

G A M E O



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West Africa Study Circle
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West Africa



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Christie's Robson Lowe on 26 April 1989

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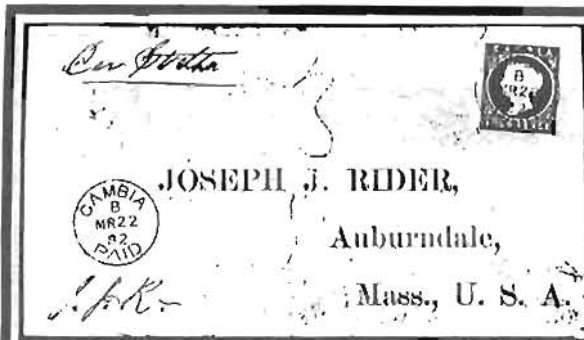
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GAMBIA 1882

A cover from Gambia to the U.S.A., franked with an imperforate 4d brown (SG 5) tied by a red "GAMBIA PAID" c.d.s., with another superb impression on the front of the cover. London & New York transit c.d.s's and Auburndale, Mass. c.d.s. on reverse. The stamp, (which has a small defect at bottom right), is extraordinarily scarce on cover, and its transatlantic usage enhances the attractiveness of this cover.

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I am glad to be able to report that in response to my plea in July's "Cameo", I have received, whilst not a deluge, a promising trickle of articles and pieces on "moderns". Long may this continue. I have been asked to give a brief synopsis of the financial state of the Society for the benefit of those who did not attend the AGM. I am pleased to say the 1991 calendar year showed a surplus of £1,450 and our accumulated fund now stands at £3,462. Your Hon. Treasurer is budgeting for a similar surplus for the current calendar year. As a result of these riches it was decided to increase the number of pages of the "Cameo" reflecting the increasing literary aspirations of the Readership. As a result, this "Cameo" publication has 34 pages of articles compared to 25 pages in the last. Frank Walton tells me that it is possible to obtain from WH Smith, their A4 size magazine binders suitable for "Cameo" which will take two volumes of "Cameo" at approximately £5 each. Readers should note that when the current volume ends after a further three issues, it is intended that the "Cameo" will then be published in standard A4 size for reasons of cost and efficiency.

Future publications - The Society is well advanced with a publication entitled "West African Censorship WW I and WW II" covering all the territories which our Society studies. Additionally, the Society is also intending to publish a booklet on "Modern Nigerian definitives". Both these works will hopefully be available within the first half of this year.

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AUCTION REPORTS

The "Robert Seaman" Gold Coast - Jeremy Martin

This sale at Harmer's on September 16th 1992 included a wide range of postal history and stamps and at least six members of the Circle were in the Room.

Prices realised include the buyer's premium but not VAT on the premium. Estimates are shown in brackets.

The sale opened with an 1825 entire from Cape Coast which fetched £231 (£150). Other entires without Gold Coast postal markings sold for £80 - £120 in line with estimates.

The unframed 'PAID/CARE COAST CASTLE' on 1858 envelope reached £1980 (£1400). The catalogue indicated only three examples recorded but the writer believes six are known. The 1864 large framed 'PAID/CAPE COAST CASTLE' with fleuron, not a very clear example but none are, believed only three examples exist, sold for £1320 (£800).

Die proofs seem to have lost some of their popularity. The 1875 die proofs without value went for £143 (£100) and £165 (£120). Examples dated 1920 - 22 BEFORE and AFTER STRIKING fetched near estimates of between £60 and £100.

A lovely 1884 bisect of the 1876 2d green used locally from Winnebah to Accra stayed within the Circle at £1760 (£700). This same cover is illustrated in Spowart's 1929 booklet on Gold Coast.

The Ashanti Wars covers fetched around estimate. The 1874 envelope, slightly damaged, made £220 (£200) and the 1898 NORTHERN TERRITORIES front, ex 'Ashanti', £770 (£500). The 1900 Prahsu sold for £264 (£250).

There were twenty lots of cancellations and most sold for around about estimate. Six CENTRAL OFFICE, mostly fine strikes, made £264 (£200) and a selection of about 500 in a stock-book, including many on Q.V. issues, soared to £1045 (£400).

The high-light of the Postal Stationery section was the 1879 1½d postcard essay with text and stamp hand-painted. The new owner paid £650 (£400).

Finally, I come to the Cover section and I have included some items from other sections. An 1876 6d on a 'trifle soiled' 1877 envelope was quite cheap at £176 (£80). Another envelope with two 1876 4d.'s and a black 'PAID AT CAPE COAST CASTLE' in two rings and dated 1879 was more expensive at £506 (£250). The 1881 Addah 'Seal', illustrated on the front cover was the highest priced item of the sale at £2310 (£1000).

A ½d P.S. card with an X BORG CASTLE 1890 arrival mark sold for £154 (£70). The writer can only re-call seeing two examples of this and was happy to be the purchaser. The lot also included an 1897 VICTORIABORG on a 1d P.S. card.

Another interesting lot was the 1900 Book Post Wrapper and the large oval 'OFFICIAL PAID GOLD COAST COLONY/G.P.O./ACCRA'. This was sent to Southern Nigeria where it received an Akassa arrival c.d.s. This also stayed within the Circle at £176 (£75). A 1900 'TOO LATE' seemed reasonable at £82 (£80). And the 1900 Jebba 1907 wreck cachet on postcard, a less usual font, fetched £132 (£100)

Stanley Gibbons October 7 - 9th 1992. - The Editor

CAMBIA

6d. Bright Blue S.G.8 var £88 (£60)

1880-81 wmk. sideways 4d. brown wmk. inverted & 3d. wmk. upright inverted both used £46 (£40)

1880-81 wmk. upright 1d. maroon double embossing (S.G. 12B var)

3rd printing pos 3 mint lightly mounted £121 (£100)

1886-93 1d. crimson double embossing (S.G. 23 var) fine used £176 (£140)

2½d. deep bright blue double embossing (S.G. 27 var) mint £176 (£140)

4d. deep brown wmk. upright (S.G. 31a) used £440 (£500)

1898-1902 6d. olive green and carmine malformed S variety (S.G. 43a) £93 (£60)

1906 1d. on 3/- surcharge double (S.G. 70a) light toning used £1980 (£2600)

½d. on 2/6 strip of 4 & 1d. on 3/- first ½ with variety PFNNY but with break in bars used on registered commercial cover only 3 or 4 known £550 (£400)

GOLD COAST

- 1876-84 De La Rue APPENDIX Sheet - Gold Coast Postage Stamps. Existing proposed schemes of colours with ½d. imperf. 1d., 2d. & 4d. line perf. plus 6d. perf. 12½ £825 (£800)
1889-94 5/- proposed key plate essay hand painted in mauve blue and cream on tracing paper dated Feb 22 89 £770 (£500)
1884-91 2d. grey inverted wmk. used £88 (£75)
1904-06 2/6 imperf. colour trial also issued stamp overprinted "specimen" £99 (£120)

SIERRA LEONE

- 1965 Margai & Churchill 2L. on 10/- surcharge value omitted S.G. 376a m.m. £93 (£100)

The "Robert Seaman" Gambia - Harmers London March 11th 1992 - M. Roberts

By the time Graham Childs had reached the Gambian lots in this sale (some 250 superb classic Canada already having been sold) there was only a handful of bidders present in the room. Three brave WASC members were amongst them and fought a rearguard action against a strong book.

Robert had assembled his collection over the past fifteen years or so. Clearly there were sections of the collection he favoured in preference to others. Comparisons with earlier sales reveal interesting results. An unused marginal block of SG3 sold for £700-00. This block, with heavy staining on its last appearance at Harmers, made £230-00 in June 1986. A 4d-rate cover of 1886 with enclosures purchased at (but not being part of) the Dale-Lichtenstein Sale made £700-00 against an October 1990 price of £600-00.

The auctioneers are to be congratulated on their generally very accurate estimates. An 1888 1d, presumably printed paper rate cover to France sold at £300-00 and the Victorian keyplate set of 8 used on cover with target cancels reached £100, both exactly on estimate. Other late Victorian covers sold well, except for the flagrantly philatelic. One attractive and, to date, unique, item was the World War I Bathurst censor cover discovered, I understand, by Robert in France. This sold to a prominent Wiltshire collector for £180-00 against a less than optimistic £60-00 estimate.

Finally four mixed lots and collections found new homes with collector members of WASC. There could be no complaint from either vendor or purchaser in the case of the TPO's (£550-00 against £400-00 estimate), cancellations (£330/£200), Postal Stationery (£480/£340) and mixed covers (£380/£400).

I gather that Robert was generally very satisfied with the result. Only three or four lots were unsold and with a General Election looming and the economy in a depressed state this sale demonstrated again that good material will always be in demand with collectors even when green shoots are nowhere else to be seen.

(10% Buyer's Premium to be added to all quoted prices).

B.W.A.: Phoenix International Auctions, Nottingham - M. Roberts

Saturday May 30th 1992 saw perhaps the best provincial B.W.A. auction since the collection of the late Harold MacMillan was sold in Derby in 1985. Our member Roger West is one the quickest and most adept stamp auctioneers in business at the moment although he protests that mounting the rostrum is the aspect of the business he enjoys least. Any inaccuracies in this report are due to a combination of Roger's speed and your reporter's incompetence.

The sale was built around the Gold Coast Collection formed by Ken Macrea. Prestamp material sold generally in line with estimates although the Cape Coast Castle Paid cover of 1861 featured on the front cover of the catalogue sold for £1,150-00 + VAT (estimate £750). Adhesives and specimens were also selling at or a little below estimate. The covers and postmarks, however achieved very strong prices indeed. Included were a 1900 Ashanti Expedition cover with a letter from the impromptu postmaster at £380 (estimate £300), a stampless 1884 Axim cover endorsed "Postage Prepaid" in red at £330-00 + VAT (estimate £350), a strip of 3 Victorian 4d mauve with superb Elmina seal cancels at £100-00 (estimate £50) and a 1896 Odumase card with boxed "Too Late" at £125-00 + VAT (estimate £100). A splendid 1934 TPO cover with boxed "Posted on Train/without Extra Fee" surprised the auctioneer by achieving £160 + VAT against an estimate of £45-00. There were, however, a number of inexpensive lots and with many individual covers in the £15/£25 range everyone should have bought something. The trouble was that powder was being kept dry for the postmark collections at the very end of the section each of which had estimates of £100-00 or £125-00. These sold consistently at £760-00 + VAT each. Two of our members who travelled from Edinburgh and Milton Keynes respectively were seen to lose colour and mutter unprintable oaths at this point. The auctioneer and, I understand, the successful absent purchaser were however very pleased at the result.

Elsewhere, Gambia proved rather dull (or perhaps more accurately rather over estimated), although your reporter managed to pick up the odd undescribed trifle in a couple of mixed lots of covers. The Nigerias were strong, particularly postal history items with Niger Coast stationery in demand.

It was amongst the strong section of Sierra Leone outstation postmarks however that estimates were exceeded by the largest percentage. 1902 Kabbelli (£150), 1902 Port Lokkoh (£85), 1903 Cline Town (£80), and 1906 Kaballa (£50) are examples of covers selling at four or five times estimate.

Overall a thoroughly enjoyable sale with the odd bargain and several surprizes. Roger's auctions are featuring some very interesting worldwide material. Try to attend one. There is no danger of falling asleep - or of missing the last train home.

[NB A 5% + VAT Buyer's Premium is to be added to the quoted prices]

KEREWAN POSTAL AGENCY 1937 - 1948

J.O. ANDREW

The Gambia Handbook says (p. 139): "A Postal Agency here was referred to in the Colonial Records for 1937, 1938, 1939 and 1947, but no cancellations of the period have been seen." On a recent visit to the Gambia, I was able to use the National Archives for that period: here are some extracts from the records of the time. Numbers in brackets are the Gambia National Archives reference numbers.

Report of the Commissioners for the North Bank Province (2/1632), March 1937: "During the Quarter the Provincial Clerk was appointed as Postal Agent for the sale of stamps, the collection of mails for postage, and the custody of inward letters until called for by the addressee: the arrangement is working satisfactorily." Sale of stamps for the quarter: £0.13.0d.

June 1937: "The Provincial Clerk continues to act as Postal Agent at Kerewan throughout the Quarter. The establishment of a similar agency at Jowara has not yet materialized." Sale of stamps £2.9.2d.

September 1937. Sale of stamps £3.12.6d.

1938 No records.

March 1939. A new postman was appointed on 1.1.39.

June 1939: "The imprest of 5 value in stamps held by the Kerewan Postal Agency was checked Though the amount of business is comparatively small, the provision of postal facilities is much appreciated ... ensuring a regular bicycle mail service between Kerewan and Bathurst which is especially important while the Government service of river steamers is reduced."

September 1939: "The Postal Agency at Kerewan has been open throughout the Quarter." No figures for the sale of stamps.

Then there are no records, or no mention of Kerewan in the existing records until 1946.

Post Office Report for 1946 (2/2542): there were Postal Agencies "with restricted postal facilities ... at Cape St. Mary, Brikama, Kerewan and Kristi Kunda."

Post Office Report 1947: Postal Agencies as before, but Kerewan has been pencilled out in the G.N.A. copy (presumably not earlier than 1948).

Senior Commissioner Correspondence (9/21): 11 June 1948, in a discussion as to whether Brikama should have an agency: "Kerewan has an agency".

4 September 48: "As the Commissioner is moving to Mansa Konko a Postal Agency will be wanted there instead of Kerewan. The P.A. at Kerewan is not referred to again, and we may assume it closed soon after, as Mansa Konko opened on 25 October that year.

Cancellations: Very possibly there was no canceller in this first incarnation of the P.A. As these extracts show, there were levels of Postal Agency: Cape St. Mary and Brikama did not achieve full P.A. status with canceller till 1949 and 1950, and Kristi Kunda never. Even today many P.A.s do not have their own canceller.

AEROPLANE CRASHES IN THE GAMBIA "STAR LEADER" AND OTHERS

R. J. MADDOCKS

In a now disused cemetery of the colonial era not far from the centre of Banjul, the capital of the Gambia, I came across one particular grave which perplexed me. It was a communal grave for twenty persons who had died on 7th September 1946. As can be seen from this photograph (Fig. 1) the headstone merely lists in alphabetical order the names of the deceased and the date, giving no circumstantial details as to the cause of death. I was unable to obtain any information whatsoever from Gambian sources and could only assume that there had been a disaster of some kind, possibly an air crash.

Then almost a year later in March 1992 a postal history auction catalogue provided me with the answer. In Mike Piggitt's auction of that month there appeared as Lot No. 662 a 1946 London - Jamaica airmail cover salvaged from British South American Airways Avro-York aircraft "Star Leader" which had crashed on take-off from Yundum airfield in the Gambia on 7th September 1946 (Fig. 2). All passengers and crew were killed, some mail was recovered.

I wrote to Mike about the coincidence and he kindly sent me not only a photocopy of the cover but respective Post Office loss notices and a Press clipping on the whole accident; these are reproduced here by his courtesy (Fig. 3).

The pilot of the fated aircraft was Captain J.N.S. Cumming and his name is included in those inscribed on the headstone.

Quite by chance therefore, postal history helped to recall and explain a long forgotten incident.

With reference to Barbara Priddy's article in "Cameo" July 1990, I have seen a photostat of a cover Hamburg - Montevideo (Fig. 4) salvaged from an earlier crash in the Gambia. On 12th March 1937 a Deutsche Lufthansa plane "D-ALIX" crashed prior to landing at Jeshwang (airfield used before WWII) - this was the information given in the auction catalogue of another auctioneer. However another enigma arises since, according to Gambian records, the plane bearing these registration letters, the "Rostock", was not a mail plane though indeed was lost in 1937. Possibly Lufthansa after applying for and receiving authorisation for this plane to land in the Gambia over a six months period subsequently changed the purpose of its flights or gave the registration letters to another aircraft as indeed happened on two or three known occasions without notification being given to the Gambia Government.

On 26th November 1938 there was another crash at Jeshwang involving Lufthansa plane "D-ALVI", the "Preussen". I have not seen any example of salvaged mail for illustrative purposes, if indeed mail was carried on what appears to have been its inaugural flight.

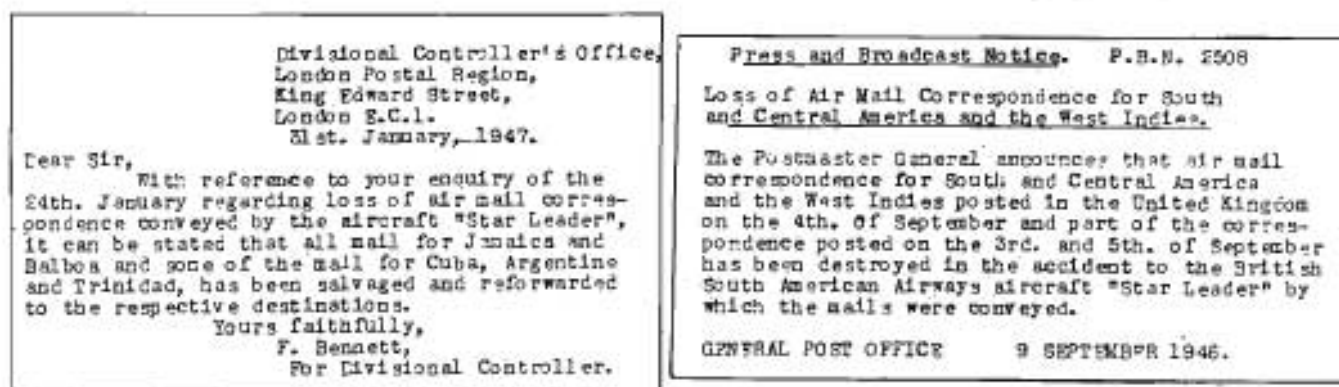


Fig. 3

Fig. 1



A Further Accident Report

STAR LEADER, British South American Airways' Aero York which crashed near Yundum Airfield, Barbados, on September 7, 1946, with a loss of 24 lives, is the subject of the latest accident report issued by the Ministry of Civil Aviation on April 11 and dated December 4, 1946. The aircraft, operating from England to South America, crashed shortly after taking off from Yundum, where it had been refueled for the Atlantic crossing. Twenty passengers and a crew of four were all killed, as reported in the September 12, 1946, issue of the *TIM* Aeronautics.

Arriving at Yundum at 02.45 hrs. on September 7, the aircraft was refueled to a total of 2,248 gallons of petrol, and the oil tanks topped up. A load sheet prepared by the traffic officer revealed that the weight at the time of take-off was below the maximum permissible all-up-weight and the C.G. was within the specified limits.

Witnesses heard the engines run-up before the aircraft left. On take-off at 04.08 hrs. in the dark, the run was approximately 1,200 yds. and nobody noticed anything unusual in the noise of the engines. Between 1½ to 2 minutes after leaving the aerodrome the sound of the crash was heard and a glow was seen in the sky.

Up to the time of the accident the aircraft had flown a total of 413 hours. Apart from a change of the starboard inner power plant, the engines had been free of trouble. Take-off weight was 48,770 lb., the limit on the C. of A. being 47,000 lb.

An examination of the wreckage by the Accidents Investigation Branch of the M.C.A. showed that the aircraft had crashed into the bush two miles South of the airfield. During the last few moments of its flight the aircraft was banked steeply to port and travelling at a shallow angle. The first impact occurred when the port wing struck a group of trees 40 to 50 ft. high. After travelling for a few hundred yards the aircraft crashed through more trees as it rolled over to port. The airframe structure was completely smashed and strewn through the bush in a farwast manner. Engines had been torn out of their attachments and the port engine was found on the right-hand side of the wreckage and the port engine on the left of the trail. The rear end of the fuselage with the remainder of the tail unit was found to be inverted. All petrol tanks had burst and a fire of considerable intensity occurred. No evidence was found to suggest that there had been structural failure before the impact.

Engines were removed from the site of the accident and stripped down to component level. None of the major parts presented evidence of pre-crash failure. Airways suffered severe internal damage from the force of impact.

Air Commodore Vernon Brown, Chief Inspector of Accidents in the M.C.A., concluded that on arrival at Yundum the aircraft was serviceable, correctly serviced, and the aerodrome and approach refueled. Examination of the wreck failed to reveal any evidence of defect in the airframe, engines or controls which could not be attributed to impact. There was nothing to support the evidence of two witnesses who suggested fire in the air. Licences of the individual members of the crew were valid. Although the pilot, Captain J. N. S. Cumming, had accumulated more than 1,000 flying hours, he was inexperienced on this type of aircraft. His total time on Aero Yorks was 11 hrs. 37 mins. by day and 7 hrs. 11 mins. by night, of which 3 hrs. 22 mins. by day and 1 hr. 7 mins. at night were flown as Captain. This was his first York command on a scheduled service and the first take-off he had made by day or night in a York loaded to more than 45,000 lb.

In the opinion of the Chief Inspector of Accidents the accident occurred as the result of the Captain losing control of the aircraft very shortly after it left the ground. The cause of the loss of control was probably due to a misunderstanding of the controls by the Captain.

Copies of the accident report can be obtained from I.M. Seaton, Chief Officer, Barbados.

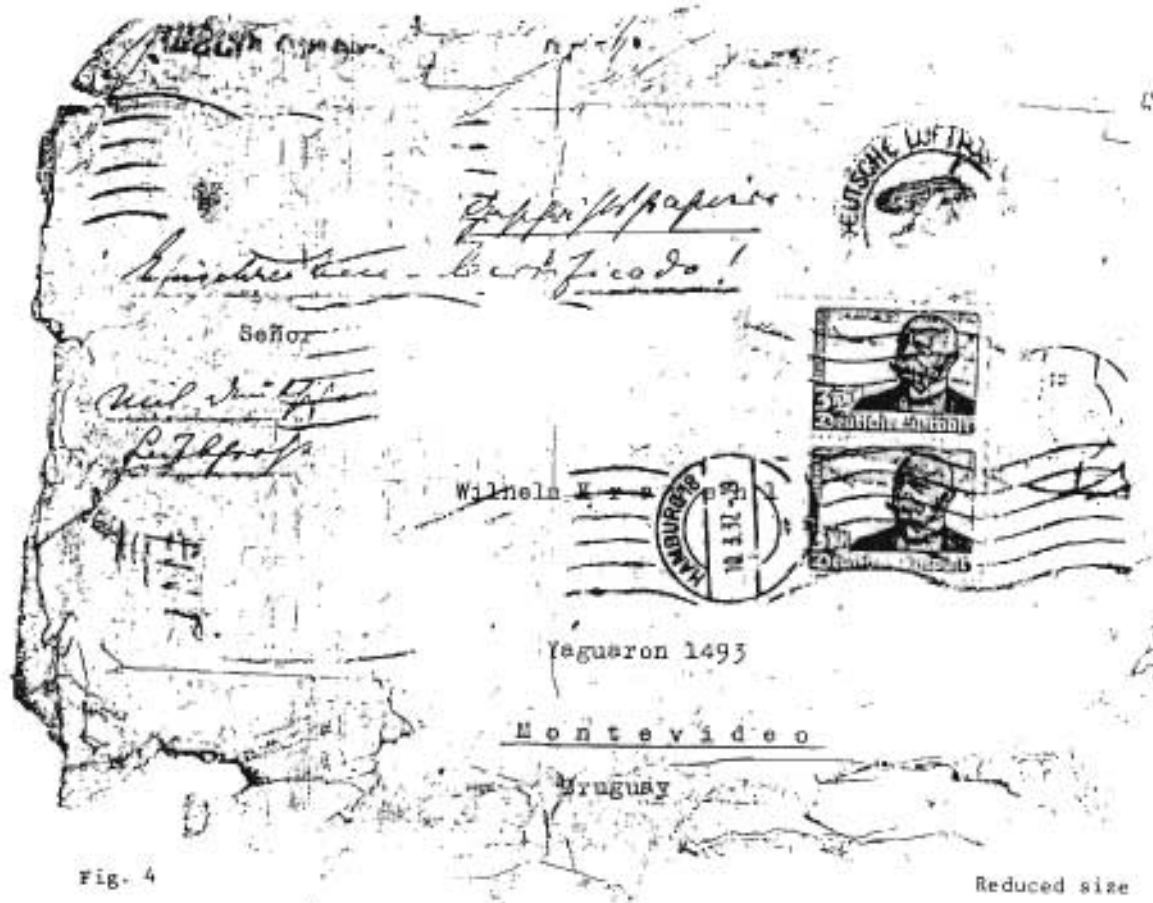


Backstamp



Mr. G.C. Gunter,
 Halfway Tree,
 Kingston,
 Jamaica,
 British West Indies.

Fig. 2



THE FORGED POSTMARKS OF KUNTA-UR

JEREMY MARTIN

I refer readers to Len Weldhen's detailed article on these forgeries in Cameo whole number 29. In a postmark collection purchased recently were four pieces with suspicious looking postmarks of Kunta-Ur. When I was able to check them with the notes provided by Len in Cameo, it was clear they were forged. The dates differ and additional values are now known.

The revised list of forgeries all on the Elephant and Palms issue, now reads:

<u>Value</u>	<u>Perforation</u>	<u>Dates</u>
½d green	14	2 DE/29; 29JA/27; 29 Ju 27
1d brown	14	2 DE/29; 29 Ju 27
1½d deep rose-carmine	14 x 14 ¾	2 DE/29
rose-scarlet	14	2AP/27
2d pearl grey	14	2 DE/29; 29 JA/27
2½d yellow	14 x 13 ¾	2 DE/29; 29 Ju/27
3d bright ultramarine	14	2 DEC/29
4d dark red	14 x 13 ¾	29 JA/27
5d sage-green	14	2 AP/27
6d deep rose-claret	14	2 DEC/29
7½d purple	14	29 JA/27
1/- purple on yellow-buff	14	2 DE/29

January 29th 1927 and April 2nd 1927 are both Saturdays. June 29th 1927 fell on a Wednesday.

POST OFFICES AND POSTAL AGENCIES: GAMBIA 1991 - 1992

J.O. ANDREW AND P.O. BEALE

On recent visits (Nov 91 by P.O.B. and Jul/Aug 92 by J.O.A.) we were able to call at a number of these. Because of the difficulty of getting to most, and of even getting in touch with some, here is an account of what we found at each.

Bakau (11.91): uses type 10 Registration labels reading BAKAU, /THE GAMBIA, and the old Cape St. Mary detestamp, very indistinct on the envelopes postmarked there.

Banjul North (31.7.92): sign "POSTAL AGENCY" outside a small corner shop. Some airletters at the old rate (75b.), no stamps, no EXPRESS labels.

Bansang (4.8.92): small shop in village centre. No airletters or EXPRESS labels. S.a.e.s. left with the duty shopkeeper arrived safely, cancelled: HANSANG / 80 / 3 V / * / GAMBIA (Type 1).

Barra (30.7.92): in a restaurant next to the wharf; no signboard. It has moved since 1970 and continuity must be doubtful; the present Agent acquired the Agency only recently. Airletters (with surcharge), a selection of stamps, EXPRESS labels. The datestamp was unknown; letters are taken across to Banjul on the ferry at irregular but fairly frequent intervals; mine were cancelled there 3 AU 92. Registered mail is not accepted, but is distributed on proof of identity.

Brikama (11.91): uses a Registration label reading BRIKAMA, / THE GAMBIA, and a datestamp which was no more than a smudge. The date was added by hand when the datestamp was applied a second time on the reverse.

Bwiam (4.8.92): sign "POSTAL AGENCY" by a small group of huts on the edge of the village, but the Agent was out farming. An s.a.e. sent has been returned, opened, resealed, with the Agent's name and address on the back, but with no postal markings.

Dankunku (4.8.92): the Agent was said in the village to be in Banjul on sick leave. S.a.e.s sent to the Agency were returned postmarked BANJUL.

Farafani (Nov 91): the Agency send registered mail. One received in 1992 has a label reading Farrafani, Gambia, one line, in a very small type. The old double ring datestamp is in use. (P.O.B. now has registration labels reading Farrafani, Farafenni, and Farafeni.

Georgetown (4.8.92): the Post Office was being refurbished, but business was being carried out by the Postmaster on the verandah of his house. Selection of stamps, airletters and registered envelopes (G and H), all unsurcharged. His datestamp was clearly the original Type 4 (1948), does anyone know of one longer lived?, as were the stockbook and the inkpad. Letters are taken to, and brought from, Banjul on Saturdays. The day's datestamp read: GEORGETOWN/ * / 7 AU / 92 / GAMBIA. This was used on the registered mail posted, ordinary mail left was cancelled 8 AU (the Sat.). The registration label reads: GEORGETOWN, / THE GAMBIA (Type 10).

Gunjur (11.91): Uses Registration labels reading P.A. JUNJUR / THE GAMBIA (Type 9b), and the old double-ring datestamp now getting rather faint. Note misspelling.

Serekunda (11.91): A busy Post Office. Uses Registration labels reading SEREKUNDA, /THE GAMBIA (Type 10). An s.a.e. A.R. registered envelope arrived safely; the Gambian A.R. card was not datestamped. Their oval registration datestamp reading REGISTERED/ date / P.O. SEREKUNDA was previously illustrated in Cameo when first used in 1982 and is still in use.

Between us we visited more than half the Gambian "village" agencies and offices; we found that many Gambians do not use them except for foreign mail; and in the cases of Bwiam, Barra, and the Banjul Central Stamp Vendor, many people living close-by seemed unaware of their existence. Regrettably, we cannot advise members to try to send for postmarked envelopes even if postal orders are enclosed.

BANJUL G.P.O. JULY/AUGUST 1992

J.O. ANDREW

(This article is intended to complement P.O. Beale's in Cameo July 1992.)

I paid three visits to the P.O. in an attempt to find out how it worked in practice. There are six counters (2 STAMPS, 1 REGISTERED, 1 PARCELS, 1 M.O.O., 1 SAVINGS BANK). A variety of stamps was on sale, as were airletters (75b. + 75b.), registered envelopes sizes G and H (1D 50 + 3D 50). These surcharges, which appear to be individually handstamped, were introduced, along with new rates, "at the beginning of the financial year" 1992.

I sent letters to various addresses: the internal one arrived the day after posting; the fastest to the U.K. took 44 hours, and to France 48 hours. These were registered letters and airletters. Times taken depend on the hour and day of posting; not every day has a mail-carrying plane. Internal mail is delivered to the addressee, but usually takes much longer than my example. Internal registered mail is kept at the P.O. and a notification slip delivered to the addressee who must collect.

All my mail was cancelled by hand (Types 24 and Reg 12); the machine appears not to be functioning (l.r.d. is 11 JUL 1991). One long-standing tradition of the Gambia P.O. is alive and well; that of inverting various parts of the date, thus: BANJUL /30 JL/26 (and 28 JL, though 20 JL was normal); and BANJUL / 8 AU/92. I also have the same mark with normal 3, and conclude that the figure must have been changed in the course of the day.

Two airletters with obvious enclosures were not taxed or sent by seamount. I succeeded, after insisting, in registering an airletter and a postcard, but failed to send a small packet by seamount and to get POSTED OUT OF COURSE and TO PAY markings. Gambians were making heavy use of the Express service, a red handstamp at the Banjul P.O., not a label.

Other rates: airmail to U.K./EUROPE 2D (up to 20 gr.)
express fee 3D
registration fee 5D

Despite the increase, at an exchange rate of 15D 50 = £1 these seem good value.

GAMBIA 4d 1886/93 WATERMARK UPRIGHT

LEN WELDHEN

I refer to Stanley Gibbons advertisement in the July 1992 issue of "Cameo" wherein it is stated that the copy of Gambia SG31a - 1886-93 issue - 4d Watermark Upright used "which is still the only recorded example of this variety".

The senior members of this Study Circle will doubtless recall that in my display of Gambia given to the Circle in the mid-sixties, I did show my copy of this variety and which is still in my possession. The colour is black brown and it is cancelled by a Type 8B postmark in black dated JA24/89.

I well remember John Davies saying to me - with an exceeding wide smile - "We'll take your word, Len, that it is the Upright Watermark". As it has an RPS Certificate it means that there are only 13 left to find. Go to it! My copy cost only 1/= (or was it 1/3d)?

1902: GAMBIA P.O. COMMISSION

J.O. OLIVER

In 1902 the Gambia Government appointed a Commission to enquire into the workings of the Post Office. The reasons were several: widespread local dissatisfaction with certain aspects of the running of the P.O., a series of incidents with drunk Postmasters, complaints from stamp dealers abroad through the Colonial Office and M.P.s. The report of the Commission was presented in July 1902 and is contained in the Public Records Office (C.O.87 167). Unfortunately it cannot be photocopied as the bound volume of papers for 1902 is too thick. It could be photographed (at £2.35 per page!).

Here are some extracts:

The personnel of the Post Office was:

Mr. T.E. Pierce, Acting Postmaster (and Collector of Customs, and Treasurer of the Colony).

Mr. E.C. N'Jie, Chief Clerk, Money Order Clerk, Clerk Accountant "and superintends the general working of the department in the absence of the Postmaster."

Mr. I.G. McCarthy, Assistant Clerk, Assistant Accountant, Correspondence and Registration Clerk, Clerk in charge of the Gazette Rolls.

Mr. L.F. Shyngle, known as the Sorter, also Stamp-seller, Parcel Post Clerk, Mail Clerk, Messenger and Cleaner.

"on a mail day, the whole staff, including the Postmaster, have to turn to."

Among the submissions were the following:

"There are times when, owing to the absence of the Sorter, who might have gone on other official duties, stamps cannot be had". S.H. Jones, Merchant. Others made the same complaint.

"There is serious delay in the delivery of letters brought down by the Mansah Kilah from the river". A.D. Temple. (The Mansah Kilah arrived at 3 or 4 p.m. on Saturday, when the P.O. was closed until 8 or 9 a.m. on Monday. She left again early Tuesday morning, so that quick replies were not easy!).

"If the ship calls at any port for which I have mails, I go ashore and deliver the letters to their owners. At some ports there is no need to go ashore because canoes come alongside the ship for passengers and mails". Purser of the Mansah Kilah.

Sorting took too long, and the P.O. boxes were situated inside the P.O. so that they were only in use during opening hours.

Stamps were not easily available:

"At present I am the only one holding Government permission to sell stamps". E. Thomas, licensed stamp vendor.

Parcels went to the Customs, and were sometimes sold by Public auction after due time "as the consignees were unaware of their existence".

The Commission recommended that:

- the Post office should be moved.
- the staff should be more closely supervised by the Treasurer, so an Assistant Postmaster should be appointed at £150 - £200 per annum.
- two apprentices be employed at £18 p.a. and £12 p.a.
- £20 be paid for extra help when English mails come or go.
- the Messenger should deliver mail, at least registered mail.

All these were approved, and acted on (though the P.O. did not move to its new building till 1912, and deliveries were always inconstant).

MISDIRECTED/REDIRECTED WEST COAST MAIL

R. J. MADDOCKS

The cover here illustrated was posted in Freetown, Sierra Leone on 12th April 1915 addressed simply to one 'Mr. Bundu Kamerun/via Sekondee/Camacery' and thus began a three months coastal journey taking in the Cameroons before, presumably, it reached the addressee in the Gold Coast.

The routing was according to the backstamps as follows:-

Freetown GPO 12/4/15, Duala, Kamerun 26/5/15, Sekondee 6/7/15, and, indistinct, Coomassie 7/7/15. (Front Waterloo, Sierra Leone 12/4/1915).

It is assumed that the sorting clerk at Freetown probably read the addressee not as Mr. Bundu Kamerun etc. but as Mr. Bundu of Kamerun via etc. and despatched it to that country then for the most part under Anglo-French military occupation. It is further assumed that at Duala the redirection was made by crossing through "Kamerun" as part of the addressee's name and adding the words 'Kamerun' and 'Gold Coast' in the body of the address. The ink used and the handwriting itself are different to those of the person who had originally addressed the envelope.

On reaching the Gold Coast the Sekondee Post Office superscribed the cover "Try Coomassie" and underlined the word "Camacery" both made by blue crayon.

As a matter of interest does any Gold Coast specialist know whether there is in fact a "Kamerun" district, quarter or settlement in or near Kumasi?



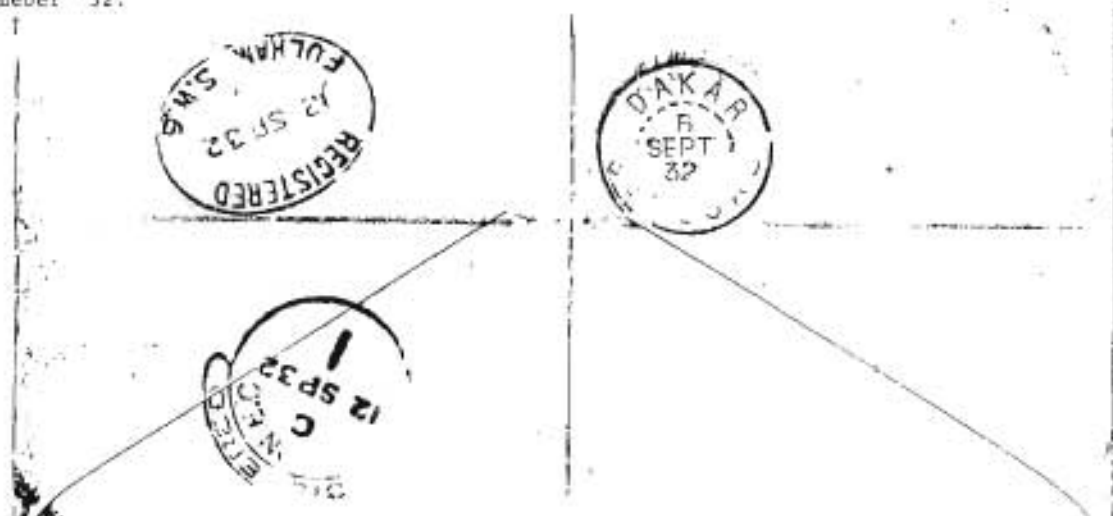
GOLD COAST AIRMAIL

ROY COOPER

The earliest Air Mail Service to pass within 1500 miles of the Gold Coast was the French combined sea and air service to South America which used Dakar as a junction. Mail from Europe started in 1929 and no doubt carried mail to Europe soon after this date.



This cover was probably posted on board ship between the Gold Coast and Dakar which would account for the crayon cancellation in blue (by the ships purser?). On reaching London on 12 Sept. 1932 the registration label was applied and also the "POSTED OUT OF COURSE" cachet, because registered mail requires a receipt from the Post Office. Backstamped Dakar 6 Sept. 1932 then by air mail to London where it received a London Registered datestamp of 12 Sept. 1932 and Fulham registered datestamp of 12 September '32.



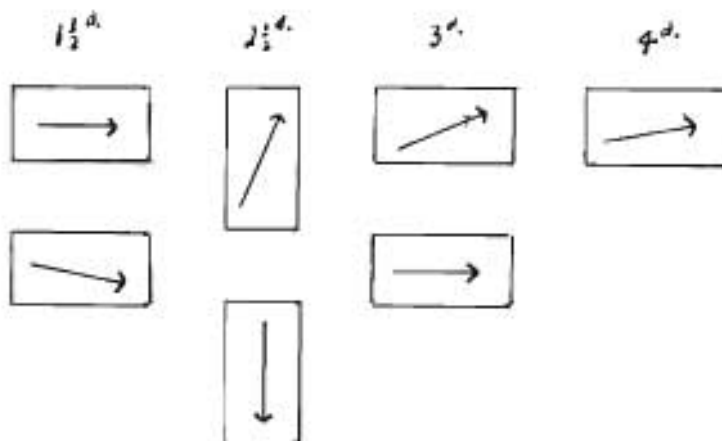
THE 'GHANA' HANDSTAMP

JEREMY MARTIN

I recently had the opportunity to study some of these handstamps on unused examples of the Gold Coast 1952-54 definitive issue.

The owner, Barry N. Blackman, is not a member of the Study Circle. The examples he had comprised 2 x 1½d values, 2 x 2½d, and 2 x 3d and 1 x 4d value. The stamps all had gum and the black GHANA handstamp, at a cursory glance, seemed similar to ones on a commercial cover in my possession.

The position of GHANA varied as shown



I have not seen these items before. Could they be essays for a first provisional issue of Ghana?

NEW GOLD COAST DISCOVERIES

THE EDITOR

Jeremy Martin reports the discovery at a Stamp Fair that he attended, of a Gold Coast George V 1/- SC79b, used with watermark inverted.

At an Empire Stamp Auction of 27 November 1992, a cover addressed to the USA bearing three "Aimensa" manuscript cancellations dated 14-4-06, previously unknown, fetched £330. A photocopy of the manuscript cancellations are set out below:



A GOLD COAST CURIOSITY

ROY COOPER

Gold Coast registered letter by air mail from Togo to Chicago U.S.A. Bearing additional stamps of independent Togo cancelled Lone Togo 14.2.51. Routed through Senegal 17.2.51 and arrived New York Feb 20, Chicago Feb 21.



GOLD COAST AND GHANA POSTAGE DUES

ROY COOPER

The 1951-2 stamps were issued in sheets of 60 (6 x 10) and were overprinted "GHANA" in 1958.

Each vertical column of the 1/- value contains ten identical value tablets. However each vertical column differs from the other columns as detailed. The 1958 stamps inscribed "GHANA" have the same characteristics although the centring of the 1/- appears to be a little better.

The degrees are the angle the stroke of 1/- makes with the base line of the stamp. The stroke of 1/- is level with the top of l on column "C" but varies in height on the others. The length of the hyphen is 2.75 mm. on columns A,B,C and 3mm. on D,E,F.



MYSTERY CRASH COVER

E.B. PROUD

With reference to the article on the Crash Cover in the July 1992 edition of "Cameo", I would point out that from July 1940-42 very little civil airmail was carried between Africa and the UK. There was no civilian airmail service to West Africa from the UK during this period. It is almost certain that the cover shown was from a torpedoed ship, being carried by air only within Africa.

ECCLESIASTICAL MEMORIES OF WEST AFRICA

R. J. MADDOCKS

I was sorry to learn of Bishop Patterson's death - he was once my house guest in the Cameroons. To my 'disgrace' my parrot, which he was trying to befriend, told him "Shut up, you noisy old b.....!". The then Archbishop's response was to the effect that, whilst he was sure many people may have thought it or said so behind his back, it was the first time anyone had said it to his face. He had a great sense of humour but I thought it prudent for the parrot to be banished to my cook/stewards care in the kitchen for the remainder of the Archbishop's stay.

Also I have this lovely bit of correspondence from another Bishop, Bishop Rogan of the Catholic Mission in the Cameroons. Dated 18th June 1961 it is addressed to a Mr. Ken Read one time General Manager of John Holt & Co (Liverpool) Ltd. in the Cameroons following Mr. Read's congratulatory letter on the Bishop being honoured by the Queen with a C.B.E. I knew both men. It is a response full of local colour (rainfall is 32 feet per annum!) and written at the close of an era and in the twilight of two lives. Bishop Rogan first went to the Cameroons in 1922 and Ken Read must have served there for 30 years including the war years.

18th. June, 1961.

BISHOP'S HOUSE,
SOPPO, BUEA,
CAMEROONS, W. AFRICA.

Dear Mr. READ,

I spent so much time admiring your beautiful handwriting before opening the envelope that I missed one outgoing mail! I received many letters of congratulation from friends Overseas but your kind thoughtfulness in sending me your and Mrs. READ'S largehearted good wishes and Congratulations affected me more than any of the other letters - one of the reasons being, I suppose, that you and I were the 'oldest inhabitants' and the only prize winning residents for Long Service (AND Good Conduct) in Cameroons for generations! Among my Overseas Well-wishers were Sir James Robertson, Dr. RAMSON, P. V. E. Smith - late Director of Plantations and Botanical Gardens - " and the usual "Others too numerous to mention ". GOD bless you all for your kindhearted thoughtfulness ...

26th. June - nine days and 100 inches of Rainfall (give or take a few 'noughts') since I wrote the above. Have been to TIKO, Kumba and Mbonge in the meantime. Such is mission life in these days of jet-propelled PROGRESS (?).. Rains awful. We are using life-size petrol drums as rain gauges and emptying them three times a day... Well, the announcement of the Birthday Honours coincided with a Grand Reception for Monsieur le President AHIDJO de la Republique Cameroun and his entourage (that's French), suite (French aussi) and other officials given by Premier Foncha in the Buea Mountain Hotel. (Many of the guests thought I was giving the party in honour of Her Majesty's remembrance of me !)... And as the Drinks were on the House (of Assembly) I took advantage of the opportunity to " kill two duckfowl with the one outlass " (local colour) by inviting all the guests to fill their glasses again (and again ..).. President Ahidjo got a great official reception at TIKO... Commissioner Field, Deputy Commissioner Milne, Colonel Fraser of the Grenadier Guards, a Guard of Honour supplied by the Grenadiers, the Grenadiers band, Legal and Police and other Departments... WONDERFUL!.. Also Big Noises from the WAR and COLONIAL Offices, London, were here for the 3 days discussions. All top-secret, of course .. The

First Battalion Grenadier Guards have relieved the Bedfordshire Regiment. Big depots at Brea, Kumba, Mamfe and Bosenda with their own R.A.F., Medical, Engineering, Radio and Transport Units.. Government is setting aside £100,000 for Independence celebrations " Up to the time of going to Press NO ONE seems to know just what UNIFICATION with the Republique Cameroun means. Our own Mission work keeps us busy enough so we are I leaving to Caesar the things that are Caesar's " Sorry my 'visit' is short. I have DOZENS of congratulatory letters to acknowledge and I want EACH kind friend to have a personal letter

With my best wishes to you and Mrs. READ,

Yours gratefully and affectionately,



Yes, my own days in AFRICA are drawing to an end. My next trip home (and I have been back here three years! that means nothing, of course!) will be my last... Seventy five next August and fifty two years in Africa! - what does that make me altogether? One hundred and twenty seven, I think. Isn't that a great age now for a man of my years?

NIGERIAN CENSORSHIP

JEREMY MARTIN



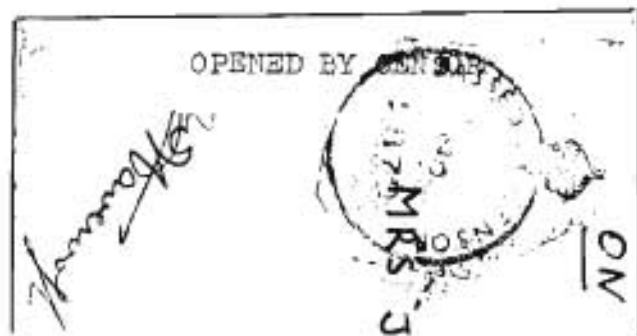
A correspondence purchased recently was mostly from Sierra Leone and India. However, three items were sent from Nigeria.

The first was postmarked F.P.O. 46 and dated 13 MR 43. The second, illustrated, was written on 29 MR 43 and seems to be F.P.O. 46 in AP 43. The third was written 16 MY 43 and received F.P.O. 46 of 27 MY 43.

The cover illustrated has a violet A 500 censor on the front 773?, and a similar one on the back number 2879. What is of interest is the censor label which appears to be a temporary one. It is black on brown paper the measurement of "CENSOR" being 52 x 9 mm.

Upon showing this note to Neville Jones, he produced a similar mark on a cover from F.P.O. 46 9 NO 42 to the U.S.A. This has a full cachet "OPENED BY CENSOR" with "Army Form W 3424". The brown paper suggests an emergency temporary printing.

Neville also produced a censor label with a typed "OPENED BY CENSOR" in seriffed capitals (see illustration). This is on an F.P.O. 46 envelope of 1943, black on white.



NIGERIA THE DIE II KEY-PLATE ISSUE

JEREMY MARTIN

I recently had the opportunity to sort through several hundred copies of these Die II stamps initially hoping to find Cameroon postmarks. However, there was little postmark interest but the stamps did produce some interesting finds. The period was circa 1930.

There were some examples of the 'dot' under 'N' of 'Nigeria' on the 4d and 1/- SG 20 and 22 respectively which Neville Jones confirmed as being from Plate 16, stamp 59.

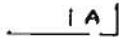
Under the 'A' of 'NIGERIA' there was a noticeable break in the frame-line. This occurred on the 1d, 3d bright violet, 4d and 6d SG 25b, 25d, 20 and 25e respectively.

A minor frame break was also found on the 1/- SG 22 which was in the upper left frame round the value tablet.

There were also some striking shades. Neville Jones has dealt with these in great detail in his 1983 pamphlet 'Stamps - 1914 to 1936'. It did seem to the writer that some could be considered worthy of catalogue status. For example the 4d SG 20 on yellow paper and very pale yellow paper. The 1/- SG 22 on emerald and also on blue-green paper. Finally, the 6d SG 25e with the name and value in mauve or bright purple.



Dot beneath
'N' of 'NIGERIA'



Frame break below
'A' of 'NIGERIA'



Break in frame line
round value tablet.

By editorial mistake, the article above together with the illustrations, got muddled with the article entitled "Nigeria The 1986 Definitive" in 'Cameo' July 1992.

Ed.

SIERRA LEONE INVERTED HALFPENNY PROVISIONAL OVERPRINTS

FRANK WALTON

It has been well documented that the overprinting was applied in two operations, one for the lettering and one for the cancelling bars. The inverted overprint variety of this provisional issue is clearly well known. The majority of stamps with the overprint inverted have the cancelling bars also inverted, ie obliterating the word POSTAGE at the top of the stamp. A few examples have been seen with the lettering inverted, but with the cancelling bar still in the correct position. A similar item is in the Royal Collection.



Normal stamp



Normal Invert



Partial Invert

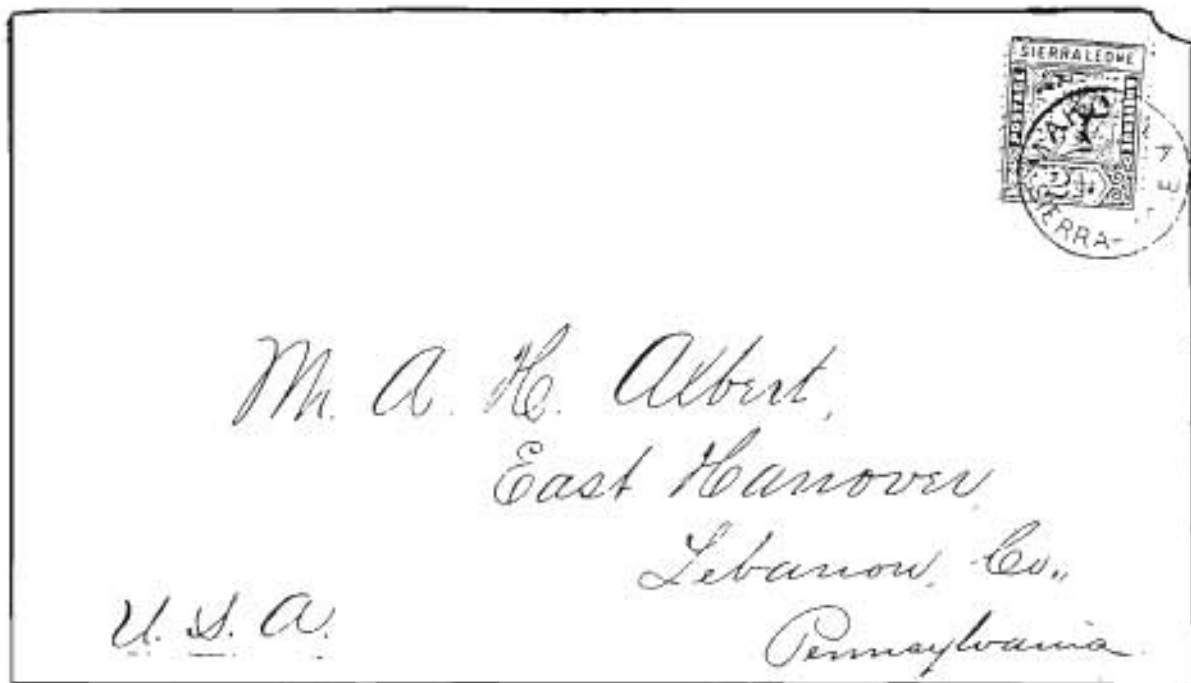
Overprint and
Bar Inverted

Overprint Inverted
Bar Upright

SIERRA LEONE MAKOMBA COVER

FRANK WALTON

In my book, I listed MAKOMBA (Ref 100.01) as only being known from one incomplete strike on a loose stamp. A correspondent has shown me a cover to the USA, backstamped at Freetown in June 1901, with a clear strike of this scarce mark. This discovery shows a hyphen separating SIERRA-LEONE.



THE LAST WORD - ZANA/ZARIA

THE EDITOR

Like the Chancellor, I have to eat my words sometimes.

Roy Cooper's theory reprinted below, is probably the correct explanation.



I have recently found a strip of 3 postmarked Zana June 23 1908.

The stamps are the 1d Edwards of 1905 SG 21. As you will see it is not a damaged "R" of Zaria but a weak stroke to the "N"

It may be that whoever made the handstamp received a typewritten order to do so, in which case a badly spaced "ria" of Zaria would read as Zana thus Zana.

NIGERIA: HIBRITE PAPERS AND FLUORESCENT INKS

DON VAN REKEN

In the 1960's many postal administrations began to experiment with ways of speeding up the processing and cancelling of letter mails. This general effort brought about changes in the papers and in the inks available for production of postage stamps.

The postage stamps produced for and in Nigeria were products of these postal experiments elsewhere, for Nigeria was not (to my knowledge) concerned with accelerated letter processing. Chemically whitened papers, which are sometimes designated hibrite, were the first products noted. These are quickly and easily seen under an ultraviolet long wave lamp. Some of the later printings of the issues of the Independent Federation of 1961 were printed on hibrite paper. Examples are S.G. No. 90, 92 and 93. S.G.93 is from plate numbers 2A and 2B.

The Lagos Conference issue of January 25, 1962 (SG 111-115) are all printed on hibrite paper. Likewise, the Republic Day issues of October 1, 1963. Curiously enough, only the low 1/3 issue of the Kennedy issue of August 1964 (SG 147) is printed on hibrite paper with other values being printed on normal paper.

The 3d. value of the Republic issue of October 1, 1964 (SG 150) is the only value printed on hibrite paper.

In the Boy Scout issue of January 1, 1965, the 3d. (SG 158) and the 1/3 (SG 160) are the only ones of the set on hibrite paper. Both the Quiet Year 5d stamps of April 1, 1965, are on hibrite paper (SG 161, 162). The later issues, ITU Centenary (SG 163-5), International Cooperation (SG 166-8), and the Republic Anniversary (SG 169-171) are all printed on hibrite paper.

Subsequent issues, especially definitives, were made more complex by the dyes - fluorescent and non fluorescent - used in different printings. It may be possible to separate printings of these issues of stamps by these characteristics.

NEW SIERRA LEONE DISCOVERIES

THE EDITOR

At a recent postal auction, there was offered for sale a King George VI 1d SG number 189, mint pair imperforate between, vertically. The only previous known pair was used and was imperforate horizontally. This pair has since disappeared.

The same source has sent me an illustration of the 2d SG 191 partially imperf. to the top margin.



THE POSTAL HISTORY OF BRITISH AIR MAILES

EDWARD B. PROUD

Publ. by Proud-Bailey Co. Ltd, P.O. Box 74, Heathfield, East Sussex, TN21 8PZ,
1991. 576 pages hardback, price £50 (p. & p. £2 U.K., £3 Overseas)

Barbara Priddy

Another volume in the well-known Proud Postal History series, this is for the most part a collection of sources for British aerophilately 1870-1945. The author is to be congratulated on bringing together Post Office, aviation and philatelic sources, and the many previously unpublished Post office letters and memoranda quoted at length are extremely valuable. The volume is lavishly illustrated with maps, posters, photographs of mailplanes and other period pieces. I was particularly pleased to see that the difficult war years had been included.

In a volume of this scope there are bound to be omissions, errors and minor nuisances, which we hope the author will rectify in a future edition. The main omission is an index, which makes it difficult for students of one country or area to find the relevant information, which is in the case of West Africa scattered in 38 places (that I counted - there may be more). The bibliography is very sketchy as regards published sources.

The chapters are unnamed in the listing on page 3 (wrongly titled 'Index'), and chapters 1 (Pre-1919) and 5 (Underpaid Air Mail and Air Mail Movks) contain no references to West Africa. Chapter 2, Chronological Development of the Air Mail Services, is compiled mainly from CPO notices of acceptance of airmails, but includes other items such as airline schedules. The West African schedules are not touched on (those of Imperial Airways can be found in Peter Wingent's Movements of Aircraft on Imperial Airways' African Route'). Students of British West Africa will find the references to the Khartoum - West Africa service (pp 137, 149, 160, 161) and to the Freetown - Bathurst service (pp 155, 160, 162) disappointingly brief.

Chapter 3, Air Mail Rates from the United Kingdom, usefully listed alphabetically by country of destination, is also fairly brief on the British West African territories. For Gambia I would rather recommend Charles Leonard's chapter on airmails in Oliver Andrew's book, 'The Stamps and Postal History of the Gambia', together with the rates given later in the same book. The Gold Coast entry is misleading in parts - one example will suffice: '1.3.37 Aero Maritime began a weekly Dakar-Douala service via Takoradi and Lagos'. This service did not extend beyond Cotonou until May 1937 and did not as far as is known carry mail for Lagos or indeed often stop there. Similarly, in the Nigeria entry we are told '6.11.31 The Aircraft Development Co. began a weekly service, Lagos to Tiko using a Junker (sic) F-13': see Cameo 19, January 1984, p. 195, for Jeremy Martin's article giving the story of this abortive attempt. The Sierra Leone entry has very sketchy notes. Philip Seale's book on 'The Postal Service of Sierra Leone' gives a much fuller and clearer picture. There are also a couple of mysterious countries - 'British Cameroons' and 'Togo (British)' of which all we are told is the rates for sending to them air letters from 8.6.44 and letters and postcards from September 1945. Against the various rates are shown valuations on a points system, which some may find useful. There are of course no details of rates to the United Kingdom, which in the case of Gambia and Sierra Leone were not reciprocal.

Chapter 4, Foreign airlines used to carry British airmails, is of interest to us for an account of the French air service to South America via Dakar, condensed somewhat inaccurately from Collot and Cornu's 'la Ligne Mermoz' (the Arc-en-Ciel crossing was, for example, 1933 and not 1934). The section on the DLH South American service via Bathurst is rather better, and both sections contain interesting letters, reports and notices. The section on PAA does not, unfortunately, mention FAM-22.

Chapter 6, Airgraphs, a useful straightforward chronology, should be read in conjunction with the Section on 'British Forces, P.O.W.'s etc.' in Chapter 3.

Scattered throughout the book are numerous delightful misprints, such as 'forwarded' for 'founded' (p. 269), 'Goa-Naimy' for 'Gao-Niamey' (p. 215), 'addition' for 'edition' (p. 320) and 'Campagne General Aeropostal' for 'Campagne Generale Aeropostale' (p. 455). The punctuation is uniformly awful, leading to confusing sentences such as 'Initially in 1936 the service terminated at Kano, Northern Nigeria, the first flight Khartoum to Kano 13.2.26 was by D H 86, "Daedalus" being extended to Lagos on 15 October 1936 leaving London via Kaduna, Minna and Oshogbo.' (p. 368). This sentence also contains two factual errors: there was a previous survey flight, the flight referred to here being the first postal flight; and it took place not on 13.2.36 but from 15 to 16.2.36.

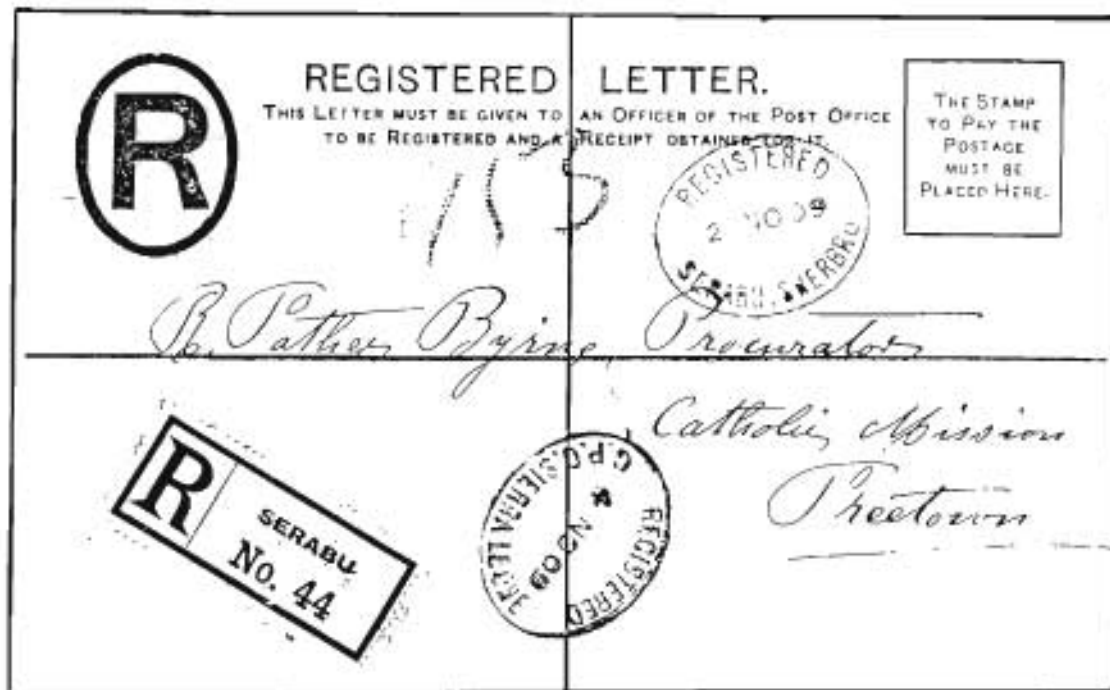
I shall certainly buy this book and annotate it copiously. The idea is excellent, and it could be an extremely handy basic work of reference. However it needs considerable working over to eliminate errors and to incorporate the research and publications currently available. It is recommended to those who already have a basic knowledge of the subject, for its publication of GPO records and for its illustrations; but newcomers to aerophilately should treat it with great caution and would be well advised to check its statements with other sources wherever they can.

SIERRA LEONE VILLAGE REGISTRATION POSTMARKS

FRANK WALTON

The Impression Books illustrate eight oval registered cancellations for Sierra Leone villages, although none had been recorded recently until this item came to light. It is an Edward VII registered envelope, with no additional stamps, clearly postmarked with REGISTERED / SERABU.SHERBRO (Ref 644.01) on 2 Nov 1909. This cover was in the WASC Auction in 1975 (see Cameo Volume 1/1, page 14), with a reserve of £3. The estimate at a major London auction house in 1992 had risen to £400 - £500, a considerable increase.

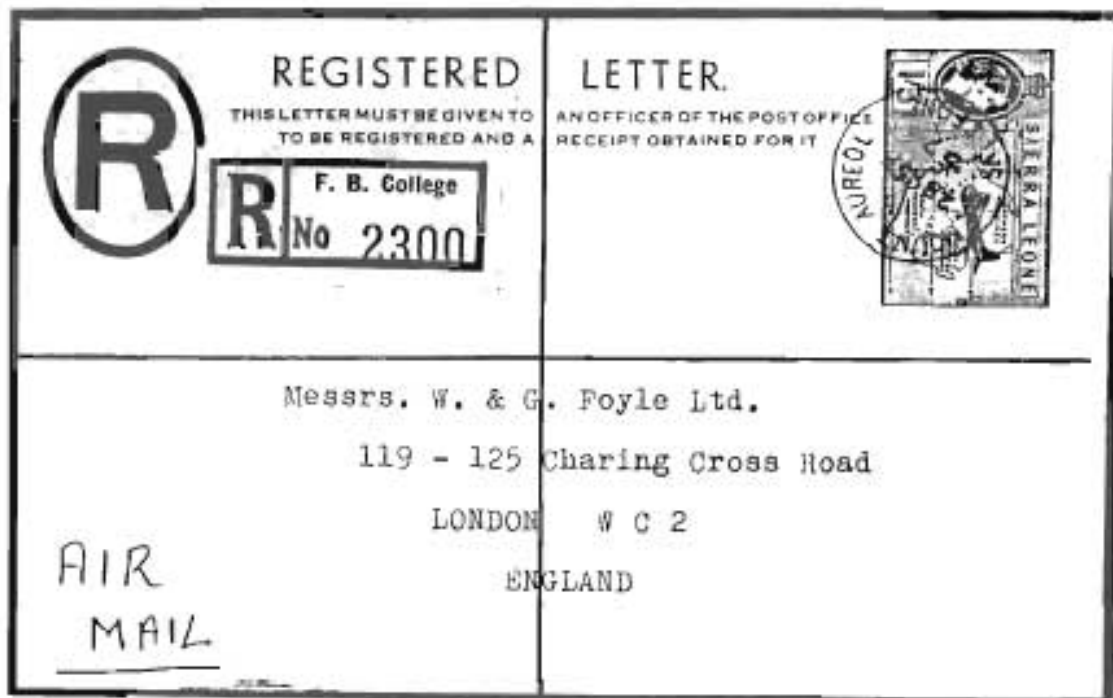
One similar mark is known to exist for Pujehun used in 1914, but this was not recorded in the Impression Books.



FOURAH BAY COLLEGE, SIERRA LEONE

FRANK WALTON

In 'The Postal Service of Sierra Leone', Philip Beale notes that Fourah Bay College was on the Post Office list for 1954, but not for 1956 or thereafter. During the compilation of 'The Postmarks of Sierra Leone', I did not see any evidence that this office had been used. Recently however I acquired a cover illustrating its use. The item is a Queen Elizabeth 4d registered envelope, with a blue adhesive registration label preprinted 'F.B. College'. The stamp is cancelled with the nearby MOUNT AUREOL circular datestamp of 28 Sep 1957. Two possibilities spring to mind; either Fourah Bay College office was still open in 1957 but did not have its own canceller, or it had closed and Mount Aureol was allowed to use up the surplus labels. Can anyone shed any further light?



SIERRA LEONE: SECOND WORLD WAR CENSORSHIP

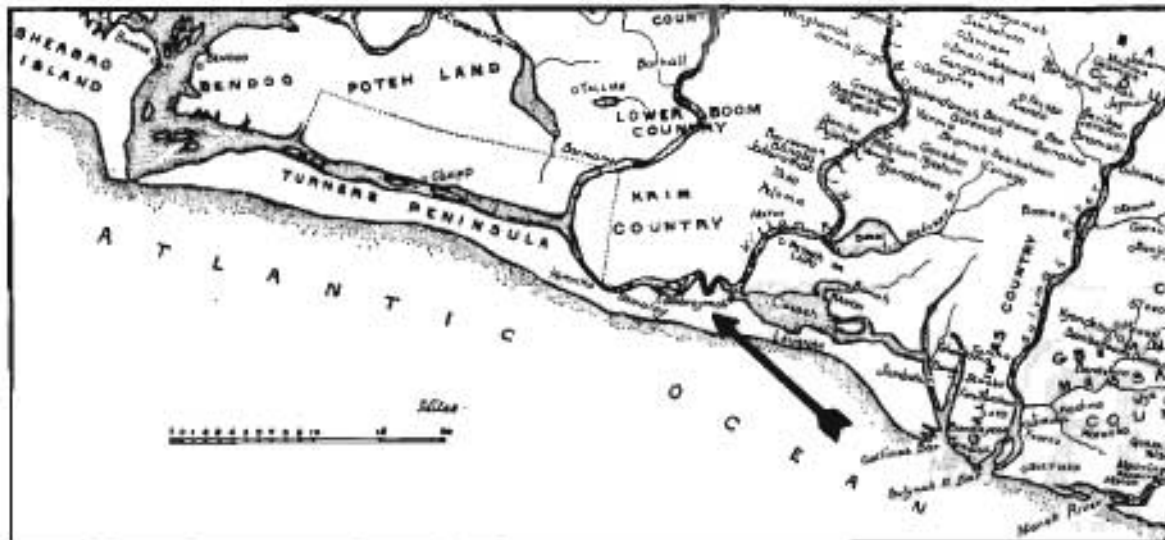
FRANK WALTON

EXAMINER QQ/34

An additional number has been recorded for Type 4 of the Second World War Civil Censorship Tapes. EXAMINER QQ/34 has now been seen on an airmail cover from Sherbro to Casablanca.

SIERRA LEONE: LOCATION OF COMBRAYMAH

FRANK WALTON



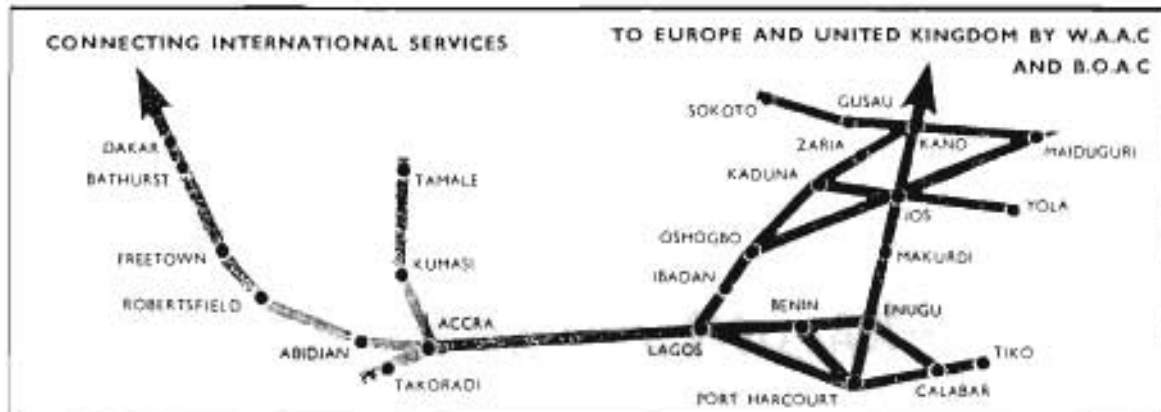
The precise location of several of the early short-lived post offices of Sierra Leone is uncertain. In "The Postmarks Of Sierra Leone", I repeated Philip Beale's given location for Combraymah at the extreme western tip of Turners Peninsula. This is the first time I have seen the village marked on any map. Can anyone support either location?

W.A.A.C. INTERNAL ROUTES IN 1958

JEREMY MARTIN

The final part of the July 1992 meeting at Salisbury was devoted to air-mails. There was some discussion about internal routes in Sierra Leone but no definite information was forthcoming.

The writer produced a West African Airways Corporation ticket for a 1958 flight from Accra to London. This ticket included a route map which is reproduced below and which shows the internal routes for Ghana and Nigeria.



SIERRA LEONE SELF-ADHESIVES
A PROMINENT VARIETY ON THE MAPS ISSUE
PETER ROLFE

Sierra Leone issued the first self-adhesive postage stamps in the form of a map of Sierra Leone on 10th Feb 1964. There are a number of errors and varieties on this issue, some of them well known, others not.

One of the better known and most prominent is the "Spur on the A" variety. This variety (see Fig. 1) is a very pronounced spur on the A of Sierra Leone and can easily be seen without the aid of a magnifying glass. It has been listed in a number of specialised catalogues of the period, but strangely enough not by Stanley Gibbons.

The variety occurs at position R3/3 (stamp lettered FK) on the 4d, 6d, 1/-, 2/- and 5/- values, that is on all values of the postage series only except for the 1d and 3d values.

This, however, is not the end of the story. The 4d value has at some stage during production, had the flaw corrected and so only part of the run shows the variety. This can be positively demonstrated because each individual stamp has two letters showing its position in the sheet. An example of this value without the flaw is shown in Fig. 2 (unfortunately the identification letters cannot be read on this reproduction, so the reader will have to take my word for it that stamp is correctly located).

This flaw also appears on the Kennedy issue of 11th May 1964 which re-used many of the plates and layouts of the earlier issue. This has not been listed or reported anywhere as far as the writer is aware. This time the flaw appears only on the 6d, 1/-, 2/- and 5/- values (see Fig. 4). The 1d, 3d and 4d values do not show it.

The New York Worlds Fair issue with the flaw are not particularly uncommon and odd copies can readily be found by looking through dealers stocks. These are often not identified as SG do not list the variety. The Kennedy examples are less common and are never identified as they have not been recognised. They should not be rare, however, as one in thirty of the issued values shows the flaw.

Both these issues were used for surcharging for the various provisional issues and of course the flaw can be seen on these as follows:-

Third Provisional Issue (April 1965)
2c/4d, 15c/6d, 15c/1/- and 60c/5/-.

Fourth Provisional Issue (9th Nov. 1965)
1c/6d, 1c/2/-, 1c/2/- (Ken) and 1c/5/-.

New Rates Provisional Issue (2nd Dec. 1967)
181/2c/60c/5/-.

None of these have been listed previously to the writers knowledge.



Fig.1 Showing Spur on A flaw



Fig.2 4d value R3/3 without flaw



Fig.3

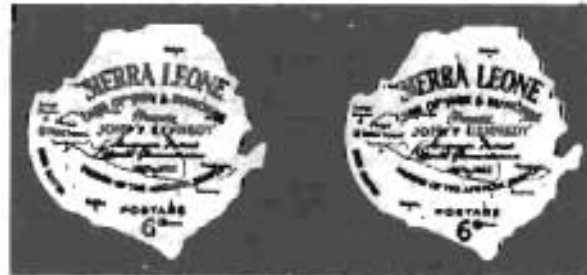


Fig.4 6d Kennedy showing the flaw

1/- missing value showing the flaw



Fig.5



Fig.6



Fig.7

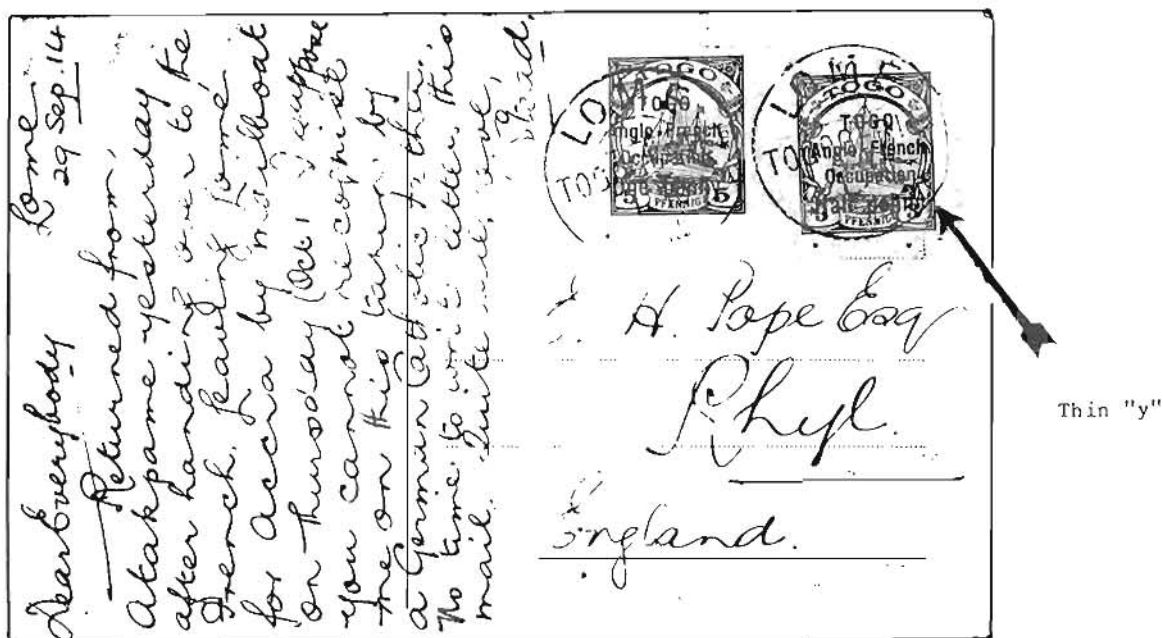
Surcharged issues showing the flaw

EARLY MAIL FROM THE ANGLO-FRENCH OCCUPATION OF TOGO

JEREMY MARTIN

Maurice Preston of The Forces Postal History Society has kindly provided me with photo-stats of two picture postcards from a British Army Lieutenant in Togo sent to Wales.

The writer would seem to be S. Pope who has been recorded as censoring mail in Togo in March and April 1915.



The message on the first card from Lome 29 Sep 14 reads: "Returned from Atakpame yesterday after handing over to the French. Leaving Lome for Accra by mailboat on Thursday (Oct 1). I suppose you cannot recognise me on this taken by a German Catholic Father. No time to write letter this mail. Quite well."

The message on the second card, headed Lome 30 Sept 1914 8 p.m.: "Just returned from Anecho, French Togoland. Had a great reception there being entertained by the French Officers, one of whom I met at the Chra River engagement. Keep these Togo surcharge stamps.

The stamps on both cards were cancelled LOME TOGOEBEIT 1.10.14.

The first card was franked with the narrow setting overprint and surcharge SG H 27 and H 28. This confirms the date of issue as at least October 1st but possibly September 29th or 30th. The card may not have had the stamps affixed on the 29th but the second card would seem to indicate that the stamps were available on the 30th. More evidence required.

The second card has the wide setting 10pfg. 20pfg., 25pfg. and 30pfg. stamps (SG H 3 - H 6) where Stanley Gibbons, through Robert Gibbs, show the accepted official date of issue as September 24th.

References: Stanley Gibbons British Commonwealth Catalogue Part I Volume 2 J - 2 1992/93
G.R.I. by Robert M. Gibbs published by Christies - Robson Lowe in 1988

CONCLUDING PART OF EDWIN DRECHSEL'S GERMAN COLONIAL SEAPOST

Over the years, perhaps some 150 different vessels carried one of these HWA Seapost cancels on board. Unlike, for example, the Deutsch-Amerikanische Seepost Bremen / Hamburg- New York, which had actual postal employees on board, all the other Seaposts, and later the MSP, were serviced by ships' personnel, almost exclusively from the Purser's office, although the regulations usually put the responsibility on the Captain. In 1907, before the world economic crisis, Woermann had as many as twelve sailings a month to West Africa.

Some 'irregularities' are known. For example, Gottspenn [25: 102-103] reports application of the HWA I. cancel on bisected German stamps on 24.9.01 due to 'lack of stamps' on board the **Aline Woermann** (Fig. 35). Curt R. Noske, father of the Susanne Noske quoted by Gottspenn, reported in the 1930s on the use of bisected stamps in Europe (including some canceled by the HWA cancels). Although Curt Noske reported certificates of genuineness in the auction offerings, their use remains of questionable authenticity.

Another example (Fig. 36) is a Hansaplatz (Togo) viewcard, addressed in pencil to Josef Dahmann with a faint purple 'vom* Dampfer / EDUARD WORMANN' handstamp, without any postage due markings. The 'WORMANN' is unusual as the name was always spelled 'WOERMANN'. The card was obviously canceled by courtesy at Cuxhaven. Why not Hamburg, where the ship went? The message on the view side reads "On board E. Woermann. 11.15 evening 15.11.05. Hopefully both ... reach you safely. Hurray for our German homeland". Bob Gordon's appraisal in the 1950s was that the 'vom* Dampfer / EDUARD WORMANN' handstamp has all the earmarks of being a Purser's mark. It is possible, albeit doubtful, that Cuxhaven might have had to hurriedly make up a 'ship marking' of this sort.



Figure 35. 24.9.01 HWA I. postcard with bisected 20 pf.



Figure 36. 1905 unfranked postcard with WORMANN marking.



Figure 37. 1899 HWA I. postcard with 'Deutsches Schutzgebiet' marking

24. Deutsches Schutzgebiet Marks - Beginning in May 1899, mail between the Colonies and Germany went by the domestic or inland rate: 5 pf. for postcards and 10 pf. for letters. As discussed in [28: 6], 'Deutsches / Schutzgebiet' markers were supplied to steamers to apply to mail properly franked at this rate; both one-line and two-line versions are known. Fig. 37 shows a two-line 'Deutsches / Schutzgebiet' on a postcard with HWA I. 25.5.99 cancel.

25. Deutsch- Sudwestafrika Capstadt - Before the Woermann West Africa service began, mail from Germany to GSWA went via British vessels to Cape Town and then Walvis Bay. Beginning in 1895, Woermann ran direct service to GSWA. The Cape Town (Capstadt) - GSWA service was begun in February 1896, when the Leutwein reached Swakopmund; she carried the German mail beginning in April 1897, and used this cancel.



In 1900, Woermann took over the Leutwein and the mail contract; later that year the Leutwein was replaced with the Gertrud Woermann (1). This latter ship grounded near Port Nolloth in 1903, and its cancel is not reported after that date.



The Eduard Bohlen was put onto the run with a new 'L.' cancel in 1904, supplemented in 1906 with Aline Woermann with 'II'. The Eduard Bohlen became stranded on what is now known as the 'Skeleton Coast', and can still be seen, now a half-mile inland, a rusted ship in a sea of sand (Fig. 38). The Aline Woermann was captured during the war by South African forces, and the canceler was converted to this KAPPSFARM form. This latter cancel is known used from 1917 to 1928, but is extremely rare.

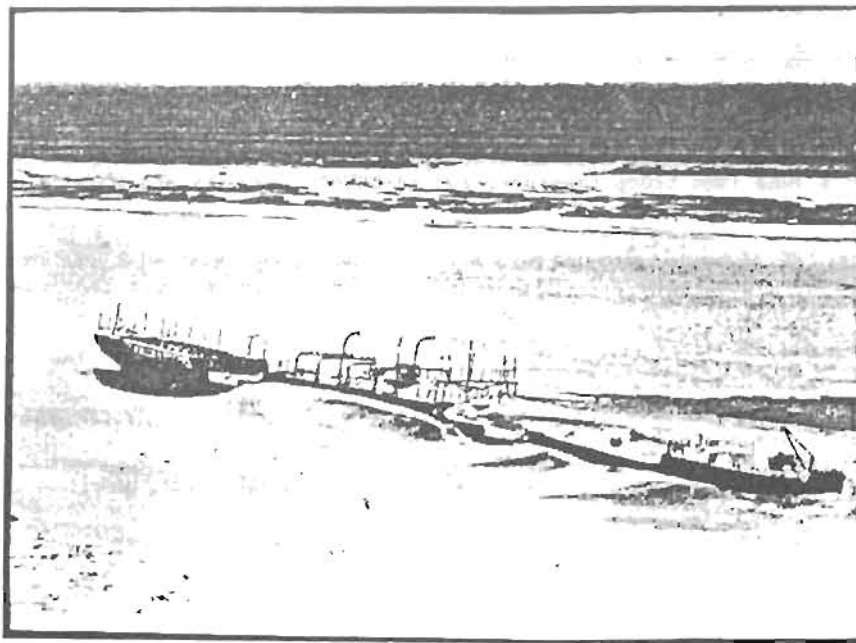


Figure 38. remains of the Eduard Bohlen.

The GSWA-Capstadt Seapost was used into 1909 when the frequent around-Africa services in both directions made a separate GSWA - Cape Town connection unnecessary (see [28]).

26. Ost-Afrikanische Zweiglinie - As discussed in [28: 10], the DOA2 Seapost was used from 1921 to 1932 on the S.S. Sultan in an around-Africa service, but, from the known examples, apparently predominately to, from, and along the West Coast.



Figure 39. 1904 Herero War Feldpostkarte with DOAH 'b' cancel.

Other Ost-Afrika Seapost cancels exist used on West African mail. Fig. 39 shows a Feldpostkarte from the Hans Woermann (on a June 1904 troop transport run to GSWA) used with the DOAH 'b' cancel. West African Feldpost covers are also known with OAL cancels.

27. Feldpost / Marine Schiffapost - Many Herero War Feldpost items exist with the HWA cancels. Some 55 merchant ships were chartered for troop and equipment transport; most continued to use their own Seapost cancels. Vessels without a Seapost cancel were issued MSP cancels, although MSP usage on West African frankings is relatively scarce; such usage is recorded in both [4] and [6], [7].

28. Non-German West African Mail Services - Mail from the German West African colonies also went by vessels of other nationalities to non-German destinations, usually franked with German or German colonies stamps. If uncanceled on arrival, they received a 'PACKET BOAT' or 'SHIP LETTER' sorting mark on the cover or a 'PAQUEBOT' date cancel on the stamps. The Plymouth PAQUEBOT cancel (at right) is the one most frequently seen. Fig. 40 shows a LIVERPOOL BR PACKET cancel on 1892 Kamerun cover.



A most unusual cover, and a fitting one to climax this series of articles on the German Colonial Seapost, is illustrated in Fig. 41. There was no protected harbor on the Togo coast, neither at Lome nor Klein-Popo. Transfer of passengers, mails and cargo was difficult through the surf. Most mail from Togo to Germany was routed via Quittah Gold Coast or Cotonou, Dahomey, carried there by Hausa tribesmen from the Togo Police Force.

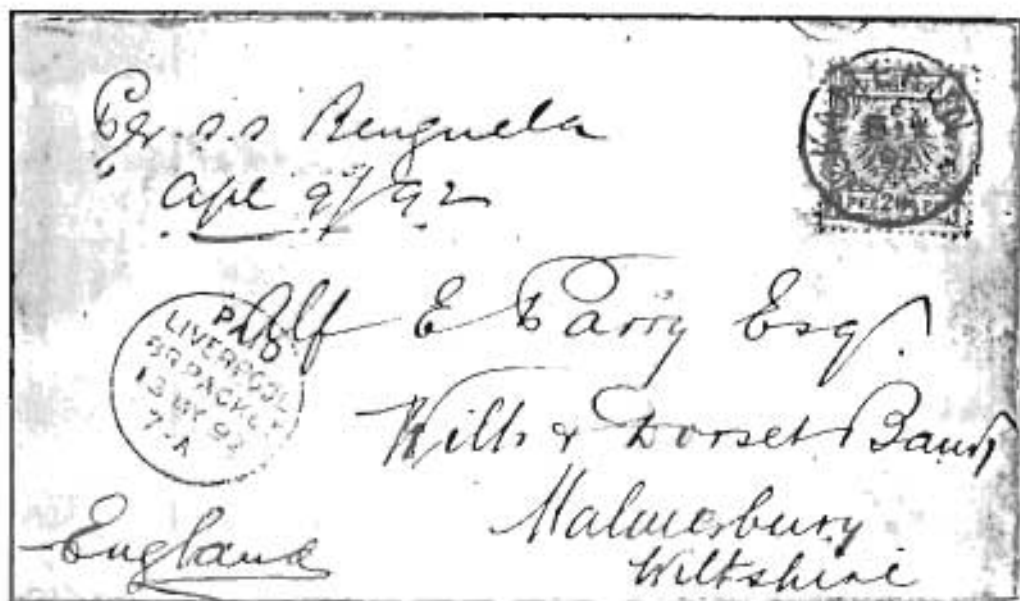


Figure 40. 1892 Kamerun cover with LIVERPOOL BR PACKET cancel.

This cover is from a German officer in the Togo Police at Lome. It was mailed at LOME on 18.3.97, carried by a runner to Klein-Popo where it received a KLEIN-POPO 19.3.97 backstamp, thence by another runner to Agoue just over the Dahomey border, where it received the AGOUE 20 MAR 97 backstamp, then again by runner to Grand Popo, Dahomey (again, 20 MAR 97 backstamp), by pirogue across the lagoon to QUIDAH (21 MAR 97 backstamp), and by train to Cotonou (22 MAR 97 backstamp). The next day, the letter caught the French LOANGO A MARSEILLE mail steamer (23 MAR 97 transit cancel on front of cover), and arrived in Pyritz, Germany on 16.4/97 (receiving backstamp).

29. Author's Notes - This final part of the German Seapost series includes a cumulative list of References.

I would appreciate any comments, corrections or additions, which can be included in an eventual series postscript, the editor permitting. Please write to me at 170 Hillcrest Road, Berkeley, CA 94705

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Figure 41. 1897 Togo cover showing Lome/Cotonou/Marseille/Germany route.

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CREDIT CARDS BEWARE

THE EDITOR

Tony Simmonds has written to me concerning an unfortunate experience over the newly issued Nigerian high-value stamps of N20, N50, N100 and N500 (Sterling value £19.20), which, under a standing order with his new issue service, he had ordered in plate blocks of 4 and singles, a total Sterling equivalent of £96. He was charged £420!

On enquiring he was told they were issued for parcel use although there is no immediate obvious use for the N500 value.

Unfortunately he had given his credit card number to the new issue supplier without imposing a limit; a moral for us all.

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9. Decimal Surcharge 3c on 3d 'Surcharge Inverted' - Scarce	SG 315a	£95
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7	£80.00	£4.00	40	£2.00	£1.50	79b	.35	.20	117	.40	.25	D3	£7.00	£8.00
8		£10.00	41	£2.25	£3.50	79a	£1.25		118	.45	.60	D4	£10.00	£5.00
9	£70.00	£30.00	42	.80	.60	79d	.85		119	.45		D5	£1.25	
10		£35.00	43	.80	.60	80	£3.00		120	.20	.20	D6	.85	
11	.40	.20	44	£1.75	£1.50	80a		£40.00	121	.20	.08	D7	£1.25	
11a	.35	.18	45		£5.50	81	£3.00		122	.25	.15	D8	£1.50	
12	.50	.25	49	£1.50		81a	£14.00		123	.25	.08			
12a	.50	.18	50	.60	.08	82	£3.25	£15.00	124	.25	.08			
13	£1.50	£1.50	50a	£1.50	.20	82d	£15.00		125	.30	.30			
13b	.80	.30	51	£2.00		83	£20.00		126	.30	.08			
14	.75	.20	51a	£4.00		83a		£30.00	127	.30	.25			
15	£3.00	£2.50	52	£14.00		84	£65.00		128	.35	.08			
15a	£2.00	£2.25	53	£8.00	£1.25	85	.10	.20	129	.50	.08			
16	£1.25	.50	53a	£4.00		86	.20	.20	130	£1.50	£2.00			
16a	£2.00	£1.50	54	£12.00		87	.20	.08	131	£2.00	£3.00			
17	£1.75	£1.50	54a	£12.00	.75	88	.20	.08	132	£3.00	£8.00			
17a	£2.50	£1.50	57	£15.00		89	.20	.15	133a	.08	.08			
18	£12.00	£8.00	59	.80	.20	90	.20		134	£1.25				
18a	£2.00	.60	59a	.50	.08	91	.20		134a	.20	.50			
19		£15.00	60	.50	.08	94	.25		135	.15				
19a	£14.00	£8.00	61	£1.25	.20	95	.55	£1.25	136	.10				
20	£60.00	£25.00	62	£2.00	£1.00	96	£1.25		137	.75				
22	£25.00	£8.00	63	£2.75	.25	97	£2.25	£5.50	138	.30	.08			
23		£10.00	64	£5.00	.30	98	£4.25		139	£1.25	.80			
25	£90.00	£20.00	64a	£2.00		100	£70.00		140	£1.75	.15			
26	.40	.15	65	£2.50	.25	103	.15		141	£1.00	.80			
27	.25	.15	66	£2.00	£8.00	104	.15	.08	142	.20				
27a	£15.00	£70.00	66a	£3.50		105	.20	.85	143	.20	.08			
28	£2.50	£2.00	68	£25.00		106	.15	.08	144	£1.50	.80			
29	£2.75	.60	69	.20	.08	107	.50	£2.00	145	£7.00				
30	£3.00	.60	70		.30	108	.30	.25	146	£5.00	£2.50			
31	£3.00	£3.00	72	.15	.08	109	.30	.20	147	.15	.10			
32		£8.00	72a	.40	.20	110	.45		148	£5.00	£4.00			

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STEVE ELLIS



THE LAURELS, BRISTOL ROAD, CHURCHILL, BRISTOL, AVON, BS19 5NL, ENGLAND

TELEPHONE/FAX: 0934-852199

SIERRA LEONE

Dear Friend,

Please let me take a few minutes of your time. Stop and read this page.

I'd like to become your supplier of Sierra Leone issues, whether you want a single copy, a bloc of four, a FDC or sheets.

I am not only interested in you buying stamps from me, what I am looking for is a long lasting relationship where we can exchange ideas and talk stamps. I am looking for friends.

Below is a list of some sets available for immediate delivery. You can split the payment as per your convenience, three months, six months, nine months and even one year. Please tell me what is in your mind. I promise to be open for all suggestions. I will try to be very co-operative.

I will send all orders at my expense by Registered Mail with nice stamps affixed on the envelope. I will also enclose some gift-sets for all new friends.

I am looking for your numerous letters.

Thank you.

Anthony Abihanna.

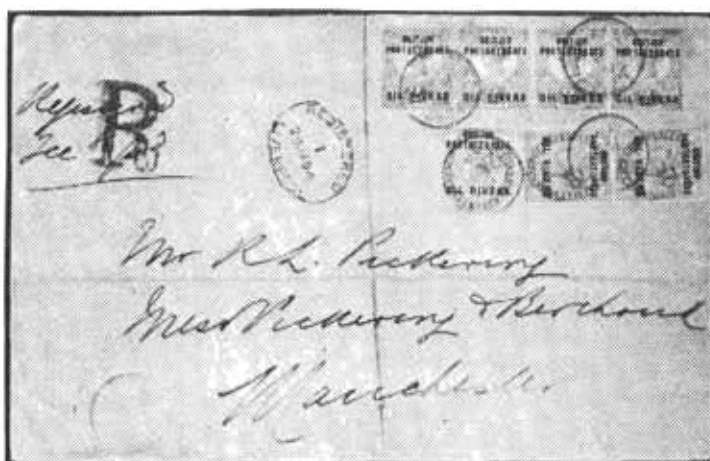
<u>Description</u>	<u>x 1</u>	<u>x 10</u>	<u>x 100</u>
1990, Wildlife: 18 stamps plus 1 S/S	£ 6,76	66,-	643,-
1990, Carousel: 9 stamps plus 2 S/S	£ 8,26	80,60	786,-
1990, Olympics Barcelona: 8 stamps plus 2 S/S	£ 8,92	87,10	848,-
1990, Christmas Paintings: 8 stamps plus 2 S/S	£11,24	109,80	1072,-
1990, Mushrooms: 16 stamps plus 4 S/S	£17,45	170,70	1662,-
1990, Paintings: 8 stamps plus 2 S/S	£ 9,52	92,90	907,-
1991, Easter Paintings: 8 stamps plus 2 S/S	£ 7,86	76,70	752,-
1991, Royal Anniversaries: 8 stamps plus 2 S/S	£ 9,04	88,80	862,-
1991, Phila Nippon Trains: 8 stamps plus 4 S/S	£12,38	121,10	1184,-
1991, Fish: 8 stamps plus 2 S/S	£ 8,36	81,70	796,-
1991, Paintings Van Gogh: 16 stamps plus 6 S/S	£18,33	178,90	1749,-
1991, Butterflies: 8 stamps plus 2 S/S	£ 8,36	81,70	796,-
1991, World War II Movies: 12 stamps plus 3 S/S	£12,88	126,20	1233,-
1991, Botanic Gardens: 48 stamps plus 3 S/S	£23,48	229,10	2242,-
1991, Christmas Disney: 12 stamps plus 3 S/S	£21,26	207,40	2024,-
1991, Disney World Tours: 9 stamps plus 3 S/S	£16,84	164,50	1609,-
1991, Queen's 40th Anniversary: 4 stamps plus 2 S/S	£11,33	110,90	1084,-
1991, Christmas Paintings: 7 stamps plus 2 S/S	£13,34	130,40	1272,-
1991, Mozart Bicentenary: 3 stamps plus 1 S/S	£ 6,86	67,10	664,-
1991, Scout Jamboree: 3 stamps plus 1 S/S	£ 8,54	83,90	822,-
1991, Pearl Harbor: 15 stamps	£ 5,86	57,40	562,-
1992, Spanish Arts: 12 stamps plus 3 S/S	£31,26	298,90	2904,-
1992, Spanish Arts Imperforated (Only 25 exists)	£200,-	2000,-	NIL
1992, Prehistoric Animals: 20 stamps plus 1 S/S	£10,53	102,90	1007,-

All sets are available on envelopes with first day obliteration (No FDC here). Please add £2,- per set for such items.

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