

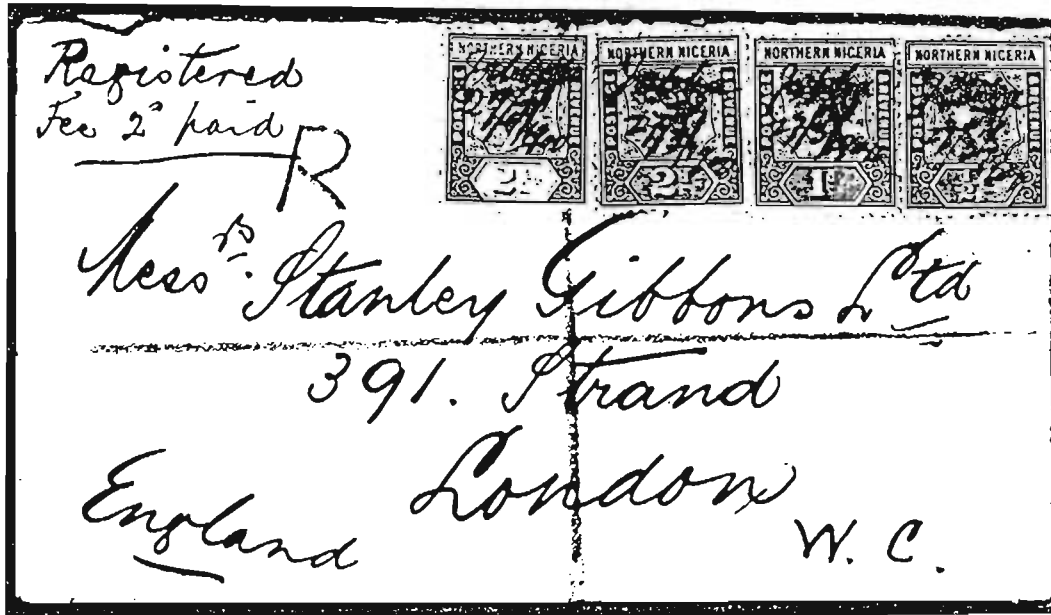
G A M E O



Journal of the
West Africa Study Circle
VOLUME 4 NUMBER 6

JULY 1992

West Africa



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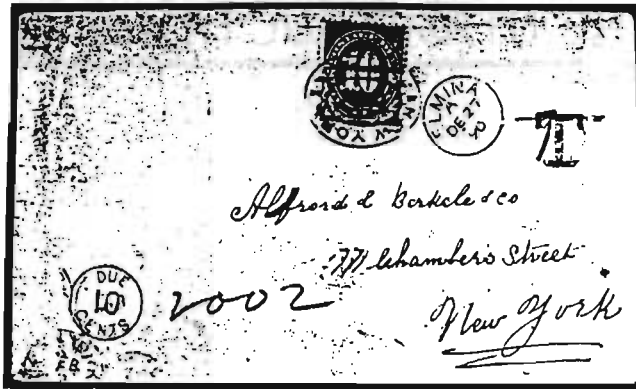


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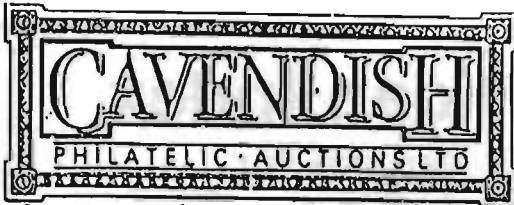
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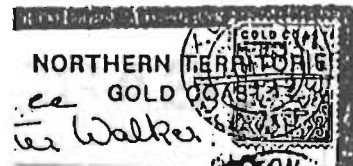
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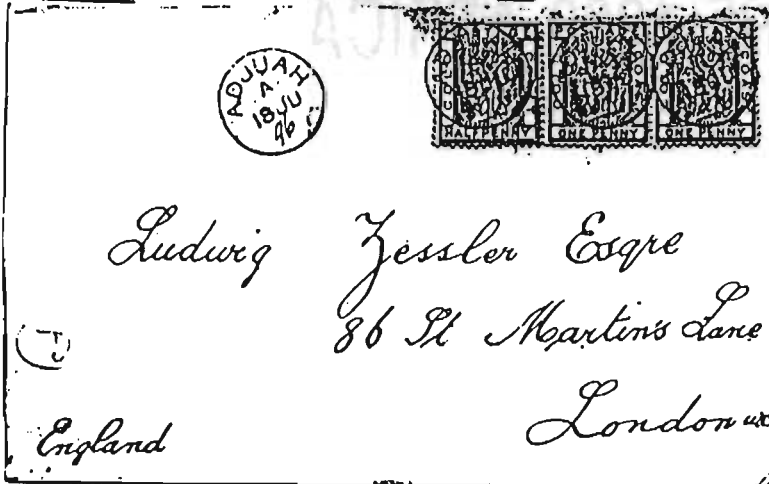
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In the last issue I made a plea for more articles on Togo and the Cameroons. In this issue, I would like to address the subject of articles on the more modern issues of the countries we study. As older issues get ever more expensive, it is inevitable that collectors and in particular, the younger collectors, are attracted by the more modern issues. In order, therefore, for the Circle to keep attracting fresh membership, it is important that we publish studies and articles on such issues. I hope, therefore, shortly to receive a deluge of suitable material.

On the subject of publications generally, long studies on any subject should be considered suitable for publishing separately for sale as the Circle derives a considerable inflow of funds from the sale of such studies. Shorter articles are of course, solely suitable for publishing in "Cameo".

On the subject of our advertising, can I make a plea to the membership who purchase or have asked for material from those dealers who advertise in "Cameo", to say to the dealers that they contacted them because of the advertisement in "Cameo". Peter Rolfe is getting some resistance for advertising from dealers because the dealers say they get no business from the adverts in "Cameo".

Future publications - You will find inserted in this issue, particulars of the major work produced by Jack Ince and John Sacher, on "The Postal Services of the British Nigeria Region". Although this is not a Circle publication, it does impinge upon a very large proportion of the Circle membership. At first sight, it may appear expensive but anyone who has had any experience of publishing can tell you that a work of this size, at this price, is extremely cheap! I commend it to you.

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CONTENTS

Auction Realisations	132
W.W.II Double Atlantic Crossing	133
Back to Gambia	134 - 135
Gambia Late Usage of T.P.O. Type 2.B Cancellation	136 - 137
Cape Coast Castle Paid	138
Burma Camp Ghana	139 - 142
The First Packet Mail Service to the West Coast of Africa 1852/3	143 - 144
Cameroons Display by John Forrest	144
Northern Nigeria Notes	145 - 146
Nigeria the 1986 10K Definitive	147
Move on 1951 Pan Am Crash in Liberia	147
The Post of Northern Nigeria - The Zana/Zaria Mystery	148
The Final Word	149
Tsewie	149
Sierra Leone to Liverpool Postage Due	150
Sierra Leone KGV Plate	150
Prisoner of War Camps - West African Force	151 - 153
Mystery Crash Cover	154
German Colonial Seaposts: West African Route (continuation)	155 - 156
German and Colonies Forged Togo Postmarks	157

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AUCTION REALISATIONS

J.J. MARTIN

Christie's Robson Lowe September 18th 1991

- Gambia 1886 - 93 1d. maroon cancelled in black. £11,000 (£7 - 9,000)
- Gambia 1886 - 93 2d. yellow-buff fine mint £77 (£75)
- Gambia 1935 (16th Nov.) cover to Brasil, marked 'By Graf Zeppelin' bearing 1935 Jubilee 3d. (2) and 1/-, and carried on return of 1st 'pendulum' flight £330 (£150)
- Nigeria Aerogrammes: 1955 6d. perforated "CANCELLED", numbered "98365" and dated "25/10/55", showing ink lines drawn at foot to indicate alterations, and affixed to piece with printer's notes, and 1960 6d. (2) each perforated "CANCELLED", dated "27.5.60" and "10.6.60", two with small faults. Ex the printer's archive. £187 +VAT (£150)
- Southern Nigeria Die Proof of the frame, in black, marked "BEFORE HARDENING"
- 1d. dated "12 OCT. 00" £66 (£60)
- 4d. dated "20 OCT. 00" £66 (£60)
- 1/- dated "30 OCT. 00" £88 (£60)
- 10/- dated "13 NOV. 00" £93 (£60)

Phillips November 7th 1991

- Gambia 1906 1d. on 3/- surcharge double, mint, a little heavily mounted £770. (£400 £600)
- Gambia 1921 - 22 Script 4/- Die Proof of value and name, "AFTER STRIKING 17/9/21" £176 (£70/£90)
- Gambia 1922 - 29 master Die Proof of portrait and shield vignette in black on white glazed paper 55 x 63 mm. £352 (£120/£150)
- Gambia 1922 - 29 4/- imperf. printer's sample in myrtle and orange on thick wove card optd. "SPECIMEN" £121 (£80/£100)

(Note: Realisations include the Buyers' Premium where appropriate).

Figures in brackets indicate auctioneer's estimates.

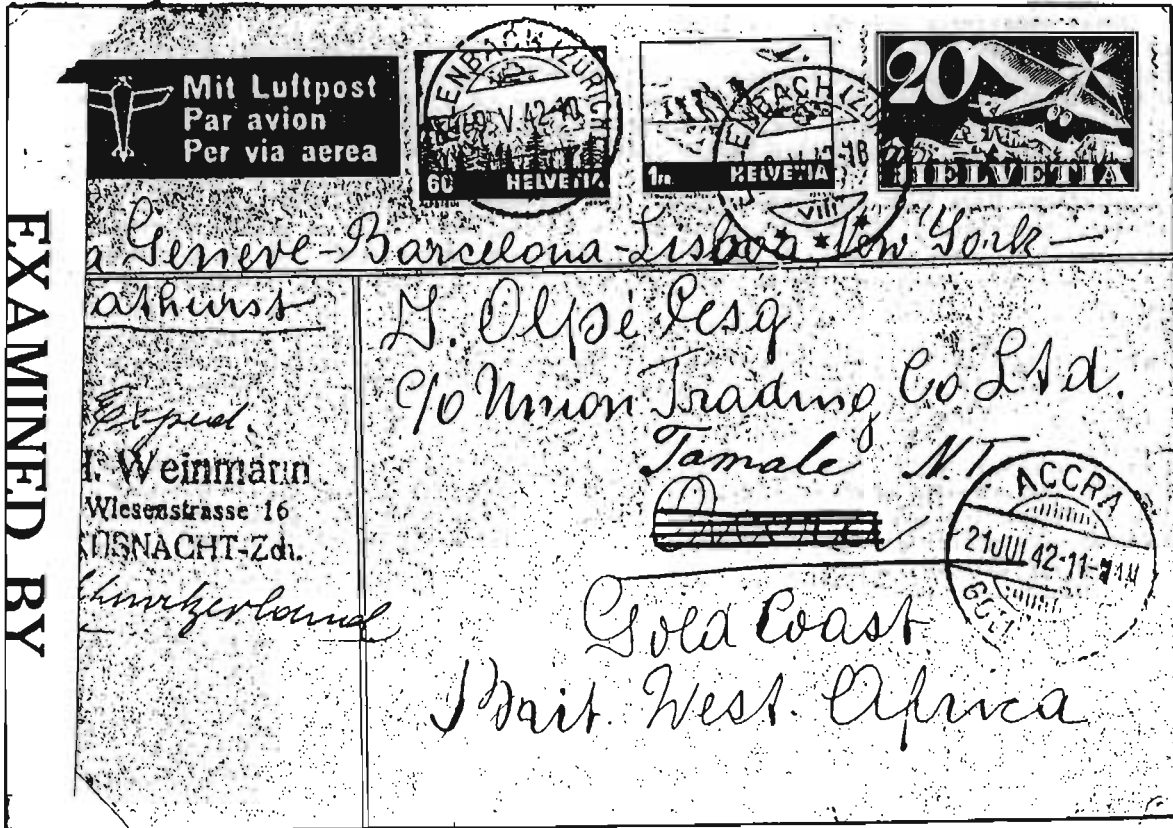
W.W.II DOUBLE ATLANTIC CROSSING

JEREMY MARTIN

During 1942 mail from West Africa to Europe and vice versa went twice across the Atlantic, carried part of the way by Pan-Am.

Covers to West Africa are less often seen than out-going mail. This cover from Switzerland was franked 1 Fr. 80c. and postmarked Erlenbach (Zurich) 1 V 42. The expected route has been shown on the cover 'Geneve - Barcelona - Lisbon - New York - Bathurst'. It reached Accra on 21 July 42.

The route from New York was probably Miami - Trinidad - Natal (Brazil). The censor label 'EXAMINED BY 6683' could help establish the route. Was this applied in the West Indies?



BACK TO THE GAMBIA

PHILIP BEALE

Last November I made a return visit to Gambia where I used to work and had two lengthy conversations with the Director of Posts and some members of his staff. The main Post Office in Banjul is housed in the same buildings that I used to know in the 1960s but changes may be afoot as the President has indicated in his Address to Parliament that the Post Office may be privatised.

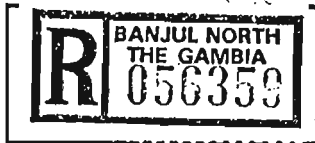
There are eight Sub Post Offices - Serekunda, Brikama, Mansakonko, Georgetown, Kaur, Farafenni, Kuntaur and Basse. There are eight Agencies - Bwiam, Gunjur, Bansang, Fatoto, Bakau, Barra, Kerewan and Dankuku. Half Die and Soldier Town have closed and there are two stamp sellers in Banjul which have replaced them - Banjul North and Banjul Central. These two do not have datestamps. Previously there was a stamp seller at Banjul South. When these three stamp sellers were proposed, registration labels with their names were ordered. These were used up at the main Post Office in Banjul. I have examples of each of them used on commercial mail and they are obviously rarities. As recorded in Cameo (July 1976) Banjul North used a datestamp very briefly in 1974. I have endeavoured to obtain an example of the Dankuku datestamp but there has been no reply to a letter containing local money and I conclude it is not open at present. There is no Travelling Post Office; that ended when the Lady Chlel sank. It is hoped to introduce a Mobile Post Office on the north bank of the river.

Machine cancellations have been supplied to Banjul and Serekunda but the latter one broke soon after it was introduced on February 17th 1982 and has not been repaired. There is a desk at Yundum Airport which receives mail from travellers. It has a datestamp and Express labels can be purchased there as at Post offices and some Agencies. These labels have no effect in Gambia but should expedite mail when it arrives in other countries. The Director indicated that Bakau is exceptional among the Agencies in that it handles a considerable amount of mail being situated near several Hotels. Bakau handles registered mail as do some Agencies and all Post Offices. The Advice of Receipt service operates at most Post offices. There is no Insured Letter service in Gambia. The last insured letter I have seen was dated in 1975.

Postage stamps are now supplied through the Inter-Governmental Philatelic Corporation in New York. They do use security printers based in England for some issues. I enquired about underpaid and unpaid mail. The Post Office has no To Pay labels and, like almost all Post offices worldwide, does not reckon to bother with charging underpaid mail. I also asked about Post Office Reports. Reports are issued but these are confidential.

Postal Stationery consists of Registered Envelopes sizes G and H and Airletters. The Post Office has a street delivery service throughout most of Banjul but most users in Banjul and Serekunda use secure mail boxes; there are 1000 in the former and 660 in the latter. No charge is made for redirected mail within the country. Redirected mail sent abroad is charged the difference between the inland and the foreign rate according to the mode of transmission. Uncollected mail is returned to sender after two months unless there is a written request on the mail to return earlier if not collected. Out of Course mail does arrive in Gambia and is mainly mail addressed to Zambia. The Post Office deals with Inland Money Orders and issues Postal Orders.

The first steps in the letter rates are; West Africa 75b, Africa, Europe, Asia 1d, N. America, India, Pakistan 1d 25b, S. America, Australia, Hong Kong and places not otherwise listed 1d 25b. (d = dalasie, b = butut). Airletters cost 75b, the Registration fee 75b, Advice of Delivery 1d 25b, Enquiry charge 1d 25b, Reply Coupon 2d 75b. Postcard rates to the four zones listed above are 75b, 1d, 1d 25b, 1d 50b.



REGISTERD LETTER.

THIS LETTER OF THE POST A RECEIPT

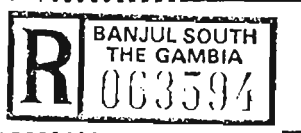
REGISTERD LETTER.

MUST BE GIVEN TO AN OFFICER OF THE POST OFFICE TO BE REGISTERED AND OBTAINED FOR IT



By air mail
Par avion

Mr. & Mrs. P. O. Beale,
10, Canfield Rd.,
Seaford,

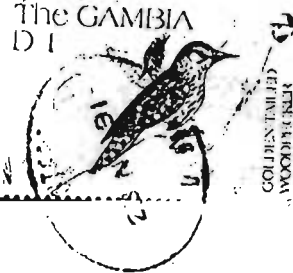


REGISTERD LETTER.

THIS LETTER OF THE POST A RECEIPT

REGISTERD LETTER.

MUST BE GIVEN TO AN OFFICER OF THE POST OFFICE TO BE REGISTERED AND OBTAINED FOR IT



Mr. P. O. Beale
11 Chestnut Close
Liphook

ON THE SERVICE OF THE GAMBIA GOVERNMENT

OP 350/04/(115)



Mr Philip Beale
Grantchester
11 Chestnut Close, Liphook
Hampshire GU30 7JA
U. K.



GAMBIA LATE USEAGE OF T.P.O. TYPE 2.B CANCELLATION

JOHN ROSE

The handbook shows that this cancellation is not known in use, except for a five year period between 1931 and 1936. However, in recent months I have found three examples, an air letter (Fig. 1), a cover (Fig. 2) and a front (Fig. 3) used between 6th August and 22nd November 1959. I assumed the first cover had received some kind of cancel by favour until I found two further examples. I conclude that these are genuine postal cancels.

All three items have the correct postage rate to different destinations and all have an appearance which leads me to believe that they were not philatelically inspired. Indeed all appear to be on St. Joseph's Convent business from Basse. The air letter (Fig. 1) has a genuine message from two Gambian sisters to a third in Ireland.

It appears that the canceller must have been brought out of "retirement" for some reason. However I cannot find any linking event to which this may have been related as no new T.P.O. vessels were introduced during this period and the timespan of these three covers is bracketed by the use of the T.P.O.4 canceller. The Lady Wright seems to have been the only vessel in T.P.O. use at this time and it is difficult to speculate why a second datestamp would be needed when the T.P.O.4 canceller was only four years old.

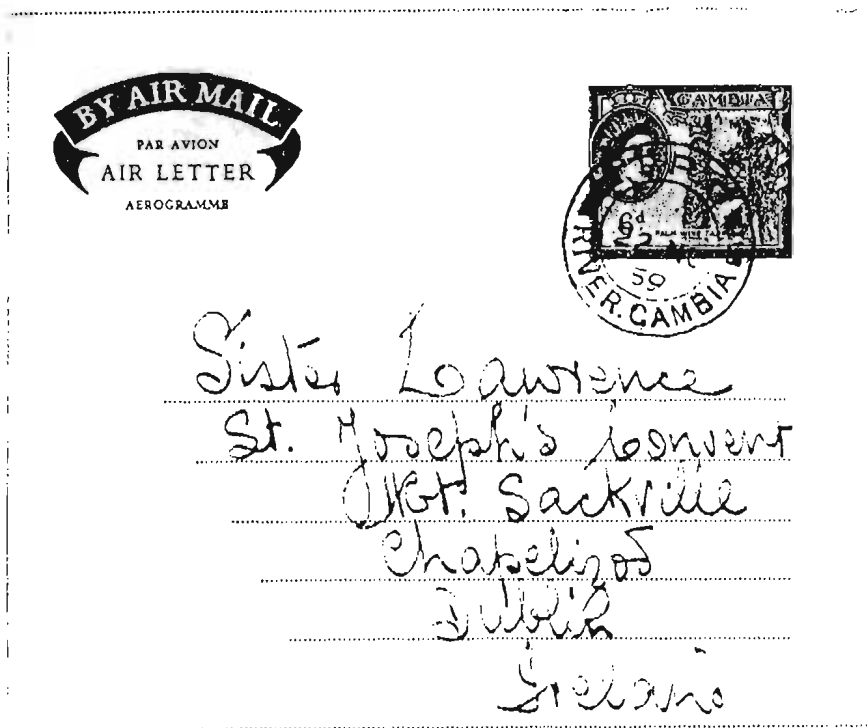


Fig. 1

6d. Airletter to Ireland on Convent business used with Type 2.B T.P.O. cds. on 22.NO.59

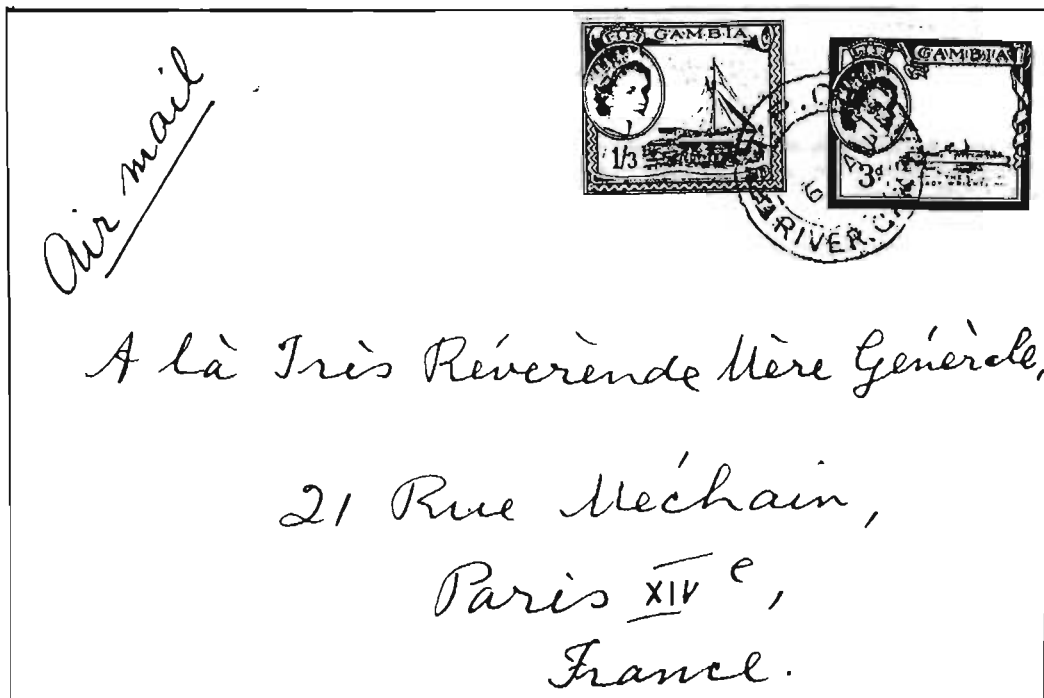


Fig. 2

Airmail cover to France on Convent business rated 1/6d. cancelled with type 2B T.P.O. cds. on 6.Au...9

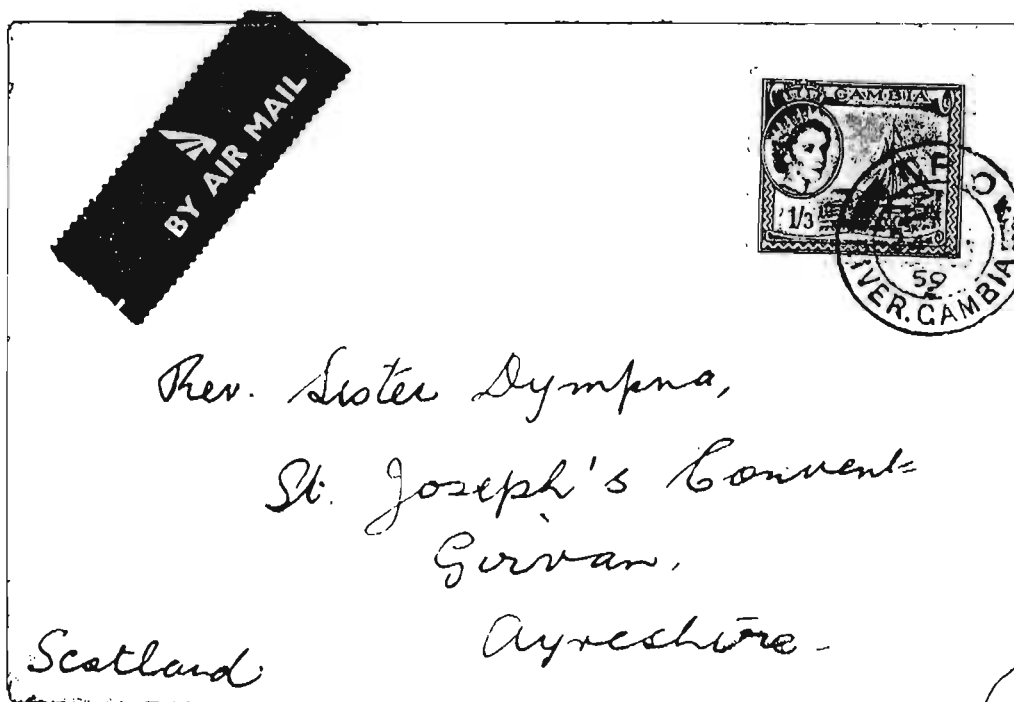


Fig. 3

Airmail front to Scotland on Convent business rated 1/3d. cancelled with type 2.B T.P.O. cds. on 24.NO.59

CAPE COAST CASTLE PAID

THE EDITOR

I have been shown by Jon Berman, a new discovery of the above very rare postmark. It was found by him, complete with entire, in a Continental auction, amongst a lot of GB pre-stamp covers! Only 3 or 4 other examples are known.

I reproduce below the entire with a transcription of the original letter. All marks are in red and the date of the postmark is Ap 13, 1860.



Quittah Fort
Accra, West Africa
March 31st, 1860

Dear Sir

As I intend sending you £50 by the mail leaving this in August and which will arrive in England on the 9th or 10th of September you will have the goodness to inform me by return of post what arrangement you can make with the Insurance Company for the securing of the balance; the rate they at present charge is preposterous, there are many officers on the Coast old enough to be my father, whom other companies do not charge at one half the rate that I am. Besides I am now a long time on the Coast, in excellent health; sickness & health here depends almost entirely on oneself, with temperate habits there is nothing to be feared: you will therefore kindly arrange the matter more equitably.

We have lately been engaged in suppressing disturbances between some native kings - the principal chief of each village or croom is termed "king" - they are always fighting: the natives of the Coast who have been for the last two hundred years, in constant intercourse with Europeans are more savage and in every respect less civilized than the inhabitants of the interior who seldom see a white man and this is owing to the demoralizing influence the slave trade exerts over the people near the sea who are continually selling each other.

I have been since 1st January Commandant of this Fort.

If you know of any officer soon coming out please send me by him what is termed a morning or shooting suit (of a light material but composed of wool, not white); a half dozen white trowsers, and a dozen white shirts (without collars); do not have these articles of an expensive kind for its folly to spend much money on dress out here: Captain Gatehouse and Lieut. Danger are both now in England on sick leave, you can hear at Kirklands when they are coming out, either of them will willingly convey these things to me; but I rely on your seeing about this and the other matter I have mentioned and writing to me at once.

I trust you are in good health and doing plenty of business.

Believe me, Faithfully yours,
(Signed) John James Matthew
Lieut. Gold Coast Artillery
Commandant of Quittah

BURMA CAMP, GHANA

MICHAEL KNOTT

The information below is taken directly from pages in the collection of Michael Knott, a member of The Forces Postal History Society. I have removed addresses from the forms. Ed.

i) H.Q. British Joint Services Training Team, Burma Camp, Accra.

As each of Britain's West African colonies attained their independence and formed their own armed services for national defence, the Royal West African Frontier Force was disbanded as such although the individual units continued under different names. Ghana not wishing to sever her ties completely with Britain requested that British servicemen train and largely equip her armed forces. Thus the British Joint Services Training Team or BJSTT was formed from officers and senior NCO'S of all three services. Russia still continued to supply some arms and personnel and built some military airfield up country but this was more to appease Nkrumah's communist orientated neighbours than a direct threat to the security of the area. After Nkrumah's downfall and the purges which followed pro British people came into power and the aid was increased. Exchange exercises in which a British Battalion trained in Ghana as guests of a battalion of Ghana infantry and an equal number of Ghanaian troops flew to Aldershot on a reciprocal six week visit occurred every two years or so and Ghanaian personnel regularly attended staff colleges and courses in Britain. The British team was centred on Burma Camp the main headquarters and at the new airbase at Takoradi. The Forces Air Letter (Fig. 1) bears the rubber stamp of the Training Team.

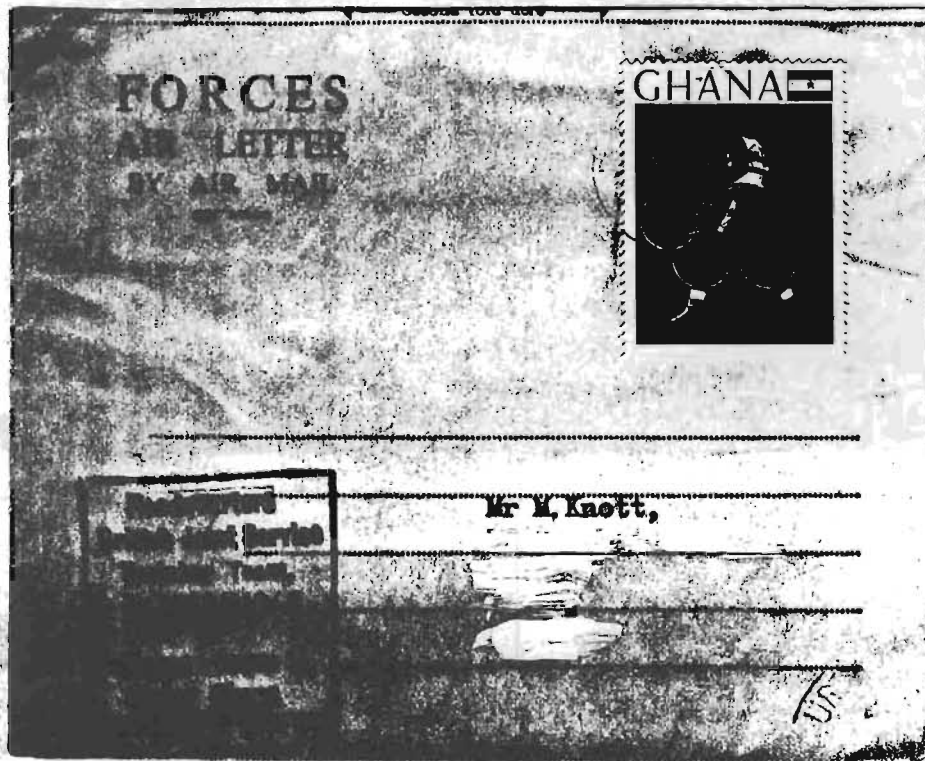


Fig. 1

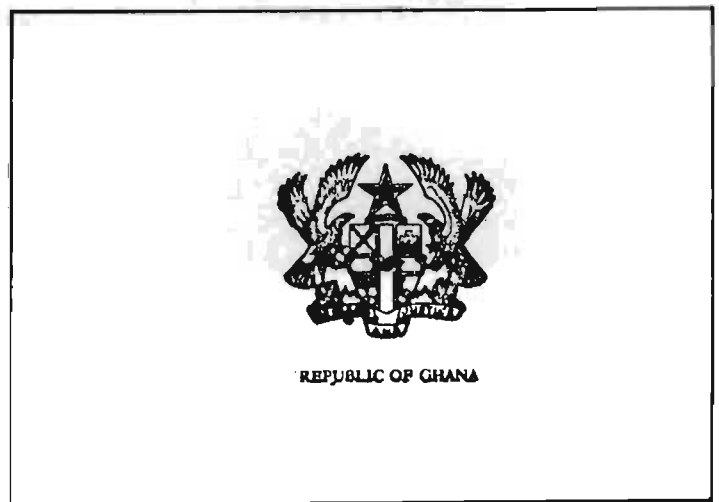
ii) British Joint Services Training Team, Burma Camp

An agreement on British aid in the training of Ghana's armed forces was signed in Accra on 1 May 1962 by Mr. Kofi Baako Defence Minister and Sir Geoffrey de Freitas British High Commissioner. The British Team was already in Ghana and almost complete. It consisted of 85 officers and 150 other ranks mostly seconded from the RAF and Royal Navy but with a few from the Army. No time was arranged for the duration of the teams task but it did in fact disband in mid 1970. Its functions were mainly advisory and the Ghana Government paid the greater part of the cost. The head of the team was Brigadier C.F.O. Breese and the new agreement with Britain did much to allay misgivings about the despatch of Ghana cadets to Russia for training. The Cover (Fig. 2) bears the rubber stamp of the accounts section.



Fig. 2

Mounted below is the cover of a Christmas Card sent out by the Office of the Supreme Military Council which bears the insignia of the Republic of Ghana as its only theme.



The registered cover, Fig. 3 was sent from the British Joint Services Training Team based at Burma Camp Accra. Their mail was handled at concessional rates of postage by the camp post office and the cover is cancelled by the oval BURMA CAMP C datestamp.

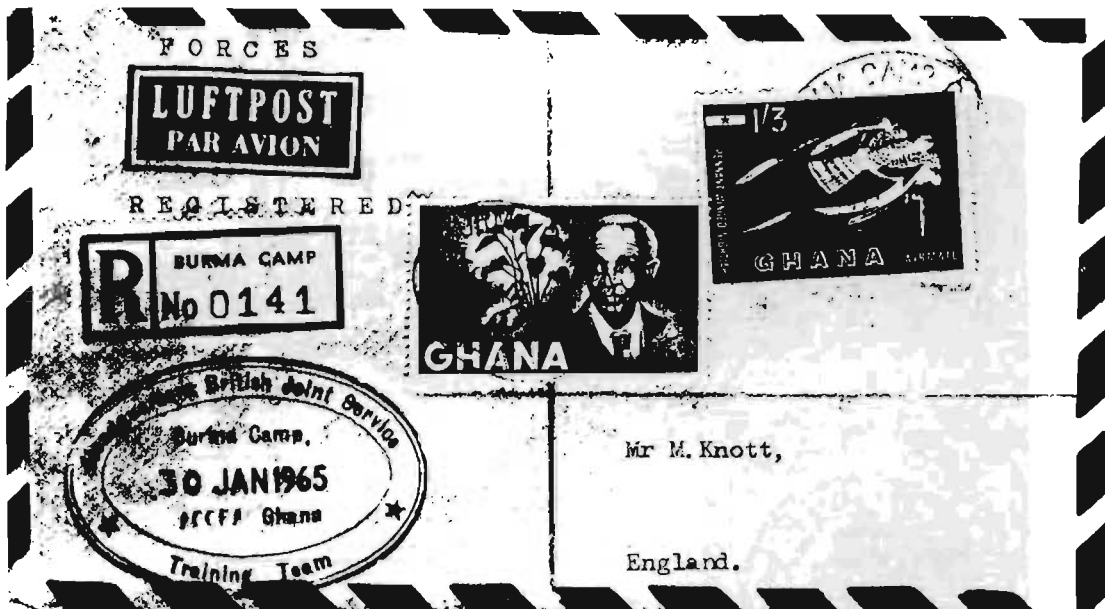


Fig. 3

iii) Canadian Armed Forces Training Team, Burma Camp

A Canadian Training Team set up the Military Academy and Training School (MATS) at Teshie near Accra in 1964 - 65 and as the School became proficient and increasingly took over its own affairs, the Canadians were phased out and for two years there was no Canadian representative.

In 1976 the Commonwealth Military Advisory Team was formed (CMAT) and the establishment of three Canadian officers - one from each service. The rubber stamp on the airletter (Fig. 4) was the one used by the original Canadian group and was used by the three Canadians on all official correspondence to MOD Canada.

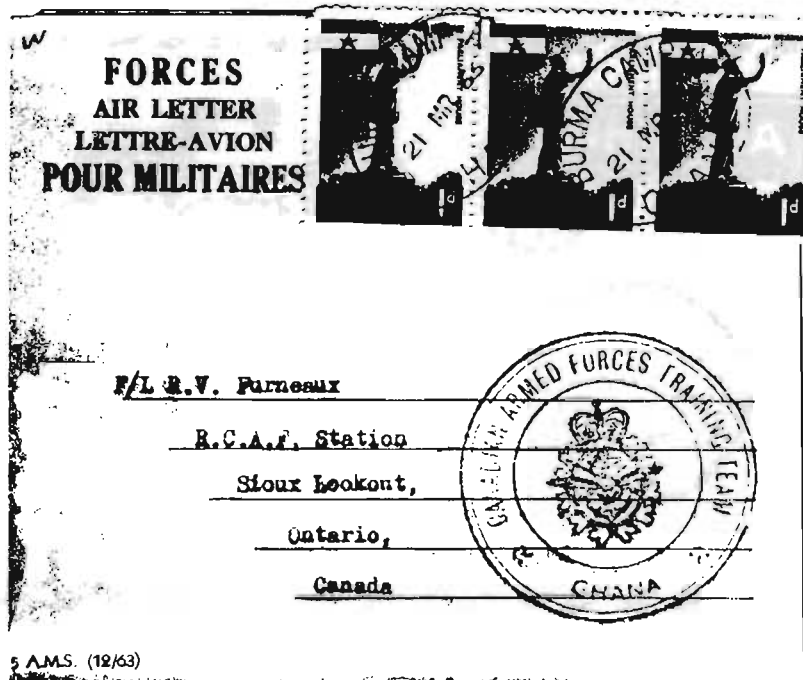


Fig. 4

With the fall of Nkrumah and the take over of Ghana by the military, the country looked again to the West for the training and equipping of her armed forces. The Canadian Team which had been there for about ten years was enlarged and continued mainly to concern itself with the Ghanaian Air Force. The Forces airletter, Fig. 5 bears the rubber stamp of the team which as a centrepiece has the combined forces badge of the three Canadian services which was eventually integrated with a common uniform. It bears a superb strike of the oval Burma Camp datestamp with no code letter following.

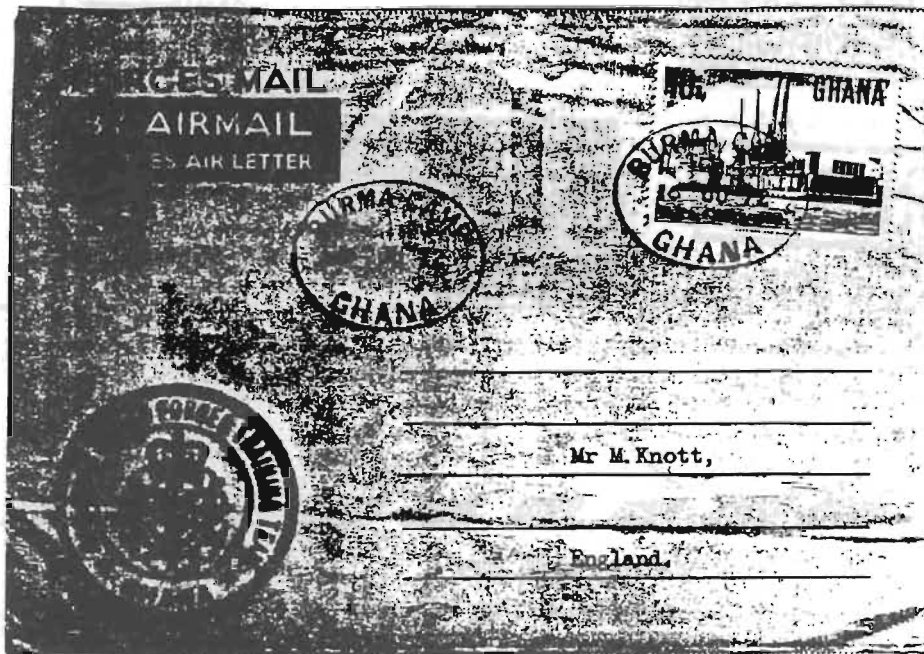


Fig. 5

iv) Commonwealth Military Advisory Team, Accra - The British and Canadian training elements attached to the Ghanaian Armed Forces were formed into a joint team known as CMAT GHANA. Fig. 6 is a cover from the team, bearing a rubber stamp with the insignia of the three countries - Britain, Canada and Ghana in the centre and COMMONWEALTH MILITARY ADVISORY TEAM / GHANA around the circumference. British components were high ranking army officers on a short secondment to Burma Camp near Accra.



Fig. 6

The British Joint Services Training Team and CMAT, Ghana has now been wound up and replaced by the British Military Advisory Team (BMAT). -Ed.

THE TIMES 27 SEPT. 1852

The African Mails; Plymouth Saturday 25th September s.s. "FORERUNNER"

The African Steamship Navigation Company's screw steamer "Forerunner", Commander J.B. Atkins, sailed yesterday afternoon at 4 o'clock. She has about 130 tons of general goods, including a quantity of tobacco leaf, chiefly for Goree and Sierra Leone, and the following passengers:- Captain A.E. Kennedy, the new Governor of Sierra Leone, wife and servant, Madame Cheiveille and child, Miss Campbell, Lieutenant Cave, Dr. W.R. Thompson, Rev. W. Cornewalle and wife, Rev. M. Reichart, Mr. W.H. Pratt and wife, Messrs. G.W. Nicholl, R. Lionel Reay, G. Brockie, and Fitzpatrick for Sierra Leone. For Bathurst - Dr. N.J. Daniel, Rev. J. Montserrat and wife, M. Demetrio Millioto and Mr. Cox; M. Malfiliatie for Goree. The "Forerunner" will probably reach Sierra Leone on 10th october, remain there three days, bringing produce from the coast and cochineal from Teneriffe. Her mails are for Madeira, Teneriffe, Bathurst (Gambia), Goree (Senegal), and Sierra Leone. She will be followed from Plymouth on 24th of every month by other steamers belonging to the same company. The route of the first two steamers does not extend beyond Sierra Leone but those that follow will go to Cape Coast Castle, Old Calabar and the intermediate ports.

THE TIMES 1st FEBRUARY 1853

The African Mails; Plymouth 30th January s.s. "FAITH"

The African Steamship Company's screw steamer "Faith" arrived here yesterday. This vessel was constructed by Mr. John Laird of Birkenhead especially to carry out the African Mail service under the contract entered into with the Admiralty in March last by Mr. MacGregor Laird. She is 208 feet long between perpendiculars, 30 feet 3 inches beam and measures 920 tons old or carpenter's measurement. Her engines are diagonal, of 200 horse power, working direct on the screw shaft, similar in plan to those that have been proved to answer in the Cape Mail service, making, at full speed, 66 revolutions per minute. Her propeller is 12 feet 6 inches diameter and 19 flat pitch; her boilers are double, each with a chimney so that with favourable winds both or one may be used; each has four furnaces and 248 tubes of 3½ inches diameter. The rig is peculiar, being that of a polacca brig; the lower masts are of iron and hollow; the topmasts of wood, being made to strike into them, thus doing away with all caps, crosstrees etc. and giving the vessel a light and rakish appearance and better enabling her to meet the sudden changes of weather to which she will be subjected on the coast. The accommodation for the passengers is entirely upon deck; the saloons and state rooms are lighted by large plateglass side windows thus insuring thorough ventilation. The sister ship, the "Hope", just launched is intended to take the mails of the 24th March. The "Charity", the fourth ship, will be launched in six weeks and is (as she ought to be) much larger than her consorts, being 1,200 tons. The other two ships the "Northern Lights" and the "Southern Cross" are in a forward state and complete the fleet of the company for the present African Mail service. The "Faith" has been fitted out under the superintendence of Captain Thomas Birch R.N. whose acquaintance with the coast of Africa and high standing in the service guarantee that the vessel is in every way complete for sea. Three out of her five boats are Francis's metallic life boats which were imported from New York especially for this vessel. The Admiralty trial of the "Faith" took place at Liverpool on 15th instant in very bad weather and was most satisfactory. The vessel has since made a passage to London, which port she left on the 27th, making her voyage from the Downs in 26 hours. She has therefore steamed 1,200 miles without the slightest accident to vessel or machinery before embarking her mails and passengers and was despatched about 10 o'clock last evening under the superintendence of Mr. Henry J. Waring the Plymouth agent. Her mails are in charge of Lieutenant Coul R.N.

The African Mail - Plymouth, Monday. s.s. "HOPE"

The African Steamship Company's mail packet "Hope", Commander W.H. Bowen, sailed yesterday with mails for Madeira, Teneriffe, Goree, Sierra Leone and the West Coast of Africa, in charge of Lieutenant Pearce, the mail agent. This is the first voyage of the "Hópe", which is a sister ship to the "Faith", belonging to the same enterprising company. Like the others, she is constructed of iron and is of 900 tons burden. She is provided with iron tubular masts, which admit the topmasts into them, and allow the ship to be made snug when encountering strong adverse winds - an arrangement proved to be both advantageous and economical for this service. Her diagonal cylinder engines (on the same plan as those so successfully adopted in the Cape steamers) are constructed by Mr. George Forrester, of Liverpool; they are of 200 horse power, and revolve her three blade propeller 52 times per minute, with a consumption of 15 tons of fuel in 24 hours. The boilers of the "Hope" are placed one in each wing, and either can be used separately. Her feed engine (commonly called a donkey engine) besides filling the boilers can be readily adapted to washing decks or extinguishing fire. The "Hope" is fitted with a telegraph, having one dial on deck and another in the engine room. When any alteration of the steam power is required a movement above strikes a bell below and the dial hand points immediately to "Go Ahead", "Back Astern", etc. so that all the hoarse bawling and occasional error by the ordinary mode is avoided. The arrangements below enable the engineer to command at one view the entire economy of the engines and boilers. The "Hope" has a full and valuable cargo, including a large amount of specie and a great quantity of gunpowder for different ports. Among her passengers are, for Sierra Leone, Miss Nicholl, Mr. Young, Mr. Hazeley and Mr. Phillips; for Cape Coast Castle, Dr. Abbot and Lt. Hunter. The next homeward packet, "the European", Captain Groves, is due at Plymouth on 12th May.

CAMEROONS DISPLAY BY JOHN FORREST

M. St. J. WRIGHT
CAMEROONS EDITOR

Mr. John Forrest gave a display of Cameroons postmarks on covers and pieces at the second Circle weekend in York. The following items were particularly worthy of note - most not having been known to the Circle when the provisional paper on the Postal History of the British Cameroons was issued in 1983, although some have been noted by members subsequently.

1. A number of old telegraph 'postmarks' used to cancel adhesives or as transit marks around 1920. These are a double circle inscribed SOUTHERN NIGERIA / TELEGRAPHS with a central 'bridge' which includes not only the normal details of date but also a code for the office. They are roughly similar to ARMY / SIGNALS marks. These were used in the early days of postal activity at Bamenda (code SBM before the date; the S may stand for Signals) and Ossidinge (renamed Mamfe in 1922), for which the code was O before the date and S after it. The latter is so far recorded only as a transit mark. A third example, with the code SGA is tentatively attributed to Dschang (also known to the British as Chang), the town that was transferred to the French mandated territory in 1922.
2. A double circle postmark OSSIDINGE / NIGERIA - the first postmark seen with this inscription, made before the name was changed to Mamfe.
3. The double-ring skeleton postmark of Tinto with the lettering not as eccentrically placed as normal.
4. The scarce skeleton postmarks M A M F E / NIGERIA and T I K O / NIGERIA.
5. The scarce skeleton postmark BUEA / UNDER BRITISH MANDATE.
6. The scarce double circle postmark MUYUKA - CAMEROONS UNDER BRITISH MANDATE - the only definitive postmark of this style from an agency.
7. Skeleton postmarks from agencies in the Mandate period, such as MBONGE P A / NIGERIA, MUYUKA P A / NIGERIA, NDIAN / NIGERIA, NSAW / CAMEROONS and NYASOSO CAMEROONS / NIGERIA, and an early skeleton postmark from the Northern Cameroons: BAMA P A / NIGERIA.

There was also a very full range of definitive postmarks from the post offices, and skeleton and definitive postmarks from agencies in the Trust Territory period.

NORTHERN NIGERIA NOTES

R.P. NICHOLSON

These notes are reprinted by kind permission of The Librarian, Rhodes House Library.

(Mr. Nicholson joined Sir Frederick Lugard's administration in N. Nigeria as, initially, his private secretary, sailing from Liverpool on 31st October 1900 arriving in Jebba, location of the Secretariat towards the end of November).

The following are extracts of the m.s. notes donated to the Rhodes House Library in 1967 by his widow.

1. Left Liverpool 31st October - off the Forcados mouth of the Niger we transferred to the branch boat to cross the bar and landed at the Niger Company's wharf at Burutu.

Steaming heat and every half hour or so sheets of hot rain. Got some chop boxes i.e. tinned food etc. Niger Company's employees half dead with fever and heat. The Company keeps them out far too long without home leave with the result that their death and invalidity rate is a great deal higher than for Government Officers whose tour is only 12 months. The trip to Lokoja should only take 4 days.

2. Got aboard an old sternwheeler with a Hausa boy I had engaged as batman. Officers going home on leave left their boys at Burutu to pick up a new master; illiterate of course and speaking a unique brand of pidgin English and each brandishing a chit from his late master. I asked one his name "Jesus Christ, sah"! he replied. Another's chit read "This boy is a thief and a liar. Don't take him".
3. Arrival at Lokoja, the Headquarters of the 1st Bn. N.N. Regt. WAFF. My predecessor as private secretary, Henry Gollan has just been promoted to Attorney General.
4. November 1900 en route to Jebba (from Lokoja). After lunch (same day as arrival) I got into a tiny mail launch with just enough room to hold a camp bed and set off for Jebba. It is some 240 miles from Lokoja to Jebba and the trip took 4 days. Navigation at night was impossible and we had to anchor off sandbanks. The river was beginning to fall and we zig-zagged back and forth like a yacht tacking against the wind; round long spits of sandbanks running out from either bank. We reached Jebba 2nd December, 31 days from Liverpool.
5. During the latter part of 1900 Lokoja, Jebba and other Government Outposts were held by skeleton forces of the 2nd N.N. Btn. as some 1200 troops had been sent to the Gold Coast (for the Ashanti campaign). The Emir of Kontagora in fact raided villages on the opposite bank (of the Niger River) within sight of Government House at Jebba.
6. The river at Jebba is $\frac{1}{2}$ mile wide with a long flat island in the middle on which were the barracks - long lines of grass (thatched) huts, the Officers' bungalows, the hospital and part of the village.
7. Government House stood on a bare rocky cliff on the south bank about 250 ft. above the river with 3 small bungalows behind it, all raised some 3 ft. above the ground on iron pillars (standing) in wide metal cups kept filled with water topped up with paraffin to stop mosquitoes breeding and to defeat the white ants.
8. George Abadie, the assistant resident, met me and after seeing Lugard - cordial but laconic - I settled into the second room in Abadie's bungalow.
9. Government House was a rough wooden bungalow of three rooms and a small office i.e. drawing room, dining room, Lugard's bedroom and office - a model of simple austerity with no luxuries except a punkah (large fan operated by a native "pedalling") in the office which was 10 ft. x 12 ft. Lugard and I sat back to back at our desks with the punkah waving overhead. Through a window opposite my desk I passed and received papers to and from the Gold Coast Clerk - our only one - who had a cubby hole giving onto the verandah. As the verandah roof had no ventilation it held the heat beautifully and the thermometer - the office - rose to 110 (18th February 1901 at 3 p.m.) producing complete liquefaction of our clothing.

10. On Jebba Island the heat was severe. Once, on 10th June 1901, when Lugard and I visited the hospital, the temperature in the ward was 115 . "Curious" said L. as we returned "to put fever cases with temperatures of 100 to 105 in a hospital with 115 " - and then there was no ice!
11. Lugard started work any time after 6 a.m. and breakfast was any time he happened to break off, sometimes not until 11 a.m.

Work went on Sundays just as normal and our only (free) time was for ½ hour walk with Lugard before dinner or when we had a "go" of fever.

Every European had to take 5 grains of quinine daily but no immunity resulted.

12. The French explorer Capt. Leufant who passed through Jebba in February 1901 en route by water to Timbuctu, wrote in his book "Le Niger" -

"Je ne crois pas qu'il existe en Afrique, un pays plus chaud que Jebba".

13. Owing to the skeleton staff, military and civil, everybody was doing several jobs. One officer at Lokoja held 7 appointments including O.C., R.A., i/c of the Magazine; Station Staff Officer; Cantonment Magistrate.

At Jebba, Gollan, now promoted Attorney General, was also Head of Police and i/c Prisons!

14. On 10th December the Chief and I left in the Heron for Burutu to meet the troops returning from Ashanti. The Heron was a river gunboat with 1/8" steel armour driven by a tunnel screw and with very shallow draft. The decks had no roof sheathing and for heat she must have been the record. I had my first 'go' of malaria which lasted all the way and I was treated at Forcados by the doctor on Sir Ralph Moor's yacht Ivy (Moor was Commissioner and Consul General S. Nigeria).

We went back to Lokoja and spent Christmas there.

15. On 1st January 1901 the Chief gave a dinner on the Heron to celebrate his award of the KCMG. Left on 5th January, reaching Jebba 9th January.
16. 20th January - worked all day on Estimates until 12.30 a.m. Monday - left 2 clerks typing until 2 a.m.
17. 21st January - my birthday - 27th! Chief split a bottle of warm fizz before we turned in at 2 a.m. Resumed work on Estimates at 5.30 a.m. and finished bagging despatches at 2.30 p.m. The launch had been waiting with steam up since yesterday to take them the 550 miles to catch the homeward boat at Forcados.
18. 22nd January - decoded cable announcing Queen's death.
19. 9th February - went with Chief in Heron to Murejji (sic) where he landed to instal the new Emir of Bida and then onto Lokoja. The Lokoja hospital has 4 white European nurses, the only women in the Protectorate - "pearls of great price".
20. 23rd February - 9th March - longest spell in Jebba!
21. 29th March - "we" left Jebba en route for home getting to Forcados on 4th April.

Later in 1901, having been posted to Bida, Nicholson notes:

"We got English mail on 3rd November, our first since 18th September".

In 1905 when stationed on the Benue River:

"One of Mother's letters dated 21st December 1904 reached me at Amar on 27th April 1905 - 4½ months - via Kuka (N.E. corner of Protectorate) near L. Chad thanks to an error of a P.O. Clerk at Lokoja.

NOTE: Comments in brackets by J.F. Ince.

NIGERIA THE 1986 10K DEFINITIVE

JEREMY MARTIN

In the July 1991 edition of Cameo, I reported the existence of a frame break on the 10K. value.

Further study of this value in sheets reveals another variety. Every stamp of the vertical row 9 (i.e. stamps 9, 19, 29, 39 and 49) has a damaged 'G' in 'NIGERIA'. The inner line of the 'G' is broken at the bottom. The flaw exists on plates 1A and 1B.

Incidentally, shades of this stamp vary from pale to dark.



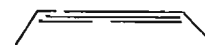
Dot beneath
'N' of 'NIGERIA'



Frame break below
'A' of 'NIGERIA'



Break in frame line
round valve tablet.



MORE ON 1951 PAN AM CRASH IN LIBERIA

KENDALL C. SANFORD

In the July 1991 issue, I reported on two covers from the Belgian Congo from the Pan American World Airways Crash near Sanaghie, Liberia on 22 June 1951. I raised the question as to how the covers got on the Pan Am flight. I have now obtained the Pan Am schedule of the time from the Official Airline Guide in effect at the time of the crash. It shows that the flight's routing was from Johannesburg, South Africa to Leopoldville, Accra, Monrovia, Dakar, Lisbon, Santa Maria, Boston & New York.

The flight left Johannesburg at 10:00 a.m. on the 21st, not 11:45 p.m. as I mentioned in the previous article. So this shows that the two covers from the Belgian Congo were actually dispatched on the Pan Am flight when it stopped at Leopoldville.

We show the schedule below, courtesy of the Official Airline Guide.

U.S.A.—UNION OF SOUTH AFRICA

PA180 ☆		PA181 ☆
Mo Th		Tu Su
9:30	Lv NEW YORK (Int.)*..... EST An	6:30
10:35	Ar BOSTON, Mass., U.S.A.*..... " Lr	4:50
11:20	Lv BOSTON, Mass., U.S.A.*..... " An	4:05
		Mo Fr
23:45	Ar SANTA MARIA, Azores.....30°W Lr	12:00
Tu Fr		
0:30	Lv SANTA MARIA, Azores..... " An	14:45
6:25	Ar LISBON, Portugal..... 0° Lr	14:40
9:00	Lv LISBON, Portugal..... " An	13:25
16:40	Ar DAKAR, Senegal..... " Lr	8:00
17:25	Lv DAKAR, Senegal..... " An	8:15
21:30	Ar MONROVIA, Liberia (a).... " Lr	1:50
22:15	Lv MONROVIA, Liberia (a).... " An	1:05
We Sa		Su Th
1:50	Ar ACCRA, Gold Coast..... " Lr	21:55
2:30	Lv ACCRA, Gold Coast..... " An	20:20
9:15	Ar LEOPOLDVILLE, Bel. C.....16°E Lr	14:45
10:00	Lv LEOPOLDVILLE, Bel. C..... " An	14:45
17:30	Ar JOHANNESBURG, U. of S. A.30°E Lr	10:30

(a)-Served through Roberts Field, which is 55 miles from Monrovia.

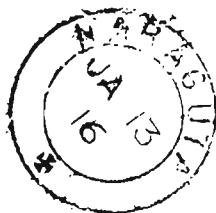
THE POST OF NORTHERN NIGERIA - THE ZANA/ZARIA MYSTERY

R.J. MADDOCKS

A propos of the discussions on the above topic by Messrs. Sargeant and Ince in Cameo - July 1990 and January 1991 respectively, the conclusions drawn are appropriately illustrated by these backstamps which are taken from two covers posted at Ibi in January 1916. It is seen that in that month both 'Zana' and 'Zaria' date stamps were in simultaneous use.

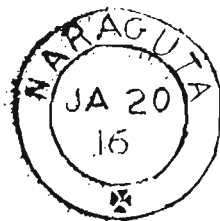
1. Posted Ibi 3/1/16

b/s Naraguta 13/1/16
Zana 15/1/16



2. Posted Ibi 8/1/16

b/s Naraguta 20/1/16
Zaria 22/1/16



I do not own the second cover which was seen at auction some years ago.

When water levels permitted mail from Ibi, as evidenced by a cover postmarked there on 17/11/15 went to the coast by river via Lokoja. At the time of the above mailings it would have been the dry season, hence mail went overland via Naraguta and Zaria, thence rail to the coast. There are however no other transit stamps.

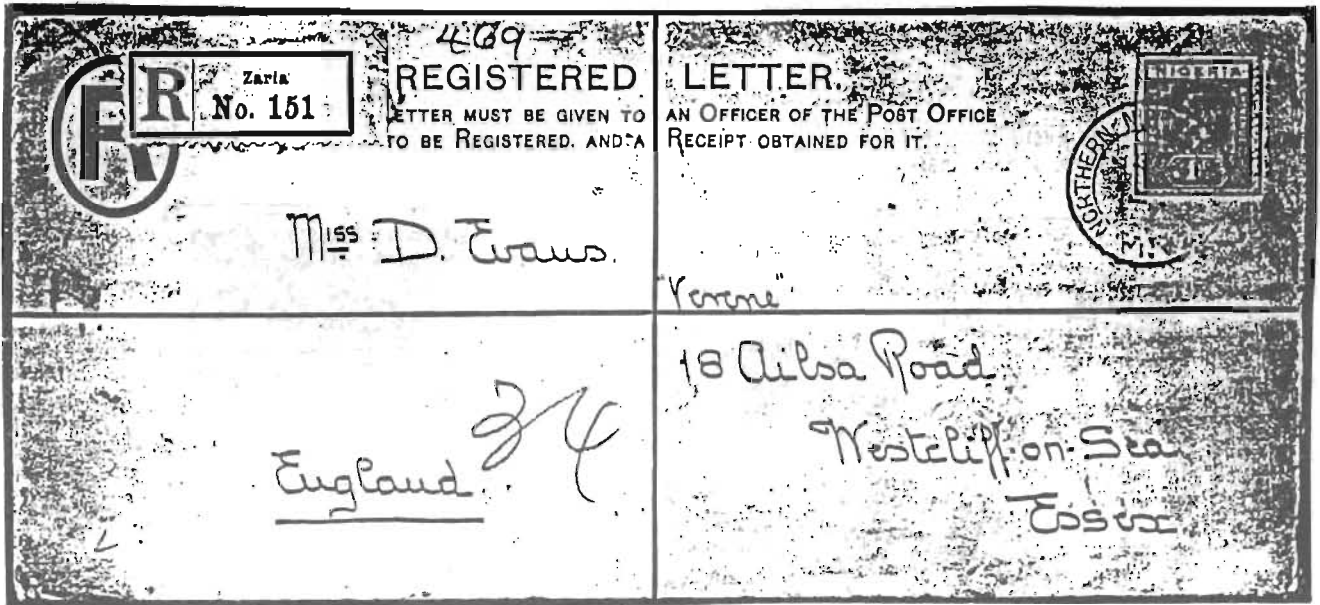
THE FINAL WORD

THE EDITOR

With regard to the correspondence on the above topic, Fritz Kemme has kindly sent me a cover (reproduced below), which hopefully is the final word on the matter.

I should also say that Fritz Kemme, who lived in Nigeria for many years, says that there was no such place as 'Zana'. The cover shows with reference to the registration label, that the so called 'Zana' postmark was quite definitely a damaged 'Zaria' postmark.

It should also be noted that on close examination of the 'Zana' postmarks, they all show that 'Zana' and 'Nigeria' are not equidistant from the lower ornament, which indicates that the damaged 'Zaria' was squeezed up by the postal clerk.



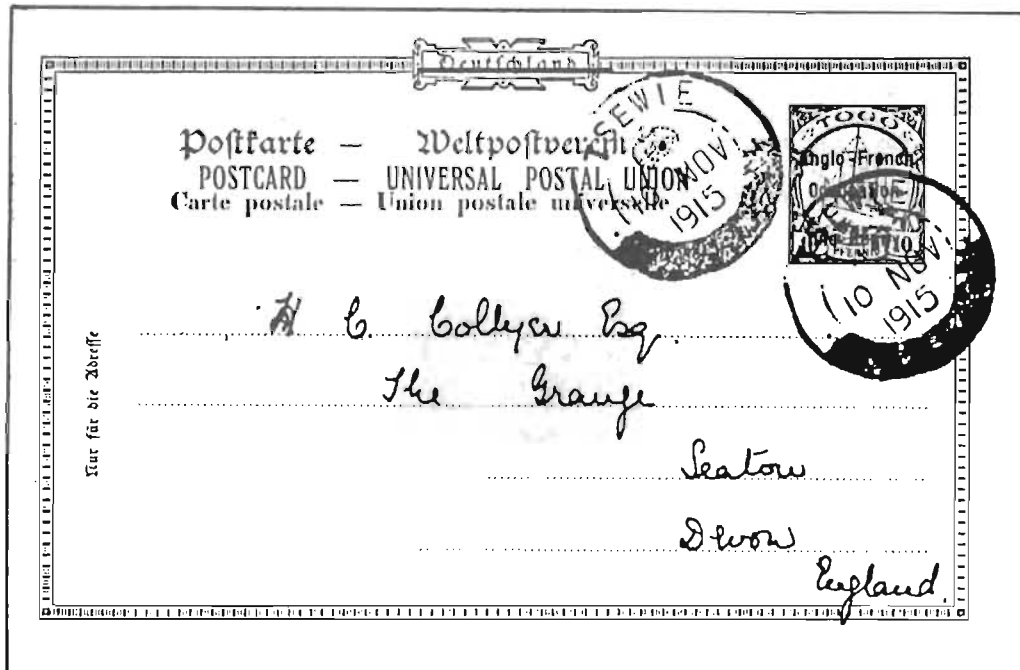
TSEWIE

JEREMY MARTIN

There are three TSEWIE cancellations used between 1915 and 1920. The earlier ones had GOLD COAST blanked out. One has TSEWIE in large letters, the other with small letters.

The example illustrated is Type H (ii) with small letters and is commercially used on a German Togo postal stationery card overprinted 'One Penny'.

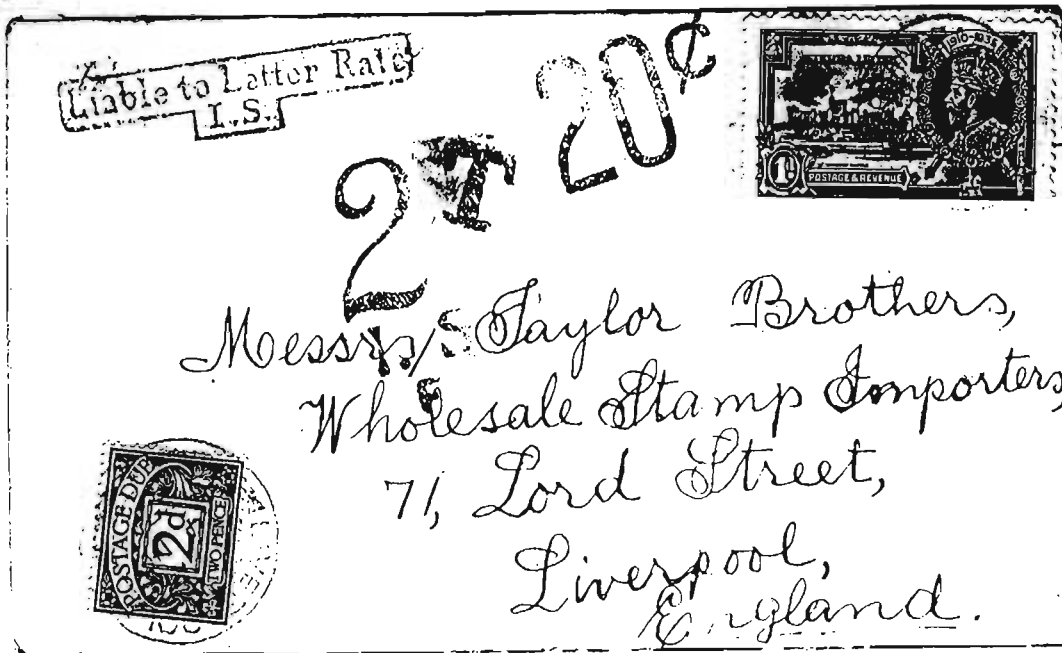
Subsequently GOLD COAST was shown in the date-stamp.



SIERRA LEONE TO LIVERPOOL POSTAGE DUE

ROY COASBY

On seeing the July issue of "Cameo" on 'Sierra Leone Postage Due' markings by Philip Beale, a cord was touched in my memory and on looking through my covers, I found an interesting example. The postmark is Gbangbaia.



SIERRA LEONE KGV KEYPLATE

J.D. INGOIDBY-WILLIAMS

I have seen a Sierra Leone KGV keyplate stamp on piece, 2d. grey SG 134 Die Two with cds. "Freetown C DC 30 23 Sierra Leone". The S of Sierra Leone is flattened on the top (see enlargement) -- a variety which I have not seen recorded.

Has any member seen the fault before or able to throw any light on it?



PRISONERS OF WAR CAMPS - WEST AFRICAN FORCE

A.J. BROWN

Several items of mail from or to Italian prisoners of war giving their address as "...Prisoners of War Camp, West African Force" have been seen in members' collections, including my own.

I can find no reference to any such camp in any of the publications dealing with World War II prisoner of war camps.

So far, four items have surfaced, but no doubt there are others hidden among other collections, which may come to light in due course.

1. A Prisoners of War Post Card Army Form W.3493 of the type used in camps in the U.K. or occasionally elsewhere, from a sergeant POW in No. 1 Camp, W.A.F. Two handstamps have been applied, one reading "West African Force" below the prisoner's address, and the other across the top, a framed "P/W Censorship / West African Force". (Collection J.J. Martin)

2. And this is a curiosity. Another POW post card similar to item 1, with the same two handstamps, again from No. 1 Camp W.A.F. However, the message on the back, written 20.5.43, says, roughly translated:

"Dear parents, I hope that my previous card arrived telling you about my transfer, now I am no longer in South Africa but instead in East (Est) Africa the journey was long but here I am..." (Collection N. Colley)

3. A letter-sheet "Corrispondenza-Prigionero di Guerra" with the address printed on the flap "Italian Prisoners of War Camp.../ West African Force". This has a different framed handstamp "P/W Censorship / West Africa Force" on the front. The writer gives his rank as "Seaman" and has added "No. 6" to the address on the flap. There is also a code "POW9" on the front, which is the same as the code appearing on letter-sheets used in POW camps in South Africa. (Collection A.J.B.)

4. A postcard for writing to POW, issued by the Italian Red Cross of Acireale, Catania, written to Rosario Messina, 2 Capo Mecce, R. Marina, I-P-O-W West African Forc(e) C.N6. This bears a P/W Middle/East 027 handstamp, indicating that it passed through Egypt. (Collection A.J.B.)

So we have evidence of two camps, No. 1 and No. 6, the latter containing marine personnel. Where were they located? Where was "West African Force"?

The writer of No. 2 says he had been transferred from South Africa to East Africa. Did he mistake West for East? The West African brigades in East Africa had long returned to West Africa (by October 1941), so it seems unlikely that there was a West African Force in East Africa in 1943.

Items 2 and 3 are shown following.

P/W MEMBERSHIP WEST AFRICAN FORCE PRISONERS OF WAR POST.		Army Form W.3493 1943
Mittente. Nome <u>Capponi Domenico</u> Prig. di Guerra No.: <u>196969</u> No. <u>1</u> Prisoner of War Camp. General Post Office <u>W. A. F.</u> <u>WEST AFRICAN FORCE.</u>	INDIRIZZO <u>M. Sig. Capponi Pietro</u> <u>Via. Bessarione N15</u> Città <u>Milano</u> Prov. _____ <u>Italia</u>	

Card 2 Front

932359 CAMPO DI CONCENTRAMENTO PRIGIONERI DI GUERRA No: <u>1</u>	DATA <u>20-5-43</u>												
<p>Carissimi genitori spero vi siano giunte le cartoline precedenti comunicandovi del mio trasferimento ora non mi trovo piu in ¹⁰ Sud Africa ma bensì in Est Africa perciò il viaggio è stato lungo ma comunque eccomi che vengo a voi con questa mia per tranquillizzarvi perché la mia salute ²⁵¹² come al solito è ottima ora termino lasciandovi tante Saluti per Gino Laci a Pinucci quanto a te mamma e babbo saluti</p>													
<table border="0"> <tr> <td>(JRA18)</td> <td>Wt. 35011/1150</td> <td>700,000</td> <td>11/41</td> <td>A. & E. W. Ltd.</td> <td>Gp. 698</td> </tr> <tr> <td>(21193)</td> <td>Wt. 10087/794</td> <td>250,000</td> <td>4/42</td> <td>"</td> <td>"</td> </tr> </table>		(JRA18)	Wt. 35011/1150	700,000	11/41	A. & E. W. Ltd.	Gp. 698	(21193)	Wt. 10087/794	250,000	4/42	"	"
(JRA18)	Wt. 35011/1150	700,000	11/41	A. & E. W. Ltd.	Gp. 698								
(21193)	Wt. 10087/794	250,000	4/42	"	"								

← "Est"

Card 2 Back

POW9

CORRISPONDENZA-PRIGIONIERI DI GUERRA

Sig²

Corsica e Vie



Strada Riviera Paradiso 66

Citta Messina

Provincia

Paese (Sicily)

Nome e Cognome *Stanzio Costa*

Grado *Seaman*

No. del Prigioniero *MS.M.E. 003365*

ITALIAN PRISONERS OF WAR CAMP N° 6
WEST AFRICAN FORCE

Front and Back of letter sheet 3

MYSTERY CRASH COVER

KENDALL C. SANFORD

I recently acquired this cover. It is postmarked Pointe Noire Afrique Equatoriale Francaise 14 November 1942, and is addressed to London, England. It has a transit postmark on the back Freetown, Sierra Leone on the 30th of November. Two of the stamps have been soaked off and there is a violet cachet "DAMAGED BY/SEA WATER".

I sent a copy to F. Van Der Haegen, a Belgian Congo specialist, who commented as follows:

"Obviously, the plane crashed somewhere between Point Noire and Freetown. I went through my collection of the 'l'Aviette Postale', but unfortunately, the bulletins probably containing the information are missing (namely nos. 152 to 156 of 1946) from a series on crash covers by H. Truc.

Hopkins, in 'A History of Wreck Covers', page 104 describes a cover from Sierra Leone to Manchester, England with the same cachet which is postmarked Mano, Sierra Leone 28 November 1942, but there is no further information about the crash.

I presume the letter has been carried by a plane from the ex-Aeromaritime. This company flew since October 1939 between both cities. Of course, during the World War, services were not so often, and in 1941 l'Aeromaritime was taken over by Air France."

If any of the readers have any information about this crash or have copies of the crash cover series by Mr. Truc, please let me know. My address is 4 Ave. General Guiguer, CH- 1197 Prangins (Vaud), Switzerland.



Continued
from page
131 of
last issue

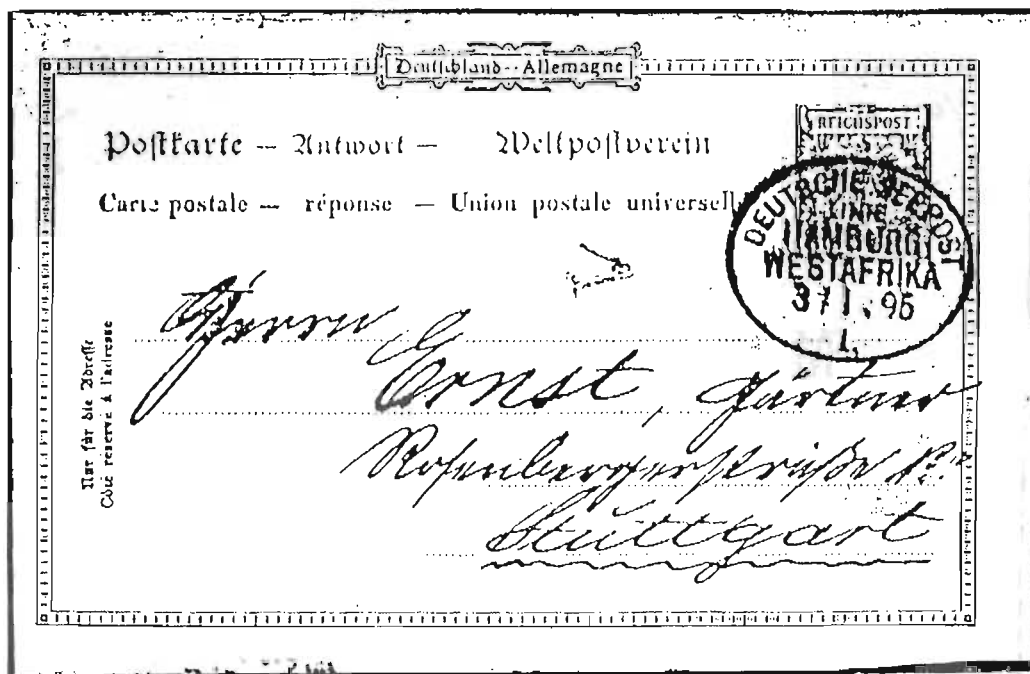


Figure 33. 1895 postcard showing HWA I cancel.

Except for WWI and the immediately following period, these cancels were used into 1936 on vessels of the Woermann Line. Also, they were used, from 1907, on Woermann vessels which became HAPAG ships, and, before and after WWI, on ships of the Hamburg-Bremer Afrika-Linie.

In [12], Kludas gave a detailed account of the fateful years 1904 - 1907 when the Hereros and other tribes in 'Sudwest' revolted, leading to a full-scale war. Woermann chartered and acquired much additional tonnage, including a few NDL ships, and some from the Chinese Coastal Shipping Co. of Menzell & Co. When the Herero War ended, Menzell decided to give up its unprofitable Chinese coastal services and, with the experience gained along the African coast, to re-build there as the Hamburg-Bremer Afrika-Linie. At first, they were based in Hamburg, then they transferred to Bremen as a protective measure against Hamburg aggression (backed, of course, by the NDL). Woermann had little hope of standing up against an NDL-backed competitor, and therefore accepted HAPAG's offer to take over 25% of the Woermann Line, including eight of its vessels. These eight ships were renamed for HAPAG use, but were still managed by Woermann and ran a common schedule with the Woermann ships.

The earliest use of the HWA Seapost was HWA I. 18.12.94 from the Aline Woermann. My earliest example (Fig. 33) is dated 3/1.95 (HWA I.); the card was written 12.12.1894 by a customs official at Rio del Rey on the Nigerian border, sending New Year's greetings. It took 20 days to reach a Seapost ship, and a total of two months to reach its German destination.

In addition to the 63 Roman numerals, a 'HWA VIIa.' was issued. Some cancelers exist in multiple forms (e.g., with or without a period after the Roman numeral), as the cancelers were sometimes replaced when lost. Also, the '/' and '.' delimiters in the date were used in various ways, so overall there are many variations, and thus a challenge for the collector.

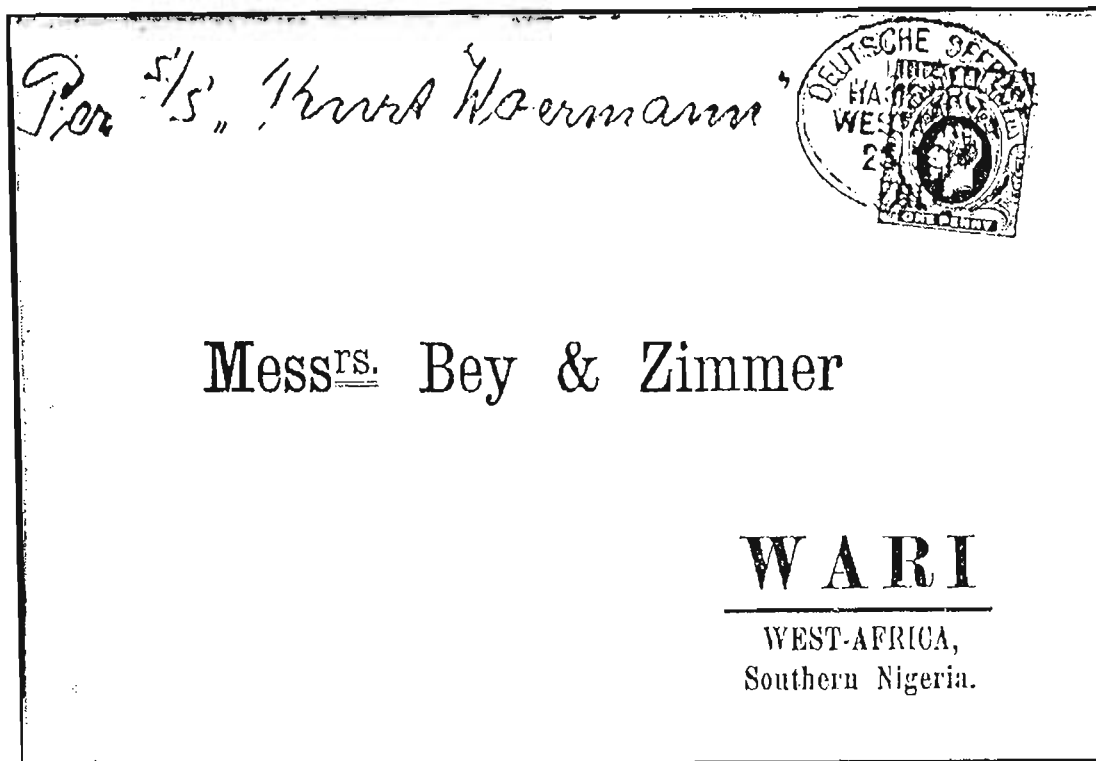


Figure 34. 1914 intra-Nigeria cover carried on Kurt Woermann.

The oval HWA is the commonest of the German Colonial Seaposts, and these markings have been widely reported, notably by Phillip Cockrill and Arno Gottspenn in [5], [15], [16], [19], and [25]. [25] catalogs and describes the hundreds of examples Gottspenn has or that were described to him, and illustrates some outstanding entires. He once told me he inherited and expanded his father-in-law's collection. We have corresponded for more than 35 years, and [25] includes many items from my collection (unfortunately without acknowledgement).

The HWA XLIX. cancel remains unreported in actual use, as does HWA XLI. (although HWA XXXXI. is well known). Some are very scarce or relatively scarce, such as IX., XXV., XXVI., LIV., etc., while others are known by scores of examples, such as XXXII. Some are curious, such as XXXX. instead of XL. Thousands of examples of different forms of these cancellations are known, and probably many more remain 'hidden', in the sense that the owners have not reported them and/or do not know that they have anything that has not been heretofore recorded. This is part of the fascination of our hobby: to find variations that are new to the record, whether it be ship mail, colonial or other markings. There is always a chance, even a likelihood, that new information will be found.

When Bob Gordon, the expert on U.S. and German Seaposts during the 1950s, published the first German Seapost catalog in *Seaposter*, he listed an "HT-1: LINIE / HAMB.- / WEST AFRIKA across horizontal oval (reported 1894-95)". I do not know his source for this report, and such a cancel has never surfaced. My guess is that it was based on an incorrect report of a mark seen.

Fig. 34 shows an example of the use of German ships for coastal mailings, without apparent recompense to the Reichspost. This is a Nigerian cover with HWA VIIIa. 23 2 14 cancel. This is evidence that the Seapost provided a real local service.

The HWA cancel is known on stamps or entires from Afrique Occidental Francaise (French Guinea), Cape of Good Hope, Fernando Po, France, French Guinea, Gabon, Gold Coast, Ivory Coast, Lagos, Liberia, (the most frequent non-German country, since Monrovia was the main coaling port for the West African vessels), Madeira, Netherlands, Nigeria, Portugal, South Africa, Southern Nigeria (see Fig. 34), Spain and Spanish Guinea.

To be continued

GERMANY AND COLONIES FORGED TOGO POSTMARKS

ROBERT MAY

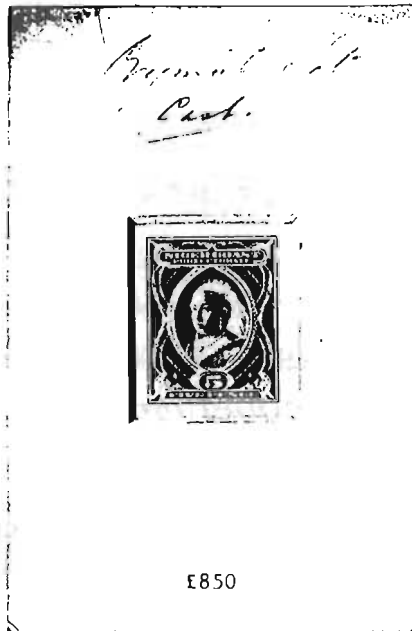
I have recently picked up two 'used' Cameroons high value Yacht-types, with Togo postmarks. They are the 3 mark SG18 and the 1 mark with lozenges watermark, SG24. The 'postmarks' are identical, photocopied herewith and are dated 8.12.1905. The ink is very intense and shows through to the reverse of the stamp.

Forging this postmark on Cameroons stamps, particularly the 1 mark which was issued 10 years later, is not dangerous to serious collectors, but I am reporting them as the same postmark may be found on Togo high values of the right date, in which case it could be dangerous.



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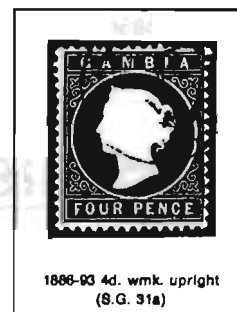
BRITISH WEST AFRICA

AUCTION AT STANLEY GIBBONS

Stanley Gibbons Auctions recently announced the date for their specialised British West Africa auction, scheduled for 7th October. General Manager, Neill Granger commented, "It is a rare luxury for an auction house to be able to give advance details of a specialised sale well before the last date for acceptance of lots. I am therefore pleased to be able to give the following information on some of the lots already described for this sale."

Gambia

Numerous imperfs. from fair to very fine, including some watermark varieties. Later Cameos with ½d. imperf. plate proof, double embossing, Specimens, sloping labels and the 1886-93 4d. watermark upright (S.G. 31a) used which is still the only recorded example of this variety and is estimated at £500. Followed by Q.V. key types with unappropriated die proof and a complete set of the name and value die proofs; malformed S varieties; 1906 surcharges with commercial cover, double surcharge variety both unused and used; and numerous 1935 Silver Jubilee varieties.



Niger Coast

A large section of 1893 surcharges, both unused and used. Interesting Protectorate lots, for example with CONSULAR overprint; 1897-98 10/- fine used with Asaba postmark, estimated at £180; and a study of the scarce mixed perforations.

St. Helena

Numerous lots from the first issues of Queen Victoria, a particularly fine range of 1922-27 Badge issue with varieties, culminating in the spectacular 15/- torn flag overprinted SPECIMEN (estimated at £1000); and a good selection of Boer War covers to complete this section.



The sale also includes a good range of other countries such as Gold Coast and Sierra Leone.

Society members should take advantage of the fact that this sale is open for receipt of lots until the end of July. Make a note of the date of this auction which offers lots to interest all Cameo readers, from affordable, unusual and interesting items to spectacular gems. For more information please contact Neill Granger at Stanley Gibbons Auctions, 399 Strand, London, WC2R 0LX, Tel. 071-836 8444.



BRITISH WEST AFRICA



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Gambia, Gold Coast, Niger Coast And St. Helena

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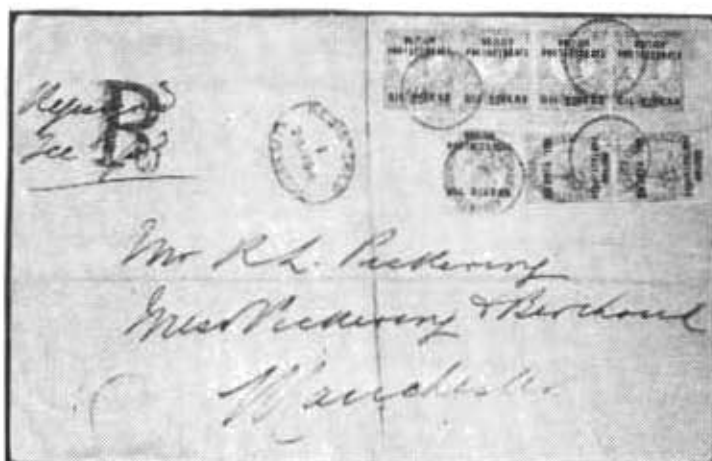


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