came across the above which is printed with acknowledgement as to its source.

LIVERPOOL TO LAGOS, 1912

J.J. MARTIN

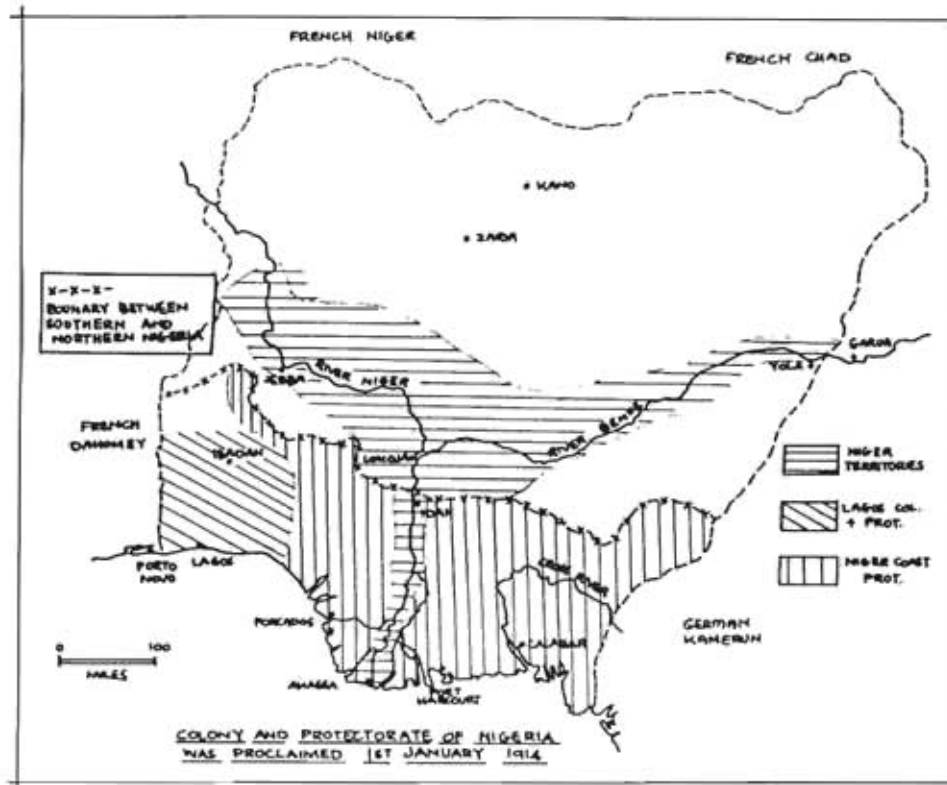
Ted Coles, a Fellow of the Society of Postal Historians, has shown the writer two postcards which were written on Elder Dempster steamers outward bound to West Africa. It was possible to have them taken ashore by the pilot who then posted them in Wales.

The first postcard was of the R.M.S. Aro and the Edward VII ½d. stamp was postmarked at Amlwch in Anglesey. The second card was from the R.M.S. Burutu in 1912 and is illustrated.



The message reads "sent by J.E.H.M. on leaving Liverpool for Lagos by "S.S. Burutu" on September 11th. Posted by the Pilot".

JACK INCE



The huge distances, the nature of the terrain and the availability of rivers penetrating the hinterland, all ensured that, in the opening up of the interior, the Niger, Benue and Cross Rivers would feature prominently. This was so, not only in development of "Nigeria" itself but in giving access to those surrounding territories where no rivers led to the coast and before any road or rail link existed.

Under the treaty of Berlin 1885, the waterways of the Niger and its main tributary the Benue were internationalised, primarily to permit the French a supply route to their possessions around the Upper Niger, i.e. Upper Dahomey etc., but also to provide both the French and Germans with a route up the Niger and thence the Benue beyond Yola to their territories respectively to the North and East, i.e. 'Niger' and Chad, and German Kamerun.

Seasonal Variation in Navigability - While generally both the Niger and Benue rivers are navigable throughout the year, the level of water between the seasons varies considerably and their usefulness for transportation is affected accordingly. For example, the Niger is navigable beyond Lokoja to Baro (terminus for the Baro/Kano railway) for vessels drawing 9 to 11 feet from mid-July to Mid-October, while in the months of April, May and June only vessels drawing 1½ to 3 feet (canoes and barges) can be used.

The Niger Route - The route up the R. Niger to the North West was used for many years in the wet season by the French for the transport of stores and supplies to their interests in Upper Dahomey and Niger. The customs post on the Nigerian side of the border was Illo, and a staging enclave was granted at Badjibo on the river above Lokoja. This route was in regular use at least until 1905 by which time the Senegalese railway had reached inland as far as Bamako which provided an all-seasons route into the interior.

The Niger/Benué Route - Co-incidentally in 1905/6, the N. Nigerian Annual Report records, for the first time, that the "Niger/Benué to Garua in Kamerun had been freely used by the Germans for the transport both up and down river" for the transit of goods and supplies. By this date, the French were already using this route to supply their territory in Chad via the Mayo Kelbi river from where it linked with the Benué.

The Cross River Route - In the eastern province of S. Nigeria, the Cross river draining S.W. Kamerun, enters Nigerian territory near Ikom and flows some 225 miles to the coast where it is joined by the Calabar river. Above Ikom, the Cross river is not navigable for any vessel drawing more than 12 to 18 inches, but this was sufficient for barges and "motorised steel canoes" (which were 35 foot in length with a width of 12 feet).

By 1895 Germany was already using this river to supply its interests in S.W. Kamerun. (See Cameo, July 1990, 'Niger Memories'). It was not until 1913 that agreement was reached for German vessels to use this route, and carriage prior thereto was effected by the Government service or by vessels of The Niger Company, and others.

Postal Usage - Undoubtedly all these routes were used, not only for the carriage of stores and merchandise but also for the carriage of mails which would of course mostly have been transported through Nigeria in sealed bags, so far as mail for adjacent territories was concerned. Thus, items within the sealed bags would have received no transit handstamp.

Since Northern Nigeria was not a member of the U.P.U. (but Southern Nigeria was), payment for passage through Northern Nigeria and acceptance into the British Imperial Postal Service was required. It is not certain if postage was levied on sealed bags and, if so, how it was paid.

Payne's West African Year Book, until it finally ceased publication in Lagos in 1894, records the existence, intermittently, of German and French Mail Packet Agents in Lagos. The function of these agents may well have included responsibility for arranging transport of incoming mail upstream to the interior, and outgoing mail coming downstream being passed to the appropriate mail boat.

It is not surprising, in view of the accepted use of sealed mail bags, that covers able to prove their transit through Nigerian territory are a rarity, and often require research to establish their routing.

(a) Cross River

Friedemann 1921 - (see note 'A') illustrates a section of a 1908 postcard from Kamerun with a German 5 pfennig and a Lagos 3d stamp. The 5 pfg stamp is cancelled in manuscript "NSSKG/15.VII.08" (Nsanakang) while the Lagos 3d carries two clear strikes of c.d.s. type 6 "Calabar/Southern Nigeria", 6th April 1908. It can be seen that the card thus was 22 days in transit to the Calabar post office, (Fig. 1). However, the reason for the addition of Lagos 3d adhesive is not clear - and where and how it was applied? If the addressee was overseas 3d would be the excess rate (twice times 1½d) for understamping; but who paid and where?



Kamerun-Postkarte aus Zollstation Nsanakang am Crossfl. Handschriftlich entwertet und dann der Post in Calabar (Südnigeria) zur Weiterbeförderung übergeben.

Fig. 1

There is illustrated (Fig. 2) (see also Note 'B') a cover, travelling in the reverse direction, to the well-known Dr. Mansfield at Ossidinge (see Note 'C') posted at Calabar with the 2d and 3d Lagos adhesives carrying a c.d.s. of 23rd August 1907. As this was during the wet season the time in transit to the border may have been less. The Government Cross River Transport Service by this date operated weekly, but some merchants had their own river boats. There is no indication that the Germans made a surcharge for the Kamerun section and, in the absence of any known charge for carriage on the Cross River route, it must be assumed that this example was a loz. letter, i.e. 2 x 2½d.



Fig. 2

(b) Niger River

The only example seen by me illustrating the probable use of this route to Upper Dahomey is shown in Figure 3. This is an unstamped cover to Paris carrying a Forcados type 3 c.d.s. of 7th June 1908 and taxed 10 centimes on arrival destination. Fortunately the contents survived and the letter is date-lined "Riviere Niger, 6 Mai" i.e. 5 weeks prior to arrival at Forcados, the ocean port. There is no other location reference in the letter.



Fig. 3

By 1908, the French Authorities were not (as far as is known), using the R. Niger route but items of mail may well have been handed to skippers of small river vessels. The cover in question could have been stamped appropriately at the Forcados post office but presumably the bearer did not feel it incumbent to incur such expense himself.

(c) The Niger/Benue Rivers

No covers have apparently been noted which definitely were carried on this route, until the outbreak of hostilities in August 1914. The allied supply route to N. Kamerun was via Yola to Garua. In the wet season the route used the Niger/Benue river system through to Garua via Yola and Ibi (see Fig. 4).



Fig. 4

In the dry season the route from Yola was by road to Naraguta on the Bauchi Light Railway serving the tin mines; thence to Zaria on the Kano/Lagos railway (Fig. 5).



Fig. 5

Covers are also known routed from N. Kamerun (French Forces) by road to Maidugeri; thence to Naraguta where they were placed on rail for Lagos. (Fig. 6).

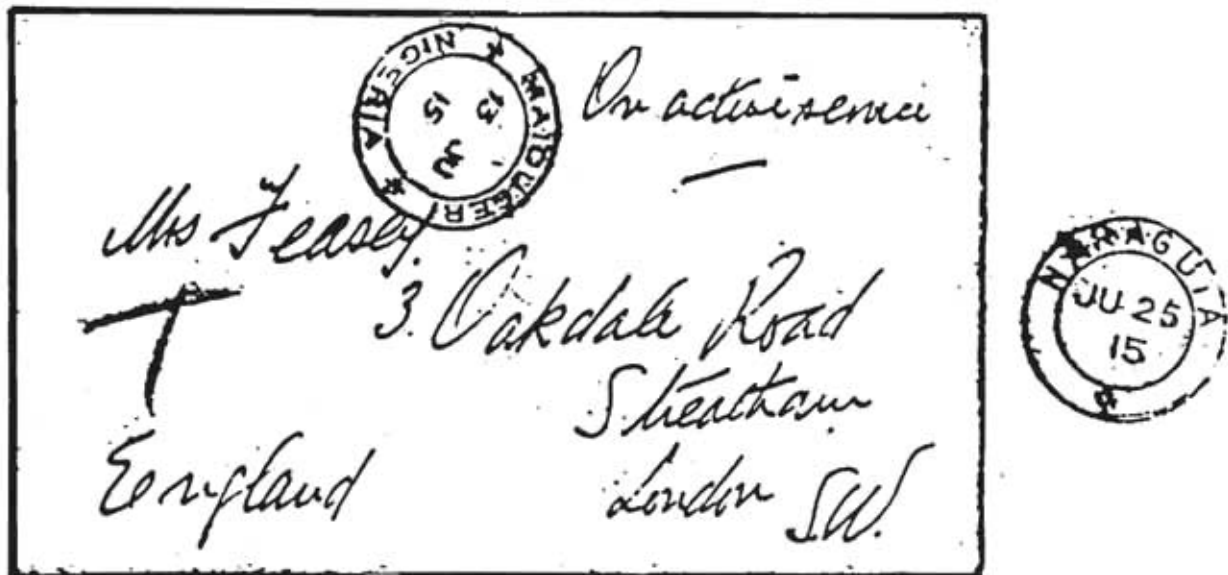


Fig. 6

I would be pleased to receive photocopies of any further possible examples which members may have illustrating the postal use of these routes prior to 1914.

I am glad to acknowledge the help from many sources while researching this subject for John Sacher's and my forthcoming book; specifically many members of the Circle and notably Bob Maddocks for his assistance concerning mail from Kamerun and for permission to use illustrations Nos. 4, 5 and 6.

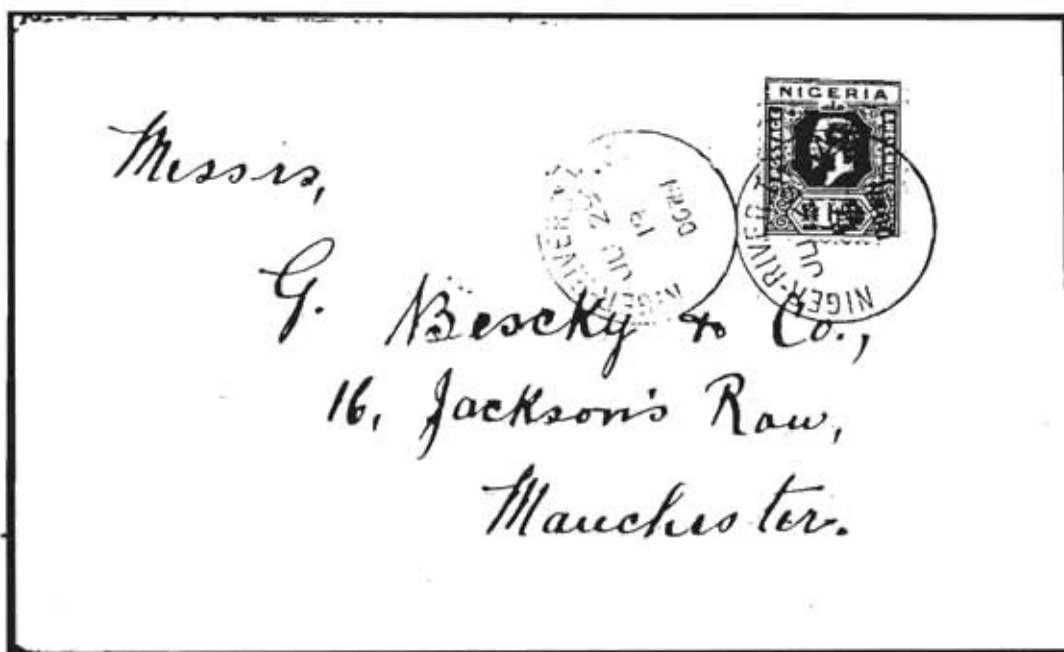
Note A: See Friedemann "Stamps and Cancels of German Colonies (Kamerun Section) 1967 edition - Translated to English by the German Colonies Collection Group (U.S.A.). A copy of this translation is in the Circle library.

Note B: The S.S. Hornbill was delivered in sections from the U.K. manufacturers on 12th August 1906. It was assembled by Marine Department workmen and commissioned to operate on The Cross River Mail and Transport service on 22nd October. Burning local timber for fuel, she was very economic in operation.

Note C: Town name of OSSIDINGE changed to MAMFE 31st March 1922. The post office had been opened on 17th December 1904.

NIGERIAN T.P.O'S

JACK INCE



The above cover illustrates the use of a c.d.s. not recorded by the late Colin McCaig in his 1962 study of this subject. Four strikes are now known, both "UP" and "DOWN", between July 1918 and June 1919.

I shall be glad to receive photocopy examples of any other examples members may possess as I am currently working on an up-dated and enlarged study.

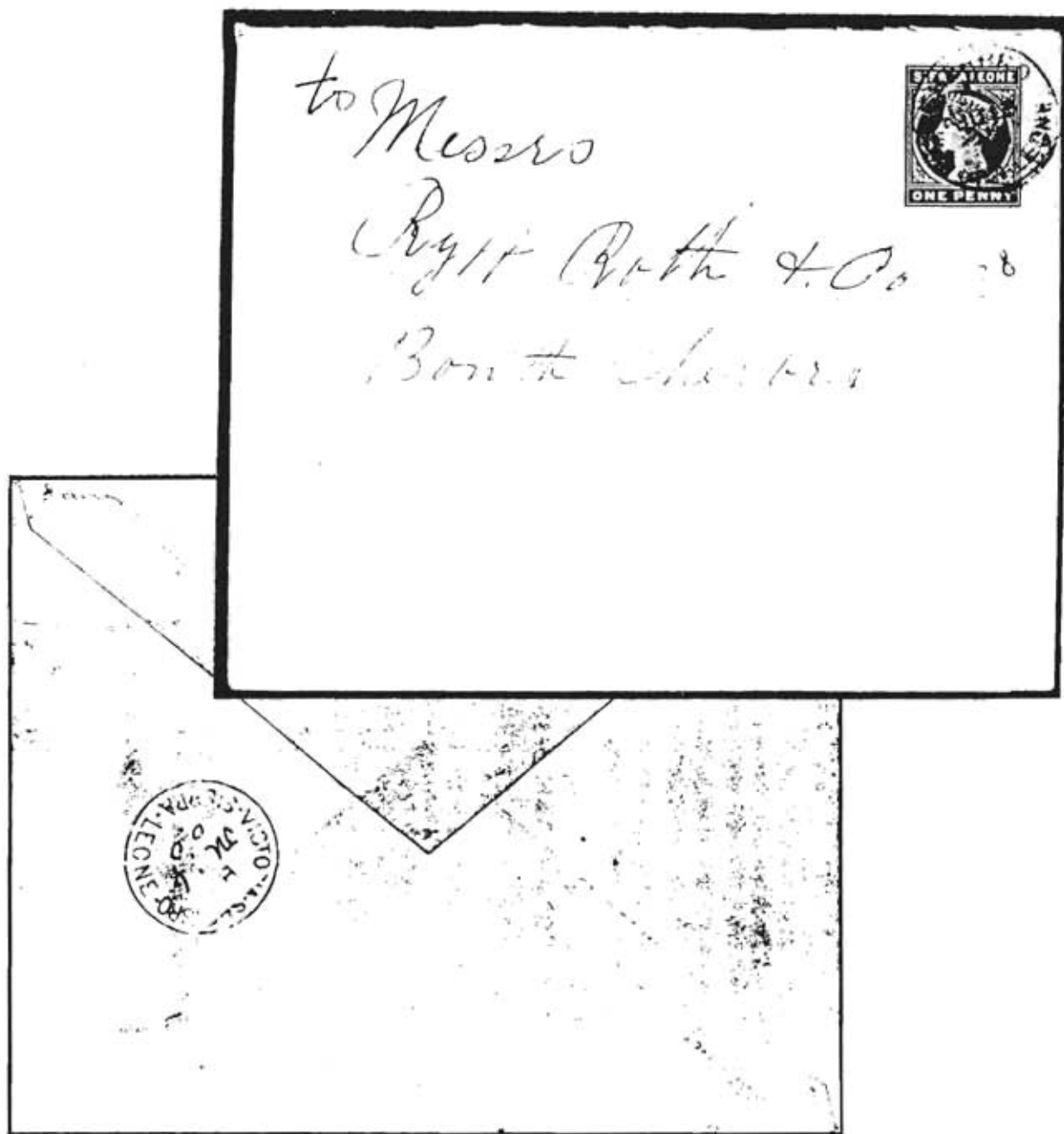
I shall also be grateful for photocopies of any examples of the use of the registered oval T.P.O. date stamps; or even dates of use if examples are not currently in possession of members.

SIERRA LEONE NEW POSTMARK DISCOVERY

R.C.J. NELSON

Philip Beale states in his book that the Victoria Sherbro Office was closed between 12th April 1897 and 21st July 1903.

Chris Rainey has kindly provided a photostat of a cover he has just acquired indicating that the Office was open, certainly on 6th June 1900.



EDWIN DRECHSEL

The following article is reproduced from the March 1991 issue of 'Vorlauffer', Journal of the German Colonies Collectors Group by kind permission of Kevin Doyle, the Editor and the Author. Only Part V has been reproduced. The references marked [] are noted at the back of the article.

The following is the final part of Edwin Drechsel's series on the German Colonial Seapost, based in part on his 1987 handbook [21]. The first four parts appeared in **VORLAUFER** [22], [23], [26] and [28]

21. West African Commerce - Ships from Bremen reached Africa and the Canary Islands as early as 1539. Long before Germany became a nation, traders were active along the West African coasts. In 1837, the name most associated with German West African shipping and mails, the House of Carl Woermann, was founded. In 1849, its first vessels were expedited to West Africa. Until 1880, all the ships were sailing vessels. They kept irregular schedules, but built an important trade connection to Africa. Missionaries followed the trading flag, as well as warships. They were active in West and Southwest Africa by the 1880s. In 1883 - 1886, territorial claims were made and soon converted to 'protectorates', a euphemism for outright colonies.

In 1883, Angra Pequena, today's Luderitzbucht, was occupied by the Bremen merchant Franz A.E. Luderitz and his firm. On 7th August 1884, with the raising of the German flag, this was put under the protection of the Reich to avoid usurpation of the occupation by non-Germans. In mid-1884, the Togogebiet from Porto Seguro to what is now Lome was placed under German 'protection' by the explorer Dr. Gustav Nachtigal. He raised the German flag at the mouth of the Kamerun River on 14th July 1884.

In 1885, the Woermann Trading House was divided into Carl Woermann & Co. (continued trading activities) and the new Afrikanische Dampfschiffs Gesellschaft, usually known as the Woermann Linie.



Figure 29. 1890 philatelic postcard with KAMERUN BIAFRAKUSTE cancel.

In 1885, following the above territorial acquisitions, mail subsidies were proposed to support the development of the new African territories. However, Africa lost out in the decision to foster Reichspostdampfer services to East Asia and Australia, along with the three feeder lines (see [22], [23], and [26]). There was not enough 'generosity' in the Reichstag to do the same for East and West Africa. It was not until 1890 that the services to, along and from East Africa were organized and in part given mail subsidies.

22. Early Seapost and Landing Cancels - With the establishment of what were regular colonial services, special postal markings came into use as transit and arrival markings on unpostmarked mail, and as onboard markings. From the 1st February 1887 opening of a postal agency on Kamerun Bight, through July of that year, postings were accepted for up to three hours before the departure of the mail steamers. Such items were postmarked on board with the **KAMERUN** * datestamp. I have yet to see an indisputable example of such an item, and would very much appreciate a photocopy of one that any member may have.

Beginning in January 1888, the Woermann ship S.S. Eloby was put on station to collect and distribute goods, supplies and exports from coastal factories and landings too small and shallow to be reached by ships from Germany. At the urging of the Reichspost, Woermann agreed to carry stamps and a mailbox, making the Eloby a floating postoffice from 10th December 1889. As happened in the German Pacific colonial waters, several sailing ships sold (sometimes gave) stamps to local residents and handled mail for onward delivery to ships heading for Germany. On 27th October 1890, Woermann announced it had withdrawn the Eloby. There were philatelists even then, working to their own ends, but in the process helping to build a postal record. Fig. 29 shows a philatelic card with the **KAMERUN BIAFRAKUSTE** marking dated 10/4 90.



Figure 30. 1884 postcard with VERVIERS COLN (RHEIN) landing cancel.

After introduction of the Woermann steamship services to West Africa, and even past the start of Seaposts in 1894, arrival markings were applied to uncanceled mail from West Africa reaching the German sorting facilities in Koln and Hamburg; similar markings were applied to West Indian mail. The African ones have survived in surprising numbers, the most frequent being the boxed **AUS/WESTAFRIKA** marking applied at Hamburg.

The 'VERVIERS/COLN (RHEIN)' marking known from 1883 to 1914, is scarce, and exists in different versions, including one with 'COLN' spelled 'COELN'. The card in Fig. 30 was written at Quittah, Gold Coast on 11th September 1884, and the message is "I found this card on the German steamer, so I send Greetings". It was landed at Vlissingen and went via Bahnpost 10. These markings are mentioned in Friedemann [6: Introduction, 62-67], [7: Introduction, 32A-32D], but not Gottspenn [25].

The Woermann ships carried parcels beginning in mid-1885. Each parcel had a Paketkarte for the address and stamps, and this was canceled on arrival at the Hamburg 2 office (at right). Later, a similar cancel was used at the Hamburg 7 office on insured mail and parcels.

In June 1884, the boxed 'Aus West-Afrika / mit / Hamburger Dampfer' (at right) was introduced, to indicate the West African origin of mail (as the 'VERVIERS / COLN (RHEIN)' marking does not).

As the volume of mail from West Africa increased with expanding German trade and travel, the boxed 'AUS / WESTAFRIKA' marking (at right and Fig. 31) was introduced in September 1887 at the Hamburg 11 office. After 1894, when the HWA Seapost began (see Section 23 below), this mark was largely applied on mails from ships without SEEPOST cancelers, or from extra vessels in the schedules.

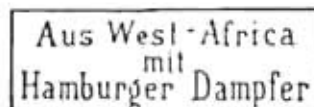


Figure 31. 1893 postcard with AUS WESTAFRIKA landing cancel.

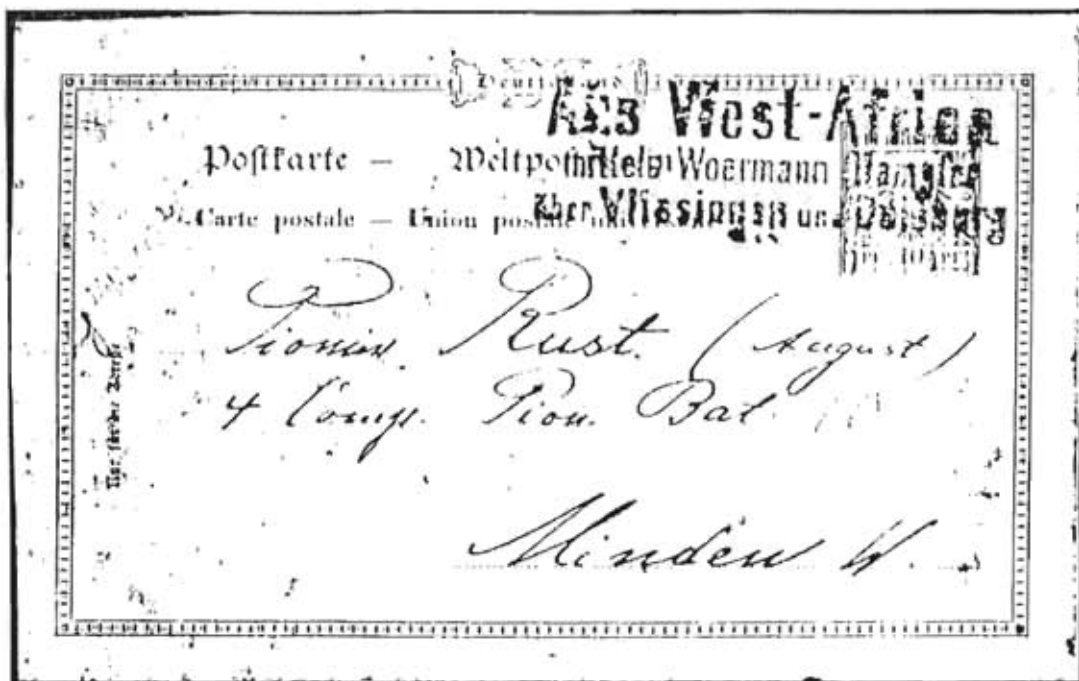


Figure 32. undated postcard with disputed landing cancel.

There are two more markings, apparently used from about 1890. The three-line version reading 'Aus West-Afrika / mittels Woermann-Dampfer / uber Vlissingen und Duisburg' is illustrated in Fig. 32; the four-line version is similar but reads 'Aus Westafrika / mittels Woermann-Dampfer / uber Vlissingen und / Oberhausen (Rheinland)'. No official basis has ever been found sufficient to overcome all doubts about these markings.

The three-line marking was reported by Josef Dahmann in 1954. I acquired the card in Fig. 32 at a Robson Lowe auction in the late 1950s; it is the only example known to date. The message on the card is not dated (a penciled 26/12 1892 appears on the left of the address side) nor is there an arrival cancel.

23. Hamburg West-Africa Line - In late October 1894, the Woermann steamers were issued postal supplies, including stamps, cancelers, regulations, documents, etc. The regulations for mail-handling on these ships were similar to those issued for the Reichspostlinien vessels. Fifteen cancelers of this form, inscribed DEUTSCHE SEEPOST / LINIE / HAMBURG- / WESTAFRIKA, were turned over to the Woermann Line. Each carried a Roman number, the series eventually going to XLIII. We'll abbreviate these cancelers as 'HWA No.' in this account).

The first vessel to depart with a Seapost installation was the Lulu Bohlen on 10th October 1894, with the 'HWA XII'; no example is known from this voyage. The cancelers were assigned to and kept on specific ships, not by pursers or officials. Nonetheless, they were frequently transferred from one ship to another.

(TO BE CONCLUDED)



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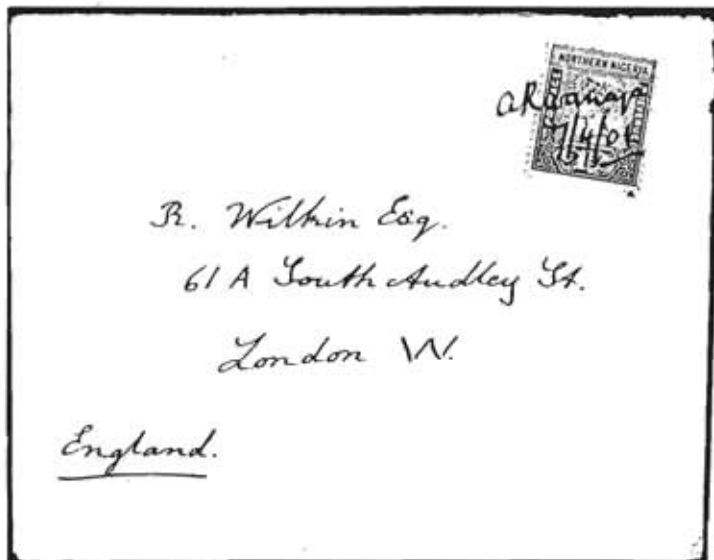


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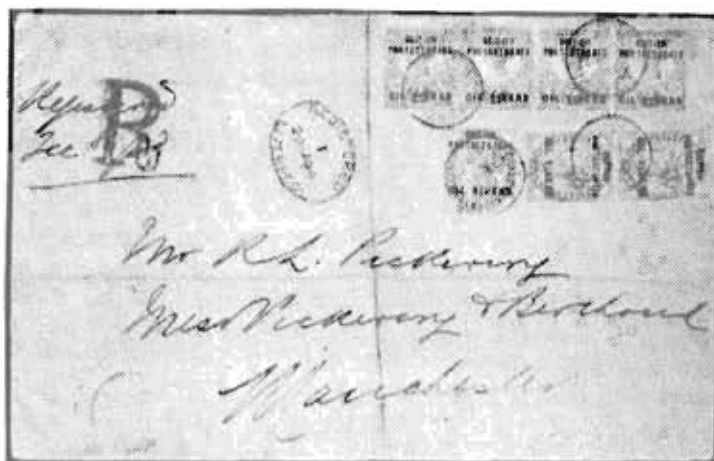
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