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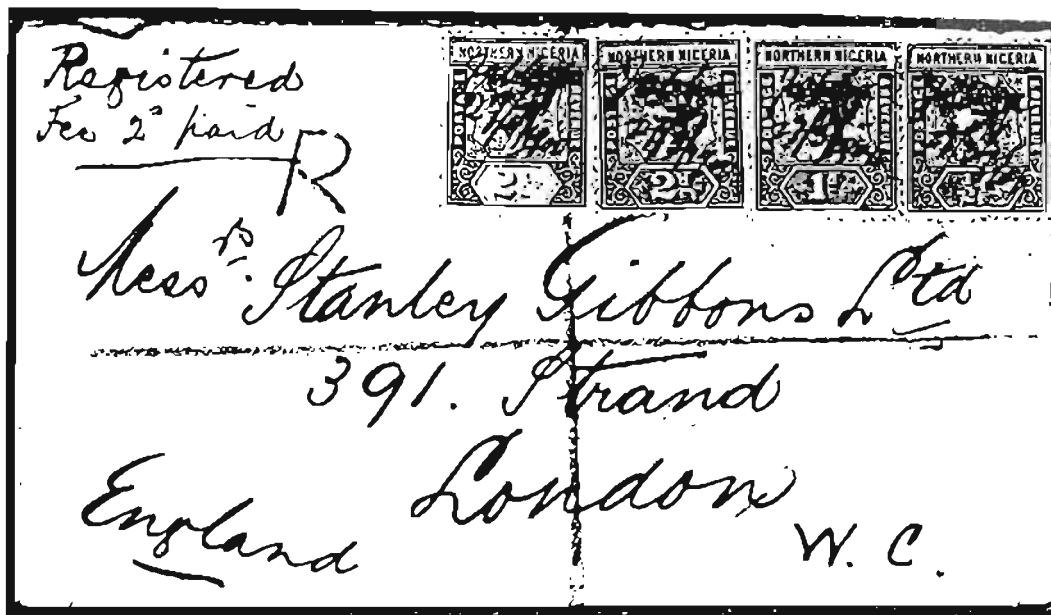


Journal of the
West Africa Study Circle

VOLUME 4 NUMBER 9

JANUARY 1994

West Africa



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SIERRA LEONE 1914

Stampless cover from a German P.O.W. sent back to Germany, the reverse bearing an unusual pink label printed with: "POSTAGE FREE/PRISONER OF WAR/SIERRA LEONE"

Label is initialed & endorsed "G.P.). 3/9/14" and tied by a Freetown c.d.s., same date. Handstamped on front with circular "POST FREE/P.O.W."

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I hope Members will notice that this is the largest production containing more advertising and more content than before. Congratulations are due to you the Membership. I am hoping to produce an up to date index to Cameo in the near future: it is some time since the last one was published.

I still have not had any small advertisements: this is unusual as I notice in other stamp Society magazines that there appears to be quite a demand from the Membership. I draw your attention to the postal advertising rates on this page.

I am pleased to report that the great majority of Members now send any articles typed and almost ready for the printer. This is a great advance and I do thank you for relieving my workload. I would remind the Membership again that the July 1994 issue will be the last issue in the current size; we shall then switch over to A4 for reasons of economy and efficiency.

I have been asked to draw your attention to the fact that North American Members can now pay their subscriptions in Canadian Dollars to Jack Ince as per the insert in Cameo. If North American Members could see their way to do this, this would be a considerable saving to the Society as the cost of changing the cheques into sterling is now prohibitive.

Future Publications I am glad to say that Neville Jones's book on The Cancellations and Postmarks of Nigeria 1914/80 is very shortly to be published. Members will be receiving a notification in the next newsletter which, hopefully, will be published quarterly. Jeremy Martin is well advanced on his book "The Postal History (British) of the Anglo French Occupation of Togo (1914/1922)". This book will certainly be published this year. As related in your Secretary's newsletter, WWI and WWII censorship has been a great success.

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

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price (minimum fee £1)

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AUCTION REPORTS

Early Nigeria at Stanley Gibbons 23-25 March 1993 - The Editor

All prices quoted in these reports are inclusive of 10% buyers' premium but exclusive of VAT on the premium (estimates in brackets).

Niger Coast

S.G. 2a	£2,310	(£2,100-£2,000)
S.G. 15a	£1,870	(£1,400-£1,600)
S.G. 38a	£2,860	(£2,000-2,200)

Nigeria

S.G. 73b	£132	(£70 to £80)
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Lagos

E.L. 1856 from Lagos to Genoa via Plymouth and Paris good strike of boxed colonies/Art 18	£352	(£180 - £200)
Paid at Lagos (H.S.1) 1872 on large part reg. env. to Manchester plus piece	£308	(£240-£260)
Post Office Lagos West Coast of Africa (H.S.3) 1870 E.L. to London	£330	(£400 to £440)
1874-75 Die Proof of head plate in black, Mar 25 1874, "Before Hardening"	£221	(£130-150)

Gambia at Harpers 29/30 March 1993 Peter Coni Collection

1861 (May 25) E.L. from Ste. Marie to London, two strikes of Bathurst cds in red (Dalwick Type 1)	£880	(£500)
---	------	--------

1862 (June 25) E.L. from Casamance to Marseilles, Bathurst cds in black (Dalwick Type 2) 2F Accountancy Mark	£990	(£500)
4d pale brown and 6d blue ovpt 'Cancelled' (Samuel type D6a) - De La Rue's original samples of their embossed work	£2,420	(£2,000)

1898 - 1902 Imperium Essays Imperforate on Gummed Unwatermarked Paper 6d Green (colour of issued 1/2)	£99	(£100)
7 other examples in various colours average	£140 each	(£110)

1894 Imperforate keyplate essays on Gummed Unwatermarked paper with country name and value hand painted 3d in grey and brown	£605	(£440)
--	------	--------

1902-05 with Watermark CA Edward VII Master Die Proof of the Key Plate Before Hardening 29 Oct 01	£880	(£500)
---	------	--------

1906 1d on 3/- complete right pane	£1,210	(£1,000)
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1912-22 Mult Crown CA 1/2 to 3d in Plate Blocks of 9 showing split A variety og	£1,210	(£800)
---	--------	--------

Niger Coast at Phillips 29th April 1993

1893 1/2d on half of 1d unsevered pair fine used	£154	(£130/140)
--	------	------------

1/2d type 4 (S.G.11) in green used with 1892-94 2d (2) on 1895 registered cover front to England	£165	(£80/100)
--	------	-----------

1893 1d Postal stationery card to London cancelled by double ringed Benin and Benin River cds both in red	£60-50	(£60/80)
---	--------	----------

1894 (June) 1/2d slate blue imperf colour trial on white wove	£176	(£100/120)
---	------	------------

3 other examples of different values in fine condition average £176 each (£100/120 each)
 1/2 colour trial in black perf 15 £165 (£80/100)

1894 (Jan) 1/- yellow olive margin plate proof on thin card £165 (£80/100)

1894 (Aug-Sept) 1/2 (type 15) in blue on half 1d tied to piece by Opobo River cds £55 (£60/80)

1894 (June - Oct) "1" (type 16) in vermilion on half 2d tied to piece by Opobo River cds £71-50p (£80/100)

1894 Aug 15th envelope to Cheshire bearing S.G.5 tied by Bonny River cds £374 (£180/200)

1894 1/- Block of 4 each ovpt Consular in red fine used also single 2 1/2d £35.20 (£40/50)

1896 Certificate of Registration for "James Hart as a British subject" bearing Consular Service 2/6 cancelled VICE CONSULATE BONNY £60-50 (£60/80)

1897 - 98 CA 6d, 2/6 AND 10/- ovpt. Specimen in horizontal strips of 5 £396 (£400/460)

1898 (Jan) Stampless envelope to England enclosed "No stamps available/ JLH Rigby/WAFF/Yellua/W. Africa with violet boxed Burutu ds £297 £60/70)

1889 The Royal Niger Company envelope addressed to Liverpool bearing large handstruck 6d £143 (£100/120)

1900 (March 31st) envelope to England with GB 1d lilac tied by violet oval Lokoja/Post Office endorsed English stamps only available in Northern Nigeria. £187 (£130/150)

Christies New York May 5 1993 - Important stamps and coins

1904 £25 Northern Nigeria S.G. 19 og US\$34,500 (US\$32,000/34,000)
 (INCLUDING PREMIUM OF 15%)

Harmers Oct 20th 1993 British Commonwealth

Cameroons British Occupation 1915 4th March envelope to Lagos with German Duala code "a" datestamp written from Campo "on active service no stamps available" £440 (£450)

Cavendish Sale 23rd September 1993

This sale contained about 150 lots of West Africa nearly half from the Gold Coast section. The saleroom was not overflowing but contained a few study circle members at least one of which was on a southern migration to Leamington. *Indicates VAT on hammer price.

Gambia lots of mixed covers were up to one third above estimate, stamps round about estimate.

1902 6d imperforate IMPERIUM colour trial in green and mauve affixed to small piece De La Rue record sheet, endorsed "7½d" £100* (£80)

Gold Coast of the 5 lots of missionary letters 3 did not sell with the others about ¾rds estimate. The mixed lots of covers contained some very desirable individual items sold very well with many double estimate and in a few cases three times estimate. Many lots of mint stamps did not sell and those that did fetched about ¾rds estimate. There were 19 lots of cancellations on stamps which sold generally about or marginally below estimate; the study containing 378 village c.d.s estimated at £1500 did not sell.

Victorian Cancellations including Purple (A)BU(R)i c.d.s
 (10 covers) £240(£100)
 KG VI/QE2 78 covers £340(£100)
 1898 2d Imperf Colour Trial in mauve and olive green
 on gummed, watermarked paper £110*(£65)
 Cancellations: 1884-1906 values to 6d with rare village
 c.d.s incl. Central Office, Mumford, Odumasie, Prampram
 in red, Abokobi in red and Danoe (16 items) £260(£160)
 Piece with 2½d pair 1898, piece with 3d and single 1d
 with Northern Territories/Gold Coast h.s. in violet £95(£100)
 1898 specimens ½d, 1d, 2½d, 3d, 6d and 2/- in strips of 5 £120*(£165)
Niger Coast There was the opportunity to obtain a few individual
 covers below estimate but in the main they fetched between
 estimate and plus 50%.
 Boxed Akassa cancel on cover to France 17th Aug 1896 to Lyon
 with G.B. 2½d near fine boxed d.s. £90*(£85)
 Royal Niger Constabulary cover with superb LOKOJA/POST OFFICE
 oval 21st Oct 1899 to London with G.B. 1d lilac tied by lovely
 purple d.s. with a 24th Oct part serif BURUTU alongside £180*(£120)
 On active service cover via Lokoja 2nd Dec 1900 to U.K. (plus
 interesting contents; Kontagora is still going strong; Bida has
 joined him and the Lapai are out ... I'm in command of rear guard.
 We are sleeping in the open ... We are very short of men here...) £180*(£120)
 with pair of Northern Nigeria ½d's tied by near fine 6th Dec
 LOKOJA/POST OFFICE OVAL £180*(£120)
St Helena Covers again fetched between estimate and double
 estimate. Covers from 1900 were obtainable at less than estimate
 Stamps generally sold well in many cases above estimate.
 Prestamp 12th May 1845 E.L. (in French) from "St Helene" to France
 via Holland with fair oval ZEE-BRIEF/DEN HELDER d.s. on front and
 m/s "60" changed to "16" £160*(£150)
 Forwarding Agent cover ex Dutch East Indies "via St Helena" to
 the Cape c.1850 E. from Sourobaija with m/s "Forwarded by your
 obedient servts Solomon and Moss" £240*(£120)
 1922-37 basic set of 14 to 5/- plus 1½d Carmine rose in corner
 marginal pairs, the left hand stamp in each pair showing "cleft
 rock" variety mostly unmounted mint £750*(£650)
 1922--37 1½d deep carmine red f.u. corner marginal pair showing
 cleft rock variety cancelled ST HELENA AP27/38 £240*(£75)

Sierra Leone Groups of cards/covers sold somewhere between
 estimate and twice estimate.
 WWI Stampless cover from German P.O.W in Freetown to Germany
 Fine circular violet "Post Free/P.C./Prisoner of War" £180(£225)

TOGO - THE 1/- ON EMERALD PAPER

PETER FERNBANK

The Crown Agents Bulletin No. 2 (2nd Quarter 1920) reported that requisition 62/20 for the "Togo Anglo-French Occupation" overprint on the Gold Coast stamps ½d., 2d., 2.5d., 3., 6d., 1/-, 2/-, 5/- and 20/- from plate No. 8 was "in course of printing". This was the final printing for the Togo overprints and it was duly invoiced on the 7th September 1920.

Bulletin No. 8 (4th Quarter 1921) added an extra comment:-

"62/20 TOGOLAND The last supply of 1/- stamps, overprinted on Gold Coast Stamps, were supplied from plate 8 and were printed on (a) the old make of green paper with an emerald surface (b) on the new make of green paper old watermark."

The papers referred to are the emerald surface/pale olive back and the emerald surface and back. In the Colonial Office security printing archive, now held at the British Library, two copies of the 1/- for R.62/20 are present, both with emerald green surface, the second example being of a slightly paler emerald shade. Regrettably they are stuck down so it is not possible to view the backs.

The S.G. Part 1 catalogue lists only the emerald surface and back paper, and at a catalogue price of £170 this must be a very elusive stamp. The de la Rue Day books show that 364 sheets of 60 set (equivalent to 182 sheets of 120 set printed) were invoiced for the 1/- of R.62/20. From the relative scarcity of the emerald surface and back copy it must be assumed that the majority of the 364 sheets printed must have been on the emerald surface/pale olive back, and yet strangely it does not rate a catalogue listing.

Marginal examples from this printing feature double jubilee lines, the only Togo 1/- printing to do so. I would be very interested to hear from anyone who has a copy of the 1/- on emerald/pale olive back to confirm that it does exist.

(Ed. I have a copy with double jubilee lines which is on emerald back.)

DEUTSCHE LUFTHANSA MAIL SERVICE TO AND FROM THE
GAMBIA 1934 - 1939

R J Maddocks

The following notes and observations are taken from various files in the National Archives, Banjul by kind permission of the Archivist. They are given in chronological order and for an overall presentation of the mail service provided by Lufthansa to the Gambia should be read in conjunction with those on the Zeppelin flights which appeared in Cameo of January 1992.

13.12.33 Correspondence between Harbour Master and Marine Superintendent, Bathurst

- cost of building seaplane slipway would be approximately £100 (including labour and materials). A seaplane when hauled up on the carriage from the water can be transferred onto wheels which would allow it to be manoeuvred to the vacant land site adjoining the foreshore at Half Die and would mean room for 4 seaplanes.

5.2.34 The first scheduled DLH mail flight from Germany to South America arrived at Jeshwang airground. It had left Berlin on 2.2.34. Mails were for Rio de Janeiro, Natal, Montevideo and Buenos Aires; also for the catapult ship 'Westfalen' lying at anchor off Bathurst.

2.3.34 Colonial Secretary, Bathurst to United Africa Company Ltd, Bathurst (Agent for Lufthansa)

- The facilities (for the planes) were to be available for all aviators whether connected with the company (DLH) or not and that Lufthansa should submit for his approval a scale of charges. He also stated that the Gambia Government reserved the right to take over the airbase including the slipway at short notice and without compensation.

17.5.34 DLH's local agent (United Africa Co Ltd) to Receiver General (P&T)

After 'Zephyr' (DLH plane) leaves on 20.5.34 the service (for South America) will be discontinued for about two months. When resumed in July/August it will be on a weekly basis instead of a fortnightly one as at present.

May 1934 Receiver General enquires of DLH Agent in Bathurst regarding possible use of the German Air Service to carry mails from the Gambia to Europe. The matter was referred to the German Postal Authorities in Berlin whose Minister replied on 26.5.34 to the effect that DLH would negotiate an agreement direct with the Receiver General. (Refer to the Zeppelin article for the full content of this letter)

2.8.34 Ag Receiver General (P&T) reported to Colonial Secretary as follows:-

I have the honour to report for your information that the first airmail from England carried by DLH Ag arrived in the Colony on 30th July 1934.

2. The time taken from London was three and a half days and the Mail consisted of 75 letters. Six only of these letters however were for the general public, the remainder being addressed to the Post Office by philatelists.

3. The charges for this service are as follows:-

Letters: first half ounce 10d
 each subsequent half ounce 9d

Postcards: 5d

The airmail is advertised at present to leave at fortnightly intervals; the

final collection in London being 8pm on alternate Fridays.

4. I would suggest that a notice might be published in the Gazette setting out particulars as above for the information of the public.

This cover posted in London on 27th July 1934 was via the first acceptance by DLH (Croydon) of mail for the Gambia where it was received and backstamped on 30th July 1934 after having transited Stuttgart on 28th July 1934. It would therefore appear that the mails were not carried in through closed bags.



GOLD COAST POSTCARDS AND CONTROL NUMBER SINGLES OR BLOCKS
SOUGHT BY MEMBER

Any mint example of S.G., 4, 5, 7, 8, 9, 10, 22, 24, 69, 79, 82a, 82b, 100 and 102.

A mint copy of S.G. 20/number 2, 26/2, 34/3, 35/2, 70/5, 70/8, 74/5, 77/1, 78/1, 78/5, 78/6, 79b/5, 79b/6, 80/1, 80/5, 81/6, 82/5, 83/5, and 83/6.

I have a small selection of duplicates to offer as exchange.

I am also attempting to compile a listing of cards issued in or for the Gold Coast. Having accumulated over 600 cards in my own collection and details of dozens more I have drafted an index. I now appeal to members who have any number (large or small) to contact me with a view to expanding the listing. Ideally, I would value the opportunity to view the cards or photocopies. As a reward (!) I can offer a photocopy of the index to participants.

I also wish to buy or exchange used or unused cards to add to my collection.

All offers on the above to Ian Anderson, 57 Manse Road, Edinburgh, EH12 7SR.

Aug/Nov 1934. Agreement between Post Office at Bathurst/British Gambia (hereinafter called the POST) and the Deutsche Lufthansa AG Berlin SW 68 (hereinafter called LUFTHANSA) Regarding the forwarding of Mail from Bathurst to Europe

1. To air conveyance are admitted:- Ordinary and registered letters, postcards, printed papers of every kind, samples of merchandise, commercial papers; insured letters and boxes are excluded.
2. Lufthansa take over the Mail at Bathurst to be forwarded by their scheduled aeroplanes to Sevilla, Stuttgart or Berlin as well as for the further transportation from Stuttgart or Berlin to all places of Europe through the medium of the Reichpost.
3. The carriage of mail between the Post Office at Bathurst and the starting place of the aeroplane is to be executed by Post and on its own expense.
4. The airmails, LC - and AO - mail made up separately, are to be handed over to Lufthansa for the post office at Sevilla, Stuttgart (9) and Berlin (C2) for being forwarded.
5. Delivery of mail to Lufthansa takes place on the base of Way bills in triplicate; one of them accompanies the mail, the second remains with Lufthansa and the third with a statement of receipt to be returned to Post.
6. The Lufthansa Agency at Bathurst is entitled to forward unclosed and not prepaid letters with the aeroplanes of Lufthansa for the service correspondence between different Lufthansa offices.
7. The airmail Staff is obliged to respect the secrecy and inviolability of letters. The staff are therefore strictly forbidden to open any mail to search its contents in any way, to give any reports about intercourse (sic) between single persons to a third one nor to give anybody opportunity to commit such actions.
8. The mail is to be stored in the aeroplane in such way that it is safe against damage, loss or abstraction.
9. In the case of loss, damage or abstraction of registered mail Lufthansa are responsible towards Post in the same way as the latter is responsible against post office customers according to the conditions of Universal Postal Convention.
10. In the case of accidents, forced landings or disturbances of traffic, Luft-hansa takes care for the forwarding of the mail taken up at Bathurst on their own expenses.
11. For forwarding mail from Bathurst (according to 2) Post has to pay Lufthansa:-
65.00 Gold francs per Kilo LC.
16.25 Gold Francs " " AO.
12. Reimbursement will be made by Post to Lufthansa quarterly. Post has to make up a list of the different mail handed over to it for forwarding (LC - and AO - mail separately); this list must contain date of delivery, country of destination and gross weight of the different air mails. For figuring out reimbursement according to tariffs mentioned in 11 the total gross weight made up separately for LC - and AO - mails will be taken as basis. The total weight is to be made round upwards to the full kilogramme. The statement of accounts will be forwarded to Lufthansa at the latest on the 5th of the month following the quarter the mail was transported and must not be considered definite unless examined and fully acknowledged by Lufthansa. Payment of the amount of reimbursement nevertheless will take place in three days after sending off the statement of accounts to Lufthansa in English currency; in this case the gold franc is converted at the rate of exchange noted for gold at the London Exchange the day of payment. Place of payment will be Berlin if no other place will be agreed upon later on.

13. Lufthansa is relieved of all responsibility for the carrying out of the air mail service. Whenever changes of timetable by route or day are known beforehand Lufthansa will inform Post accordingly and in time.

14. Each partner of this agreement has the right to cancel it with 3 months notice before the end of a trimestre; if this does not take place the agreement will tacitly be considered as valid for another trimestre.

Berlin August 24th 1934

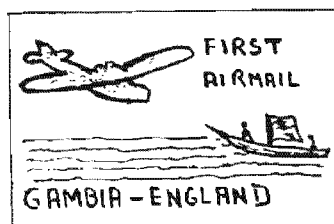
Bathurst 1st November 1934

(Sgd.) Deutsche Lufthansa AG

(Sgd.) Receiver General
Posts & Telegraphs

24.10.34 Receiver General to Colonial Secretary, Bathurst

-recommends that the first Airmail by the new service should be stamped with some device indicating that it is first mail. The following cachet was suggested:-



31.10.34 PO Notice "Airmail via Germany" (Extract)

First mail will be despatched on 11th November 1934 and weekly thereafter until further notice.

All packets must bear the usual Airmail Label and the letters "DLH"

Rates:- Letters to UK, British Empire and USA - per $\frac{1}{2}$ oz 1/3d
" to other Countries - " " 1/4 $\frac{1}{2}$ d
Papers to all Countries - " 1 oz 8d

31.10.34 Authorisation by Government of the Gambia to Deutsche Lufthansa for Flights of Aircraft engaged on the Mail Service

Grant to DLH of a special and temporary authority for flights within the limits of the Colony and Protectorate of the Gambia of the aircraft belonging to DLH as specified in the First Part of the schedule hereto from 1.11.34 to 30.4.35. (In terms of Article 27 of Air Navigation (Colonies, Protectorates and Mandated Territories) Order in Council 1927.) This first noted authorisation covered the following planes:-

Dornier Wal (Taifun)	D - AKER
" (Samun)	D - AFAR
Junkers (Zephir)	D - AGAV
Dornier Wal (Boreas)	D - AGAT
" (Tornado)	D - ADYS
" (Mistral)	D - APOK (Added 16.11.34)
Heinkel (?)	D - AHUX (deleted 16.11.34)

The sea plane base was at Half Die and the land plane one at Jeshwang. The M/V "Schwarbenland" (Catapult vessel) was then entering and leaving Bathurst

harbour at least twice every week, going a 100 miles or so out to sea.

The Authorisation was renewed on a six monthly basis on 1.5.35 and on an annual basis from 1.11.35, the last being from 1.11.38. A schedule of planes was given with each Authorisation, subject to various interim additions and deletions. A full list of planes recorded involved at various times for various reasons between 1.5.35 and Mid 1939 is given below:-

<u>NAME</u>	<u>REGISTRATION</u>	<u>COMMENTS ON FILE</u>
Samun	D - AFAR	Sea plane
Taifun	D - AKER	" "
Boreas	D - AGAT	" "
Zephir	D - AGAV	May have changed registration letters to D-ARUN
Tornado	D - ADYS	Sank 1936
Mistral	D - APOK	Name later changed to Max van Muller
Aeolus	D - APOR	Registration letters later changed to ABYM
Passat	D - ALOX	
Mistral	D - AKYM	Dornier Wal sea plane
Rostock	D - ALIX	Heinkel, not a mail plane (lost 1937)
Breslau	D - AQUA	Heinkel III Landplane
Karlsruhe	D - ATYL	- " -
???	D - ACEQ	Junkers - No name. Plane on test flight in August 1936 from Berlin to Bathurst direct, non-stop. Reported as having arrived non stop from Berlin in 20 hours and with enough fuel left to permit returning to Las Palmas, another 900 miles.
Pampero	D - AROZ	Sea plane - lost mid-1938
Zyklon	D - AANE	Sea plane
F.Von Roeth	D - AMEI	Junkers
Hamburg	D - ATIO	due Bathurst 21.1.37 for experimental flights for S. America service
Luebeck	D - AHIE	
Nordwind	D - AJEY	4-engined sea plane; beginning April 1938 used temporarily for flights from Bathurst to S. America carrying mail.
Nordstern	D - ASTA	
Nordmeer	D - AMIL	
Holstein	D - ASBK	Landplane (Focke Wulf?) arriving June 1939 on flight tests to S. America, later renamed ARUMANI. This was the first land plane to cross the South Atlantic.
Pommern	D - AXFV	

<u>NAME</u>	<u>REGISTRATION</u>	<u>COMMENTS ON FILE</u>
Preussen	D - AIVI	Sea plane - crashed Jeshwang 1938
Seeadler	D - AGNT	New type of flying boat for S. Atlantic run
Seefalke	D - AWDS	4-engined Dornier DO26

30.10.34 DLH Agent Bathurst to the Colonial Secretary

"DLH Berlin had informed us that within the next months one of our sea planes 'Boreas' or 'Tornado' shall be handed over to the Condor Syndicate in South America and for that reason shall have to bear the Brazilian colours. The plane in question remains in our service carrying mail from Bathurst to Natal and to Las Palmas in conjunction with the other planes and we have a German crew on board.

I have to enquire if this change of ensigns on one of our aircraft would cause any objections with regard to the granted authority for flights within the limits of the Colony and Protectorate of the Gambia."

The matter was referred to London; DLH were told it was under consideration but meanwhile Brazilian colours should not be borne by aircraft operating in the Gambia (29.11.34). (Technically it would be a Brazilian air service to the Gambia.)

London replied to the effect that they would agree provided the Brazilian Govt also agreed to grant reciprocal facilities for a British service to or in Brazil if and when required to do so.

On 13.2.35 the Colonial Secretary advised DLH that before Brazilian aircraft can be permitted etc formal application for permission should be made through diplomatic channels. Meanwhile Brazilian colours should not be borne on aircraft coming to the Gambia.

There was also a request by DLH Berlin through UAC to the Gambia Government for the words 'and associated Companies' to be inserted in the 'Authorisation of Flights' after 'DLH Ag.' This was declined.

OCT/NOV 1934 Airmail Via French Airmail: London - Paris - Toulouse - Dakar (Latecoere)

Airmail for the Gambia has been reported as carried by this route, which was inaugurated on 30th March 1926, but then had to sit in Dakar, Senegal waiting indefinitely for on-forwarding by surface transport. Colonial Office and London GPO taken to task by irate Governor and officials over the long delays and for not using service of DLH.

However in response in November 1934 London advised that DLH Croydon had informed them they had been told the German Air Service would not be calling at Bathurst because of quarantine re yellow fever outbreak and arrangements were thus made to divert to Dakar - Despatch to Gambia via Germany resumed 14.12.34. (But odd mail still sent from London via Dakar!)

25.3.35. DLH Bathurst advised Receiver General that between 1st April and 30th September 1935 the service will be fortnightly instead of weekly.

13.7.35 Deutsche Lufthansa, Bathurst advise heavy rainfall softened landing ground at Jeshwang to such an extent that aeroplane "Zephyr" there due to start that evening had to be stopped. Therefore flying boat "Tornado" arriving this morning from South America with mail was ordered to carry the Gambia mail to Las Palmas.

8.5.36 Receiver General P&T issues notice that from 27.6.36 there will be fortnightly air service to Europe.

1937 Portugese Post Office to Receiver General advises that from 30.9.37 air mails from Lisbon for Bathurst will be forward Thursdays by DLH Service No 191.

Receiver General added note to effect that if mail handled in reverse direction then a separate bag will be made up.

24.9.37 Receiver General to Colonial Secretary

Airmail records for the three quarters of 1937 show total letters despatched as 12,466. This number expressed in $\frac{1}{2}$ oz rates on which postage is based is equal to 15,570 half oz letters.

2. Omitting from calculations ordinary rates of postage ie 1½d British and 3d Foreign, the revenue derived would be 15,570 at 11½d = £746.1.3 which together with the amount of £68.2.6 received from Sierre Leone for the transmission of its mail makes a total of £814.3.9.

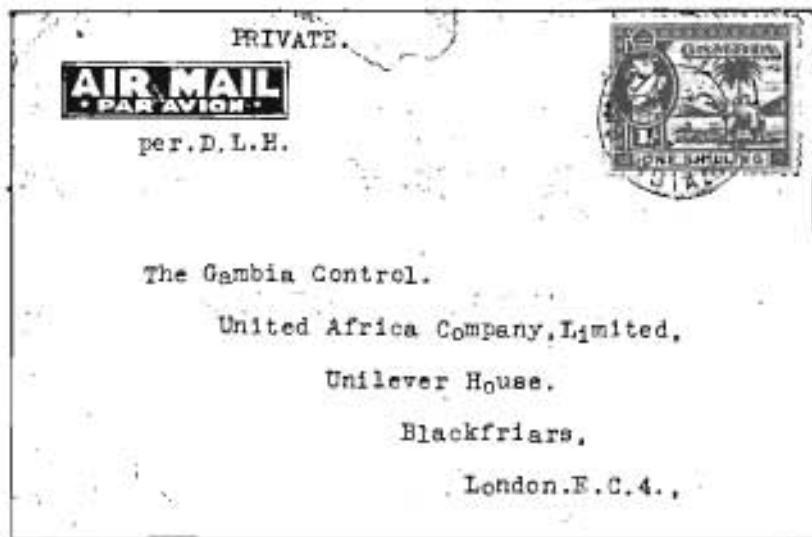
3. The amounts paid to DLH were:-

March Quarter	230.3.2
June Quarter	249.16.4
September Quarter	<u>223.19.6</u>
	<u>£703.19.0</u>

- Which showed a profit of £110.4.9 accruing to the Government.

4. It would appear that some reduction could be made in the postal rates and I would suggest that both Imperial and Foreign rates be reduced by 1d per $\frac{1}{2}$ oz, making the charges 1/- Imperial and 1/1½d Foreign.

The rates were reduced accordingly 30.10.37. (see cover as illustrated posted at Bathurst 28.4.38).



28.8.39 DLH Agent, Bathurst to Ag. Colonial Secretary

I have the honour to inform you that our plane carrier mv. 'Ostmark' and the Junkers plane 'Fitz von Roeth' left Bathurst on Friday 25th instant for Las Palmas by order of our Divisional Management in Las Palmas. In as much as we have not been able to obtain a definite answer as to when the service will be taken up again we are sorry to communicate that the Airmail Service by the German Lufthansa up North and to South America is to be considered as temporarily interrupted.

(Presumably the plane carried the Gambia-Europe mails and thus was the last DLH flight to do so.)

Just prior to the above, notes had been exchanged between Receiver General and Colonial Secretary concerning evidence of intransit tampering of British mails to the Gambia. The matter was not taken up with DLH in view of the suspension of the service.

On 13th October 1939 the Flight Authorisation was unilaterally cancelled by the Gambia Government effective from 3.9.39 notification being passed to DLH through the Consular Agent of Switzerland, Bathurst who was representing German interests following the outbreak of war. Also cancelled were authorisations to establish a wireless station at Cape St Mary, aerodrome at Jeshwang and seaplane slipway at Half Die.

Included in the properties taken over by the Custodian of Enemy Property were the Lufthansa flight crew quarters at Atlantic Road, Fajara. This photograph was taken by the writer of 'Lufthansa House' in July 1992 just as its demolition was beginning. Built in 1936 this large two-storeyed building had been used by the Medical Research Council since the last war; the aged and weatherworn condition of the substantial asbestos and glass fibre content in its construction had made it a health risk to the occupants and preservation of a piece of aviation history was found to be impracticable.



Lufthansa House, Atlantic Road, Fajara, Gambia

POSTAGE PAID : GAMBIA

R J Maddocks

It has been noted in Banjul that some if not all parastatal concerns have special arrangements with the General Post Office there for the franking of their letters. Instead of itself affixing adhesive postage stamps on outgoing mail in pre-payment of postage, the parastatal delivers its letters to the Post Office where they are individually assessed for postage and then handstamped "Postage Paid."

By way of identification of their origin the parastatal enfaces (sometimes endorses) its letters, both local and overseas, with its office cachet prior to taking them to a specific counter position at the Post Office. There a special Post Office cachet or date stamp is then applied to evidence payment of postage; so far seen used in this connection is respectively either a boxed cachet "GPO/BANJUL/POSTAGE PAID (in black or purple) or an elliptical date stamp "OFFICIAL PAID/(DATE)/BANJUL, THE GAMBIA" (seen in black only). In addition Banjul P O's normal counter date stamp or more rarely, its machine canceller is also applied. In practice, however, any combination or marking is seen and indeed often only a single cachet or date stamp without even evidence of 'Postage Paid' has been noted. Yet the mail still gets through with no apparent adverse effect in the delivery of the letter concerned or any surcharge being raised even on airmails to overseas.

Details of postages charged by this process are logged daily by the P O clerk concerned against the respective parastatal, which is subsequently billed en bloc under "local" and "overseas" despatches on a periodic basis.

The facility is not known to be available at post offices other than the G.P.O., Banjul. The terms of such arrangements have not however been sighted and it is not known for how long the practice has existed, it seems today to be very much on an ad hoc basis. With some confusion too now that parastatals are being privatised since for example the Meridien Bank Gambia Ltd., a private company having recently taken over most of the business of the Government's own Commercial and Development Bank, is also currently availing itself of the latter's postal facility though on a separate accounting basis.

Franking machines do not appear to be in use in either the public or private sectors. Mail from Government Departments and offices per se are of course exempt from payment of postage (Fig 6).

The photostats of seven covers here used for illustrative purposes have been cut down in size for reason of space.

ILLUSTRATIONS

- Fig. 1. GCDB Local Mail 9/3/79 "Official Paid" date stamp.
2. GCDB Local Mail 12/9/91 "Postage Paid" cachet (struck in mauve) and Banjul PO cds.
3. GCDB Overseas Mail 12/5/92 "Banjul PO" cds only (weak partial strike)
4. Meridien Bank Local Mail 9/11/92 "Postage Paid" cachet (struck in black) and Banjul PO cds.
5. Meridien Bank Overseas Mail 7/12/92 Banjul PO machine cancel (29/12/92) only.
6. Director of Posts Local Mail 27/4/92 Banjul GPO cds.
7. NTC Ltd (Privatised) Local Mail 12/4/92 Confused! Having both Adhesive Stamp and Official Paid Cachet (missing month). Backstamped NTC Ltd. Also RTS cachet 'Not known' indicated.



GOLD COAST

1883 1d ON FOURPENCE MAGENTA

Ian Anderson

Further to the article in Cameos 4/8 July 1993 I have recently acquired an example which was examined by several members during the Leamington Spa weekend. As you will see from the enclosed photocopy (fig. 1.) the overprint is different from either of those illustrated previously. The overprint is much nearer to that in the Tapling Collection in the size and shape of both the "1" and the "a" and is quite unlike the forgery rejected by the B.P.A.

in 1947. However, that forgery is cancelled by a 556 bar obliterator which would be consistent with a stamp shortage at Cape Coast whereas my example has a fairly clear 554 bar for Accra.

One observation made at Leamington Spa was that a local postmaster would have had difficulty accounting for using his supply of fourpenny stamps as penny substitutes without official consent through the correct channels. Hence an unofficial overprint would be unlikely. However, an enterprising chap might have created samples to demonstrate his idea by handprinting on used examples. These would then not be printed in a sheet but prepared individually and on that basis this example has an outside chance of being as genuine as Tapling's

I look forward to further opinions.



Fairly clear "--4" in bar cancellor
which would be used in Accra

RICHARD AGABEG. FRPSL

Philip Beale

I first met Dick, as we knew him, at a Circle meeting in the 1960s. He had been the President recently and was in many ways our authority. I remember that he told me that he did not own a single West African stamp or cover but that he was keenly interested in every aspect of every country in the area. It was he and Jim Whitfield who pressed that we should include St Helena and Ascension. That was logical for he maintained that even if your main interest was one former colony you needed to study the whole area. The maritime mail, the airmails, the rates, the censorship and the stamps were all inter-related. Seeing a display of any colony would teach you about another. Dick took a deep interest in collecting catalogues and literature and saw that to be just as significant as collecting stamps and covers. He felt, as I do, that we all have an obligation to purchase and so support the published work of others.

Dick was a nationally recognized expert on the detailed study of stamps and how they were produced: at one time he was a consultant to Robson Lowe's. He enjoyed exhibiting his stamps and covers for from the discussions that resulted he learnt much and made new friends. I understood that he had inherited a fine collection from his father. From this he proceeded to collect the classic stamps of the former British Empire. He would assemble a superb collection, exhibit it internationally, studying it in depth and writing about it. Finally, he would sell it and start on another colony. To do this he had to be single minded and concentrate on the one collection. There was no point in starting on a colony if key items were in the hands of collectors who were unlikely to sell.

In this way he formed collections of Niger Coast, Gold Coast, St Helena, New Zealand and Ceylon, all exhibited to International Gold Medal standard. I believe he was the first exhibitor to reach that standard with a West African collection. He made the first study of the flaws on early Gold Coast stamps and his articles in *The London Philatelist* on Niger Coast and Gold Coast are important reading for our members.

Dick was a Lecturer in Geology and, no doubt, his meticulous scientific studies were reflected in his study of stamps. Only a week or so before he died, when he must have been in considerable pain, I had an interesting letter from him. He was only 58 and his death was a great loss to philately.

WEST COAST OF AFRICA SHIPPING TIMETABLES 1885

Jeremy Martin

I have experienced some difficulty in finding sailing times (the time taken) to reach ports in West Africa and also for return journeys. In P.O. Archives, to whom acknowledgement is gratefully made, I came across the 1885 Timetable of the British and African Steam Navigation Co. Ltd and African Steam Ship Co. and their agents, Elder Dempster & Co.

I have shown inward journeys, one fast, the next one slower calling at more ports:

May 27 1888	Fernando PO	(arrive)	-
28	Cameroons	"	-
31	Old Calabar	"	May 25 1888
-	Shallow Rivers	"	27
-	Shallow Rivers	leave	27
June 2	Old Calabar	(arrive)	29
3	Bonny	"	June 1
-	Benin	"	" 4
7	Lagos	"	5
9	Little Popo	"	-
10	Quitta	"	-
11	Addah	"	7
13	Accra	"	8
14	Winnebah	"	-
15	Salt Pond	"	-
16	Cape Coast C.	"	9
18	Axlm	"	-
20	Half Jack	"	-
21	Grand Bassam	"	-
22	Cape Palmas	"	12
23	Grand Bassa	"	-
24	Monrovia	"	-
26	Sierra Leone	"	15
30	Bathurst	"	18
July 1	Goree	"	19
7	Grand Canary	"	-
8	Teneriffe	"	-
9	Madeira	"	25
16	Liverpool	"	July 2

'Shallow Rivers' were listed as Brass, Akassa, Opobo and New Calabar. As tide and draught of water required to be considered in working the Shallow Rivers, the Captain was at liberty to vary the order of call according to the circumstances.

In addition the following Ports would also be called at, dates and Steamers so appointed being announced in the Monthly Sailing Notice:

Ahgwey	Bagaida	Dixcove	Lavanah	Sherbro
Anamaboe	Bay Beach	Elmino	Porto Seguro	Sinoe
Appam	Chama	Grand Popo	Pram Pram	Sulymah
Assinie	Dancoe	Isles de los	Secondee	Whydah

Details in P.O. Archives under Post 29, File 405, Ref. 289M/1886 under heading 'West and South West coast of Africa. Timetables 1885-86'.

"JUSQU'A AIRMAIL MARKINGS" (A Study), by Ian McQueen. Published by W.A. Page, Dartford, England, 1993. A4 size, 109 pp., soft cover. UK£10.00 plus £2.0 surface postage. Available from AEROPHIL, 4 Ave. General Guiguer. CH-1197 Prangins (Vaud), Switzerland.

Kendall C. Sanford

This the first book I am aware of that shows all known air mail markings from various countries, to indicate that a letter was to be carried part way or to a particular point by air. The term "Jusqu'a" is French meaning 'up to' or 'until'. Thus, all such markings are known as "Jusqu'a" markings. In the forward, the author advises that it was not his intention to produce a complete or thorough study of the Jusqu'a markings, but to introduce the subject and give help to fellow collectors who in recent years have been showing interest in what has hitherto been a rather neglected subject. It is hoped that this study will stimulate interest and that readers will be kind enough to advise of any errors and omissions.

The book starts out by showing some examples of Jusqu'a airmail markings, and then explaining some countries' postal regulations regarding the carriage of letters by air. In order to keep the study within reasonable bounds, the author has concentrated on the true Jusqu'a and Jusqu'a type handstamps, together with the air mail cancel handstamps which were used to mark the end of the flown mail service. The book describes and shows examples of the following various items:

- Mailbag Label Handstamps
- Air Mail Etiquettes showing certain city pairs or destinations
- Routing Handstamps
- AV2 & OAT Markings
- "Au Dela" Cachets
- Insufficiently Paid for Airmail markings

The listings are by country and show each known type of marking from that country. Markings are shown for the following West African countries: Cameroons, Dahomey, French Equatorial Africa, Gambia, Senegal & Sierra Leone. Also covered are the bars which were normally stamped across an air mail etiquette to indicate that the letter was not to be carried further by air because of the rate paid.

The reproductions of the markings are not very good, but they are adequate for the purpose. There is a very short bibliography, and a list of periodicals presumably which have carried articles about Jusqu'a markings. Unfortunately, no date, volume or issue numbers are given, which would make it very difficult to find a particular article. And finally, there is a useful listing of the countries and towns from which markings are shown.

The book should stimulate interest in Jusqu'a Airmail markings, and I recommend it to all aerophilatelists.

"THE POSTAL SERVICES OF THE BRITISH NIGERIA REGION PRIOR TO 1914"
by Jack Ince and John Sacher - Published by the Royal Philatelic
Society - A4 size - 576pp with 200 b/w illustrations, 16 pp in
colour and 12 maps. Price £66 including postage & packing in the
UK.

Charles Leonard

At long last, after almost fifteen years in the gestation, we have what
will be, for many years to come, the standard handbook on this area of West
Africa.

The authors are both leading members of our Study Circle and we have been
only too well aware of the time and effort expended, in the patient, and
relentless, tracking down of original records, and the meticulous cross-checking
of other sources of earlier published information, which has gone into the
production of this book. As the years passed, we all suspected that something
rather special was being prepared and the end result is certainly not a
disappointment.

This is no lightweight production: it clocks in at 2.8 kilos on my kitchen
scales (5lb 6oz to the Euro-sceptics); but a quite magnificent study, with an
adequate and easy-to-read typeface; neat, clean page layouts, superb colour
illustrations, beautifully bound and with an attractive dust jacket. In short,
everything we have come to expect from an RPS publication.

The main body of the book is divided into six sections, the first of which
covers Fernando Po, the Spanish-held island, which was the site for the first
British base in the area, used by the Navy's anti-slavery squadron, followed by,
in chronological order of establishment, all those territories which now make up
the modern state of Nigeria, namely Lagos, The Niger Territories, the British
Protectorates of the Oil Rivers and Niger Coast, Northern Nigeria, and Southern
Nigeria. Each of these sections is divided into chapters on the History (all
well written and a joy to read), Postal History, Postage Stamps and Postal
Stationery (where applicable).

I have always been somewhat hazy as to the divisions, both geographical
and administrative, between the Royal Niger Company and the Protectorate, and it
was somewhat heartening, therefore, to read that, in fact, they were not known
precisely even to the Foreign Office: I now have a much clearer picture.

The seventh section contains the appendices, over thirty in number,
covering a variety of subjects including Rates & Charges, Supplementary
Services, Military Mail, Wreck Covers, and important GPO Notices and Ordinances.
Now I must confess to not being overfond of the multi-appendix syndrome and my
first reaction was to wonder why much of these could not be included in the main
body of the book. However, on closer examination, it was clear that to have
done so would have much impaired the logical lay-out of the territories
sections; also much of the content in the appendices is, of course, common to
all territories. I believe, therefore, that the authors have adopted the
correct approach.

The book is completed by an extensive bibliography and a very useful
index, which does include the appendices.

Collectors will see the advertisements for this book and think that, at
£66, it is expensive; it is'nt ! Just a few minutes spent in flicking through
the contents will confirm that it is, in fact, exceptionally good value for
money, and not just to collectors of the Nigeria group. There is much that is
relevant to other areas and collecting interests, and I cannot recommend it too
highly.

CENSORSHIP

R. J. Maddocks

I reprint below extracts from a letter kindly sent by Bob Maddocks covering some of the points your Editor raised in his review of West African Censorship WWI and WWII in the last issue of Cameo.

"P.C. 90"

There is no mystique here: it is quite simply the standard stationery form number given by the British Censorship Authorities to labels/tapes printed "Opened by Examiner" for use on civil mails. The size of the label/tape was 1 1/2" x 2" and broadly followed the pattern in use in the UK. Overseas stations were to use the standard pattern (printed locally where possible) once existing stocks of whatever pattern they were using were exhausted. The station index letter or letters followed by a stroke and the examiner's number was also printed thereon. Standardisation was introduced at the end of 1941.

Base Censor

I have not seen any standard definitions but have always assumed this to be the principal military base in a particular territory or operation. Yet in WWI the Cameroons Expeditionary Force based at Duala had a Field and not a Base Censor. In WWII the centre of operations for the military in West Africa was at Accra, Gold Coast. It seems improbable that Accra alone would have been the funnel for Base censorship thus the capital of each W.A. colony was likely to have had a Base censor with the military or perhaps more likely wherever a British Field Post Office was located. However, I have not met with any example of Base censorship in West Africa - or at least recognised any evidence of such. In East Africa Base censorship was evidenced though the use of tapes printed "Opened by Base Censor" in the following routine: "Outgoing correspondence was left open by the writer and closed only after franking (examination confirmed) by an officer of the unit area, garrison or post to which the writer belonged. This included Navy and Air Force personnel attached to an Army unit etc. Registered correspondence was however franked and closed in the presence of the sender or his representative

After franking, correspondence then passed for impressing with the Unit censor stamp to an officer appointed Unit Censor Stamp Holder by the Commander of the unit, etc. This office also censored letters of those men who were temporarily without officers. Correspondence from a unit NOT holding a censor stamp was passed for impressing and posting to the nearest unit holding such stamp.

After posting, correspondence was despatched to various centres where Field Censor Sections were stationed. There a percentage of letters were re-examined, any of those opened were resealed using a label/tape bearing the words "Opened by Base Censor".

From this it is not clear how "Field" and "Base", if not synonymous, related to each other and further research is necessary. However, so far as Nigeria censorship is concerned, I opine that the Base censor probably used the "SELECTIVE CENSOR" handstamp Army Style A1101 in the book on items re-examined by him.

OTHER POINTS IN PASSIM (In the book)

1. Exemptions from Censorship: - Correspondence to and from British Ambassador's officers of rank of Vice Admiral, Lieutenant General, Air Vice Marshall and upwards in rank in active employment and officers and officials of Allied Nations holding correspondence rank or status. Presumably, Colonial Governors were also exempt and the Resident Minister, Accra.

2. Evading/Disregarding Censorship

In the Gambia, an Order by the Governor 16/5/40 stated that every postal packet (this means letter, postcard, paper, book, parcel, telegram etc.) which was addressed to or intended for a destination without the colony shall be posted at the Post Office.

In British West Africa generally, the Collectors of customs had instructions to prevent the transit of any written communication or printed matter from ship to shore and vice versa.

3. Green Envelopes

Drawn personally by the soldier; non transferable; no more than two to be used in a month. Normal censorship regulations applied except they were handed in sealed and not franked in the units. Writers could enclose up to three of their own letters in one green envelope but each letter had to be in a separate ordinary, properly addressed and unsealed envelope with the Green envelope itself being addressed to the Base Censor.

- N.B. "Franking" as mentioned in the article above is not in the postal sense of affixing stamps.

IN THE EA

R Seaman

The Study Circle owes its origins to the Gambia Study Circle, which was formed in 1950. Two years later, three of the original officers, Mr. and Mrs. Dalwick and Mr. Charlton said that they did not wish to continue in office and shown below is the notice that appeared on the table at the 1952 provincial meeting.

N O M I N A T I O N S.
Officers of Gambia S.C.
1952.

It was decided at the London Meeting that Officers of the Circle should hold office for 2 years & that anyone can be re-elected. Will Members make nominations for 1952? The Hon. Secretary & Hon. Editor do not seek re-election as neither has the time to devote to their jobs.

PRESIDENT.

Proposed by.

Seconded by.

<i>H. R. Whitfield</i>	<i>A. Charlton</i>	<i>L. S. Glover</i>
<i>A. Charlton</i>	<i>H. R. Whitfield</i>	<i>E. Lewis</i>
<i>R. F. W. Sheraton</i>	<i>L. S. Glover</i>	<i>C. McCaig</i>

Hon. Secretary.

Peter Kaufmann

A. Charlton

L. S. Glover

L. S. Glover

Hon. Editor.

R. A. McConaghey

A. Charlton

L. S. Glover

L. S. Glover

Hon. Treasurer.

E. Lewis

A. Charlton

L. S. Glover

L. S. Glover

Hon. Librarian.

R. F. W. Sheraton

A. Charlton

L. S. Glover

L. S. Glover

The names of some prominent Gambia collectors of the past are shown in the notice; including Messrs. A. Charlton, L. V. S. Glover, E. Lewis, C. McCaig, R. F. W. Sheraton, J. R. Whitfield and Major R. McConaghey

CANOE MAIL SERVICE AKASSA TO BRASS RIVER IN 1888

Jeremy Martin

I was in P.O. Archives recently and came across the following correspondence under Post 29, File 405, ReC. 289M/1888, headed 'West and South West coast of Africa. Timetables 1885-86'.

It would appear that the dispute was settled locally. My thanks to P.O. Archives.

Brass River
West Africa

Dear Sir

Oct 15th 1888

Under date of August 8th/86, I respectfully drew your attention to the fact that if you would kindly allow a mail bag to be made up for this river via Akassa, I and others interested would defray the expense of a mail-canoe service through the Creek to Akassa.

I am happy to say you were kind enough to reply favourably, and up till lately, the mail service by canoe has been mutually supported by my firm (The Rio Benue Kernel Co.) - Messrs. Lathan [?] & Cookeon, Stuart & Douglas, - Thos. Harrison & Co. and for a short time by the African Direct Telegraph Co., but suddenly they decline to pay anything towards the support of the above named service.

Our arrangement was, up to the end of September 5/- Five shillings each factory per month, but owing to our having to make fresh arrangements with the Royal Niger Co. Chtd. & Limtd. for whom we undertook to look after and deliver their mails via Brass, it entailed extra canoe work, and therefore at a public meeting at which the Representative of the A.D. Telegraph Co. was present, the monthly fee towards the Canoe Mail Service was unanimously agreed to be 10/- Ten shillings in cash per month, and to this the Representative of the A.D. Telegraph Co. agreed, but after commencing this month he repudiated the above arrangement, and asserts he never agreed to same and was not going to pay and we should have to deliver his letters even if he did not subscribe to the expenses of carrying the mails to and fro to Akassa which means eight to ten journeys for the canoe, as sometimes owing to irregular arrival of the steamers, I have to send special canoes over to know when to send the Homeward Bag, across.

I am placing this matter before you at great length, as until I receive your instructions I, as postmaster intend to act on the following lines - viz

I shall write and inform them, the African Direct Telegraph Co. through their agent here as follows -

"By the mail bag just arrived via Akassa from England there are letters addressed to your establishment which you can have by paying your share of the mail canoe contract for current month viz 10/- cash.

This sum you can pay under protest awaiting the decision of Her Majesty's Postmaster Liverpool".

Awaiting your advice upon the subject I beg to remain

Dr Sir

Yours faithfully

C de Cardi
Honorary Postmaster

The Archives includes a draft of the reply, dated 29 November 1888 but not a copy of the actual reply:-

"Referring to your letter of the 15th last month, addressed to the Postmaster at Liverpool, I beg leave to acquaint you that this Dept. cannot in any way control the local arrangements made for the conveyance to Brass of the mails for that place landed at Akassa from the British Packets of the African Line.

As you are aware, it was at the request of the residents that the P.O. undertook to send mails for Brass to Akassa when the Packets were not going to call at Brass itself, and if the conveyance of the correspondence to destination can no longer be provided for by mutual arrangements among the persons interested, there will be no alternative but to revert to the former practice of sending mails for Brass by the direct steamers only.

It is hoped therefore that you will be able to find some satisfactory solution of the difficulty in which you are placed."

There was no further correspondence in the Archives so presumably some agreement was reached.

CANOE MAIL SERVICE - AKASSA/BRASS 1888

Jack Ince

The letter of 15 October 1888 from the "Hon. Postmaster", Brass River to the Postmaster, Liverpool, is yet another step forward in our knowledge of the local handling of mail on the Niger Coast prior to the establishment of an internationally recognised postal administration.

Although a protectorate over the "Niger Districts" had been declared on 5 June 1885 by the British Government there were no immediate steps taken to set up an administration, but on 10 July 1886 a charter was granted to The Royal Niger Company over an indefinite area of the Niger basin and its affluents. This divided the protectorate in two.

In 1889 the Foreign Office sent Major Claude Macdonald to the Coast to ascertain the form of administration best suited to the coastal protectorate, which, only in 1891, started to be officially referred to as the Oil Rivers Protectorate.

The presence of British authority hitherto had been represented by a consul for "the Bights of Benin and Biafra" stationed on the Spanish island of Fernando Po. As, however, this token representation over such a long coastline could never be effective, the local traders at Bonny, both white and black, had formed themselves into a local association, called 'The Court of Equity', for the resolution of disputes etc. This was so successful that, with the sanction of H.M. Consul and the naval authorities, similar courts were established in other rivers. By 1870 these were in operation at Old Calabar, Bonny, New Calabar, Brass, Opobo, Akassa and in the Benin River.

In 1872, by an Order in Council in London, the previously rather vague powers of the Consul were clarified and given legal authority. At the same time, the Courts of Equity were legalised and regulated, while the presence of the Royal Navy's W. African squadron was available to ensure implementation of any consular order.

In addition, at some date after the declaration of the protectorate and possibly not until after Macdonald had visited the Niger Coast in 1889 and had reported to the Foreign Office, unpaid consular agents were appointed in most of the rivers pending the setting up of a proper local administration.

It is known that, for many years during this early period, traders tended to combine to facilitate the handling of mail both incoming and outgoing, and for connection to the most convenient mail port.

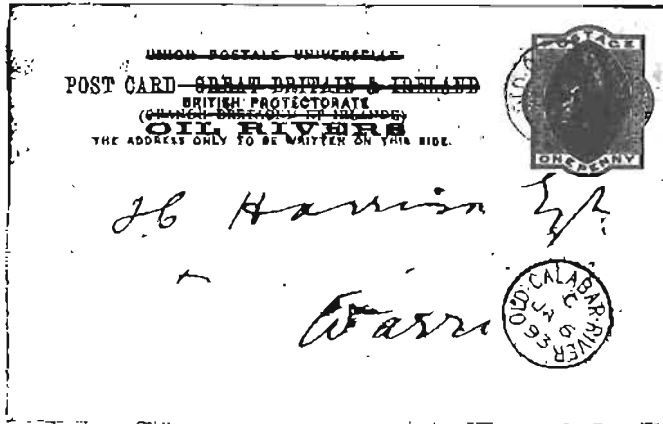
The letter from the "Honorary Postmaster", Brass River, is a specific confirmation of mutually beneficial arrangements in the Brass/Akassa estuaries, and the signatory "C. de Cardi" does in fact refer to his firm "The Rio Banto Kernel Co" as one of those financially supporting the canoe mail service. It seems probable that the local Court of Equity appointed him honorary postmaster for Brass to confirm his authority as such to others as a person approved by them to handle mails. It can in no way have signified the existence of a branch of the Imperial Post Office.

The references to difficulties with The African Direct Telegraph Co. are interesting. The submarine cable head used by The Royal Niger Co. was at Brass in the Oil Rivers/Niger Coast Protectorate. Cables relating to The Company had to travel from/to Akassa/Brass by canoe. The assumption to be made from the cable company's failure to contribute to the cost of the linking canoe must be that no obligation rested with them to deliver or collect cables other than at their office at the cable head i.e. Brass. Perhaps the local manager, wishing to be co-operative, had joined in the agreement to share costs but was later over-ruled by his superiors for incurring expenditure for something which was not the cable company's responsibility.

AN INTERESTING POST CARD FROM OIL RIVERS

R Seaman

I have recently acquired an interesting post card from a stamp fair in London. What attracted me was the fact that it was used in Oil Rivers during the currency of that protectorate, i.e. before 13 May, 1893 and I have found that postal stationery used during the relatively short period between the end of December, 1892 and 12 May, 1893 is very elusive. But what made the addition to my collection so welcome is that fact that the post card is written by Roger Casement. This man was employed under Major Claude Macdonald, the first Consul-General of Oil Rivers Protectorate, to set up a local administration at Old Calabar but he is, of course, better known for his later activities, which resulted in his being hanged for treason.



J.B.
Jan 4. 1893
Happy New Year to you & Chambers
Hope you are near your destination
now. Got back from Tommy
yesterday. Am squaring
your eye in 'Laboon' for a pair
of shoes in something - Is it all right?
Did you get them as Stewart told me?
In kin to yours R. Casement

The card is addressed to a Mr. Harrison at Warri and sends New Year's greetings also to someone called Chambers. The Ince/Sacher book on the Nigerias tells us that customs officers at the treaty ports were to have the ranking of vice consul, but this arrangement did not apply to Warri, where there were, in fact, two bonded warehouses. Messrs. Harrison and Chambers are not listed as vice consuls but one can surmise that they were the customs officers at Warri.

NEW DISCOVERIES

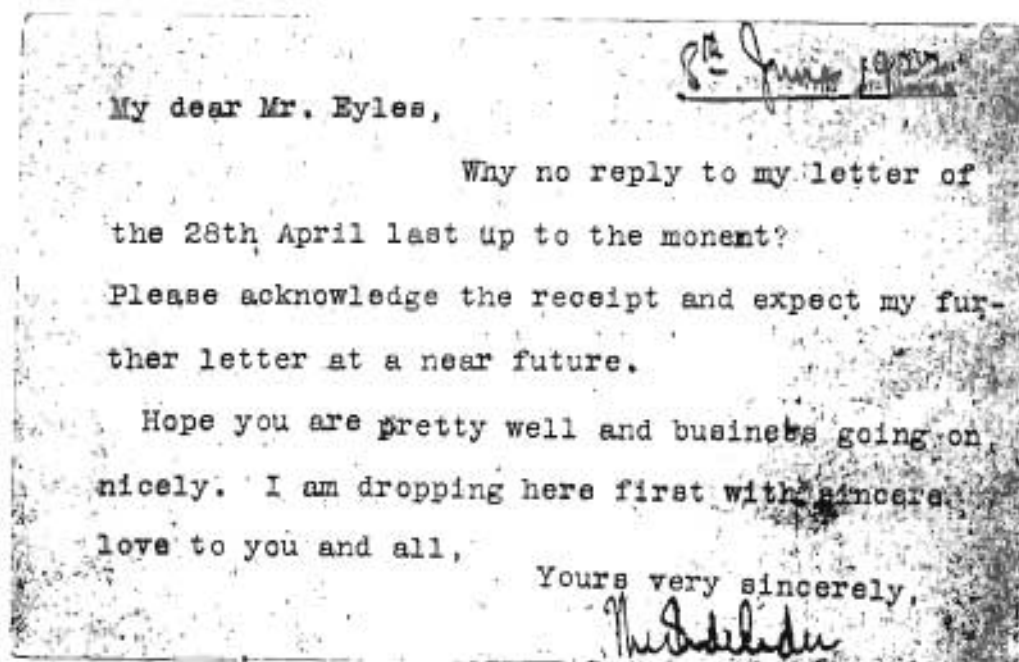
NIGERIA GEORGE V POSTCARD

The Editor

A propos of the article in the last Cameo by Jeremy Martin, Empire Stamp Auctions have recently offered for sale a complete postcard of the 1914 Penny Red on buff illustrated below which fetched £505 plus VAT at their November auction.



MR. W. S. J. EYLES,
48, HENEFORD ROAD,
LONDON, W.3.



NIGERIA SPECIMENS

The Editor

Dickon Pollard writes concerning the specimens illustrated, as follows:-

We were offered these, along with some other non-KG VI Die Proofs, by a fellow dealer at the Strand Stamp Fair. I thought we might have a couple of clients who would be interested although, in my opinion, they were forgeries.

At this time, as I understand matters, each U.P.U. member-territory received three Specimens each. Hence, blocks are extremely unlikely. Specimen handstamps on stamps of this period are generally in addition to the official perforated Specimen, and were applied by the receiving territory. Usually, although not always, the stamps so treated are without gum; these stamps have full gum.

In addition, the placement of the overprints (they are in violet) has been done with quite uncharacteristic care and placed in the area of each stamp where they would be most visible, at wildly differing angles for each design.

These have now been placed with a member of the Study Circle, as forgeries of course. If they are genuine, good luck to him, but I would like to know what was wrong with the reasoning that leads me to brand them forgeries!



NIGERIAN MIXED POSTAL AND TELEGRAPH SERVICE

Jack Ince

On 30th April, 1900, the Northern Nigeria Gazette recorded that a facility had been agreed with the Lagos Government, whereby letters could be sent over the official telegraph system to the Lagos Post Office, and from there they would be dispatched to the U.K. by ordinary mail on the next mail boat. The Imperial Penny Postage rate of one penny, for a 1/2oz. letter had to be prepaid at the time the telegram was handed in, in addition, of course, to the inland transmission telegraph charge.

This facility was extended by Gazette of 11st January, 1903, apparently to other places abroad, and the words "By Post" had to precede the message. On 10th November, 1904, the Lagos Government Gazette repeated the details of the facility, adding that prepaid postage to countries other than the U.K. was 2 1/2d. and that, if registration was requested, an additional 2d. registration fee was payable.

At least one example of the use of this facility has survived. It comprises an orange-brown "Lagos Government Telegraph" cover to England. In manuscript at top right, in the boxed space provided for a stamp, is the date 10.4.00, presumably the date of handing into the telegraph office of origin, and at the top left a Q.V. Lagos id. stamp cancelled by a Lagos c.d.s. dated 20th April, 1900. A mail vessel sailed for England on 22nd April from Lagos.

This facility in those early years, when mail from the interior could take perhaps a week to reach the coast, was of obvious value to expatriates needing to expedite messages home. At this period the cost of an overseas cable, plus the inland telegraph charge, was so expensive that its use by individuals was minimal. As mail communications with the interior improved, mail sailings were increased, and voyage time reduced, the need for the mixed postal and telegraph service fell away. At the outbreak of hostilities in August, 1914, it was one of the services soon cancelled. There is no apparent record that it was ever resumed, presumably as there was no demand for such a service.

However, with the advent, early in 1936, of a regular airmail service to London, the reintroduction of a mixed postal and telegraph service could offer the advantage of accelerated mail as in the earlier days. Thus, in response to demand, the Nigerian Gazette, in a notice dated 11st October, 1936, announced that facilities were being introduced for a telegram from within Nigeria to be dispatched by mail to an overseas destination.

If forwarding was required by airmail, the address (of destination) was to be preceded by the word "PAM" (per air mail).

If forwarding was required by registered airmail the word "PAMR" was to be inserted.

In each case the airmail postage was to be paid at time of handing in the telegram, plus 3d. where registration was requested.

If forwarding was required by seammil, the word "POST" had to be inserted, and the seammil postage paid.

An example of airmail despatch has been seen where the telegraph clerk at Kano Post Office has fortuitously retained, in the address on cover, the word "PAM", which clearly identifies method of transmission. It is not likely such an error was often made once usage became established. As in 1914, it is believed the facility was withdrawn in the Post Office economies made in Nigeria after war broke out in September, 1939.

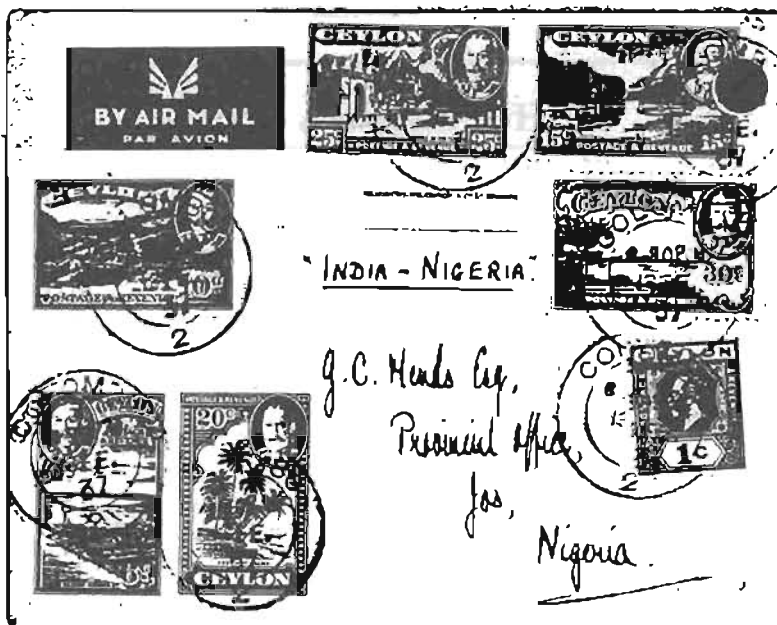
The details of this cover comprise a brown-orange cover "Telegram Nigeria" carrying in manuscript an address to Stuttgart, Germany (preceded by PAM) with blue airmail cachet affixed. In the boxed space for the adhesive is the Kano c.d.s. of 17th December, 1936. At the foot are two adhesives, 3d. (SG 38) and 6d. (SG 40) tied by a similar c.d.s. of the same date. The postage rate at this time was 6d. per 1/2 oz. for mail to the U.K. plus 3d. to other countries such as Germany.

I shall be glad to have details from anyone possessing similar examples.

CEYLON TO NIGERIA BY AIR 1937 AND 1938

Jeremy Martin

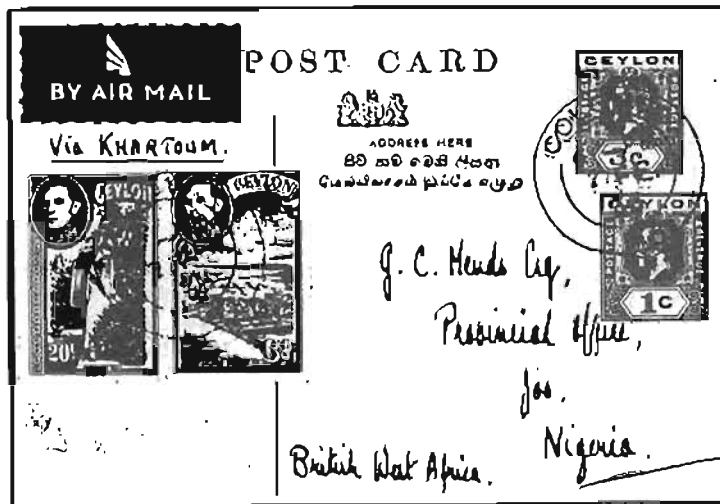
Rodney Frost, a member of The Society of Postal Historians, has provided photostats of this cover and postcard, an unusual destination from Ceylon.



The cover was postmarked at Colombo 13 Fe 1937 and received backstamps KANO 24 Fe, Kaduna North 25 Fe and Jos 26 Fe. The rate was 107 cents.

On February 23rd 38, the Empire 'All-Up' Scheme at a flat rate of 1 1/2d per 1/2 oz commenced to Egypt, India and Malaya. It never applied to West Africa.

The postcard was charged 30 cents and was date-stamped COLOMBO 27 Fe 1938. The message on the reverse reads: "I have sent you two registered letters by this first "All-up" Service. Back-stamped KADUNA NORTH 10 Mr 1938 and Jos - ? Mr 38 (day not clear). So part of the route could have been charged under the "All-Up" Scheme. Suggestions welcome.



OHMS ENVELOPES

Frank Walton

On Her Majesty's Service.

Post Office,
Sierra Leone.

Although much has been published on the stamps and postal services of West Africa, to my knowledge very little has been written to date on the types of On Her/His Majesty's Service envelopes.

I have begun listing the varieties seen for Sierra Leone, with the following details recorded for each:

	Example
OHMS - 'Her QV', 'His' or 'Her QEII'	Her QV
Length of Text, including full-stop (mm)	76
Height of Text (mm)	4.5
Length of Line (mm)	81
Width and Height of Envelope (mm)	142x99
Colour of Envelope	Cream
Any Other Text	Post Office, Sierra Leone.
Dates of Usage	Unknown

The values given above relate to the envelope illustrated. For the later envelopes, I believe it is highly likely that common supplies were made available for many colonies, thus there should be examples used within several different countries studied by the WASC.

I would be grateful if members could examine their own collections of any WASC countries, and forward to me details of any OHMS envelopes they may have so that this study may be advanced. I intend to make the results of my research available to all members through the WASC.

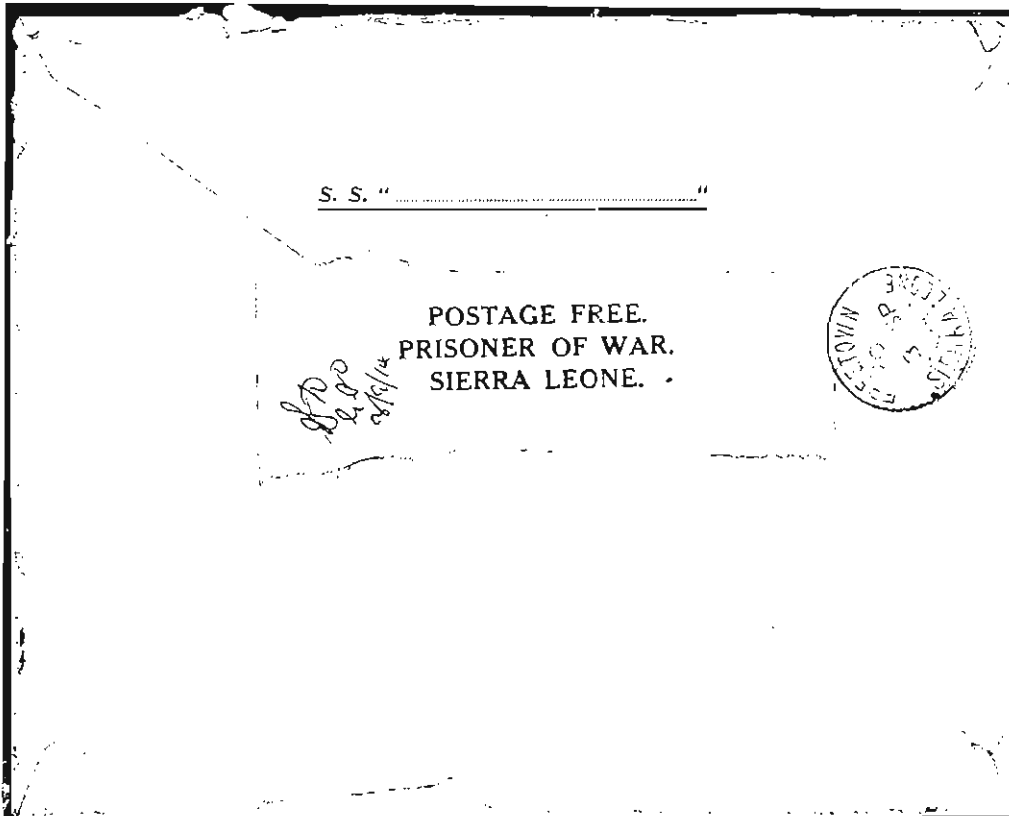
SIERRA LEONE

ANOTHER EXAMPLE OF THE PM TYPE 1 LABEL

Philip Beale

By courtesy of Messrs Argyll Etkin I have seen a further example of this label used on the back of an envelope posted by a German Prisoner of War in Freetown on September 3rd 1914. It differs from the example referred to in my book as the paper is orange-yellow. The label is signed - possibly J S D - with G P O and the date in manuscript. There is no oval handstamp as on the other example.

On the front of the envelope, which is addressed to Hamburg, is a circular POST FREE/PRISONERS OF WAR handstamp struck in purple and a rectangular boxed P.C./M.O.5(H) also in purple. These two markings were almost certainly applied in Britain.



SIERRA LEONE : MORE BUTTERFLIES

Peter Rolfe

Further to my article in the July issue of Cameo, some additional information has come to light, although the situation is still very uncertain.

Firstly, I have to apologise for an error. Issue G is described as with Heading in Blue instead of Black. This is correct but it should also apply to Issue F as well. Thus we have Issues A to E with the Heading in Black and Issues F and G with the Headings in Blue. Sorry about that!

Since writing the article, a further 3 values of Issue G have been draw to my attention, all from correspondence from Sierra Leone :

10c Blue Monarch
Le30 Blood Red Cymothoe
Le50 Blue Salamis
Le100 Blue Patched Judy

This brings the total values for this issue to 13 against 15 for the original Issue A (the missing designs are Western Blue Charaxes and Orange Admiral).

A further point is becoming apparent but has not yet been confirmed. The only items of Issue F known to the writer are mint copies, distributed from the New York agency. However, all items of Issue G have been seen on mail from Sierra Leone and some mint values have been obtained from there. The writer knows of no release of this issue through new issue dealers. It seems probable that Issue F was ordered by the New York agents and may not have been forwarded to Freetown, whereas Issue G was ordered by Freetown without reference to New York. It will be interesting to see if this proposition can be substantiated.

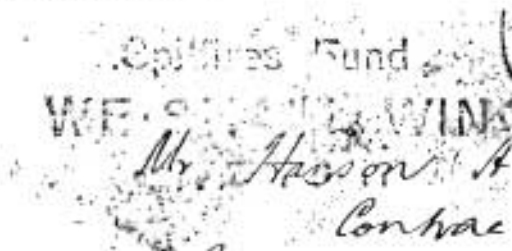
GOLD COAST SPITFIRE FUND LABELS

J.J. MARTIN

A brief note on these WWII labels appeared in Cameo Whole Number 33.

David Bocoock has submitted a cover with a cachet that appears to re-date the labels. The cover, from Accra to Dunkwa (internal usage) is dated 22 MR 41 and has this wording 'Spitfires Fund/WE SHALL WIN/GIVE TO IT' in mauve/violet - red/black. It does not re-produce clearly. Measurements 60 x 24 mm.

David's write-up included 'a fund was opened to receive contributions by the public in order to buy 'Spitfire' aircraft for the R.A.F. A 'totem-pole' was erected outside G.P.O. Accra recording the amounts received towards the target (usually £5000 per aircraft) and the cancellation slogan above was applied to mail by Post Office authorities' -



RETURNED TO SENDER - A 1944 COVER TO AN OFFICER OF WEST AFRICAN
FORCE IN INDIA

R J Maddocks

The cover here illustrated was posted at Maidenhead in England on 28 August 1944 to a Lt F D K Williams, 10th Bn. Nigeria Regt., West African Force. No Forces Post Office or country of destination was given in the address but from the various markings and cachets on the cover it is seen to have travelled out to India and back in pursuit of the addressee, who was not to be traced. The cover evidencing its quest was accordingly returned to sender some seven months later.

The sequence of handling is tabulated below and whilst logical cannot be categorical as few dates are shown.

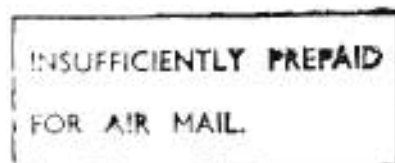
1. Posted 11 a.m. 28.8.1944 at Maidenhead, Berkshire.
2. Backstamped 30.10.44 "No. 10 Advance Base Post Office" cds (no location) - struck in black.
3. "NOT 10 NR" printed in blue crayon alongside original "10 BN Nigeria Regt" crossed through in same blue crayon.
4. "WA WING" printed and underlined in pencil on front of cover.
5. Boxed cachet struck on reverse twice in black, one very faint, "R.L.O./BASE POSTAL DEPOT/BOMBAY/?"
6. Boxed cachet of boxes struck on reverse in purple with handwritten notation added in red ink "NT (Not traced?) and the date "30.1" (1945)
7. Boxed cachet struck on front in purple "NO TRACE/W.A. WING/2ND ECHELON G.H.Q. INDIA" with date 6.3.45 added in red ink.
8. Letter opened and resealed by an official tape with boxed printing "OFFICIALLY SEALED IN THE ARMY POST OFFICE" and tied to the cover by a circular cachet "ARMY POST OFFICE" struck in purple.
9. The opening of the letter was probably to ascertain the name and address of its sender. Sender's address was written on the reverse in red ink "Convent of the Holy Child Jesus, Medsors Park, nr. Taplow, Bucks between two strikes in purple of a single line handstamp "RETURN TO".
10. Boxed cachet struck on front in purple "NOT AT ADDRESS STATED/PRESENT ADDRESS NOT KNOWN/RETURN TO SENDER".
11. Since the sender's name was not given in the return address, the Convent staff would have had to open the letter to ascertain this. Accordingly it was resealed by plain tape and readdressed in blue ink to a "Rev. J. Crean, St Beund's College, Rhyl, Flint's" (North Wales) with the original addressee's name crossed through in the same ink.
12. Cover as addressed to Rev. Crean reconsigned to Maidenhead Post Office on 18th May 1945 and was there struck on the reverse with the special meter cancel which incorporated the "Victory Bells" to mark the end of WWII.



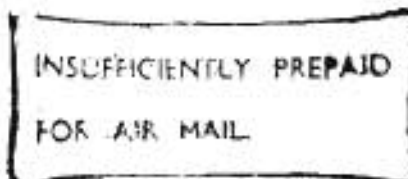


SIERRA LEONE : HANDSTAMP DETERIORATION

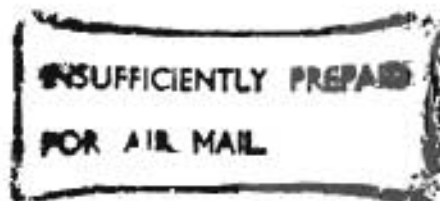
Frank Walton



1959



1964



1968

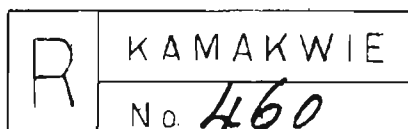
One of the topics at the July 1993 Salisbury meeting of WASC was 'Instructional Markings'. Three different members brought along examples of the Sierra Leone INSUFFICIENTLY PREPAID / FOR AIR MAIL. mark (Type M23, Ref. 723.01).

From the examples shown, this particular rubber handstamp clearly deteriorated quite dramatically over the years of its life, starting as a thin rectangle, but ending up with a broad concave outline.

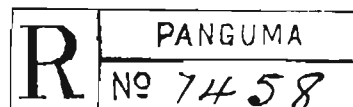
SIERRA LEONE : HANDSTRUCK RUBBER REGISTRATION MARKINGS

Frank Walton

Since the publication of 'The Postmarks of Sierra Leone', many more villages have been recorded as utilising a rubber rectangular handstamp on registered mail, as illustrated by the two examples below:



Kamakwie
Ref 561.50



Panguma
Ref 123.50

It is my intention to publish a Monograph through the WASC giving illustrations and dates of usages for these marks, in a similar manner to Chapter 6 of the above mentioned book.

To date, marks from the following offices have been recorded:

BAIIMA	GERIHUN	MABONTO	PENDEMBU	YONIBANA
BAOMA	HANGHA	MAGBURAKA	PORT LOKKO	YONNI BANNA
BATKANU	KABALLA	MAKENE	PUJEHUN	YOYEMA
BLAMA	KAMAKWIE	MAKUMP	ROTIFUNK	
BO	KAMBIA	MANO	SEFADU	TRAVELLING P.O.
BONTHE (2)	KANGAHUN	MANO SALIJAH	SEGBWEMA	BO. PENDEMBU
BRADFORD	KANRE LAHUN	MOYAMBA	SEMBEHUN	B.O. PENDEMBU
CLINE TOWN	KENEMA	NEW ENGLAND	SHENGE	FREETOWN - B.O.
DARU	KENNEMA	NEWTON	SULIMA	BOIA - MAKENI.
FREETOWN (7)	KORIBUNDU	N'JALA	SUMBUYA	
GBAP	LUNSAR	PANGUMA	WATERLOO	

It would be most appreciated if members could forward to me details of any further items they may have.

THE OBLIGINGNESS OF THE GOLD COAST POST OFFICE

Michael Ensor

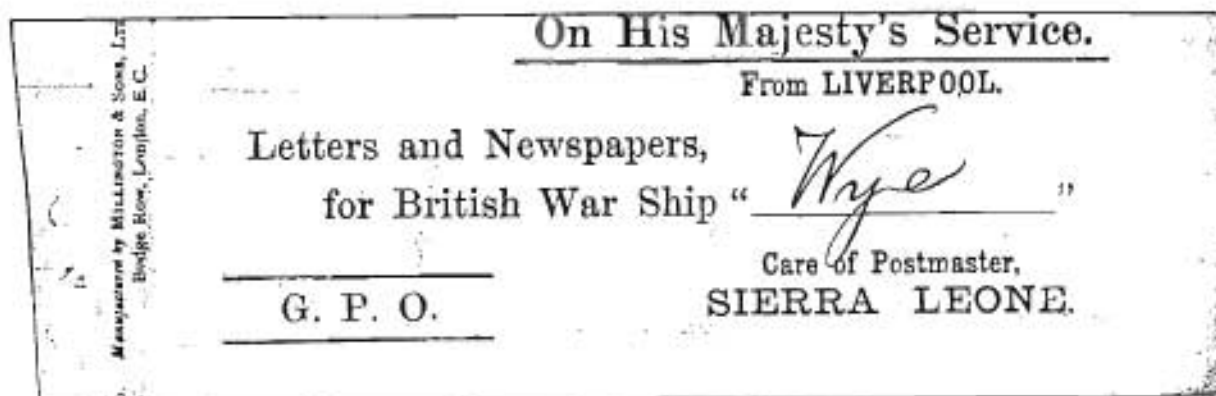
I was recently loaned from the Study Circle's library a book presented by Mrs. Farrant from her late husband's collection - 'Diary of a Colonial Officer's Wife' by Laura Boyle. I found it a fascinating account of a tour of duty in 1916-17 most of which was spent in northern Ashanti. In April, 1917 the author's husband was transferred to the Secretariat in Accra. From Kumasi the Boyles took the normal route which was by rail to Sekondi and then an overnight sea passage to Accra. (In practice the surf was so heavy that they had to wait 48 uncomfortable hours in Accra's roadstead before disembarking).

In the account of the rail journey from Kumasi to Sekondi the following sentence occurs. "At a stop called Oponso we happily got our home mail, for the Coomassie postmaster had asked the train postal van to sort out our letters on the way up from the Coast and they were politely handed to us as arranged...".

BAG LABEL LIVERPOOL TO SIERRA LEONE

JEREMY MARTIN

By courtesy of Argyll Etkin Ltd., I am able to show this bag label to the British War Ship "Wye" at Sierra Leone. It is black on a white background and believed to be circa 1902-1905.



GERMAN OFFICIAL SEALS 'USED' DURING THE ANGLO-FRENCH
OCCUPATION OF TOGO

Jeremy Martin

The 1915 booklet 'Togo and its Occupation Stamps' by R.E.R. Dalwick made mention of German official seals being used in August 1914 on correspondence emanating from Togo. The writer had never seen an example.

Now, courtesy of Gotz Auctions of Germany, I am able to illustrate one such cover.



The seal was from Lome and has been 'postmarked' 'LOME TOGOGEBIET' on August 16th 1914. The writer has marked the envelope 'Posted on [active]/service/No stamps available'. The back-stamps show that the cover was routed via the Gold Coast on August 17th (town not clear) and reached BUDE in Cornwall on September 4th. Next day it was re-directed to Rhyll in North Wales..

I am presently working on a book on the postal history of Togo which is nearing fruition.

OIL RIVERS PROTECTORATE The De La Rue essay for a 2½d value submitted on September 21st 1892 and based on the current Great Britain 2d value. Entirely hand painted in red and green with hand drawn perforations and detail picked out in Chinese white. Unique - ex Pilkington and Dale-Lichtenstein collections. Together with the essay die proof on piece from the De La Rue records showing the date and number of leads taken from the die.



These Essays are fully described and illustrated in
"The Postal Services of the British Nigeria Region" by Jack Ince and John Sacher

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Tel: 071-435-8425

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AIRMAIL

7c on 2d 'AIRMAIL' & Surcharge Value '7c' Omitted SG 372a £150

7c on 2d 'AIRMAIL' & Surcharge Value '7c' Double (One Inverted) SG 372b £150

30c on 6d 'AIRMAIL' & Surcharge Value '30c' Double (One Inverted) SG 374a £150

ONLY THIRTY EXAMPLES OF EACH OF THESE CHURCHILL ERRORS EXIST !!

1965 DIAMOND NECKLACE

7c Value PROOF OF BLACK & BLUE - just the Necklace & Inscription 'Harry Winston'
No Green or Gold (Country Name, Value etc) SG 385p £95

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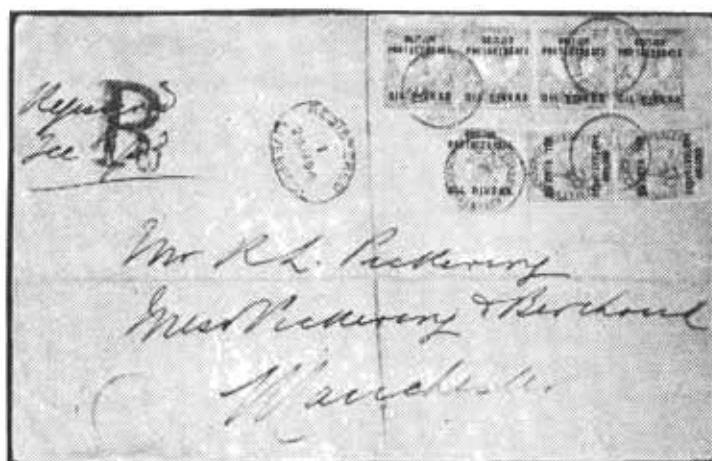
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