

CAMEO



The Journal of the West Africa Study Circle



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WHOLE NUMBER 68

JUNE 2006

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**West Africa Study Circle
President : Ian Anderson**

Joint CAMEO Editors

Barry Burns
20 Tanton Rd., Stokesley
MIDDLESBROUGH TS9 5HP
☎ 01642 710636
barry.burns.i@virgin.net

Robert May
Longdown Farm Cottage, Cadshen
PRINCES RISBOROUGH
HP27 0NF, UK
☎ 01844 344336
robmay@freenet.co.uk

Hon. Secretary

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

Hon. Treasurer

Ian Anderson, 57 Manse Rd.,
EDINBURGH EH12 7SR
☎ 0131 334 7866
ghanastampman@aol.com

Hon. Membership Secretary

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

Hon. Auctioneer

John Smith, 52 Eastway
GREASBY, Wirral CH49 2NT
☎ 01516 786201
stamps.johnsmith@btinternet.com

Hon. Advertising Manager

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

Hon. Librarian

Oliver Andrew, 52 Valley Drive
BRIGHTON, W. Sussex
BN1 5FA
☎ 01273 564908

North American Representative

Peter Newroth, Suite 603
5332 Sayward Hill Crescent
VICTORIA BC, V8Y 3H8, Canada
prnew@shaw.ca
☎ (250) 658 3998

Webmaster

Ray Harris
harris6@which.net

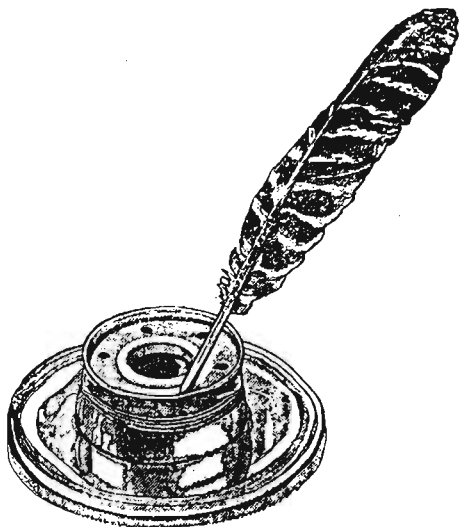
Web Site: <http://www.wasc.org.uk>

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Front Cover

June 1935 airmail cover from Sierra Leone to UK by the French service via Dakar, showing the mis-spelt airmail etiquette "Dakar à Toulouse" from the top left corner of the sheet. Correctly franked 1/- and 2d
John Cooper provided scans of many more West African Silver Jubilee covers than were illustrated with his article in Cameo vol 8, no 4, p209 October 2004.



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.

The joint editors' addresses are listed on the front page of all Cameo issues.

Rob May

Modern Illegal Stamp Issues

Dear Rob,

The UPU puts out an annual list of stamps that are issued illegally; ie without the permission of the national post office. They are grouped by country. Although a number of Francophone West African countries have suffered from illegal issue the only English-speaking territory to have done so is The Gambia. In 2003 twenty such issues, all miniature sheets, were put on the market; a total of over 80 stamps. Since 1965 all officially issued stamps of this country have borne "The Gambia", while these illegal issues often simply say "Gambia". All the illegal stamps have a face value of 25D, and many bear the date 2003. For further details, consult the UPU website www.upu.int/philately.

Oliver Andrew
Brighton

Aborted Lufthansa First Flight

Dear Rob,

Referring to Cameo vol.9, number 3, page 155, John Knight's Lufthansa cover did not actually fly to Lagos on 29 March 1983 by Boeing 747. The cover shows a supposed rubber stamp reading "Wegen fehlender Verkehrsrechte/ Erstflug Boeing 747 nicht durchgeführt/ Lufthansa" which translates as "Due to lacking traffic licences / first flight Boeing 747 not accomplished / Lufthansa".

These philatelic Lufthansa commemorative covers are common and I have seen very many different commemorating not only the occasion of new routes but also introduction of new types of aeroplanes. It seems that it was also not uncommon for traffic licences to be delayed, reflected in this type of handstamp on this and other covers.

Rudolf Lazar
Köln, Germany

Perforation varieties of current Nigerian definitives

Dear Rob,

Herewith is a photocopy of page 55 of Michel-Rundschau 4/2006. I have to admit that I have overlooked that there are three different perforation varieties of the 50N and 100N values. We have previously identified perforations 13 and 14 for the older NSP&M printings, but Michel are also reporting an amended perforation 13 x 13.5 for the new redrawn printings.

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Rudolf Lazar
Köln, Germany

St Helena New Issue featuring the British Library Philatelic Collections

David Beech has provided a copy of a press release in January 2006 regarding the set issued by St Helena to commemorate the 150th anniversary of their first stamp.

The following are extracts.

“150 years ago, on 1 January 1856, the remote island of St Helena issued its first postage stamp. “The St. Helena Herald” announced the 6d blue stamp, which was to pay the postage on letters to the United Kingdom. At that time mail was carried by Royal Mail Packet ships or other sailing ships that called at the Island on an occasional basis. The stamps were printed in England by Messrs. Perkins Bacon & Co., who at this time were leading stamp printers. To commemorate this anniversary a set of six stamps and a miniature sheet [were] issued on 16 January 2006. The set was commissioned by the Crown Agents Stamp Bureau on behalf of the St. Helena Post Office, and show a selection of stamp treasures from the British Library Philatelic Collections.

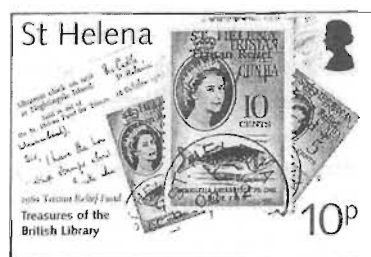
WASC Study Editors are also available for queries and to help edit articles

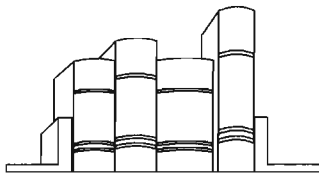
- Airmails – Barbara Priddy
- Ascension – Bernard Hughes
- Biafra – Dudley Prestedge
- Camerouns – Marty Bratzel
- Gambia – Oliver Andrew
- Ghana – Ian Anderson
- Gold Coast – Peter Newroth
- Lagos – John Sacher
- Maritime – John Knight
- Nigerias to 1914 – John Sacher
- Nigeria post 1914 – Tony Plumbe
- St. Helena – Bernard Mabbett
- Sierra Leone – Philip Beale & Peter Rolfe
- Togo – Jeremy Martin

The 30p stamp and the £2 miniature sheet show an example of the first St Helena 1856 6d blue. The border of the £2 miniature sheet shows items and scenes from the British Library including the Perkins Bacon printing press, a statue of Newton from the Piazza of the Library, and the St Helena Post Office at Jamestown.”

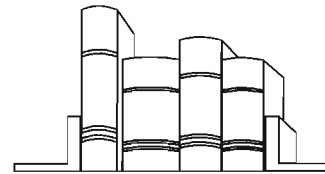


The 10p stamp “shows three stamps that were issued in St Helena in 1961 to aid the Tristan Relief Fund. The Fund had been established to help the people of Tristan da Cunha (an associated territory of St Helena) following a volcanic eruption on that island. The background illustrates a post card, bearing three of the four values in the set, sent by the Governor of St. Helena to the Secretary of State for the Colonies informing him of the new stamps. Unfortunately, only the Colonial Office in London could authorise new stamps, and it is this postcard that led to the speedy withdrawal of the stamps from issue.”







Bookshelf




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 *The postal markings of the Gambia* by Stewart P. Duncan & Oliver Andrew, published by West Africa Study Circle, Dronfield, 2006, A4 hardbound. ISBN 0-9537474-9-2. Members' price £28 (US\$52) non-members £36 (US\$68). Please add £5 p&p. UK, Europe and surface mail, Overseas airmail £8 (US\$15). Orders to the WASC treasurer, 57 Manse Road, Edinburgh, EH12 7SR. To be reviewed in the next issue of *Cameo*.

 *West Africa printings of Military Air Mail letter cards, Air letters and Honour Envelopes* by John Daynes and Nigel Lutwyche, published jointly by West Africa Study Circle and Forces Postal History Society, Dronfield, 2006, A4 paper covered booklet, 32 pages with black and white illustrations. ISBN 10 1-905647-01-8, ISBN-13 978-1-905647-01-9. Price to members of either society, inclusive of postage & packing £5 to the UK, £6 to Europe, £6 rest of the world by surface mail or £7.50 to the rest of the world by air mail. Orders to the WASC treasurer, 57 Manse Road, Edinburgh, EH12 7SR. Reviewed by Rob May.

At the 2003 WASC conference members were invited to combine their British West African World War 2 military air letter cards into a single exhibit. It demonstrated that this material, which is important to the subsequent history of air mails as the forerunner of the lightweight civilian air letter, has been neglected by researchers and there was much to be discovered about it. This monograph distills John Daynes' finding over the last 20 years together with WASC members' material written up by Nigel Lutwyche. The booklet reviews all known versions of army forms 3077 (first issued 1 October 1941), 3077A (the privilege air letter issued towards the end of 1943), 3077 forms locally converted to privilege air letters and AF W3078 green honour envelopes, used from West Africa, but which do not conform to the standard issue. Standard works on postal stationery do not include these Army forms, so this publication fills a significant gap, but is clearly identified as a first edition which invites more contributions by members. In particular, this study is limited to a review of the known philatelic material without having sought out the inevitably very ephemeral documentary records which might illuminate who arranged these printings and where. Judging from the records of known usage of some of these versions, in some cases showing only one known, members many find they have unrecognized in their collections some considerable rarities!

This kind of collaborative study is at the core of what Study Circles are for. I recommend this to all members collecting the WW2 period and congratulate the authors for taking on the challenge to put the problem of identifying these issues into the public domain.

 *Bridging the Continents in Wartime: Important Mail Routes 1939-45* by Hans E Aitinck & Egbert Hovenkamp, ISBN 90-809628-1-3. A4, 227 pages, soft-bound, with illustrated card covers; 102 illustrations, mostly in colour. Distributed in the UK by Richard Beith, 14 Middlecroft, Guilden Sutton, Chester, CH3 7HF. Sadly, the first edition of 700 is now sold out. Price £25, UK, inland including postage & packing, when available. Review by Ian McQueen.

(ed—the following review first appeared in Gibbons Stamp Monthly, April 2006 and is reproduced with permission)


I have no hesitation in saying that all airmail enthusiasts, and particularly those that study the postal history implications of the Second World War, will want this book. Although published in the Netherlands, the text is in English, with just a few explanatory paragraphs in Dutch, German and French. And, although smaller and lighter in weight than Boyle's volume, it is more balanced when dealing with the different routes and services, and it contains far more detail.

The various services are described individually, in 18 separate sections, which include something of their histories, but which concentrate, of course, on the wartime and political complexities that led to many

changes being required. These sections cover all the international routes of KLM, KNILM, Imperial, BOAC, QANTAS, Air France, TEAL, Pan American and LATI; so it is remarkably comprehensive. There are coloured illustrations of aircraft and airline advertising. In the text are comments about several disasters and delays and many notes concerning the planes and their crews.

But probably the greatest joy which aero-philatelists will find in this book are the detailed flight listings, in tabular form. Each service is recorded with dates of departure, arrival and stopping places along the route, and with individual aircraft identified in most cases. These tables also contain many revealing footnotes, referring to things like forced landings, unexpected changes of route, extra flights, and missed connections. And for those of us who live in the 'BH' postcode area, the flight details of the IA/BOAC Transatlantic, South Africa and Australia services during the relatively short periods in 1939 and 1940 when Poole was used as the English terminal, when Hythe/Southampton was considered too dangerous for flying boats, are all clearly noted. If I add that among the acknowledgements for help given to the authors are the names of well-known British specialists Peter Wingent, Richard Beith, Duncan Crewe and Bill Legg, as well as other distinguished names from Holland, America, France and Australia, readers can be assured that the wealth of information which this volume contains is as complete, accurate and reliable as it can be. The overall quality of its production and presentation is very good indeed; so what can a reviewer add, except "heartily recommended"?

Ed—I would add that I have seen a copy of this book. Excellent as it is, I would caution West African collectors that this book only covers the worldwide "main lines" and does not include the routes within West Africa. Also a surprising omission is the whole of the main line through West Africa between June 1940 and the liberation of North Africa

 *Tables of French Postal Rates 1849 to 2005* by Derek Richardson, published by France & Colonies Philatelic Society, Brochure No 7, third edition, 2006, A5 card covered booklet, 96 pages not illustrated. ISBN 0-9519601-01-3. Price and ordering arrangements awaited.

The March 2006 issue of the *Journal of the F&CPS* announced the imminent publication of an enlarged and revised edition of Derek Richardson's well-known lists of French postal rates, both internal and foreign and applicable to both France and its colonies, in the form of easy-to-read tables. The extent of revision from the second edition can be understood in terms of the increase in the number of pages, up from 66 to 96 pages. A essential reference for anyone interested in mail to or from French territories.



Articles of Interest published in other Journals

Civil Censorship Study Group Bulletin Vol 33, No 2, April 2006

"WWII—P.C.90, Type 1 Resealing labels used in UK" by Konrad Morenweiser, part 2 of an article commencing in the October 2005 issue of this journal

Journal of the France & Colonies PS, Vol 56 No 1, March 2006

"Mauretania—the bogus "KRONFA" Cancel: a new discovery" by Bill Mitchell

Gibbons Stamp Monthly,

"From Pooley to Partridge: Philatelic Activities on Tristan da Cunha between 1927 and 1933" by Robin Taylor, October 2005

"The Quincentenary of Tristan da Cunha, a Celebration in Stamps" by Peter Jennings, February 2006

"Ouidah, Dahomey: a Portuguese Enclave and a French Colony" by Bob Maddocks, February 2006

Canadian Philatelist

"Philatelic treasures: Part VI—Queen Victoria Gold Coast Postal History" by Peter Newroth, July-August 2005

"Philatelic treasures: Part VII—Overland Mail in Victorian Gold Coast" by Peter Newroth, January-February 2006

This concludes Peter Newroth's series in that journal, commenced in September 2003. The previous sections are listed in *Cameo* June 2005.

Dahomey Bisects—Last Words and Lost Words

Bill Mitchell

Bill Mitchell wrote to me after the last Cameo to point out that the last item on the list of known copies, number 56, had gone missing from his article in Cameo. I am very sorry about this mistake, and so Bill gets another “last word”—ed

A Gremlin has been at work on my “final word” article on the Dahomey bisects of 1920 published in Cameo (Ref 1). Taking advantage of the end of a page (number 141) he has made off with several lines of my manuscript. Lynx-eyed readers have no doubt spotted that the list of bisects ends at the foot of the page with no. 55; on page 142 begins the analysis of 56 recorded examples. So the following should be added:

M. Hurpet also sent me a photocopy of an article “Au Dahomey, timbres coupés en 1920” in L’Echo de la Timbrologie no 1498, April 1979—

56. 13 Nov 1920. 50c (SG54) bisected diagonally, used COTONOU. The illustration to this article, by a M. Robert Pluchard, is very poor (George Barker, the librarian of the France & Colonies P.S. of Great Britain, has consulted the original and has found that it is little better but confirms that the place of origin appears to be Cotonou): the date comes from the printed text. It can however be seen to be a printed envelope of the Compagnie Francaise de Chemins de Fer au Dahomey (as is no. 14), struck with a boxed cachet SERVICE DU WHARF.

Since I completed my article a couple more examples have come to my notice and as they show correct usage and so strengthen a little the claim to catalogue status of these 25c/50c bisects they are listed here:

From “Dahomey—Propositions pour l’établissement d’un catalogue d’Histoire postale et philatélique” compiled by Robert Crombez (COL.FRA Bulletin Hors-série No. 14, Paris, 2004, page 98).

57. 15 Nov 1920 50c (SG54) bisected diagonally, used COTONOU on cover (part only illustrated in the source) to PORTO-NOVO. The illustration is annotated “It seems that the use of bisected stamps was only permitted within the colony”, but as the list of covers in the WASC archive shows, there was considerable philatelic use to Dijon and one example (no.46), which does not look at all contrived, to London. No authority is given for this statement—in my experience the French are not very good at this—and if it is correct, was it really necessary to advise the UPU? I rather doubt it. (Curiously, this illustration does not appear in the earlier, 1997, six-part edition of this study)

Yorkshire Cover Auctions sale, 4 March 2006

58 12(?) Nov [1920] 50c (SG54) bisected diagonally, used COTONOU on large part printed G. IMBS-VIRCILLA/ IMPORTATION—EXPORTATION/ DAHOMEY envelope, destination cut away.

These increase the total recorded from Cotonou to 8, correct usage 7, and the overall total of correct usage to 32, or about 56 percent of the 58 examples.

One of my correspondents, M. Etienne Coré of Belfort, has reported that he has seen three or four letters with “timbres coupés”, probably not included in the WASC list, but unfortunately he did not record their details. He also saw a cover from Lahou in the Ivory Coast (about 1925 he thinks); again unfortunately he took no notes. (*by coincidence I can illustrate one overleaf and agree it is probably contrived—ed*) This must have been totally unauthorised; only the use of bisects in Dahomey during this short period at the end of 1920 and the beginning of 1921 was officially permitted.

The official authority for these 1920 Dahomey bisects has still not been tracked down. It is possible that the article in the April 1979 issue of L’Echo de la Timbrologie was the origin of the reference in the in the COL.FRA study quoted on page 238 of my article “More on those Dahomey Bisects” (Ref 2); but in that case where did the P.T.T. official in Benin (page 143; ref 1) get his information from?

And, unless something truly remarkable happens, such as the discovery of the official documentation, this really is my last word on this subject.

References

1. "Dahomey Bisects—the Final Word", by W. Mitchell, *Cameo*, January 2006, Vol 9 No 3, pp140-143
2. "More on Those Dahomey Bisects", by W. Mitchell, *Cameo*, January 2003, Vol 7, No 5, pp 237-240

Cover bearing 60c on 75c stamp SG83 bisected and used 10 Dec 1925 without being taxed from Abidjan to Paris

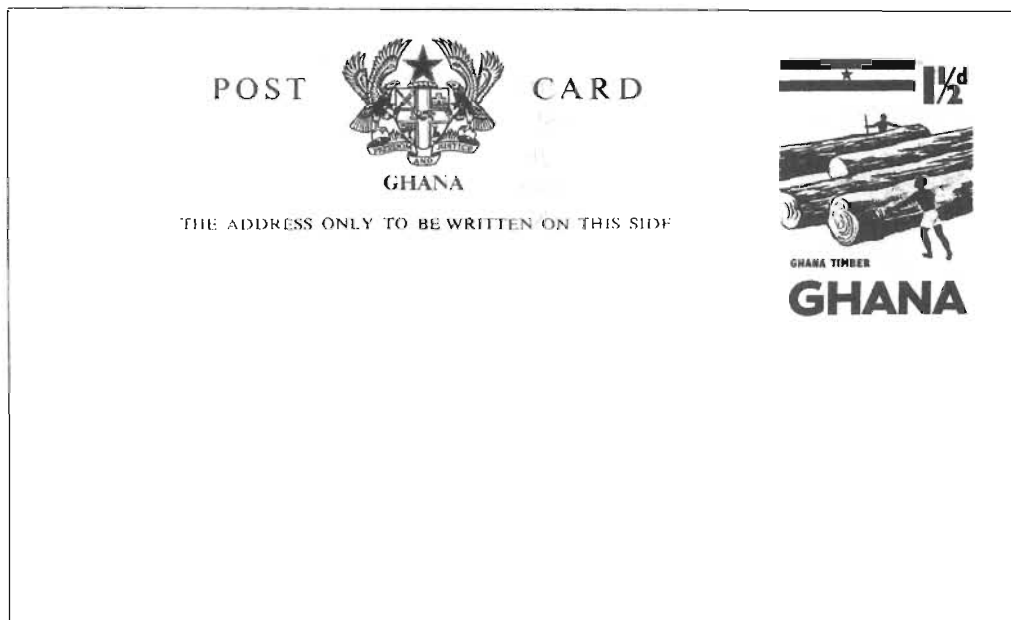


The Ghana 1½d Postal Stationery Postcard

Jeremy Martin

John Powell and I have been going through the Postal Stationery Specimens part of the Crown Agents archive held by the British Library. This consists of sixteen boxes and three folders of mainly unsorted stationery plus a few booklets and some embossed revenue dies.

There were three examples of the first 1½d postcard (Higgins & Gage 1) under requisition G9/Ghana P&T 2937. Marked "Rejected" were two complete cards, one in blue and one in green. Under the same requisition was the card as issued in brown, marked "Approved". The illustration below shows an issued example. My thanks to Peter Duggan, who supplied the photocopy of the issued card, and to Paul Skinner, Curator of the British Library's Philatelic Collections who showed us the original material.



A new Postage Due Mark—Gold Coast or Nigeria?

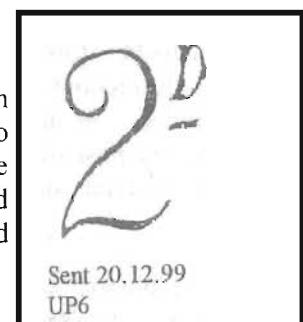
Jeremy Martin



The above Gold Coast 1d postal stationery envelope was posted at Komenda on 17 April 1919. A small T in a circle was applied, similar to one shown on page 201 of “The Postal Services of the Gold Coast 1901-1957” (Ref.1). In black, there is a larger T in a circle and a large 2d hand-stamp which I have enhanced. It is similar to the Burutu, Nigeria 2d charge mark illustrated by Proud, and copied here (Ref 2) but with a thicker foot, a lower case ‘d’ with a different bar below and a drop instead of a loop at the top. This due mark is also completely different to those shown by Ensor on his page 200 (Ref 1).

The Empire rate was 1d but a war “surtax” was also required, see Ensor page 98 (Ref 1), so double the deficiency was charged.

The envelope was addressed to Kano, Nigeria, arriving 2 May 1919, then redirected to Lagos with no arrival date. It must have travelled direct to Nigeria rather than via Liverpool, there being just 15 days transit time between the colonies. This marking does not seem to have been recorded before, and would appear to be a new version of a Nigerian charge mark used Lagos or Kano, unless anyone knows differently.



References

1. Ensor M. (Ed), *The Postal Services of the Gold Coast 1901-1957*, pp98, 200-1, WASC, Dronfield 1998
2. Proud E.B., *The Postal History of Nigeria*, p311, Proud Bailey, Heathfield 1995

Cameroun - the Sterling Issue of 1961 Printings, Dates of Issue and Availability

Marty Bratzel

May and colleagues undertook an initial examination of the sterling-revalued stamps of Cameroun issued in 1961 (Refs. 1, 2). Among the unanswered questions are when and where were the overprints prepared, and why two or three printings for some values. This has drawn attention as to the proper listing of these stamps in the Gibbons, Michel, Scott, and Yvert catalogues (Ref. 3). A further examination of used stamps, particularly those in the Carter accumulation (Ref. 4), coupled with dates of use reported in the literature and offerings on ebay, leads to some interesting observations, reported here, providing further circumstantial evidence as to the events of the day and nudging us perhaps closer to answering the questions.

Maddocks has admirably covered the currency changeover, the creation of a unitary postal system, and the establishment of uniform postal tariffs throughout the country (Ref. 5). To recap, 12 different stamps of Cameroun were revalued in sterling currency for use in the former British Cameroons – now West Cameroon – upon reunification with independent Cameroun, until the changeover from sterling to CFA currency could be effected. The stamps were issued on October 1, 1961 – the date of reunification – and were the only postage stamps available in West Cameroon through April 1962 (Ref. 6). Stamps in CFA francs were placed on sale at Victoria on May 1, 1962, but whether this was a uniform official release date throughout West Cameroon has not been determined. In any event, after this date, when up-country post offices and postal agencies ordered or received stock, CFA stamps were supplied.

With sterling stamps no longer available at the postal counter, and as those in private hands were used up, their appearance on mail diminished rapidly. Sterling stamps remained valid for postal and fiscal use until the end of May 1962. Thereafter they were withdrawn. However, the period of exchange was extended until June 30, 1962, when sterling currency ceased to be legal tender. Maddocks discusses legitimate use of sterling stamps in June 1962 (Ref. 5).

The sterling stamps were also on sale at the philatelic bureau in Paris. Using stamps acquired there, collectors and dealers prepared and sent covers to West Cameroon for processing. These covers were postmarked not only during the period when only sterling stamps were available at the postal counter but also during and after the transition to CFA stamps. Such philatelic covers must be treated with caution. Also, during the transition in June 1962, the postal authorities did not necessarily honour requests for postmarking philatelic covers – some were returned unprocessed.

The 1½d on 5 franc, 3d on 15 franc, and 1/- on 25 franc stamps have been completely plated, with the conclusion that only a single plate was used for each denomination to apply the overprint, and that there was only a single printing (Refs. 7, 8). Studies are ongoing to plate the other values, but the evidence thus far leads to the conclusion that, except for the five values noted below and possibly the 4d on 15 franc stamp, there was, again, only a single printing. It is also noted that the ½d on 1 franc stamp exists either perf. 12½ or 12½ x 12 (Ref. 1). The 1d on 2 franc stamp and the 2d on 10 franc stamp have only been reported perf. 12½ (Ref. 1).

A complication arises because there were two printings for three of the stamps, and three printings for two others. The initial printing is considered Type 1, the later printings Types 2 and 3. Key distinguishing characteristics are summarized in Table 1 and illustrated in Fig. 1. To reiterate May's observation, "there are no known multiples combining types 1, 2 and 3 in any way" (Ref. 2).

A further observation – the shade of red ink used for the overprint differs for the three types. For example, for the 5/-, 10/- and £1 Type 1 stamps, the overprint is orange red or vermilion, without smudging. For the 5/- and 10/- Type 3 stamps and the £1 Type 2 stamp, the overprint is red or carmine and occasionally smudged, i.e. letters filled in. Ink shades will be rigorously scrutinized at another time.

The overprint has also been forged (Ref. 9).



Figure 1. Types 1, 2 and 3 Overprints. (reduced to 75%)

TABLE I. DISTINGUISHING CHARACTERISTICS

Denomination	Type 1	Type 2	Type 3
½ d on 1 franc	d under L of FEDERALE	d under final E of FEDERALE	
2/6 on 30 franc	2/6 : 6 x 2½ mm	2/6 : 8 x 3½ mm	
5/- on 100 franc	5/- : 3½ x 2¾ mm; no –	5/- : 6½ x 4 mm; – aligned with left edge of bars	5/- : 6½ x 4 mm; – aligned to left of bars
10/- on 200 franc	10/- : 6¾ x 2¾ mm	10/- : 8¾ x 3¾ mm; – aligned with left edge of bars	10/- : 8¾ x 3¾ mm; – aligned to left of bars
£1 on 500 franc	REPUBLIQUE & FEDERALE each 17 x 2 mm	REPUBLIQUE & FEDERALE each 22 x 2 mm	

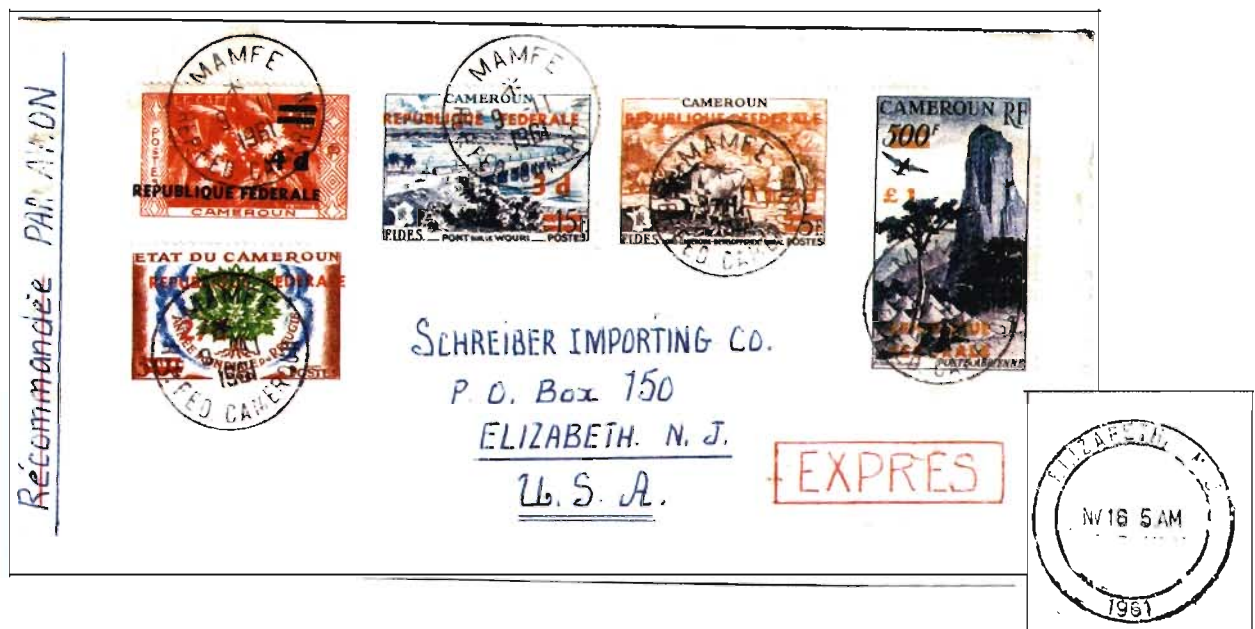


Figure 2. Covers with 2/6, 5/- and 10/- Type 2 Stamps. Postmarked Mamfe November 9, 1961 and backstamped Elizabeth, New Jersey November 16, 1961. Récommandée, Par Avion and Express added by hand, with the first crossed out.

Dates of Use

The observed dates of use of the five stamps for which there are two or three types are summarized in Table 2. The tabulation is not exhaustive, and earlier dates for the Type 2 and Type 3 stamps are likely. The information is nonetheless illuminating.

Used stamps with Type 2 and Type 3 overprints appear subsequent to Type 1, which raises the questions, when and why were they prepared, where were they available, and where were they printed? The tabulated dates and observed usage help establish – but cannot unequivocally confirm – when the stamps were prepared and where they were available.

TABLE 2. OBSERVED DATES OF USE – OCTOBER 1961 THROUGH JUNE 1962

Denomination	Type 1 Commercial & Philatelic	Type 2 Philatelic Only	Type 3 Commercial & Philatelic
½ d on 1franc	1961 October: 1, 28 November: 9, 13 December: 5, 6 1962 February: 5 April: 17 June: 11	1962: April: 14*	
2/6 on 30 franc	1961 September: 30 October: 1, 6, 11 November: 9, 13, 27 December: 29 1962 January: 3, 8, 10, 13, 22, 31 February: 1, 5, 12, 16, 19, 23, 26, 28 April: 2, 4, 11, 16	1961 November: 9, 11 December: 6, 13 1962 February: 12 April: 17 June: 11	
5/- on 100 franc	1961 September: 30 October: 1, 9 November: 7, 10, 13, 27 December: 19, 23 1962 January: 3, 8 February: 13 April: 4	1961 November: 9 December: 4, 13	1961 December: 8 1962 March: 9 April: 25 May: 9*, 18
10/- on 200 franc	1961 October: 1 November: 7, 13	1961 November: 9 December: 13 1962 June: 11	1961 December: 8 1962 January: 3, 31 April: 25, 26
£1 on 500 franc	1961 October: 1, 6 November: 9, 13 December: 5, 6	1962 May: 31*	

* – Reported in Ref. 1.

In addition to the dates listed, there are a number of each denomination with partial, unclear, or un-datable cancellations.

In the course of preparing this article, copies of quite a number of philatelic covers were provided affixed with Type 1, Type 2, and / or Type 3 stamps. To say that collectors, dealers, and others were active is an understatement. Selected covers are noted below.

In addition to commercial mail and philatelic covers processed through June 1962, favour cancels were applied to the stamps from July 1962 through to at least October 1964, not only at towns in West Cameroon but also at Douala and elsewhere in East Cameroon, where the stamps were never on sale or valid for postage. All such favour cancels are on loose stamps.

Availability and Use of Type 1 Stamps

Type 1 stamps saw both commercial and philatelic use. There is no question that the 12 stamps, including the five Type 1 stamps noted in Table 1, were available at postal counters throughout West Cameroon on October 1, 1961, and that these stamps remained available for postal duty until superseded by CFA stamps. Genuine first day covers exist with that date; see, for example, the cover illustrated in Ref. 10.

As an aside, the stamps were available earlier. A registered pre-first day cover (courtesy Peter Hørlyck) with four sterling stamps affixed was sent to a philatelist in New York. The cover is postmarked Buea Cameroons UUKA 30 SP 61, with transit Tiko October 2 and Douala October 3, and arrival New York October 6.

Availability and Use of Type 2 Stamps

Used Type 2 stamps have only been found on philatelic covers or loose; no commercial use has been seen or reported.

Two philatelic covers postmarked Mamfe November 9, 1961 together contain a complete set of 12 stamps (Fig. 2). Nine of the stamps are the same as those on sale at postal counters in West Cameroon, but the 2/6, 5/- and 10/- stamps are Type 2. The two covers were sent special delivery and back-stamped November 16, 1961 upon arrival in the United States. Were the stamps acquired locally? Perhaps. But, if the covers were prepared in the United States or France and sent to Mamfe for processing, then the sender probably acquired the stamps through the philatelic bureau in Paris. One could then conclude that three of the stamps available in Paris there were different from those on sale in West Cameroon.

Among other dates, the 2/6 Type 2 stamp was used on philatelic covers postmarked Buea December 6, 1961 and Buea April 17, 1962 (both courtesy Bob Maddocks), the latter marked "affranchi par l'expéditeur" (Ref. 5). The 2/6, 5/- and 10/- Type 2 stamps were also used on philatelic covers (courtesy Peter Hørlyck) dated Buea December 13, 1961. In addition, the three Type 2 stamps are on a philatelic "first day cover" postmarked Buea October 1, 1961, but the postmark is backdated (Ref. 11).

All of the 2/6 stamps in the Carter accumulation (Ref. 4) are the Type 1 small numeral variety, with use throughout the period of validity, indicating their availability at the postal counter. Significantly, there are no used 2/6 Type 2 stamps in the accumulation, and no non-philatelic use has been reported.

This leads to a conclusion that the overprints on three of the stamps on sale in Paris were different, but why? One conjecture is that the initial print run was insufficient to meet both postal requirements in West Cameroon as well as collectors' requirements through the philatelic bureau. Therefore, a second printing was done with new plates and the printers did not notice, or were unconcerned about the type size and its positioning relative to the Type 1 printing. One could also conjecture that the Type 2 stamps were not available for sale in West Cameroon, as the print run was specifically to meet philatelic requirements, but postally used copies exist because of collectors and dealers having prepared covers using stamps acquired through Paris.

Such events have occurred previously, for example, for the German Southwest Africa issue of 1897, when the 25-pf and 50-pf stamps, issued with overprint reading Deutsch-Südwest-Afrika, were only available at the philatelic counter in Berlin. Collectors prepared philatelic covers which were duly processed by postal officials in the colony.

The ½ d Type 2 stamp has been reported used only on April 14, 1962 and the £1 Type 2 stamp only on May 31, 1962, near the end of the currency transition (Ref. 1). One can speculate that supplies in Paris to meet collectors' requirements ran low and that, therefore, a second printing was done for these two values. One can conjecture that the entire print run was shipped to Paris and that these stamps were not on sale in West Cameroon.

Availability and Use of Type 3 Stamps

Type 3 stamps saw both commercial and philatelic use. The 5/- Type 3 stamp was used commercially on March 9 and May 18, 1962, and the 10/- Type 3 stamp on January 31 and April 26, 1962. These stamps, along with a number of undatable copies, are in the Carter accumulation the contents of which, as already noted, is from bank or business correspondence. In addition, a philatelic cover (courtesy Bob Maddocks) postmarked Kumba December 8, 1961 bears the 5/- and 10/- Type 3 stamps; that cover does not appear to have gone through the post. Further, the author has confirmed the use of the 5/- and 10/- Type 3 stamps on other dates (see Table 2), and use of the 5/- Type 3 stamp is reported for May 9, 1962 (Ref. 1).

There is no question that the two Type 3 stamps were available at postal counters in West Cameroon – they are in the Carter accumulation. This leads to the conjecture that supplies of the Type 1 stamps were running low and Type 2 stamps were not available and that, therefore, another printing was undertaken using new plates. Again, the printers were not faithful to the setting for either the Type 1 or the Type 2 overprints. The Type 3 stamps may only have been available in West Cameroon, but were they also available in Paris? Again, we do not know where the stamps on the philatelic covers were acquired.

Where Were the Overprints Applied?

Where the Types 1, 2 and 3 overprints were applied is open to question. Gibbons and Michel assert that the initial work was carried out by the government printer at Buea, then a second printing by the government printer at Paris in 1962 (see Refs. 1, 3). However, this is unsubstantiated speculation. In fact, to date, no definitive documentation has been located.

Maddocks has presented a good case against the work having been done in Buea (Ref. 12) and, in any event, as he has pointed out, stamp preparation would not have been a concern of, or entrusted to the British administration responsible for the Southern Cameroons up through September 30, 1961.

If the 12 Type 1 stamps had been prepared by the government printer in France, one would expect that some of the print run would have been retained for sale at the philatelic bureau before shipment of the balance to West Cameroon. However, if the printing were done in Cameroun, then the

authorities may have not taken philatelic demands into account and prepared only what they considered to be sufficient to meet actual postal demands. Shipment of any stamps to Paris could have been an afterthought, and it was realized that supplies of the 2/6, 5/- and 10/- values were insufficient, hence, a second printing, done after the original plates had been disassembled.

Similarly, availability of the 5/- and 10/- Type 3 stamps in West Cameroon may lend credence to printing in Cameroun. The ½d and the £1 Type 2 stamps appear to have been available only in Paris, providing no weight to any argument as to where the overprint was applied.

A further observation – the absence of the “-” on the 5/- Type 1 stamp suggests that the overprints were done at a place not fully familiar with the British way of specifying shillings.

The circumstantial evidence provides support for the overprinting to have been done in Cameroun. Although capability likely resided with various commercial printers, it may well be that the overprinting was done by the government printer in Yaoundé.

When Were the Overprints Applied?

Again, there is no question that the basic set of 12 stamps was available throughout West Cameroon on – and prior to – October 1, 1961, including the five Type 1 stamps noted above. Thus, printing was likely done in September 1961, perhaps earlier, but definitely after the referendum in the British Cameroons, held February 11, 1961, confirmed that reunification was going to take place.

The 2/6, 5/- and 10/- Type 2 stamps were used as early as November 9, 1961. Assume that the stamps were acquired from the philatelic bureau in Paris and that the covers were prepared in the United States. One can work backwards. It took 7 days for the postmarked covers to travel from Mamfe to the United States. Therefore, it could have taken 6 - 7 days for the prepared covers to have gone from the United States to Mamfe. Add to that a period of 4 - 5 days for the stamps to have been shipped from Paris to the United States in fulfillment of the order and assume that the sender prepared the covers immediately upon receiving his shipment. Therefore, at a minimum, the stamps were available for sale in Paris 10 - 12 days earlier than the postmark date, that is at least by November 1, and more likely earlier. Since some time would have been required to prepare the overprinting

plates, run the stamps off, and ship them it would appear that these three stamps were probably prepared in September or very early October 1961, shortly after the initial 12 stamps were prepared.

If the covers were prepared elsewhere – for example, France, a possibility given the non-U.S. style to the lettering for the address on the covers – then the stamps would still have been available by early November. And, even if these three Type 2 stamps were acquired at a postal counter in West Cameroon, the printing would still have been by late October 1961.

The 5/- and 10/- Type 3 stamps were used as early as December 8, 1961, albeit philatelically. This could support a case for their having been prepared in November 1961. Given the similarity of the overprints, both values were likely prepared at the same time, with only the numerals of value being substituted in the overprint plate and the bars repositioned.

The ½d Type 2 stamp is reported to have been used only on April 14 and the £1 Type 2 stamp only on May 31, 1962. This would support a case for overprinting to have been done around March 1962, or perhaps a bit later for the £1 stamp.

This is, however, only speculation as to when and where the stamps were printed and available, and the above conjectures could be entirely wrong. There is, for instance, no proof as to when or where the Type 2 and Type 3 stamps were available or acquired. To conclude on a confounding factor, two registered philatelic covers, sent at about the same time and to the same address in the United States as the special delivery covers from Mamfe shown in Fig. 2, also have a full set of the sterling-revalued stamps, but the 2/6, 5/- and 10/- stamps are the small-numeral Type 1 variety. These covers are postmarked Tiko November 13, 1961. Since this postmark date is about the same as the date for the Mamfe covers, one can opine that both sets of covers were prepared and dispatched at about the same time for servicing in the Cameroons. Another difference between the two sets of covers – those from Mamfe are hand addressed, and those from

Tiko typewritten, which could argue for their having been prepared at different times and places.

Were the sets of stamps applied to these Tiko and Mamfe covers acquired through Paris? If so, did the philatelic bureau supply some of each type? Were both sets acquired in the Cameroons? If so, then the Type 1 and Type 2 stamps were respectively available at the postal counters at Tiko and Mamfe. Was one set acquired via Paris and one locally? Who knows?

The bottom line is that the case remains open and definitive information is still required. Further discussion is welcome.

New Cancellers

As an aside, were new date-stamps delivered at about the same time as the sterling stamps? Several are confirmed to have been used on the first day of reunification. Based on observed usage during the period immediately following reunification, it appears that only one new canceller was supplied per locality – for post offices, a solid circle device with the town name at the top and Rep. Fed. Cameroun at the bottom; and, for postal agencies, a dashed hexagon again with the town name at the top and Rep. Fed. Cameroun at the bottom. Probably by necessity, at several post offices, cancellers of the former British Cameroons also remained in service for upwards of two years. Additional French-style cancellers do not make their appearance until 1963 and later.

Acknowledgements

Acknowledgements are extended to Nick Carter, Peter Hørlyck, Bob Maddocks, Peter Singer, Wolfgang Strobel, and Michael Wright for contributing to this article. The author however takes full responsibility for the conjectures and conclusions. Acknowledgements are extended to Chuck McFarlane (Ref. 13) for kindly providing photocopies of the two covers from Mamfe. Chuck also was the vendor of the two Tiko covers which, like the Mamfe covers, were offered via ebay.

References and Footnotes

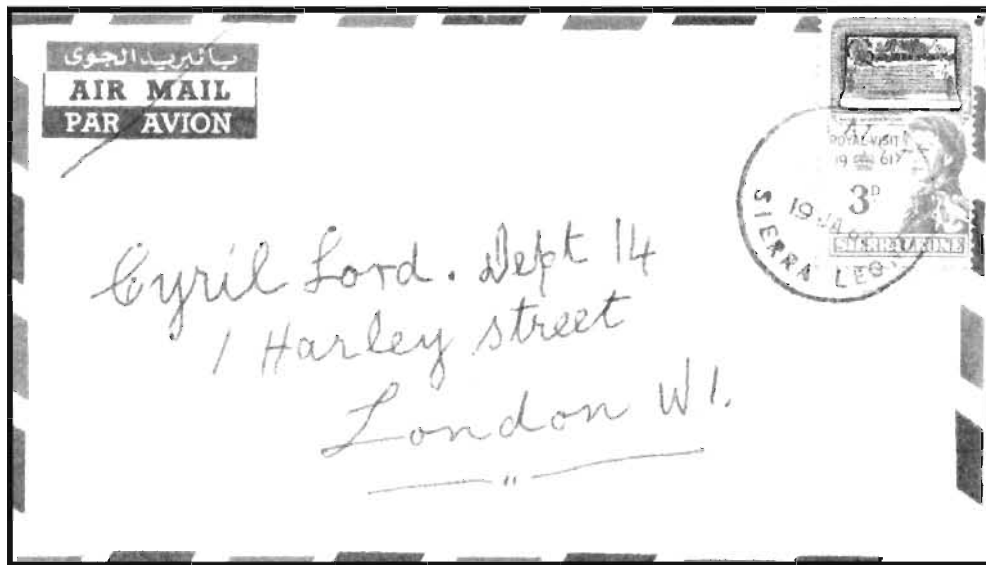
1. May, Rob, Michael Wright, John Smith and Brian Lythgoe. Cameroun 1961 Sterling Surcharges. *Cameo*, Vol. 6, No. 5, January 2000, pp. 248-252.
2. May, Rob. Cameroun 1961 Sterling Surcharges Reprised. *Cameo*, Vol. 6, No. 7, July 2000, pp. 330-331.
3. Wright, Michael. Cameroun 1961 Sterling Surcharges. Letter to the Editor. *Cameo*, Vol. 7, No. 5, January 2003, p. 229.

4. The Carter accumulation consists of several thousand postally used sterling-revalued stamps that Nick Carter bought on the streets of Lagos in 1961 and 1962. All of the stamps were from bank or business correspondence, and all are on piece. Nick has kindly made the accumulation available for study.
5. Maddocks, R.J. Southern Cameroons in Postal Transition. *Gibbons Stamp Monthly*, January 2002, pp. 80-85.
6. A set of three stamps revalued in sterling currency was released on January 1, 1962 to commemorate reunification, but the stamps and their CFA counterparts for use in East Cameroon were quickly withdrawn.
7. Bratzel, Marty, Brian Lythgoe, Rob May and Nick Carter. Cameroun – Plating the Sterling Issue of 1961: the 1½d on 5 Franc and the 3d on 15 Franc Stamps. *Cameo*, Vol. 8, No. 3, June 2004, pp. 144-150.
8. Bratzel, Marty, Brian Lythgoe, Nick Carter, and Bob Maddocks. Cameroun – Plating the Sterling Issue of 1961: the 1/- on 25 Franc Stamp. *Cameo*, Vol. 9, No. 3, January 2006, pp. 129-133.
9. One forged overprint offered on ebay, ½ d on a 2 franc stamp, appears to have been applied with a photocopier.
10. Maddocks, R.J. Southern Cameroons. *Gibbons Stamp Monthly*, September 1999, pp. 64-67.
11. Wright, Michael and Marty Bratzel. Backdated Buea Cameroon First Day Cover. *Cameo*, Vol. 9, No. 3, January 2006, pp. 134-135. On the backdated first day covers, the configuration of the numerals in the postmark is different from strikes that are not backdated, thus allowing distinction between genuine and backdated covers.
12. Maddocks, Bob. Cameroun 1961 Sterling Overprints (2). Letter to the Editor. *Cameo*, Vol. 7, No. 4, July 2002, p. 168.
13. Ausdenmoore-McFarlane Stamps, Covers & Post Cards, P.O. Box 2348, Midland, Michigan, 48641-2348, USA



More Sierra Leone Skeletons

Peter Rolfe



Following the article by Frank Walton in *Cameo* Vol 9 No 3, January 2006, pages 156-7, I would like to offer a short list of these temporary cancellations in the post-Independence era. I possess, or have seen them from the following offices: -

Falla, dated 19 January 1962 (illustrated above)	Hill Station dated 30 December 1981 (slightly suspect)
Makali, dated January 1972	Mange, dated March and June 1970
Tumbudu, dated January 1962	Tungie, dated November 1978

It has not been possible to relate these to office openings listed in the *Gazette*, but that publication does show many other offices that could or should have had this type of canceller.

Gambia—Robson Correspondence

Life and Death in The Gambia between 1843 and 1858

John Rose

In 1988 a man visiting an elderly aunt in Camelford, Cornwall found her piling a mass of old letters onto a bonfire. He realised that these were of some antiquity and managed to persuade his aunt not to destroy everything. An unknown number of the letters may have been destroyed but 22 of the items that were being burned were part of a correspondence from Gambia between 1843 and 1858. The rest appears to have been a group of covers related to the Boxer Rebellion. They were all sold to a well-known dealer in The Strand, London

Although there are obvious losses from the correspondence, which can be determined from the remaining text, most of the more important documents remain and it is possible to gain a fascinating insight into life in the Gambia in the mid 19th Century. The letters were written at a time when a transition from the use of letter sheets to envelopes was taking place, so most of the earlier surviving items are entire letters, whilst many of the later letters and documents have lost their envelopes. The envelopes may have been discarded soon after delivery. The correspondence is made up of seven entire letters, one envelope, twelve letters without envelope (11 from the Gambia) and copies of letters of condolence and Mourning General Orders. There is also a watercolour picture of Henry Robson, painted at Devonport, which was painted in 1831 when he appears to have been a teen-aged child. On the reverse is a pencilled note stating "Brother Henry Robson, Camelford, Cornwall died at the Gambia"

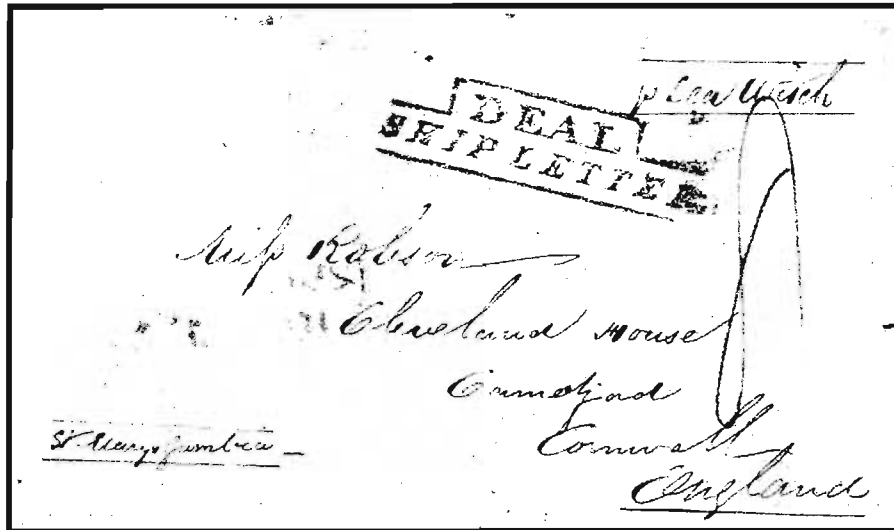
Henry Robson was posted to Gambia in 1843 to assist the Collector (Chief of Customs) in Bathurst and he and subsequently his widow, wrote to his father, James Robson, or his sister, Sophy, in Camelford. Many of the letters appear to have been written in some haste, when a ship bound for England was in the harbour which might carry the letters to England.

Item 1. Entire letter sheet to James Robson (father) dated 1st July 1843, c.d.s on reverse in red

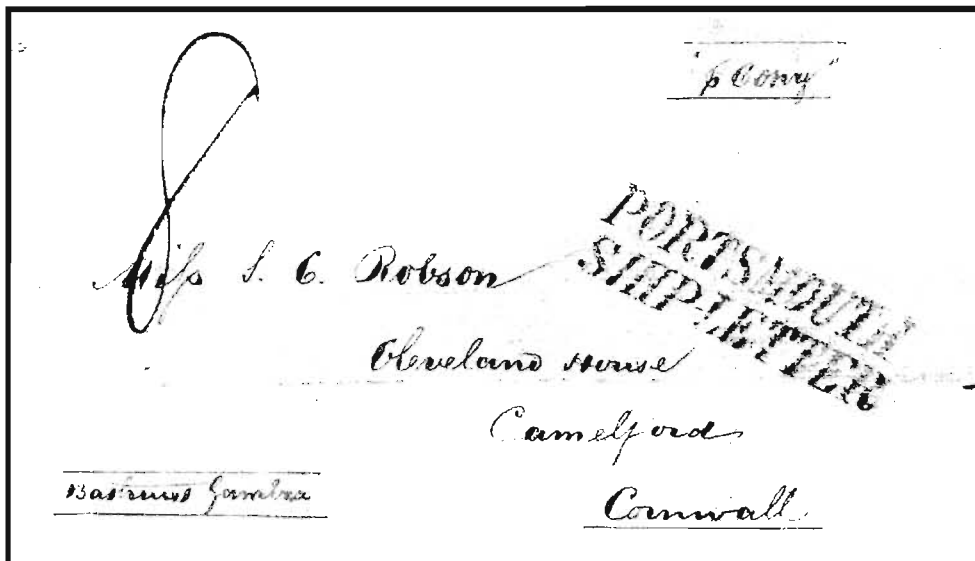


Figure 1:
portrait of Henry Robson as a boy in 1831
at Devonport

for 31st August 1843 and 'SHIP LETTER' h/s Robertson type S36. On the front is m/s 8 (8d all-in ship letter rate) and 'by the Volcano Steamer' Robson describes the discomfort of the 32 day journey from Liverpool and his first impression of Bathurst which was "...very pretty the houses all white with verandahs front and back, with trees here and there." He continues by describing his first meeting with the Collector and he describes how he eventually found a house. The cost of furniture was 200% more than in England and the rent was \$2 a month. He engages "a servantman at \$6 a month and a washerwoman for \$4 a month." The use of dollars may suggest a greater trade with America rather than with Britain. In his early period in Bathurst his biggest problem appears to have been that, as he did not speak French, the main Customs accounts were with the French.



Item 3, front



Item 5, front



Item 7, reverse

Item 2. Entire letter dated 8th February 1844 to his sister, Miss S. Robson. C.d.s. on reverse and "SHIP LETTER" h/s (Robertson type S36), both in red, denotes transit via London on 30th March 1844. Also on the front is m/s 8 and steamship "per Rowena". The letter describes the arrival of the brig 'John' "...but with no letters or newspapers for me". Other vessels are described with the "...Niger Steamer 'Wilberforce' aground upriver, while the other Niger Steamers 'London' and 'Albert' are in Bathurst." Robson also attempts to describe the local flora and fauna. And continues to describe "...a dull Christmas with everyone sick and several dead."

Item 3. Entire letter dated 20th January 1845 to his sister. Red c.d.s on reverse for London on 28th Feb 1845 and on the front a strike of framed, stepped DEAL/SHIP LETTER (Robertson type S8) and m/s 8 and per 'Sea Witch'. Robson reports that they are "dispensing with the appointment of Harbour Master" which he had apparently been carrying out up to this point and that he will be appointed "Quarantine Master at £40 per annum". He describes the formation of a new club called 'The Fitzgerald Club' which had a reading room and a billiard table. He had made an attempt to join but he was "...unable to afford the £20 for the share of a member." He was happy, however, being made an honorary member.

Item 4. Letter only, dated 11th March 1845 A long letter to his sister but filled mainly with minor family and domestic matters and payment of bills etc. Robson does mention that he hears "we are to have the 'Albert' the sole remaining steamer of the ill fated expedition to supply the place of the unfortunate 'Wilberforce'. I trust they will take care of her, but I am afraid she will come to an untimely end like her companions." Robson also mentions that he is intending to visit Sierra Leone.

Item 5. Entire letter dated 23rd August 1845 to Sophy Robson. On the front is m/s 8 and "per Cony" along with a strike of PORTSMOUTH SHIP-LETTER (Robertson type S16). Robson mentions that the rains are half over and "...have been unusually fine and unattended with sickness except on vessels coming from Sierra Leone and the Leeward coast.. consequently I am obliged to be pretty strict in the execution of my duty as Quarantine Master. ...I have a French brig in

quarantine now in which for several days they have lost a man every day and the Steamer 'Eclair' which has lost seventeen men between Sierra Leone and here indeed she had some decided cases of black vomit on board". He also reports that the 'Albert', the last of the ill—fated Niger expedition, has arrived for service of the colony but "...it had been towed from Sierra Leone and quite worn-out." Robson also mentions that there are "huge swarms of locusts which, if they get on the mainland would greatly damage the crops of corn and rice" He continues that vegetables are in short supply but he has "a sort of spinach and preserved vegetables such as carrots peas and beans. The latter are purchased from the French together with various preserved meats but they are very expensive."

Item 6. Letter only dated 18th April 1846 to Sophy Robson. Robson describes his recent visit to Sierra Leone and his return journey of 18 days during which "I was most ill and reduced to a perfect skeleton." He comments that despite the illness he was glad he had visited Sierra Leone "...the far famed white man's grave ...the town is most irregularly built so are the houses without the slightest regard for comfort or convenience but the scenery around is in some part beautiful" He further mentions climbing to the top of Sugar Loaf Mountain with, for part of the way, a Mr. Whitfield who collects plants, birds, and beasts for the Earl of Derby."

Item 7. Entire letter dated 30th Oct 1846 to Sophy Robson. On reverse a strike of a boxed NEW ROMNEY SHIP LETTER (h/s Robinson type S5) and a c.d.s in red for 21st Dec 1846 showing the port of entry and date of transit through London. On the front there is m/s 8 and 'per Clipper'. Robson writes that he has recently suffered severe attacks of fever of which "I at last got rid of it all by putting a mustard poultice on my stomach and 12 dozen leeches on my head, being well nursed by kind friends" Trade with outsiders had become infrequent, and he notes.. "I never found it so dull as during the last three months, scarcely a vessel in or out, the Americans who generally visit us during this season of the year have for some cause quite deserted us, indeed had it not been for our neighbours the French I think we should have starved for want of flour, bread and other provisions."

Item 8. Letter only dated 13th Oct. 1848 to James Robson. In this letter Henry Robson is writing to his father to thank him for giving his consent to him for his forthcoming marriage. There had clearly been a number of other letters, now missing, which preceded this. He explains the name of his intended as his father could not decipher the name in a previous letter. He writes in a very clear hand "Ernestine Harriet Euphrasia Etienne she is not a Chinese nor a countrywoman of mine but a French lady from the Colony of Goree, neither is she the person you supposed." In addition, Robson tells his father that he and Ernestine were of similar religious followings but that she could not speak any English.

Item 9. Letter only dated 8th Jan 1849 to his sister. Henry Robson had joined the local militia and was alarmed at the cost. "I have just got my Tailors Bill for my Artillery Uniforms which amounts to £60 pounds that's what I call paying for the pleasure of Playing Soldiers however, I can keep Adjutancy for a year that will nearly pay it, we were sworn in for 5 years on 30th last month." Robson goes on to say that the steamer 'Dover' had arrived for the service of the Colony.

Item 10. Letter only dated July 1849 to James Robson. Although shorter than a normal letter, Robson includes a number of interesting details. "The 'Grappler' steamer arrived from Sierra Leone on her way to England and only communicates with the shore through the Quarantine Boat as the commander is afraid of the Small Pox which is very prevalent in the Colony" In the letter he also confirms that his marriage took place on the 28th March at the house of his wife's brother in law, a Mr. Goddard. He goes on to tell the latest news that the Colony "had gone to war with the Mandingoes about 40 miles up the River. The expedition left on Friday last composed of about 300 fighting men and 150 camp followers". He continues, "...at present I am Fort Adjutant Quarter Master and Paymaster."

Item 11. Entire letter in envelope, dated 8th July 1850, with m/s l/- and "per HMS Dover" on the front. There are no ship letter markings. (*ed- see also page 204. This is an example of Naval Packet Mail which I have shown to John Sacher. He thinks it was sent in a bag because of the lack of an entry mark*) The letter contains little of historical interest but describes the birth of a son who at the time of writing was one month old. Otherwise the letter is

concerned with family and social matters.

Item 12. Letter only dated 22nd July 1852. Robson reports that the Governor leaves that day headed for St Vincent, West Indies and he goes on to say that he has been appointed Collector for which "I am much indebted to the Governor Lord Grey." Further information of interest is that he mentions, "I am happy to find that in a few months we should have a constant communication to England by a new line of steamers for the coast" The African Steamship Company began serving Bathurst in September 1853 which suggests that Robson had more than a few months to wait.

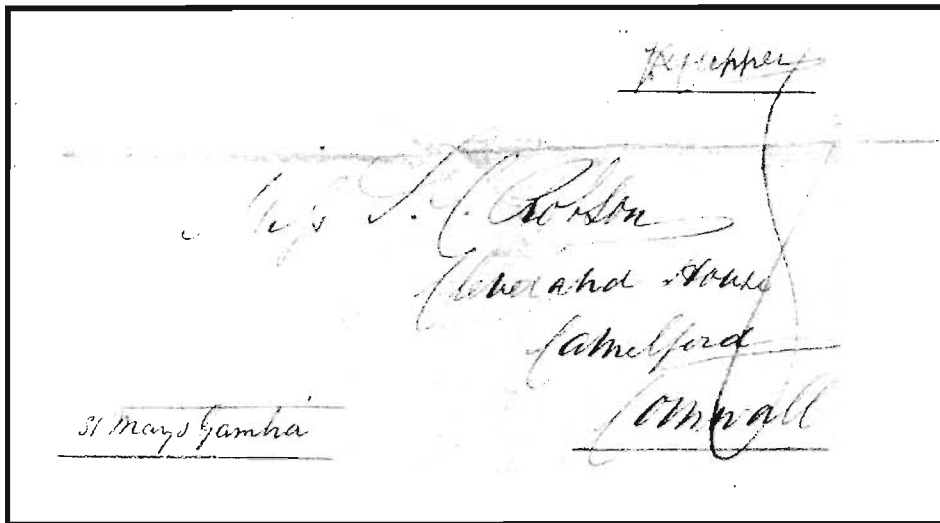
Item 13. Envelope only, dated 23rd December 1853, to Sophy Robson, with m/s l/- and "per M. S. Forerunner" and with a strike of framed PACKET LETTER in black (Robertson type P4). On the reverse is a London c.d.s. arrival mark for 8th January 1854.

Item 14. An entire letter in envelope, dated 24th June 1854 to Sophy Robson. On the front in m/s is l/- and "per Mail Steamer Waterwitch" and on the reverse a Plymouth transit c.d.s. in red for 3rd June 1854 and an arrival c.d.s. in yellow for Camelford on 4th June 1854. Robson writes that he has written the letter in some haste as he expects the vessel to "leave for London with the turn of the tide". He continues "I avail myself of the opportunity to write a few lines as since May there has not been a departure for England and the vessel which left then was obliged to return having got aground on the Horse Shoe a part of the Red Bank and is still repairing damages". Robson continues by announcing the birth of a second child, a daughter, born in Goree. An interesting note has been written on the inside of the envelope flap, which states "6 April The Home Steamer arrived from Sierra Leone last night by which I got a letter of yours written in October 1852 it has been to New South Wales it is best I think to leave out Bathurst in your directions and only put River Gambia, West Africa"

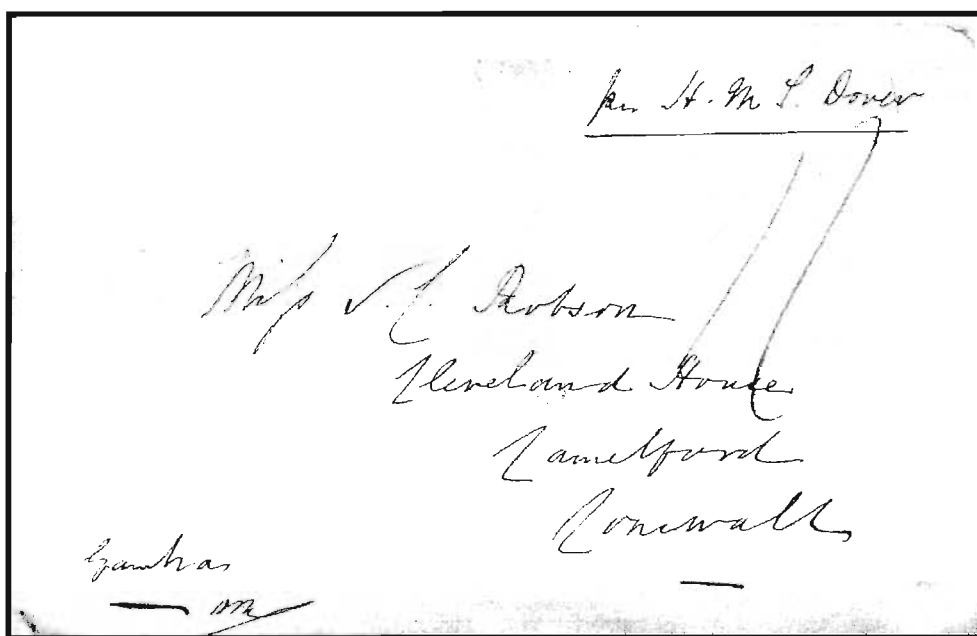
(*a shame we cannot illustrate that one - ed*)

This appears to have been the last letter written by Henry Robson, as he died of yellow fever on the 27th August 1854.

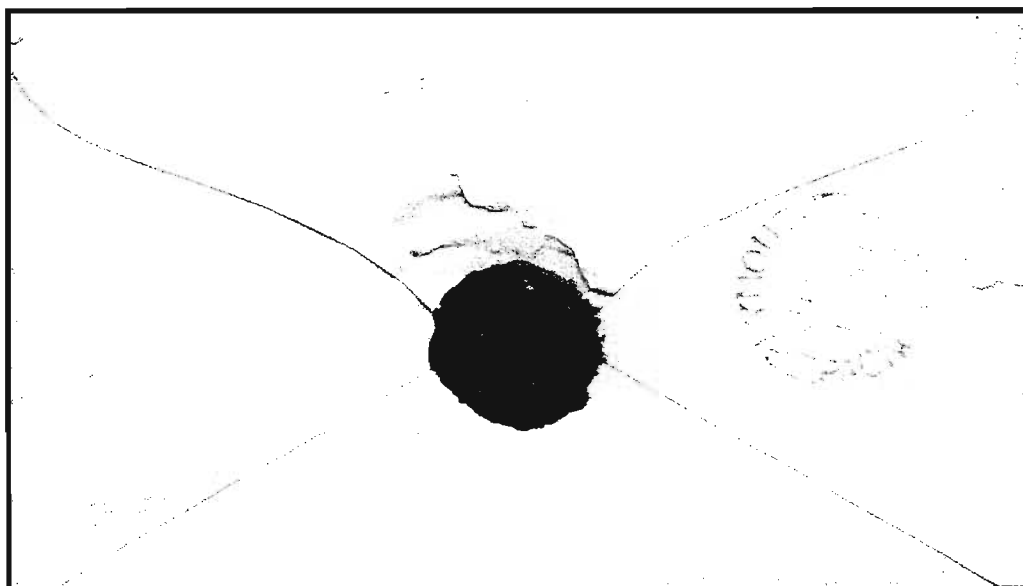
Item 15. Letter only also dated 24th June 1854 and possibly also carried in the same envelope as Item



Item 7, front



Item 11, front



Item 14, reverse

14. The letter is from Ernestine Robson to her sister in law. There is nothing of specific historical interest but it is clear that the letter was written after she had returned from a visit to her in-laws in Camelford. This she must have done whilst carrying her second child. (The four letters from Ernestine Robson are all in different hands, suggesting that they have been written for her, perhaps suggesting that she may have had a limited grasp of English).

Item 16. A copy of a letter of condolence signed by the Governor, Luke Smyth O'Connor, dated 28 August 1854.

Item 17. A copy of Mourning General Orders, signed by Colonel O'Connor, Commander in Chief; giving details of the funereal arrangements for Henry Robson. Orders are given for a full military funeral including a Parade "in front of 11 Wellington St to pay the last sad honours to the lamented comrade the late Honourable Captain Robson."

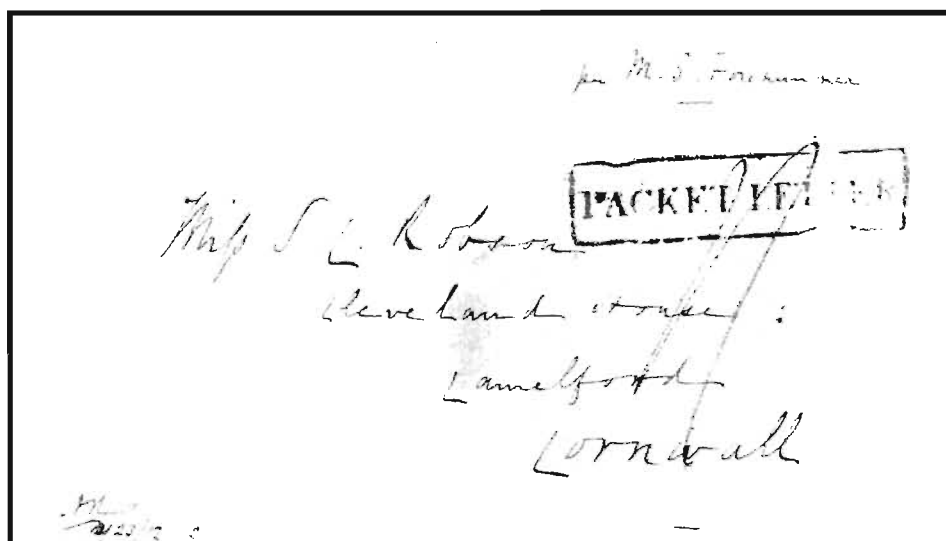
Item 18. The covering letter for items 16 and 17 signed by Lieutenant Colonel J.J.S. Finden, Gambia Militia to W.H.Goddard (Robson's brother in law) dated 29th August 1854. The letter reads. "It affords me a melancholy pleasure in forwarding to you copies of General Orders issued by his Excellency Colonel O'Connor, Governor and Commander in Chief on the 27th and 28th instant, with reference to the lamented death of the late

Honourable Captain Robson and permit me to add that myself and brother officers feel proud at the high and honourable, but deserving tribute paid by his Excellency to the memory and worth of our deeply to be lamented and ever esteemed friend and comrade"

Item 19 Letter only dated 31st January 1855 from W. H. Goddard (Robson's brother in law) to Sophy Robson. The letter has been written in England on the return of Goddard to London. It gives a lengthy and harrowing account of the death of Henry Robson from yellow fever and an outline of Ernestine Robson and her children's health and their impoverished financial status after her husband's death.

Item 20. Letter only dated 11th Febniary 1855, from Ernestine Robson in Bathurst to Sophy Robson. The letter explains her absence in Goree, by necessity, at the time of her husband's death as she was nursing her father. The letter again gives a lengthy description of the death of Henry Robson.

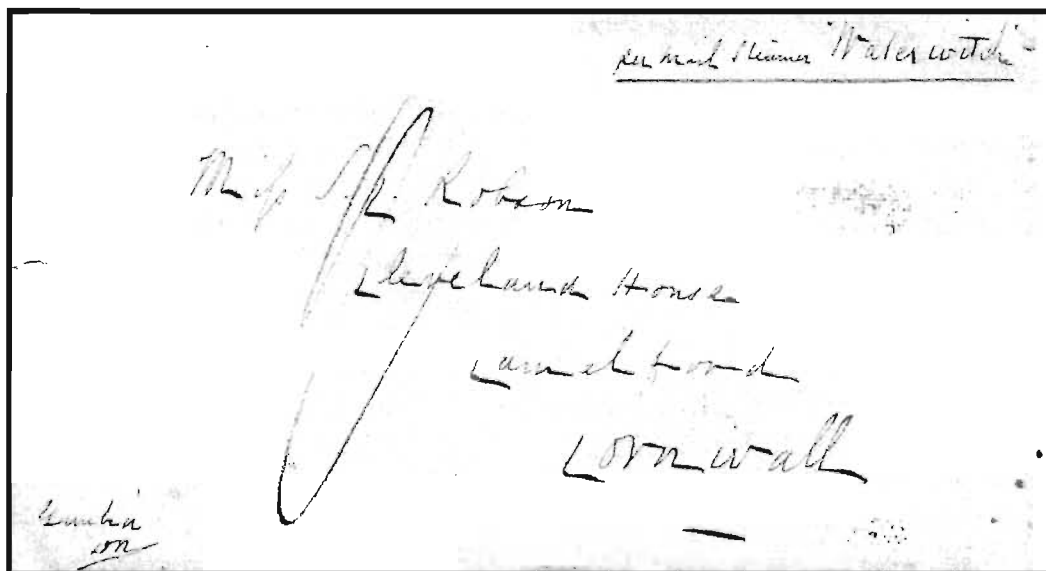
Item 21. Letter only from Ernestine Robson to Sophy Robson, dated 24th October 1856. The letter details the death of Harry Russel Robson (her son) on 5th October 1856 and her last surviving brother in Goree. She also explains that her father died in the same month as Henry Robson. One piece of interesting historical news was that the Europeans were again at peace with the natives in the Gambia.



Item 13, front

Item 22. Letter only dated 22nd November 1858, from Ernestine Robson in Bathurst to Sophy Robson, the last letter of the correspondence. This explains that Ernestine and her surviving daughter are planning to resettle in France with relatives. She plans to visit England and goes on to mention the death of a sister in Goree.

Although only snippets of information from the correspondence can be shown here, (there are, after all, eighty sides of script, which in places is cross-written), the correspondence gives an idea not only of life and death in the colony but also the chances of advancement that existed in colonial service and the attendant risk to health. Although Sierra Leone is generally regarded as being the “White Man’s Grave” it is clear that the risks were also great throughout the West African region in the mid 19th Century. Another problem that is mentioned or hinted at in all of Henry Robson’s letters is the sporadic and uncertain communications with England by the post and trade. Although the Bathurst expatriate residents were attempting to live lives as close as possible to the ones they would have lived at home, their lifestyle must have been severely limited by lack of food supplies and materials as well as the prospect of ill-health, disease and early death.



Item 14, front



Royal Navy Packet Service to West Africa

John Sacher FRPSL

The Royal Navy provided an occasional packet service between the UK and Sierra Leone via Madeira in 1846 and then a monthly service from 1847 until the civil contract commenced in 1850. Letters could also be sent to other places on the West Coast of Africa if endorsed "by Her Majesty's Ship". I have identified one letter from Cape Coast Castle sent in August 1846 via Devonport Packet Letter and charged the 1s per ½oz rate. I also have six letters between February 1847 and March 1850 from Sierra Leone with Devonport, Portsmouth and London Packet Letter marks. These include covers with endorsements indicating that they were sent per HMSs *Wanderer*, *Penelope*, *Sealark* and *Cygnets*. In addition I have one letter sent from London in October 1848 per the *Kingfisher*.

Colin Tabcart is writing about this and I am keen to help him and expand knowledge of items sent in this way and of the ships which provided the service. Some of the covers are very simple in appearance. One has only the '1/-' charge without any Packet Letter mark at all. Another item is marked 'Ship Letter' but charged at the packet rate. It is quite possible that people might have such items but have overlooked their

significance. I would be grateful to receive any information, preferably with a scanned image and would thank readers for any help they can provide.

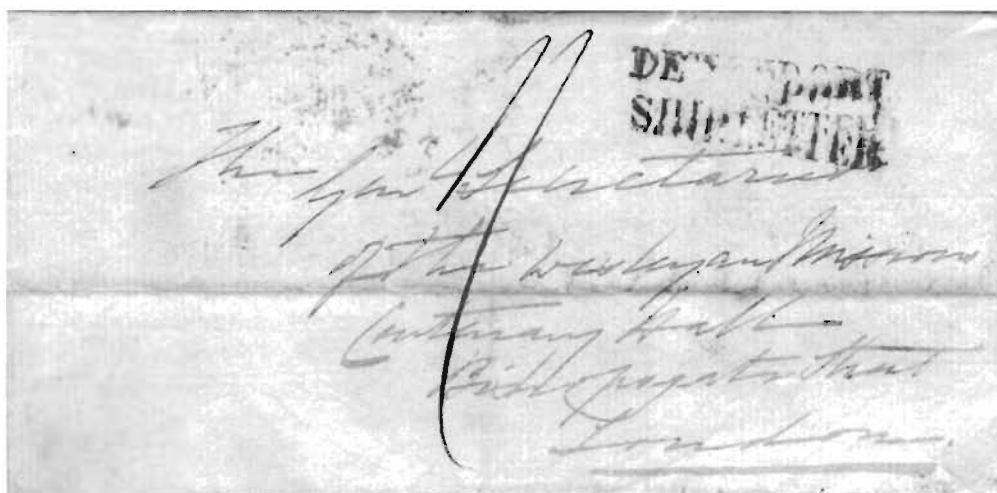


Figure 1: From Cape Coast Castle dated 21 August 1846 and charged 1/- despite the Ship Letter mark

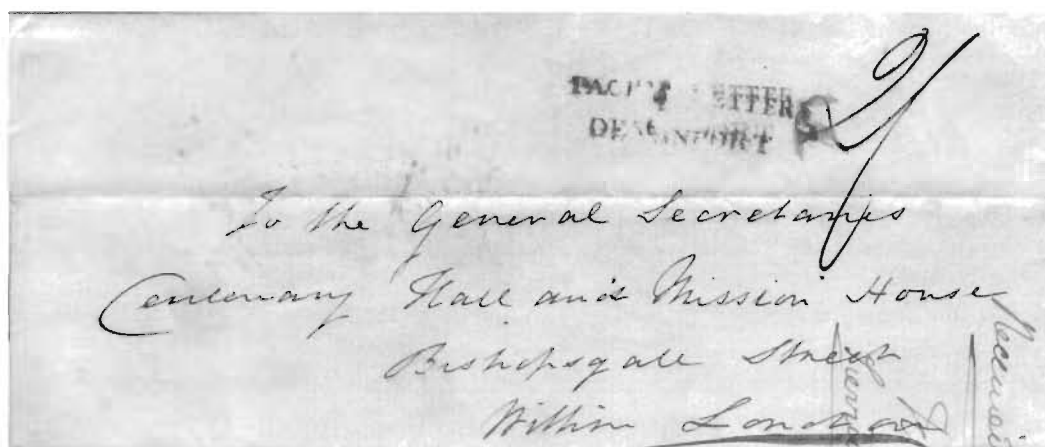


Figure 2: From Sierra Leone dated 15 February 1847 with Devonport packet letter mark (reduced to 75%)

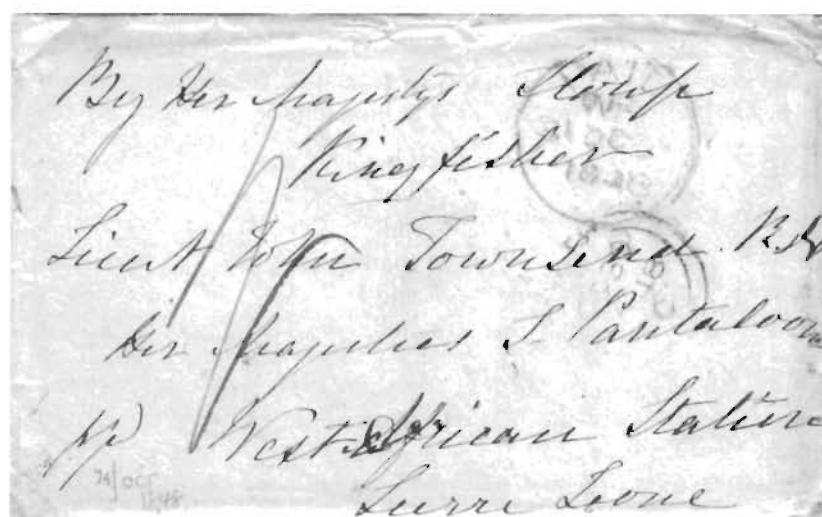


Figure 3: From London to Sierra Leone 'by Her Majesty's Sloop Kingfisher' on 31 October 1848

Slave Trading: the Triangular Route, 1799-1800

John Knight

In 1792 the Abolitionist Movement was successful in getting the House of Commons to agree that the Slave Trade should be discontinued. However it was not until 27 July 1807 that the carriage of slaves on British vessels was prohibited by law, coming into effect from 1 March 1808. The reason for the lengthy delay was due to the great number of petitions brought by influential mercantile firms including The Royal African Company and the Society of Merchant Venturers. (Ref 1)

So, by taking the middle years of this period an exercise has been undertaken to see how many vessels were actually involved in this trade, the details being taken from Lloyds List nos. 3049-4115. These tables run to many pages and so this article includes, as examples, one page of the table of movements, one page of the ship details, along with the complete key and notes. The complete lists have been sent to the webmaster to put permanently onto the WASC website, www.wasc.org.uk, for members to refer to.

The complete tables show that Liverpool was by far and away the most prominent in despatching "blackbirders" to Africa. London, although trading in this market, was beginning to trade in other commodities such as gold dust, ivory, wax, gum and palm oil. Regarding Bristol, this port had its heyday in the trade some 50-60 years earlier and was now mainly concentrating on plantation slavery in the West Indies and the maintenance thereof (Ref 2).

Some salient points:

A Between 1798 and 1802 Liverpool ships carried on average in excess of 37,000 slaves a year but in the next 4 years 1803-1807 slave movement was reduced by 30% to just under 26,000 a year. (Ref 3)

B H. Crow was one of the most prominent captains in the trade, in command of vessels "Will" and "Ceres" and finished with the "distinction" of being in charge of the last slave ship to depart from Liverpool. This vessel was "Kitty's Amelia" which left during July 1807 and arrived in the West Indies with 400 slaves aboard. (Ref 4)

C "Louisa", Capt Brown commanding, landed 326 slaves in Jamaica and netted in excess of £19,300 when sold (voyage 1800) (Ref 5)

D "London", Capt Buckle commanding, carried cargoes for Sierra Leone Company, who were staunch abolitionists (Voyage 1800) (Ref 6)

E Well-known slave merchants included:

Aspinall & Co

J Bolton & Co

G Case & Co (became Mayor of Liverpool)

Deniston & Co

Earle & Co (Mr T Earle also became Mayor of Liverpool)

T Hughan

T Leyland & Co (Mr T Leyland ended up as a banker forming his own bank, Leyland & Bullins in 1807. He left over £600,000 in his estate.)

R Miles & Co

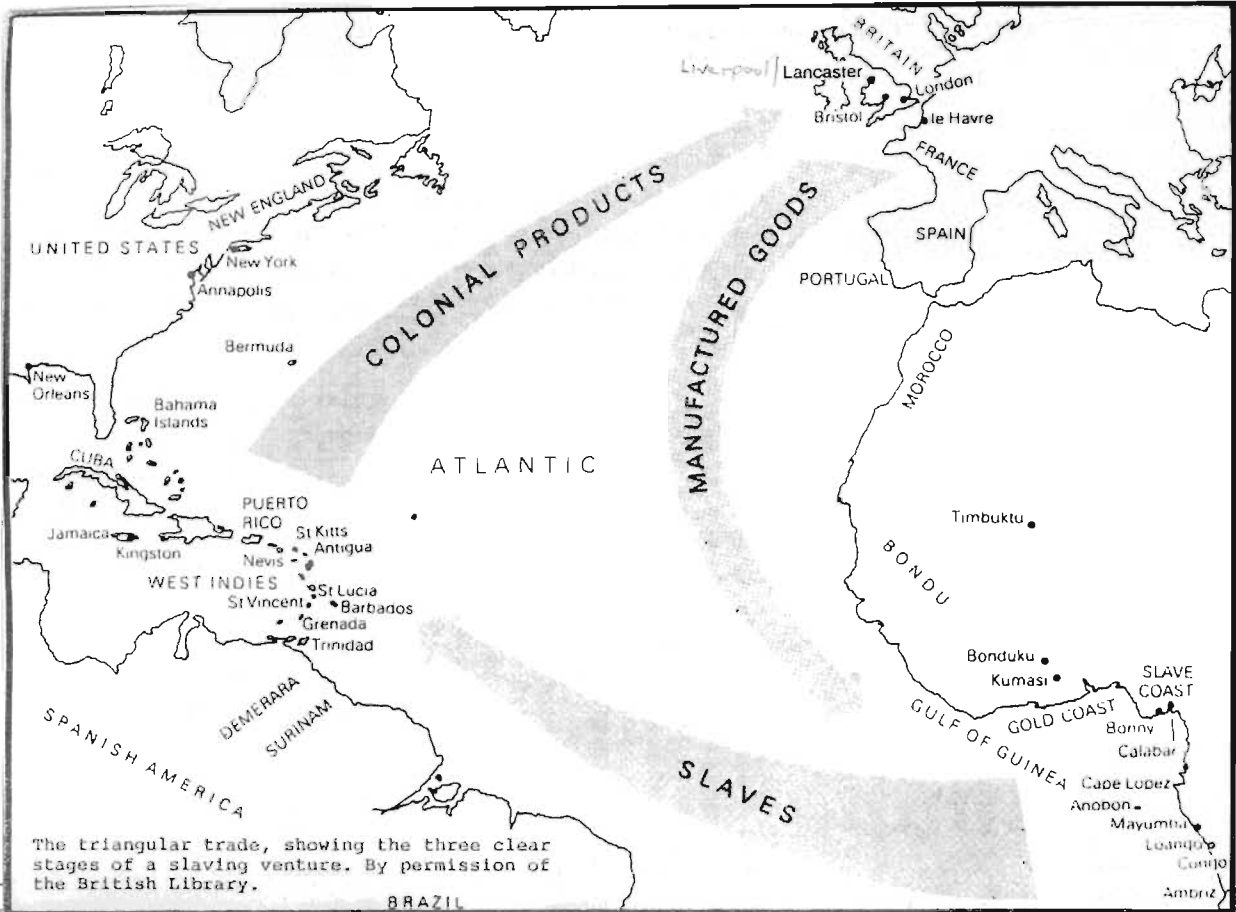
J Penny & Co

J Tarleton & Co, also Tarleton & Backhouse

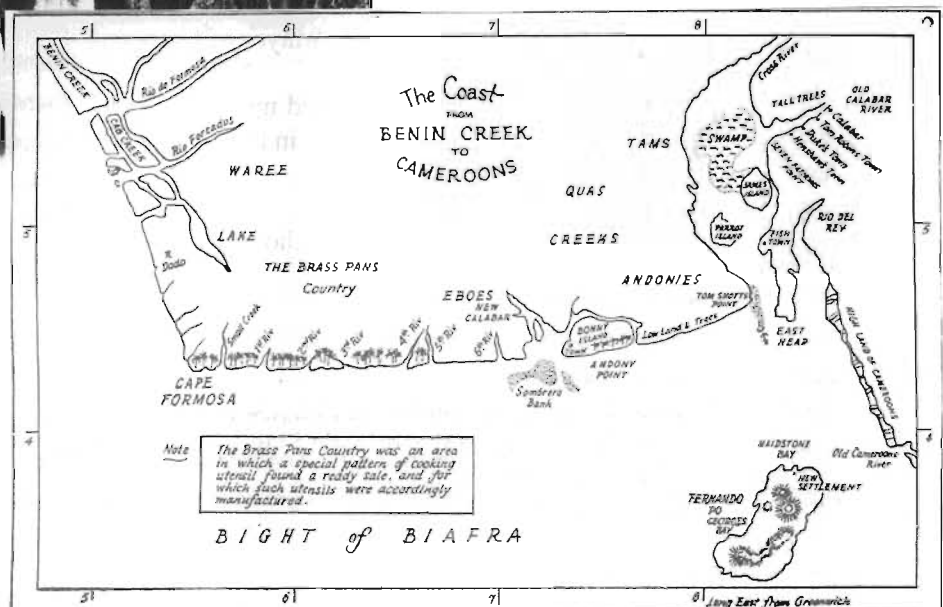
Tobin & Co

References

- 1,2 & 5 "The Trade Winds" edited by C. Northcote Parkinson, 1948, pub. George Allen & Unwin, London
- 3& 7 "The Slave Trade (the History of the Atlantic Slave Trade 1440-1870)" by H. Thomas, 1997, pub. Simon & Schuster, New York.
- 4 "Memoirs of the late Captain Hugh Crow of Liverpool", by W. Matthews, 1830, pub. Longman, London
- 6 "The Lion & Unicorn", by F. Pedlar, 1974, pub. Heinemann, London



Negotiating for slaves, circa 1800



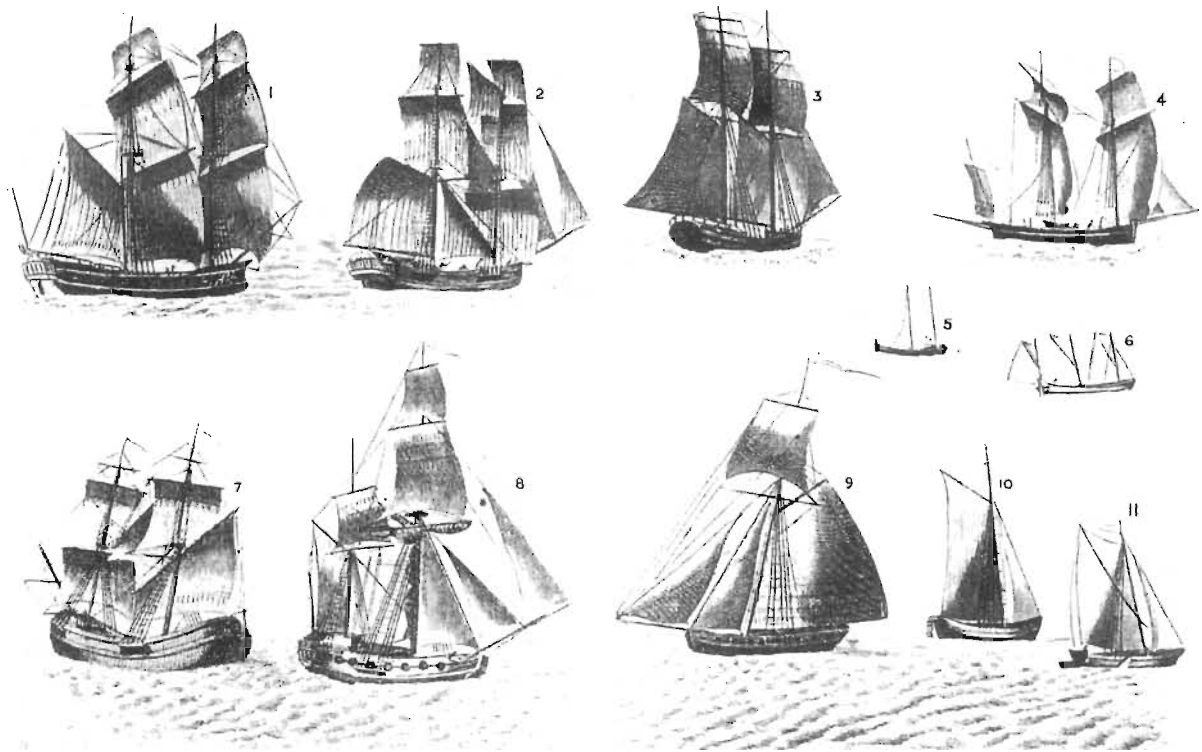
**Page 1 of the Table of Shipping Movements on the triangular route
Britain—West Africa—Caribbean**

Year 1799

Lloyds List no.	Date of report	Vessel	Captain	Port	Actual Date	Destination	Cross ref	Remarks
3049	01-Jan	<i>Edward</i>	Davis	Liverpool		New Calabar	6	
3049	04-Jan	<i>Annan</i>	Davidson	Liverpool		Anamaboe	1	
3049	04-Jan	<i>Antelope</i>	Finnan	London		Anamaboe	9	
3049	04-Jan	<i>Diana</i>	Hulme	Liverpool		Africa	2	
3049	04-Jan	<i>Maria</i>	Martin	Liverpool		Africa	5	
3051	11-Jan	<i>Henry</i>	Cusack	Africa		Havannah		C
3051	15-Jan	<i>Niembana</i>	Bracy	London		Kinsale	68	Bound for Sierra Leone
3051	15-Jan	<i>Diana</i>	Hulme	Africa		Barbados	2	
3051	15-Jan	<i>Resource</i>	Clark	Africa		Barbados	3	
3051	15-Jan	<i>Flora</i>		Africa		Barbados	3a	
3051	15-Jan	<i>Governor Dalziel</i>	Forster	Africa		Barbados		
3051	15-Jan	<i>Diana</i>	Ainsworth	Bonny		Barbados	20	
3051	15-Jan	<i>Lottery</i>	Whittle	Bonny		Barbados	13	
3051	15-Jan	<i>Earl of Liverpool</i>	Barnard	Africa		Barbados	14	
3051	15-Jan	<i>Lively</i>	Hall	Africa		Barbados		
3051	15-Jan	<i>Betsey</i>	Mosson	Africa		St Croix		Vessel sold (A)
3051	15-Jan	<i>Annabella</i>	McGhie	Liverpool		Africa	11	
3051	15-Jan	<i>Christopher</i>	Watson	Liverpool		Anamaboe	55	
3051	15-Jan	<i>Lightning</i>	Quarrier	Liverpool		Angola		
3052	22-Jan	<i>Bonwick</i>	Caite	Liverpool		New Calabar	7	
3052	22-Jan	<i>James</i>	Ingledice	Liverpool		New Calabar	28	
3052	22-Jan	<i>Will</i>	Crow	Liverpool		Bonny	12	
3052	22-Jan	<i>Annan</i>	Davidson	Anamaboe		Berbice	1	
3052	22-Jan	<i>Perseverance</i>	Greaves	Africa		Demerara		
3052	22-Jan	<i>Intrepid</i>	Robinson	Africa		Demerara		
3052	22-Jan	<i>Clarissa</i>	Nicholson	Africa		Grenada		
3052	22-Jan	<i>Resource</i>	Clark	Barbados		Dominica	3	
3052	22-Jan	<i>Amacre</i>	Kendall	Africa		Dominica		
3052	22-Jan	<i>Kingsmill</i>	Mullion	Africa		Dominica	21	
3053	29-Jan	<i>Britannia</i>	Carshore	Africa		Antigua	21a	
3053	29-Jan	<i>Louisa</i>	Brown	Africa		Barbados	18	
3053	29-Jan	<i>Enterprise</i>	Heron	Africa		Barbados	4	
3053	29-Jan	<i>Plumper</i>	Corbett	Africa		Barbados		
3053	29-Jan	<i>Augusta</i>	Smith	Africa		Barbados	19	
3053	29-Jan	<i>Resource</i>	Clark	Dominica		Jamaica	3	
3053	29-Jan	<i>Eagle</i>	Mills	Liverpool		Loango	38	
3053	29-Jan	<i>Arthur Howe</i>	Rooth	Liverpool		Angola	39	
3053	29-Jan	<i>Enterprize</i>	Brine	Liverpool		Angola	40	

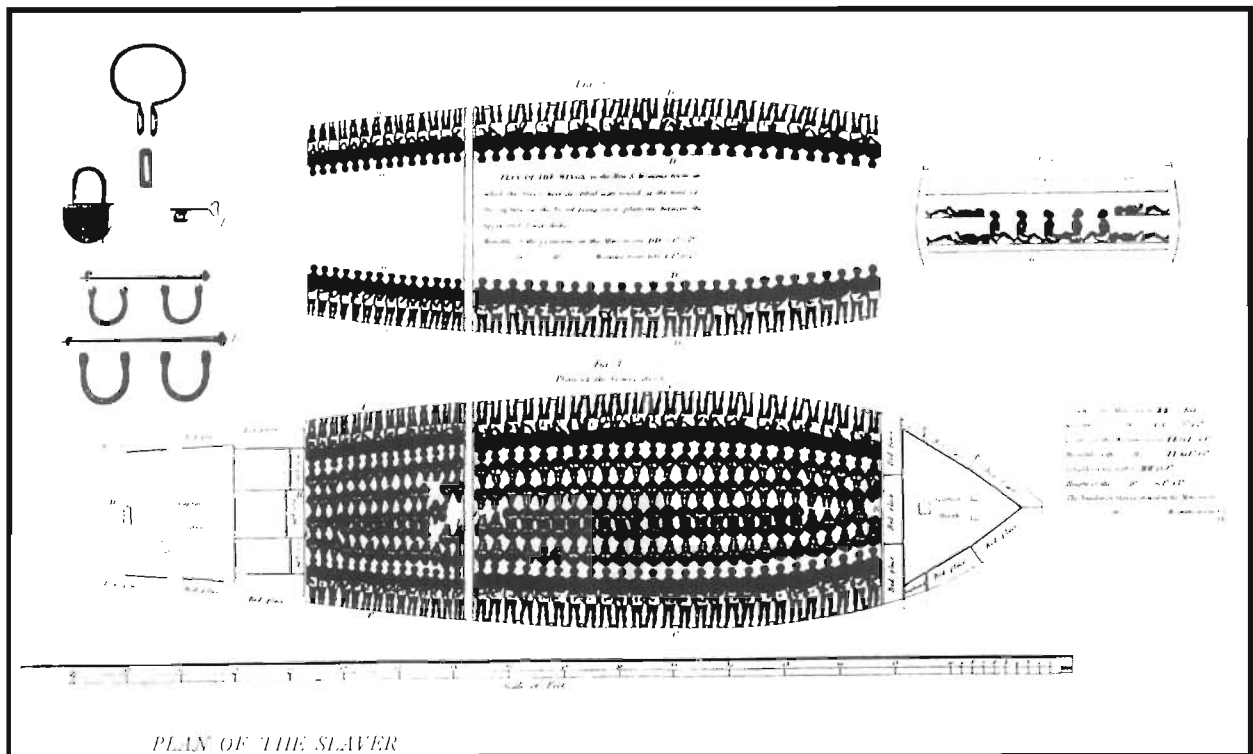
Page 1 of the Table of Details of Ships used on the triangular route Britain—West Africa—Caribbean

Name	Type	Build	captain	Tonnage	Decks	Year built	Location	Draught (ft)	Wood	Armament	Owner Co	Registered Port
<i>Aeolus</i>	Ship	Sh. With copper	Walker	221	2	1787	Liverpool	15	Pine	4 x 12p, 14 x 4p, 2 x 3p	P Branker	Liverpool
<i>Amazon</i>	Ship	Sh. Copper over boards	Rogers	152	Single	1794	New York	12			A Jarvis	London
<i>Ann</i>	Schooner	Sh. With copper	Bird	74	Single	Pre 1796	Irish	9			J Murphy	Liverpool
<i>Ann</i>	Ship	Sh. With copper	Gibson	129	2	1791	Liverpool	11		8 x 4 p	Ward & Co	Liverpool
<i>Ann</i>	Ship	Sh. With copper	Joyles	220	2	1797	Liverpool	14			Ingram & Co	Liverpool
<i>Annabella</i>	Ship	Sheathed	Oliver	308	2	1782	Stockton	16			Woodyear	London
<i>Ariel</i>	Schooner	Sh. With copper	Quinn	97	Single	1790	Liverpool	10			J Ratcliff	Liverpool
<i>Aspinall</i>	Ship	Sh. With copper	Jones	197	2	1792	Liverpool	14		20 x 9 C	Clarke & Co	Liverpool
<i>Augusta</i>	Ship	Sheathed	Winthorpe	332	Single with beams	1789	Dutch	14		2 x 6 p	Jerson & Co	London
<i>Backhouse</i>	Ship	Sh. With copper	Hunter	195	2	1785	Chester	13		14 x 6 p	Rigg & Co	Liverpool
<i>Betsey</i>	Brig	Sh. With copper	Mason	190	2	1790	Liverpool	12		12 x 6 p	J Bolton & Co	Liverpool
<i>Betsey & Susan</i>	Brig	Sh. With copper	Currey	178	Single	1793	Bermuda	12	Cedar/ Pitch pine		Staniforth	Liverpool
<i>Blanchard</i>	Ship	Sh. With copper	Cormick	284	2	1796	Liverpool	15		4 x 9 p, 16 x 6 p	Gibbons & Co	Liverpool
<i>Blanche</i>	Brig	Sh. With copper	Aindow	138	2	No date	America	12	Pitch pine		Gibbons & Co	Liverpool



Some types of vessels with two masts used in about 1800, taken from "Elements and Practice of Rigging and Seamanship Vol 1" by Steel, 1794 courtesy of the National Maritime Museum

- 1) Snow
- 2) Brig
- 3) Schooner
- 4) Lugger
- 9) Cutter



Notes to the tables

Table of Shipping Movements

The table headings for this Table are as follows

Lloyd's list number

Date of report

Vessel's name

Captain's name

Departure Port

Actual dates

Arrival Port

Remarks/ Number notation to follow routing

Letter notations refer to marine List

Notes re Shipping Movements Table

1799

3051	15-Jan	Vessel <i>Fly</i> , Jones from Liverpool to Africa is taken 23 Sept 1798 in lat 2, long 15.32 by a privateer of 16 guns and 95 men, which privateer has captured vessel <i>Eliza</i> , McGaulay from London to Sierra Leone	g y
3051	15-Jan	Vessel <i>Tarleton</i> , Skimmins of Liverpool is lost at Las Palmas	
3051	18-Jan	<i>Harlequin</i> , Topping from Liverpool to Africa is captured by <i>Le Mouche</i> , corvette of 18 guns, 200 men near the Canary Islands	e
3055	19-Feb	<i>Adventure</i> , Pritchard from Africa to the West Indies is taken to the Windward of Barbados by two frigates and a lugger	of
3055	19-Feb	<i>Penelope</i> , Farquhar from Liverpool to Africa is towed into Isle of Man after cutting away her masts in a gale of wind	r
3055	19-Feb	<i>Brooks</i> , master not named, from Liverpool to Africa was drove from her moorings on the Cheshire shore and is full of water.	r
3055	22-Feb	<i>Kitty</i> , Rogers from Liverpool to Africa is totally lost. Captain and 23 men drowned.	n
3058	5-Mar	<i>Betsey</i> , Mosson from St Cruz to Liverpool is taken by the <i>Zelize</i> , privateer of 18 guns and 86 men on 27 February 1799. The privateer is since captured by the <i>Melpomene</i> , frigate and sent into Plymouth (refer list 3051 15-Jan). Arrived 2 March. (A)	g e
3058	5-Mar	King William, Bent from Africa to the West Indies is captured off Martinico and carried into Guadeloupe.	d
3060	26-Mar	<i>Bridget</i> , Trefall from Africa and two vessels from London are captured to the Windward of Barbados by <i>L'Insurgante</i> , French frigate of 40 guns and 400 men and carried into Guadeloupe 14 January 1799. (B)	e o
3060	29-Mar	<i>L'Insurgante</i> , French frigate, is captured in the West Indies by the <i>Constellation</i> , American frigate and arrived into St Kitts 12 February after an action of one hour and a half in which the former had 75 killed and wounded; the latter one killed and three wounded.	i, n
3062	5-Apr	<i>Henry</i> , Cusack from Africa to the West Indies is captured near the Bahamas by a Spanish Packet. (C)	a
3073	11-Jun	<i>Prince</i> , Halston from Liverpool to Africa is put into Milford haven in distress	
3093	23-Aug	<i>Mary</i> , Estill for Africa has been on shore in Portsmouth harbour and got off with loss of three anchors and cables (D)	h
3097	6-Sept	<i>Lord Thurlow</i> , no captain named, for Africa has been on shore at Liverpool	
4000	17-Sept	<i>Mary</i> , Bonsal from Jamaica to Liverpool is put back leaky (E)	
4008	22-Oct	<i>Augusta</i> , Carron from Liverpool to Africa is taken by the <i>Grand Decide</i> , privateer of 20 guns, after an engagement of one hour and carried into Bordeaux	r
4009	25-Oct	<i>L'Esperance</i> of Bordeaux from Senegal with gum, ivory and gold dust, is taken by <i>Cerberus</i> , frigate and arrived at Cork	n
4012	5-Nov	<i>Friendship</i> , Stewart from Jamaica is on shore at Liverpool but is expected to be got off (F)	e
4014	15-Nov	<i>Ellis</i> , Souter from Liverpool to Africa is stranded in Bootle Bay (G)	

- 4015 22-Nov *Astrea*, Ireland from Liverpool to Africa is taken by the *Scipio*, French privateer on 8th inst., retaken on 10th by *La Nymph*, frigate and brought into Plymouth. Arrival 18th November
- 4016 26-Nov A French squadron consisting of *La Concord* of 44 guns, *Le Franchise* of 36 guns and *Medea*, corvette were at the Isle de Los on the Windward Coast of Africa early in September; they had made several captures and were proceeding down the coast.
- 4017 3-Dec *Henry*, Frodsham from Liverpool to Africa has put into Meranham in distress and condemned there.
- 4017 6-Dec *Cecelia*, Roach from Jamaica to Liverpool is lost on the Hogsties, people saved and arrived at New Providence (H)
- 4019 24-Dec *Governor Milne*, Neal from London to Africa got on shore on the Last Sand, and deserted by crew, since which the Margate boats have got her off and carried into Whitstable (J)
- 1800**
- 4014 10-Jan *Diana*, Sellers from Africa is arrived at Liverpool after being captured on the Windward Coast by three French frigates with the following ships; *Maria*, Martin, *Robust*, Hunter, *Tartar*, Hewitt, *Pilgrim*, Scott and *Britannia*, Owen. The *Diana* was given up to the crews. *Hinde*, Nuttall from Surinam and Martinico and *Favourite*, late Evans from Martinico were spoke with *Diana* (arrived at Liverpool) a little to the westward of Cape Clear; they sailed about the end of October with the convoy for England. (K)
- 4014 10-Jan *Amphitrite*, Cochrane is reported to be upset at New Calabar
- 4015 14-Jan *Juno*, no captain named, from Barbados is taken on the Coast of Africa by three frigates
- 4016 17-Jan *Tonyn*, Towers from Jamaica to Liverpool is sunk in Waterford harbour by being run foul of. (L)
- 4018 24-Jan *William*, Ellison from Martinico to London is on shore at Scilly and it is feared will be lost (M)
- 4018 24-Jan *Margaret*, Richardson from Barbados to Liverpool has been taken, since retaken by two American frigates and arrived at Martinico. (N)
- 4019 28-Jan *Atlanta*, Reddie from London to Africa lost her masts, bowsprit, anchors and cables in the Downs and since brought up in Margate Roads (P)
- 4019 28-Jan *La Fraternalite*, no captain named, from Liverpool to Africa is returned to Liverpool dismantled (Guineaman)
- 4019 28-Jan *Hannah*, Arnold from Jamaica to London has been spoke with in January by *Julia*, arrived at Liverpool, having lost her mainmast (Q)
- 4020 31-Jan *Nancy*, Ritchie from Jamaica to New Providence is taken and arrived at Cuba (R)
- 4020 31-Jan *Mona*, Mawdsley from Surinam to Liverpool is on shore at Kinsale (S)
- 4021 4-Feb *Amphitrite*, Cochrane of Liverpool and *Adriana*, Hewitt also Liverpool are captured on the Coast of Africa by the French squadron (see 4014 10-Jan)
- 4023 11-Feb *Favourite*, late Evans from Martinico to Liverpool is stranded in the Lewis's. Part of the cargo saved. (T)
- 4024 14-Feb *Lord Nelson*, no captain named, from Antigua to Liverpool is taken by *La Belle*, privateer and carried into Rochelle
- 4031 11-Mar *La Fraternalite*, no captain named (presumably Rockcliffe see 4032 14 March), of 16 guns from Liverpool to Africa was captured by *Mars*, French privateer on 20 February 1800.
- 4031 11-Mar *Adventure*, Warren from Jamaica is condemned at New Providence (W)
- 4032 14-Mar *La Fraternalite*, Rockcliffe from Liverpool to Africa taken by a privateer is retaken by *Diadem* and arrived at Cork
- 4034 21-Mar *Merlin* 20 guns, *Albion* 20 guns, *Jonas* 16 guns, *John* 12 guns, *Venus* 10 guns, *Concord* 13 guns and *Prosperity* of 6 guns are reported to be captured on the coast of Africa by the French squadron
- 4034 21-Mar *Pilgrim*, Swind is lost at Cape Coast, part of the cargo saved (X)
- 4039 8-Apr *Prince John*, Hestor from Africa to a Market is lost off St Lucie. People saved (V)
- 4043 22-Apr *Merlin*, Giles from Africa to the West Indies is captured with 200 slaves on board by the French squadron on the coast of Africa

- 4049 13-May *Rebecca*, Brockbank has been taken on the coast of Africa and given up as a cartel.
- 4049 13-May *Tartar*, no captain named, *Enterprize*, Carlisle, and *Dispatch*, Quay are taken by the French at Benin on the coast of Africa and sunk (Y)
- 4051 20-5 *Hinde*, Nuttall from Liverpool to Africa was lost on Cape Finisterre 2nd April and 25 of the crew drowned
- 4056 3-Jun *Union*, late Viles, from Africa to the West Indies is captured and carried into Guadeloupe
- 4058 10-Jun *Shortland*, Hurd from Jamaica to Liverpool was lost 23rd April off Maguina (Z)
- 4063 27-Jun *Eliza*, Harwood (late Dodson) and *Swift*, Williams which both sailed 17th April for Liverpool put back to Jamaica leaky (AA)
- 4063 27-Jun *Susannah*, Houghton for Liverpool is put back to Jamaica after engaging a privateer (AB)
- 4064 1-Jul *Charlotte*, Crow from Africa (New Calabar) is lost at Trinidad. People saved. (AC)
- 4067 11-Jul *St George Packet*, Bell from St Thomas's to Jamaica is captured and carried to Cuba (AD)
- 4069 18-Jul *Amazon*, Graham from Jamaica parted the fleet 10th June (AE)
- 4071 25-Jul *Swift*, Williams fro Liverpool is condemned at Jamaica (AF)
- 4075 8-Aug *Lune*, Mills from Liverpool to Africa is captured by a French privateer and carried to Teneriffe
- 4075 8-Aug *Fame*, Carr from Sierra Leone to London was captured 1st July by *Fortune*, privateer of Bordeaux (AG)
- 4076 12-Aug *Hinde*, Kimber from Liverpool has been taken and burnt at Lagos on the coast of Africa (AH)
- 4082 2-Sep *Chato Murgu*, Fiddes from Liverpool to Africa and the West Indies is lost on the coast of Africa (AJ)
- 4083 5-Sep *Hughes*, Beuliff from the Gold Coast to Jamaica was taken 1st June off Porto Rico by a Spanish armed ship and carried to Porto Cavello. The mate is arrived at Jamaica. (AM)
- 4084 9-Sep *Lord Duncan*, King for Liverpool is put back to Jamaica and condemned (AK)
- 4087 19-Sep *Swift*, Lamb from Sierra Leone to London is captured by *Le Bergen*, privateer of Cayenne and carried into Teneriffe (AL)
- 4092 7-Oct *Mentor*, Currie from Jamaica to Liverpool foundered at sea on 22nd ult; the crew taken on board *Hope* and arrived at Clyde (AM)
- 4093 10-Oct *La Concorde*, French frigate of 46 guns and *La Mere*, French frigate of 42 guns from the coast of Africa were captured off the coast of Brazilles about 3 months since by a squadron from the Cape of Good Hope.
- 4094 14-Oct *La Magicienne*, French schooner from Senegal to Bourdeaux is taken by Clyde, frigate and arrived at Plymouth 9th October
- 4095 21-Oct *Friendly Cedar*, Brown (Gunn) sailed from Angola 15 January last and has not since been heard of (AN)
- 4096 21-Oct *Dick*, Graham from Liverpool to Africa was captured 15th inst by *La Grand Decide*, privateer of 18 guns and 140 men after an action of seven hours in which the *Dick* had the captain and twelve men wounded, and the privateer twenty seven killed and wounded; was retaken the following day by the Fishguard and Clyde frigates and sent into Plymouth. Arrived 22nd October.
- 4106 28-Nov *Africa*, Atkins from Demerara to London is captured by two privateers and carried into Guadeloupe after a severe engagement (AP)
- 4114 26-Dec *Patty*, Kerslake from Liverpool to Plymouth sprung a leak at sea and is deserted by the crew and since lost on the coast of Ireland (AQ)

Table of Ship Details

From the Movement Table a second table describing the ships was formulated by cross-referring to Lloyd's Underwriters Register 1800. This table is in four sections

Part 1 Where the tables are completely aligned. Captain's names are mentioned where there is more than one vessel with the same name.

Part 2 Where the captain's name is completely different

Part 3 This section shows vessels in register that don't appear in the Movement table (initially bound for Africa)

Part 4 Remainder of the Movement table that were not found in the Underwriter's Register, with given captain's name.

These table headings for Table 2 are:

Vessel's name

Type

Build

In situ spelling (Vessel/captain)

Tonnage

Decks

Year built

Location built

Draught (in feet)

Wood

Armament

Company (in situ)Registered port

In the table of "Armament" the guns of the common construction are distinguished by a "p" after the number and weight of metal ("pounders"). Carronades are marked by a "C", and short guns of the new construction by "NC".



WWII GB Naval Control

John Little

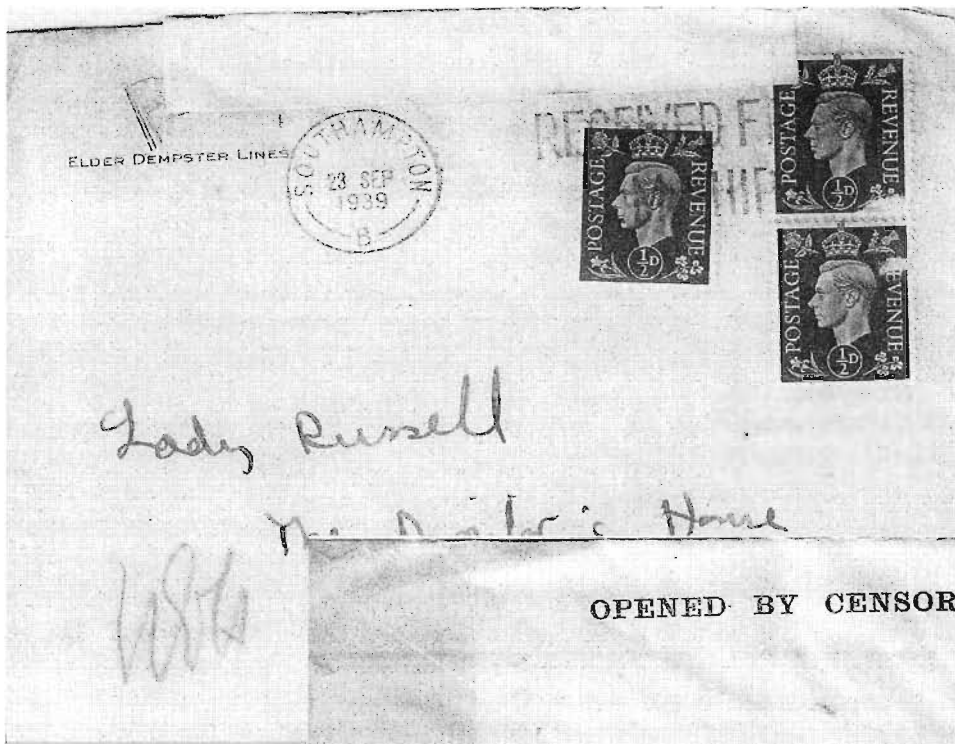
Ed—this article appeared in the Civil Censorship Study Group Bulletin of April 2006. The editor, Graham Mark, had asked for information on the Elder Dempster connection and I was able to put him in touch with John Knight with a view to publishing the resulting article in both Journals.

Looking through some back issues of the CCSG Bulletin I came across the article "WWII—GB—Naval Control Liverpool" by Konrad Morenweiser (CCSG Bulletin Vo 31, No 1, p14, January 2004). I remember thinking, at the time, that the label was from Sierra Leone and I knew I had a similar item but, on inspection, I now believe Konrad was right.

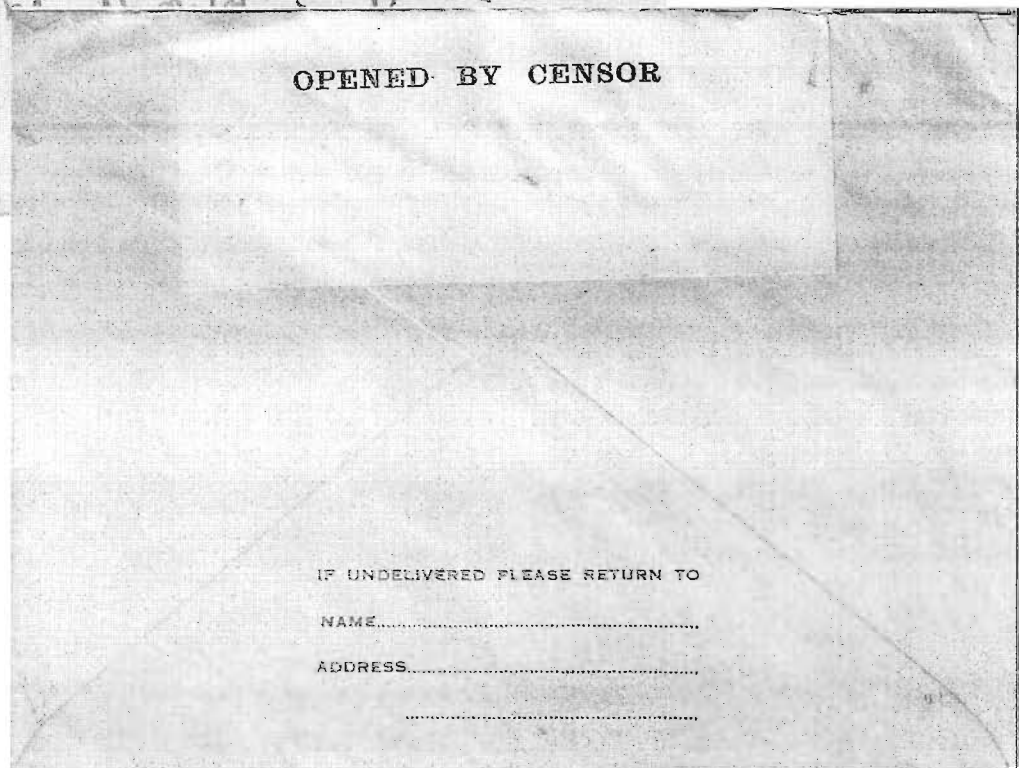
My cover, presumably posted on the high seas as the envelope was printed for Elder Dempster Lines, was landed at Southampton (not Liverpool as was Hans Roos-Etter's cover), and the adhesives were cancelled on 23 September 1939, with the RECEIVED FROM / H.M. SHIPS slogan postmark. This is one of only two (known to me) such wartime strikes. The Elder Dempster vessel *Biafra*, 5405grt, arrived at Southampton on 20 September 1939.

The label was applied over the top edge of the cover, as was the one Konrad illustrated. The early 1939 date also fits in. On close inspection of two Sierra Leone labels their text appears thicker, and the label is very large, 126x63mm. These naval labels are smaller, at 89x51mm, and the text is offset to the left.

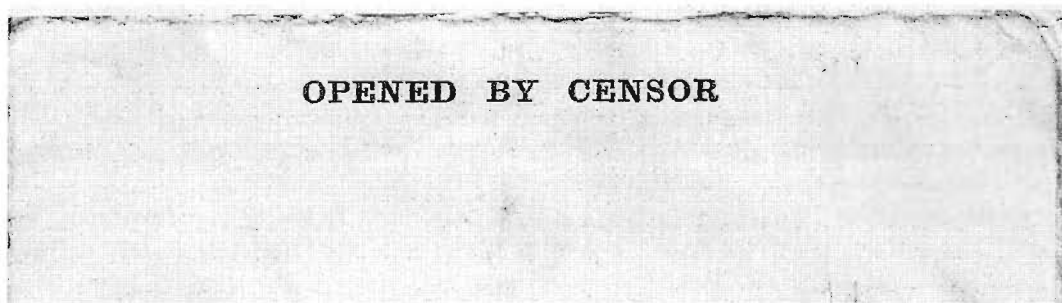
The final piece of evidence that these two covers are NAVAL CONTROL, but not just Liverpool, is that both have the same set of initials in pencil. This man must have been stationed at Southampton in September, but by 12 October he was at Liverpool.



The cover (at 90%) is addressed to the wife of Sir Edward John Russell (b.1872) the Director of the Rothampton Experimental Station (an agricultural research establishment) at Harpenden



Reverse of the cover, (at 90%) showing the lighter text, offset to the left, on a smaller label

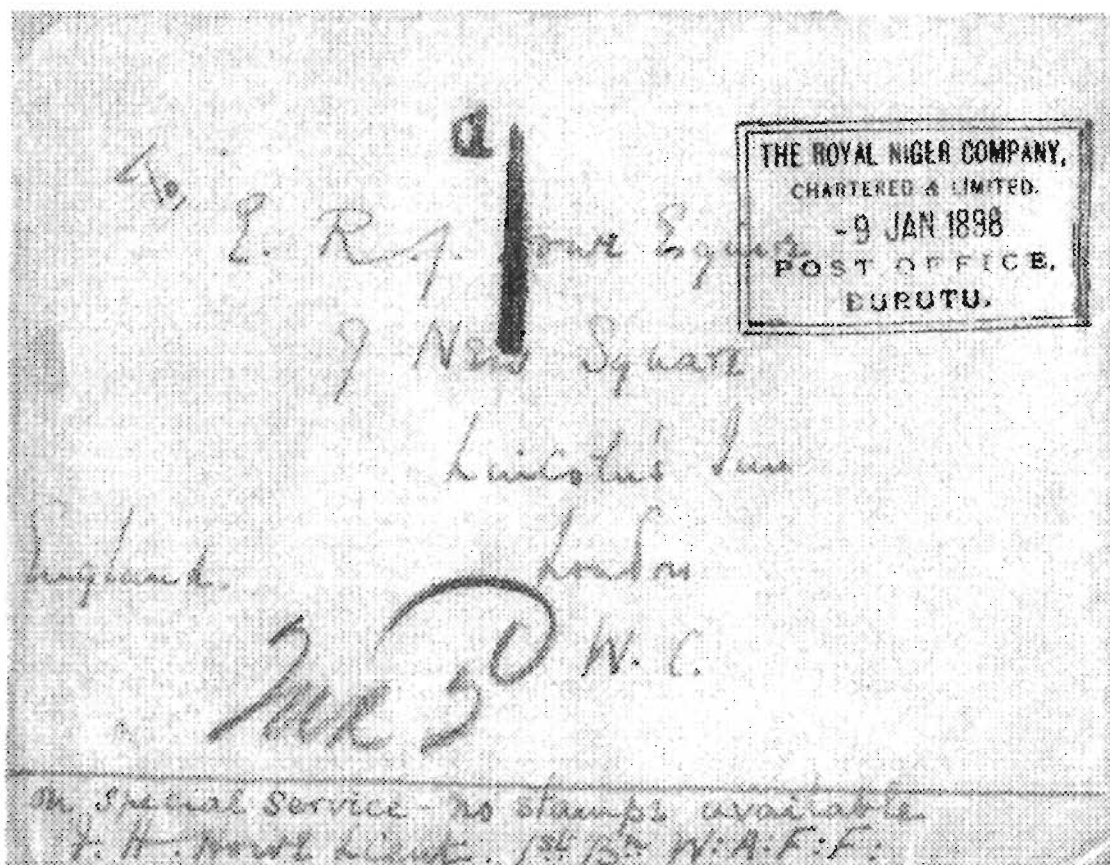


Sierra Leone label type IID. Thicker text, more centrally placed, on a larger label

Acknowledgement. Thanks are due to John Knight of WASC who supplied information on the Elder Dempster Line's *Biafra* and its movements in the second half of 1939. However it must be acknowledged that the crested cover is not definite proof that the writer was on board that company's vessel.

Niger Company—Stampless mail surcharged

Rob May



The illustrated stamp-less Niger Company cover was sold recently through a local club auction and was picked up by a WASC member. It is back-stamped "PAID LIVERPOOL BR PACKET 2 FE 99" cds and "LONDON W.C. FE 3 99" cds.

I have referred to Ince & Sacher (Ref 1) to find that correspondence from Lieut. F.H. Howe is listed, but not this particular cover. The list and an illustration in that book shows Lt Howe to have used the curious form of endorsement "On special service—no stamps available" on stamp-less letters posted at other dates.

From 1891 homeward mail from the Niger Territories was charged at 2½d, usually prepaid in British stamps. Ince & Sacher states that the Imperial Penny Post was introduced in the Niger Territories on 1st January 1899, so mail after that date should have been charged 1d—on arrival if the item was stamp-less. On the face of it, the Burutu postmark of 9 January 1898 should have resulted in a charge of 2½d instead of 1d, but the back-stamps show that the clerk at Burutu had made a mistake and failed to change the year in the date slug to 1899. The letter was actually posted just a few days after the start of 1d postage in 1899.

Jeremy Martin has identified the large black "d1" hand-stamp as a Liverpool type M56 marking (Ref 2), but it is not clear where, or why, the blue manuscript "tax 2d" was applied. John Sacher has seen a photocopy of this cover, and has suggested that it may have been found to be overweight. I would not expect a normal weight active service officer's cover properly endorsed "no stamps available" to have been surcharged on arrival at twice the normal postage rate. So, was Lt. Howe at fault for not using the expression "on active service"?

Does anyone have any other suggestions?

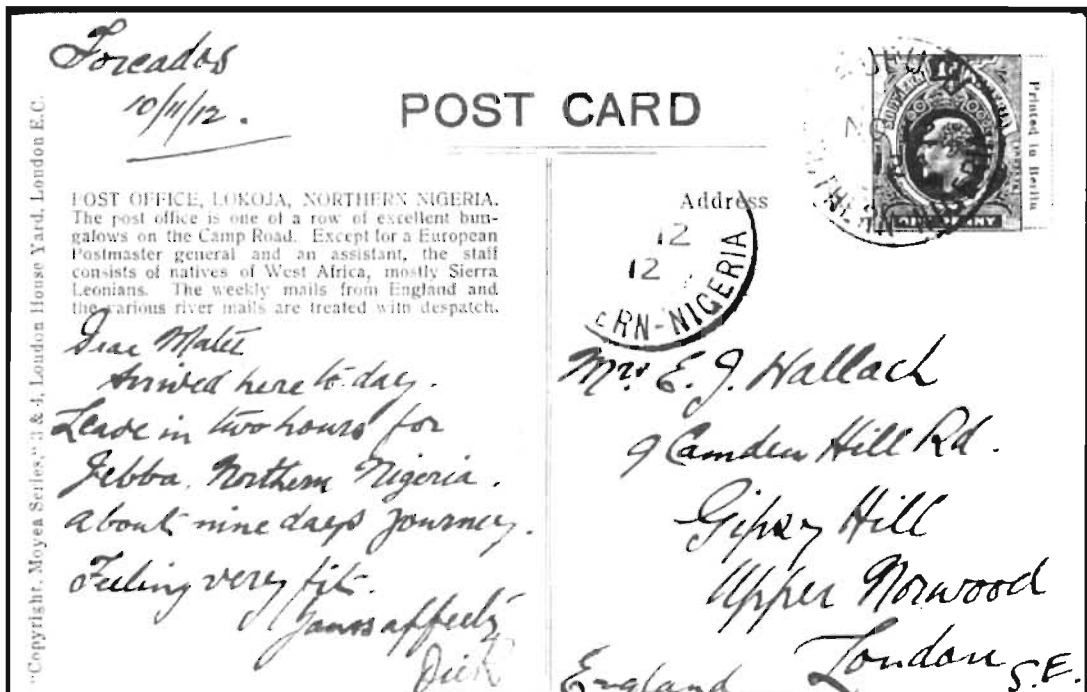
References

1. Ince J.F. & Sacher J., *The Postal Services of the British Nigeria Region Prior to 1914*, p118 & pp 503-504, RPSL, London 1992
2. Tabcart C., *Robertson Revisited*, p172, James Bindon, Cyprus 1997

Lokoja Post Office, Nigeria

Jeremy Martin

This postcard view of Lokoja Post Office was written at Forcados and posted from Burutu in November 1912. As well as the printer's interesting text about the post office operations, the sender's message also gives a journey time of nine days from Forcados to Jebba.



Togo—French Occupation Mail via Accra

John Mayne

From 1884 to 1914 external mail not collected by Woermann ships at Lome or Anecho (Klein-Popo) was routed via Gold Coast or Dahomey. The only exceptions recorded are six QV postal stationery cards from Ho Mission sent pre-1900 before the town had a post office, which were routed via Quittah, by-passing Lome (Ref 1).

Over Christmas 2005 a registered cover was offered on ebay, for which a good image for publication is unfortunately not available. Posted 23 February 1921 from Palime to Germany, it carried Togo SG 32, which is the Dahomey 50c value overprinted, and a French registered label Martin & Walton RF3b (Ref 2), a few days later than the earliest recorded use and possibly only the second recorded.

From 1 October 1920 Palime was French so it is unusual that the cover carries the back-stamp (M&W 006.01) of Ho, in the British sector, four days later. It is the first time I have seen this scarce cancellation used as a back-stamp. The item was next back-stamped at Accra with an Accra Gold Coast Registered Post strike of 3 March 1921. this is the first time I have seen French occupation mail passing westwards to the Gold Coast not routed via Lome. I have mail from the French sector to Dahomey which by-passed Anecho.

I was not fortunate enough to win the bidding for this!

References

1. Mayne J., "Ho and Other Missions in Togo and Gold Coast", *Cameo*, Volume 8 p274, WASC, January 2005
2. Martin J.J. & Walton F.L., *Togo : The Postal History of the Anglo-French Occupation 1914-1922*, p??, WASC, Sheffield 1995



Gambia—Newly Recorded Censor Mark

John Rose



A recently purchased postcard from Gambia to the USA shows a single strike of a type 4C octagonal cachet in violet with Crown / passed / T.176. This cachet has not previously been recorded for mail posted in the Gambia and I can find no similarity between the censor number and any other number that has been recorded on PC90 tapes. The picture postcard has a contemporary 2d Gambia stamp cancelled at Bathurst on 9 June 1941, for surface mail. Although it is possible that the cachet may have been applied in transit to the USA, it was most probably applied in Bathurst before despatch.

AR—Advice of Receipt

D. J. Richardson and C.W.E. Coles (decd)

In Cameo Vol 8 No 2, January 2004 at page 107, Frank Walton queried how the Advice of Receipt service worked, and in particular whether the pre-payment for the service should appear as an additional franking of postage stamps affixed to the cover. At a subsequent WASC meeting some members had a further conversation about the AR forms, or more particularly their absence from our collections!

I recently stumbled across a article in the Journal of the France & Colonies Philatelic Society, No. 181, September 1991, (corrections also in No 182 Dec 1991 and No 183 March 1992) explaining the system in the French context. I have secured the consent of the surviving author, Derek Richardson and of the present editor to reproduce an edited and re-illustrated version here. I hope it will be of interest to all members, as it is my understanding that the AR service is a special postal service within UPU rules, applicable equally to the British interests; though it must be said that the AR service appears to have been much more actively used by the French than the British.

This service was introduced in the mid 19th century. In this article we attempt to explain how it has evolved and to illustrate the service in operation. The AR procedures, and in particular the AR forms, have undergone a number of changes, described in great detail by Messrs. Mathieu and Sambourg in *Feuilles Marcophiles*, and we include, with due acknowledgement, a summary of these in Appendix 1.

The fees denominated in Francs and Centimes for the AR service in France and Colonies are tabulated at figure 1. From 1 April 1921 (foreign) and 1 May 1926 (internal) onward, a higher fee was payable if the advice was asked for subsequent to the posting of the letter (Après le dépôt) than if it was asked for at the time of posting (Lors du dépôt).

The purpose of the AR mark is to alert the receiving office to the existence of an AR form accompanying the registered or insured letter. The mark is struck on the front of the envelope, and it is often used also to obliterate the adhesives which pay the AR fee (Figure 2). There appear to be two main types of AR marks, but at least one other type exists as figures 2, 3 and 4 show.



Figure 2

A13 : ADVICE OF DELIVERY

Procedures for obtaining advice of delivery (*avis de réception*) of a registered or a *chargé* letter have existed since 1849. At the start, advice had to be requested at the time of posting - *lors du dépôt* - but from 1881 it could be obtained even if it was requested after the time of posting - *après le dépôt* - though from 1926 a higher fee was payable for *après le dépôt* requests. In 1976 (5 April) the *après le dépôt* fee became the fee for investigating a claim (*réclamation*) for non-delivery.

Advice of receipt was also obtainable for any items sent by the Paris pneumatic post between 1896 and 1937 and for registered items between 1964 and the ending of the pneumatic service in 1984.

Effective Date	Lors du dépôt	Après le dépôt
06.07.1859	.10	-
01.09.1871	.20	-
01.05.1878	.10	-
--.05.1881	.10	.10
01.01.1917	.15	.15
01.04.1920	.25	.25
16.07.1925	.75	.75
01.05.1926	.75	1.50
17.11.1938	1.	2.
05.01.1942	1.50	3.
01.03.1945	2.	4.
01.01.1946	3.	6.
01.01.1947	5.	10.
02.01.1947	4.50	9.
01.05.1947	5.	9.
08.07.1947	6.	12.
21.09.1948	10.	20.
06.01.1949	15.	30.
01.07.1957	30.	45.
06.01.1959	45.	70.
01.02.1962 NF	.50	.80
16.05.1964	.60	1.
13.01.1969	.80	1.50
04.01.1971	1.	2.
16.09.1974	1.50	3.
02.08.1976	2.	4.
15.05.1978	2.50	5.
15.10.1979	2.70	5.50
01.08.1980	3.10	6.30
01.09.1981	3.60	7.30
01.06.1982	4.10	8.30
01.06.1983	4.40	9.
02.07.1984	4.60	9.40
01.08.1985	4.80	9.80
01.08.1986	5.10	10.
01.08.1987	5.40	10.

Effective Date	Lors du dépôt	Après le dépôt
16.08.1988	5.60	11.
11.01.1990	6.	12.
19.08.1991	7.	14.
10.08.1992	7.50	
05.07.1993	7.70	20.
18.03.1996	8.	Gratis
01.01.2002	1.22 €	
01.06.2003	1.30 €	

Advice of delivery of correspondence sent by Pneumatic post.

Effective Date	Advice by post	Advice by Pneu.
--.07.1896	.10	.30
01.05.1926	.75	1.50
12.04.1937	: Registration possible.	

Advice of delivery of a registered letter sent by Pneumatic post.

Effective Date	Advice by post	Advice by Pneu.
13.06.1964	.50	1.50
15.01.1965	.50	1.60
01.08.1966	.60	1.60
07.07.1973	1.	3.90
01.01.1976	1.50	8.40
01.04.1977	2.	9.
22.05.1978	2.50	11.
08.06.1979	2.50	12.
01.12.1981	3.60	13.20
01.04.1983	4.10	14.70
30.03.1984	: End of pneumatic post.	

Figure 1: extract of table of charges published in the new edition of Derek Richardson's "Tables of French Postal rates 1849 to 2005" (see Bookshelf page 186 of this issue of Cameo)

The system in action

In all the examples illustrated, the AR request was made at the time of posting, so it is the fee in the *Lors du dépôt* column of figure 1 which applies.

Figure 2 is a 1938 Official envelope to England bearing stamps to the value of 3fr50. The foreign registered letter rate was 1fr75 plus 2fr registration so there is an underpayment of 25c, and a manuscript T mark has been added. The single 1fr75 stamp cancelled by the AR hand-stamp correctly paid the foreign AR fee.

Figure 3 is a 1940 registered letter to Switzerland bearing stamps to the value of 7fr of which stamps to the value of 2fr were cancelled by the AR hand-stamp. The foreign AR fee was 2fr at this date and the foreign registered letter rate was 5fr, so the letter was correctly stamped.

Figure 4 is a 1938 registered unsealed circular with a 2fr15 stamp cancelled by date-stamp. It shows the third type of AR handstamp. The AR fee was 75c, the fee for business papers was 50c and the registration fee for such items was 80c, total 2fr05, so the letter appears to be over-franked by 10c.



Figure 3

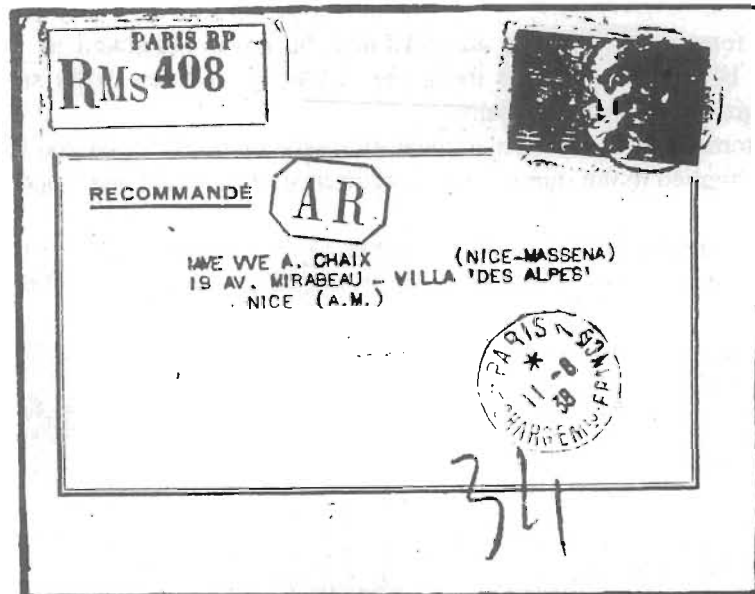


Figure 4

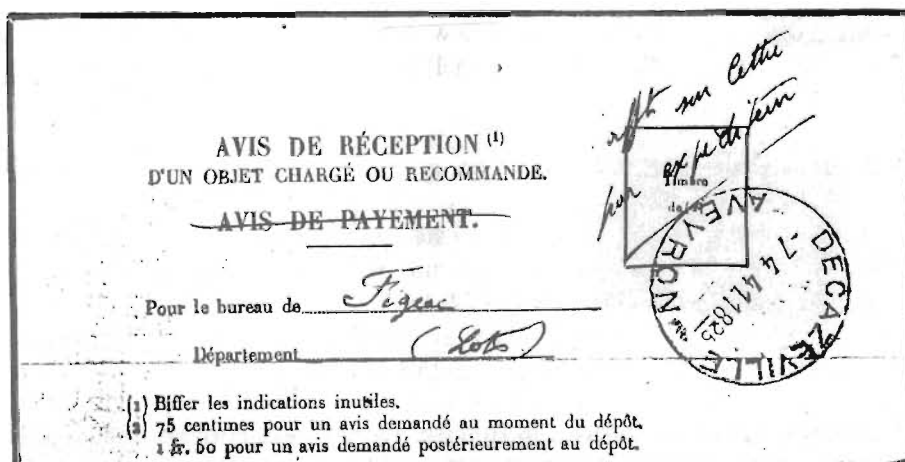


Figure 5

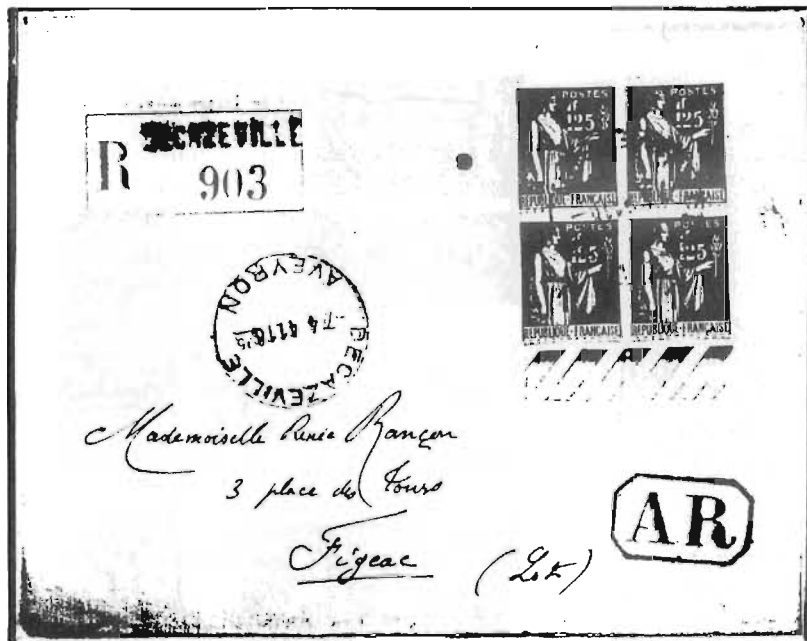


Figure 6

Figure 5 is the AR form no 514 which accompanied the cover illustrated as figure 6. Where the AR franking could have been applied to the form, the sender has written “affts sur letter par expéditeur”, confirmed by the originating office date-stamp.

Figure 6 is a 1941 internal registered letter franked 4fr, made up of 3fr registered letter rate and 1fr AR fee. There is no AR mark applied to the stamps. The concurrence of figures 5 and 6 is possibly philatelic.

The illustration in the original article of an AR cover from a French colony was not well-printed in the original article, so figure 7 shows an AR cover from the editor’s collection, checked against the table of rates.



Figure 7 is a 1953 envelope between addresses in Bouaké, Ivory Coast, correctly franked 40fr, made up of 25fr printed paper rate and 15fr AR fee, without any AR hand-stamp cancelling the adhesive.

APPENDIX I AR Procedures

Over the years there have been different procedures for obtaining advice of receipt. We attempt to trace these, beginning in 1892, the date of introduction of the boxed AR cachet. We use the term “object” to refer to the registered letter or insured letter for which the advice was required.

Interior—advice requested at the time of posting

Scheme 1, 1892-1899

At the oral request of the sender, the originating office applied the AR mark to the object, franked with the additional 10c AR fee, and to the sender’s receipt. The distributing office raised pink form no.514 to certify that the object had been delivered, and posted this to the originating office in service envelope no.818. Here it was logged then forwarded to the sender in service envelope no.819.

Scheme 2, 1899-1920

The rather cumbersome procedure of scheme 1 changed in 1899 with the introduction of a modified pink form no.514 which was raised at the originating office and to which was affixed the 10c AR fee (15c after 1 May 1917). The object, franked normally, was marked AR, as was the sender’s receipt. The object travelled through the post with the form pinned to it (*ed— look for two pin holes in one corner of the cover*). The office of distribution completed the form and returned it in service envelope no.819 to the sender (not the originating office, as before). *In recent correspondence Derek Richardson adds that the signature on the form is that of the postman to say he has delivered the item, not that of the addressee to say that he has received it.*

Scheme 3, 1920-1954

1920 saw the introduction of a new pink AR form still numbered 514 but of the ‘telegram’ format with tuck-in flap. The procedure was the same as in scheme 2 except that the completed form no.514 was returned to the sender on its own, not in an envelope.

The procedure was interpreted somewhat casually. The franking of the AR fee on the object rather than the form no.514 was tolerated at some offices. Sometimes two AR marks are found on the object, the second being used to obliterate the stamp which represented the AR franking.

Scheme 4, 1954 onwards

Pink form no.515 was adopted for internal and international use. The method of payment of the AR fee by franking the object became official. The obliteration of the AR fee stamp by the AR cachet was made official and this rule was followed in most cases, but exceptions are found.

The modern era has seen further changes, including the introduction of AR etiquettes in place of the rubber stamps. We do not include details in the present study.

Interior—advice requested subsequent to the time of posting

This was an uncommon procedure and we have no examples to illustrate it. The object itself never bore any mark or extra franking, of course, because it had left the office of origin before the request was made. The franking was invariably on the advice form. Otherwise the procedure was the same as above. The form was completed by an official of the distributing office, taking delivery information from his register, and then returned to the sender.

Overseas

As figure 1 shows, after 1921 the foreign AR fee was higher than for internal mail. Sometimes the same AR form served for both internal and foreign use: at other times forms of a different style were used. The advice form was signed by the recipient, not an official. These minor differences apart, procedures for foreign mail were the same as for internal mail.

Ed—I illustrate opposite a modern (1993) pink no.515 form which was attached with a boxed Recommandé sticky tape to a letter from Paris to Dundee, and, instead of being signed and returned to Paris, was left with the letter. It seems Dundee post office was not familiar with the AR process.

LA POSTE  **AVIS** de réception de paiement d'inscription

FRANCE

A remplir par le bureau d'origine

Bureau de dépôt
PARIS DENFERT ROCHEREAU

N° 07053 Date de dépôt 02 MARS 1993

A renvoyer par la voie la plus rapide (aérienne ou de surface) à découvert et en franchise de port.

EXPÉDITEUR

M. OLIVIA MACDONALD
(Nom ou raison sociale)

N° 61, rue AV. Verdier
9220

à MONTROUVE FRANCE VERMOREL FRANCE
(Code postal) (Bureau distributeur)

RETOUR de l'avis

1 83308 P - IMPRIMERIE NATIONALE 1 200008 H 06 D

Avis à coller par le guichetier

A remplir par le bureau d'origine

Envoi recommandé Lettre Paquet Imprimé Colis postal ordinaire

Envoi avec valeur déclarée Lettre Boite Paquet Colis postal Valeur déclarée _____

Mandat de poste Mandat de versement Chèque d'assignation Montant _____

DESTINATAIRE

M. ~~CAROLAN OLIVIA MR CFS. Williamson~~
(Nom ou raison sociale du destinataire ou intitulé du C.C.P.)

~~30 Whitehall Street~~

(Rue et numéro)

à ~~DUNDEE DD1 4AL~~ ~~ECLASSE~~
(Lieu de destination) (Pays de destination)

L'envoi mentionné ci-dessus a été dûment remis payé inscrit sur C.C.P.

Présentation le : _____ Signature de l'agent Timbre du bureau de destination

Distribution le : _____

Signature du destinataire

COMMANDE RECOMMANDÉ

1 83308 P - IMPRIMERIE NATIONALE 1 200008 H 06 D

References

- 1 M. Mathieu & A. Sambourg, "Les formules de demandes d'avis de réception des origins a nos jours", Feuilles Marcophiles no.226 (1981); "La marque AR et les demandes d'avis de réception", ditto nos. 229 & 230 (correction) (1982); "Les tarifs des demandes d'avis de réception", ditto no.233 (1983)
- 2 J-P Alexandre et al, "Les tarifs postaux français 1627-1969", (1982)

Cameroons—Postcards from the Inland Campaign

Philip Kaye

I think it would be of interest to record the details of two postcards from a member of the Cameroons Expeditionary Force which I acquired a few years ago and which are illustrated herewith.

I have referred to Bob Maddocks' excellent book on the Cameroons Expeditionary Force 1914-1916 (Ref 1). The earlier card with the skeleton cancel (Figure 1) has an interesting message which, added to the fact that the card was published at Dschang, strongly suggests that the writer was a member of Col. Gorge's force referred to on page 82 under the entry for 25 Dec 14.

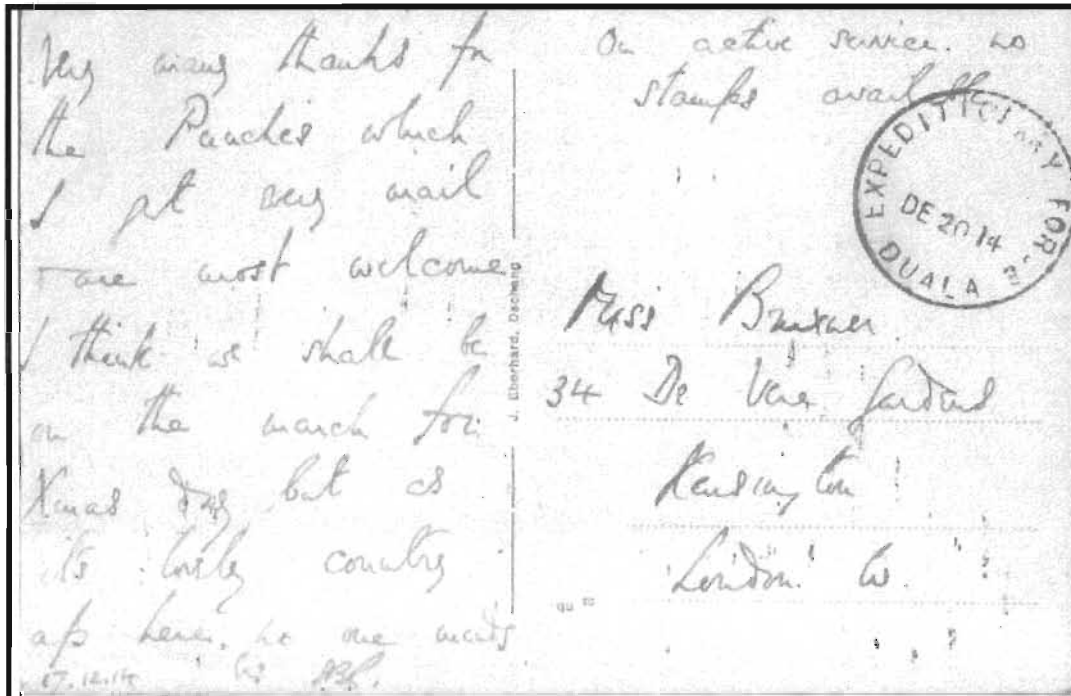


Figure 1: stamp-less postcard dated 20 December 1914

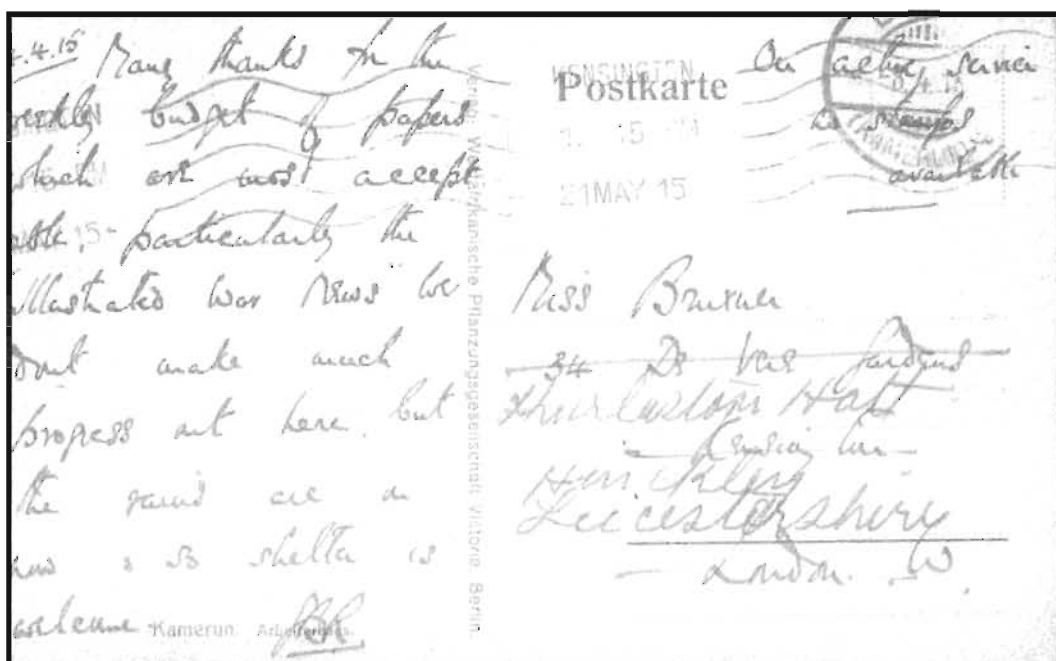
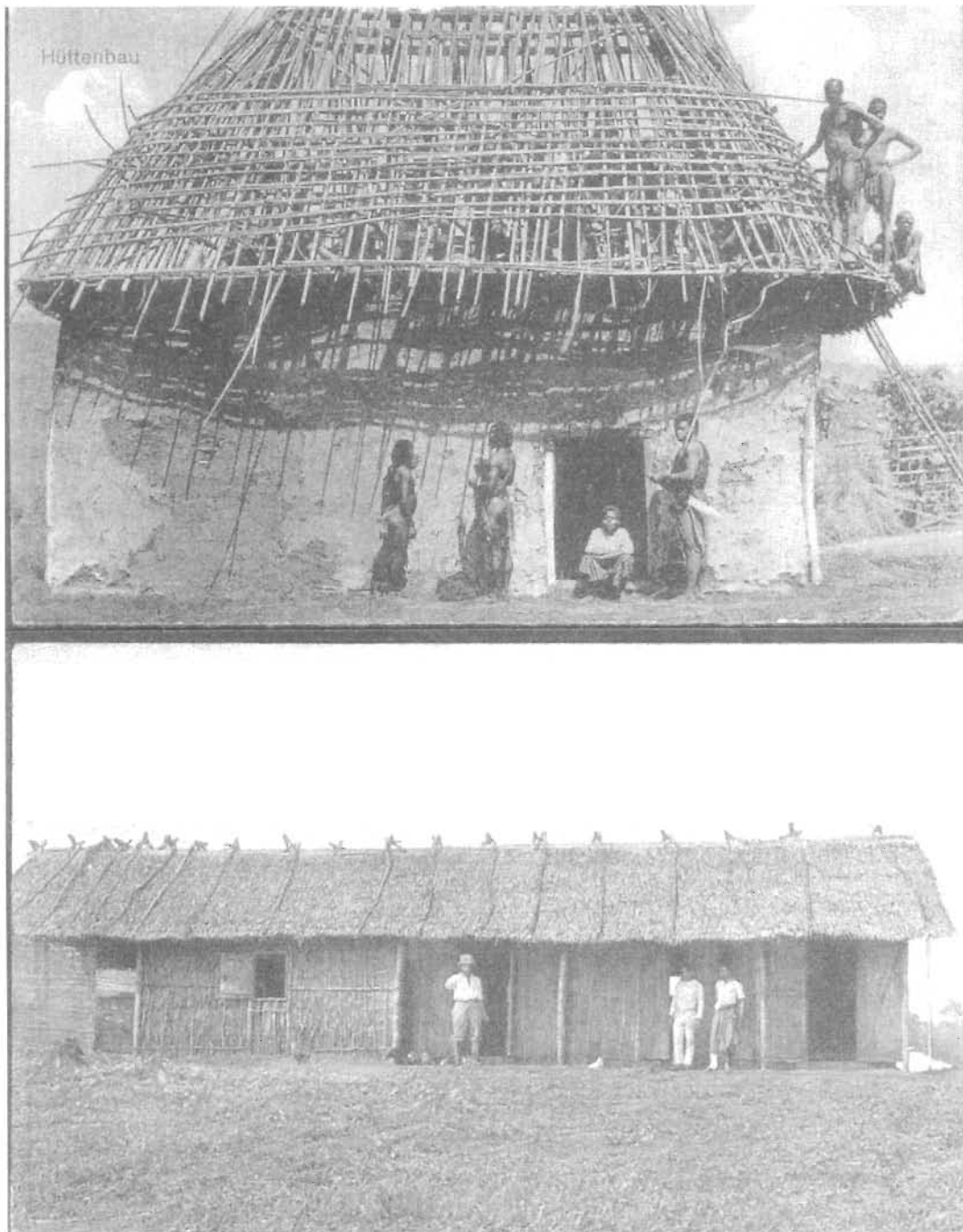


Figure 2: stamp-less postcard struck with Friedmann Type 20 for -8.4.15

I exchanged letters with Bob Maddocks regarding the identity of the writer. His initials can be interpreted as "JBR" and Bob came up with the name of Lt. J. Bruxner-Randall. This seems very likely as the addressee of both cards is a Miss Bruxner. He belonged to the Royal Welch Fusiliers and joined the C.E.F. on 20 September 1914 at the Communications Section Headquarters. At the time of writing the first card he was probably at Nkongsamba or Bare where the northern column under Col. Gorges was preparing to advance on Dschang. Dschang was not captured until 2 January 1915 and then only temporarily held.

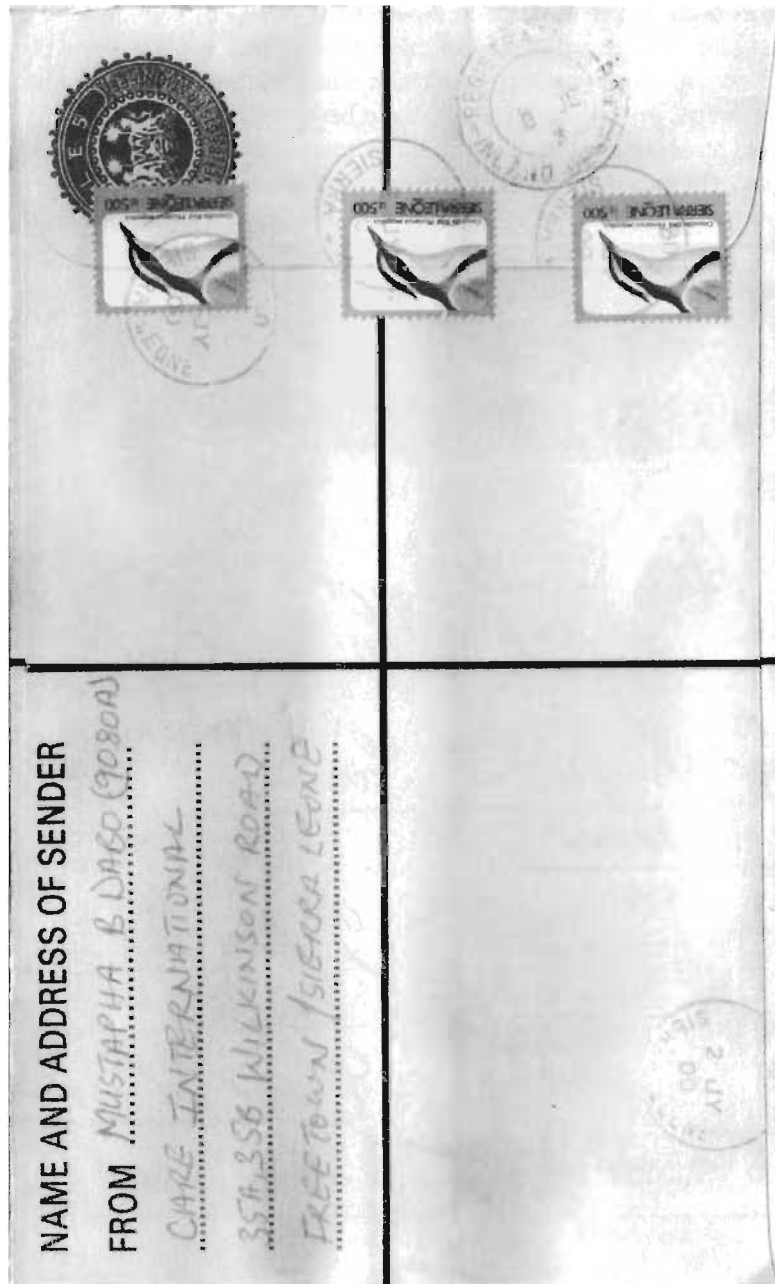


Reference

1. Maddocks R.J., *The Postal Arrangements of the Anglo-French Cameroons Expeditionary Force 1914-1916*, pp82, 129-130, Author, Oswestry 1996

Sierra Leone Date-stamp Anomalies

Peter Rolfe



Circular postmarks of all territories are well known from the earliest times with erratic date slugs. These can be reversed, inverted, transposed or even omitted altogether. However this anomaly has, in recent years in Sierra Leone, been so commonplace that it is hardly worth recording these days.

Nonetheless, at a recent stamp fair I came across a cover that should serve as an awful warning about being over-confident in written records. The item illustrated is a recent Registered Postal Stationery Envelope with a clear postmark for Bo of 2 July 00. Further examination shows it is correctly stamped to the value of Le2500 with current definitive stamps bearing an imprint date of 2002. The reverse also has a clear double ring Registered / Inland Despatch postmark as used in Freetown with the date 8 July 3. This is clearly the correct year but without that despatch mark we would be left guessing what had gone wrong.

Philatelists beware!

Gauß Expedition Cover from St Helena

Hal Vogel

The cover illustrated was posted at St Helena on 2 September 1903 by a member of the German Antarctic *Gauß* Expedition as the ship was returning to Germany. The 'rate' of 3 shillings is made up from a wide range of Victoria and Edward adhesives suggesting this was a philatelic piece - possibly Mr. Meyer was a philatelist wanting the stamps, or the sender could have been sending an appreciative note of their stay in the Cape and simply used an array of colourful frankings to embroider its means of delivery. The postal rate at the time was one penny per half ounce, plus two pence registration fee.

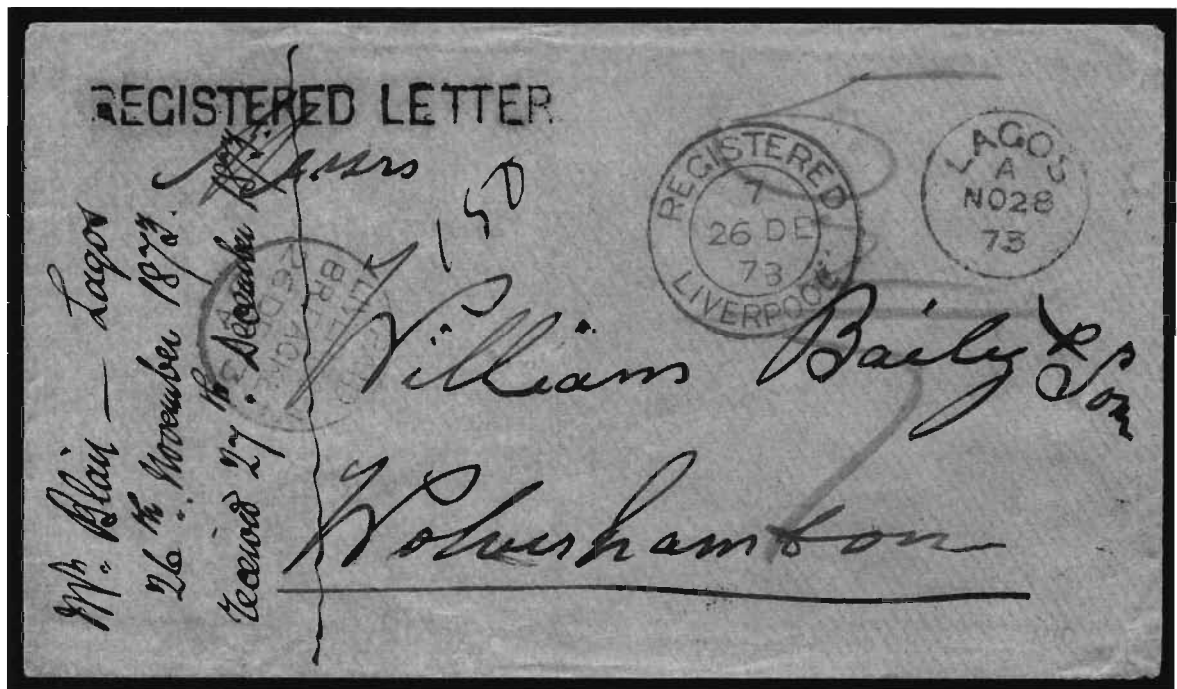


The *Gauß* was conveying back the main part of the First German Antarctic Expedition of 1901-1903. A subsidiary component had been brought to Kerguelen on another (commercial) vessel. Led by Erich Dagobert von Drygalski, *Gauß* and its expeditioners became only the second ship (and individuals) to winter in Antarctica. It might be viewed as the **first** to voluntarily winter there, since the first had met their fates involuntarily aboard *Belgica*, 1897-1899. They discovered that part of the Continent now called 'Wilhelm II Land', and it was during their sojourn there when they became the second (by only weeks) to make an ascent in Antarctica (as did the slightly earlier British Antarctic Expedition, from a tethered balloon for surveillance purposes). They also visited Crozet and Heard Islands.

This particular cover was mailed from their last port stop before reaching Europe on the return voyage. They had called at Cape Town, where they had been hosted by members of the Cape and expatriate German community. It would seem possible that the piece was sent by a senior member of the expedition to someone he had befriended during this call.

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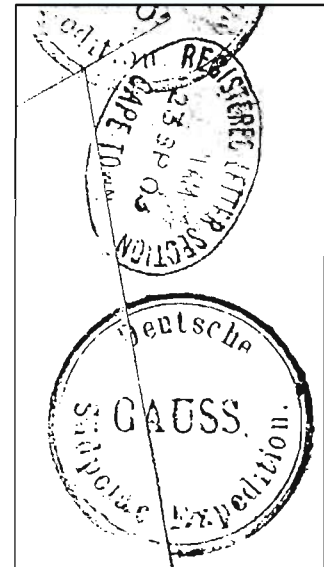
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The reverse shows two strikes of the circular 'Deutsche / GAUSS. / Südpolar Expedition.' cachet as illustrated (*right, at 100%*).

This mark is the only type of stamped mail cachet believed to have been used by the expedition's main party (another type was used by those on Kerguelen). Sometimes a blue circular vignette (sticker) can also be seen stuck on some of the ship's mail. This, though, is usually only found on 'official' mail, since it is a type of adhesive that often identifies postage-free authorisation for official mail through the German postal system.

There is not much extant from the expedition's postings, but from what exists we know that individuals did make mailings (mostly back to friends, family members and colleagues in Germany), from their various outward and homeward ports of call.



Gold Coast - A new Watermark Variety on 1884 1d

Paul Redhead



Gold Coast SG 12
with inverted watermark
from Paul Redhead: paul@redsite.org

Gambia—A new Watermark Variety on 1922 1½d

John Rose



I recently bought an auction lot containing an all periods accumulation of Gold Coast and Nigeria stamps. In it were a number of copies of the 1884 Crown CA 1d stamp, one of which has inverted watermark. There is no mention of this watermark variety in the Gibbons catalogue so I sent a scan to Peter Newroth, who tells me he has not seen any record of this variety but is not surprised one has turned up considering the large numbers of this value printed. Although much of the stamp is obscured by a heavy killer bars cancellation there is enough depth of colour to suggest it is SG12a; carmine rather than rose-carmine.

A used copy of the 1½d Elephant & Palm issue of 1922 with inverted watermark was offered in a provincial auction in 2005. This is the first recorded copy with an inverted watermark, although there must potentially be another 79 copies from the remainder of the sheet.

The stamp has line perforation 13.8 and is in the crimson red shade (type h of Andrew). It has a near-perfect strike of Kunta-Ur for 14 April 1935. If this stamp represents part of a sheet sold entirely at the Kunta-Ur post office, it is perhaps a good idea to check the back of other 1½d stamps posted there in spring 1935.

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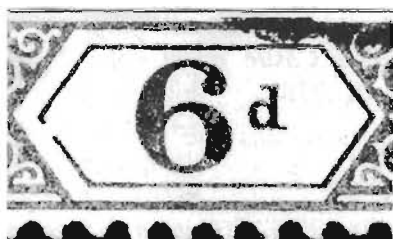
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Sierra Leone Frame Breaks

Frank Walton FRPSL

Whenever a stamp with a damaged frame line comes to light, immediately the questions are asked “are they constant and if so what sheet position are they from?” Ebay has thrown up two such examples: a 6d from the 1896 Victorian key plate set and a 1d from the 1907 Edward VII series.

On the 6d Victorian stamp the break is on the value tablet on the duty plate. This 6d duty plate was first used for the Queen Victoria second key plate printings from March 1897 as a 60-set plate. It was extended to be 120-set in January 1912 and continued in use until April 1930. The Edward VII 1d stamp has a break on the top right frame of the key plate, so if it is constant it could appear on any value—and indeed on any value from any country—for that reign.



6d duty plate enlarged

1d frame break.tif

Mail from St Helena in Early 1978

Barry Burns

Courtesy of Oliver Andrew, I can illustrate (Figure 1) this unremarkable cover. It is a manila envelope addressed to the UK (first line of address digitally erased), and franked with a 1976 5p definitive paying the surface rate. A clear c.d.s. of 11 April 1978 ties the stamp.

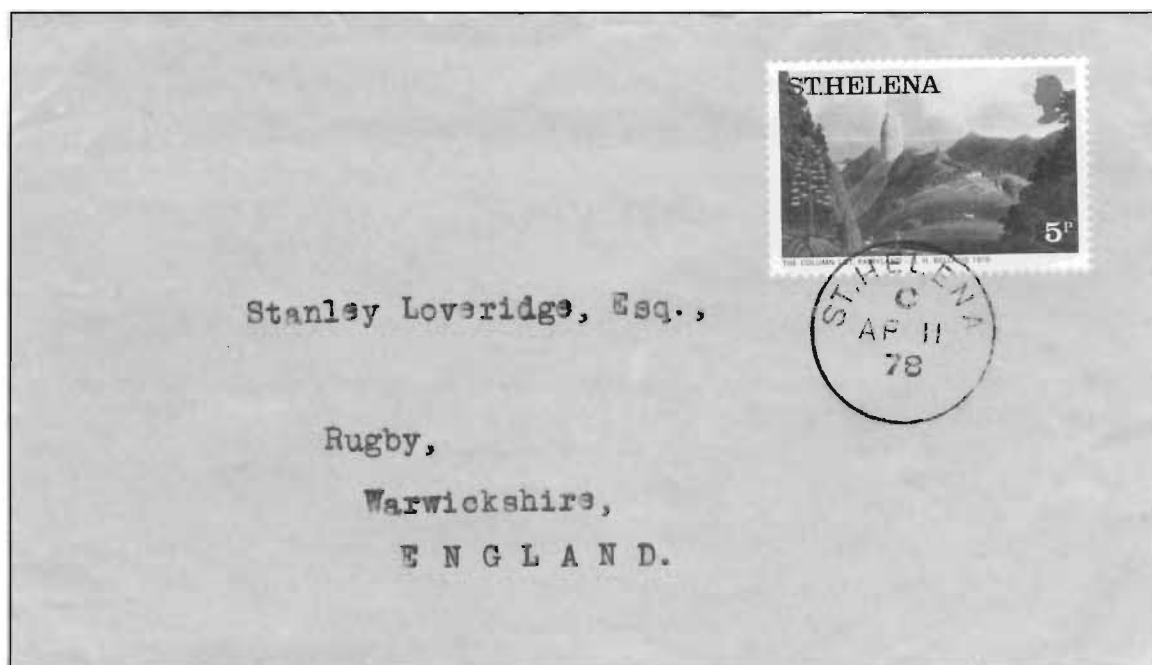


Figure 1 Surface rate to UK sent 11 April 1978

What is of interest is the manuscript note on the reverse (Figure 2, at 125%). Presumably written by the sender (although dated 14.IV.78), it states *No surface mail taken from here since January 10th*. It is known that mail to and from the Island was very intermittent during late 1977 and early 1978 following the withdrawal of the Union Castle's mail service to South Africa. Until the RMS *St Helena* inaugurated her regular scheduled service to St Helena and Ascension during September 1978, mail was carried by various vessels and also, northbound, by yachts that happened to pass the Islands (yachts do not sail into the teeth of the Trade winds).

Philatelic commemorative covers exist which were carried on the northbound proving run of the RMS, cancelled at St Helena on 14th January 1978 (Ref 1). It may be that these were carried by air from Ascension, and that Mr Loveridge's statement regarding 10 January may be correct for surface mail.

I would be interested to hear of any covers, particularly surface mail, cancelled at St Helena between the final call of the Union Castle Line *Southampton Castle* on 8 November 1977 and this cover of 11 April 1978.

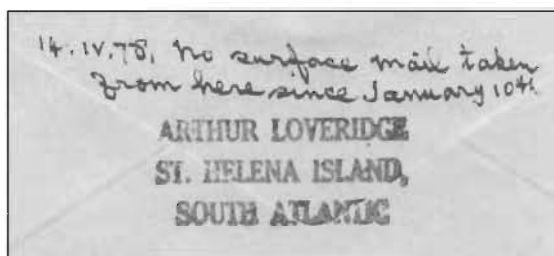


Figure 2

Reference

- 1 Hughes B., "Ship Mail Covers 1978-1984", *St Helena & Ascension Supplement No. 21*, p3, WASC, January 1994

The Ascension Picture Postcards - c. 1902 Series

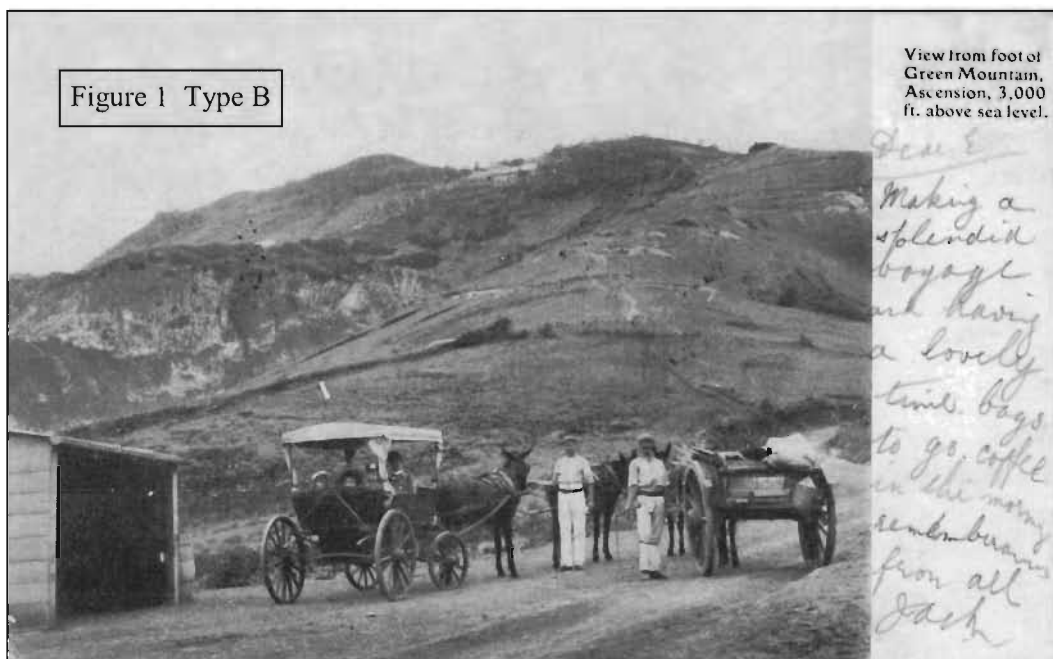
Bill Thorpe

Having obtained a few more postcards recently, and found some more in the 'waiting to be sorted box', I decided to revisit my postcards, and discovered quite a few more varieties which I hope will add to the splendid index produced by John Plant and John Attwood in 1992. I am also very grateful to Captain James Podger for the loan of his recent purchases, which meant that I had nearly 100 to examine - it makes a change from the 'Ship' sets !

The index appeared in numbers 20 and 21 of the *St. Helena and Ascension Supplements* (Refs. 1, 2) which updated John Attwood's own index that had appeared in *Supplements 12 & 13* (Refs. 3, 4). The keys to the lettering on the picture and address sides were published in *Supplement 12*, and I have assumed that this is still the main source of identification. This is reproduced in Tables 1 and 2 (following page), and many of the differences etc. are in the full stops and commas in the lettering on both sides, which I hope is not being too pedantic on my part. Figure 1 depicts an example of a Type B card.

A	1" message space on the right side, title in block lettering of equal height
AA	As for A but block lettering with initial capitals
B	1" message space on the right side, title in fancy lettering with initial capitals
C	$\frac{3}{8}$ " message space on the right side, title in small fancy lettering with initial capitals and the words 'Muller & Co.'s Series' included
D	As for C but larger print
E	$\frac{1}{2}$ " message space at the bottom, title in print similar to a typewriter with initial capitals
F	$\frac{3}{4}$ " message space on the right side, title in print similar to a typewriter with initial capitals and the words 'Muller & Co.'s Series' included

Table 1 Key to Lettering on the Picture Side



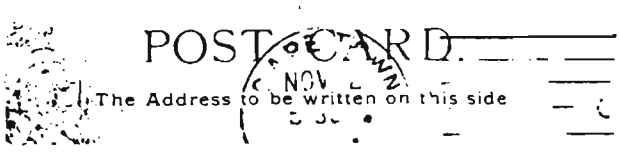
'R' Green	<p>PICTORIAL POST CARD.</p> <p>The Address to be written on this side.</p>
'Q' Green	<p>PICTORIAL POST CARD.</p> <p>The Address to be written on this side.</p>
'S' Green	<p>PICTORIAL POST CARD.</p> <p>The address to be written on this side.</p>
'T' Green	<p>PICTORIAL POST CARD.</p> <p>THE ADDRESS TO BE WRITTEN ON THIS SIDE</p>
'U' Green	<p>PICTORIAL POST CARD</p> <p>THE ADDRESS TO BE WRITTEN ON THIS SIDE.</p>
'V' Black	<p>POST CARD.</p> <p>THE ADDRESS TO BE WRITTEN ON THIS SIDE</p>
'W' Black	<p>POST CARD.</p> <p>THE ADDRESS TO BE WRITTEN ON THIS SIDE.</p>
'P' Green	
'Z' Green	<p>POST CARD.</p> <p>THE ADDRESS ONLY TO BE WRITTEN HERE.</p>
'Y' Green	<p>POST CARD.</p> <p>— — — — —</p> <p>THE ADDRESS ONLY TO BE WRITTEN HERE.</p>
'X' Green	<p>POST CARD.</p> <p>— — — — —</p> <p>The address only to be written on this side.</p>

Table 2 Key to Lettering on the Address Side

It should be noted that various shades of green exist ranging from a clear green to almost black. With

eleven distinct types of wording on the address side, here recorded, the author decided not to further complicate matters by trying to sub-divide the green lettering into gradations of colour.

Another point is the overall length of the lettering on Types R, Q, S and U. It is very easy to assume that the address side is of a particular type, but on closer examination it becomes a 'combination'. In particular, the lettering in 'R' is 8.2 - 8.3 cm, and in 'U' is 7.9 cm, and with them being almost identical, it is an easy mistake to make – also there is a full stop after 'CARD' in 'R', but not in 'U'. Figure 2 shows the four variants of 'R', and Figure 3 shows the 'U', and the 'R/U' combination. This combination I have only found with the words 'Picture Post Card' (PPC) as 'R', and 'The Address to be written on this side' (The Address etc.) as 'U', and not the reverse. Does the 'U/R' combination exist? I hope you are still awake !

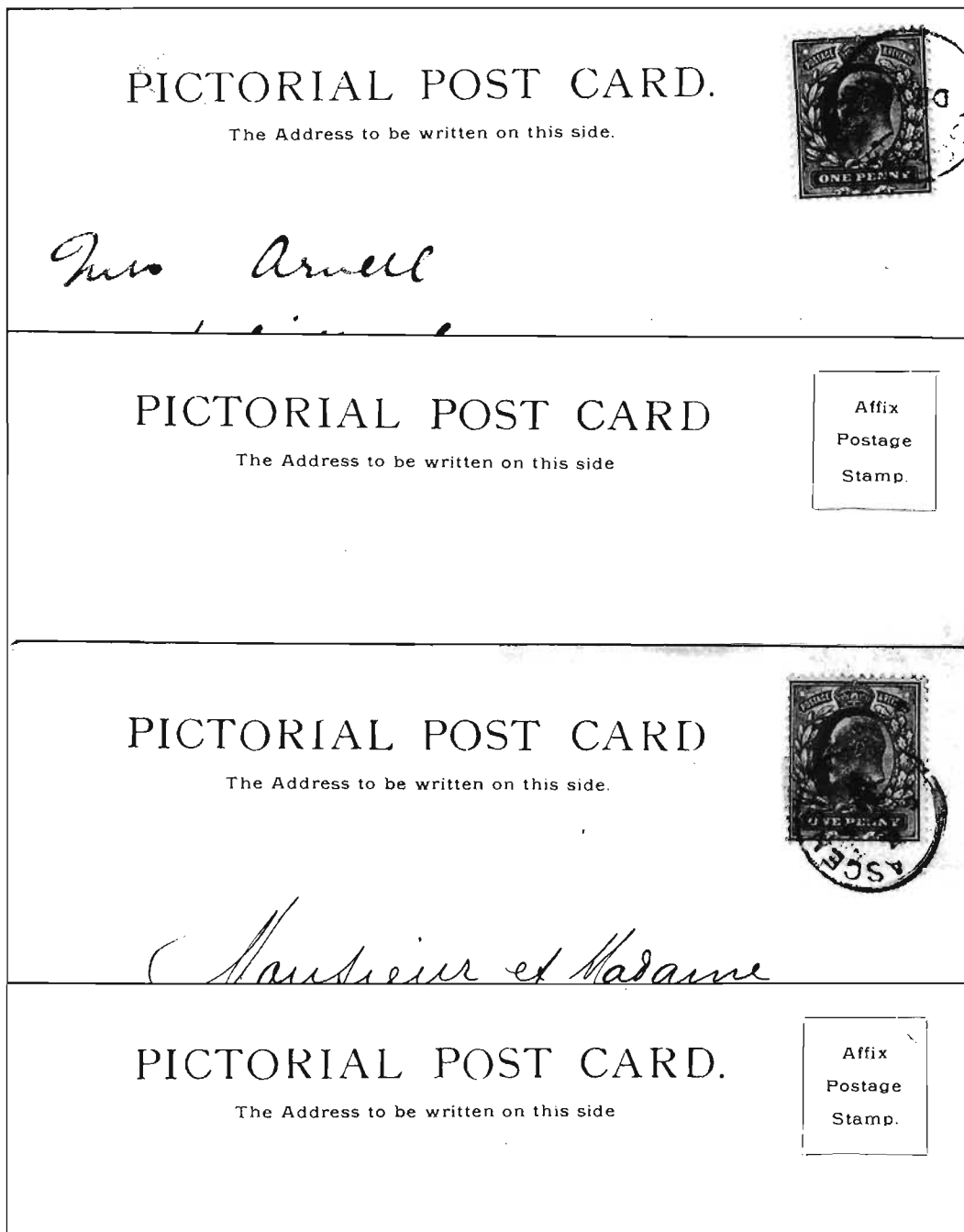


Figure 2 The Four 'R' variants

From top: full stop (period) after 'CARD' and 'side'; no full stops; after 'side' only, and after 'CARD' only

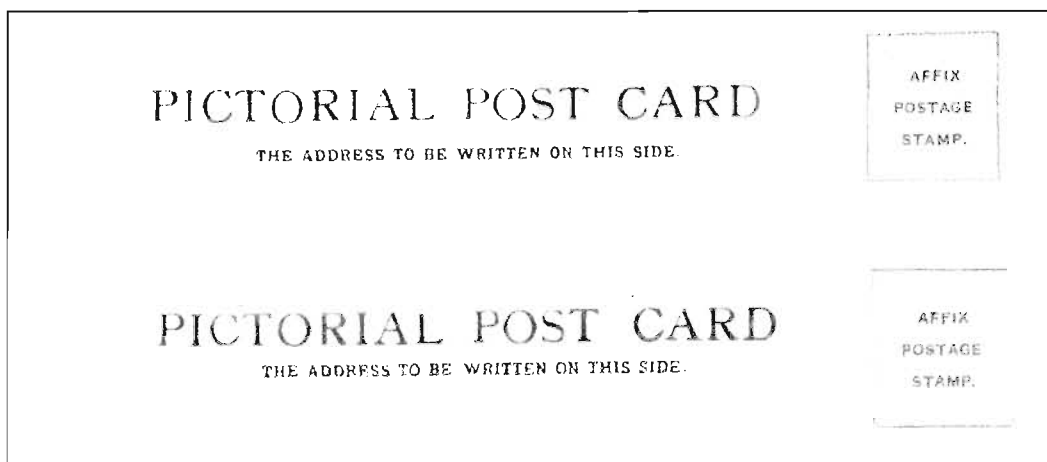


Figure 3 Type 'U' (top) and the 'R/U' combination (bottom)

Types 'Q' and 'S' are almost identical, with the words 'PPC' being 7.4 cm long for 'Q', 7.5 cm for 'S', and the words 'The Address etc.' for both 5.5 cm. The only difference is that the word 'Address' in 'Q' has a capital 'A'. To perhaps complicate matters, the words 'The Address etc.' in both 'Q' and 'R' are identical in style and length. However, there is no serif on the 'A' of 'Address' in 'Q', whilst there is one in 'R'. These four are the only ones which cause problems, as the other seven are individual and easily recognised.

I hope that this all makes sense without the original index being reproduced, but there may be copies of the *Supplements* available from members of the WASC (Note 1). The numbering of the index runs from 1 to 67, but in all there are 111 cards listed. On the Address Side (Add), where there is a combination, the first letter refers to 'Picture Post Card', and the second to 'The Address to be written on this side'.

Table 3 contains the variations and suggestions for numbering and renumbering which result from my findings. The column 'P&A No.' gives the listing in the index as compiled by Plant & Attwood, 'Pic' gives the Picture Side reference, and 'Add' the Address Side reference. The 'Comments' column gives the differences found, with the last column my suggestion for a new number.



Figure 4 Admiralty Cottage PPC (note difference to No. 62), with top of 'Address' side, used in 1911

P & A No.	Pic	Add	Comments etc	New No.
1	B	R	No Full Stop (FS) after 'CARD' or 'side' (1a becomes 1b)	1a
5a	B	S	No FS after 'side'	5b
6	A	U	A (V) - FS after 'RAMPS'	6a
6	A	U	A (V) as New 6a - R/U Combination + No FS after 'CARD'	6b
6	A	U	R/U Combination	6c
9	B	R	B (Var.) - No FS after 'Ascension' (9a becomes 9b)	9a
11a	B	R	No FS after 'CARD' or 'side' (11b becomes 11c)	11b
13a	B	S	No FS after 'side'	13b
None (14)	B	<u>X</u>	Not listed by P & A	14c
15	A	U	R/U Combination	15a
15	A	U	A (Var.) FS after 'MOUNTAIN' - No FS in '2000' - R/U Combination	15b
None (15)	A	<u>T</u>	Not listed by P & A	15c
16	B	R	No FS after 'side' (16a becomes 16b)	16a
20a	A	U	R/U Combination	20b
22a	B	R	B (Var.) Capital 'S' in 'Shadows' (22b becomes 22c)	22b
24	B	R	No FS after 'CARD' or 'side' (24a & 24b become 24b & 24c)	24a
24a	B	S	S/R Combination	24c
25	R	U	R/U Combination	25a
26a	B	S	No FS after 'side' (26b becomes 26c)	26b
27a	B	S	No FS after 'side'	27b
28	B	S	B (Var.) - No Comma after 'Mountain' (28a becomes 28b)	28a
34	E	V	E (Var.) - No FS after 'Island' - FS after 'SIDE'	34a
36a	B	R	No FS after 'CARD'	36b
37	A	R	R/U Combination - No FS after 'CARD' (37a becomes 37b)	37a
38	E	V	E (Var.) - No FS after 'Island' - FS after 'CARD'	38a
42b	B (V)	S	B (V2) - B(V) as listed has Comma after 'Tower' - FS after 'Tower'	42c
None (39)	B	<u>Q</u>	Not listed by P & A (B as 39 & 39a) - (39b & 39c become 39c & 39d)	39b
None (41)	B	<u>Z</u>	Not listed by P & A	41a
43	F	V	FS after 'CARD'	43a
44	A	T	FS after 'SIDE' (44a becomes 44b).	44a
44a	A	U	R/U Combination	44c
44a	A	U	A (Var.) FS after 'TOWER' instead of Comma - R/U Combination	44d
46	AA	Y	AA (Var.) Lettering at BOTTOM of Message Space	46a
49	F	V	F (Var.) No FS after 'Island' - FS after 'SIDE'	49a
54a/55	?	V	As per 'C', but the 3/8" Message Space is at the bottom	55a
58b	B (V)	R	No FS after 'CARD' or 'side' (58c becomes 58d)	58c
62	B	S	B (Var.) No FS after 'Ascension' (62a becomes 62b)	62a

Table 3 Index Modifications

I hope that Table 3 makes sense – if there are any comments, errors etc., please do not hesitate to let me know. A complete rewrite of the index, to incorporate my latest information, would probably necessitate at least 15 pages - too much for a *Cameo* article. However, if following the publication of this update further information is forthcoming, it may be possible to reproduce the entire thing as an illustrated monograph.

Finally, I have a ‘mystery’ postcard, shown as Figure 4 (page 236), and any help on its identification would be greatly appreciated. Although not titled, it is a picture of Admiralty Cottage – see card 62 in the index – although taken from a slightly different angle. The Communication and Address side is unlike any other card in all the earlier series up to 1920, but the date of posting, 1911, puts it in with the 1902 Series. Does anyone have a similar card, or any information on this one?

References

- 1 Plant J.H. & Attwood J., “Pictorial Postcards of Ascension Island”, *St Helena & Ascension Supplement No. 20*, pp25-30, WASC, July 1993
- 2 Plant J.H. & Attwood J., “Pictorial Postcards of Ascension Island”, *St Helena & Ascension Supplement No. 21*, pp 7-13, WASC, January 1994
- 3 Attwood J., “Ascension Island Pictorial Postcards”, *St Helena & Ascension Supplement No. 12*, pp4-11, WASC, July 1989
- 4 Attwood J., “Ascension Island Pictorial Postcards”, *St Helena & Ascension Supplement No. 13*, pp3-11, WASC, January 1990

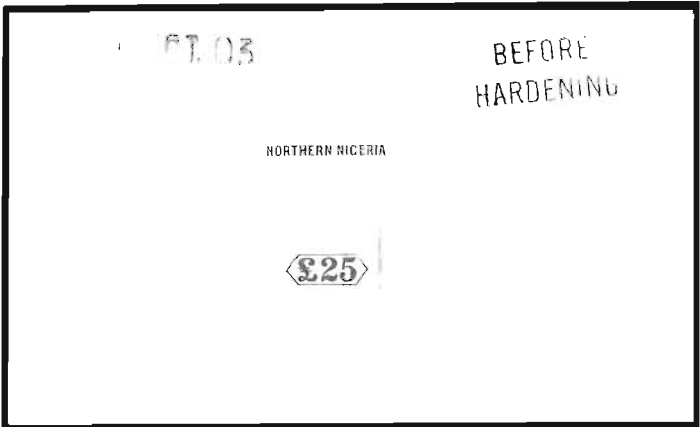
Also Attwood J.H., *Ascension; The Stamps and Postal History*, pp16-20, Robson Lowe Ltd., London 1981

Note

- 1 Barry Burns comments: The only *Supplement* available is No. 21. I can provide photocopies of all the references mentioned at cost, plus postage. Please contact me for details - my addresses are on the first page of *Cameo*.

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