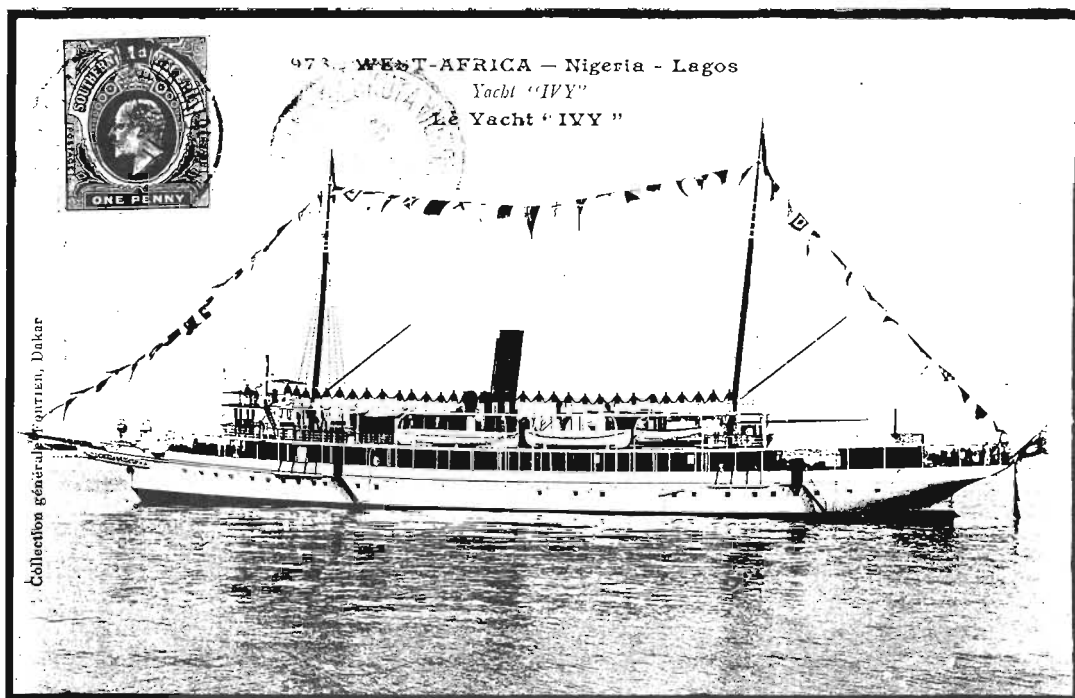


CAMEO



The Journal of the West Africa Study Circle



VOLUME 7 NUMBER 1
WHOLE NUMBER 54

JANUARY 2001



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West Africa Study Circle

President : John Powell

Hon. CAMEO Editor

Robert May
Longdown Farm Cottage
Cadsden
PRINCES RISBOROUGH
HP27 0NF, UK
☎ Home 01844 344336
☎ Office 01844 262031
✉ robmay@freenet.co.uk

Hon. Secretary

John Powell
23 Brook Street, Edlesborough
DUNSTABLE LU6 2JG
☎ 01525 220196

Hon. Treasurer

Tom Butlin, 52A Blenheim Park Rd
SOUTH CROYDON CR2 6BD
☎ 0181 688 4275

Hon. Membership Secretary

Peter Duggan, 75 Alexandra Rd,
READING RG1 5PS
☎ 0118 966 3220

Hon. Auctioneer

John Smith, 52 Eastway
GREASBY, Wirral L49 2NT
☎ 01516 786201
✉ stamps.johnsmith@bigfoot.com

Hon. Advertising Manager

Peter Rolfe
"Merok", 28 Ashford Road
BEARSTED ME14 4LP
☎ 01622 737476

Hon. Librarian

Dudley Ingoldby-Williams
Field House, Northfield Ave
Shiplake
HENLEY-ON-THAMES RG9 3PB
☎ 0118 940 4527

North American Representative

Peter Newroth
33-520 Marsett Place
Victoria BC
V8Z 7J1, Canada

E-mail: PNewroth@RBML01.rbcm.

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Front Cover

A postcard of the elegant Nigerian Government Yacht 'Ivy'.
On 27 Sept 1914 this vessel led a small naval force up the
Cameroon River and took the German surrender of Duala.

Editorial

The first issue of Volume 7 of *Cameo* is also the first publication by this new editor. There have been many well-deserved expressions of thanks to the outgoing editor, Frank Walton, a few of which feature in the letters pages. There have also been very welcome best wishes sent to me, Rob May, with hopes that the high standards of the last two volumes can be maintained. My grateful thanks go to Frank for the quality of his hand-over, with a well-catalogued stock of articles awaiting publication, ready-made templates for the page layouts and book referencing, templates for advertisements and all the software that puts it all together. He has also given me a couple of tutorials on the use of Microsoft Publisher. Our aim has been to make the style and content flow seamlessly past this change of editor, and I am sure you will decide whether it has worked!

I would like to introduce myself, as many members will not know me. My collecting interests are the Nigerias, Cameroons and French Africa generally. I am not a competitive philatelist and my budget for philately is limited by my many other interests, notably steam railways. I am therefore most actively looking at inexpensive modern material from Nigeria and Cameroons, for which Official records are not available and there are good philatelic research opportunities.

I am 47 and have been a member for 10 years. In that time I have learnt far more than I have offered, so I am very pleased to now have this opportunity to help the expert members to further their researches and publish their findings. I do not have an extensive library of books on the other British West African territories so could authors please cite references in full until I get used to the main reference works for these countries.

New articles for subsequent *Cameos* will always be welcome and should be sent to:

Rob May, Longdown Farm Cottage, Cadsden, Princes Risborough, HP27 0NF, UK.

Or, preferably, on diskette or by email to: robmay@freenet.co.uk as attachments in word, bmp, pdf, etc.

As readers will note, in this issue I have tried to edit together some exchanges of correspondence between members which have been copied to the *Cameo* editor with a view to publishing questions and answers in *Cameo*. I hope I have edited these accurately and to the authors' satisfaction. More such exchanges will be very welcome.

Rob May



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Scope : The West Africa Study Circle studies the postage stamps and postal history of West Africa, including St Helena, Ascension and the British Postal Agencies in Madeira, Tenerife, St. Vincent and Fernando Po. The mainland countries covered in most depth are The Gambia, Gold Coast, The Nigerias, Sierra Leone, Cameroons and Togo.

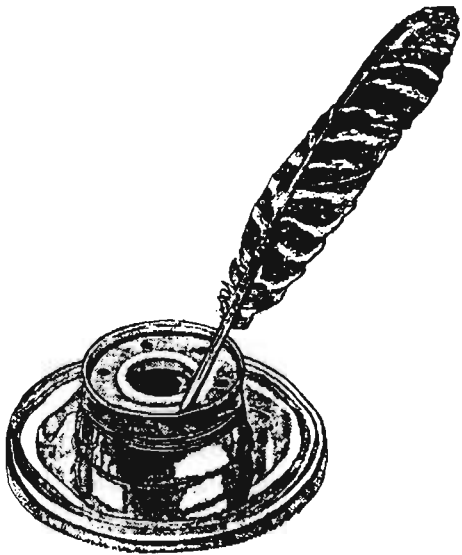
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Advertising Rates : Full page £35; half page £20.



Access to the internet? Then please try visiting the West Africa Study Circle Web Site at :

<http://members.xoom.com/wasc99>



Letters to the Editor

Should anyone wish to reply to any of these letters, please do so through the *Cameo* editor in the first instance to enable a consolidated follow-up to be published in conjunction with the study editors as appropriate.

Correspondence on any subject is always most appreciated. Any form of contact is welcome, whether by letter, telephone or email.

My addresses are listed on the front page of all *Cameo* issues.

Rob May

CEF Overprints on Kamerun

Dear Frank,

I have just read the July 2000 issue of *Cameo*. I have a question concerning the C.E.F. surcharge on Kamerun stamps as pictured on page 327. The article implies that figure 5 shows an example of the C.E.F. omitted variety. The stamp is almost identical to the strip of three in the 20 July 2000 Spink London auction, lot 22. On all four stamps the bottom of the three letters can clearly be seen at the top of the stamp, although the position of the letters differs. On the strip of three the C. is above the K, whilst the single in *Cameo* has the C. above AM.

Do examples of this stamp exist with the C.E.F. completely missing, or is the pictured variety the item that Stanley Gibbons list as their B3eb?

William W. Cummings
Associate catalogue editor
Scott Publishing Co.

Dr. Marty Bratzel replies

Dear Mr. Cummings,

I, too, have wondered whether this stamp (and others from the bottom row of the sheet) qualified as the C.E.F. omitted variety, even though a small portion of the bottoms of the letters are visible at the top of the stamp.

In my case the overprint is blue. The shifted overprint also occurs with black ink. A copy is pictured in Gibbs' book. I will have to confirm but I believe that, for the black overprint, the shift is sufficient so that no portion of C.E.F. appears on the bottom row of stamps.

To the best of my knowledge no 1d stamps with

the blue overprint exist with sufficient upward shift to result in C.E.F. being completely omitted. The sheet may have been slightly askew when the overprint was applied so that the amount of the overprint appearing on the bottom row of stamps varies across the row. That said, I believe the stamp pictured in figure 5 page 327 of *Cameo* qualifies as the C.E.F.-omitted variety, recognising that the variety does occur in both blue and black ink.

Thanks for your interest and your stimulating question!

Dr. Marty Bratzel
Windsor, Ontario

◇ ◇ ◇

Congratulations

Dear Frank,

This is to congratulate you on your imminent move into the editorial chair of the *London Philatelist* and to offer my very best wishes for your future success there.

Naturally I am sorry that you are leaving *Cameo*. However, you are leaving it in great shape, for it has benefited tremendously from the skills of your editorship, not least from your expertise in computer technology to present the journal; now so necessary in the publishing world.

Bob Maddocks
Oswestry

PS. Re your piece in *Cameo* July 2000 on Lagos. There is a Lagos in the Algarve, Portugal where slaves used to be landed. I would suggest that Lagos is not an African name *per se*. [*Ed- The Portuguese named Lagos, Nigeria = "lagoons"*]

Cape Coast Combination Cancels

Dear Rob,

The article on origins of the Cape Coast Combination Cancellations on Queen Victoria stamps of the Gold Coast generated more responses from members than any other I have written for *Cameo*.

No suggestions have come forward proposing alternative interpretations or explanations on the origin of the combination cancellations. Also, I have not been advised about any covers bearing examples.

However, three WASC members were kind enough to check their Gold Coast collections for additional examples. I have revised the Table from the January *Cameo*, and added the new records (see below). The most significant change is the addition of Winnebah, a previously unrecorded town.

Town	Examples	Earliest	Latest
AXIM	3	1880	1887
DIXCOVE	16	1881	1885
ADJUAH	1	Date unclear	
CHAMA	3	1884	1885
ELMINA	36	1882	1887
CAPE COAST	51	1880	1887
ANAMABOE	10	1883	1889
APPAM	2	1884	
WINNEBAH	1	1884	

Peter Newroth
Victoria, B.C. Canada

◇ ◇ ◇

...another door closes

Dear Rob,

I am writing to advise you that I closed down the stamp business on 25th November 2000. I am receiving occasional telephone calls and letters from WASC members asking for stamps. Could you find space in the next *Cameo* to make a short mention of the fact that I have retired. Please can I also express my thanks for the support I have received from Study Circle members. You have kept my head above water for more than eight years!

Best wishes in your post as editor of *Cameo*

Robert Seaman, Ingatestone

Nigeria Airways

Dear Frank,

At page 191 of *Cameo* volume 6 no 4 Jeremy Martin provided a familiar map of what we used to call Noddy Airways. Jeremy says no postal links are evident. I cannot recall that internal mail definitely travelled by air but, of course, international mail certainly did. Internally there was an Air Express system: - you took the packet, fully stamped for postage, to the town office of Nigeria Airways and they cancelled the stamps with their own office datestamp. The town office at the destination telephoned the addressee that a packet was available for collection.

This system worked quite well for Bank correspondence between Kano and Lagos during the late 1960s but how well or badly it ran after I moved to Lagos in 1970 I have no idea as my duties there did not include such matters.

I did keep some covers from these packets but I very much doubt if I still have any. I do not now recall the postage rates we had to apply to these Expresses.

In any event, if any member wonders about a datestamp showing Nigeria Airways and a town office, using rubber handstamps with violet ink, they will know that the stamps were performing a postal function, not fiscal.

Graham Mark
Wiveliscombe, Somerset.

◇ ◇ ◇

Along with the letter opposite, Robert Seaman has sent me a bundle of photocopies of papers from the archives of the Bank of British West Africa before those archives were destroyed in the 1980s. These documents describe the regulations and practicalities of handling Bank parcels to and between the various territories of West Africa, including the French as well as the British colonies, between 1928 and 1939.

Parcels sent for collection by the Bank or their customers at the nearest Head Post Office, were at risk of being returned marked uncollected because the receivers had not been notified of their arrival. The holding times varied with the local regulations.

I have passed the bundle to Dudley Ingoldby-Williams to place in the Library.



Auction Reports



Phillips, London 30th November 2000

This sale catalogue was circulated to many members as there were strong sections for several West African countries. Realisations are in Pounds Sterling and exclude the 15% buyer's premium. Attending from WASC were John Powell, Michael Ensor, Michael Wright, Jeremy Martin, John Mills and probably others.

Report by Jeremy Martin and Rob May.

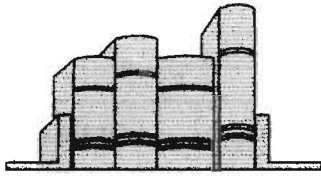
Lot	Description	Estimate	Realised
159	68 covers to the Cameroons sent 1913- 1957, many addressed to Dr Serle from over 20 different countries	£180-200	£140
164	Collection of Cameroons cancellations formed by Cyril Kidd, mainly post-WW2 and some post-Independence. Circa 250 covers, 400 pieces, also cancels on stamps	£700-800	£1450
166	French Cameroun 1923-33 selection of 137 covers and cards	£200-250	£550
167	German Kamerun, (18 covers and cards plus stamps) and Allied Occupation (seven covers, including one to Togo with Togo censor and Dahomey transit backstamp)	£150-200	£340
322	Gold Coast 1875 Die proof 'BEFORE HARDENING date Apr 23 1875	£80-£100	£230
333	Gold Coast 1875 perf 12.5 set mint and used plus extra 1d mint	£180-200	£400
331	Gold Coast 1889 20s green and red unused, some faults	£200-250	£360
336	Gold Coast 1902-1963, ten covers with 'TOO LATE' handstamps, plus two others	£50-70	£420
349	Gold Coast QV to KGV, various covers and cards (some hundreds)	£200-250	£1300
362	Gold Coast 1939-42, WW2 hexagonal censor cachets between 3 - 19 on 104 covers	£250-300	£820
370	Gold Coast QV to QE2, unused postal stationery, incl twelve SPECIMEN, 98 items	£250-300	£820
619	Nigeria. 1/2d to £1, in u/m lower marginal strips of all the Waterlow printings, with a table of the printings	£180-200	£360
620	Nigeria 1953 3d imperf vertical pair u/m (SG 73b)	£70-80	£130
622	British Cameroons (described in the Nigeria section) 240 mainly commercial covers, mostly post-war to plebiscite period and with a very wide range of postmarks.	£100-150	£1300
794	Togo 1914 50 pf SG H8 used	£1500-2000	£2700
799	Togo 1914 2 mark SG H11b mint, overprint inverted	£2500-3000	£3800
811	Togo 1914 20 pf SG 17a used 'TOG' variety on small piece	£1000-1200	£1800
836	Togo 1915 Accra overprint 1d SG 35h, a mint block of 4 and a single, all overprint inverted, some toning	£180-200	£270
837	Togo 1915 1s SG 41g mint, overprint double, small imperfections	£200-250	£400
843	Togo 1916 1/2d - 20s mint and used including a mint emerald back	£80-100	£160



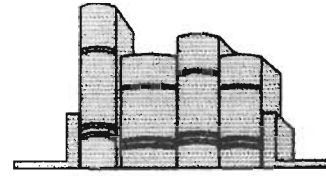
Gold Coast Watermark Sideways


R. F. May

My father, Chris May, has reported finding the 1908 1d red SG 69 used with watermark sideways. It has been shown to members at the December 2000 meeting and will be offered for sale by Temple Bar auctions, Bristol during 2001, after it has been expertised.



Bookshelf



 *Biafra: The Stamps, History and Postal History of the Rebel State during the Nigerian Civil War* by Dudley Prestedge. Hard-bound 114 pages in A4 format. Published by West Africa Study Circle. ISBN 0-9525687-9-9. Available from the Librarian, Dudley Ingoldby-Williams, price £28 (non-members) or £22 to WASC members. Reviewed by Barbara Priddy and Tony Plumbe.

This seminal publication will be welcomed for its clear exposition of a very interesting, though often tricky, subject in West African philately. This book will bring Biafran philately to the attention of postal history, military and Commonwealth collectors within and beyond the West Africa Study Circle.

The war was a human tragedy born of many years of political and economic rivalry. Dudley Prestedge's book rightly begins by summarising the politics and history of eastern Nigeria and follows with a sketch of the humanitarian relief efforts and a chronology of the main events of the war. The introduction ends with an overview of Biafra's philatelic development.

The core of the book covers the stamp issues, postal organisation, internal and external mails, and cancellations. An exhaustive listing of the adhesives, known varieties and proofs draws a clear distinction between issues used in Biafra and those sold for revenue and propaganda purposes outside Biafra. Rare items such as the Biafran airletter, the dubious service overprint, and late use of Nigerian stamps are mentioned. The valuable chapter covering the Postage Paid handstamps, Biafran post offices and agencies, and postal rates is complemented by Appendices which reproduce the P & T directives detailing postal routes and timings, and background information gleaned first hand from former senior Biafran postal staff. As usual, this first edition suffers from some omissions; our reviewer can add Afikpo, Amaraku, Ikeduru, Ikot Ekpen and Oron to the list of offices using the Postage Paid handstamps. The book has not covered the use of the Sovereign Biafra overprints issue, use of registration nor given a listing of known Biafran postmarks with their dates, all of which our reviewer would hope could be covered in a supplementary work or a second edition in due course.

The book goes on to cover official mail, armed forces mail and private cachets, with only a sample of the known official cachets. The chapter on external mails sets out very clearly the ways and means for mail to enter and leave the besieged country. It includes very helpful listings of the outgoing mails via Libreville and the dates of the resumption of mail services from the UK to places in the former Biafra.

The book is appropriately dedicated to Father Maher and Archbishop Cecil Patterson and includes a long appendix by Father Maher giving his first-hand account of the realities of the war and missionary activities. They are also the two major sources of surviving Biafran philatelic material!

The text is illustrated throughout, supplemented by four colour plates which helpfully include examples of varieties and the rare censored covers.

This hard-bound book represents the fruit of many years of original and painstaking research and richly deserves to become the standard reference work on Biafra. It is heartily recommended.



British Civilian Postage Rates of the 20th Century. Written and published by Michael Furfie. Card cover, 62 pages in A5 format. ISBN 0 9522208 1 4. Available from Michael Furfie, 37 Town Tree Road, Ashford, Middlesex, TW15 2PN, United Kingdom. Price including postage & packing £5.00 UK, Europe £5.50, Rest of World airmail £6.00 or \$10.00. Sterling cheques should be made payable to M.R. Furfie; dollar checks to C.J. Furfie. From the information to hand, the prices were stated to be valid until December 2000; no indication of prices thereafter. Reviewed by Frank Walton.

This booklet includes details of some 5,000 basic UK rates from 1900 up to and including those in place in May 2000. There are six main sections: Inland Rates, Foreign Surface Rates, Foreign Airmail 1919-1925, Airmail and "All-Up" Services to Europe since 1925, Foreign Airmail outside Europe 1925-1947 and Foreign Airmail outside Europe since 1947. Section 5.3 entitled 'Foreign Airmail - Africa' will be of particular interest to members of the West Africa Study Circle. The layout is very clear and extremely easy to use. It is the best £5 that I have spent on philatelic literature for ages!



Civil Censorship Study Group - Bulletin Index 1973-2000. Compiled by K. Morenweiser. Paper cover, 24 pages in A4 landscape format. No ISBN. Copy deposited in WASC library. Reviewed by Frank Walton.

Cumulative indexes are wonderful tools for researchers. This listing provides pointers to approximately half a dozen articles from the First World War for countries covered by WASC, and double this for World War II. The Arbeitsgemeinschaft Zensurpost (AGZ) coding system takes a little getting used to (eg 3B2-3 refers to World War II Sierra Leone) but, once mastered, it is highly effective.



Publications for the Study Circle

Philip Beale

There are a number of titles which are being prepared for publication. Some are well advanced, others are in early stages. We thought it would be useful for members to know about these in case they think they have material which would be useful to the authors. The titles given below are only provisional:

1. The postal service of the Gold Coast before 1901. Edited by John Sacher. This will be the volume to precede that already published by Michael Ensor.
2. Sierra Leone postal rates. Edited by Frank Walton and Philip Beale.
3. The Post Office Impression Books and West Africa. Edited by Jeremy Martin and Philip Beale. This will be a reprint of a publication made by the Study Circle in 1981, but in a new format.
4. St. Helena postal, censor and instructional markings. Edited by Bernard Mabbett.
5. Colin McCaig's airmail collection. Edited by Barbara Priddy.
6. Sierra Leone George VI stamps. Edited by Frank Walton.
7. Post Office notices relating to West Africa, St Helena and Ascension. Edited by Philip Beale.
8. Nigerian definitive stamps from 1961. Edited by Jeremy Martin.
9. The Accra overprints of 1915. Edited by Peter Duggan.
10. The stamps of Togo. Edited by Peter Duggan, Jeremy Martin and John Wilson.

Should any member wish to discuss a possible publication, or offer one to the Circle, please get in touch with me. The publication committee consists of myself, Frank Walton, Charles Leonard and the editor of *Cameo* (ex-officio).

West African Airmail First Flights, Part 4

Jeremy Martin

The earlier parts of this listing have appeared in previous *Cameos* (Ref. 1). I have already received some additional information; more is welcomed. Much of what has been written needs substantiating or clarifying.

1943

- 23 March BOAC Khartoum – Takoradi ‘Ensign’ service extended once a week to Freetown.
March BOAC land-plane service connecting British West Africa colonies with Lagos extended to Bathurst. Presumably following above.
- 21 May Conakry – Freetown (22nd) – Accra (23rd) – Lagos (25th) Aeromaritime service.
29 May Accra – Freetown – Conakry return Aeromaritime service. Noted by Muller. (Ref. 6) Query did it not start at Lagos?
- 4 June Bathurst – Conakry (French Guinea). Noted by Muller. (Ref. 7)
20 July SABENA Lagos – Khartoum service again extended to Cairo.
25 July BOAC Cairo – Takoradi service five times a fortnight. This replaced Khartoum – Lagos ‘Ensign’ and Cairo – Takoradi ‘Hudson’ services.
- 20 August BOAC began weekly Cairo – Takoradi service using DC-3s.
23 August Above BOAC service became twice weekly.
October Free French airline Lignes Aeriennes Militaires (L.A.M.) began an extension of their Central African route Fort Lamy to Accra which started in Damascus.

1944

- 2 March BOAC aircraft withdrawn from trans-Africa route.
8 March Airgraph service made available to civilians.
10 March Airgraphs first accepted for despatch to the Gambia. Airgraph sent by Francis Field dated 10 March received Bathurst 29 March.
- 16 April BOAC took over from RAF Transport Command full responsibility for operation of U.K. – Lagos services. From that date operated DC-3s Bristol (Whitchurch) – St. Mawgan – Lisbon – Rabat – Port Etienne – (Dakar) – Bathurst – Freetown – Abidjan (occasionally) – Takoradi – Accra – Lagos.
- 29 April BOAC withdrew Boeing 314 flying boats from U.K. – West Africa route.
April Airmail from The Gambia flown by land-plane route to Lagos, then transferred to Lagos – Khartoum route.
- 19 July First flight new service Enugu – Port Harcourt. This may well have been the next day since
20 July First flight new service Port Harcourt – Lagos.
13 Sept New SABENA route Leopoldville – Lagos – Gao – Aoulef – Casablanca – Lisbon – Croydon.
- Sept Civilian Air Letter service to U.K. and Empire introduced.
Rate 6d per Air Letter.

1945

- 2 April Leopoldville – London service. Were stops made in West Africa?
4 April London – Lisbon – Casablanca – Lagos – Leopoldville (7 April).
8 May End of war in Europe.
12 May The U.K. – West Africa and West Africa – Cairo BOAC services were combined to form a through route using DC-3s. During October, November and December ‘Halifax’ aircraft flew freight Bournemouth (Hurn) – Accra to make more passenger room on DC-3s.
13 July Resumption of post-war civil airmail service from Athens – Cairo – British West Africa.

- 14 July SABENA re-started direct service Brussels – Algiers – Lagos – Leopoldville (16 July). By R.A.F. and/or other carriers.
- 31 July Airgraph service withdrawn.
- 15 August End of war with Japan.
- 9 October BSAA trial flight Hurn – Lisbon – Bathurst – Rio – Buenos Aires
- 20 October BSAA trial flight Poole – Lisbon – Bathurst – Natal – Belem – Port of Spain – Hamilton – Baltimore (U.S.A.).
- 5 November BOAC service Accra – Cairo noted by Muller (Ref. 8)
- 23 Nov BOAC test letter London – Accra (28 November).

Abbreviations

BOAC	British Overseas Airways Corporation
Pan-Am or PAA	Pan-American Airways (Africa)
SABENA	Societe Anonyme Belge d'Exploitation de la Navigation Aerienne
ECA	Elders Colonial Airways
BSAA	British South American Airways
IA	Imperial Airways

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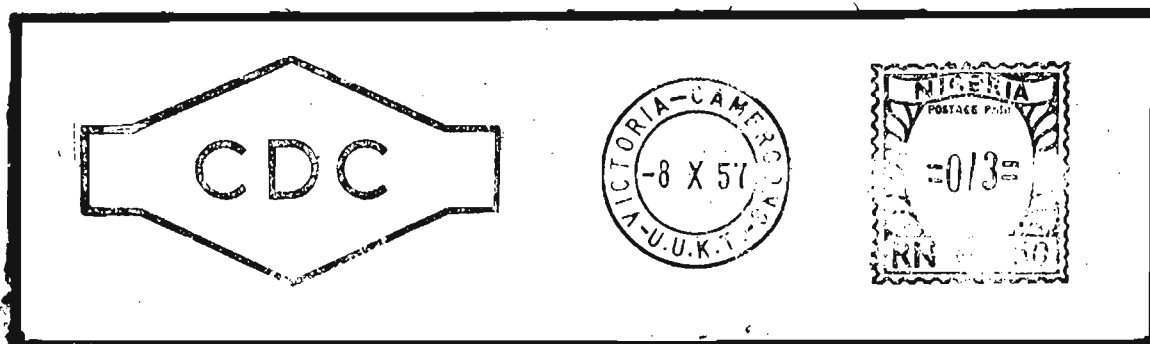
1. Martin J.J., "West African Airmail First Flights", *Cameo*, Vol 6 pp194-5, 228-9 & 304-5, WASC, July 1999, Jan 2000 & July 2000.
2. Muller F., *Catalogue des Aerogrammes du Monde Entier 1950*, p178, Re-edition de la FISA 1970
3. Muller F., *Catalogue des Aerogrammes du Monde Entier 1950*, p 86, Re-edition de la FISA 1970
4. Muller F., *Catalogue des Aerogrammes du Monde Entier 1950*, p175, Re-edition de la FISA 1970
5. Wilson J., *The GUBA Story* published March 1990 by the author
6. Muller F., *Catalogue des Aerogrammes du Monde Entier 1950*, p178, Re-edition de la FISA 1970
7. Muller F., *Catalogue des Aerogrammes du Monde Entier 1950*, p219, Re-edition de la FISA 1970
8. Muller F., *Catalogue des Aerogrammes du Monde Entier 1950*, p178, Re-edition de la FISA 1970



Postage meters used in the Cameroons under British Administration

R. J. Maddocks

Franking machines were introduced in the Cameroons under British Administration — more particularly the Southern Cameroons — in early 1957 under licence of the Nigeria P & T Dept., then responsible for the postal services in the territory as part of the colony of Nigeria for administrative purposes. The first user in this respect was the Cameroons Development Corporation, Bota, Victoria. An example of their machine's impression is here illustrated as taken from *The Postmarks and Postal History of the Cameroons under British Administration 1916-1961*. (Ref 1)



Such impressions are not often seen, however; probably few covers were collected because philatelists at the time were, *de rigueur*, more concerned with adhesive stamps. Subsequent collecting trends towards the diversity of postal history have since meant that meter stamps have been brought into the hobby from the philatelic cold.

So far only the Cameroons Development Corporation has been recorded as using a franking machine, - certainly with any consistency - though details as to the make / type have not been forthcoming. Usage is believed to have continued up to the early 1960s when Southern Cameroons joined the Cameroun Republic on 1st October 1961. Given the code letters "RN" before the crown and Machine N° 50 at the base of the meter stamp, it is apparent that this type of machine was a Roneo-Neopost.

But the C.D.C. was not, in fact, the only commercial concern to have franking machines in Southern Cameroons. The writer is aware, from his tours of duty in Victoria, that both United Africa Co. Ltd. [U.A.C.] and Barclays Bank D.C.O. in that town also interested themselves in meter postage at about the same time. The outcome was most unsatisfactory for both would-be users. If I am correct in my faded recollections, the machines were supplied through the trading firm, G. B. Ollivant, Lagos, as recognised agents of the Nigeria P & T Dept. — the make is not recalled. The Barclays machine was received in faulty condition (probably damaged in transit) and as there were no local servicing facilities it was returned in 1957 to Lagos without a replacement being asked for. U.A.C. licenced their machine but, too, had immediate operational problems and returned it to the supplier. In 1958 the company took delivery of a new machine but was disenchanted with its intermittent and unreliable performance; after several months it, too, became unserviceable. No impressions of the U.A.C. meter have been reported to be in existence in collectors' hands.

Given the much longer period of recorded use of the C.D.C.-owned machine understood, as mentioned, to be a Roneo-Neopost, one surmises that the unreliable machines of U.A.C. and Barclays were perhaps from Universal Postal Frankers Ltd. These two types were the only franking machines approved for use in Nigeria and the Cameroons at that time, as the *General Notes and Instructions* issued by the Nigeria P & T Dept. (Ref 2) confirm. Research into the meter postage of Nigeria itself — a still neglected field — could well provide pointers as to what U.A.C. and Barclays meter impressions would have looked like as both companies were widely represented there and would likely have standardised their respective imprint.

The basics of the *General Notes and Instructions* can also be found in the annual *Nigeria Post Office Guide*. (Ref 3). They continued to apply to Southern Cameroons after Nigerian independence

References

- 1) R. J. Maddocks and M. P. Bratzel, Jr. *The Postmarks and Postal History of the Cameroons under British Administration 1916-1961*. p77, MPB Canada, 1994.
- 2) *Franking (Postage Meter) Machines: General Notes and Instructions*. 5 pp. Accompanied by *Licence for the use of a Franking Machine for Denoting Prepayment of postage*. 3 pp. Lagos: Nigeria Posts and Telegraphs Department, undated (circa 1950s).
- 3) *Post Office Guide*. Nigeria Posts and Telegraphs Department. Issued periodically on the authority of the government of Nigeria. Lagos: the Government Printer.

Kamerun or Togo?

R. J. Maddocks

The following item first appeared in German in the March 2000 issue of Michel-Rundschau and has been translated from the German with the kind permission of the editor, Mr J. Stenzke, by Mr Roger Martin .

A few weeks ago a collector showed us a stamp, saying that he could not find it in the catalogue. "In principle" it corresponded to Mi 3 of the British occupation of Togo, but with the difference that it was not the original stamp Mi 22 of Togo, but the same 10pf value of Kamerun (also Mi22) that was overprinted TOGO/Anglo-French/Occupation.

We recommended to the collector that he submit the stamp to an expert examiner for appraisal, which he did. A short while later he got his stamp back, together with an opinion, which we pass on here in its essential details.

The stamp is genuine; Kamerun Mi 22. The overprint of the British Occupation type 3 II is in my opinion also genuine. And the same goes for the Togo cancellation LOME 8 4 15. I cannot judge for certain if it was struck on the piece of the letter, because the colour of the cancellation on the yellowish letter paper shows a markedly different shade than on the stamp. But there are two indicators that point to the peculiarity of the part of the cancellation on the letter paper.

It is critical to the judgement of the value of the stamp – and whether or not it merits inclusion in the catalogue – that it was overprinted without authorisation, certainly by an employee of the printing works. It was of course already genuinely used in Kamerun, as the weak partial cancellation of the Swiss canceller DUALA KAMERUN reveals beyond all doubt.

There remains the question of the intention of the overprint. Of course it might simply be a joke. We also cannot exclude the possibility that it was an attempt at forgery to the detriment of the post office, which must be regarded as successful if the postal official in charge of the cancellers did not notice the word Kamerun or did not consider it suspicious. The cancelling was often carried out by ill-educated natives who could not understand the consequences of such a forgery.

So here we have the exceptional case where all the individual parts in themselves are genuine, but where the whole must be regarded as a forgery, precisely because all these genuine individual parts do not hang together. Therefore in any case an extremely interesting piece that certainly merits inclusion in a "German Colonies" collection. In conclusion, postal forgeries are much collected in other areas, sometimes much sought after and achieving high prices at auction. This ought to prove right in this case too. [a value of DM1250 was then estimated]

Bob Maddocks has submitted this article to Jeremy Martin before publication in *Cameo*. Neither has come across such an item before. Comments are invited on this intriguing item, shown at figure 1.

References

1) *Togo oder Kamerun?* MICHEL-Rundschau 3/2000 p230



Figure 1

Cameroons: Ndian antics

M P Bratzel and A Cronin

Marty writes:

The cover shown in figure 1 was acquired at Stamp Show 2000 in London. The cover caught my attention for three reasons: the rather attractive violet Ndian Postal Agency postmarks, the invalid Vichy air mail postage stamp, and the address. I have, since 1974, worked almost directly across the street from the main post office in Windsor, Ontario until that office was relocated in early 1999.

The cover rekindled my curiosity, which began with a photocopy of a similar cover, shown in Figure 2, that Bob Maddocks had sent me in 1996. Addressed in the same hand, that cover, postmarked Kumba, also bore an invalid Vichy air mail stamp and, again, had been sent to General Delivery, Windsor.

Who was A. Cronin and how might I find him? The local telephone directory had no listing for Cronin, not unexpected after almost 40 years. While considering how to proceed, the answer literally dropped into my lap!

The *Military Postal History Society Bulletin* has a column that reports articles from other journals that may be of interest to its readers. The Spring 2000 issue noted an article in the June 1999 issue of *The Post-Rider*, journal of the Canadian Society of Russian Philately, about a letter from the Russian Red Cross Society. The article had been authored by one Andrew Cronin, the journal's editor. Was this coincidence too good to be true? I wrote, asking Mr. Cronin if he were the originator of the covers.

Andrew replies:

Yes, I admit that I am guilty. I was a student at Wayne State University in Detroit, living in Windsor from 1960 until July 1964, where I had a great time. Going back 36 years, I recollect that I had just graduated and was waiting on a job offer. It just so happened that I had some mint Free French overprints on Cameroun stamps as well as a couple of the Vichy issues mint, so I decided to use them up on covers and deliberately picked out-of-the way post offices.

As I remember, there was at least another cover which I had sent to Ndian, plastered on the back with the Free French overprints and it looked very impressive! I believe that the postmaster at Ndian even asked me when I was coming to the Cameroons to take up land.

It is hard to recollect after so long, but I doubt that more than 3 or 4 covers were involved. My main interests are the Russian and Balkan areas.

To conclude:

Thank you, Andrew, for your philatelic creations. After all, isn't this what philately is all about; enjoying ourselves? And perhaps, just perhaps, there is a connection between Russian and Cameroun philately.

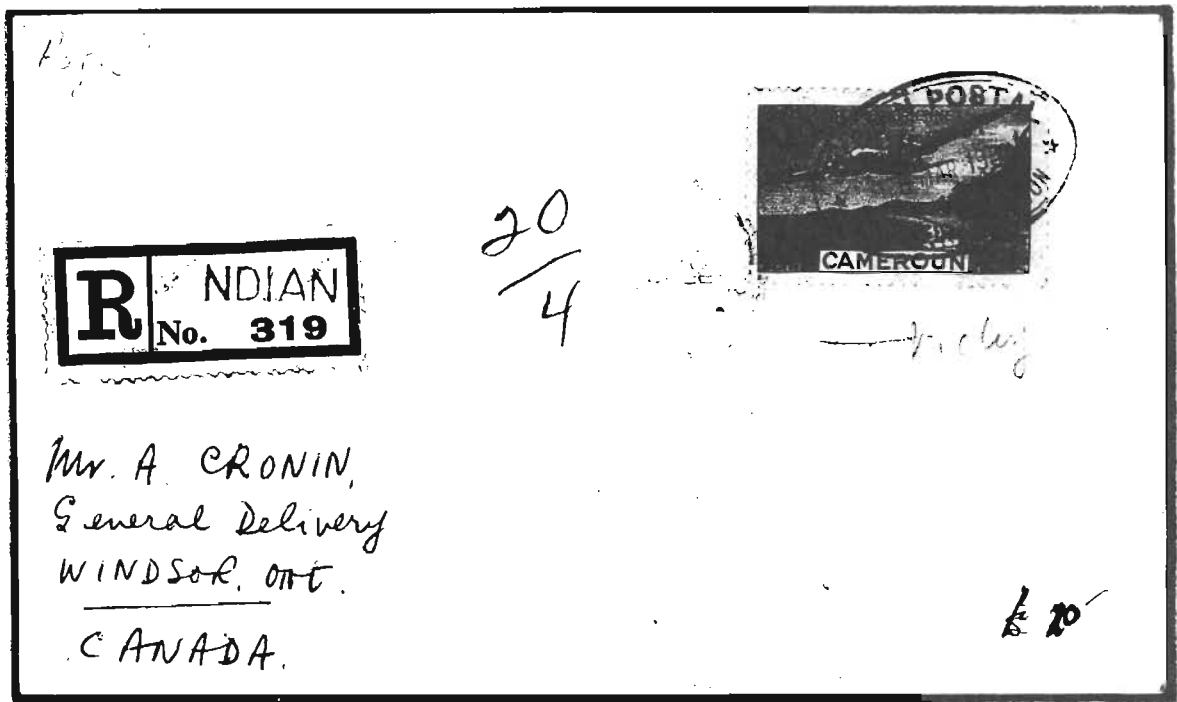


Figure 1 : Registered cover with invalid Vichy airmail stamp postmarked Ndian Postal Agency / Rep. Fed. Cameroun/ 18 MAR 1964 and received in Windsor, Ontario 28 March 1964.

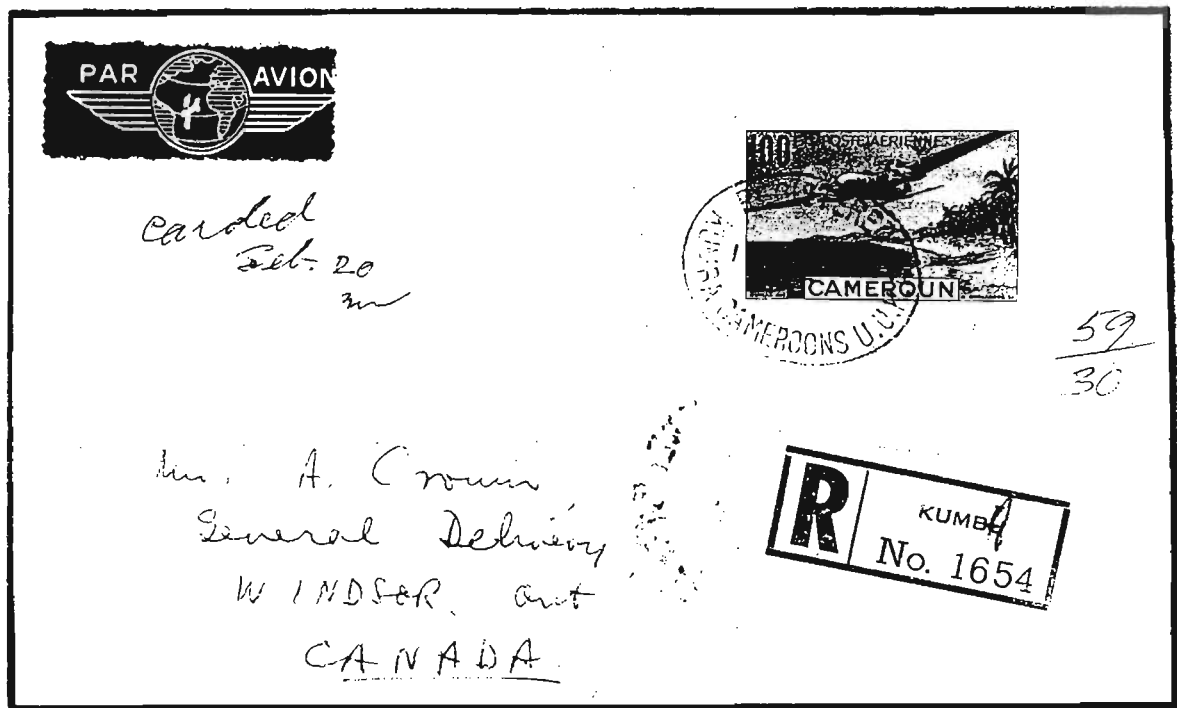


Figure 2 : Registered cover with invalid Vichy air mail stamp postmarked Kumba Cameroons UUKA / 12 FE 62 (datestamp No 63) and backstamped Tiko, Lagos, Montreal and Windsor. Carded in Windsor on 20 February 1962. Note registration label with town name manually corrected from KUMBU to KUMBA.

Danish Guinea Settlements

R J Maddocks

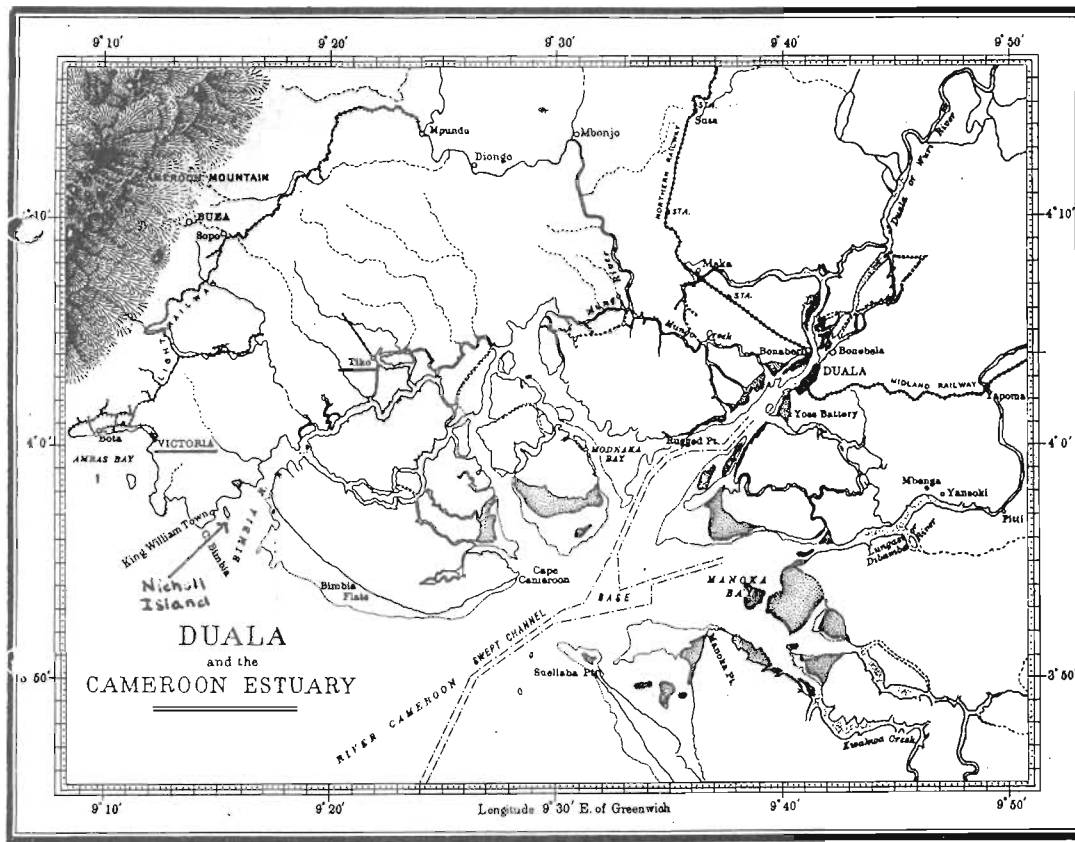


Figure 1 : 1919 map of Cameroon Estuary showing Bimbia and Nicholl Island

In *Cameo*, July 2000 (Ref. 1) the subject of Danish settlements in West Africa was raised again, following up earlier articles in *Cameo* by Daniel Hopkins and Robert Nelson (Refs. 2,3). Readers may like to know that the Danes also tried to settle in the Cameroons, a few miles south of Limbe (Victoria).

In 1801, Johann Wriesberg, later Governor of Fort Christiansborg in the Gold Coast, bought from the chief of Bimbia a small island in the estuary of the Bimbia River. This island is now known as Nicholl Island, after a Colonel Nicholls of the Royal Marines during the 1827-29 expedition to Fernando Po led by Captain W F W Owen, of African survey fame.

By a royal Danish order of 19 May 1802 Wreisberg was authorised to purchase other islands in the immediate area, and he proceeded to work out plans for a colony. To this end he sent the schooner "Experiment" to the island. Various buildings were constructed but many of the men died of fever. The colony was not well supervised and the island became a refuge for fugitive slaves and "undesirables". A factory (trading post) built in 1803 was sacked by the Bimbians, at the instigation of some British merchants from Liverpool, who then took the major share of trade at the mainland settlement of Bimbia.

I have not so far been able to ascertain what the Danes called this short-lived settlement. Nicholl Island was uninhabited when I last saw it in the late 1980s. The source of my basic information, "Britain and Bimbia", an unpublished thesis by L. Elango, did not disclose this. I have not seen Elango's own principal source which could provide more detailed information for those interested in further reading on Danish Guinea. (Ref 4)

References

1. Hopkins D., "Peter Thonnings Map of Danish Guinea", *Cameo*, Volume 6 p324, WASC, July 2000
2. Hopkins D., "Maps, Diplomatic Dealings and the Danish Enclave on the Gold Coast of Africa in the Nineteenth Century", *Cameo*, Volume 5 pp51-55, WASC, July 1995
3. Nelson R., "Danish Fort Maps", *Cameo*, Volume 5 p193, WASC, January 1997
4. Norregard G., "Danish Settlements in West Africa, 1658-1850", Boston University Press, 1966

Gambia – Some Notes on the Elephant and Palm Issue 1922-27

O. Andrew

From time to time, I try another attack on the question of dating the various values of this issue. The numbers of stamps (nearly one million of the 1½d), of consignments (24 of the ½d and the 1½d), the very strange quantities ordered (73 sheets of the 2½d on 14 February 1925; 272 sheets of the ½d on 27 September 1929, for example), combine to make this issue a complex one. My latest attempt has been to use the sheet numbers as a lever.

We know how many stamps were printed, and so how many sheets. In any printing the sheets were numbered consecutively from one upwards. Before the printing started the numbering device was set for the desired total; and presumably printing stopped when that point was reached. For a run of nine sheets, for instance, the numbers would have been 1, 2,.....9; for a run of ninety-nine sheets, 01, 02,.....99; and for a run of 999 sheets, 001, 002,.....999. So it is possible to tell from the number of digits how many sheets there were in the run. A sheet numbered 024 must have been from a run of between 100 and 999 sheets, while one numbered 0024 was from a run of over 1000 sheets.

The ½d, 1d and 2d values only had one printing each that needed four digits (over 79,920 stamps). Other unique runs were 4d, 7½d, 1/6, 2/-, 3/-, 5/- MCA, 10/-, all with two digits; and 7½d, 3/-, 4/-, 5/-, and 10/- with three digits. Together with the perforations, and the consignments given in the Gambia Handbook (Ref. 1), this has enabled me to give tentative datings to a few of my corner stamps with sheet numbers, and to narrow drastically the possible attribution of others. So far I have found only two anomalies:

A 2/- value dated 30 May 1937, of a strange mauve shade. The sheet number is 075, which would appear to identify it as from the 23 Nov 1923 printing, which was of 15,480 stamps. So why this unrecorded colour?

A 3/- slate purple, with comb perforations, of which the sheet number is 225. This is too high for either of the two deliveries and would imply that De la Rue included two quite different stamps in one delivery. Or possibly the second delivery of 30 Nov 1922 was numbered sequentially from the first delivery of August 1922? De la Rue were already late with this order, and may have sent what they had ready, with the others following. They could thus have considered the second consignment as a continuation of the first order, and numbered them consecutively. The different shade and perforation may also be evidence of a "rushed job". This would also help to explain the tiny numbers of some of the other values sent out on 30 Nov 1922.

Is this getting us anywhere? It may, if enough members have stamps with sheet numbers and can send me the details; of value, sheet number, perforation, date of postmark if any, etc. Better still can we use a future meeting to get together as many members with these stamps as possible, so that we can compare the colours too?

References

1. Andrew J.O. (Ed), *The Stamps and Postal History of The Gambia*, Christie's Robson Lowe with the West Africa Study Circle, 1985

Lufthansa via Gambia

John Duggan and S. P. Duncan (edited)

[Compiled by the editor from copy correspondence following an article by John Rose, *Gambian Airmail after the closure of German Service* in *Cameo* January 1999 (Ref 1)]

Stuart Duncan has written to Dr Rose to show this very similar cover (Figure 1)



Stuart Duncan's original write up, which will now need to be amended, is

Letter from Gambia to GB flown on the Air France service. Due to the imminence of war the last acceptance of mail in an easterly direction was the flight of 24th August 1939. This letter had been posted on 26th ? And the sender, realising that the air service had ceased, "rescued" it from the Post Office and had it carried to Senegal where it was re-posted at Kaolack, which is on the direct railway line to Dakar, for forwarding by airmail to GB.

Mr Duncan then goes on to refer to Haberer (ref 2) to say that flight 777 should have arrived in Gambia from South America and flight 778 from Europe round about the 25th/26th. Had the Gambian postal authorities already decided to suspend their acceptance of airmail for the DLH (Lufthansa) service prior to flight 777's arrival and was any mail for Gambia carried on flight 778?

Correspondence from John Duggan provides a partial answer. He explains that the cancelled services are those that were scheduled;

483 from Frankfurt on 31 August 1939

482 from South America; connecting flights from Lima and La Paz on 29 August 1939, arriving Rio on 31 August 1939 which is as far as it went.

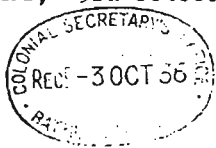
Thus it can be confirmed that these items were intended for flight 482. The previous flight 480 (Haberer flight no 777) from South America did not go via Bathurst; rather Las Palmas

John Duggan has also commented on an article by Bob Maddocks in *Cameo* January 1993 (ref 3). Bob had queried whether the aircraft D-ALIX *Rostock* was registered as a mail-plane. John has provided a photocopy letter (Figure 2) which lists the aircraft registered for authority to land in the Gambia after 31 October 1936, including this plane. He states there is little doubt that Deutsche Lufthansa did have D-ALIX registered as a mail-carrying plane. The Lufthansa report of the *Rostock* crash gives details of floating mailbags and indeed details of the whole incident.

295/34.

DEUTSCHE LUFT HANSA A. G.
MITGLIED DER INTERNATIONAL AIR TRAFFIC ASSOCIATION

Draht-Adresse: Lufthansa	Mosse-Code	Fernrechner: A 7 Dönhoff 8830	Postcheckkonto: Berlin Nr. 14155	Reichsbank-Giro-Konto
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<p>The Honourable, The Acting Colonial Secretary, BATHURST.</p>	<p style="text-align: right;">BERLIN 30.10.1935 den 19 Lindensstraße 35</p> <p style="text-align: center;">BATHURST, 3rd October, 1935.</p> <div style="text-align: center;">  </div>
---	---

Ihr Schreiben vom	Ihr Zeichen	Umer Zeichen
Betrifft:		

Sir,

I have the honour to request for the renewal of
The Authorization for flights which expires on the 31st
October 1936.

List of Aircrafts.

Seaplane	"Boreas"	D-AGAT
"	"Samum"	D-AFAR
"	"Taifun"	D-AKER
"	"Lustral"	D-AKYM
"	"Paspat"	D-ALOY
"	"Aeolus"	D-ABYM
"	"Zephyr"	D-ARUN
Landplane	"Breslau"	D-AQUA
"	"Karlsruhe"	D-ATYL
"	"Rostock"	D-ALIX.

I have the honour to be,
Sir,
Your obedient Servant,

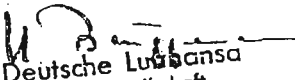

 Deutsche Lufthansa
 Aktiengesellschaft
 Flugleitung Bathurst

Figure 2: Letter from DLH dated 3 October 1936

References:

1. Rose J., "Gambian Airmail after the Closure of German Service", *Cameo*, Volume 6 p114, WASC, January 1999
2. Haberer E., *Katalog über Katapultpost, Teil 2 Sudatlantik*, 1998
3. Maddocks R.J., "Aeroplane Crashes in the Gambia "Star Leader" and others, *Cameo*, Volume 4 p161, WASC, January 1993

Gambia - Constant Flaws on the 1922 Elephant and Palm Issue?

O. Andrew

The Handbook (Ref 1) lists a number of printing flaws, and gives positions for some of them. Some are very elusive; so much so that I have started to wonder how constant they are. After all they should occur every 80 stamps, unless they are constant only for one printing, or a few printings, or they are not constant at all.

There is a straightforward statistical technique for deciding the probability of constancy where a big enough sample is available.

The two flaws on the 1 1/2d value, given in the Handbook with positions are;

- diagonal line from top left hand corner of numeral (No 1)
- retouch top and near to value frame (No 21).

Stewart Duncan and I have checked 377 examples of this stamp, and found neither of these flaws. This means the probability of them being constant is less than 1%. Statisticians are happy to call this impossible, and so am I.

The possibly constant flaws for the 1d value are;

- patch in palm fronds
- arc flaw at base of neck, right.

So far Stewart and I have 160 examples of the 1d without finding either of these flaws. This is not a big enough sample to be statistically reliable as for the 1 1/2d. Could members please check their collections for examples of 1d with and without these flaws, and let me have figures?

It is as well to point out that we do not conclude from these figures that the flaws do not exist, just that they are not constant flaws.

References

1. Andrew J.O. (Ed), *The Stamps and Postal History of The Gambia*, Christie's Robson Lowe with the West Africa Study Circle, 1985



Airmail returned from Gold Coast

Nicholas G. Carter

The illustrated cover (Figures 1 and 2) shows the First Airmail from Belgium to Gold Coast. The philatelic "adventure" is nicely described on page 160 of Michael Ensor's book (Ref. 1).

There are two things that puzzle me, both to do with the return from Accra. The first is the marking at the top of the reverse of the cover; the boxed "Undelivered for Reason Stated" handstamp. This is not a Gold Coast mark, or at least is not yet recorded as such. I suspect it is probably a UK mark as the cover would have returned to Europe by sea, probably by the Elder Dempster boat to the UK. However, it is not illustrated in Mackay's book on UK Markings.

The second is the pair of red stripes that obliterate the airmail etiquette. The known UK marks are shorter, broader and closer together. Ian McQueen in his study *Jusqu'a Airmail Markings* (Supplement page 246) lists this under Gold Coast, but he is not really convinced. There is no mention in any Gold Coast literature of which I am aware.

I hope members can help.

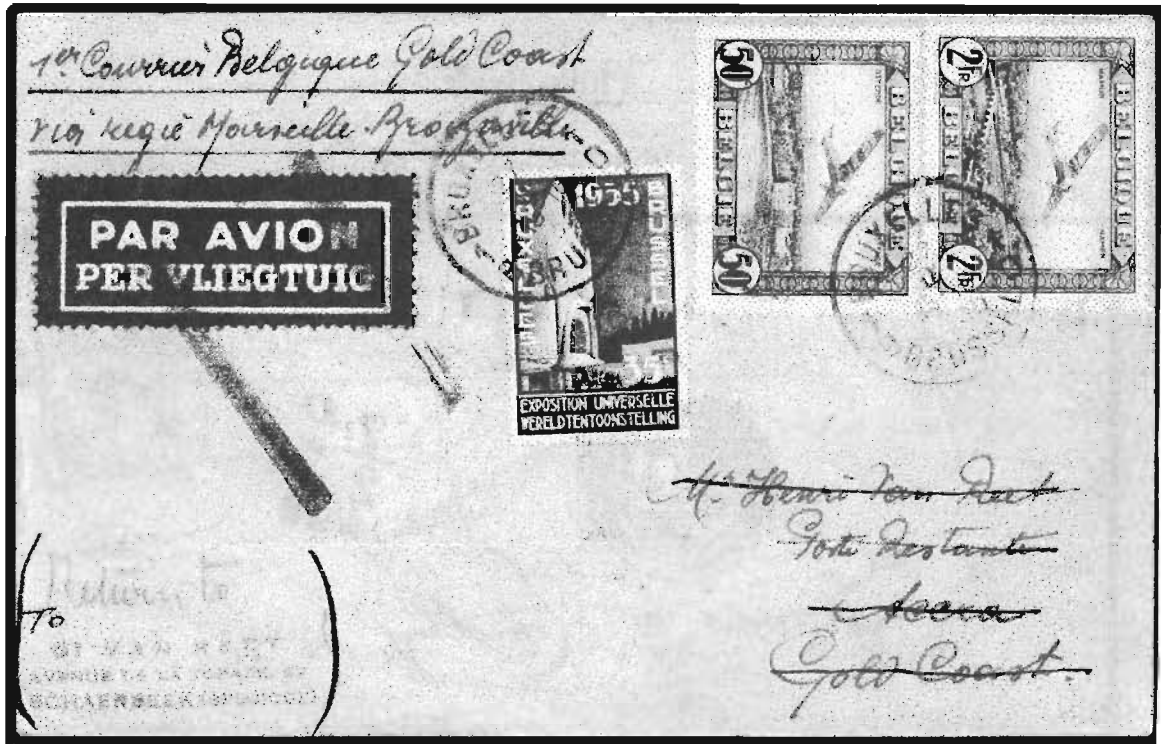


Figure 1; front view of 1935 first airmail from Brussels to Gold Coast to Poste Restante address at Accra.

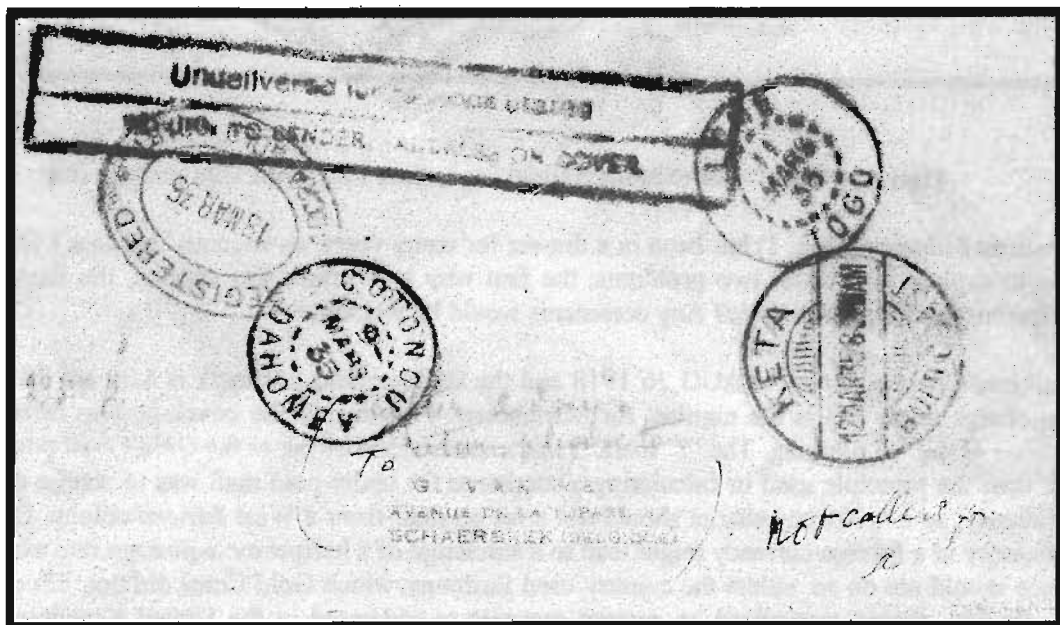


Figure 2; obverse of the same item (reduced) showing transit marks and boxed "Undelivered for Reason Stated" handstamp.

References

1. Ensor M. (Ed), *The Postal Services of the Gold Coast 1901-1957*, p160, WASC, Dronfield 1998

Gold Coast. A problem item from 1918.

Philip Beale.

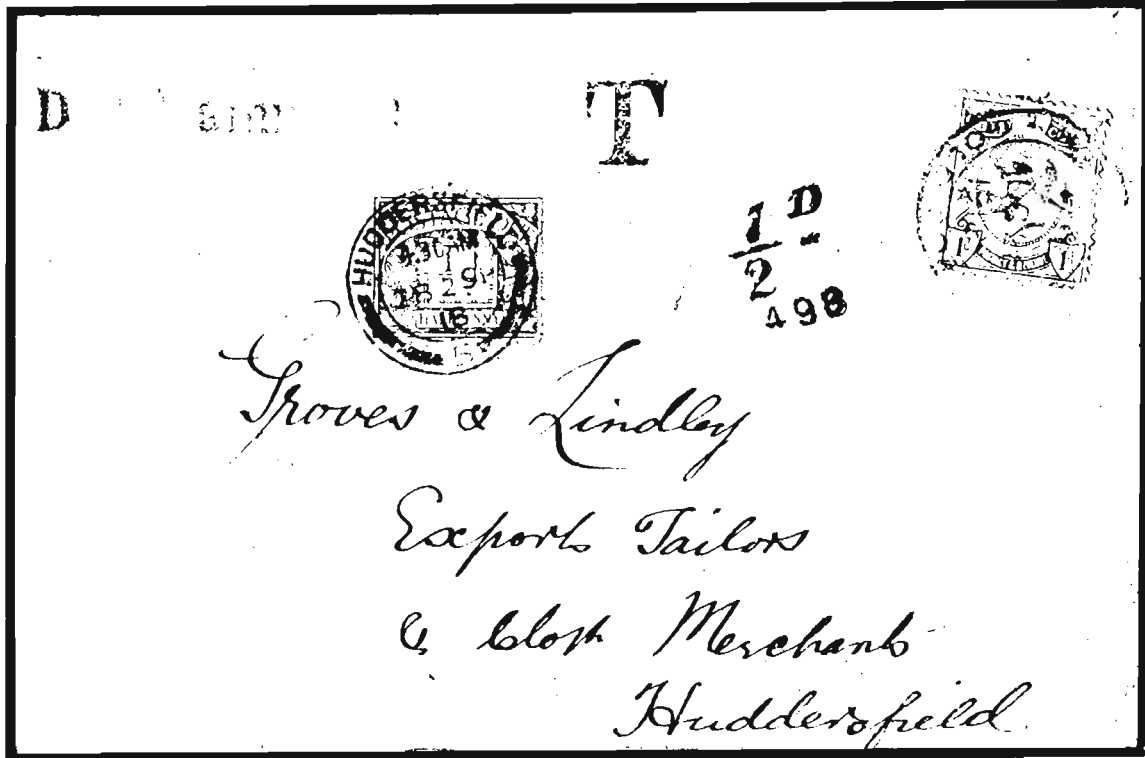


Figure 1: Gold Coast to Huddersfield 26 August 1918 with 1/2d postage due

The front I illustrate (Fig. 1) has been in a drawer for many years, un-mounted because I am not sure how to explain it. It raises two problems; the first why a 'T' mark was applied, the second why a halfpenny surcharge was made? Any comments would be welcome.

The Gold Coast postmark is AUG 26 1918 and the Huddersfield postmark is 4.30 am 28 SP 1918. The charge mark 498 is the number for Manchester. Presumably the envelope was referred there because of the 'T' marking. The 'T' mark is in the same shade of ink as the Gold Coast postmark. At that time the principle used in calculating a surcharge for under-paid mail was to charge double the deficiency, so a halfpenny charge should not arise on mail from a West African colony. Double the deficiency in a foreign currency might lead to a surcharge of a halfpenny; a postage rate expressed in pence should not do so, unless the country used farthings, which Gold Coast did not. Exceptionally, a halfpenny charge was raised on printed material re-addressed in the United Kingdom, but this cover had not been re-addressed.

When I showed this front at a meeting of the Society of Postal Historians, I was interested to learn that rare examples do exist of charges made at less than double the deficiency. They are examples of leniency by the Post Office. When a rate has changed, and the letter has been posted just after the date of the change, the Post Office may be lenient and make a smaller charge. It would be presumed that the sender was unaware of the change of rate. However, whilst rates did change in Sierra Leone on 1st September 1918, there is no evidence of a change in rates from the Gold Coast until July 1922.

The 'T' marking may, however, relate to the introduction of the Gold Coast penny War Tax stamp on 17 June 1918. Michael Ensor states (Ref. 1) that by that date it had 'evidently been decided that the stamps were to lose their postal validity'. Even if the Post Office official applied the 'T' mark in error, thinking that a War Tax stamp had postal validity and was necessary, we are still left with the problem of why a charge of a halfpenny was made. If the postage was deficient by a penny through the envelope being under-stamped or being overweight, then the surcharge would have been at least two pence. Perhaps the Manchester Post Office, not knowing what to make of the 'T' mark, made the smallest charge possible, but this seems an unlikely explanation. Is there any other possibility? Are there any similar items?

References

1. Ensor M. (Ed), *The Postal Services of the Gold Coast 1901-1957*, p67, WASC, Dronfield 1998



Gold Coast 'INSUFFICIENTLY PREPAID' and '1d'

Jeremy Martin

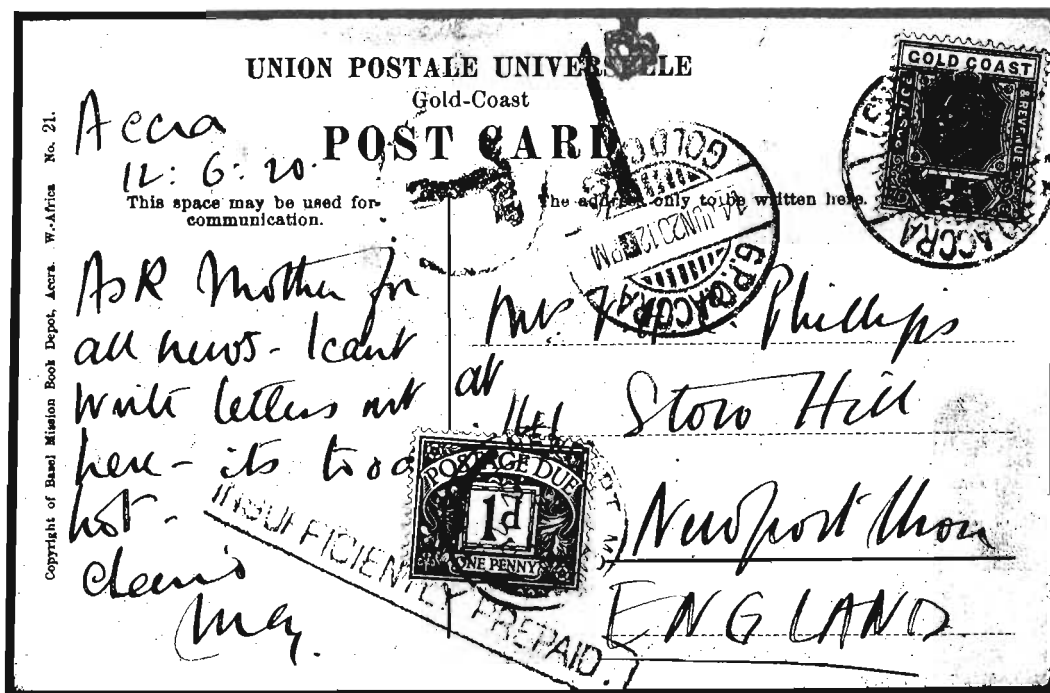


Figure 1: Postcard Accra to Newport 14 June 1920 with 1d postage due

The Gold Coast handbook 1901-1957 (Ref. 1) shows an 'INSUFFICIENTLY PREPAID' mark recorded at Saltpond in 1921. The reverse of the postcard illustrated (Fig 1) shows a similar mark used at Accra in 1920. This example has a full stop.

Also of interest is the '1d' postage due mark which appears to be in the same ink as the 'T' tax mark. This would seem to have been applied at Accra. The four hand-stamps shown in the handbook all have capital 'Ds' for pence whereas this example has a small 'd'.

References

1. Ensor M. (Ed), *The Postal Services of the Gold Coast 1901-1957*, p200, WASC, Dronfield 1998

Biafra Book Addendum – Makurdi

Dudley Prestedge

I am indebted to Martin H. Broadbridge for helping with the identification of the towns and the correction of information on page 44 of my book (Ref 1). The revisions are

HEAD OFFICE
Makurdi

DISTRICT OFFICES
Gboko (7 19 N x 8 59 E)
Ibi (8 11 N x 9 44 E)
Oturkpo (7 11 N x 8 08 E)
Wukari (7 52 N x 9 46 E)

POSTAL AGENCIES
Adikpo (6 53 N x 9 15 E)
Igumale (6 48 N x 7 58 E)
Mkar (7 21 N x 9 02 E)
Otobi (7 07 N x 8 04 E)
Taraku (7 16 N x 8 15 E)
Udei (8 03 N x 8 31 E)
Utonkon (6 57 N x 8 02 E)
Zakibiam (7 30 N x 9 36 E)

Approximate map references are provided to help in locating these.

References

1. Prestedge D., *The Stamps, History and Postal History of the Rebel State during the Nigerian Civil War*, p44, WASC, Dronfield 2000



The Nigerian Train Ferry “Munshi”

Jack Ince

I was interested to read in *Cameo* July 1999 (Ref. 1) that the train ferry Munshi was used in Lagos Harbour for a short period in 1941/42 as a Royal Navy Shore establishment, in the role of depot ship for trawlers and minesweepers.

As I wrote in my book “The Travelling Post Offices of Nigeria, 1903-1939” (Ref. 2), the Munshi had been ordered in about 1924, for duty on the River Benue at Makurdi to replace the ageing train ferry, the Fabius. This vessel had been in service from 1909 to 1916 to ferry railway coaches across the River Niger at Jebba on the Western Railway line. When the bridge there was completed in 1916 the Fabius was laid up until 1923 when it was transferred to Makurdi. By then, the Eastern Railway had advanced to Makurdi from Enugu and the Fabius filled in until the new train ferry, the Munshi, arrived from the UK on 13th July 1925, and was delivered into service at Makurdi on 18th August.

This new ferry had three tracks and could transport a complete train. In addition she had waiting rooms, accommodation for four officers, as well as its navigation bridge. By 1932 a rail bridge had been completed across the River Benue, and the Munshi was laid up at Sapele.

It is good to learn that the vessel had one more service to perform even if, after years of inactivity at anchor in the mangrove creeks, she was probably no longer in good shape. Brought to Lagos in 1941 as a depot ship, she spent only a matter of months in use again. By January 1942, this new employment had ceased, probably to the relief of the crews accommodated aboard her.

References

1. John Daynes, West Africa Royal Navy Shore Establishments, *Cameo*, Volume 6 p189, WASC, July 1999
2. Ince J.F., *The Travelling Post offices of Nigeria 1903 – 1939*, p20, WASC, 1992

Nigerian Troops in the Congo 1960-1961

Neville Jones

Following many political struggles in the new Congo State in 1960, local troops mutinied in Leopoldville, and there began a reign of terror for the large number of Belgians who remained there in connection with commercial and technical interests. Belgian paratroops were flown in to restore order, but later the United Nations organised an international force designed to police the country. Among this force was the 2nd Battalion of the Queens Own Nigerian Regiment, which was posted to Bukavu near Lake Tanganyika, in May 1961.

One of my recent auction purchases was of some correspondence from a Captain Hamblin (RAMC), who was part of the United Nations force and who was attached to this 2nd Battalion. Among the information gleaned from the lot was that, because of the unfriendly nature of the local Congolese units and the unreliability of the postal system, letters were taken across the border into Ruanda-Urundi for posting.

The unit then spent a short time in Luluaberg in Kasai Province and at Bakwanga, then in August the main body of the battalion returned to Leopoldville. Some companies of the battalion remained stationed in isolated areas approximately 150 miles from their base.

The M.O. was flown back to Nigeria in December 1961, ahead of the battalion, owing to a serious epidemic with many fatalities among the families of the native troops at the Abeokuta base where it had only been possible to leave one Nigerian nurse.



Nigeria Stamp Issues 1913 – 1914

Jack Ince

In the July 1999 *Cameo* (Ref. 1) Peter Fernbank published extracts from early issues of Ewens Weekly Stamp News and *inter alia* referred to the new stamps for Nigeria being shipped (763A of 9 May 1913). These would be the new stamps to be available from 1 January 1914, when the new political entity of Nigeria came into being. Further, the local correspondent was quoted on 26 May 1914 advising that unsold stamps of the previous issues of Northern and Southern Nigeria were to be used up before relevant values of the new Nigeria series were placed on sale.

The final dispatches of these earlier issues were made as under (see Ince & Sacher – Ref 2):

Northern Nigeria on 8 April 1913 (ordered 12th February 1913); 10,168 x 1d sheets

Southern Nigeria on 3 June 1913; 3,538 x 1d, 166 x 2 1/2d, 512 x 3d, 337 x 6d, 502 x 1/- sheets

on 8 September 1913; 8,455 x 1d sheets

all in sheets of 120 stamps per sheet.

If the new Nigeria stamps were dispatched by the printers, de la Rue & Co., on or before 9 May 1913, they would have been ordered prior to the dispatches of further supplies of the Northern and Southern Nigeria stamps listed above. Even allowing for the release of the new stamps being embargoed until 1 January 1914, and for delays in shipping and delivery, the Crown Agents orders for the last few months of the old issue seem excessive.

It is not surprising, therefore, that on 26 May 1914 the Nigerian Secretariat sought to recoup unnecessary expenditure by with-holding, where relevant, issues of the new values until existing stocks had been sold.

Finally, will owners of Ince & Sacher (Ref. 2) please note the following corrections;

Page 311 2th February should read 12th February

Page 391, the total sheets dispatched of the 6d value should read 337, and for 1/- value should read 502.

References

1. Peter Fernbank, Extracts from Ewens Weekly Stamp News, *Cameo*, Volume 6 p176, WASC, July 1999
2. Ince J.F. & Sacher J., *The Postal Services of the British Nigeria Region Prior to 1914*, RPSL, London 1992

"PAQUEBOT CALABAR", Nigeria

Jeremy Martin



This Paquebot mark is rated by Hosking (Ref. 1) as very rare and has only been recorded for 1935.

A recent auction had an example used in 1945, a ten year extension. It was on a Spanish Guinea stamp on a monthly report of infectious diseases and was addressed to Niamey in Upper Volta. Presumably it was posted on board a vessel which touched at Calabar where the letter was landed and forwarded to Niamey.

The Paquebot mark always seems to be blank in the centre.

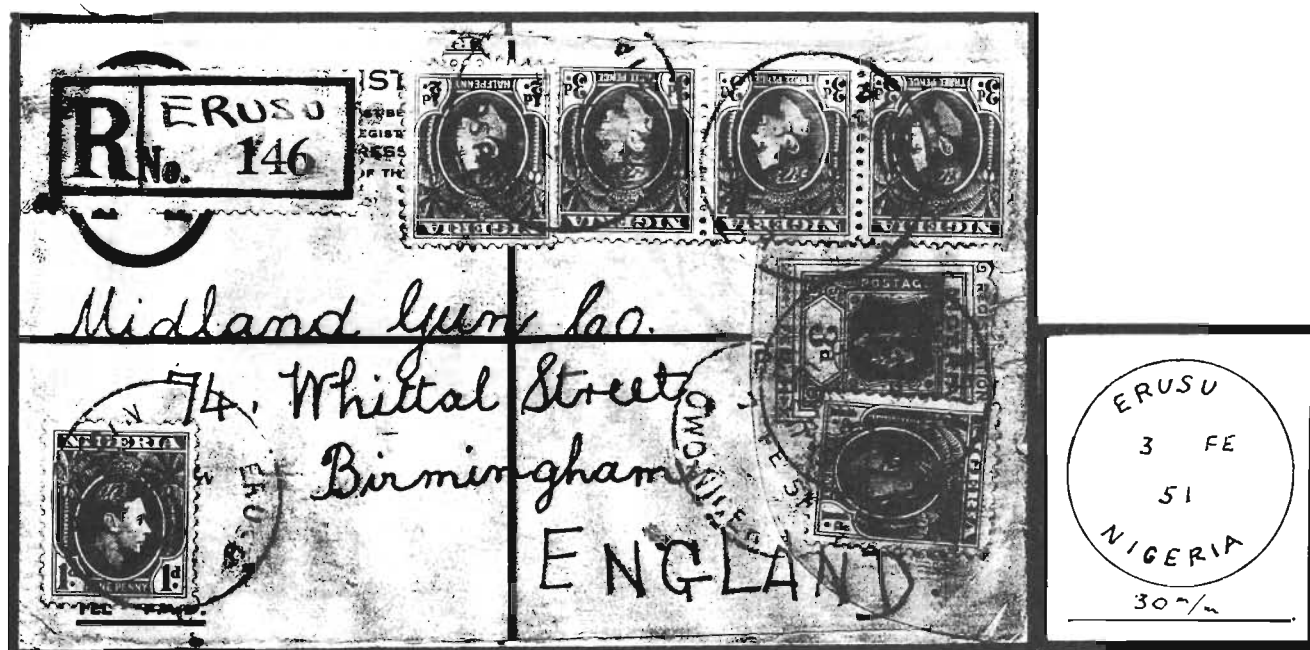
At that time Spanish Guinea stamps were used at Annobon, Corisco, Elobey and Fernando Po, all situated in the Gulf of Guinea.

Reference

1. Hosking R., *Paquebot Cancellations of the World*, p259, 3rd edition, Cavendish Philatelic Auctions Ltd, 2000

Erushu, Nigeria

Neville Jones



Among recent purchases was this registered cover from Erushu. When I checked it against my cancellation collection, I found that it had not been previously recorded by either Proud (Ref. 2) or myself.

It is similar to my type 16 (Ref. 1) and Proud's type D1 (Ref 2), except for the spelling of the agency. The letter H has been omitted and spelt Erusu, as also written on the registration label.

My copy is dated 3 FE 51. If any member has a similar cancellation, I would like to know the cancellation date so that we have a more accurate period of use.

References

1. Jones N.M., *The Cancellations and Postmarks of Nigeria 1914-1980*, WASC, Dronfield 2nd Edition 1999
2. Proud E.B., *The Postal History of Nigeria*, Proud Bailey, Heathfield 1995



Army Signals Hand-stamp

Frank Walton

A wartime cover in my collection has three ARMY / SIGNALS hand-stamps struck – but where were they applied? The envelope was used twice: firstly to “O.C., 26 Artisan Works Company, West African Force”, and subsequently with a War Economy label to “No 5 (W.A.) T.T.S., West African Forces”. The three hand-stamps have across the middle bands AHQ 17 XII 42, ZFS 22 XIII 42 and ZFS 22 XII 42. They are all from the same series as Type 330.01 as illustrated in my Sierra Leone postmarks book (Ref. 1). If anyone knows the locations where these codes were used, I would appreciate hearing from them.

Reference

1. Walton F.L., *The Postmarks of Sierra Leone 1854-1961*, p75, WASC, Sheffield 1990

Fernando Po to USA Censored Cover

Jack Ince

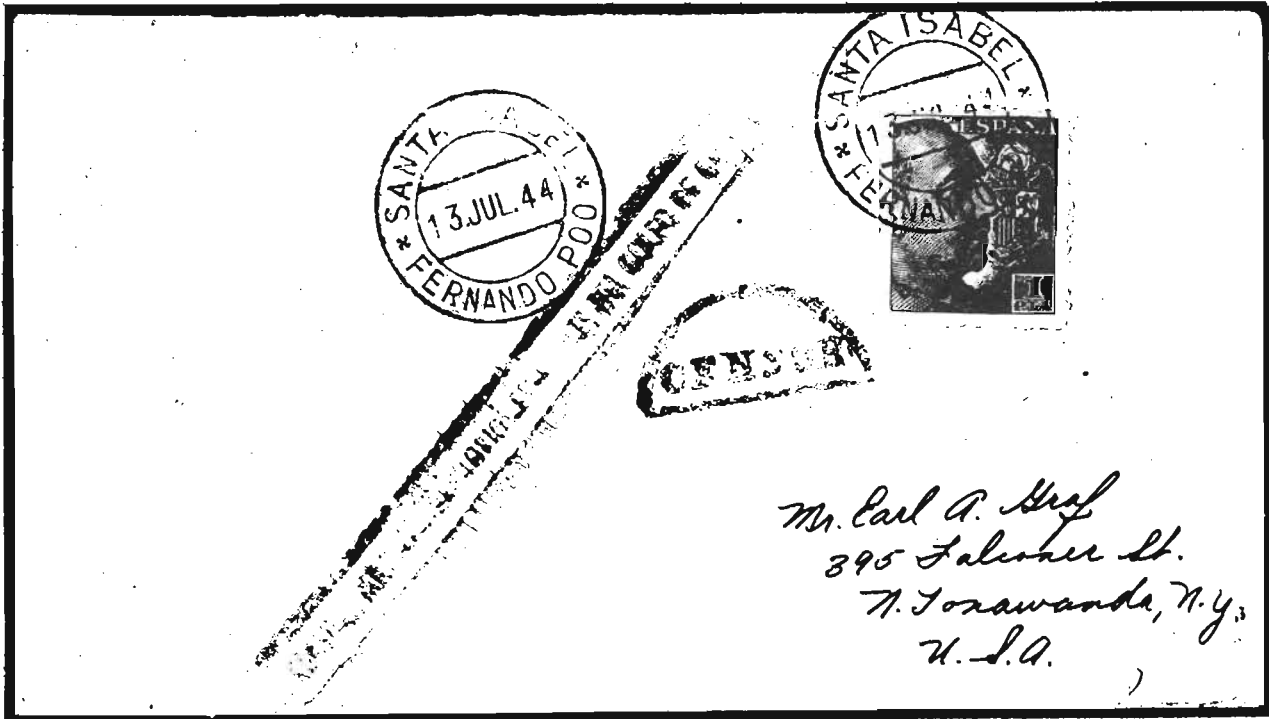


Figure 1

The cover illustrated at Figure 1 was sent from Santa Isabel, Fernando Po to N. Tonawanda, New York State, USA in July 1944.

It illustrates two censor markings, a boxed single line Spanish military censor and a version of the Nigerian half-moon censor with seriffed letters. Martin and Walton (Ref 1) note three sub-types of the half-moon handstamps with seriffed letters, but do not illustrate this version of Nigeria type 2. Might the origin or routing of the cover have anything to do with its usage?

Reference

1. Martin J.J. & Walton F.L., *West African Censorship*, p60, WASC, Dronfield 2nd Edition 1999



Sierra Leone: First Days of Issue

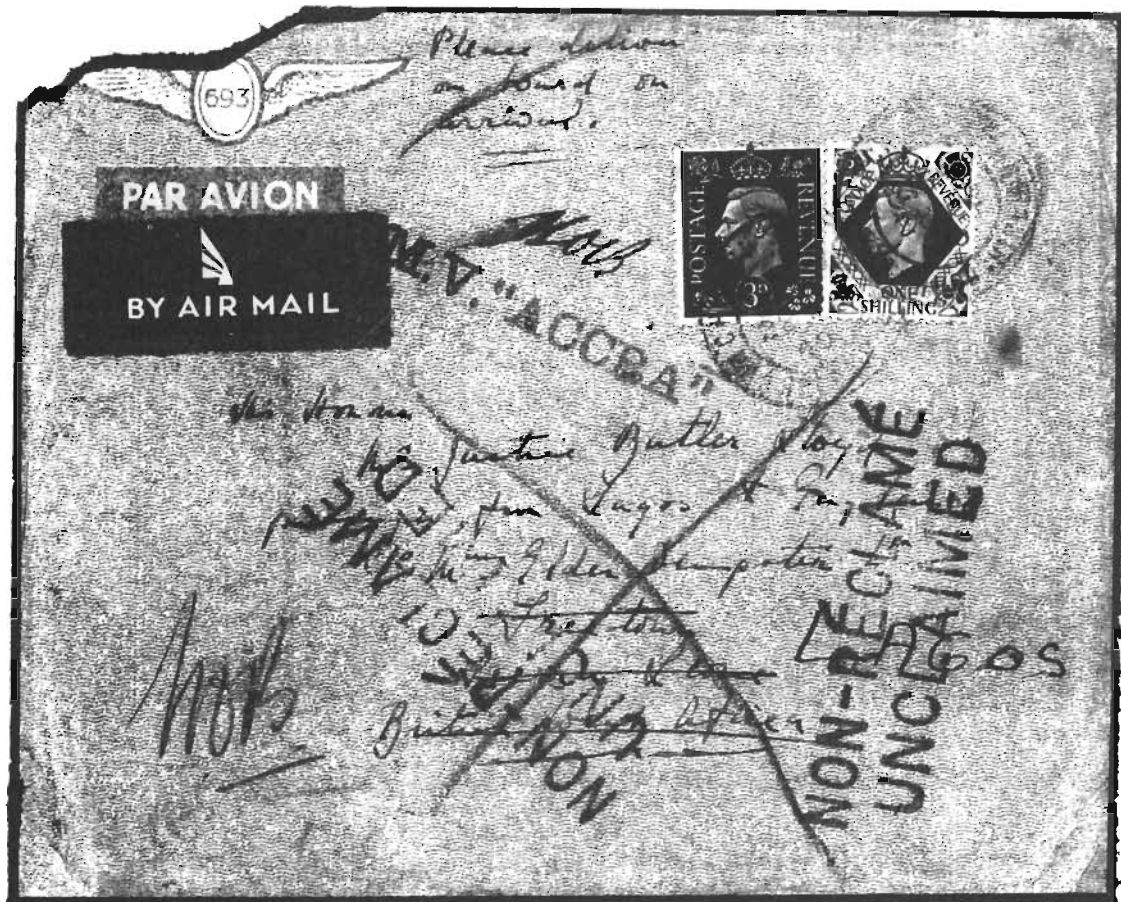
Tom Butlin

I have shown to the catalogue editor at Stanley Gibbons a First Day Cover of the 1985 Brothers Grimm set (SG 913-917) dated 30 October 1985, instead of 3 October, as in the catalogue. This will be amended in the next edition.

I have also queried the Philatelic Section, Freetown date-stamp used in 1997 for the Disney miniature sheets (SG 2827a and 2827b), which I have seen dated 27 January 1997, instead of 1 October 1997, which is the correct First Day of Issue. The poor quality of this date-stamp may, David Aggersberg feels, indicate local use, but there is no firm evidence either way, unless any member knows differently.

NON-RÉCLAMÉ / UNCLAIMED Handstamp

Frank Walton



An example of the NON-RÉCLAMÉ / UNCLAIMED handstamp, Proud Sierra Leone Type I14 (Ref. 1), is struck on this 28 February 1940 airmail cover from England. The date of the Freetown backstamp, and the auction house where I obtained it, suggest that this is the cover that the entry in *The Postal History of Sierra Leone* was based upon. But was this instructional mark really applied in Freetown?

The cover was sent by Mrs Butler-Lloyd to her husband, who was already at sea bound for West Africa, hoping that it would reach him at Freetown. The cover is endorsed N.O.B. (not on board) M.V. "ACCRA" and then forwarded to Lagos. The cover missed him there and was eventually returned to England.

Looking at Proud's *The Postal History of Nigeria*, a very similar (identical?) mark is listed as Type I20 (Ref. 2). As in Sierra Leone there is only one date recorded, 1 April 1946, but there are also three further marks listed for Lagos that appear to be in an identical font. It seems to me to be probable that the mark on the above cover was in fact applied at Lagos rather than Freetown. If this is the only cover that led to the listing under Sierra Leone, then it is conceivable that no such mark was ever in use at Freetown.

I would be most interested to hear of any other examples of Sierra Leone Type I14 or Nigeria Type I20 that members may have in their collections.

References

1. Proud E.B., *The Postal History of Sierra Leone*, p138, Proud Bailey, Heathfield 1994
2. Proud E.B., *The Postal History of Nigeria*, p183, Proud Bailey, Heathfield 1995

Sierra Leone Censorship: "Opened by Censor"

Philip Beale

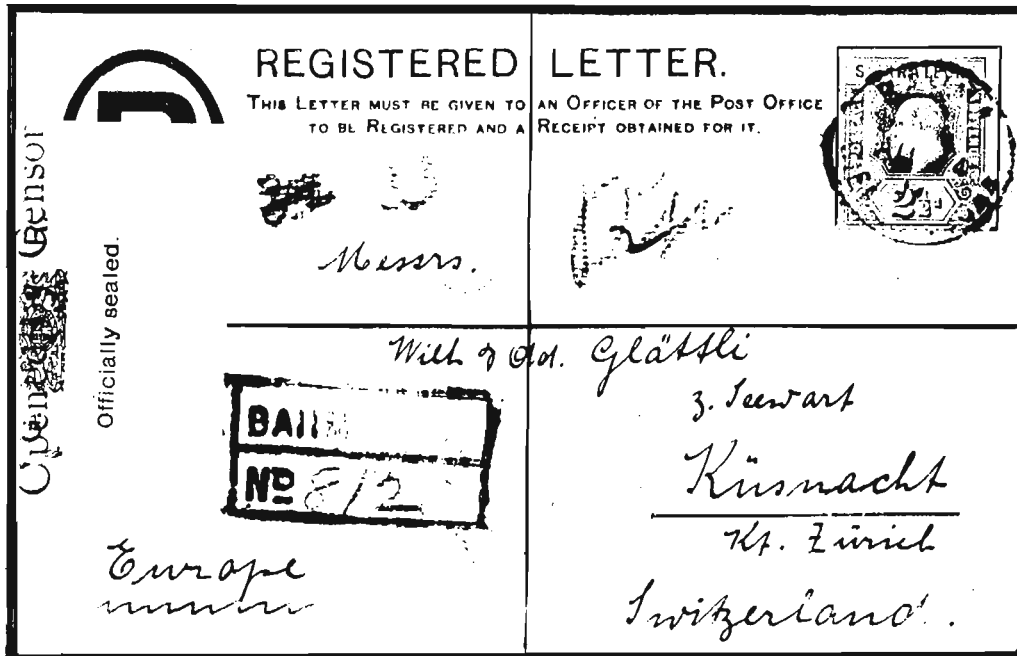


Figure 1 : 14 August 1914 –Registered at Baiima, via London 4 September 1914, Küssnacht Zurich 14 November 1914.

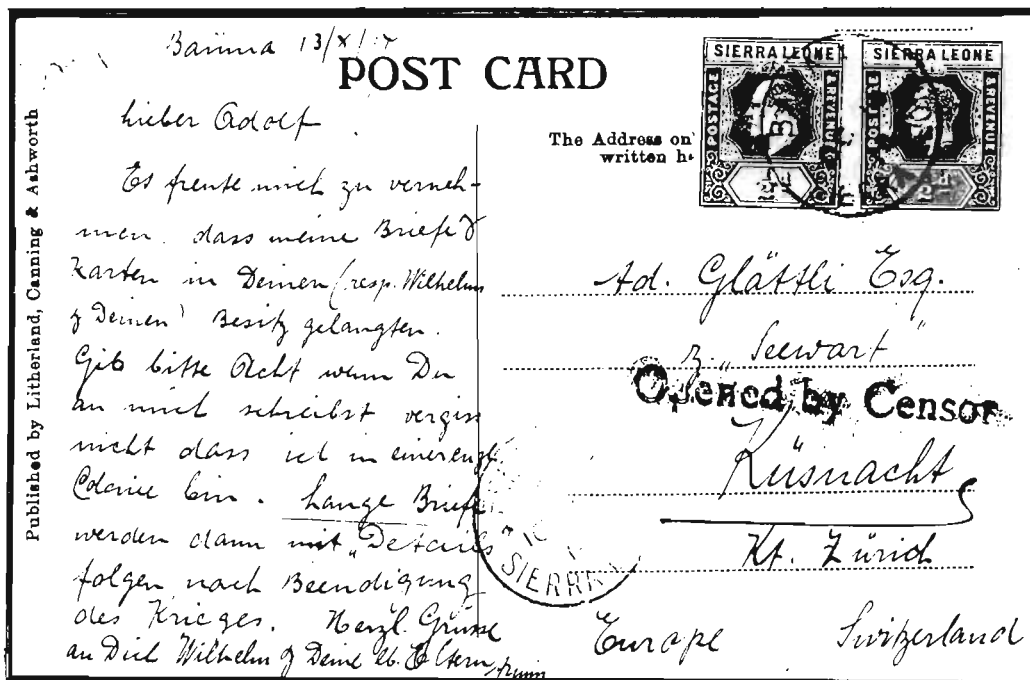


Figure 2 : 15 October 1914 - Postcard from Baiima to Freetown

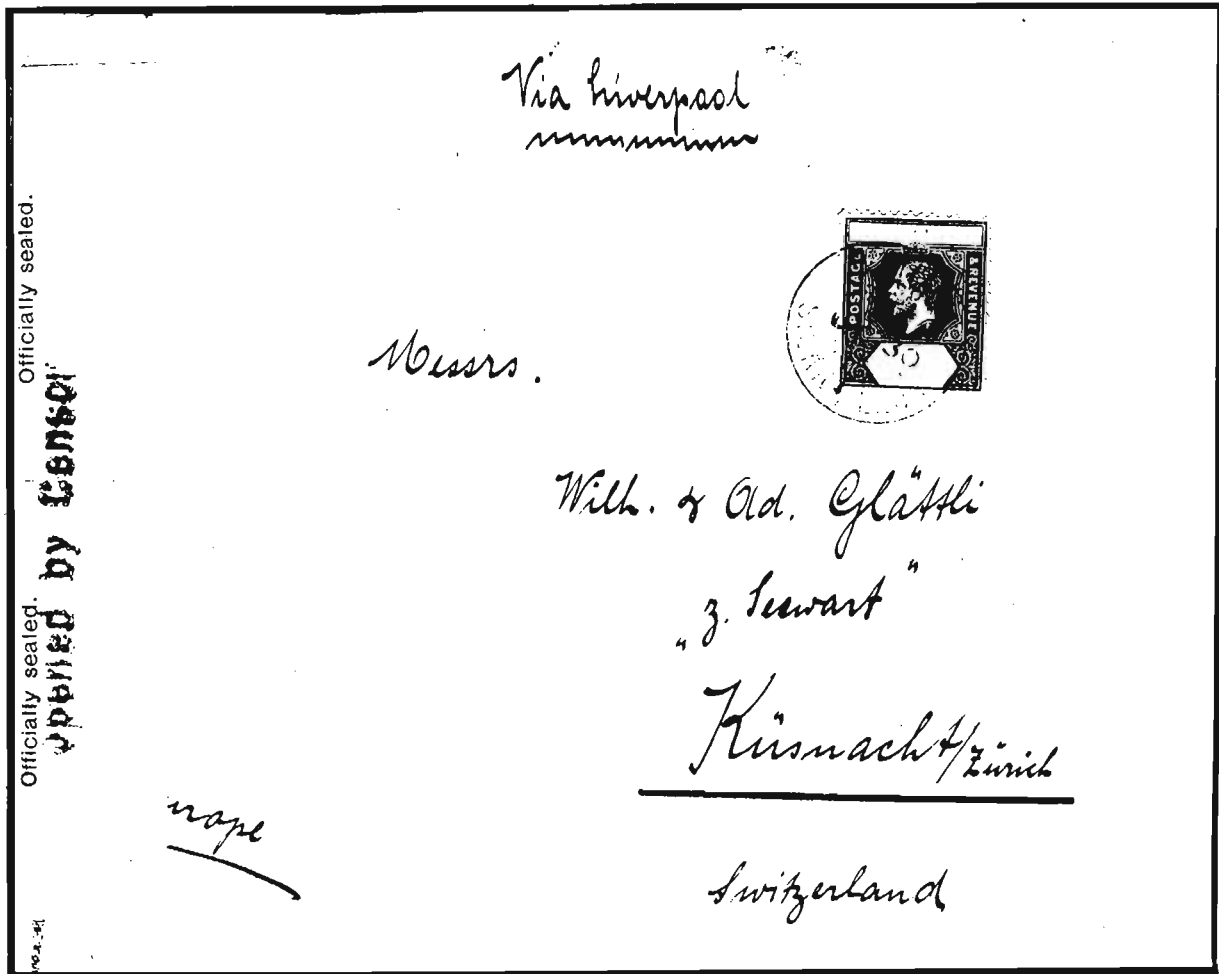


Figure 3 : 30 July 1915 - Cover from Baiima, via Freetown 31 July 1915 , Kusnacht Zurich 19 August 1915.

The first recorded censor marking reading *Opened by Censor* is on a Registered envelope posted at Baiima dated 14 August 1914. On looking at the examples which I now have, I find that there are two other variants. The August example is struck on a tape bearing the Royal Coat of Arms and the words "Officially sealed". The hand-stamp measures 48 mm x 4 mm. It is so precise it appears to be made of metal.

The second is on a postcard dated 15 October 1914, and has a more blurred appearance indicating a rubber hand-stamp; the measurements being 50 mm x 4.5 mm. I comment on this in my book (Ref. 1) as its use on a postcard indicates that the censor did not have a more suitably worded mark to use. When I showed this card at the WASC conference it was pointed out that it had been necessary to censor this postcard as the writing was in German.

The third example is dated 30 July 1915 and measures 51mm x 5 mm. It also appears to be a rubber hand-stamp. A good way to distinguish the rubber hand-stamps is to look at the capital letters; the former has round capitals, the latter oval.

I would like to distinguish between the three variants, with first and last dates. If members who have examples will let me see photocopies, I will eventually produce a listing.

References

1. Beale P.O., *The Postal Service of Sierra Leone*, p29, RPSL, London 1988

Sierra Leone 1898-1899 Hut Tax War

Michael Hamilton

Army Order No. 152 of 1899 approved the West Africa Medal with Clasp inscribed "Sierra Leone 1898-1899" being granted to Imperial and Colonial Forces who were employed in the military operations in the colony and protectorate of Sierra Leone between 18 February and 9 March 1899. The London Gazette dated 12 October 1900 published the award to naval personnel.

The uprising was in the coastal areas and small forces of Royal Navy personnel patrolled and fought up the rivers from the coast. This rising was known as the "Hut Tax War" and to quote a contemporary writer was "a widespread plot hatched with all the diabolical cunning allied to secrecy which forms so conspicuous a trait in the character of the indigenous African".

In 1896, when a Protectorate was declared it was decided to impose a hut tax of 10/- for a 4-roomed large house and 5/- for a small house, with a view to providing for the cost of the administration of the country. A contemporary writer states, "the imposition of the tax caused great discontent among the ignorant natives". Indeed it did, for in spite of the efforts of the District Commissioners to explain the necessity for the tax, when it became due for payment on the 1st January 1898, several Chiefs were arrested for refusing to pay. The rest of the Chiefs then declared war and Chief Bai Bureh of Kasse was the leader of the centre of resistance. There is no doubt that arrangements were carefully made for a co-ordinated rising with the objectives of getting back their country, reintroducing slavery, abolishing the Hut Tax, driving out British rule and the white man and murdering everyone who could speak English or wore European clothes.

There were three ringleaders, the paramount Chief Niagu of Paguma, paramount Chief Guburu of Bompe, who was later hanged, and Bai Sherbo of Yonni. Major Tarbett of the Sierra Leone Frontier Police reinforced Captain Sharpe, the District Commissioner, but although they patrolled in Bai Bureh's country and destroyed his stockades, they could not catch him. Tarbett then marched to Karene where he was practically surrounded by the rebels and 3 Company of the West Indian Regiment (W.I.R.) were required to keep open communications with Port Loko.

The rebellion spread quickly and large numbers of English speaking Bandajuma were murdered with savage brutality. Many were captured before they had an opportunity of even trying to escape. The case of Mr Hughes of Imferri is horrifying even to those who are accustomed to the atrocities of the modern world. He was kept tied up and daily brought to trial and "fined". The fine took the form of cutting off his fingers, then his hands, all this in the presence of his wife. Eventually after days he died and then Mrs Hughes' throat was cut. A daily removal of part of the body was a favourite method of murder.

The Governor, Sir Frederick Cardew, asked the Navy to convey reinforcements. Ships available were 2nd class cruisers H.M.S. Fox (Capt. F.H. Henderson) and H.M.S. Alecto (Lt. H.F. Holmes) and 3rd class cruiser H.M.S. Blonde (Comdr. Peyton Hoskyns). This force conveyed a company of the W.I.R. and relieved Major Norris who was in Lagaar and sorely pressed. Indeed, if it had not been for the Navy's timely arrival terrible atrocities might have resulted and the British Colony might have been overrun by the rebels.

Lt. Col. Marshall took command at Kerene, cleared the road to Port Loko and caused the withdrawal of Bai Bureh, who was finally captured in October by the West African Regiment under command of Colonel E.R.P. Woodgate.

In April, the Chiefs of Rokella openly declared war, but the District Commissioner, Captain Fairclough, with a force of 50 Frontiers patrolled the area and kept the insurgents in check. His base at Kwellu was attacked and Col. Woodgate took a column and defeated the Mendes who were attacking. They regained control of the district by rigorous patrolling.

To the south-east Captain Eames had 50 Frontiers at Bandajuma and Captain C.B. Wallis had 28 at Kambia on the small Bum River. The latter place was attacked and Wallis had to withdraw to Bonthe as his ammunition was exhausted. Colonel Cunningham arrived there in May with reinforcements and proceeded up the Jong River to Mafwe, a trading and missionary post which had been sacked and most of the Europeans killed. Here a force of 1,000 Mendes attacked him and they were driven off with 130 casualties. In a subsequent attack a further 40 were killed.

Cunningham then advanced on Bumpe where two stockades were captured. These stockades were made of logs up to six feet high, backed by boulders and rocks to thickness of four feet which were impervious to seven-pounder shell or rifle bullets. It was said to be absolutely impossible for European eyes to discern them by any outward sign; occasionally an exceptionally quick-sighted native would discover the location of a stockade by some indication such as a dead twig or leaves drooping overhead. Generally the first thing anyone knew was a volley fired at a few yards range which inevitably caused casualties particularly amongst the officers of the W.I.R.

In May the naval forces were reinforced by 1st class cruiser H.M.S. Blake (Capt. Alwinsloe) and 3rd class cruisers H.M.S. Phoebe (Capt. R.S. Rolleston) and H.M.S. Tartar (Comdr. J.T. White). The rains then set in and the campaign was brought to a conclusion by marches throughout the territory by six separate columns of troops who finally crushed resistance.

The tactics used by the Army were for the column to march in a single file through the bush and when opposition was met, the sections faced outwards and fired volleys blind into the undergrowth. The expenditure of ammunition, known as 'burning powder', was extremely high so the supply of ammunition often ran short. In one reconnaissance to Okemug the column had to retire and eventually reached camp with only 3 rounds left out of 100 carried per man. Nowadays presumably a helicopter gun-ship would be called up to give neutralising fire.

Two auxiliary units apparently took part in this campaign, the Sierra Leone Volunteers and the Waterloo volunteers. The former was commanded by Major J. Walsh (Lt. R.N.R.) with an establishment of two captains (both from the Manchester Regiment), the Mayor of Freetown as an Honorary Captain, two Lieutenants who in civilian life were the Assistant Director of Public Works and the agent for Elder Dempster & Co., and an Honorary Surgeon. For NCO's there were six sergeants and two corporals; their civilian occupations included the Curator of the Botanical Station, a volunteer from the West Indies and the Native Government Officer. There were 111 privates, some 19 apparently were Europeans including the General Superintendent of the Wesleyan Missions and a Frenchman who had left the colony when the roll was compiled. The rest were natives including Sir Samuel Lewis, C.M.G., member of Legco., and later the Chief Justice of Sierra Leone.

The Waterloo Volunteer's roll is less informative, and the only remark was that the member was a Lt., 1st Glamorganshire Volunteer Artillery. This unit's name was apparently derived from the Waterloo District where it operated, which is a few miles south-east of Freetown. In all, some 4,000 officers and men were employed in the expedition. Imperial Troops lost 4 officers and 72 Africans wounded.

The despatch stated: The conduct of the troops under fire was excellent. Although they knew the enemy was sheltered behind stockades, which were proof against shell fire and nearly so against rifle fire, they nevertheless fearlessly faced enemy's fire with a steadiness which would have been creditable on parade.

Files W.O. 100/92 and ADM 171/45 show the entitlement. The latter really is a virtual duplicate of the War Office file. The London Gazette dated 12th October 1900, authorises the clasp to the personnel of H.M. Ships Alecto, Blonde and Fox who during the year 1898 were actually landed for military operations or who took part in the boat expeditions under fire.

These include:

- 1 River Lokko, 5th March,
- 2 Sherbo District, 1st-15th May,
- 3 Boom Kittan River Expedition, 16th May,
- 4 Up Bompe River, 11th-14th May.

File W.O. 100/92

Civilian Awards		Personnel Royal Artillery	
District Commissioners, Surgeons,		including Africans	177
Schoolmaster and miscellaneous civilians	35	Royal Engineers	56
Constables	10	Army Service Corps including labourers	45
Government Boatmen	19	Army Medical Service	44
Interpreters and Court Messengers	45	1 st Bn. West Indian Regiment	1123
Miscellaneous Officers	9	2 nd Bn. West Indian Regiment	594
		3 rd Bn. West Indian Regiment	159
Sierra Leone Volunteer Corps	61	West African Regiment	895
The Sierra Leone Frontier Police Corps	553		
Colonial Steamer: The Countess of Derby	19		
Naval contingent, including 37 crewmen:			
H.M.S. Blonde (Less 1 deserter)	124		
H.M.S. Alecto	34		
H.M.S. Fox (87 Medals, 8 Clasps)	95		

The following letters were written during the campaign by Doctor Augustus Frederick Millard Berkeley and have been transcribed verbatim from the hand-written text. The letters were apparently written in haste and may contain spelling mistakes and ungrammatical use of English, so please do not blame the transcriber!

First letter,

Sunday April 8th, midday. Bonte Sherbro.

My Nan Nan,

Just a line to say I'm quite well and busy, yesterday I was out on an expedition, there were some boats (four) and I was in command of one with nine Frontiers, we saw a great many of the enemy but they did not fire much at us.

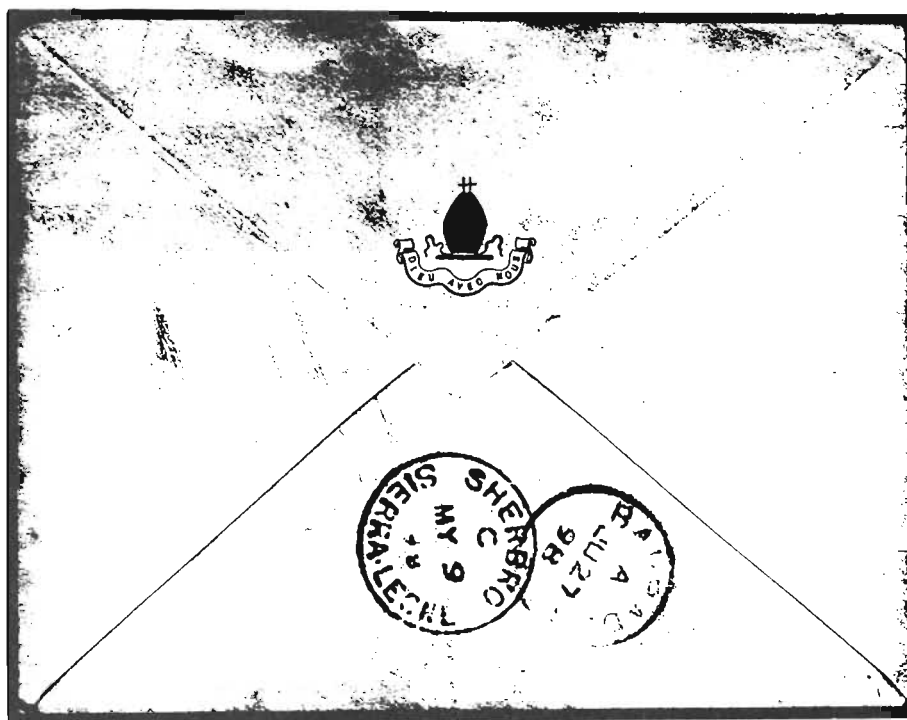
We landed and destroyed a great many stockades, and the last place, I had the pleasure of meeting a celebrated warrior Ding-Dong by myself.

My Frontier boys ran from me when this man jumped on me from the bush, but my Lance Corporal returned from the flight and shot him, I have his sword and harpoon staff as trophies.

Tomorrow we shall go by boats half-way to Banda Juma, make base camp and then go on.

My Darling a kiss and much love from your devoted Gus.

2nd letter, 1st envelope,



Postmarked: Sherbro, Sierra Leone, 9th May 1898.
Arrival marking: Paid Br Packet, Liverpool 4th June 1898.
Backstamped: Barbados, code A, 27th June 1898.
Endorsed: in manuscript on face "Via Southampton".

My Darling Nan Nan,

Just a word before dinner, it is now 7 p.m. 5-5-98, and at 5 a.m. on the 6th I am to leave Sherborough for Gambia, a new Colonel came on Sunday last to Port Lokkoh and brought new orders from the Governor for me to leave at 4 a.m. next morning with Major Morgan, and 1,000 Soldiers and 150 Carriers for Freetown on my way to Bandajuma. He has appointed me District Surgeon of Bandajuma, and as the war has broken out there, and three new Army Surgeons have arrived, he has sent me to my district with two of these Army Surgeons.

On our arrival here at 6 p.m. we were ordered to leave at midnight by boat for Boama we were (bunduked) fired on in the boats and in the bush and our own Maxim blazed away. We had a number of Blue-Jackets to assist our Soldiers and Frontier Police and two Naval Captains from the Blonde and Alectra.

We destroyed several villages and returned home here at 11 a.m. this morning, and when I awoke at 5 p.m., we had got orders to leave here for Gambia a small place on this island, there to establish a permanent camp as a base and go to Bandajuma to try to relieve Kerr who was last heard of there, and who is District Commissioner there.

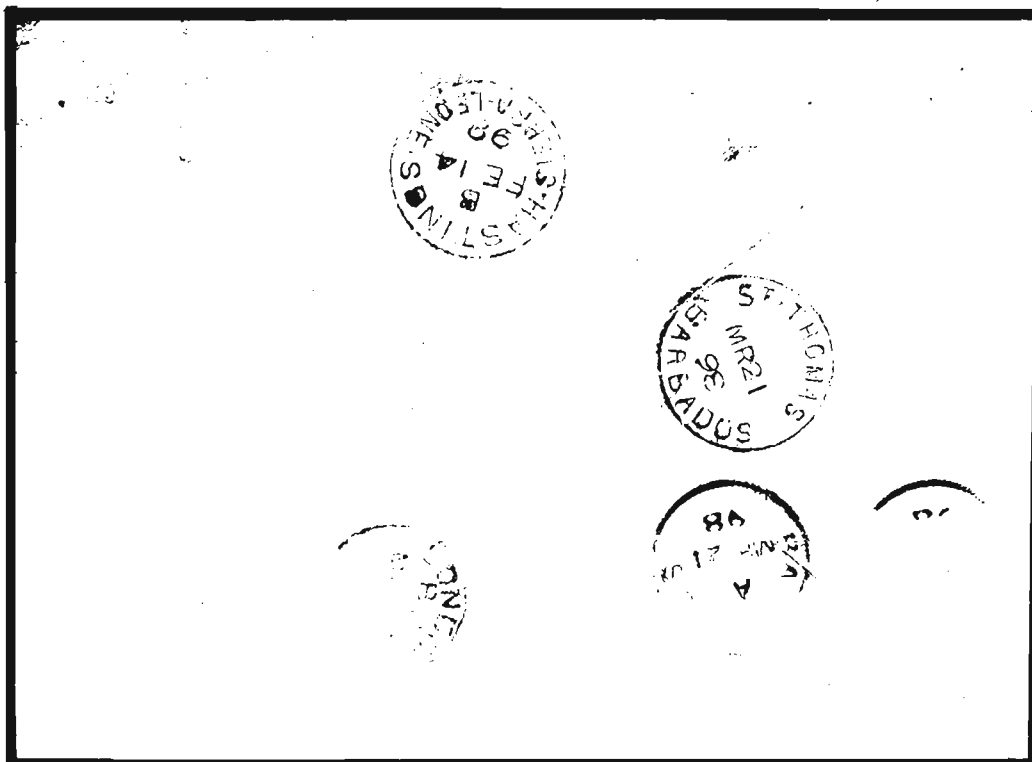
Hughes the D.C. of the next place, where we went yesterday has been murdered with his Wife. Captain Wallace of Frontier Police, who is Commander of Frontiers on our march has just made his escape from Gambia, he was sent there with some Frontiers to collect the Hut Tax, the Chief would not pay and was made prisoner, Wallace was at once attacked and he remained on to defend the Mission house there, till all his ammunition was exhausted, he then escaped with this Chief and the Frontiers after dark by boat and reached here safely.

There have been many murders, but we are well armed and hope to settle them soon..

Of the Officers on this expedition, Colonel Woodgate I do not know yet, I do not like him much. Surgeon Smith seems rather a decent chap on the whole, he was a Solider in the Westies and went to be a surgeon, he became assistant to the Professor of Bacteriology at Netley and was forced to come on this show as they were short of Doctors. Surgeon Burn is a young dispenser, rather foolish. Captain Dawkins I don't like at all, as for Major Morgan he is fairly nice as with the two Subs.

The Frontier Police Officers (two) have very little sense, I have never as yet met a nice a set of Officers as the first lot on going to Port Lokkoh, but it all comes in the running. For myself I am perfectly well and in good health, on my way through Freetown the Governor had me to breakfast, he complimented me very highly and promised me a guinea a day extra, and told me I had done my duty excellently.

Well, goodbye for the present to my Girlie.



3rd Letter

2nd Envelope

Postmarked: Sherbro, Sierra Leone, 12th May 1898

Arrival marking: Paid Br Packet, Liverpool 4th June 1898.

Back-stamped: Barbados, code A, 27th June 1898.

Endorsed: in manuscript on face "Via Southampton".

Blue On Her Majesty's Service envelope, text erased.

Letter on printed paper headed from THE SURGEON.....DISTRICT

My Dear Nan Nan,

On Wednesday, 11th May we reached Pepo by boats with 100 Soldiers. We had one loss on the way, serious, as our only white Sergeant Major. He was shot dead in the boats.

The first attack on us fell on my boat, which was third, injuring two soldiers and three carriers in it, but none seriously. At Pepo we buried poor LATIMER.

He leaves a wife and a large young family in St. Helena; in all we had nine casualties including this death, one carrier seriously wounded and three soldiers and four carriers slightly. We made camp on the open ground there and stockade it with biscuit boxes and passed the night there was heavy rain and a Tornado, we were all wet through and awake and on the alert all night. We were not attacked, I came back with the empty boats and one Officer and thirty soldiers but we had no casualties, though three cannons were fired on us on our return journey. We got back last night, the rest of us start tomorrow morning in boats to join the first lot. We shall get there tomorrow night.

I had a little shave coming back as a slug lodged in the side of my boat, I was able to get it out with my penknife. I was in charge of the last boat and we were able to kill several of the enemy. One cannon we prevented from going off by killing the man as he was going to light it for to fire on our boat.

We captured many sheep and goats, I have a trophy of a sword and a harpoon staff that a warrior tried to do for me with the other day, he only succeeded in taking off my hat as my revolver would not cock through a cartridge jamming. I eventually threw the revolver in his face, my soldiers ran from me and left me alone with him armed with a gun that would not cock, one of the soldiers came back and killed him with five shots in him. But some day I shall have a number of yarns to tell you.

We cannot hear anything so far of Kerr the District Commissioner of Bandajuma whom we are going to relieve. This is my district when I reach it or, if it still exists, it is right that you should know as much detail of this affair as I can find time to tell you because you will never be unnecessarily anxious, you need not think yourself kept in the dark.

Whatever risk we all run here, we run it together, it is our duty and so we must all go through it, knowing when it has come in whose hands we are, everything is allowed by God and his hands we all are.

Many kisses my darling from your devoted Gus.

(He goes on) I sleep in my deck-chair under my hammock roof, and we all mess together, 6/- or 10/- a day. It is impossible to tell how long this business will last, but it seems quite serious, as with Port Lokkoh which is not yet over. It is awful to see the Boatmen when a big gun goes off, they drop their oars and the man steering lets go of the rudder at them and shakes them.

My steersman uses his seat as a shield against the shot, it causes us no end of trouble and hampers our action very much, I dragged it from him and belaboured him and threatened to shoot him and all the boatmen, in this way I was able to control my boat to some extent. The enemy have plenty of ammunition, guns, and cannons (brass), swords, etc, but they are bad shots and as a rule cowardly.

Goodbye till the next opportunity, Yours Gus.

4th Letter

3rd Envelope

Postmarked: Sherbro, Sierra Leone, 13th May 1898.

Arrival marking: Paid Br Packet, Liverpool 4th June 1898.

Backstamped: Barbados, code A, 27th June 1898.

Endorsed: in manuscript on face "Via Southampton".

My Nan Nan,

We have had an easy time today. I'm writing in the boat, connected by a tow-line with seventeen other boats. We are being pulled along up the small Bum River by a steam launch with a maxim gun, as I write it is letting drive on both sides of the river.

The rear boats have just returned from spiking the enemy's gun of 800 lbs weight. In my boat are two private soldiers and a corporal and eight carriers, a man steering, my luggage, some stores, and myself. I'm writing with your Stylo pen. My chief duty is to restrain my soldiers from firing and to make my carriers pull.

The maxim has frightened away all the enemy and only one bunduke has fired today at us. We have burnt the village where we took the cannon, it is the gun which I located on our way from Pepo and made my sergeant fire at before we got to it on that day, and so stopped it going for us.

Yesterday after posting a letter to you, I got a letter from Mamma. She was very grieved about my being in this show, and for all your sakes I hope God will bring me through it all safely, I have had some very narrow shaves of my life but these have roused me up very much to my failing toward God.

Tremendous excitement quite suddenly a gun from the enemy went off close to a boat, two behind mine and immediately there was a rattle of all the rifles in all the boats – another gun has gone off and a perfect uproar from our Maxim and rifles.

Our new boats have landed and the Frontiers as usual have gone hunting, these things have occurred at the moment I put them down, so to me all the excitement is rather fun. The man steering my boat has only just taken up his head from where he had hidden it, there seems plenty of noise on shore and perhaps we have cornered some of the enemy.

As a rule we see very few of them, the place is on fire now. My steersman shows me a hole in the roof of our boat just over our heads as I sit next to him, and he says "Thanks to God my belly clean or I get shot".

No one seems to have been hit, by writing you all this we are more together and go through what we can avoid. My Darling these people must be severely punished, although they are very ignorant and fanatically honourable. They have brutally murdered several whites and a very many Sierra Leone black settlers. These atrocities are still going on in unprotected districts.

They are afraid of our guns and so keep out of the way. Yesterday we heard of the massacre of one of our best Doctors and Officers, Doctor Hood and Captain Fairclough of Kwella District, the latter has just got from the Queen the Distinguished Service Order, also the Mindi Queen, Madaloko and all the American Missionaries, (two ladies and some men). The railway work is at an end and one Engineer, Howell, commands a large Coy of Volunteers. The men of Freetown are enrolled as Volunteers, and twenty white men guard Government House, no one is allowed in the streets of Freetown after dark without the password. A fourth man-o-war has come from Gibraltar to protect Freetown, so we have the Blake, the Blonde, the Alectra and the Fox.

We shall have a troublesome march from Pepo to Bandajuma and we fear we may not find Kerr etc alive.

Thousands of pounds have been stolen in sovereigns from these massacres, Mr Chamberlain is sending out a Special Commissioner to investigate the affairs of this Colony, as there is no doubt that the natives have been very badly treated by the Frontiers, and the Hut Tax is very excessive and the Government have acted high handed, made light of the whole affair, concealed its seriousness from the House and neglected ordinary precautions for the safety of its Officers. The outbreak began in the Kguia District, and it was supposed to have been settled and officers were left there almost unprotected with over 1,000 pounds in cash. Although they reported danger, they have all been murdered.

My Darling my safety is as secure as it can possibly be, so you need have no alarm whatever for me, I am ever more careful of myself than before and absolutely cool in every danger, and our force is quite strong enough for a march.

Those fellows have not yet returned from the village, we are all continuing to row up the river while the barge will bring them on to us.

I'm getting rather hungry now and shall begin to reach Pepo, this is a native town, to catch and search. It is now 6.10 p.m. and we still have a bad cliff to pass where Sergeant Major Latimer was shot dead in the boat. We hope that Major Morgan whom we left in command at Pepo has cleared out the enemy from that cliff.

The barge with the boats is now in sight and so is the cliff which is not far from Pepo.

I was sent back from Pepo to assist the troops and so am assisting them now and getting extra pay.

Sunday 15th May 4.0 p.m.

I had to stop suddenly the other night as it got too dark. We arrived safely after dark and had some chop (dinner) and turned in.

Next day some (3) skirmishing parties went out, but had no trouble. This morning we left Pepo and went through the bush and halted to sleep at Luahwak. On our way we were fired on all the time, we returning it, chiefly in the advance column.

We lost one Frontier whom we brought in and buried, and we had slightly wounded one soldier and one Frontier. This is a large village and we are in the huts.

At the last village we found a large number of wooden figures, had I had a spare carrier I would have taken some. Tomorrow morning we go on to Mafre.

Tuesday 17th Mafre.

Again we are in very good huts, we left yesterday and had very little fighting, at about 5.0 p.m. we had a tornado and all got wet and we camped for the night.

We had a soldier slightly wounded on the way and we found a cannon and small barrier in the road.

We killed one man there and went on.

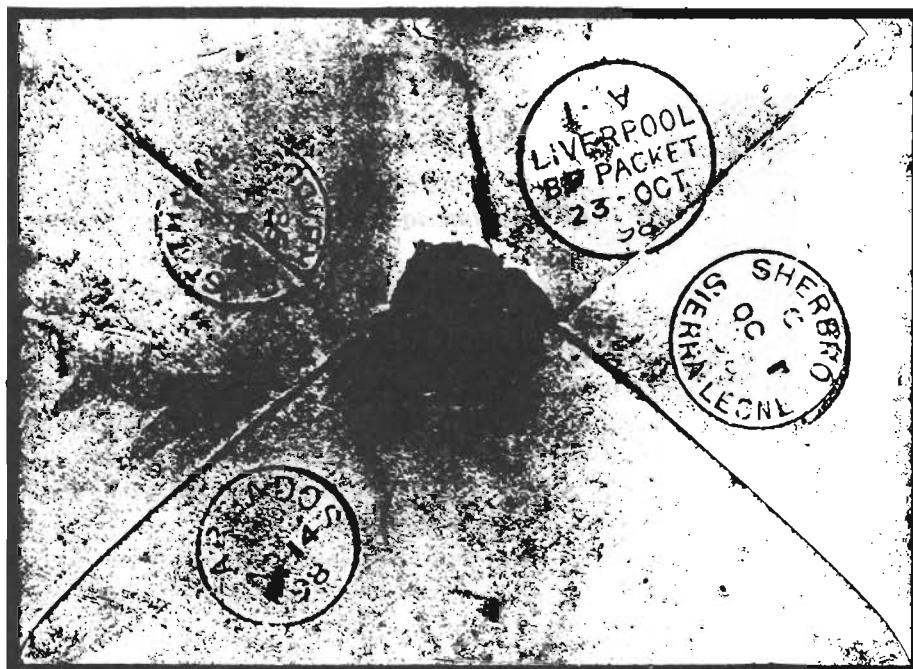
This morning we reached here at 9.0 a.m. and have encamped here to get provisions up.

The people in this district have not the knowledge or combination of those at Port Lokkoh. The few stockades we found here are only stems of half trees tied together, and the poor people carry doors into the bush as protection and fire at us from behind them, whereas our bullets can go through them at 1,000 yards and through the doors and galvanised iron easily. These people here have done many more murders and tortures, seizing helpless people of Sierra Leone who were living here and burning them alive etc.

We are now about two days from Bandajuma and it does not look as if we should have much resistance. I expect that Kerr is all right up there.

Our night camps have never been attacked and this shows how things are slowing down.

Yours devoted Gus.



5th Letter

4th Envelope

Postmarked: Sherbro, Sierra Leone, XXth May 1898.

Arrival marking: Paid Br Packet, Liverpool XXth June 1898.

Backstamped: Barbados, code A, XXth June 1898.

Endorsed: in manuscript on face "Via Southampton".

Mafre,

17th May 1898, 5.0 p.m.

Dear Nan Nan,

We now realise how weak the enemy is, it is almost certain that I shall have to return to this district next year, and for myself I do not mind at all. I shall be in a camp with Frontier soldiers and officers, with plenty of food, and ammunition. It is impossible to say where the natives will be quiet or not then, but they could not be trusted.

Apart from any possible danger I should be about a weeks journey from Freetown, the nearest civilised place. I should see only two white male faces and no female for the whole fifteen months.

I cannot advise you to come here, I can only say I must go and you must decide for yourself in the matter.

I can marry you and leave you in England or in Freetown whichever you prefer or bring you here if you wish to come. You will get here by boat, eight hours, and then in a hammock for four or five days.

It is more healthy here, I think than in Freetown, more later, love for the present.

18th May, morning.

I'm sending this off by convoy now so good-bye, I do not think from the look of things that we shall hear a single shot fired again.

A man came in yesterday who had been hiding in the bush since April 29th, living on fruit, he says no one between here and Bandajuma has arms.

This is nothing like the war in Lokkoh, but merely a massacre by savages on defenceless people, so you need not fear about your little boy as the show in this part seems to be over.

Good-bye many kisses, your devoted Gus.

6th letter

5th Envelope

Postmarked: Sherbro, 1st Oct 1898.

Arrival marking: Liverpool Br Packet, Liverpool 23rd Oct 1898.

Back-stamped: Barbados, 14th Nov 1898 and St Thomas, Barbados 14th November 1898.

Endorsed: in manuscript on face "Via Southampton".

Tiama,

Thursday, 15th September 1898,

My Nan Nan,

My last letter was closed hurriedly, as I decided to go off on this work. I had been at work on Friday 9th but found that no cases would be ready for trial for a few days. The Governor had written me to investigate a charge against persons down Sulima way, Wallis was up this way with constables watching the work Eaves and I had begun when we were up this way in August, so I decided to come through alone and settle the whole Sulima country.

I left Bandajuma at 12.30 in the day, (passed Gornbohum Fakai at 1.00 p.m., Pilalla town at 2.07 p.m. Comendeat 4.43 p.m. and reached Comendeat 3.0 p.m., Bombe at 3.53 p.m., Seribehunat 4.43 p.m. and reached Conjoe at 5.30 p.m. and slept there after dining, next day Saturday 10th September, I left Conjoe at 6.33 a.m. after chocolate, reached a river at 6.50 a.m., crossed on a raft, left it at 7.12 a.m. passed Fula-boat 7.30 a.m., Geiama 8.0 a.m., Toobah 8.25 a.m., Geame 8.30 a.m., Jackama 8.50 a.m., Bandasuma Damouroo 9.15 a.m., a river 9.55 a.m., crossed on a canoe, and reached Bandasuma Narro at 9.55 a.m.

I had breakfast, left at 11.11 a.m. and passed Seinibehunati at 12.05 p.m., Keiwema 12.50 p.m., Jurahun 1.30 p.m., Teoma 1.50 p.m., Jurahun 5.0 p.m., my watch must have lost about two hours in the day, for it

was about 7.0 p.m. when I reached here, I had dinner and slept.

On Sunday, 11th September, I left Jurahun at 8.37 a.m. passed Gondama at 9.18 a.m., Meninga 9.53 a.m., Taninhaun 11.07 a.m., Tiloura 11.20 a.m., and reached Gigbrima at 12.05 p.m., had breakfast. I found Wallis there, the roads well cleaned and everything as I left it. I had to wait for some constables, so I collected some plundered property, had dinner and slept there.

On Monday 12th September, I sent back to Bandajuma the property, prisoners and my escort of five constables. Wallis and myself and 28 constables left at 11.10 a.m. after breakfast passed Gotobn at 11.25 a.m., Kamasu 11.48 a.m., Juru 12.0 p.m., Kokorie 12.48 p.m. and reached Pujehun, where Eaves and I slept before, at 1.20 p.m., here I took the water out of one of the male prisoners, I had much to his and the peoples astonishment. He walked away very pleased, he said the people had taken away his wife because he was sick, but now he should get her back – I let him go.

We left Pujehun at 2.17 p.m., passed Boodboo at 2.23 p.m., Neffahum at 2.37 p.m., Peviat 3.0 p.m., and reached Jwru at 4.0 p.m. This was where three of the constables had been seized and killed. We dined and slept.

Tuesday 13th,

After chocolate, we left at 8.47 a.m., passed Magbwenea at 10.0 a.m., Taniuhun 10.40 a.m., Salahun 11.0 a.m. and breakfasted, left at 12.57, passed a fakai at 1.17 p.m. another at 1.28 p.m., Jenna at 1.55 p.m., reached Taina at 6.0 p.m., it was here our constables escaped to be killed, 3 of them, 2 others got away elsewhere. After dinner I received the Chief of the next town who had saved many traders.

Wednesday 14th,

I remained here, sending out for prisoners. The Chief gave me a sheep, a cow and two bags of rice. Today I received the paramount Chief, the King of the Mahina country, this town and the surrounding twelve belong to him, he is blind.

He brought me a huge elephant's tusk, and a bag of rice. I gave him a loaf of bread, a tin of butter, a bottle of whiskey, a package of candles and a tin of cigarettes, the tusk worth several pounds.

I decided to go over to his chief town to sleep to-night. This is the Ivory country and elephants (wild) fill this forest, leopards are very common, but not very large, white apes, etc are everywhere.

I am waiting to try and catch Tainbawa from lower down, who is near here, and who the Governor has offered £20 reward for, also Houror, who is near here and one of the biggest warriors from lower down.

Pujehun,

Sunday 18th,

I am sending off an escort with prisoners to Bandajuma and so am sending this letter for Eames to post to you, the next mail should leave on 23rd, but I may not have another opportunity before that to send it to Bandajuma.

I went over to Walemua on Friday 16th Sept, slept there, next morning the messengers returned without Tainbawa, but some chiefs collected and I arrested four – the most important, Gavou, a murderer, who the police next evening helped to escape, in spite of our having seen him tied, they loosened, they are a very rotten lot of constables! Yesterday we left at 4.0 a.m., reached Jala at 1.43 p.m., here Wallis and I had water cocoa-nuts and left at 2.03 p.m., Wallis had never seen cocoa-nuts in the husk before, they were young with little jelly, at first he did not propose eating the jelly for fear it might do him harm, but he did after seeing me eat and enjoy it. Reached Pujehun at 2.55 p.m., I went out in search of some prisoners whom I did not find, but I tumbled into the water.

To-day we remain here searching and waiting the result of the last attempt for Tainbawa, we have sent five constables naked like natives with their guns etc wrapped in a native mat on their heads with some other natives to look after them.

Now to close up, I am hoping to get your letters soon as I have directed the mail to be sent here.

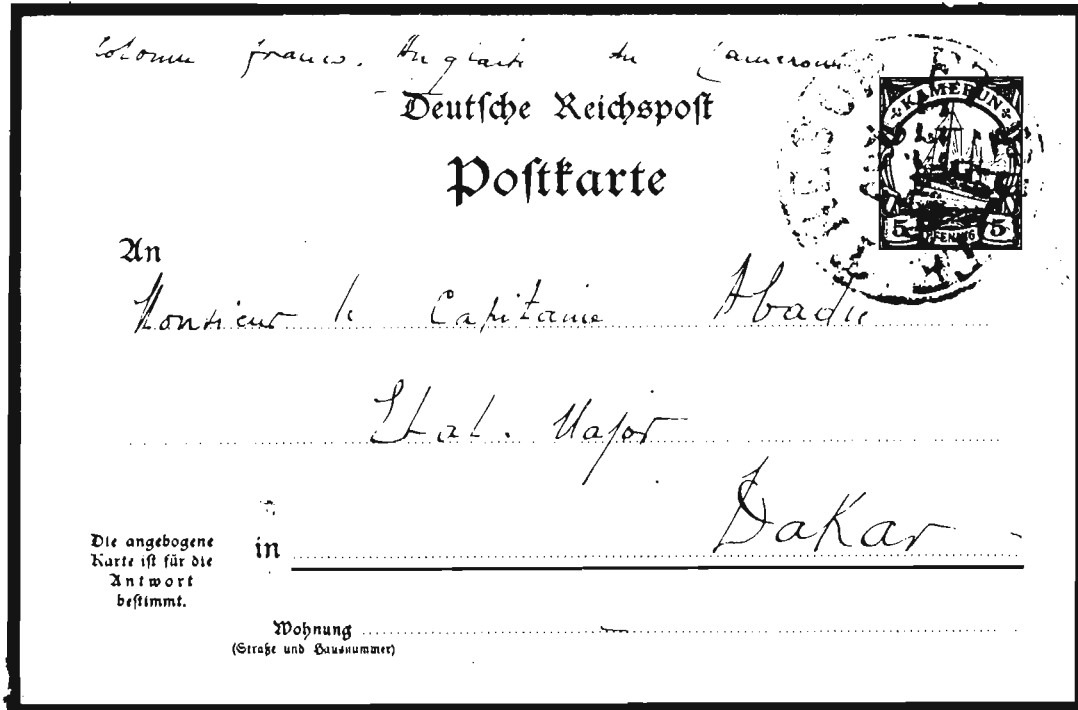
Give my love to all.

My whole heart belongs to my little girl, I think you would like this place and that we might bring some ponies here from the Cape, as one horse has been living here for five years.

Many kisses to my darling, from your devoted Gus.

German Kamerun used by the French

John Mayne



During the Cameroons campaign in 1915, only the British overprinted German Kamerun stamps and postal stationery, unlike Togo where German stamps and postal stationery were overprinted in both English and French. In Togo, German issues were no longer valid after the German surrender. Did the same apply in the Cameroons?

I have examples of German postal stationery used un-overprinted in the British sector of Togo but have never seen any used in the French sector. I had never seen German Kamerun postal stationery used un-overprinted by the British or the French in Cameroons after the invasion until the following item offered by Lugdunum Philatelie (Thierry Lavallee) caught my eye.

The illustrated standard German Kamerun reply card (open 'K' in Karte variety), outward half, was written at Edea on 18 January 1915 (miswritten by the sender as 1914 – who has not done that from time to time!). It is cancelled by a clear "TRESOR ET POSTES AUX ARMEES" cachet and endorsed "Colonne Franco Anglaise du Cameroun", addressed to a major in the French forces serving in Dakar, the centre of French military operations for West Africa at that time. The date of the Dakar arrival is unclear.

The message is brief, with possible philatelic overtones, but nonetheless an interesting and unusual usage of un-overprinted German postal stationery by the Allies in the early months of World War 1.



Stanley Gibbons on line

Gibbons Stamp Monthly for January 2001 has announced the launch of their catalogue on the web at www.allworldstamps.com. It initially covers only GB, but countries will be added rapidly during 2001 with the aim to complete coverage by the end of the year. Access to the catalogue will be free; for a fee users will be able to tag their virtual collection and run a wants list.

In the meantime, Terry Garcia states that the Part 6 France & Colonies 5th edition is due out early in 2001. This was last updated in 1993 and there should be some big price movements, especially in used.

CEF Overprints on Kamerun Yacht Stamps — A Further Update

Marty Bratzel

A report in the July 2000 *Cameo* (Ref. 1) described additional varieties of the C.E.F. overprint on Kamerun yacht stamps included the stamp, 1d on 10 pf, blue overprint with C.E.F. omitted, position 91. In fact, traces of the letters appear at the very top of the stamp (Ref. 1, Figure 5).

This prompted correspondence from Mr. William W. Cummings, Associate Editor, *Scott Standard Postage Stamp Catalogue*. He advised that a recent Spink London auction (Ref. 2) had offered a strip of three almost identical stamps, with black overprint and with traces of the letters C.E.F. also present. He asked whether examples of the stamp exist with the C.E.F. completely missing, either with blue or black overprint.

Regarding the 1d on 10 pf with black overprint, Gibbs (Ref. 3) states that

“One sheet was printed with a badly misplaced impression approximately 7 or 8 mm. higher than it should have been. A portion of the C.E.F. can sometimes be seen at the top of the stamp. The 1d. is in the upper middle, and another C.E.F., or a portion of it, is seen at the bottom. This variety describes the ninety stamps in the upper nine rows of the sheet only, for the bottom row contains the varieties 1d. only, C.E.F. omitted.”

“[The] C.E.F. omitted ... variety emanates from the bottom row of the sheet. ... The overprint slopes very slightly upwards to the right, and the stamps from position 91 to position 98 show a minute portion of the C.E.F. in the upper row of perfs. The vertical pair in the ROYAL collection contains positions 90 and 100 and the C.E.F. while still cut by the perforations, is just clear of the lower stamp.”

The pair, showing positions 90 and 100, illustrated by Gibbs (Ref. 4) is shown in Figure 3. A single, position 96, also illustrated by Gibbs (Ref. 5), is shown in Figure 2. The strip of three, positions 93-95, offered by Spink, is shown in Figure 1. The strip shows that the overprint slopes very slightly upwards to the right, although this may not be clear in the illustration. Are all five stamps with black overprint from the same sheet?

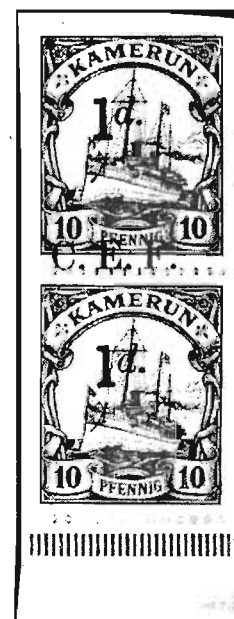


Figure 1

Figure 2

Figure 3

A full sheet of the overprinted 1d on 10 pf stamp is available for study, with particular attention to the bottom row. One can conclude that the relative position of the overprint on each stamp in a given sheet does not change from stamp to stamp. For the five stamps with black overprint, the 1 is in the same relative position, below the AM of Kamerun. The five stamps are from the same sheet.

Further, the black overprint variety that Gibbs calls C.E.F. omitted (No. 3Af) does, for 8 of the 10 stamps in question, show minute traces of the letters.

Only one copy with the overprint in blue, position 91, is available for study. One cannot hazard a guess as to whether the overprint slopes slightly one way or the other. However, like Gibbs, I regard this variety as "C.E.F. omitted."

Thanks are expressed to Mr. Cummings for shedding a bit more light on the C.E.F. story; to David Parsons, Associate Director — Stamps at Spink for providing a copy of Figure 1 for use in this article, and to Frank Walton, for facilitating the e-mail exchange.

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4. Gibbs, R.M. *G.R.I. The Postage Stamps of the German Colonies occupied by the British 1914-1918*, p201, Christie's Robson Lowe, London, 1987.
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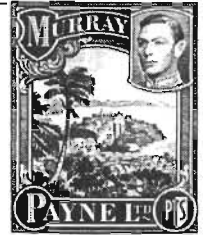
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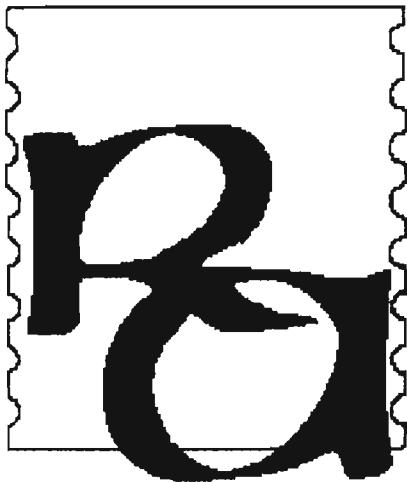
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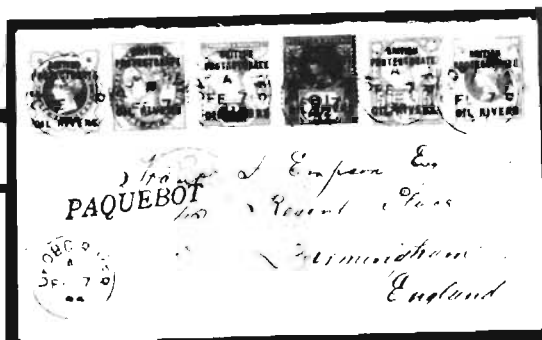
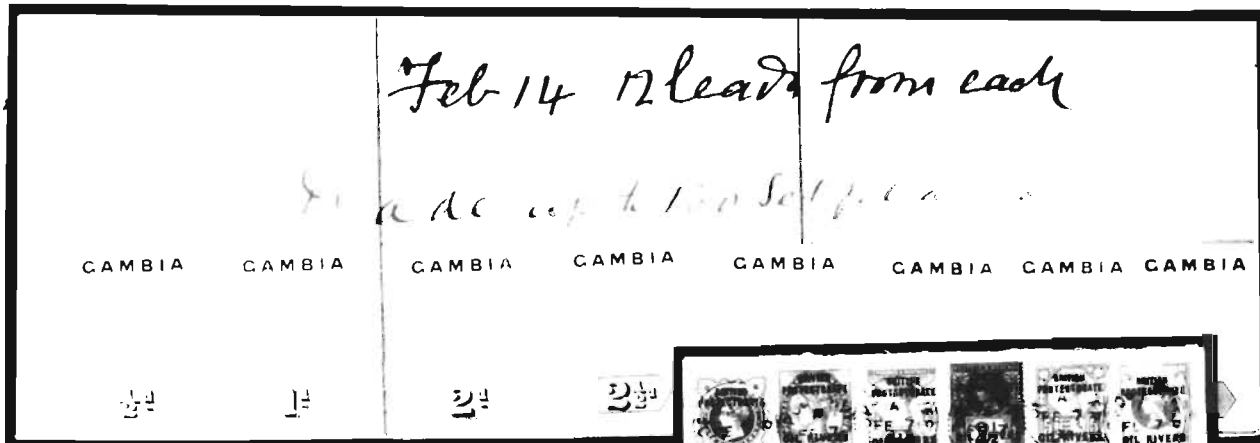
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